



THE CITY OF SAN DIEGO

## Report to the Planning Commission

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HEARING DATE: July 21, 2021

SUBJECT: Mira Mesa Community Plan Update Workshop

REFERENCES: [March 14, 2019 Mira Mesa Community Plan Update Workshop, Report No. PC-19-015](#)  
[March 18, 2021 Mira Mesa Community Plan Update Workshop, report No. PC-21-014](#)

### **SUMMARY**

This is a third workshop for the Planning Commission to provide input on the Mira Mesa Community Plan Update (CPU). No action is required on the part of the Planning Commission at this time. The Planning Commission has expressed a desire to have workshops during the community plan update process, where Commissioners can share their ideas and priorities for community plan updates. Previous workshops were held with the Planning Commission on March 14, 2019, and March 18, 2021, to solicit input on the preferred land use scenarios and concepts related to public space, urban design, and mobility. This workshop is meant to serve as an opportunity for Planning Commission to provide input on the additional analysis that has been performed since the last workshop and on the [Community Discussion Draft](#), and [Draft Plan Figures](#), prior to the adoption hearing process.

### **BACKGROUND**

Mira Mesa is a major suburban employment center and a residential community located in the north central portion of the City. The Mira Mesa Community Plan area is one of San Diego's largest communities in terms of land area, population and employment. The community plan area consists of 10,729 acres and is located between Marine Corps Air Station (MCAS) Miramar on the south and Los Peñasquitos Canyons open space on the north, and between Interstate 805 and Interstate 15.

#### Housing & Demographics

*Population:* As of 2020, SANDAG estimated that approximately 75,000 people were living in the Mira Mesa Community Planning Area. Figure 1 shows there was a 3.1 percent increase from the 72,760 people living in the community in 2010 based on SANDAG estimates.

*Housing:* In 2020, the community had approximately 26,800 homes. Figure 1 also shows that between 2010 and 2020, the community added 1,830 homes, a 7.3 percent increase from the previous 24,970 homes. The community had a rate of 2.85 persons per household in 2020.

Figure 1: Mira Mesa Housing & Population between 2010 and 2020

Year	Homes	Population
2010	24,970	72,760
2020	26,800	75,000
Change	7.3 Percent	3.1 Percent

SANDAG 2020 Housing and Population Estimates

*Affordable Housing:* Between 2010 and 2019, 230 affordable homes were built in Mira Mesa that entered a deed-restriction with the San Diego Housing Commission.

*Employment:* Approximately 85,000 people work (Census LEHD, 2019) in Mira Mesa Community Plan Area. Based on the adopted community plan and base zones, the community could have approximately 27,000 additional jobs.

#### What is the residential capacity of the current Mira Mesa Community Plan?

The current Mira Mesa Community Plan was adopted in 1992. Since then, there have been nine amendments to the community plan. The adopted community plan has approximately 7,200 homes that could be developed based on the potential buildout of the community plan. This includes phase III of Casa Mira View (300 homes), 3 Roots (1,800 homes) which is under construction, and proposed Stone Creek Master Plan (4,445 homes). Remaining 655 homes could be built as infill development to the maximum allowed by the community plan.

#### What are the Community Plan's Key Objectives?

The CPU implements the General Plan City of Villages strategy and Climate Action Plan by addressing the following key objectives:

- Increasing density and intensity of residential and employment land uses within transit priority areas to:
  - Facilitate the implementation of smart growth areas;
  - Revitalize major activity centers as walkable destinations;
  - Identify appropriate locations to support a diversity of employment and mixed-use land uses; and
  - Address Climate Action Plan strategies to reduce greenhouse gas emissions;
- Strengthening Mira Mesa as a major employment area;
- Improving walking, biking, and transit connectivity to homes, jobs, and amenities;
- Preservation of open space areas; and
- Addressing public facilities, parks and recreation, and infrastructure needs.

#### What is the status of the community plan update?

##### *Mira Mesa CPU Advisory Committee*

The Mira Mesa CPU Advisory Committee was formed in August 2018 and has hosted [29 public meetings](#) (in-person and online) to discuss:

- Existing conditions, community issues and priorities, future vision and guiding principles, mobility networks, land use scenarios, public facilities options, parks and recreation analysis, and urban design concepts.
- Preliminary goals and policies related to Land Use and Economic Prosperity, Mobility, Public Facilities, Services, and Safety, Parks, Recreation and Open Space, Urban Design, and Urban Villages and Community Plan Implementation Overlay Zone Supplemental Development Regulations.
- Initial recommendation on CPU planned land uses. The Mira Mesa CPU Advisory Committee made a recommendation to proceed with the Land Use Scenario 3b on May 17, 2021, as a preliminary planned land use and Scenario 2 as an alternative land use for mobility modeling and further urban design analysis. The scenarios would add approximately the following number of homes above the adopted community plan:
  - Scenario 2: approximately 16,000 homes
  - Scenario 3b: approximately 24,000 homes

#### *Open House, Pop-Up Outreach, and Workshops*

- An informational open house was held in October 2018 to kick-off the Mira Mesa CPU process to present findings of existing conditions report and gain input from the community members. There were about 45 members of the public who attended the event.
- Two pop-up outreach booths at Mira Mesa Street Fair and Miramar Community College helped encourage people to participate in the online survey and learn about the Mira Mesa CPU during Fall 2018.
- [Forum on Land Use and Economic Prosperity](#) was held at Qualcomm Pacific Campus on October 31, 2019, to discuss economic prosperity, mobility, land use, and urban design concepts within Sorrento and Miramar employment areas with presentations, live polling, and tabletop discussion. There were about 75 residents and business community members who attended the event.
- Staff presented at the Mobility Board (info item) on July 6, 2022, to update the Board on the Mira Mesa CPU and discuss the Community Discussion Draft and Draft Mobility Technical Report.

#### *Online Engagement and Stakeholder Interviews*

- MetroQuest [Online Survey](#) was launch in Fall 2018 to better understand community issues and priorities, and establish a vision and guiding principles based on broad community representation and participation. Overall, 754 online surveys were completed with more than 14,322 data points and 1,440 comments.
- Twenty-six stakeholder interviews were conducted between March to July 2019 to hear from major employers, business associations, academia, property owners, developers, and community organizations to identify and address key issues, barriers, and opportunities for economic growth and resiliency. The interviews informed the preliminary concepts presented at the Forum on Land Use and Economic Prosperity.
- [Wateridge Townhomes Survey](#) was launched to better understand residence travel patterns at the only residential complex in Sorrento Mesa. Forty-five people completed the survey during December 2019 to January 2020. Overall, 11.4 percent of respondents walked to work; while for 75 percent that drove to work they traveled an average distance of 7.5 miles, which was 50 percent less compared to the regional average one-way auto commute distance.

- Plan Mira Mesa! [Online Community Engagement Tool](#) (OCET) was created to provide a more innovative approach to public engagement that reached a broader audience. The survey was available during August 17 to September 30, 2020, where participants could review proposed mobility improvements, various land uses, and urban design options for the six sub-areas. Overall, 696 people representing a broad cross-section of the community completed the online tool, generating 4,493 data points and 197 comments to inform the development of land use scenarios.

#### *Technical Studies*

- [Community Atlas: Existing Conditions Report](#) illustrates mappable resources relating to land uses, economic setting, natural resources, urban form, and mobility infrastructure. It also details major constraints and opportunities for future development.
- Mobility [Existing Conditions](#) Report and Mobility [Corridor Concepts](#) assesses and identifies potential mobility improvements.
- Draft [Mobility Technical Report](#) summarizes the physical and operational conditions of the planned mobility system outlined in the Mira Mesa CPU Community Discussion Draft - Mobility Element. This report identifies planned mobility improvements and analysis of all travel modes with a planning horizon year of 2050.
- [Subregional Employment Area Profile](#), Market Demand and [Collocation Study](#) addresses the long-term economic trends.
- A detailed [land use compatibility analysis](#) analyzes potential land use incompatibility for the collocation of residential uses in the Sorrento Mesa and Miramar employment areas.
- A peer-cities and [citywide analysis](#) found there is an abundance of industrially zoned land in the City of San Diego compared to 10 peer-cities.
- Three conceptual [urban design site analyses and renderings](#) were prepared for the six sub-areas.
- Several environmental technical studies – Geotech, hazmat, water and wastewater, historic, and biological and cultural resources – were prepared to help inform the planning process.

#### Other Planning Efforts

The following are other major planning efforts and proposed community plan amendments within the Mira Mesa Community Plan Area:

- *Carroll Canyon – Stone Creek Master Plan:* The proposed Master Plan would allow for up to 4,445 homes, 175 hotel rooms, 174,000 square feet of retail, 200,000 square feet of office space, 135,000 square feet of business park space, 415,000 square feet of light industrial space, 300,000 square feet of high-tech space, 104 acres of parks and open space, and school site.
- *Carroll Canyon – 3-Roots Master Plan:* In 2020, the City Council approved the 3-Roots master development which will consist of 1,800 homes, a 23-acre public park, an approximately 160,000 square feet retail center, and a mobility hub along Carroll Canyon Road and Camino Santa Fe. The first phases of the development are currently under construction.
- *El Camino Memorial:* A proposed permit amendment to add 5.7-acres of cemetery development area to include a new bridge, paved road, grading and expansion of cemetery burial areas to the 211-acre cemetery.

- *Carroll Canyon Road Alignment Study*: The City is studying potential alignment options for a future extension of Carroll Canyon Road between Carroll Road and just west of Camino Santa Fe.
- *Carroll Canyon Golf Community Plan Amendment*: A proposed community plan amendment to redesignate approximately 8.4 acres of the property from Open Space to Commercial Recreation to allow for the expansion of the existing golf facilities into a Golf Entertainment Facility.
- *OnPoint Tech Center Community Plan Amendment*: A proposed community plan amendment to redesignate approximately 9 acres of the 36-acre site from Open Space to Technology Park to allow for future employment use.

## **DISCUSSION**

### What is a Community Discussion Draft?

The Community Discussion Draft is a first draft of the Mira Mesa Community Plan Update (Attachment 1). It consists of draft plan elements (chapters) that have been reviewed, discussed, and developed over the course of multiple meetings with the Mira Mesa CPU Advisory Committee, key stakeholders, and via workshops, surveys, and technical analyses. The Discussion Draft contains the community vision, goals, and policies, along with limited maps and graphics in the Draft Plan Figures.

The purpose of the Discussion Draft is to provide the public with a first draft of the policies in the draft community plan and provide an opportunity for community input on the refinement of community plan, before the release of the next Draft Community Plan. Currently, the Planning Department has received over 100 community comments regarding the Discussion Draft.

### What type of community comments have been received after the release of the Discussion Draft?

The community comments related to the Discussion Draft are summarized into the following thematic areas:

- Growth without adequate infrastructure – a general concern about a need for more public facilities – large parks, recreation/aquatic centers, libraries, and schools – and mobility investment to serve a new population, and a concern about lack of future funding to fund these investments.
- Lack of proposed transit route(s) in neighborhoods near Sorrento Valley Boulevard, Calle Cristobal, and the northern segment of Camino Ruiz.
- Concern about forecasted vehicular congestion on major arterials due to future development and prioritization of non-auto modes.
- Request to refine figures, policies, and supplemental development regulations (SDRs).
- Implementation of CPIOZ SDRs – Request to define development and phasing thresholds for the SDRs.

The Planning Department is reviewing the community input addressing the Discussion Draft and will be presenting a summary of the comments at the August Mira Mesa CPU Advisory Committee. The Planning Department is also preparing additional information to help clarify and improve the Discussion Draft content and figures before the release of the next Draft Community Plan.

What is the land use vision, strategy, and total future buildout?

The proposed planned land uses (Attachment 2: Figure 2-2) locate the highest residential density land uses near jobs and corridors. The proposed Urban Villages at Mira Mesa Gateway and Mira Mesa Town Center along Mira Mesa Boulevard build on an area with a mix of restaurants, entertainment, retail, and office uses. These two areas serve as a community and regional destination and attraction for Mira Mesa and surrounding communities. The proposed Urban Employment Villages in Plaza Sorrento, Pacific Heights Boulevard, and Barnes Canyon Road provide new opportunity for residential development within a major employment hub in Sorrento Mesa. The Miramar Gateway along Miramar Road includes light industrial, commercial, and office uses. The proposed land use builds on the variety of uses by providing additional mixed-use areas and multi-family residential uses nearby cultural center, future park, recreation facilities and retail center.

As the community grows, the proposed Urban Villages will support job growth, create housing, encourage non-auto travel, and provide quality public spaces. 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.

Figure 2 shows the total housing and employment buildout for proposed land use. This includes the existing and adopted community plan capacity and the CPU capacity for the proposed land use scenario (Scenario 3b).

*Figure 2: Planned Land Uses - Total Potential Buildout\**

	<b>Homes</b>	<b>Jobs</b>
Existing Built Housing (2020)	26,800	85,000
Remaining Capacity (adopted community plan)	+7,200	+27,000
Proposed CPU Capacity	+24,000	+5,000
<b>Total</b>	<b>58,000 Homes</b>	<b>117,000 Jobs</b>

*\*Rounded to the nearest hundred.*

The adopted community plan has approximately 7,200 homes that could be developed based on the potential buildout of the current community plan. This includes phase III of Casa Mira View (300 homes), recently adopted 3 Roots (1,800 homes), and proposed Stone Creek (4,445 homes) in Carroll Canyon.

What is the effect to economic prosperity and Prime Industrial areas?

Based on technical studies and stakeholder input, the Planning Department is proposing mixed-use land use designations that are strategically located in Sorrento Mesa and Miramar subareas. These designations allow for a new development where primary employment uses are balanced with potential residential uses.

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 Urban Villages will benefit the current and future San Diegans who call Mira Mesa home.

As a part of the Mira Mesa CPU, an amendment to the General Plan Prime Industrial Lands is being proposed with a new Prime Industrial category that allows some flexibility to meet the demands of

innovation sectors and workforce housing. The Planning Department is currently working on the proposed amendments to the General Plan Economic Prosperity Element and the Prime Industrial Lands.

What is the proposed mobility vision and strategy?

The Discussion Draft 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 Discussion Draft builds upon the General Plan’s goal for a balanced, multimodal transportation system and identifies multimodal connections that promote sustainable travel via walking, rolling, biking, and riding transit. Incorporating infrastructure like well-connected, separated bicycle facilities, landscape-buffered sidewalks and paseos, as well as transit priority lanes and enhancements to first/last mile connections to transit are all part of the overall strategy to make Mira Mesa cleaner, safer, and healthier. When paired with smart land use, these improvements will help transition Mira Mesa into a more active, equitable, and sustainable community.

The Discussion Draft contains a draft mobility network for pedestrian, bike, transit, and automobile (Attachment 2: Figures 3-1 to 3-7) that focuses on the following primary strategies:

- Enhance walkable connections for residents, students, employees, and retail visitors;
- Create a network of separated bikeways & parallel low-stress routes for local trips;
- Make transit a competitive and reliable option; and
- Maximize roadway efficiency to move more people.

The [Draft Mobility Technical Report](#) summarizes the physical and operational conditions of the planned mobility system outlined in the Discussion Draft’s Mobility Element.

What was the result of the mobility modeling?

The future year travel demand model forecasted the future travel patterns within Mira Mesa under estimated buildout of the adopted plan land use, alternative land use (Scenario 2), and proposed CPU land use (Scenario 3b) for year 2050. The alternative land use proposes approximately 16,000 homes above the adopted community plan. Future year traffic volumes were derived from the SANDAG 2050 Series 13 (ABM 1) Regional Travel Demand Model run, which was verified per the City of San Diego’s Small Study Area Traffic Modeling Process (April 2012) and calibrated for Mira Mesa.

Figure 3 highlights the all daily trips mode share percentages for existing, adopted, alternative (Scenario 2), and proposed CPU (Scenario 3b) land uses and proposed mobility networks for year 2050.

*Figure 3: Daily Trips Mode Share Percentages – 2050*

	Existing*	Adopted	Alternative	Proposed CPU
Single Occupant Vehicle	54%	45%	40%	39%
Multiple Occupant Vehicle	36%	38%	34%	32%
Active Transportation (Walk/Bike)	8%	12%	21%	24%
Transit	1%	3%	4%	4%
Other	1%	2%	1%	1%

\*Base Year 2012

The proposed CPU land uses provided the highest non-auto mode share of 29 percent and lowest single occupant vehicular trip of 39 percent compared to existing, adopted and alternative land uses.

Figure 4 shows the peak hour trips mode share percentages for existing, adopted, alternative, and proposed CPU land uses and proposed mobility networks for year 2050.

*Figure 4: Peak Hour Trips Mode Share Percentages – 2050*

	<b>Existing*</b>	<b>Adopted</b>	<b>Alternative</b>	<b>Proposed CPU</b>
Single Occupant Vehicle	87%	83%	77%	75%
Multiple Occupant Vehicle	10%	9%	8%	8%
Active Transportation (Walk/Bike)	1%	1%	7%	9%
Transit	2%	7%	8%	8%

\*Base Year 2012

The proposed CPU land uses provided the highest non-auto trips during peak commute hours of 17 percent and the lowest single-occupant vehicular trip of 75 percent compared to existing, adopted, and alternative scenario land uses.

Figure 5 highlights the daily Vehicle Miles Traveled (VMT) per capita for resident and employee travel for adopted, alternative scenario, and proposed CPU land uses and proposed mobility networks for the year 2050.

*Figure 5: VMT Per Capita - 2050*

	<b>Adopted</b>	<b>Alternative</b>	<b>Proposed CPU</b>
Resident VMT per capita	13.3	11.4	10.7
Employee VMT per capita	27.3	24.4	23.3

The proposed CPU land uses provided the lowest daily VMT per capita for resident and employee vehicular travel compared to adopted and alternative land uses. Overall, the proposed CPU land uses provided the largest non-auto mode shift for daily and peak hour trips and the lowest VMT per capita for both resident and employee travel to help implement the Climate Action Plan. Additional information is available via the November 2021, Mira Mesa CPU Advisory Committee [Future Mobility Analysis](#) presentation and the [Draft Mobility Technical Report](#).

What are the proposed public facilities, services, and safety vision & strategy?

The Discussion Draft CPU 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. A new fire-rescue station is identified in Miramar subarea and a new school location is identified in the proposed Stone Creek Master Plan area (Attachment 2: Figure 4-1). The majority of proposed land use changes are located outside major flood zones and the Very High and High Fire Severity Zone to support climate resilience.

What is the proposed historic preservation vision & strategy?

The Discussion Draft envisions a quality built and natural environment enriched by the identification and preservation of significant historical resources within Mira Mesa and establishes policies to support the identification and preservation of the historical, archaeological, and tribal cultural resources of the community. More detailed historical narratives will be provided by a Historic



Context Statement, Historical Resource Reconnaissance Survey and a Cultural Resources Constraints Analysis, which will be included as appendices to the PEIR.

What are the proposed parks, recreation, and open space vision & strategy?

The Discussion Draft 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 (Attachment 2: Figure 6-1).

The goal is to provide parks where they are most needed. Additional park amenities, such as plazas, linear parks, urban pathways, and other public spaces are planned for the Urban Villages via Community Plan Implementation Overlay Zone (CPIOZ) Supplemental Development Regulations.

To increase value and use, the community's network of parks and recreational facilities should be well-connected by a variety of pathways (such as sidewalks, trails, and paseos, etc.), bikeways, and transit. In addition, parks should vary in programming and design, from dog off-leash areas to community gardens and exercise stations, for example, to cater to the diverse needs of Mira Mesa's users. The Discussion Draft calls for new parks and for additional recreation amenities to be added to existing neighborhood parks.

Over 58 acres of proposed parks and one recreation center are planned in the Carroll Canyon area, in particular at 3 Roots and at Stone Creek, per their respective master plans. Mira Mesa has an abundance of natural open space area and trail planning and conservation is key in the park planning effort, with over 17 miles of proposed trails that have been identified to enhance outdoor experiences.

The Planning Department is utilizing the Recreation Value Points system adopted in the Parks Master Plan to address future park needs. Figure 6 highlights existing built and proposed CPU Recreation Value Points analysis for Mira Mesa with further recreational facilities that have been added since getting public feedback on the Discussion Draft CPU. Community input has focused on active recreation, and the Discussion Draft is intended to address these concerns by identifying potential park lands for future acquisition study.

*Figure 6: Recreation Value Point Analysis\**

	<b>Existing</b>	<b>Proposed CPU</b>
Total population	76,080	130,500
Population/1,000	76	130.5
Recreation Value Points Goal, 100 points per thousand	7,680	13,050
Existing/Planned Recreation Value Points	6,880.71	12,695
Existing/Planned Recreation Value Points deficit	(-727.29)	(-355)
Percent deficit	9.5%	2.7%

*\*Analysis updated to reflect community input on discussion draft as of July 11, 2022.*

Recreation value emphasizes the activities and experiences that residents can enjoy, rather than solely the acreage of parkland. It measures the inherent benefits of park spaces – the ability for park facilities to support active recreation and exercise; encourage socializing; link people to transit, bike facilities, trails, and active public areas; and invite activity throughout the day. The proposed parks, trails and recreation spaces that are identified in Attachment 2: Figure 6-2 are planned to maximize the recreation opportunities that will serve the increasing number of community residents.

### What is the proposed urban design vision & strategy?

Mira Mesa is at a stable juncture to transition, where appropriate, into a community that balances its employment, commercial, and residential uses within vibrant Urban Villages. The Discussion Draft envisions the infill development within areas near transit into Urban Villages that are pedestrian-friendly, mixed-use, and amenity-rich. Supported by a well-designed public realm, urban forestry and greening that fosters walkability, connectivity, and sustainability, as well as complimentary amenities for living and working, Mira Mesa's Urban Villages will bring new vitality to the overall community (Attachment 2: Figure 7-1).

The Urban Village areas are currently characterized by either employment or commercial uses. Sorrento Mesa and Miramar subareas, for example, are major employment areas in the technology, life science, and manufacturing/industrial sectors. The commercial developments along Mira Mesa Boulevard 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 Discussion Draft proposes retrofitting these areas into more human-scaled and pedestrian-oriented developments with new amenities for a growing Mira Mesa community. Developed alongside commercial centers and offices, new mixed-use developments will allow Mira Mesa employees and residents to live near their jobs and be within walking distance of desired amenities, such as dining, shopping, entertainment, services, and public space, in addition to housing to reduce vehicle trips and facilitate the implementation of the Climate Action Plan.

### What are the proposed Supplemental Development Regulations in Urban Villages?

Community Plan Implementation Overlay Zone (CPIOZ) Type A, which provides ministerial Supplemental Development Regulations (SDRs) for new developments and park in the Urban Village areas (Attachment 2: Figure 8-1) will help implement 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."

Proposed CPIOZ SDRs will also incentivize new development within Urban Villages to implement 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. It also leverages 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 (Attachment 2: Figures 8-2 to 8-8).

### What type of base zones are proposed in the Urban Village areas?

Planned Zoning Map (Attachment 2: Figure 2-3) shows the proposed base zones that would be implemented under the Discussion Draft. For the Urban Village areas along Mira Mesa Boulevard several Mixed-Use Base Zones are proposed:

- RMX-1 (Residential Mixed-Use) – allows a mix of uses and allows medium- to high density residential uses as the primary use with a maximum FAR of 3.0.
- EMX-1 (Employment Mixed-Use) – allows a mix of uses with a focus on nonresidential uses with residential uses as a secondary use with a maximum FAR of 3.0.

- EMX-2 (Employment Mixed-Use) – provides a mix of uses with a focus on nonresidential uses and allows residential development as a secondary use with a maximum FAR of 5.0.

For the proposed Urban Village areas in Miramar, a variety of Commercial Base Zones are introduced:

- CO-1-1 (Commercial Office) – accommodates a mix of office and residential uses with a neighborhood scale and orientation and permits a maximum density of 1 dwelling unit for each 1,000 square feet of lot area
- CO-1-2 (Commercial Office) – accommodates a mix of office and residential uses that serve as an employment center and permits a maximum density of 1 dwelling unit for each 1,500 square feet of lot area.
- CO-3-1 (Commercial Office) – accommodate a mix of office uses that serve as a high-intensity employment center with residential uses and limited, complementary retail uses and permits a maximum density of 1 dwelling unit for each 1,000 square feet of lot area
- CC-3-2 (Commercial Office) – accommodates a mix of office and residential uses and permits a maximum density of 1 dwelling unit for each 800 square feet of lot area.
- CC-3-4 (Commercial Community) – accommodates development with a pedestrian orientation and permits a maximum density of 1 dwelling unit for each 1,500 square feet of lot area.
- CC-3-8 (Commercial Community) – accommodates development with high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 600 square feet of lot area.
- CC-5-2 (Commercial Community) - accommodate development with high intensity, strip commercial characteristics and permits a maximum density of 1 dwelling unit for each 1,500 square feet of lot area
- CC-5-5 (Commercial Community) - accommodate development with high intensity, pedestrian orientation and permits a maximum density of 1 dwelling unit for each 1,500 square feet of lot area

## **CONCLUSION**

Staff will incorporate input from the Planning Commission workshop, Mobility Board, Park & Recreation Board, Mira Mesa CPU Advisory Committee, and community stakeholders before the release of the Draft Community Plan. Staff anticipates releasing the Draft Community Plan and Draft Program Environmental Impact Report by early Fall 2022, and a recommendation from the Mira Mesa CPU Advisory Committee in October 2022, before beginning the public hearing process in late Fall 2022. All documents pertaining to the Community Plan Update process are available on the project website: [www.PlanMiraMesa.org](http://www.PlanMiraMesa.org).

Respectfully submitted,




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Attachments:

1. Mira Mesa CPU Community Discussion Draft
2. Draft Plan Figures
  - Figure 2-2. Planned Land Uses
  - Figure 2-3. Planned Zoning
  - Figure 3-1. Pedestrian Facility Classifications
  - Figure 3-2. Planned Pedestrian Improvements
  - Figure 3-3. Planned Bicycle Network
  - Figure 3-5. Planned Transit Network
  - Figure 3-6. Planned Vehicular Network
  - Figure 3-7. Planned Street Classifications
  - Figure 4-1. Existing and Planned Public Services and Facilities
  - Figure 6-1. Existing and Planned Parks, Recreation, and Open Space
  - Figure 6-2. Existing and Planned Park & Recreation Facilities Matrix
  - Figure 7-1. Urban Design Framework
  - Figure 8-1. Urban Villages and CPIOZ
  - Figure 8-2. Mira Mesa Town Center CPIOZ
  - Figure 8-3. Mira Mesa Gateway CPIOZ
  - Figure 8-4. Plaza Sorrento CPIOZ
  - Figure 8-5. Barnes Canyon Road CPIOZ
  - Figure 8-6. Pacific Heights Blvd. CPIOZ
  - Figure 8-7. Sorrento Mesa RIM CPIOZ
  - Figure 8-8. Miramar Gateway CPIOZ