



Miramar Gateway

Land Use Compatibility Analysis:

Mira Mesa Community Plan Updates

Working Draft
August 2019

TABLE OF CONTENTS

A. INTRODUCTION

1. General Plan
2. Climate Action Plan
3. Study Area

B. PRIME INDUSTRIAL LAND CRITERIA

1. Community Plan Land Use
2. Restrictive Industrial Zoning
3. Market Feasibility
4. Predominantly Developed or Developable with Industrial Uses
5. Free for Non-Industrial Encroachment
6. Proximity to Resources of Extraordinary Value

C. COLLOCATION/CONVERSION SUITABILITY FACTORS

1. Area Characteristics
2. Transit Availability
3. Impact on Prime Industrial Lands.
4. Significance of Residential/ Employment Component
5. Residential Support Facilities
6. Public Facilities
7. Airport Land Use Compatibility
8. Public Health
9. Separation of Uses

D. PRELIMINARY CONCLUSION AND RECOMMENDATION

E. APPENDICES

- APPENDIX A – EXISTING PLANS AND POLICIES
- APPENDIX B – PARCEL MAPS AND ENCROACHMENT TABLES
- APPENDIX C – PARCEL MAPS AND SITE PHOTOS

A. INTRODUCTION

The City of San Diego is updating the Mira Mesa Community Plan Update to provide a long-range land use vision for economic prosperity, housing, mobility, and climate action. The Mira Mesa Community Planning Area (CPA) is a major residential and employment center, with approximately 80,000 residents (2018) and 83,000 jobs (2015). Mira Mesa CPA is the largest industrial area in the region with a concentration of biotech, high-tech, defense, craft beverage/food, and manufacturing clusters. The land use compatibility analysis is being prepared to inform the development of economic prosperity, land use, and urban design chapters of the Mira Mesa Community Plan.

City of San Diego General Plan

The city's General Plan (GP) recommends evaluating the designation of Prime Industrial Lands during a comprehensive community plan update. If change is proposed, the GP requires several factors to be analyzed to ensure that viable industrial areas are protected from encroachment and conversion to non-industrial uses. GP policy EP-A.12 of the city's GP Economic Prosperity Element contains the following requirements for any justification to change Prime Industrial with residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses:

- (a) Evaluate the Prime Industrial Land Criteria in Appendix C, EP-1
- (b) Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2
- (c) Study the potential contribution of the area to the local and regional economy

This report explores items (a) and (b). The study of the potential contribution of the area to the local and regional economy is illustrated in a separate report, *Market Demand Analysis and Evaluation of Potential Impacts of Collocation*, prepared by Keyser Marston Associates (www.PlanMiraMesa.Org).

City of San Diego Climate Action Plan

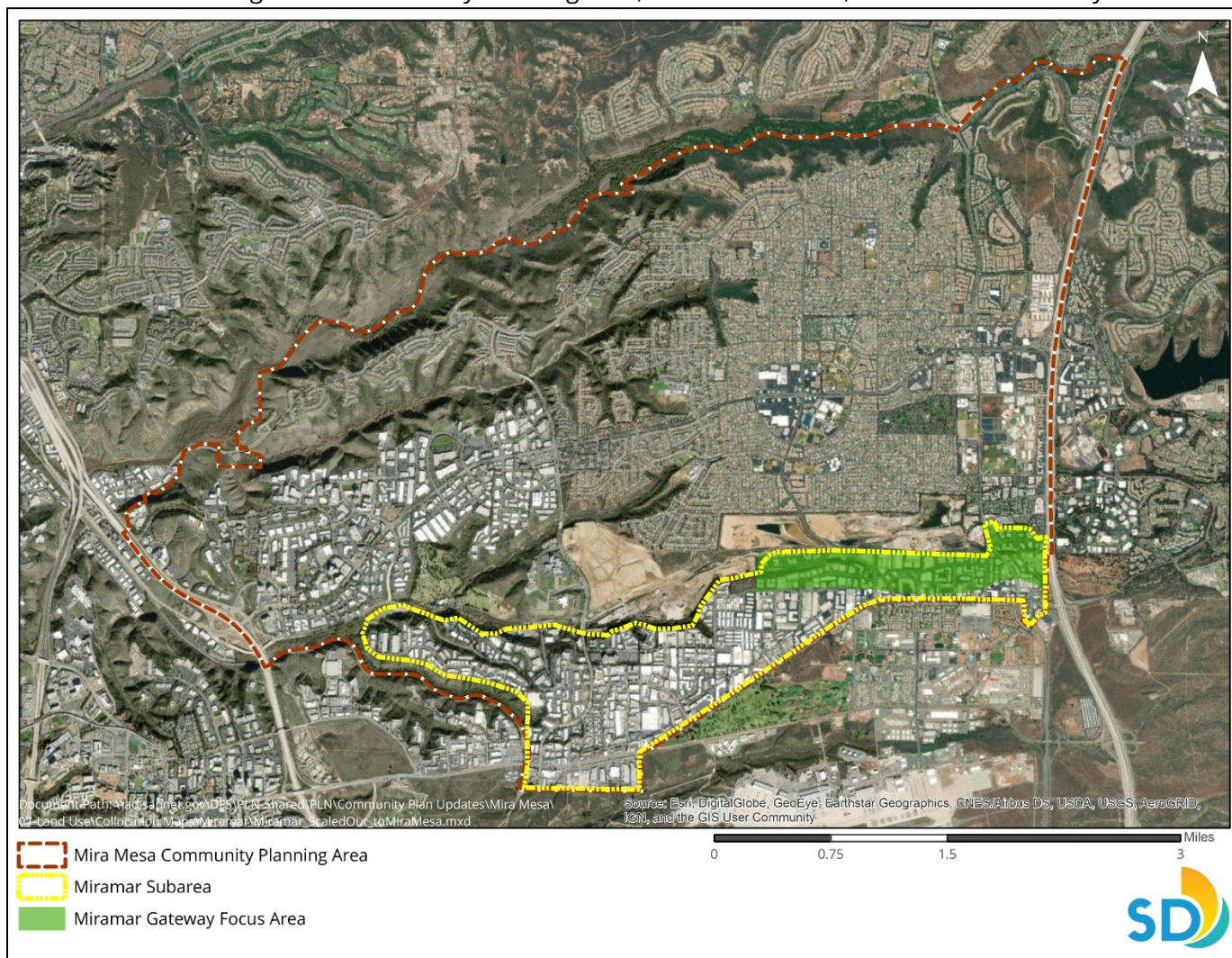
The city's Climate Action Plan (CAP), adopted in 2015, prioritizes the implementation of the GP's Mobility Element and the City of Villages Strategy to increase housing near job centers and promote the use of transit, walking, and biking to reduce greenhouse gas emissions. Meeting the CAP goals require achieving better walkability and transit-supportive density by locating most of new housing and employment within the Transit Priority Areas.

Study Area

Miramar is located in the southern portion of the Mira Mesa Community Planning Area (CPA). This subarea contains light industrial uses - craft brewing, warehousing, wholesale distribution, and manufacturing - within its interior. However, the perimeter is developed mainly with strip commercial, retail, self-storage, and office use. The proximity to MCAS Miramar and its operation provides significant land-use constraints, shaping the area's industrial landscape. Still, Miramar's central location and regional connectivity will continue to fuel the employment growth of the area to support the

regional economy. Figure 1 shows the Mira Mesa Community Planning Area, Miramar Subarea, and Miramar Gateway Focus Area.

Figure 1 – Community Planning Area, Miramar Subarea, and Miramar Gateway Focus Area



Miramar Subarea

The Miramar Subarea is 1,557 acres and contains 796 parcels with a median parcel size of 0.93 acres and a median FAR of 0.44. The total building areas is 20 million square feet with a median building area of 12,766 square feet. The current land use is mostly, light industrial, warehousing, R&D, office, retail, and commercial. Approximately 924 acres are 'Prime Industrial,' 188 acres are 'Other Industrial,' and 110 acres are commercial/retail.

Table 1 illustrates the employment breakdown within the subarea. The area contains almost one quarter of the Mira Mesa CPA workforce. The largest share of employment is 'Manufacturing' with 18.1%, followed by 'Construction' with 14.5%, and 'Information' with 9.9%.

Table 1: Miramar Subarea Employment Breakdown (2015)

North American Industry Classification System (NAICS)	Count	Share
Agriculture, Forestry, Fishing and Hunting	4	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	276	1.4%
Construction	2,820	14.5%
Manufacturing	3,529	18.1%
Wholesale Trade	1,838	9.4%
Retail Trade	1,426	7.3%
Transportation and Warehousing	550	2.8%
Information	1,917	9.9%
Finance and Insurance	174	0.9%
Real Estate and Rental and Leasing	526	2.7%
Professional, Scientific, and Technical Services	2,150	11.1%
Management of Companies and Enterprises	133	0.7%
Administration & Support, Waste Management and Remediation	1,848	9.5%
Educational Services	294	1.5%
Health Care and Social Assistance	722	3.7%
Arts, Entertainment, and Recreation	161	0.8%
Accommodation and Food Services	627	3.2%
Other Services (excluding Public Administration)	461	2.4%
Public Administration	0	0.0%

Source: U.S. Census LODES 2015

Miramar Gateway Focus Area

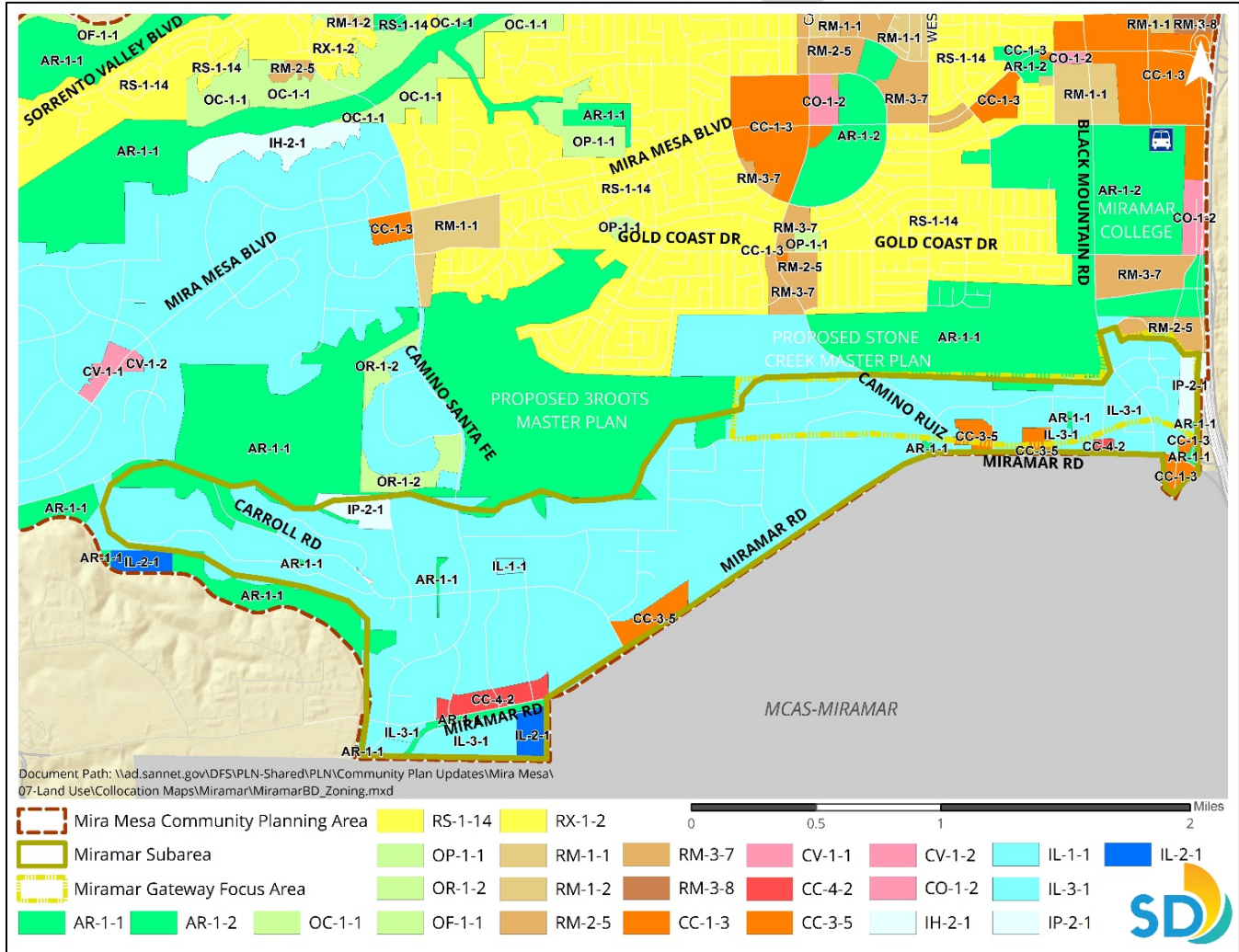
Within Mira Mesa CPA, there are several existing land use policies and regulations related to MCAS Miramar Airport Land Use Compatibility Plan (ALUCP), Prime Industrial Land, and the city's Climate Action Plan (CAP). During the analysis of existing conditions, seven criteria were used to identify the collocation study focus area in Miramar Gateway. A focus area must be:

1. Outside the MCAS Miramar ALUCP Noise Contours >65 CNEL;
2. Outside the MCAS Miramar ALUCP Accident Potential Zone I and II;
3. Outside Open Space Area;
4. Within CAP Transit Priority Areas;
5. Contains Prime Industrial Land;
6. Contains High Transit Ridership Stop(s); and
7. Near Existing and Proposed Transit.

The identified focus area is 321 acres within the Miramar Subarea and contains 114 parcels with a median parcel size of 1.59 acres, and median FAR of 0.32. The total building areas is 3.9 million square feet with a median building area of 22,773 square feet.

The focus area contains a mix of prime and other industrial lands, and commercial land uses (Figure 3). Most of zoning is IL-2-1, followed by CC-3-5, which is a commercial use that allows residential, IL-3-1, and IP-2-1 (Figure 2). The existing land uses are predominantly industrial park, light industrial, R&D, commercial/retail/service, and office.

Figure 2 – Miramar Zoning



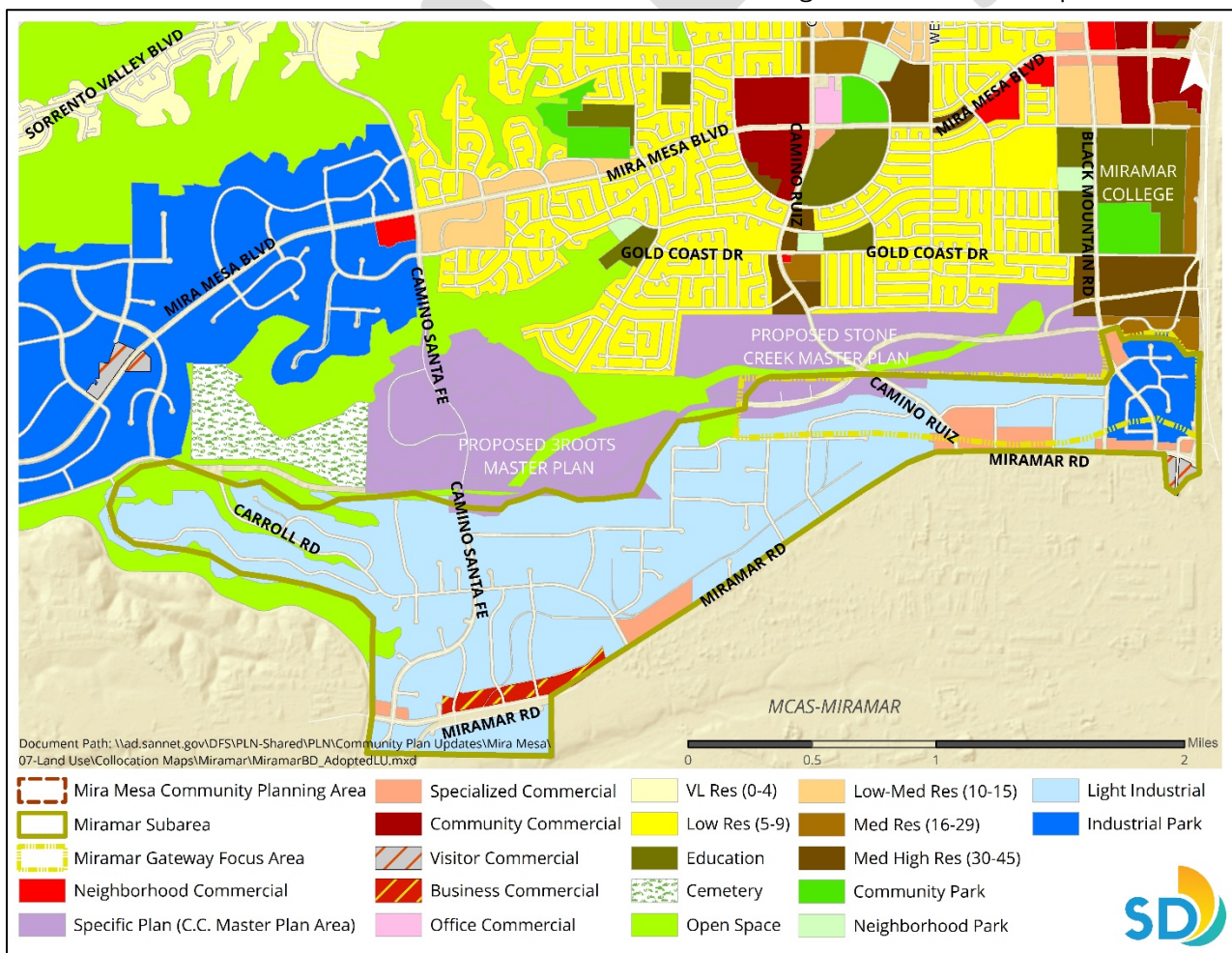
B. PRIME INDUSTRIAL LAND CRITERIA

The city's GP Economic Prosperity Element requires justification for changing the land use of prime industrial land by evaluating the city's 'Prime Industrial Land Criteria' identified in GP Appendix C, EP-1. The Prime Industrial Land Criteria evaluation is mostly conducted on the Miramar Subarea level to explore feasibility of land use change. However, the assessment of non-industrial encroachment will be within the smaller Miramar Gateway Focus Area. Appendix C, EP-1 asks the following:

Community Plan Land Use – Is the land designated for industrial uses in the applicable community plan?

Yes – The Miramar Subarea is approximately 1,557 acres. As depicted in the adopted Mira Mesa Community Plan, the land use designation for 1,087 acres (69.8%) of the Miramar Subarea is 'Light Industrial.' Only 75 acres (4.8%) are designated 'Industrial Park,' and 79 acres (5.1%) are designated 'Specialty Commercial.' The proposed Stone Creek master planned community is also included near the focus area as 'Specific Plan.'

Figure 3 – Miramar Adopted Land Use



Development intensity and residential land use within the Miramar Subarea are further constrained by the 2008 Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar. The MCAS Miramar ALUCP establishes land use compatibility policies and development criteria to protect airport operations and minimize the public's exposure to excessive noise and safety hazards. Within the Miramar Subarea, 39 acres are in Accident Potential Zone (APZ) I, 153 acres are in APZ II, 205 acres fall within the Transition Zone (TZ), and 1,159 acres fall outside of all APZs. Overall, 330 acres are within the 60 – 65 Community Noise Equivalent Level (CNEL) range, 746 acres are within the 65 – 70 CNEL range, 370 acres are within the 70 – 75 CNEL range, and 110 acres are more than 75 CNEL. Table 2 illustrates the composition of the Miramar Subarea:

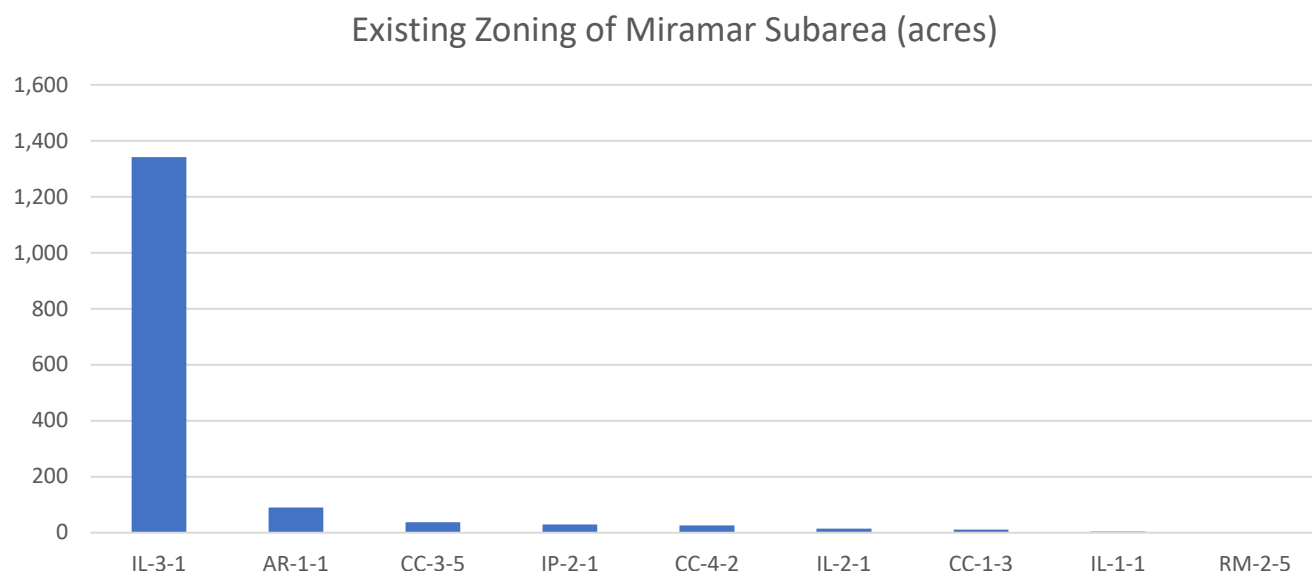
Table 2: Miramar Subarea Acreage in APZs and Noise Contours

	APZ I	APZ II	TZ	Out of APZ	Total Acres
75 + CNEL	39	-	23	49	110
70 - 75 CNEL	-	30	71	269	370
65 - 70 CNEL	-	123	111	512	746
60 - 65 CNEL	-	-	-	330	330
Total Acres	39	153	205	1159	1557

Restrictive Industrial Zoning – *Is the land in an area where zones have been applied to restrict residential and commercial uses that were previously permitted in many older industrial areas?*

No – as depicted in the 1979 City of San Diego General Plan, the Miramar Subarea was within the Mira Mesa Designated Industrial Area – all of Miramar Gateway was designated for industrial uses. In the 1981 Mira Mesa Community Plan and Local Coastal Program, most of Miramar Gateway was still designated “industrial,” although there were pockets carved out for commercial uses. In the existing 1992 Mira Mesa Community Plan, Miramar Gateway has a land use designation of “industrial,” with the same pockets carved out for commercial uses that allows for residential development. 86.2% of Miramar Subarea is currently zoned IL-3-1, while 5.8 % of the subarea is zoned AR-1-1, and 2.4% is zoned CC-3-5. See Figure 4 for a breakdown of the existing zoning in the Miramar Subarea.

Figure 4 – Existing Zoning



Market Feasibility – In communities where at least 30 acres of fully entitled vacant land is available for sale, are land prices low enough so that new industrial development is still feasible?

No – There is only 4.82 acres developable vacant land in Miramar. As of August 2018, there was one vacant land available for sale. The average asking lease rate, vacancy rate, and market sales rate for the office, R&D, and industrial space within the Miramar submarket are as follow:

Table 3: Market Factors (4th Quarter 2018)

	Average Asking Lease Rate (Per Square Foot Per Month)	Vacancy Rate	Market Sale Price
Industrial	\$1.16 MG	3.55%	\$237 SF
Office	\$1.79 FSG	8.51%	\$269 SF
Flex/R&D	\$1.55 NNN	4.82%	\$286 SF
MG = Rents reflect industrial gross, a type of Modified Gross; FSG = Rents reflect full-service gross (FSG); NNN = Rents reflect tripe-net			

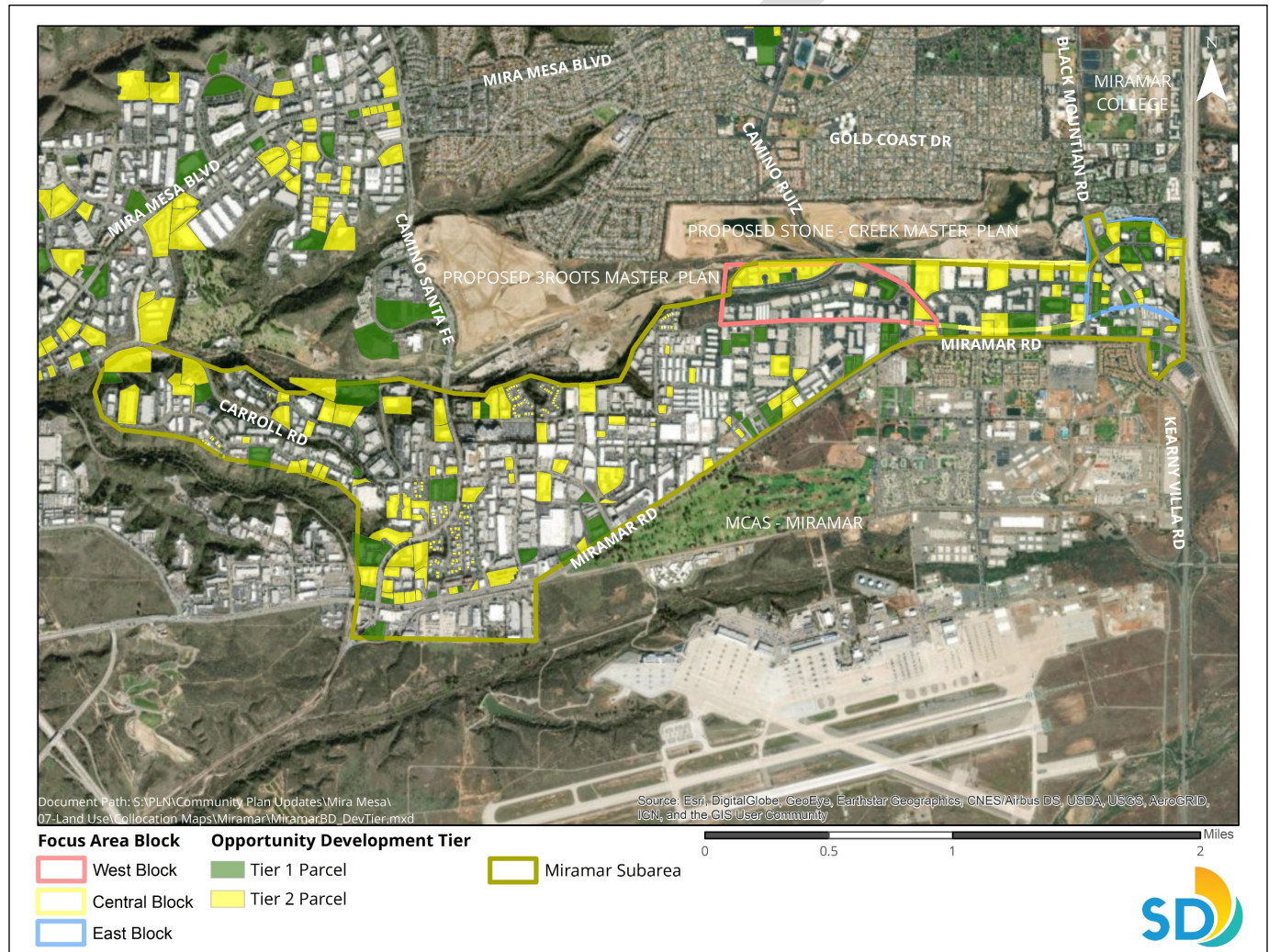
Compared to the County average, office, R&D/flex and industrial average asking lease rate are higher in Miramar submarket. The higher price indicates a relatively strong market demand, especially in life science, logistics and warehousing submarkets. For further information, please see the *Market Demand Analysis and Evaluation of Potential Impacts of Collocation* for the Mira Mesa CPU (www.PlanMiraMesa.org)

The Planning Department evaluated the likelihood of redevelopment at the parcel level (Figure 5) in the Mira Mesa Community Atlas, using existing floor area ratio (FAR) and assessed value ratio (AVR):

- Sites with low FAR and low AVR are Tier 1 out of 4 on the redevelopment scale;
- Sites with a low FAR and a medium AVR (or vice versa) are Tier 2.
- All vacant sites are considered Tier 1.

Besides the 4.8 acres of vacant land, there are additional 42.6 acres of Tier 1 land. On the other hand, there are 69.1 acres of Tier 2 land, for a total of 111.7 Tier 1 and Tier 2 land that could redevelop in future. According to Costar, over 28 office, R&D/flex, and industrial properties were sold between July 2018 to July 2019.

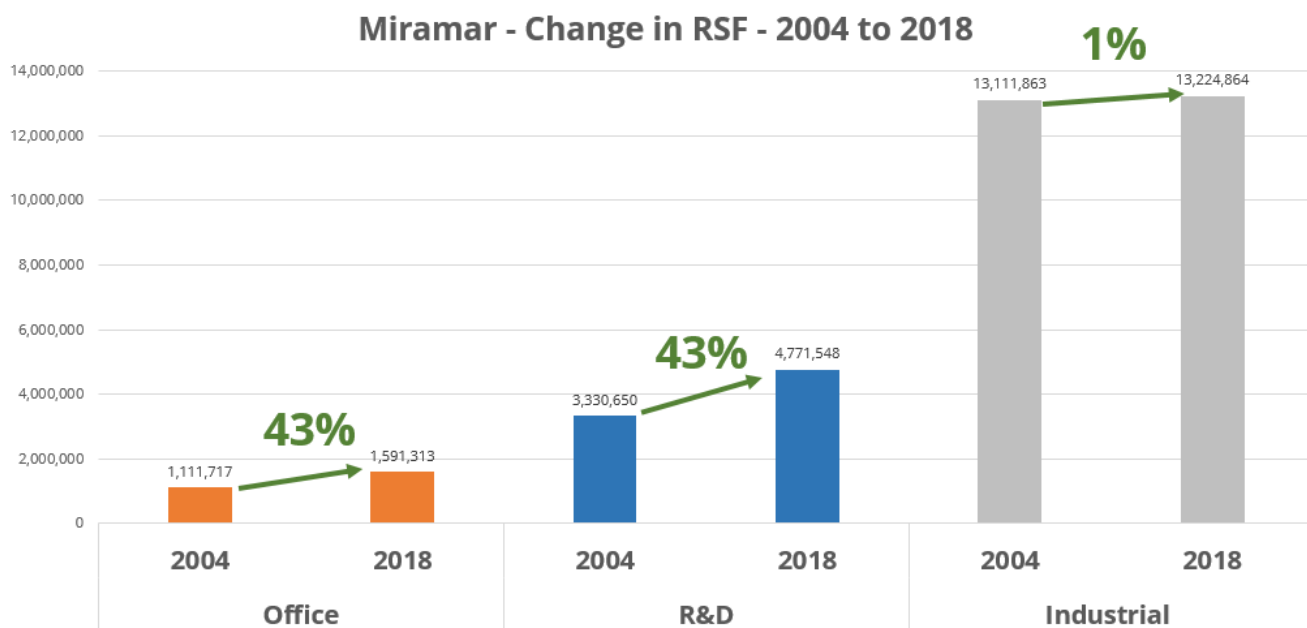
Figure 5 – Parcel Economic Analysis



Predominantly Developed or Developable with Industrial Uses – *Has the majority of the developed portion of the industrial area been developed with heavy industrial, light industrial, research and development and other base sector uses? Does the area have the physical characteristics suitable for modern industrial development?*

According to the *Market Demand Analysis and Evaluation of Potential Impacts of Collocation* study, between 2004 to 2018, industrial rentable square feet (RSF) increased by 1%, office RSF increased by 43%, and R&D RSF increased by 43% (Figure 6). Today, 68% of employment space is Industrial. Although, there is a slight shift towards more office and R&D in the Miramar submarket - driven primarily from the growth of life science sectors - the industrial uses will remain strong and feasible in the area.

Figure 6 – Change in Rentable Square Feet



Free for Non-Industrial Encroachment – *Is the industrial area generally free from residential uses and does it contain few institutional or “public assembly” uses or sensitive receptor land uses? Are less than 50 percent of existing uses commercial, or other non-industrial uses? Commercial uses are defined as institutional uses, retail sales, commercial services, offices, and vehicle and vehicular equipment sales and services.*

The Miramar Gateway Focus Area was drawn to exclude residential uses. However, there are multi-family developments adjacent to the northern boundary of the focus area, and multi-family units located just south of the focus area in MCAS Miramar. In addition, 1,800 units are planned for development just west of the focus area, and over 4,500 units are planned for the quarry land just north. There are many institutional uses, commercial uses, and sensitive receptors, including places of worship, daycares, schools, grocery stores, retail centers, hotels, and hospitality/food service

establishments. Over 75% of all parcels in the Miramar Gateway Focus Area are encroached – however, there is a concentration of encroachment in the eastern block of the focus area, where the rate of encroachment is Over 85%. A further breakdown of encroachment by Miramar Gateway Focus Area Blocks is presented in the next section of this report. For a detail parcel-level non-industrial encroachment, please see Appendix B.

Proximity to Resources of Extraordinary Value – *Is the area in proximity to certain human resources and infrastructure investments to which access is fundamental to the type of use it would support? San Diego's existing and probable future industrial companies basically fall into two groups:*

1. **High-technology businesses** (bio-technology, business equipment and defense manufacturing) where site selection is driven by the need to have access to universities and science and engineering workers.
2. **International trade, logistics, and ship building businesses** where site selection is driven by access to physical resources such as harbor facilities and other ports-of-entry, such as the border truck crossing and U.S. Customs facilities in Otay Mesa.

Yes – Miramar Subarea contains 20,000 jobs or almost a quarter of the 83,000 jobs in Mira Mesa CPA, and 2.9% of the nearly 700,000 jobs in the City of San Diego. Miramar is adjacent to a Subregional Employment Area (that includes Sorrento Mesa, Torrey Pines Mesa, University Town Centre, University of California San Diego (UCSD), and Sorrento Valley) which together form the region's premier biotech, high-tech, defense, health care, and manufacturing activity centers. The region's most prominent craft brewers, such as Ballast Point and AleSmith have its operation in the subarea. There are also many logistics and warehousing operations. In addition, MCAS Miramar employs over 12,000 people, while 3,500+ people live within the installation.



C. COLLOCATION/CONVERSION SUITABILITY FACTORS

The city's General Plan Economic Prosperity Element requires justification for changing the land use designation of prime industrial land by performing an evaluation using the city's 'Collocation/Conversion Suitability Factors' identified in Appendix C, EP-2 of the city's Economic Prosperity Element. This section's analysis will concentrate on the Miramar Gateway Focus Area. Appendix C, EP-1 asks the following:

Area Characteristics – *The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.*

For purposes of evaluating this Suitability Factor, the focus areas have been broken down into three block areas (west, central, east), with the following sub-characteristics studied for each block:

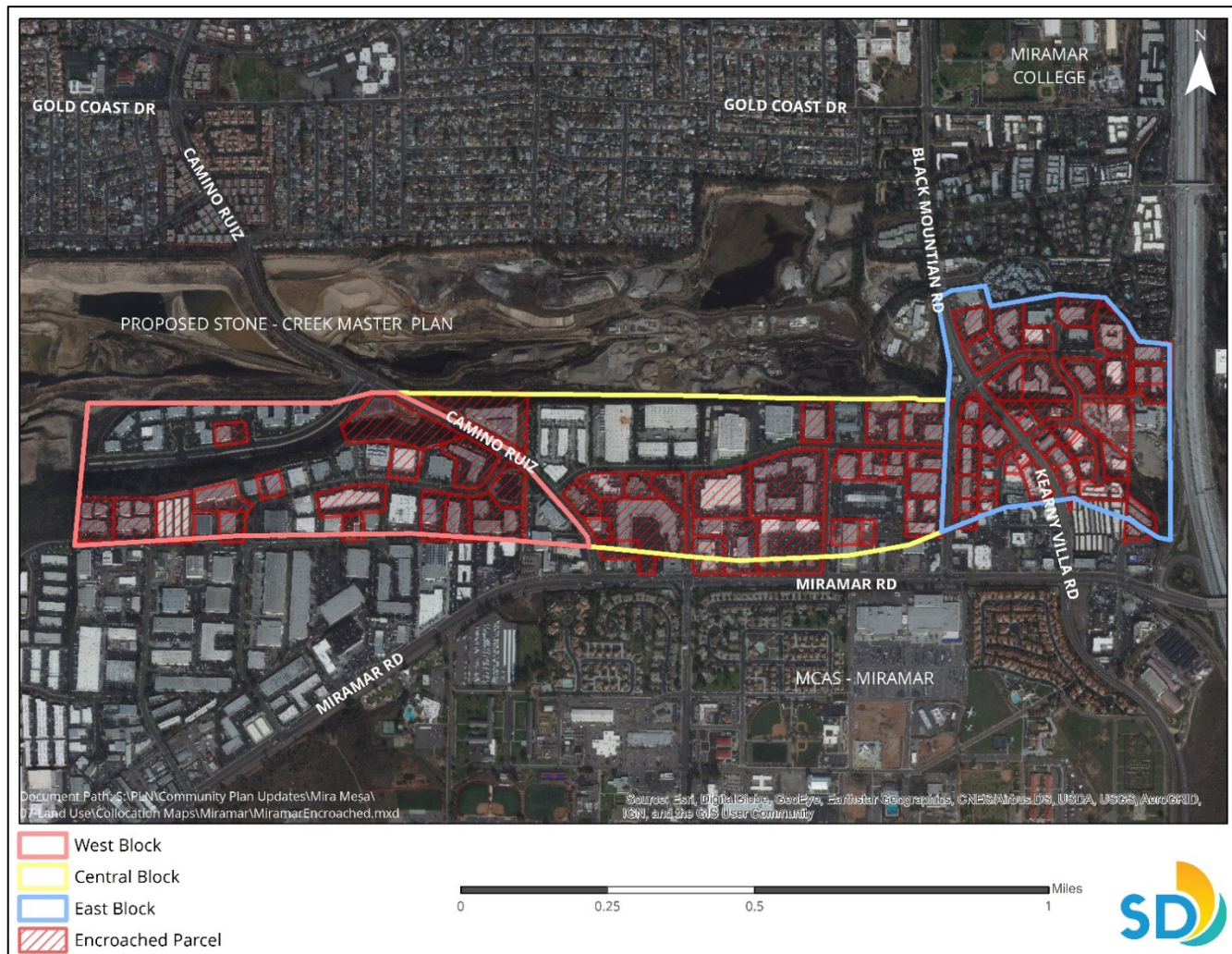
- The amount of office and commercial development in the area;
- The significance of encroachment of the non-industrial uses which has already occurred in the area; and
- The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.

Site survey for the Sorrento Mesa Focus Area were conducted by the Planning Department staff in December 2018. Parcel level data was collected to determine non-industrial encroachment. The level of encroachment is determined for each block. The threshold for encroachment is found when building uses, tenants or land-use types' total floor area of commercial and office encroachment is over 50 percent.

A detailed breakdown of parcel-level analysis and photo is available in Appendix B and C. A brief descriptions of the blocks are included below (Figure 7):

- **West:** The West Block of the Miramar Gateway Focus Area includes approximately 2,601,742 square feet of floor area built between 1980 to 2010. There are 31 parcels in the West Block, with 28 parcels designated as Prime Industrial Land. Carroll Canyon Business Park makes up parcel number 29 and 30, while the rest of parcels are within the Miralani Business Park. Parcel 2 and 24 are designated as Miralani Makers' District. The site survey of the West Block completed by City staff identified current encroachment of office, commercial, and other non-industrial uses at approximately 78% of total floor area.

Figure 7 – Encroached Parcels of Miramar Gateway Focus Area Blocks

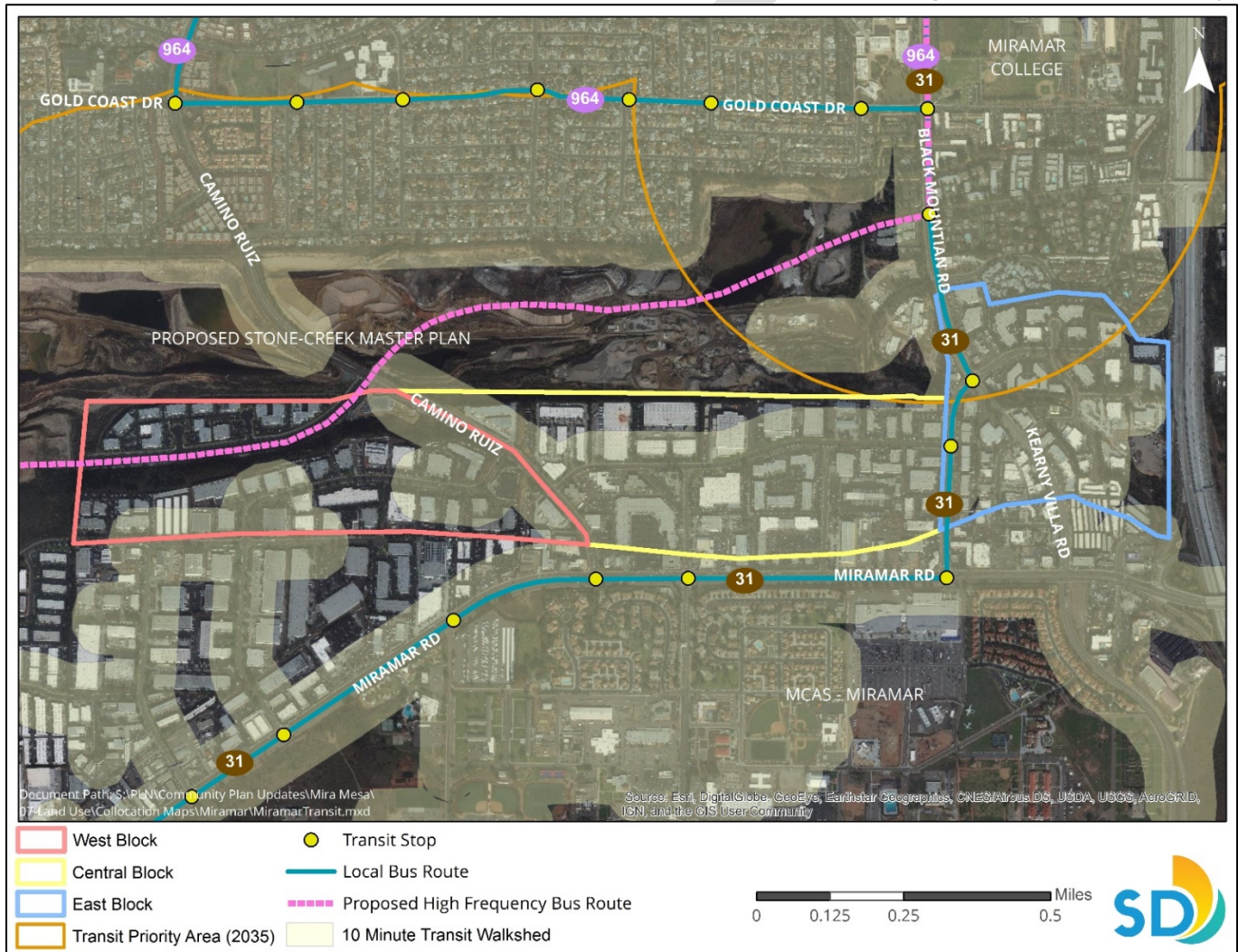


- Central:** The Central Block of the Miramar Gateway Focus Area includes approximately 1,655,742 square feet of floor area built between 1970 to 2015. There are 31 parcels in the Central Block, with 19 parcels designated as Prime Industrial Land. The site survey of the Central Block completed by City staff identified current encroachment of office, commercial, and other non-industrial uses at approximately 66% of total floor area. The Central Block is experiencing significant encroachment from commercial, office, and other non-industrial uses, but the area has several existing wholesale distribution and warehousing sites with large parcels size that may be attractive to base-sector employment.
- East:** The East Block of the Miramar Gateway Focus Area includes light industrial and business parks and is identified as Other Industrial Lands in the General Plan and Mira Mesa Community Plan – there are no Prime Industrial Lands in this area. This area is characterized by a mix of uses, including church, office, light industrial, school/daycare, public storage, and automobile repair. The East Block includes approximately 872,818 square feet of floor area

built between 1970 to 2010. The northern portion of the East Block is adjacent to residential land uses. The site survey of the East Block completed by City staff identified current encroachment of office, commercial, and other non-industrial uses at approximately 85% of total floor area. The East Block is experiencing significant encroachment from commercial, office, and other non-industrial uses.

Transit Availability – The area is located within one-third mile of existing or planned public transit. The project proponent’s ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.

Figure 8 – Transit Availability



Transit service currently exists on Black Mountain Road and Miramar Road. Bus Route 31 connects the Miramar College Transit Station to UTC Transit Center. It has a weekday schedule with service approximately every 30 minutes from about 5:39 AM to 6:50 PM. The bus stops on Black Mountain Road and Activity Road has a high ridership within the Mira Mesa Community Planning Area. Most of focus area is either within a 10-minute walk to existing transit stop or within one-half mile of future

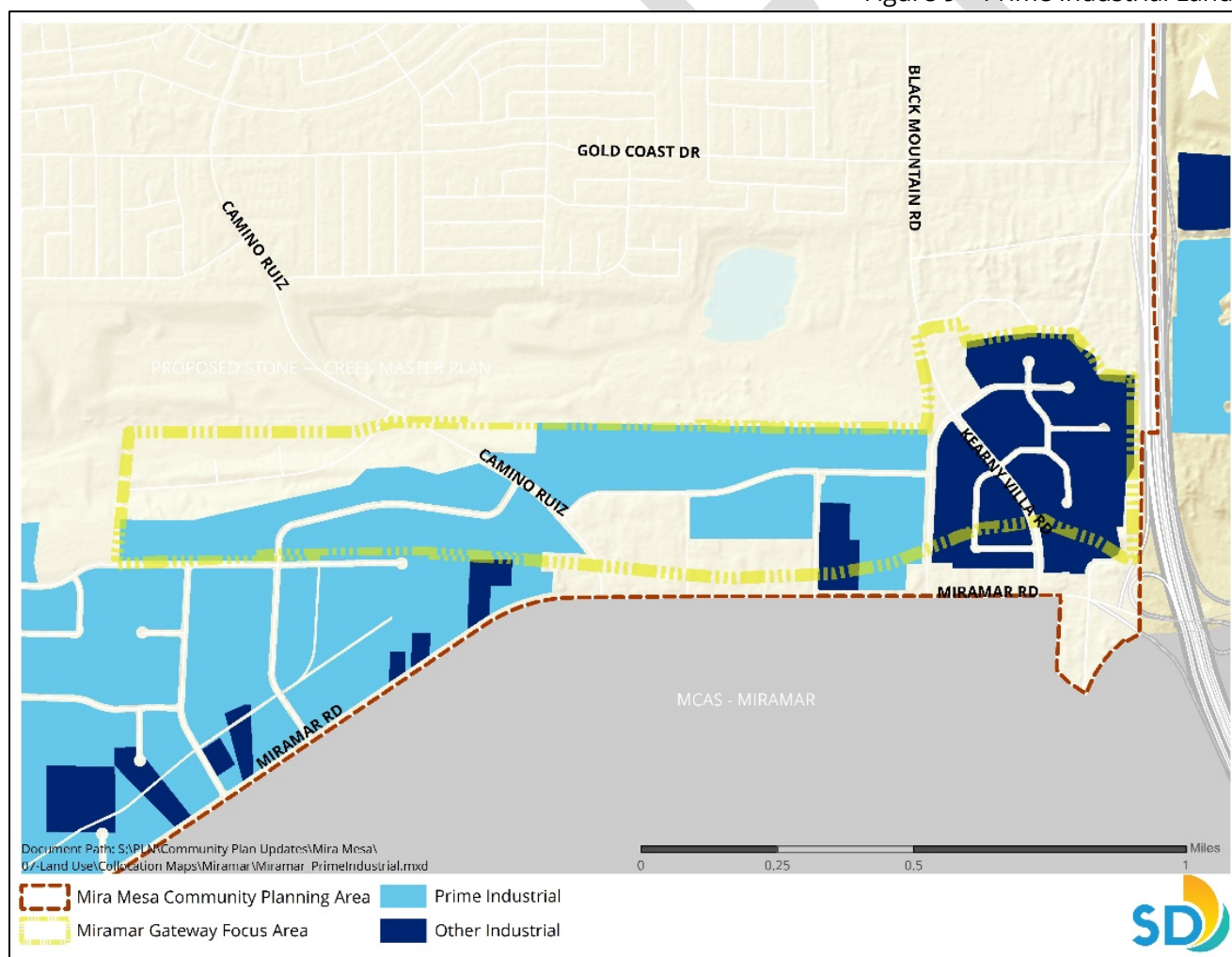
transit station. The proposed transit-oriented development in Carroll Canyon, called Stone Creek Master Plan, has the potential to dramatically change the character of the area.

These routes (existing and planned) provide direct transit access to the job-rich University community. Even more, and the focus area is only one mile away from the Miramar College Transit Center, which services routes south to Kearny Mesa and Downtown and north to Rancho Bernardo and Escondido.

Impact on Prime Industrial Lands – *The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.*

Figure 10 highlight the existing prime industrial land in Miramar Gateway. It is currently not determined if there will be any proposed land-use changes in the Miramar Gateway Focus Area. The urban design study will provide additional insight to determine if a land-use change is necessary to support economic vitality.

Figure 9 – Prime Industrial Land



Significance of Residential/ Employment Component – *The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.*

It is currently not determined if there will be any proposed land-use changes in the Miramar Gateway Focus Area. The urban design study will provide additional insight to determine if a land-use change is necessary for economic vitality.

Residential Support Facilities – *The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.*

Figure 10 - Residential Amenities



The Miramar Gateway Focus area is within an established neighborhood (Mira Mesa) and would be served by existing residential support facilities, such as schools, recreational facilities, and grocery stores. Figure 10 shows there are two grocery stores, a medical clinic, eight fitness centers, and over

two dozen restaurants within or adjacent to the focus area. In addition, ELCA Preschools is located on Kearny Villa Road and Candida Street. Furthermore, the current proposal for the master planned community abutting the focus area (Stone Creek), is planning to provide 34 acres of population-based parks, 1.2 million square feet of employment/commercial/retail, 175 room hotel rooms, and 4,445 residential units.

Airport Land Use Compatibility – *The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.*

The Miramar Gateway Focus Area is located within the MCAS Miramar Airport Land Use Plan (ALUCP) Review Area 1. Any project within Review Area 1 are subject to Airport Land Use Commission (ALUC) Review. The focus area is located within the 60 to 65 dBA CNEL noise contour, the conical surface airspace protection zone, and the overflight notification area. Figure 11 shows the noise contours.

Figure 11 - Airport Land Use Constraints



Public Health – *The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.*

It is currently not determined if there will be any proposed land use changes. Significant commuter and truck traffic exists within Miramar Gateway: truck traffic is especially high on Miralani Road, Activity Road, Padgett Street, Clayton Drive, and Camino Ruiz. If any land use changes are proposed, the potential impact from odors, noise, safety, and other external environmental effects will be evaluated.

Public Facilities – *The availability of facilities to serve the residential units. Provide public facilities onsite wherever feasible.*

It is currently not determined if there will be any proposed land-use changes in the Miramar Gateway Focus Area. The urban design study will provide additional insight to determine if a land-use change is necessary.

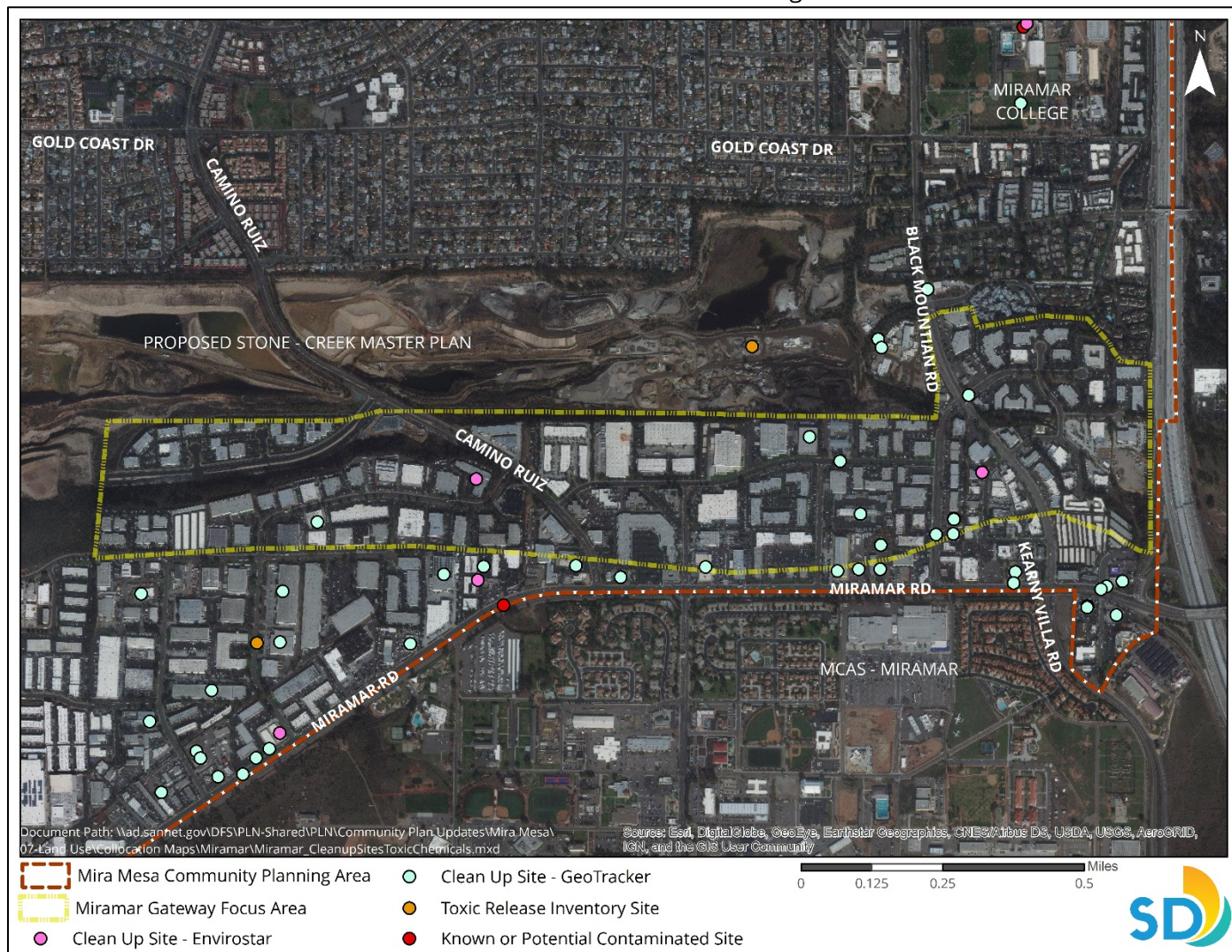
Separation of Uses – *The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of way can locate between the properties within the separation area.*

Preliminary air pollution, toxic substance, and hazardous sites survey were conducted using data from:

1. Geotracker - California State Water Resources Control Board
 - a. Cleanup Sites
2. EnviroStor - California Department of Toxic Substance Control (2016)
 - a. Cleanup Sites
 - b. Known or Potential Contaminated Site
3. EPA – Toxic Release Inventory (2016)
 - a. Toxic Release Inventory Site

Figure 12 illustrates the location of these sites.

Figure 12 – Hazardous Materials and Sites



All the clean-up sites identified via Geotracker are related to the release of automobile service byproduct (liquids) to the soil, which has been cleaned up. Two cleanup sites identified via EnviroStor may need further remediation.

The EPA Toxic Release Inventory shows the toxic emissions that are being released by Vulcan Materials Company. As proposed in the Stone Creek Master Plan, Vulcan is planning to transition this site into a mixed-use community, with anticipated phase one construction beginning by 2030. Table 5 illustrates the major cleanup sites and toxic release inventory.

Table 4 – Clean Up Sites and Toxic Release Inventory

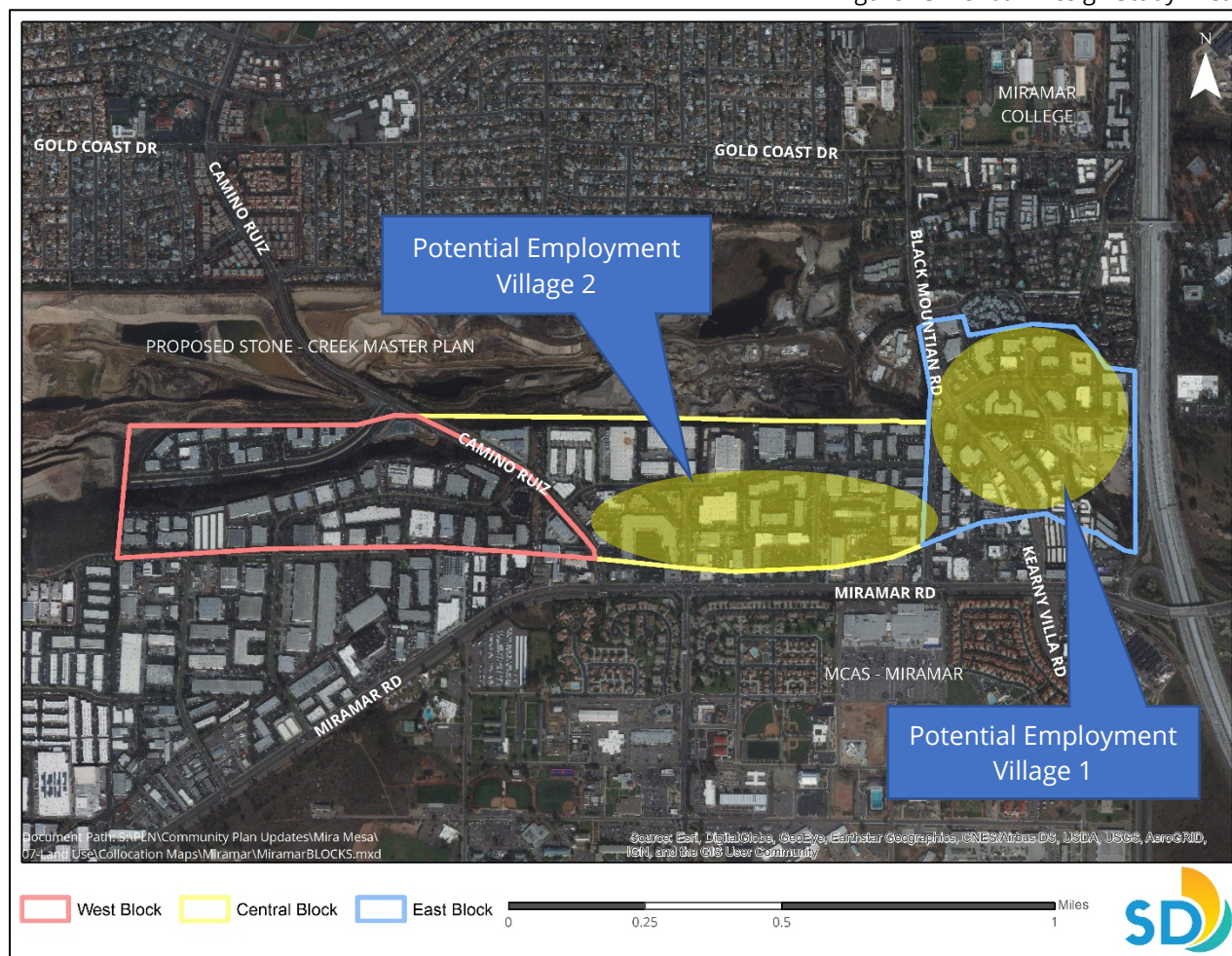
Geotracker - Clean Up Site							
Business	Street #	Street Name	Type	Status	Date	Source	Source 2
AAMCO TRANSMISSIONS	9491	BLACK MOUNTAIN RD	Cleanup Program Site	Completed - Case Closed	6/1/1988 0:00		
MISSION JANITORIAL SUPPLIES	9292	ACTIVITY RD	LUST Cleanup Site	Completed - Case Closed	6/2/1992 0:00	Gasoline	Soil
EVERGREEN NURSERY	7150	BLACK MOUNTAIN RD	LUST Cleanup Site	Completed - Case Closed	9/21/1991 0:00	Gasoline	Soil
SMISER PROPERTIES	9310	ACTIVITY RD	LUST Cleanup Site	Completed - Case Closed	4/8/1996 0:00	Diesel	Other Groundwater (uses other than drinking water)
AAMCO TRANSMISSIONS	9491	BLACK MOUNTAIN RD	LUST Cleanup Site	Completed - Case Closed	7/25/2000 0:00	Waste Oil / Motor / Hydraulic / Lubricating	Soil
WESTERN INSULATION	8305	MIRALANI DR	LUST Cleanup Site	Completed - Case Closed	7/31/2000 0:00	Gasoline	Soil
CARLS TRAILER RENTAL	9485	BLACK MOUNTAIN RD	LUST Cleanup Site	Completed - Case Closed	2/27/1992 0:00		
MIRAMAR BOBCAT, INC	9370	MIRAMAR RD	LUST Cleanup Site	Completed - Case Closed	11/23/1994 0:00		
YELLOW FREIGHT SYSTEM	9525	PADGETT ST	LUST Cleanup Site	Completed - Case Closed	3/14/2008 0:00	Diesel	Other Groundwater (uses other than drinking water)
MIRAMAR VOLKSWAGEN/AUDI	9010	MIRAMAR RD	LUST Cleanup Site	Completed - Case Closed	10/2/1996 0:00	Waste Oil / Motor / Hydraulic / Lubricating	Soil
MIRAMAR VOLKSWAGEN/AUDI	9010	MIRAMAR RD	LUST Cleanup Site	Completed - Case Closed	9/12/1989 0:00	Gasoline	Soil
ARCO	9720	CARROLL CENTER RD	LUST Cleanup Site	Completed - Case Closed	10/21/2005 0:00	Gasoline	Soil
Envirostor - Clean Up Sites							
Name	Address	Site type	Division	Envirostor	Status		
Type III, Inc.	8680 Miralani Drive	Tiered Permit	Cleanup Cypress	71003319	Inactive - Needs Evaluation		
AVI, Inc.	9560 Candida Street	Tiered Permit	Cleanup Cypress	71003399	Inactive - Needs Evaluation		

EPA Toxic Release Inventory (2016)									
Name	Address	Industry	Chemical	Carcinogen	Unit	Total Release	On Site Total	Name	Address
VULCAN MATERIALS CARROLL CANYON	10051 BLACK MOUNTAIN RD	Petroleum	BENZO(G, H,I)PERYL ENE	YES	Pounds	0.01	0.01	0	0.01
VULCAN MATERIALS CARROLL CANYON	10051 BLACK MOUNTAIN RD	Petroleum	NAPHTHA LENE	NO	Pounds	6	6	0	6
VULCAN MATERIALS CARROLL CANYON	10051 BLACK MOUNTAIN RD	Petroleum	POLYCYCL IC AROMATI C COMPOU NDS	YES	Pounds	0.25	0.25	2.92	3.17



D. PRELIMINARY CONCLUSION AND RECOMMENDATION

Figure 13 – Urban Design Study Area



Based upon the findings in this report, the *Market Demand Analysis and the Evaluation of the Collocation Impact, Subregional Employment Area Profile*, community feedback, and stakeholder input, an in-depth urban design study will be initially conducted for the two areas identified in Figure 13. Table 5 summarizes the preliminary findings from the analysis.

These sites on the western and eastern edges of the focus area are already adjacent to existing and planned residential, near services and amenities, transit-accessible, and provides minimal disruption to existing businesses. The two urban design study areas are approximately 131 acres or 46% of the focus area, but most of the prime industrial is outside of the identified area.

Interviews with economic stakeholders and market analysis by Keyser Marston Associates indicated that conservatively collocating residential mixed-uses within prime industrial land Miramar Gateway is feasible and economically beneficial. There is already significant encroachment of non-base sector uses and sensitive-receptors within the focus area.

Table 5: Comparing Miramar Study Blocks

Key Questions	Study Blocks		
	West	Central	East
<i>How encroached is the area from non-industrial uses?</i>	78.6%	66%	85%
<i>Is the area near residential use?</i>	No	Yes	Yes
<i>Is the area located within one-third mile of existing or planned transit?</i>	Yes	Yes	Yes
<i>Is there presence of public and commercial facilities generally associated with residential neighborhood?</i>	No	Yes	Yes
<i>Are there significant incompatibilities? (truck traffic, odors, and noise)</i>	High	Medium	Low
<i>How many clean-up sites are in the area?</i>	2	6	4
<i>Are there any toxic air release sites in the area?</i>	No	No	No
<i>Are there any toxic release inventory sites in the area?</i>	Yes	Yes	No

Furthermore, demand for walkable, mixed-use employment center outstrips existing supply in the San Diego region. There are several additional factors - identified in the *Subregional Employment Area Profile* - to explore employment-oriented residential mixed-use within the focus areas:

- Providing housing in a job-rich area gives people options to walk, bike, take transit to work, which reduces: car dependency, traffic, and household transport cost;
- Mixed-use employment centers have a lower carbon footprint per capita; and
- A walkable, dense, mixed-use employment area:
 - Increase housing access,
 - Improves people's health and safety outcomes,
 - Reduces public infrastructure maintenance cost per capita, and
 - Increase municipal and community revenue.

Today, the study area faces significant challenges related to traffic and congestion, housing affordability, and a lack of convenient, comfortable, and accessible transit and active transportation infrastructure. Prime industrial land has been successful in maintaining and expanding base sector industries. However, recent trends show accelerating growth in military and knowledge-based jobs. Meanwhile, due to a lack of employee housing options, workers in San Diego are struggling to live near their jobs. Miramar will continue to meet the industrial needs of the regional economy, but the area is ripe for further revitalization to become a vibrant commercial, craft, and cultural corridor with pockets of great social environment for people to meet, shop, play, live, and work.

APPENDICES

Appendix A

Existing Plans & Policies

General Plan Economic Prosperity Element – Industrial Land Use

The General Plan Economic Prosperity Element discusses the economic importance of the City's type and supply of employment land uses, and includes policies intended to improve the City's economic vitality. The Economic Prosperity Element reports that the *"diminishing supply of industrial land is a potential challenge to the growth and retention of base sector industries providing middle income jobs."* Base sector industries primarily include the functions of manufacturing, research and development, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution.

To this end, to ensure that viable industrial areas are protected from encroachment and conversion to non-industrial uses, the General Plan requires that several factors be analyzed where a project would change the land use designation of industrial lands to non-industrial uses – any changes in land use in close proximity to prime industrial lands are required to carefully consider the potential to reduce the capacity or operations of an existing facility. Specific policies focused on the identification, protection, and conversion factors of industrial lands are noted below:

Prime Industrial Land and Other Industrial Land:

- EP-A.12 Protect Prime Industrial Land as shown on the Industrial and Prime Industrial Land Map, Figure EP-1. As community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered.
- EP-A.16 In industrial areas not identified as Prime Industrial Lands on Figure EP-1, the redesignation of industrial and to non-industrial uses should evaluate the Area Characteristics factor in Appendix C, EP-2, to ensure that other viable industrial areas are protected.

Subregional Employment Areas:

- EP-A.7 Increase the allowable intensity of employment uses in Subregional Employment Areas and Urban Village Centers where transportation and transit infrastructure exist.

Collocation and Conversion to non-industrial uses:

- EP-A.11 Encourage the provision of workforce housing within employment areas not identified as Prime Industrial Land that is compatible with wage structures associated with existing and forecasted employment.
- EP-A.17 Analyze the collocation and conversion suitability factors listed in Appendix C, EP-2, when considering residential conversion or collocation in non-prime industrial land areas.
- EP-A.18 Amend the Public Facilities Financing Plan concurrently to identify needed facilities if residential uses are proposed in industrially designated areas.

General Plan Economic Prosperity Element – Commercial Land Use

Although most of the land within the Sorrento Mesa and Miramar Focus Areas are designated Prime Industrial, there are a few pockets of Neighborhood Commercial shopping centers that serve the daytime population throughout the communities. Page EP-14 of the City's General Plan notes that *"Future commercial development in the City will take the form of redevelopment, expansion of existing underutilized commercial areas, and some new infill development. Changes in the retail market are accelerating and format types for shopping areas are in constant flux... Traditional shopping centers will be redesigned to accommodate new types of anchor stores, different tenant mixes, and include a wider variety of non-retail uses (such as housing, public spaces, civic uses, open space, and entertainment uses)."*

The City's Economic Prosperity Element also includes the following policies relative to commercial vitality and commercial development and redevelopment:

Transit Oriented Development

- EP-B.1 Increase the vitality of commercial areas and provide goods and services easily accessible to residents and promote community identity. When updating community plans or considering plan amendments, apply the appropriate community plan commercial land use designations to implement the above policy.
- EP-B.3 Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.
- EP-B.4 Concentrate commercial service sector office development in the Subregional Employment Areas around transit stations, and in Neighborhood, Community, and Urban Villages.
- EP-B.8 Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.

Placemaking & Community Character

- EP-B.11 Consider mixed-use development to revitalize existing community commercial shopping centers.
- EP-B.12 Determine the appropriate mix and form of residential and commercial uses along Transit Corridors based on the unique character of the community, considering: the types and mix of uses that will complement adjacent neighborhoods, parcel size and depth, and the need to revitalize economically obsolete uses.
- EP-B.14 Create distinctive shopping districts through the renovation or redevelopment of existing strip commercial development. Encourage a variety of uses (such as hotel, office, entertainment, recreational, and residential uses) to locate in shopping districts.

Retail Vibrancy

- EP-B.16 Evaluate the amount and type of commercial development that is desirable and supportable for a community during the community plan update process and in subsequent community plan amendments. Reduce excess commercially designated land by providing for appropriate reuse or alternative use. Consider re-designating commercial land characterized by commercial retail and service uses to residential or mixed-use where some or all of the following factors are present:

- Where the lot size or configuration is inadequate, or other site characteristics result in an inability to develop or sustain a viable commercial use;
- Where site driveways could adversely affect traffic flow;
- Where community facilities are accessible for residents;
- Where the existing use is underutilized and there is an adequate supply of community-serving commercial uses;
- Where there is good transit, pedestrian and bicycle connectivity with employment areas; or
- Where it would not impact the viability for base sector use of any adjacent land identified as prime industrial land on Figure EP-1.

City of San Diego Climate Action Plan (CAP)

The CAP prioritizes the implementation of the General Plan's Mobility Element and the City Villages Strategy in Transit Priority Areas (TPAs) to increase housing, jobs, and the use of transit. The TPAs means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 of Title 23 of the Code of Federal Regulations." A significant portion of Mira Mesa falls within the TPA along Mira Mesa Boulevard, which is served by several bus lines, including the 237 Rapid Route that connects Mira Mesa to UTC. In addition, the future BRT planned for Carroll Canyon Road will add this southern portion of the community into a TPA and improve multi-modal opportunities in Miramar. The CAP Action 3.6 mandates achievement of better walkability, transit-supportive density by locating majority of all new residential housing within the TPAs.

Existing Community Plan/Adopted Land Use Map

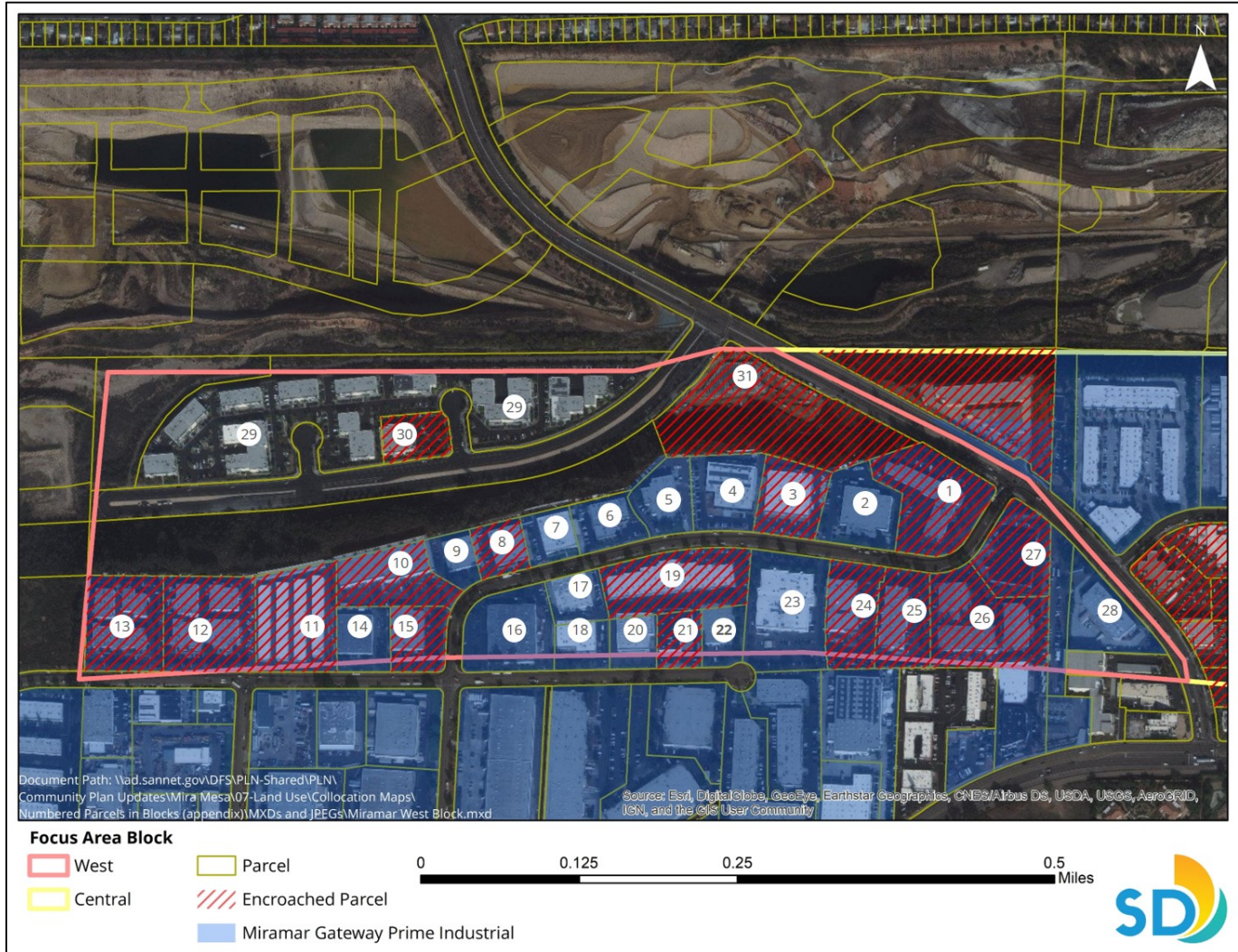
The current Mira Mesa Community Plan was adopted by City Council on October 6, 1992. Since then, the plan has been amended over nine times, mostly between 1993 and 2001. The existing plan includes language aimed at improving the transportation system and relating development intensity around the capacity of the transportation system, encouraging mixed-use development, guiding the urban form and physical development of the community, and encouraging the development of community facilities and services that meet the needs of the growing community. There are a myriad of land uses throughout Mira Mesa, but residential, open space, and industrial each make up nearly one quarter of the land-uses throughout the community. All the of the industrial land in Mira Mesa is located west of Camino Santa Fe (Sorrento Mesa) and south of Carroll Canyon (Miramar).

Appendix B

Parcel Maps and Encroachment Tables

West Block: Miramar Gateway Focus Area

Parcel Map



Encroachment Table

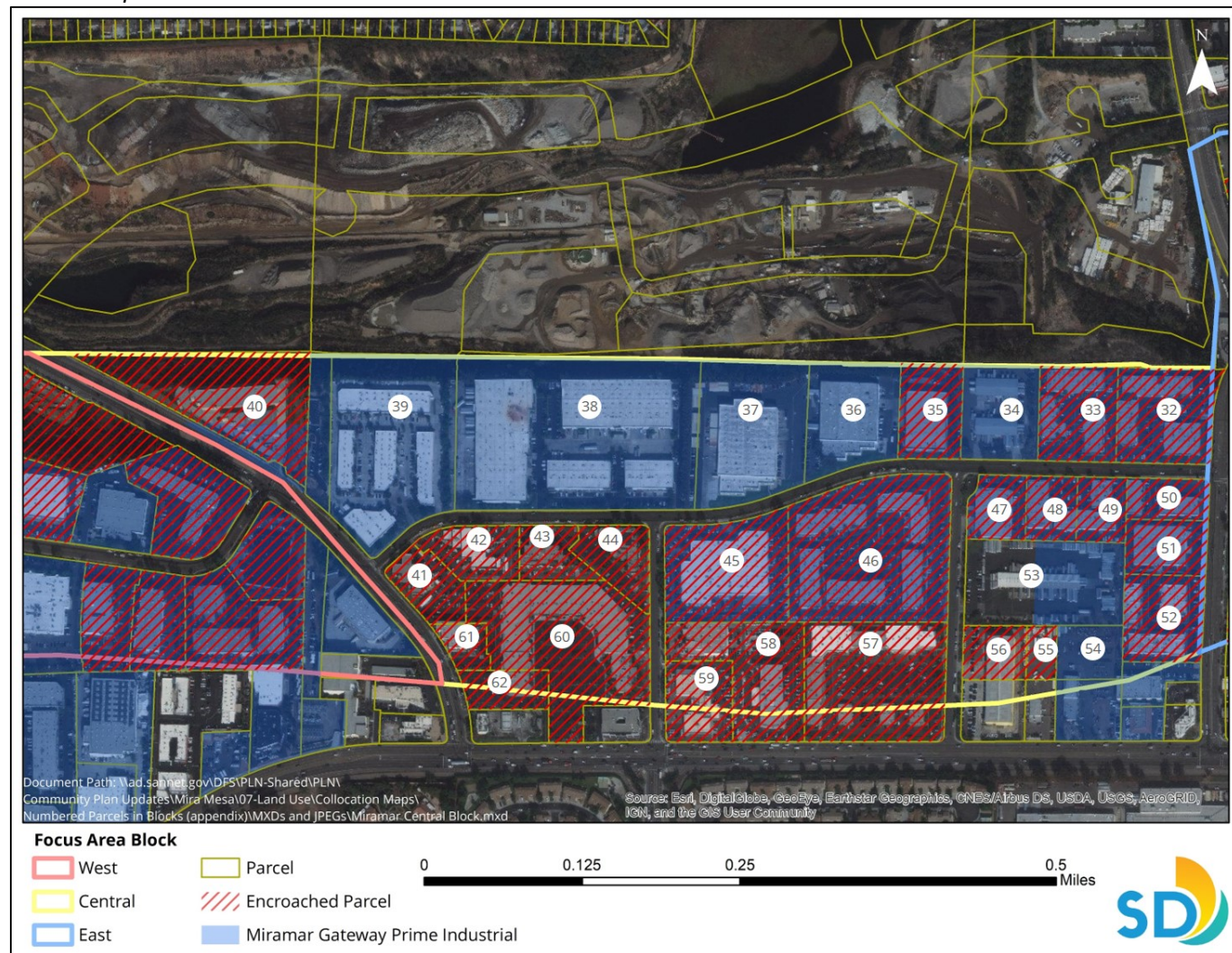
Map #	Building Address	Land Use Type	Secondary Land Use / Business Name	Floor Area	Encroachment
1	8680 Miralani Drive	Neighborhood Shopping Center	Align Brewing, Collective Culture, Deli Sushi & Desserts, 2kids Brewing Company	33,115	Yes
2	8606 Miralani Drive	Wholesale Trade	Graybar Electric Supply	42,973	No
3	8510 Miralani Drive	Industrial Park	Beverage Factory	32,336	Yes
4	8480 Miralani Drive	Industrial Park	DuChateau (design/hardwood manufacturing)	40,216	No
5	8444 Miralani Drive	Industrial Park	American Technologies, Inc	27,941	No
6	8380 Miralani Drive	Industrial Park	Sol-ti (organic juice manufacturing)	17,612	No
7	8330 Miralani Drive	Industrial Park	Young's Market Company Express (wine distribution)	18,760	No
8	8260 Miralani Drive	Industrial Park	Overhead Door Company of Southern California	20,450	Yes
9	8230 Miralani Drive	Industrial Park	Oes Equipment (closed)	17,059	No
10	8190 Miralani Drive	Industrial Park	Rockin' Jump San Diego/Diego Delivery	52,280	Yes
11	8038 Arjons Drive	Public Storage	Extra Space Storage	1,412,200	Yes
12	7964 Arjons Drive	Industrial Park	Multi-tenant office	97,194	Yes
13	7920 Arjons Drive	Industrial Park	Multi-tenant office	59,380	Yes

14	8070 Arjons Drive	Industrial Park	Empty?	24,000	No
15	8090 Arjons Drive	Industrial Park	Vivint Solar	24,280	Yes
16	8123 Arjons Drive	Industrial Park	Empty?	48,000	No
17	8315 Miralani Drive	Industrial Park	Empire Insulation	24,573	No
18	8220 Arjons Drive	Industrial Park	Flexible Assembly Systems	19,994	No
19	8451 Miralani Drive	Industrial Park	Pure Motorsport, Zappia's Restaurant, etc.	56,186	Yes
20	8330 Arjon Drive	Industrial Park	Empty?	27,540	No
21	8380 Arjons Drive	Industrial Park	Lawrance Warehouse (furniture sale)	21,663	Yes
22	8410 Arjons Drive	Industrial Park	Diamond W Floor Covering/Contract Carpet Corporation	20,039	No
23	8515 Miralani Drive	Industrial Park	Argen Corporation, Argen Dental	81,592	No
24	8555 Miralani Drive	Industrial Park	Rainbow Stone USA (warehouse)	43,536	Yes
25	8595 Miralani Drive	Office	Carpenters Local 619	40,286	Yes
26	8665 Miralani Drive	Industrial Park	Good Seed Food, Performance Archery, etc.	74,888	Yes
27	9650 Camino Ruiz	Public Storage	U-Haul Moving & Storage	62,183	Yes
28	9558 Camino Ruiz	Warehousing	Aqua Logic (manufacturer of aquatic systems and components)	26,851	No

29	9755 Birch Canyon	Industrial Park	Agiliti, Ivey Engineering, Day Wireless, SunFx America, Opera Patisserie, etc.	118,972	No
30	9752 Aspen Building Group	Industrial Park	Pacific Building Group	15,891	Yes
31	9800 Camino Ruiz	Public Storage (under construction)			Yes

Central Block – Miramar Gateway Focus Area

Parcel Map



Encroachment Table

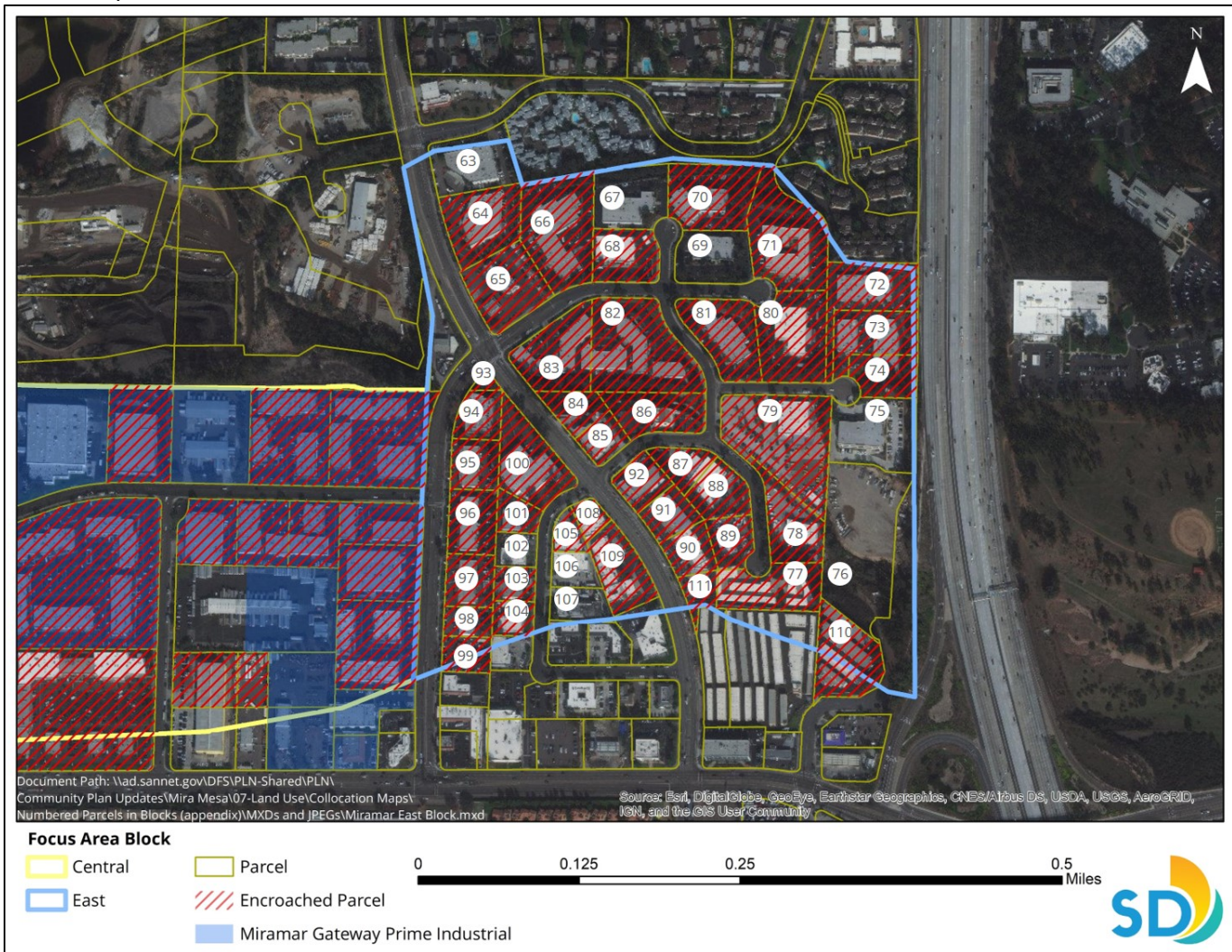
Map #	Building Address	Land Use Type	Secondary Land Use / Business Name	Floor Area	Encroachment
32	9450 Activity Road	Office	Mix of office & retail	53,250	Yes
33	9420 Activity Road	Industrial Park	Mix of office & retail	46,600	Yes
34	9320 Activity Road	Industrial Park	DHE - Trucking, Distribution and Warehousing	25,274	No
35	9292 Activity Road	Industrial Park	Mission Janitorial & Abrasive Supplies	40,320	Yes

36	9220 Activity Road	Industrial Park	San Diego Composites - aerospace engineering	69,120	No
37	9190 Activity Road	Industrial Park	CED Greentech - Solar & Battery	83,520	No
38	9080 Activity Road	Industrial Park	Distribution Center, Micro Precision, Indoteak Design, Piedmontplastics	252,318	No
39	8902 Activity Road	Industrial Park	Office, Phone Ware, Advanced Network, Flooring,	115,591	No
40	9701 Camino Ruiz	Public Storage	A-1 Self Storage	36,500	Yes
41	8901 Activity Road	Other Health Care	Office, Tattoo Removal	27,648	Yes
42	8933 Activity Road	Other Health Care	Sharp Medical Office	35,557	Yes
43	8977 Activity Road	Government Office/Civic Center	Office, Islamic Community Center	40,000	Yes
44	8999 Activity Road	Religious Facility/Daycare	The Unity Center San Diego	56,487	Yes
45	9115 Activity Road	Other Health Care	Audi of San Diego	84,925	Yes
46	9235 Activity Road	Industrial Park	Office, Retail, Health Care	171,268	Yes
47	9323 Activity Road	Industrial Park	SYNLawn San Diego	29,248	Yes
48	9353 Activity Road	Industrial Park	Retail, Office, Commerical	16,000	Yes
49	9373 Activity Road	Industrial Park	Retail, Office, Commerical	24,840	Yes
50	9550 Black Mountain Road	Arterial Commerical	Restaurant, Beauty Salon	18,180	Yes

51	9520 Black Mountain Road	Industrial Park	Akshar Cash N' Carry - Grocer	43,000	Yes
52	9484 Black Mountain Road	Neighborhood Shopping	Little India, mix of restaurant, yoga, bank	38,175	Yes
53	9525 Padgett St	Industrial Park	YRC Freight	16,650	No
54	9370 Miramar Road	Neighborhood Shopping	Miramar Bobcat	38,175	Yes
55	9350 Miramar Road	Industrial Park	AmeriGas Propane		Yes
56	9434 Padgett Street	Industrial Park	Land Rover Car Storage		Yes
57	9232 Miramar Road	Neighborhood Shopping	Retail and Commercial	71,772	Yes
58	9020 Miramar Road	Major Automobile Dealership	Land Rover, Porsche, and Jaguar	54,356	Yes
59	9010 Miramar Road	Major Automobile Dealership	Audi of San Diego	27,226	Yes
60	8990 Miramar Road	Community Shopping Center	Retail, Office, Commercial	126,840	Yes
61	9483 Camino Ruiz	Furniture Store	Brazilian Exotic Granite	12,902	Yes
62	8990 Miramar Road	Neighborhood Shopping	Royal India/Banquet Hall		Yes

East Block – Miramar Gateway Focus Area

Parcel Map



Encroachment Table

Map #	Building Address	Land Use Type	Secondary Land Use / Business Name	Floor Area	Encroachment
63	9955 Black Mountain Road	Office	MARCOA Publishing	38,730	No
64	9789 Black Mountain Road	Office	Design Synthesis	31,900	Yes

65	9701 Black Mountain Road	Service Station	Gas station, auto service, ampm	6,688	Yes
66	9770 Carroll Centre Road	Industrial Park	Office/Warehouse: Select Mailing - direct marketing	38,503	Yes
67	9939 Via Pasar	Industrial Park	Office, cyth system	19,118	No
68	9839 Carroll Centre Road	Industrial Park	Church	15,513	Yes
69	9911 Carroll Centre Road	Office	Shamir Insight, Inc. Sales and Marketing Center	13,588	No
70	9949 Via Pasar	Industrial Park	Office, Church	20,047	Yes
71	9888 Carroll Centre Road	Office	Medical, Office, Church, Cultural Association	55,108	Yes
72	9692 Via Excelencia	Office	Office, Church,	22,321	Yes
73	9672 Via Excelencia	Office	Office	19,750	Yes
74	9682 Via Excelencia	Industrial Park	Office, Church	21,871	Yes
75	9685 Via Excelencia	Light Industrial	Salford Systems, DT Trucking	21,395	No
76		Light Industrial	Surface truck storage	-	No
77	9780 Candida Street	Public Storage		42,586	Yes
78	9770 Candida Street	Industrial Park	Care Medical Transportation	13,768	Yes

79	9655 Via Excelencia	Industrial Park	Stanley Steemer - carpet cleaning	21,163	Yes
80	9881 Carroll Centre Road	Industrial Park	JW Floor Covering Inc, Resource Floors	23,224	Yes
81	9880 Via Pasar	Industrial Park	Streeter Printing, Pacific Safety Center	20,342	Yes
82	9825 Carroll Centre Road	Industrial Park	Medical, Office, Dance Studio, Judo, Church, etc.	38,531	Yes
83	9705 Carroll Centre Road	Industrial Park	Art Gallery, Office, LMA Marketing, etc.	24,419	Yes
84		Industrial Park			Yes
85	9605 Kearny Villa Road	Industrial Park	White Tiger Kung Fu	11,726	Yes
86	9696 Candida Street	Religious Facility	Church	5,635	Yes
87	9705 Candida Street	Automobile Repair Shop		6,000	Yes
88	9707 Candida Street	Industrial Park	NPL Construction	18,200	Yes
89	9779 Candida Street	Industrial Park	DH Truck Equipment	8,241	Yes
90	9535 Kearny Villa Road	Arterial Commercial	Church	10,700	Yes
91	9545 Kearny Villa Road	Arterial Commercial	Dan Auto Repair	13,015	Yes

92	9545 Keanry Villa Road	Office	Auto store, office	14,650	Yes
93		Parking Lot - Surface			Yes
94	9625 Black Mountain Road	Office	Hair & Makeup, Call Motorcars	36,562	Yes
95	9585 Black Mountain Road	Automobile Parts Sale		12,079	Yes
96	9555 Black Mountain Road	Automobile Repair Shop		14,628	Yes
97	9513 Black Mountain Road	Automobile Repair Shop		11,900	Yes
98	9491 Black Mountain Road	Automobile Repair Shop		5,910	Yes
99	9485 Black Mountain Road	Minor Automobile Dealership		3,442	Yes
100	9600 Keanry Villa Road	Office	L+L Printer, All-In-One	38,033	Yes
101	9560 Candida Street	Industrial Park	Office, Lyons Warren Engineers & Architect	7,020	Yes
102	9530 Candida Street	Industrial Park	Veolia North America Environmental Services	6,891	No
103	9520 Candida Street	Industrial Park	Office, Terra Firma Landscape Co	6,000	Yes

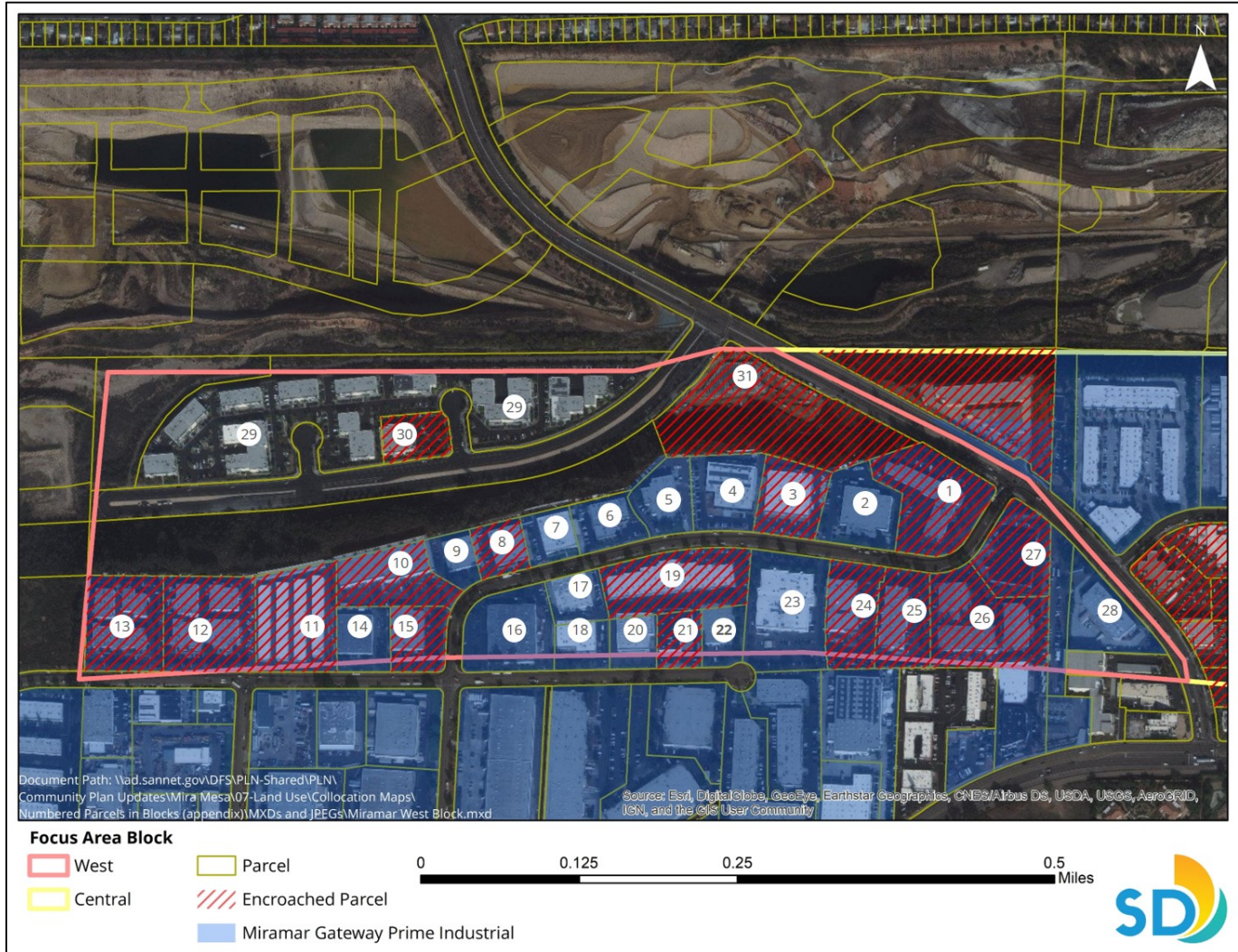
104	9484 Candida Street	Industrial Park	SiteOne Landscape Supply	6,000	Yes
105	9557 Candida Street	Industrial Park	Secure transportation		Yes
106	9537 Candida Street	Industrial Park	Office, Adgraphics, Three Treasures Cultural Arts	17,169	No
107	9495 Candida Street	Industrial Park	White Labs	13,721	No
108	9585 Candida Street	Day Care Center	ELCA Preschools	7,544	Yes
109	9524 Kearny Villa Road	Office	Future Home of Children's Workshop - The Institute for Effective Education	18,350	Yes
110	9550 Kearny Mesa Road	Public Storage		63,700	Yes
111	9499 Kearny Villa Road	Arterial Commercial	Miramar Automotive	7,137	Yes

Appendix C

Parcel Maps and Site Photos









West Block: Miramar Gateway Focus Area









Parcel Map











Site Photos

#	Photo	#	Photo
1		2	
3		4	
5		6	

7		8	
9		10	
11		12	
13		14	

15		16	
17		18	
19		20	
21		22	

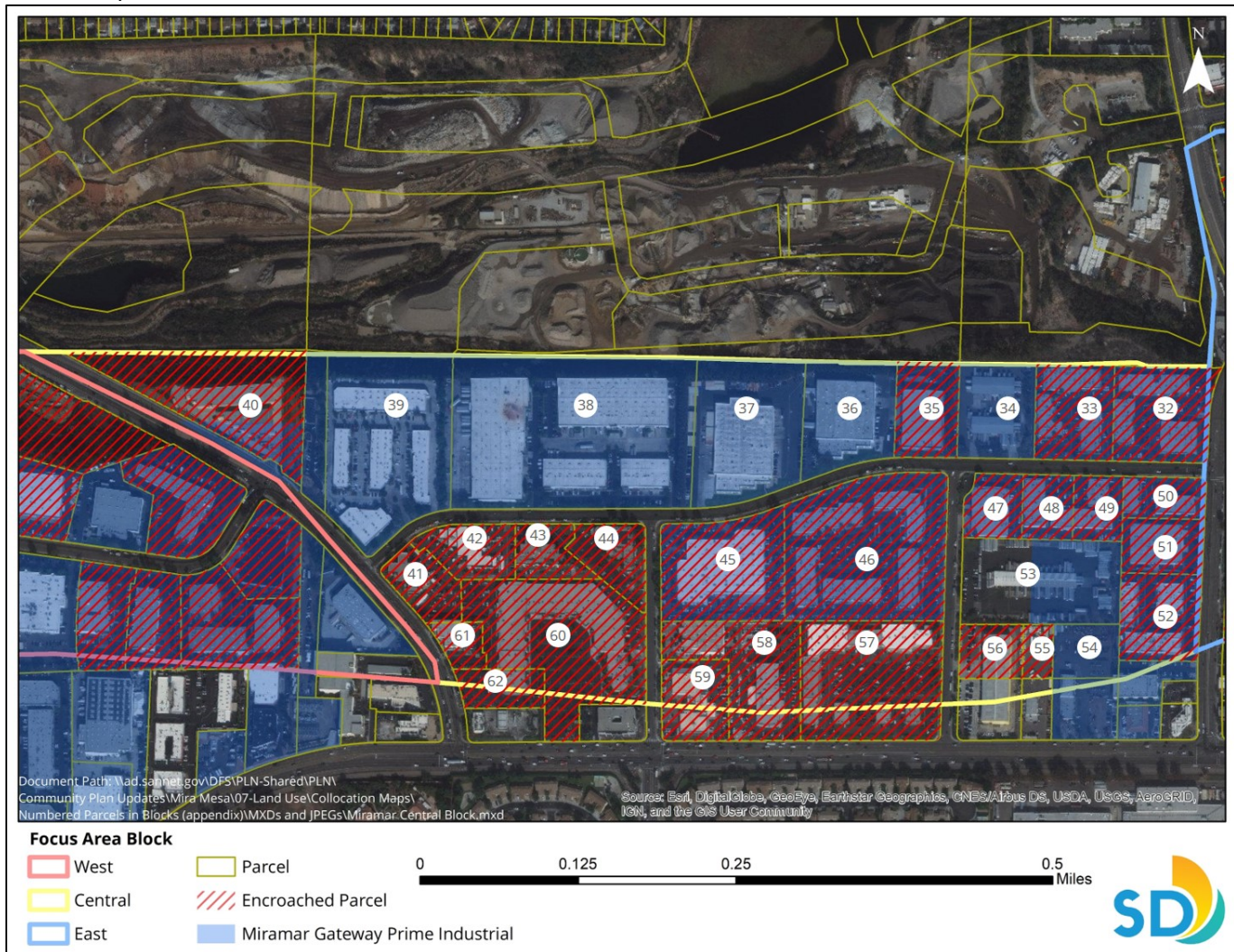
23		24	
25		26	
27		28	
29		30	

31



Central Block – Miramar Gateway Focus Area





Parcel Map











Site Photos

#	Photo	#	Photo
32		33	

34		35	
36		37	
38		39	
40		41	

42		43	
44		45	
46		47	
48		49	

50		51	
52		53	
54		55	
56		57	



58		59	
60		61	
62			

East Block – Miramar Gateway Focus Area









Parcel Map






Site Photos

#	Photo	#	Photo
63		64	

65		66	
67		68	
69		70	
71		72	

73		74	
75		76	
77		78	
79		80	

81		82	
83		84	
85		86	
87		88	

89		90	
91		92	
93		94	
95		96	

97		98	
99		100	
101		102	
103		104	

105		106	
107		108	
109		110	
111			

DRAFT