





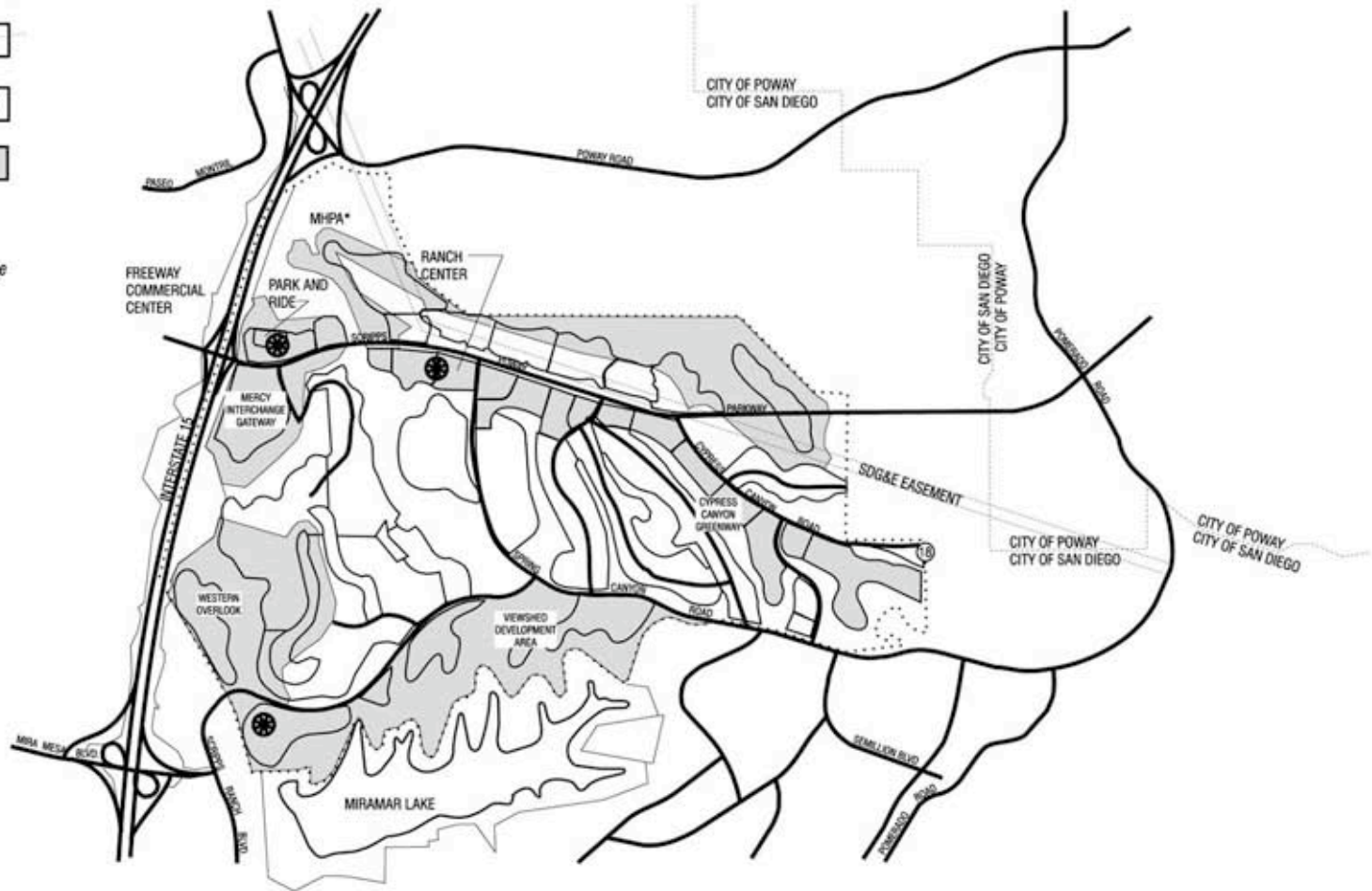
**LEGEND:**

- PLANNING AREA BOUNDARY 
- MUNICIPAL BOUNDARY 
- ANCHOR PROJECT 
- SPECIAL DEVELOPMENT AREA 

**NOTES:**

*Alignment of roads shown may change during final design.*

*\*MHPA: Multiple Habitat Planning Area*



**Special Design Areas and Projects**

**Miramar Ranch North Community Plan**

**25**  
FIGURE

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## SECTION 11: DESIGN ELEMENT

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**Goal:** Promote high quality design throughout the community, with special emphasis on projects and roadways in highly visible areas.

Each land use element includes a development guidelines section with a design checklist. Those guidelines should provide a basis for designing and reviewing individual development projects to ensure a good quality of development. In addition, this section addresses areas of the Miramar Ranch North community which, because of their highly visible location and/or environmentally sensitive nature, require special design attention. Guidelines for these areas are outlined in detail to provide a sense of what is desired in design and construction.

### 11.1 COMMUNITY-WIDE DESIGN INTEGRATION

**Objective:** Promote the utilization of harmonious design features and techniques throughout the community in order to create an overall community atmosphere.

In creating a sense of community in Miramar Ranch North, it is important to utilize physical design to generate an overall atmosphere or feeling for community residents, employees and visitors. The design of roadways, individual development projects and residential neighborhoods should contribute to the general community atmosphere.

The overall ranch atmosphere should be one of a naturalized environment, punctuated by structured, relatively urban areas. Large areas of the community should be left as undisturbed open space or forested with eucalyptus and other naturalized trees. Cypress Canyon should provide a contrasting structured experience, with relatively intense use of the land and a manicured landscaped effect.

Later sections of this element address particular projects and development areas which are key to setting the overall tone of the community. In addition, the following measures should be considered in creating a coherent, attractive community:

**Street Scene:** consistent signing, street furniture and street lighting, repeated project entrance elements, similar pathway design and paving materials, consistent fencing design and materials, consistent landscaping treatment for entire length of major streets and similar transit stops. Where sound attenuating walls are required, the guidelines contained in **Section 4.6** should be followed.

**Landscaping:** eucalyptus trees in native-appearing or naturalized areas, landscaping motif or selected tree such as cypress in highly maintained urban areas, preservation of native vegetation where possible (see **Section 12.2**).

**Public Art:** statuary, landscape sculptures or other public amenities of an artistic nature should be strategically located within park areas, median strips and other public places to further enhance the community atmosphere and enhance the quality of life in the community planning area.

**Building Design:** compatible architectural styles for buildings, enclosures and fencing; use of woods and other building materials in earth tones or pastels; limiting residential building heights in the viewshed to three stories, with one to two stories preferred on ridgetops.

**Signs:** architecturally attractive signs which contribute to the retention and enhancement of the community's character; size to be in scale with surrounding buildings or, if along pathways, at pedestrian scale.

All signs which can be perceived from public streets and pathways should be in proportion to the buildings or activities they identify. Ground signs identifying neighborhoods and individual development projects should be designed as an integral element within the surrounding landscape, landforms and fencing. Earth tones should be emphasized in signing.

Animated and roof signs should not be permitted. Building or wall lighting should be indirect. A limited number of spotlights may be used to create shadow, relief, or outline effects when such lighting is concealed or indirect.

**Open Space Linkage:** areas of natural open space should be linked to one another via a natural link where feasible or by linear greenways located along the major roads (see **Figures 7, 8, and 9**). The linkages also should provide landscaped buffers between the roads and developed areas which create a more country/rural character to the community, as may be seen in the Scripps Miramar Ranch Planning Area.

## 11.2 SPECIAL DESIGN AREAS

**Objective:** Designate special development areas and anchor projects for special attention in design, construction and maintenance.

Anchor projects are individual development projects which, because of their location, are important in setting the overall tone of the community. Four anchor projects are designated, as shown in **Figure 25**.

Both the Miramar Lake residential site, parcel 33, and the freeway commercial center, parcel 1, act as gateway projects into Miramar Ranch North. As projects visible to persons entering the community from I-15, they require special care in presenting a coherent design statement to viewers. The ambience created by these anchor projects should be emulated or reflected in other community developments. Special attention should be given to architectural style, building materials, landscaping, signing, and lighting. The freeway commercial center is a component of the Mercy interchange gateway (**Section 11.6**).

The community commercial center parcels 4B, 4C, 5 and 6 act as an anchor to a major intersection within the community—Spring Canyon Road and Scripps Poway Parkway. Because of its strategic location, the project should function as a community landmark visible to persons traveling within the community and should structure the aesthetic experience at the transportation junction. In addition, the project is key to creating an identifiable, pleasant development area. Particular care should be given to the siting of buildings in relation to the intersection, as well as to building design, landscaping, and lighting.

Special development areas are districts of one or more neighborhoods which should function as recognizable units, visually and/or functionally. **Figure 25** identifies special development areas: the Miramar Lake viewshed development area, the Cypress Canyon greenway with Ranch Center, the north slope transition, the Mercy interchange gateway and the western overlook. These special development areas are described in detail in the following sections.

Implementation of the design guidelines and proposals are addressed in **Section 11.8**.

### **11.3 MIRAMAR LAKE VIEWSHED**

**Objective:** Provide for the sensitive development of areas fronting on Miramar Lake, with particular attention to views from and of these areas across the lake.

Miramar Lake is an important aesthetic and recreational asset to the Miramar Ranch North community and to Scripps Ranch across the lake and the City as a whole as well. Development within the viewshed of the lake sets the tone for the entire Miramar Ranch North community. Viewshed development should be sensitive in design, while providing visual and physical access to the lake to Miramar Ranch North community members and the public at large.

To this end, the guidelines set out below apply to development within the Miramar Ranch North viewshed. This viewshed area extends northward from the waterline across City parkland, past the planning area boundary, over property currently privately owned (within the planning area), to the visual horizon as seen from the south side of the lake.

Parcel 33 is a prominent knoll partially overlooking the reservoir and is visible from the freeway, I-15, to the west as well as from the reservoir to the east. The main issues for grading are (1) retention of the natural appearance as a knoll and (2) avoidance of long, angular, flat-sided, graded slope banks where feasible. The following guidelines should, therefore, be incorporated into the grading design for parcel 33.

Manufactured slopes exceeding 30 feet in height shall be contour graded with special visual treatment to model natural landforms. Revegetation should be with naturalized plant material where appropriate. The street system should be minimized as much as is possible within requirements of City standards and policies.

#### **11.3a Planning Status of City Park**

The General Plan designates a substantial area around Miramar Lake as a resource-based park. This includes the existing City parkland, designated public/semi-public open space since it is already in public ownership and areas to the north of this parkland, designated as other open space subsystem because the property is presently in private ownership. The General Plan states that open space not publicly owned will be preserved through regulatory devices and these areas will be permitted to develop in a manner consistent with the zoning that is applied to them.

In accordance with these General Plan principles, this community plan calls for the preservation of the existing City-owned property as a resource-based park. This includes about 117 acres within the Miramar Ranch North viewshed, or around 58 percent of the City's total 202 acres surrounding the lake. The viewshed area is contained within Priority Number 28 out of 141 areas in Category B of the citywide open space retention list. In addition, this Plan calls for the retention and/or dedication of open space areas within the northern viewshed, while permitting development of remaining areas under recommended zoning. As described in **Section 11.3b**, at least 80 acres of external open space below Scripps Ranch Boulevard has been added to the existing parkland within the Miramar Ranch North viewshed.

It is assumed that all the viewshed area cannot be acquired in its entirety for open space under the City's open space acquisition program. The viewshed area is contained within Priority Number 28 out of 141 areas, in Category B, of the citywide open space retention list.

This Plan supports the recommendations for the City lake park contained in the 1978 Scripps Miramar Ranch Community Plan, as drawn from the 1975 City Lakes Recreational Development Plan. Because financial resources are not available, extension of the northern park boundary to the horizon line is not proposed as in the Scripps Ranch plan. In this Plan, primary public access to the City park remains at the southwest corner of the reservoir as recommended in the Scripps plan, with bicycle and pedestrian access proposed on the northern side of the lake.

### **11.3b General Land Uses and Open Space**

The viewshed area should be developed as a combination of residential development and open space. An anchor project is designated within the viewshed, the medium-high density residential site, parcel 33. External open space should consist of open space reserved outside project areas for active or passive use, including transitional slope banks. Project open space should encompass landscaped open areas within developments, excluding landscaped portions within parking lots. Both forms of open space should enhance views of the viewshed from the lake and southern shore.

Of the entire 166 acres of Miramar Ranch North that lie within the viewshed (lands north of the lakeside planning boundary), approximately 70 percent should remain in external open space. At least 80 acres of this external open space south of Scripps Ranch Boulevard have been dedicated at no cost to the City, to bring the total City-owned land within the viewshed to about 48 percent of the designated viewshed area. This addition represents a substantial expansion of the Miramar Lake City Park. In addition to reservation of open space for public use, public visual and physical access (via bicycle and foot) to the lake from northern slopes should be assured in the design of the street system and individual viewshed development projects as described below.

Landscaping within developments is important in creating a pleasing environment as well as softening building lines and paved areas. For project open space within planned residential developments, 15 percent of the total parcel should be placed in landscaped open areas.

### 11.3c General Design Treatment

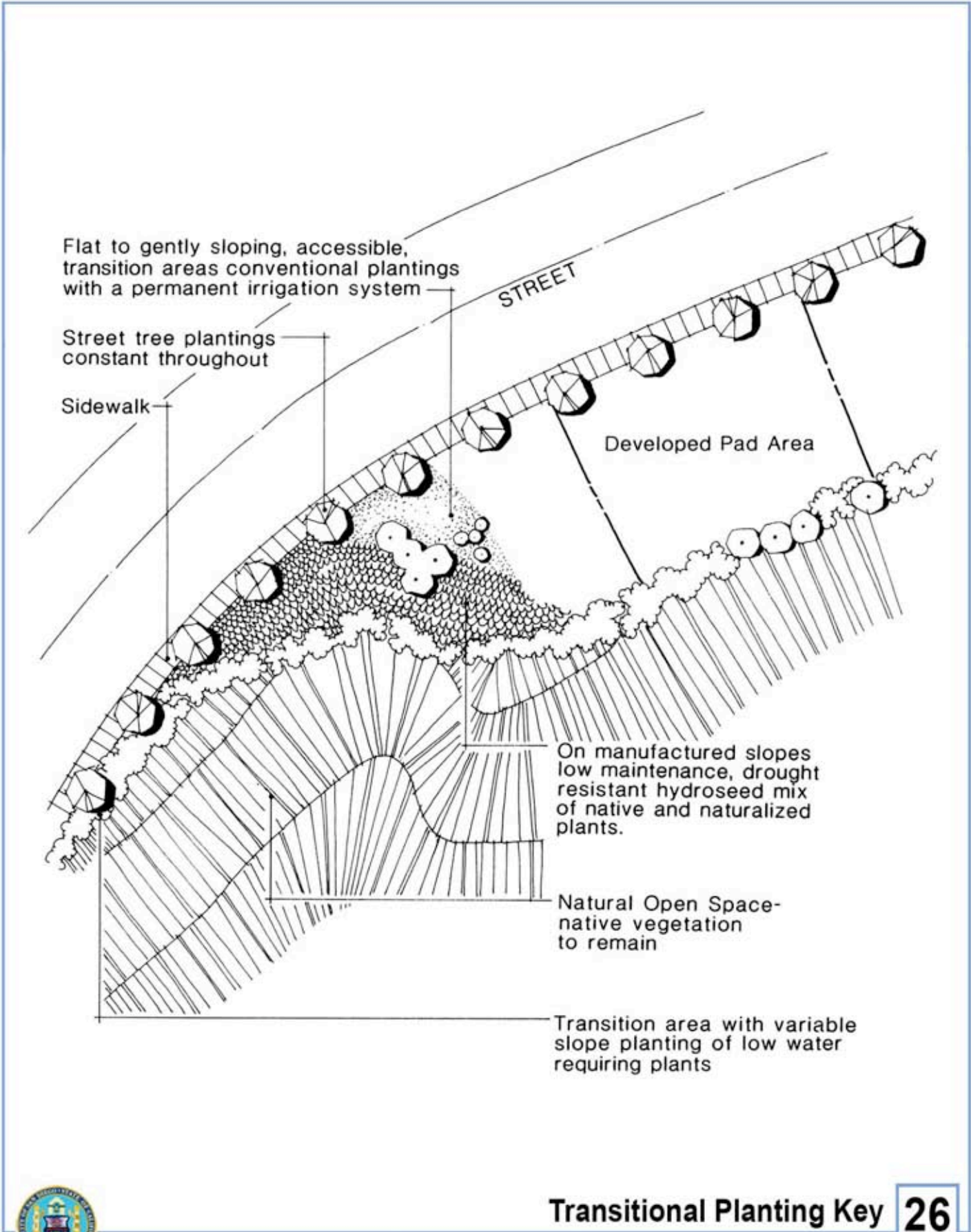
The transition zone between the developed areas and the natural open space fronting on the lake must be sensitively managed. **Figure 26** is a planting key for transitional planting and **Figure 27** shows a typical transition from developed to undeveloped areas within the viewshed. The heights of manufactured slopes and the number of fill slopes should be minimized. All artificial slopes along the lake should be blended to meet the native terrain, to achieve a natural rather than manufactured appearance. Any fencing should be common to an entire development, should be constructed of natural, non-obtrusive materials and should not exceed five feet in height. Clusters of bushes and trees should offset the tops of slopes and/or fence lines. Landscaping on the slopes should gradually blend into the native vegetation through planting of naturalized stock and/or native seed mix requiring minimum irrigation.

Selective massing of trees to create wooded areas within developments, along paths (**Figure 28**), and on undeveloped slopes is desirable; the tree clusters can add visual interest while providing shade and screening unattractive areas. Landscaping materials within the viewshed, especially below Scripps Ranch Boulevard, should be drought-resistant, native species with little need for fertilizers and pesticides. This should help protect the reservoir from pollutants in addition to proper engineering of drainage and runoff volume. Drainage into the reservoir is discussed in **Section 12.4**.

In the siting and design of viewshed developments, care should be taken to site buildings in a manner reflecting the terrain, rather than in contrast to it. Residential developments should utilize clustering and terracing to produce a non-regimented effect. Clustering can respond to the valley-ridge character of the shoreline by permitting flexible building placement; at the same time, it avoids bulky building masses dominating the shoreline by breaking up structures into aesthetic groupings. Terracing can be utilized to preserve the sense of topography, minimize grading, and give views to as many building users as possible. This technique should be utilized to the extent possible, given the engineering constraints of sewerage and drainage.

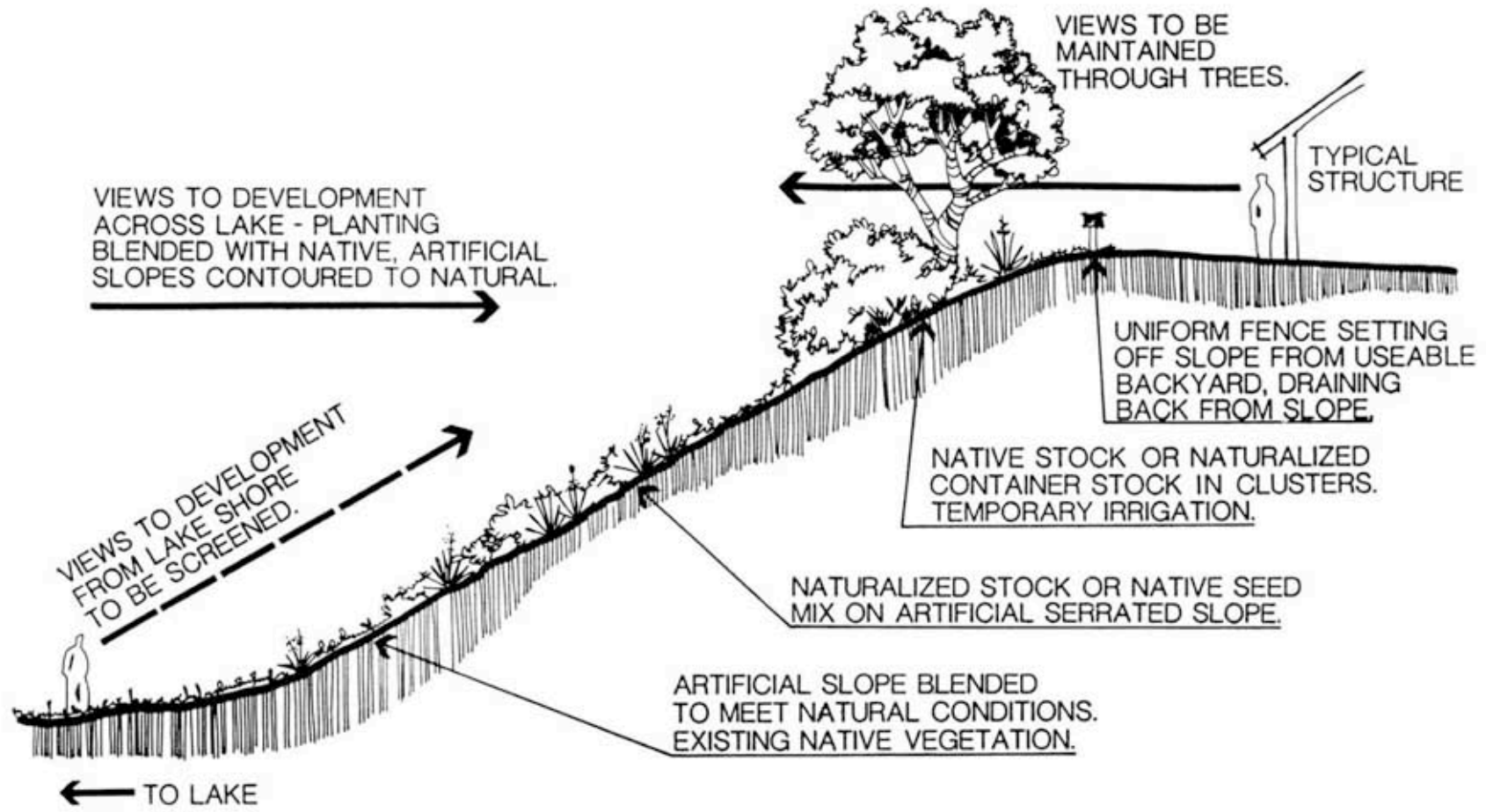
The residential building height within the viewshed should be limited to one to two stories at the horizon line. The limitations are designed to minimize visual impacts on the horizon line while encouraging terracing. A flexible interpretation of height limits is encouraged in order to obtain imaginative yet appropriate design solutions within the viewshed.

The building elevations facing the lake should be well detailed and visually interesting. Large expanses of blank wall and extensive flat surfaces are not appropriate. All buildings should have shadow relief, where pop-outs, overhangs, decks and recesses are used to produce effective shadow interest. Special care should be taken in the design of roofs, the selection of roofing materials, and the screening of rooftop utilities. The roofscape should be varied, using roofs differentiated in height, slope and direction. Woods and other building materials in earth tones should be utilized to help create a natural, unobstructed effect in viewshed structures.



**Transitional Planting Key** **26**  
 Miramar Ranch North Community Plan **FIGURE**





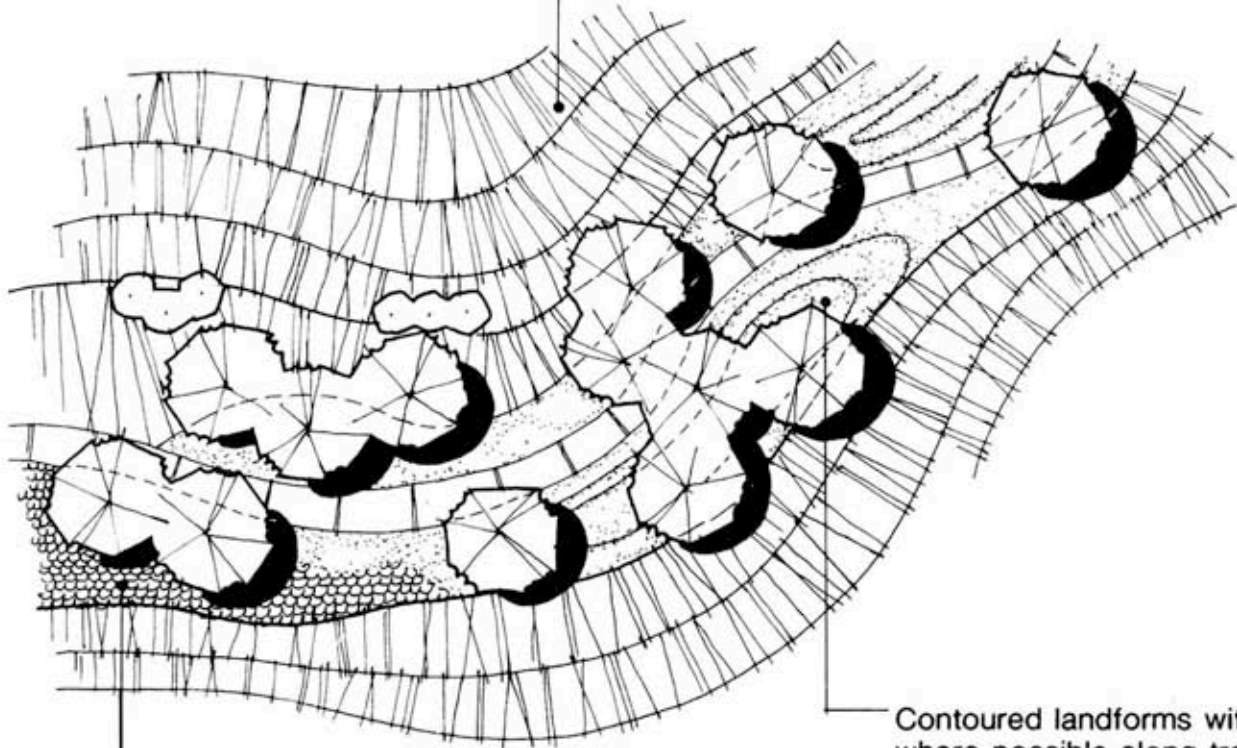
**Typical Transition in Viewshed**

Miramar Ranch North Community Plan

**27**  
FIGURE



Existing native vegetation



Contoured landforms with trees where possible along trail to serve as rest area

Native plantings on slopes



## Pedestrian Trail **28**

Miramar Ranch North Community Plan **FIGURE**

### **11.3d Individual Development Projects**

If possible, public access to the external open space from community streets should be included, provided the access way does not unduly interfere with the functioning of the project. Parking should be screened by buildings, terraced slopes, landscaping and similar measures. Clustering, terracing and a varied roofscape are very important in creating an aesthetically appealing project to viewers across the lake. The number of dwelling units with views should be as great as possible. If two or more product or housing types are used in the development area, care should be taken to harmonize architectural styles, colors and the overall visual effect to viewers.

For single-family residential areas within the viewshed, the use of variable lot sizes is encouraged. Variable side, back and front yard setbacks are also desirable. These techniques are important in creating visual interest for viewers across the lake, in siting sensitively to the topography and in preserving lake views from individual dwelling units. On the medium-high density parcel 33, special care must be taken with visual design, especially since it is a gateway project which establishes a theme for the rest of the development. On this parcel, two distinct product types will be provided to help assure project diversity.

### **11.3e Street Design**

For streets within the viewshed, consideration should be given to preserving views of the lake for automobile users, bicyclists and pedestrians. Any landscaping of medians and roadsides should take views into account. View corridors and viewpoints should be set aside where possible (**Figure 29**).

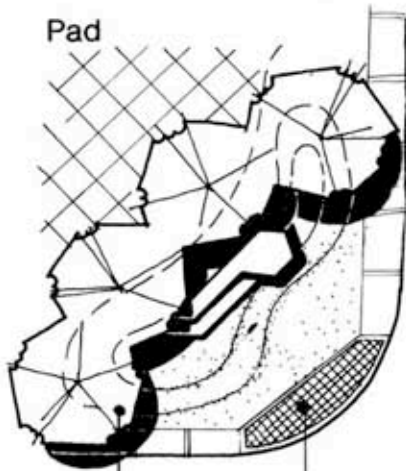
Scripps Ranch Boulevard should be designed as a collector street and scenic drive into the community. No private individual house driveways should enter directly on the boulevard. Major viewpoints between developments along Scripps Ranch Boulevard should be preserved for visual access. A public access point should be provided at the overlook park on the boulevard to permit car parking, passive viewing and access to a pedestrian path and bicycle trail going down to the lake. At the intersection of Scripps Ranch Boulevard with Spring Canyon Road, a median should be required and planted and the entire intersection should receive special landscape treatment. A bicycle lane and pedestrian path should be provided within the right-of-way along the south side of Scripps Ranch Boulevard.

Special care should be taken in the design of an entrance into Miramar Ranch North. A sign or gateway enhanced by landscaping should be placed along Scripps Ranch Boulevard at the entrance into the community.

The upper, unnamed residential road along the northern edge of viewshed should be designed with sensitivity to rare plants and slide areas. Viewpoints developed as visual breaks between groups of residential units along this road or at the end of cul-de-sac are encouraged. Residential streets within the viewshed should not be continuously walled off from vistas by residences and other structures.

Conventional plantings on slopes

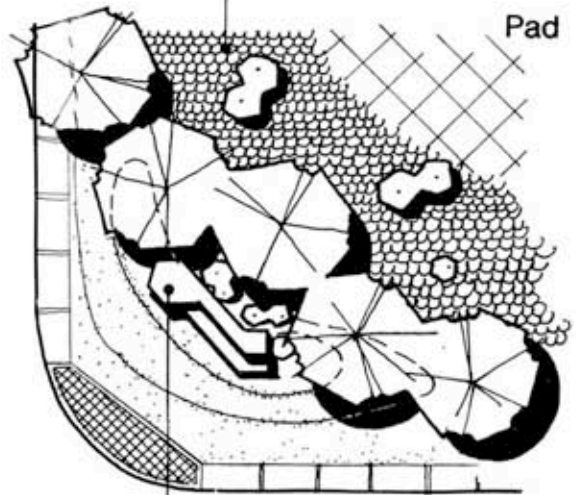
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Ramp

Street tree plantings set back at intersections

Pad



Major entry monuments with foreground of mounded lawn



Selective massing of trees in the open space areas within the viewshed north of Scripps Ranch Boulevard is desirable; tree clusters are especially appropriate in areas immediately fronting on the north side of the boulevard at locations where views of the lake from residential areas and streets above are not disrupted.

### **11.3f Recreational Facilities**

The City resource-based park should be developed for recreational uses provided the reservoir function is not interfered with. Seating and picnicking areas are appropriate for ridge top fingers extending into the lake. Naturalistic design utilizing natural materials and plantings is encouraged for paths and seating areas in order to blend into the slopes visually and to minimize vandalism. Responsibility for the maintenance of recreational facilities, paths and access points should be assigned prior to development. Options include maintenance by the City as a park, by the Open Space Maintenance District, and/or by private owners or owner associations.

As described in **Section 7.2**, development of private recreational facilities is especially encouraged at the Miramar Lake multifamily residential project. These facilities should be tied into or directly front on external open space in the viewshed.

### **11.3g Implementation**

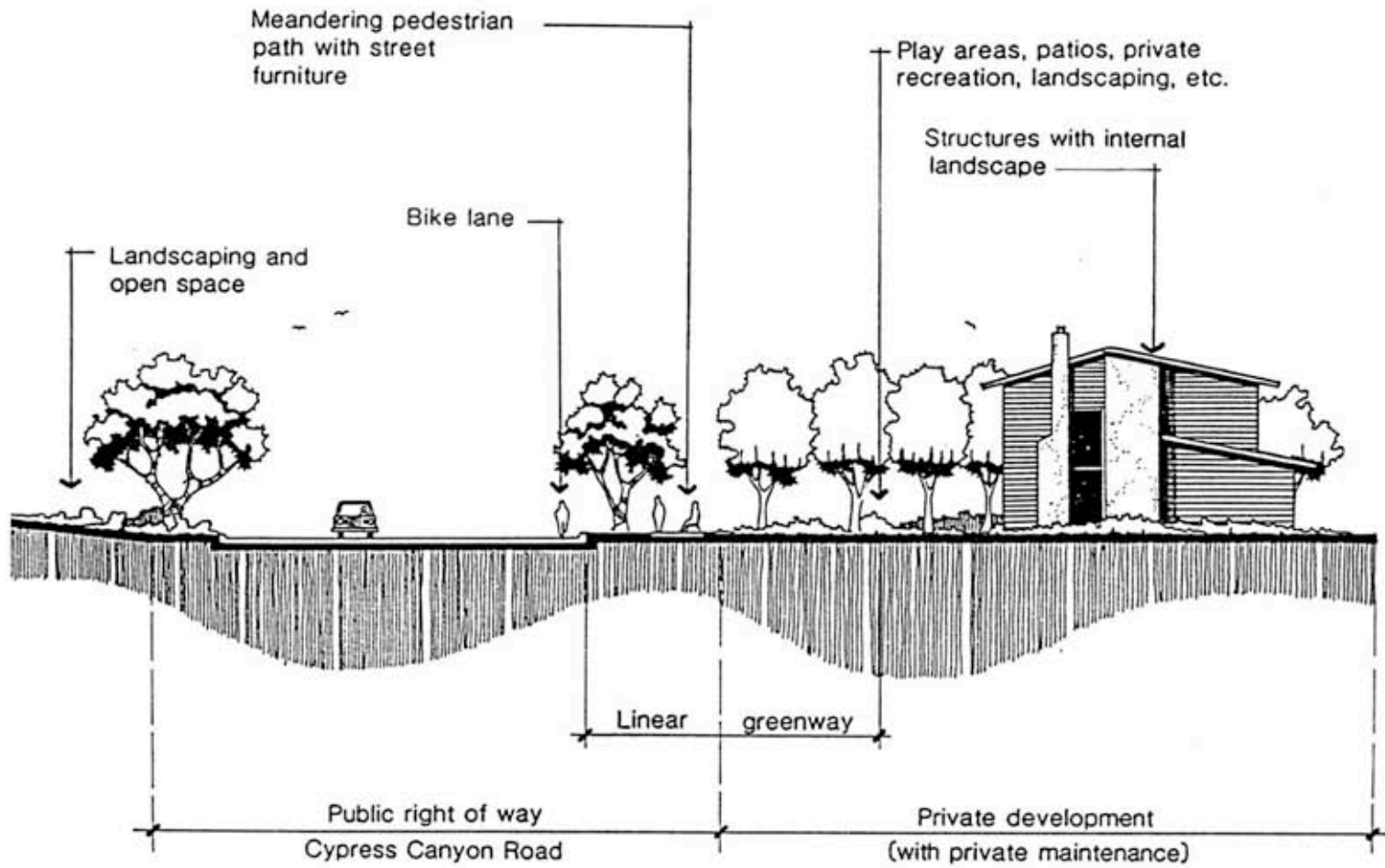
The guidelines contained herein should be implemented through project review procedures and follow-up maintenance arrangements. All projects within the viewshed are subject to normal subdivision approval and also planned development controls: PRD for the residential developments. In addition, some projects lie within the Hillside Review (HR) overlay zone and are subject to special review. All viewshed developments should be reviewed in detail by the Miramar Ranch North planning committee or architectural review board thereof. Public review of viewshed projects is important in ensuring a high quality of development.

Arrangements for the proper maintenance of structures, landscaping and open space should be made during the project approval process. Private homeowners associations should be responsible for maintenance of residential areas, through association assessment fees and CC&Rs attached to each housing unit. External open space south of Scripps Ranch Boulevard within the viewshed has been dedicated to the City. The Open Space Maintenance District should maintain other external open space within the viewshed, as well as medians, pathways and other public facilities not directly maintained by the City.

## **11.4 CYPRESS CANYON GREENWAY AND RANCH CENTER**

**Objective:** Provide for the sensitive design and development of Cypress Canyon and the Ranch Center, including provision of a continuous greenway.

The Cypress Canyon greenway is a linear park running from near Peñasquitos Creek at I-15, east through Cypress Canyon, to just west of the pond at the head of the canyon near Pomerado Road. Much of this greenway and adjacent area is contained within open space Priority Number 17, in Category B of the citywide open space retention list. The greenway should be designed to provide access to park and recreation facilities along its length.



Typical Section in Cypress Canyon Greenway

Miramar Ranch North Community Plan

**30**  
FIGURE



In addition, it should tie together a number of community facilities and development areas, in particular in the Ranch Center.

The basic component of the greenway is a pedestrian path. At the western and eastern ends of the planning area, this path moves through designated active open space areas and should be designed for hiking usage. Where the path passes through proposed urban development areas, it should function as a meandering sidewalk connecting into a series of patios/malls, park areas and landscaped lawns. Preservation and maintenance of the active open spaces should be undertaken by the public (via the Open Space Maintenance District), while each individual development should develop and maintain their portion of the urban greenway.

**Figure 30** shows a typical portion of the urban greenway within Cypress Canyon.

The pathway is roughly paralleled by Scripps North Parkway and Cypress Canyon Road in the developed areas of Cypress Canyon. Cypress Canyon Road would function as a low-speed parkway gently undulating through the eastern portion of the canyon. It should rest up against the northern edge of the canyon bottom. No individual house driveways should enter directly on the road; all drives should access a number of dwelling units. Parking areas should be small and screened where possible. Shared parking ought to be considered for facilities such as the community commercial center, recreation club, parks, schools and religious buildings.

The urban portion of the greenway should be developed in a unified manner, to create an overall atmosphere. Developments in the Ranch Center should set the standard for the remainder of the greenway. Some of the devices which should be considered in developing the greenway follow:

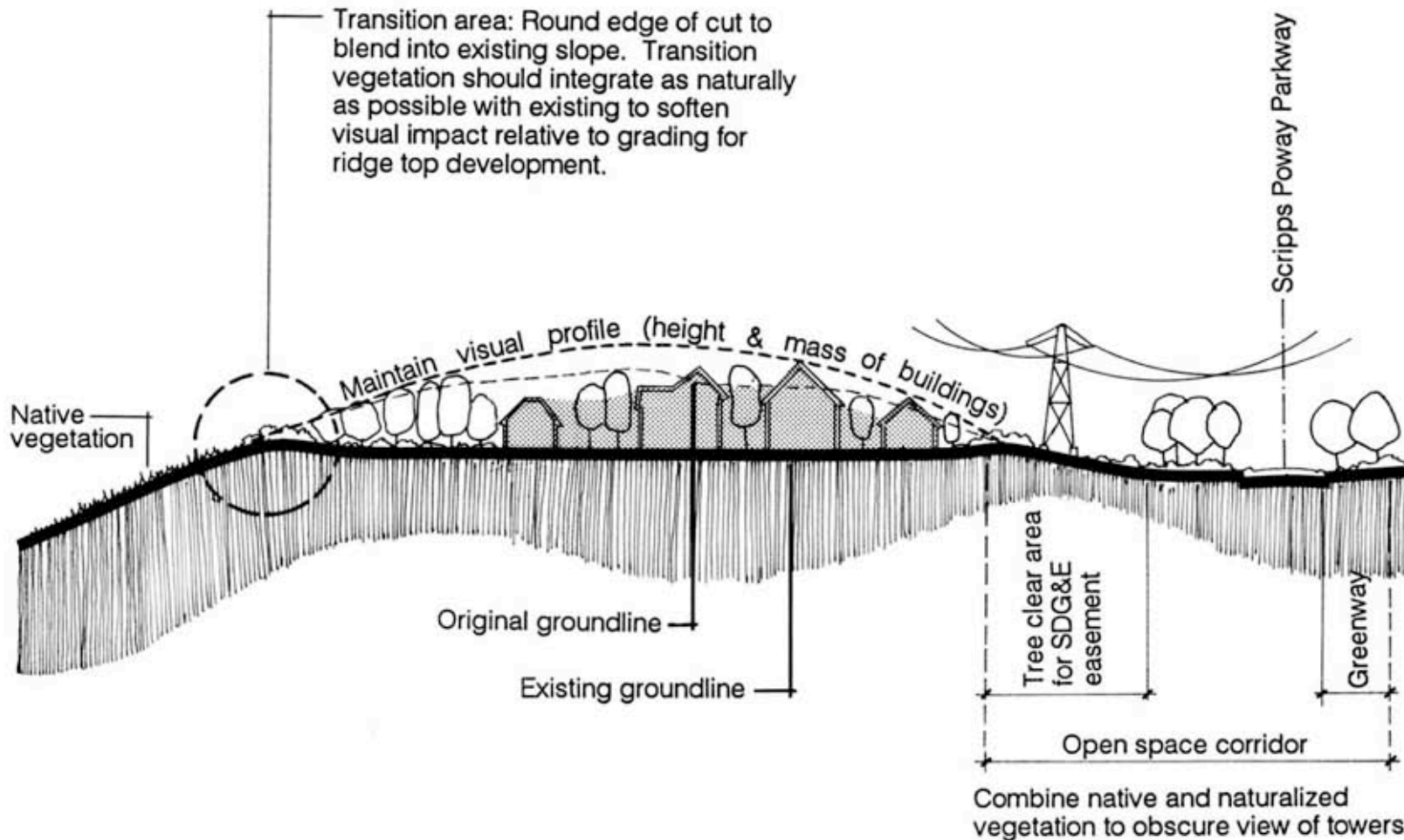
- A consistent material or materials for the pathway and adjoining paved areas
- A landscaping motif or selected tree such as cypress trees
- Uniform signing, street furniture and street lighting
- Harmonious architectural styling for buildings fronting on the greenway

Because the canyon may be very hot and sunny in the summer, providing shade to pedestrians through landscaping, building shadows, walking arcades and similar measures should be considered.

Landscaping should emphasize low maintenance, drought resistant plants for trees, shrubs and ground covers. Park areas and informal play areas will likely require grasses resistant to intense use. A sign or gateway enhanced by landscaping should mark the entrance into the community at the western end of the urban portion of the greenway. Transitions to the hiking portions of the greenway should not be abrupt, but instead gradual in the change of slopes, paving materials and landscaping.

Buildings along the greenway should be sensitively massed to create visual interest. Long, narrow structures and tall building blocks are inappropriate to the canyon setting. Buildings in the Ranch Center should be carefully designed to create a common aesthetic effect; this includes the recreation club, park and school, as well as the community commercial center which is an anchor project.





## North Ridge (Utility Corridor)

Miramar Ranch North Community Plan

**31**

FIGURE

## 11.5 NORTH SLOPE TRANSITION

**Objective:** Provide for the careful design and development of the ridge following the northern plan area boundary, with particular attention to views of the ridge from surrounding areas.

The northern ridge which follows the northern plan area boundary should be sensitively developed to create or preserve good views and to respond to existing environmental conditions. The following guidelines are set out to guide development along the northern perimeter of the planning area.

Preliminary geological investigations north of the northern ridge (outside the planning area) indicate large areas of landslides. Development along the ridge within the Plan should contemplate topping the ridge, with as little disturbance to the slide areas below to the north as possible. The use of fill slopes should be minimized.

Development along the northern ridge should be sensitive to the visual impacts on surrounding areas created by structures, landscaping and other improvements. Ridge-top development will be distinctly visible along the horizon line to viewers from the north, northwest and northeast. Buildings should be carefully massed. Elevations of buildings facing out over the ridge should be well detailed and visually interesting. Special care should be taken in the design of roofs, the selection of roofing materials and the screening of rooftop utilities (see **Figure 31**).

Ridge roads and pedestrian paths may directly abut native slopes. In such instances, road and pedestrian path design should provide for parking or viewing areas to enjoy views and for landscaping which enhances rather than inhibits viewing.

## 11.6 MERCY INTERCHANGE GATEWAY

**Objective:** Promote the sensitive development of the Mercy interchange area as an attractive gateway into the community.

The Mercy interchange area is important as the major entrance into the community, both visually to I-15 travelers, and physically and visually to persons entering the ranch. Developments in this area should reflect the atmosphere of the rest of Miramar Ranch North. Of special importance is the freeway commercial site, which is a designated anchor site as described in **Section 11.2**.

Because of the topography, three separate, isolated sites are clustered near the interchange. Each site has been designated a different land use: industrial/business park (Mercy site), freeway commercial, and multifamily residential. Under these conditions, it is particularly important to strive for continuity in design among the separate projects. Otherwise, the gateway area will take on a disorderly, incoherent appearance.

The key to developing the gateway in a harmonious fashion is the careful design of the individual projects in relation to Scripps North Parkway. A similar relationship between the project and the road should be established for all projects. For example, buildings could be placed near the roadway, offset by a wide landscaped strip, with parking largely tucked behind and out of sight. Additional measures to achieve a harmonious appearance could include a consistent landscaping motif or selected tree, standard signing, street furniture and street lighting, harmonious building and paving materials, a selected architectural style and a similar building height or massing of different heights. Roofscapes on all projects should be as clean as possible, since they are visible from other developments above.

To ensure continuity in the Mercy Interchange area, each project should be reviewed carefully for its design quality and contribution to the overall area atmosphere. All three sites are proposed for development as planned developments. The first site submitted for approval should be viewed as a trendsetter for the remainder of the projects and should be reviewed carefully with the entire Mercy area in mind. Later developments should be reviewed for their general consistency with the trendsetting project.

At Mercy interchange, accessways to the institutional site, freeway commercial, park-and-ride, and Mercy industrial site should be pushed back from the freeway interchange and ramps to the extent possible. Access points, turn lanes and signals should be engineered to permit as easy traffic flow as possible. The park-and-ride facility should be attractively designed and screened and its interface with transit carefully designed.

## **11.7 WESTERN OVERLOOK**

**Objective:** Encourage sensitive design of the western escarpment of the planning area which overlooks the mesas to the west.

The western escarpment of the planning area should be developed to maintain views from the community to the ocean while providing a high quality visual experience to onlookers from the mesas below to the west. This area is visible from Mira Mesa, I-15 and Miramar Naval Air Station, as well as from University City at a greater distance. The escarpment area acts as a foreground rising above the mesas with taller mountains beyond in the distant background.

Three design situations for the escarpment overlook can be distinguished: the western Miramar Lake residential site mound, parcel 33; the horizon line and ridge extending to the freeway cut bank; and the treed hollow area falling off below the ridge. While these three areas lie within the Miramar Ranch North planning area, the northwest corner of the Scripps Ranch planning area also impacts the escarpment area. All development design in this western overlook area should bear in mind projects proposed in both plans.

For the western Miramar Lake residential site, the profile created by the housing, landscaping and grading is important to onlookers from the west. A clustered effect horizontally, with terracing vertically, is appropriate. The design of this anchor project must also take into account its role as a gateway into the community. Two nearby existing structures should be adequately considered in design of the site: the straight horizontal line of the dam (which may be offset by future residential development) and the new buildings at the Mira Mesa

interchange, particularly the strong design statement of the Navy Credit Union building. Landscaping should be emphasized in softening the intensity of development in the Mira Mesa interchange area. Trees should be utilized to differentiate the industrial site from areas below by adding height and greenery. At the same time, tree groupings should be carefully located to maintain views to the ocean and lake from the industrial site buildings and grounds. Any signing should match the scale and color palette of the buildings; internally lit signs are undesirable.

The north trending ridge in the escarpment area runs from the residential lake site to the freeway cut bank, with a lower area to the west following its flow. This entire area will be highly visible when developed, in particular the horizon line following the ridge. The proposed low-density residential in this area can and should respond to views from and of the property, as well as to the rocky geological conditions revealed by preliminary geotechnical investigations. This land use designation permits creative treatments of slope conditions as well, such as special foundations and flexible siting in hillside areas. Eucalyptus forestation is highly recommended within this area to give an overall wooded effect. Special care should be taken in the design of roofs and overall profiles for structures at the horizon line. Mitigation of freeway noise for the area above the freeway cut bank is discussed in **Section 4.6**.

Below this ridge area lies a hollow following the freeway. This area is designated for medium-high density residential development. Design of this area should focus on a terraced effect, with well-detailed elevations facing the freeway. A wide greenbelt should be preserved between this lower area and the ridge area development above. In addition, treed open space areas should be included internal to the residential development, to soften the building lines and break-up the relatively high visual density of the project. A scheme following the natural contours of the terrain is preferred to a rectilinear layout.

## **11.8 DESIGN IMPLEMENTATION**

**Objective:** Provide for the implementation of the design proposals set out in this Plan.

The design guidelines proposed in this section should be implemented through the review of individual roadway and project proposals by appropriate government agencies and citizen groups. Each development project should be examined for its consistency with and contribution to the overall physical sense of community. In addition, anchor projects and individual projects within special development areas should be studied for their conformance to the siting, building, circulation and urban design guidelines set out in this section.

As noted in individual land use elements, planned developments are required for all proposed residential, industrial and commercial areas. Planned development review, in addition to regular subdivision review and, in some areas, hillside review, should ensure study of individual projects by City staff and citizens for conformance to this Plan. It is particularly important that the Miramar Ranch North planning committee, or architectural review subcommittee thereof, participate in the review of proposed projects. This committee should act as a major vehicle of public participation in design decisions, especially for community residents, workers and landowners.