

Miramar Ranch North Community Plan

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Miramar Ranch North Community Plan

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101



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MIRAMAR RANCH NORTH COMMUNITY PLAN

The following amendments have been incorporated into this December 2005 posting of this Plan:

Amendment	Date Approved By Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Miramar Ranch North Community Plan Adopted	December 28, 1979	R-2192	March 4, 1980	R-251317
Residential dwelling Units increased and Revised Circulation Element to include a new major road			May 21, 1987	R-268372
To reduce the visibility Of Miramar Ranch North development			April 16, 1991	R-277711
Land designations			June 6, 1995	R-285917
Land designations and Reduce residential Densities			September 29, 1998	R-290777
Redesignation of 0.95 Acres of industrial land to commercial at 10137 Scripps Gateway Court			August 18, 2016	R-310727

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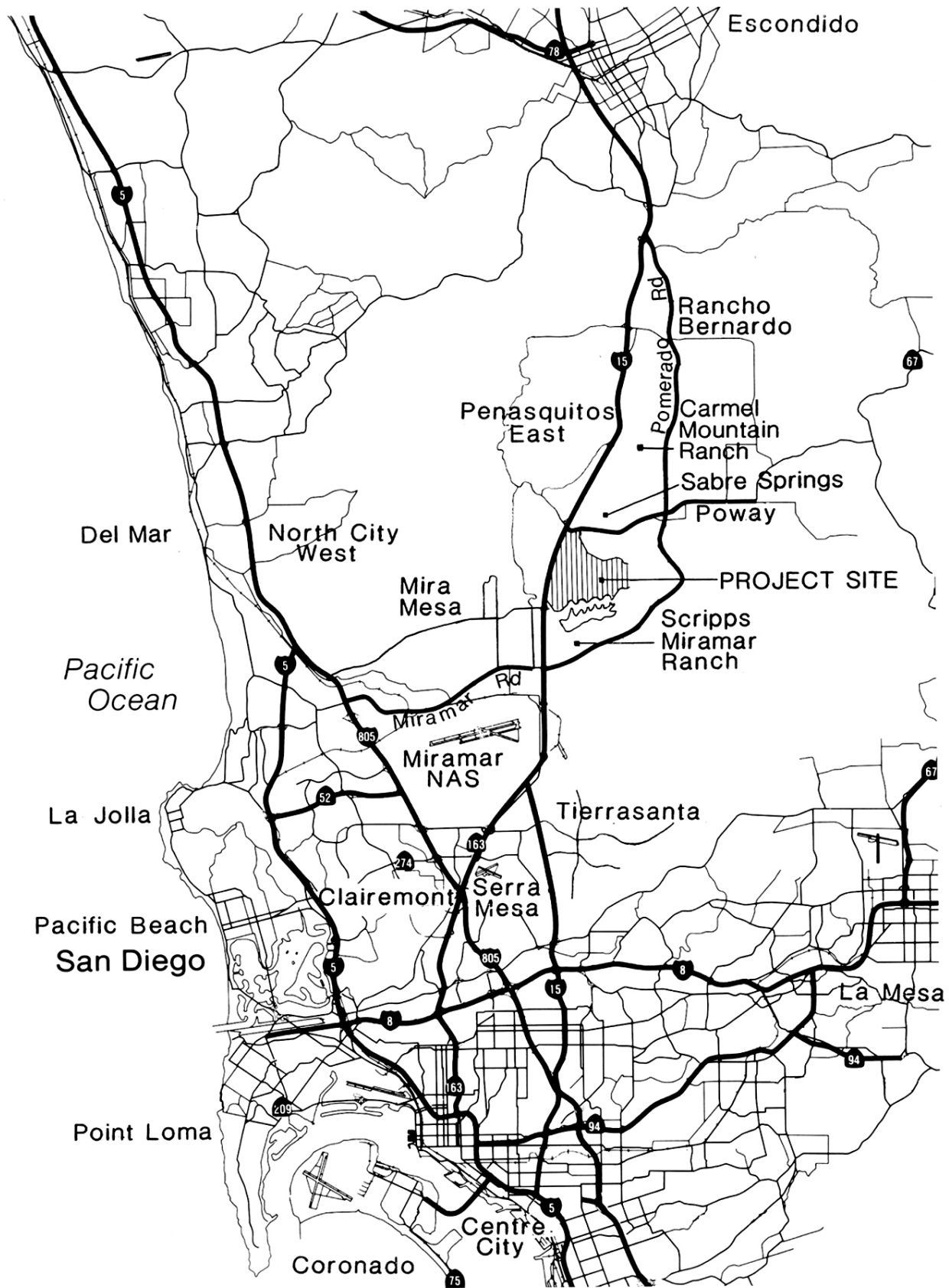
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Section 1

Introduction



Vicinity Map
Miramar Ranch North Community Plan

1
FIGURE

SECTION 1: INTRODUCTION

The Miramar Ranch North Community Plan (Plan) and accompanying Environmental Impact Report (EIR) are required by the City of San Diego for the orderly, sensitive and appropriate development of lands north of Miramar Reservoir. Preparation of the Plan was officially made possible with the San Diego City Council's recognition of the Miramar Ranch North planning committee and the planning area boundary in January 1979, per Resolution No. 222650. The planning committee, which was composed of residents of Scripps Miramar Ranch and developers and landowners in the planning area, was charged with assembling and recommending a community plan for City adoption. The City Council adopted the Plan on March 4, 1980, by Resolution No. 251317. On June 28, 1984, the Planning Commission authorized planning staff to proceed with an amendment to the Miramar Ranch North Community Plan.

The area encompassed by the Plan is designated a planned urbanizing area in the 1979 Progress Guide and General Plan (General Plan) of the City of San Diego. The area is permitted to develop prior to 1995, provided urbanization occurs in an orderly, contiguous manner and public facilities are provided concomitant with growth.

1.1 LOCATION OF THE PLANNING AREA

The Miramar Ranch North community is located in the north central part of the San Diego Metropolitan area, predominantly within the northeast limits of the City of San Diego. It lies on the east side of Interstate 15 (I-15), north of Scripps Miramar Ranch, about 16 miles north of the San Diego central business district and 13 miles south of the city of Escondido.

Figure 1 illustrates the location of the Miramar Ranch North area in the San Diego region.

Nearby existing communities include Mira Mesa to the southwest, Peñasquitos East to the northwest, Poway to the northeast and Scripps Miramar Ranch to the south. These communities are currently experiencing growth under recently approved community plans. New communities presently being developed include Sabre Springs and Carmel Mountain Ranch along I-15 to the north of Miramar Ranch North.

1.2 PLANNING AREA DESCRIPTION

The Miramar Ranch North planning area is shown in **Figure 2**. The community is roughly bounded by the Peñasquitos Creek valley to the north, the City-county line to the east, the Scripps Miramar Ranch Community Plan boundary and Miramar Lake to the south and I-15 to the west. The planning area encompasses approximately 1,842 acres, including Cypress Canyon, which runs east-west through the property.

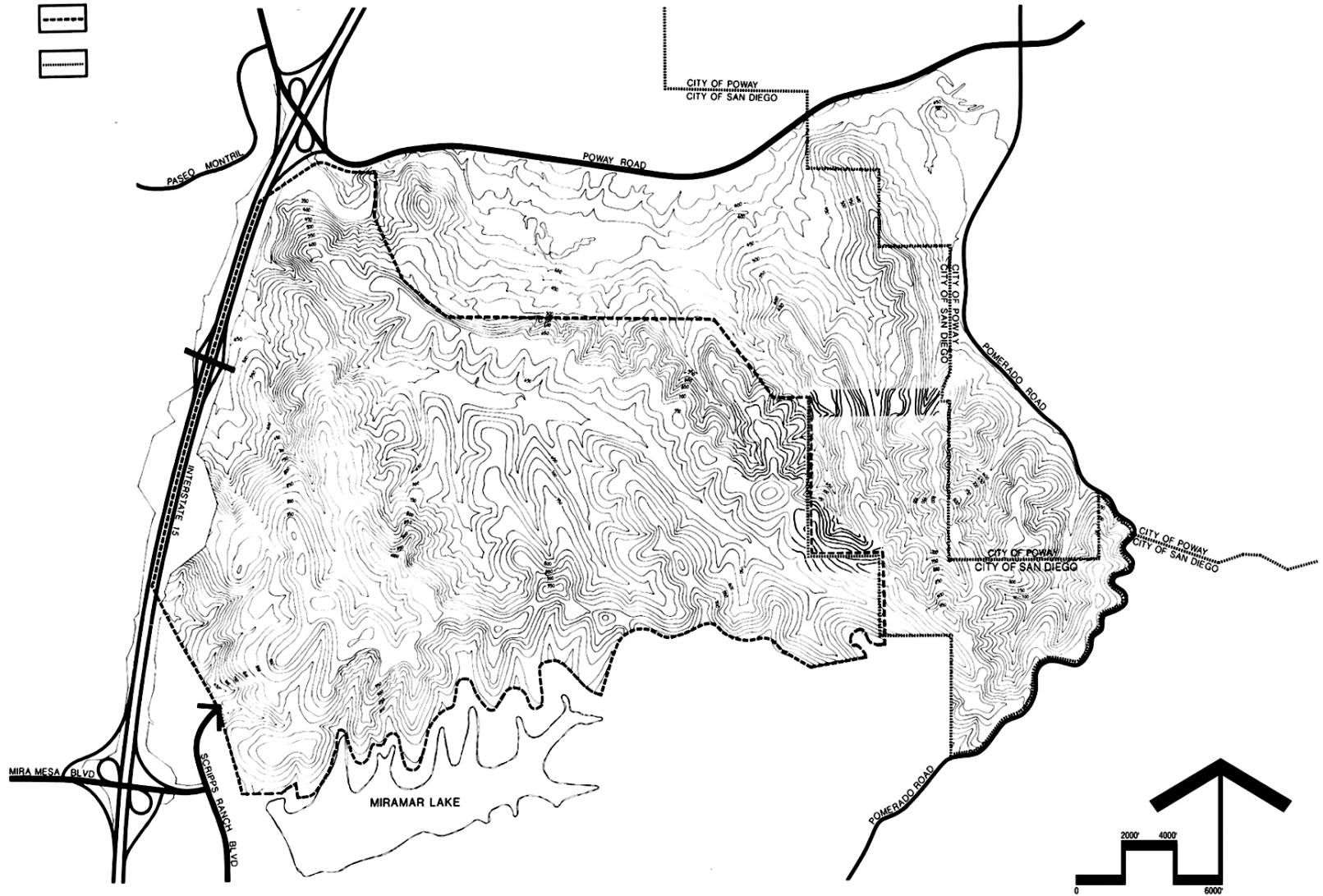
1.3 SCOPE AND PURPOSE OF THE PLAN

The purpose of the Plan is to provide guidelines for future public and private development within the Miramar Ranch North community through 2000. The Plan includes a series of goals and objectives established for the community which are consistent with citywide

LEGEND:

PLANNING AREA
BOUNDARY

MUNICIPAL BOUNDARY



Planning Area **2**
Miramar Ranch North Community Plan **FIGURE**

policies. To implement these goals and objectives, a number of development proposals and implementation tools are set forth in the Plan. In addition, the phasing of development and community facilities is discussed.

The Plan should not be considered a static document. Instead, it is intended to provide guidance for the orderly growth of the Miramar Ranch North community. In using the Plan as a guideline and development control instrument, it should be recognized that changes in the marketplace, changes in the national and regional monetary situations, and changes in national, state and local land use policy and law all demand a flexibility in interpretation of this document, as well as the need for continuing review and modification where interpretive change is inappropriate.

This Plan does not consider land use on a block-by-block basis. Therefore, reasonable interpretation of its objectives and proposals is expected for implementation of the Plan. However, the development proposals and design guidelines set forth in this document should be implemented to the maximum extent possible.

1.4 COMMUNITY PLANNING PROCESS

The Plan embodies a lengthy community planning process. The steps in this process are outlined in **Table 1**.

The Plan was prepared by a private planning consultant working closely with the City of San Diego Planning Department staff and the Miramar Ranch North planning committee. The consultant was largely responsible for conducting the necessary research, drafting the community plan elements and acting as a liaison between Planning Department staff and the planning committee. Planning Department staff provided technical assistance when necessary and reviewed materials prepared by the consultant for consistency and compliance with established City policies and documents. Planning committee responsibilities included reviewing Plan alternatives, proposing goals and objectives and selecting Plan proposals. In addition, the planning committee and the Scripps Ranch and Miramar Ranch North communities are expected to be instrumental in the implementation of the adopted Plan.

Adoption of this Plan by the City Council can occur only after the Plan has been discussed at public hearings held by both the Planning Commission and City Council. Section 65860 of the California Governmental Code requires consistency between zoning regulations and adopted plans. This requirement will result in additional public hearings on rezoning requests within the planning area, which must be filed with subdivision and other development requests. Amendment of City ordinances such as subdivision, building, or other developmental controls must also be enacted through the regular legislative process. Similarly, some financing measures for public facilities proposed herein must be approved by the City Council.

Preparation of the Plan included consideration of its relationship with planning programs and development patterns in the surrounding areas of Scripps Miramar Ranch, Sabre Springs, Mira Mesa, Peñasquitos East and Poway. The relationships to Scripps Miramar Ranch were considered especially important, due to its immediate proximity to the planning area.

Proposals within the Plan have also been coordinated with the General Plan. Any differences that occur between this Plan and other plans and programs, whether at the time of adoption or in future reviews, are expected to be resolved during the course of related public hearings.

Finally, the translation of this Plan into actual development should be undertaken in complete conformance with City Council Policy 600-10 and all other appropriate City Council policies. This will ensure the provision of necessary public facilities as succeeding phases of urbanization occur in the Miramar Ranch North community.

For the 40-acre portion of the planning area currently within the county of San Diego, annexation into the City of San Diego is required prior to the actual implementation of this Plan within that 40 acres. The rezoning recommended herein should provide the basis for the City's rezoning required for LAFCO approval.

Prior to the recordation of any map approved subsequent to this amendment, a public facilities financing plan (PFFP) should be approved in accordance with Council Policy 600-28.

TABLE 1
COMMUNITY PLANNING PROCESS

1. Formation of a planning committee (the Miramar Ranch North planning committee) and delineation of a planning area recognized by the City Council.
2. Inventory of existing conditions prepared by the planning consultant with community and Planning Department staff input.
3. Analysis and projection of trends by the planning committee with assistance from the planning committee.
4. Formulation of goals and objectives by the planning committee with assistance from the planning consultant.
5. Development of Plan proposals by the consultant with community and Planning Department staff review.
6. Plan adoption by the Planning Commission and City Council.
7. Plan implementation by public and private means.
8. Plan review and revisions to reflect changes occurring or anticipated in the community.



Section 2

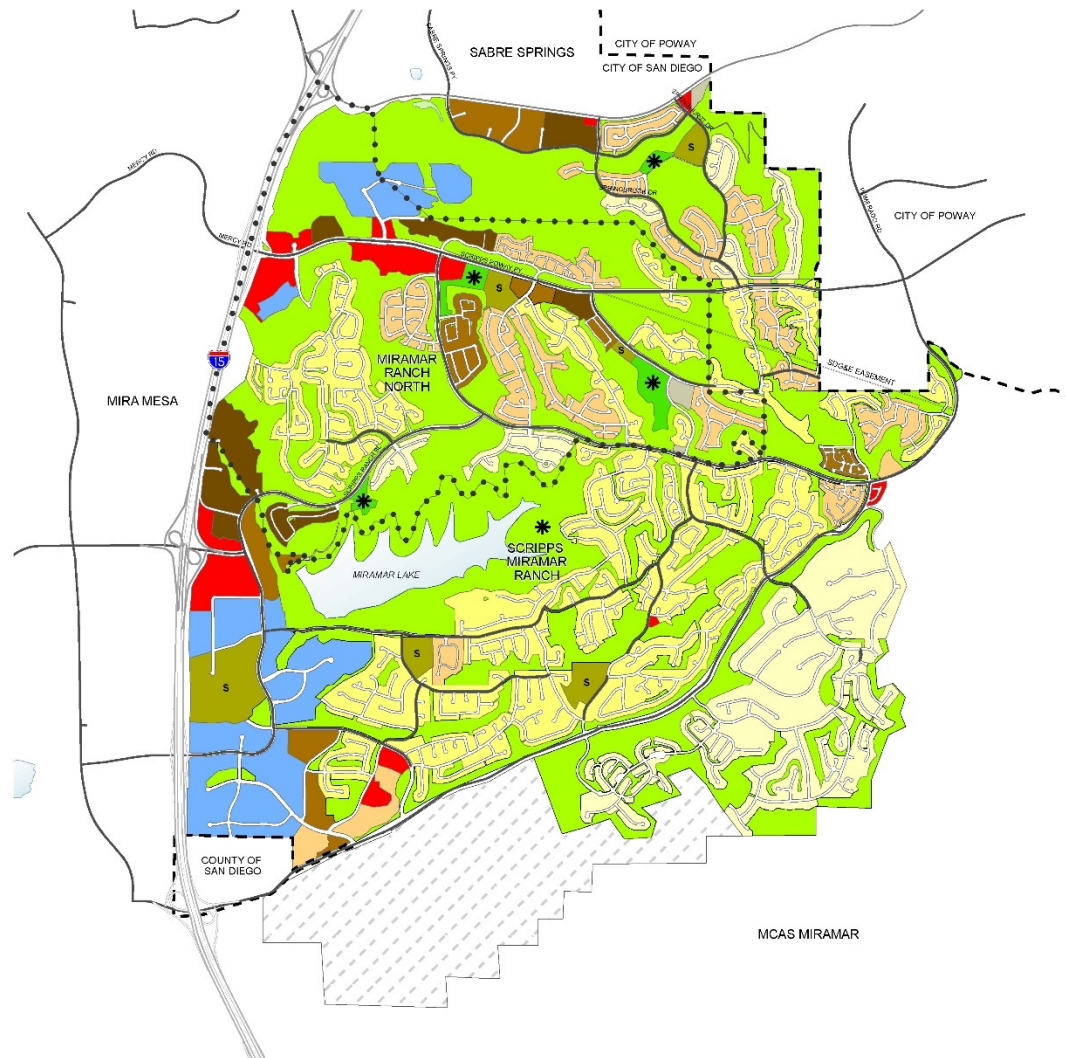
Summary of the Plan

Legend

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
LOW,VERY LOW	
LOW-MEDIUM 6-9 DU/NET ACRE	
MEDIUM 9-12 DU/NET ACRE	
MEDIUM HIGH 12-24 DU/NET ACRE	
COMMERCIAL AND OFFICE	
INDUSTRIAL	
INSTITUTIONAL	
SCHOOLS	
UNIVERSITY	
INSTITUTIONAL	
PARKS	
OPEN SPACE	

NOTES:

Alignment of roads shown may change during final design.



Location of Twin Communities
Miramar Ranch North Community Plan

3
FIGURE

SECTION 2: SUMMARY OF THE PLAN

2.1 COMMUNITY IDENTITY

Miramar Ranch North is planned as a new community surrounded by other developing new towns in the I-15 corridor. The major emphasis of the Plan is to develop an identifiable community, contributing positively to the overall quality of urbanization along the corridor. To this end, this Plan is based on certain planning concepts and utilizes particular design features in arriving at proposals and recommendations to meet community goals.

The topography and geology of the planning area, as well as the existing circulation network, set the development framework for the Plan. The two important natural features are Miramar Lake with its adjoining ridge to the north and Cypress Canyon traversing nearly the length of the planning area. A number of ridges and canyons run north-south connecting these two features. Along I-15, a rocky escarpment limits development in the western portion of the planning area. Most development is proposed on relatively flat areas generated by topping ridges and filling canyons, preserving steep slopes where feasible.

In terms of the overall circulation pattern for the North City subregion, a backbone road system is required within the planning area, linking the South Poway Arterial via Scripps North Parkway to I-15 and linking the two existing freeway interchanges. The Plan proposes Spring Canyon Road running west between Scripps Ranch and Miramar Ranch North, north down to the head of Cypress Canyon, and west to the Mercy interchange via Scripps North Parkway. Scripps Ranch Boulevard is planned to run east from the Mira Mesa interchange up to above the lake, completing a loop with Spring Canyon Road. In addition, proposed roads in Cypress Canyon are paralleled by a greenway connecting several parks and active open space areas.

Overall, then, the topography and soils limit the developable acreage available, while the circulation system dictates reasonable land uses in terms of access. The Plan places higher intensity uses in relatively level areas along Scripps North Parkway, Spring Canyon and Cypress Canyon Roads. Lower intensity uses are planned in rocky areas and along narrow ridges and canyons.

Key features of the Plan include provision for both industrial and residential development, clustering of community facilities in the Ranch Center and development of residential areas in distinctive neighborhood units. The open feeling created by maintaining about half of the planning area in open space is complemented by an extensive eucalyptus planting program.

2.2 TWIN COMMUNITY

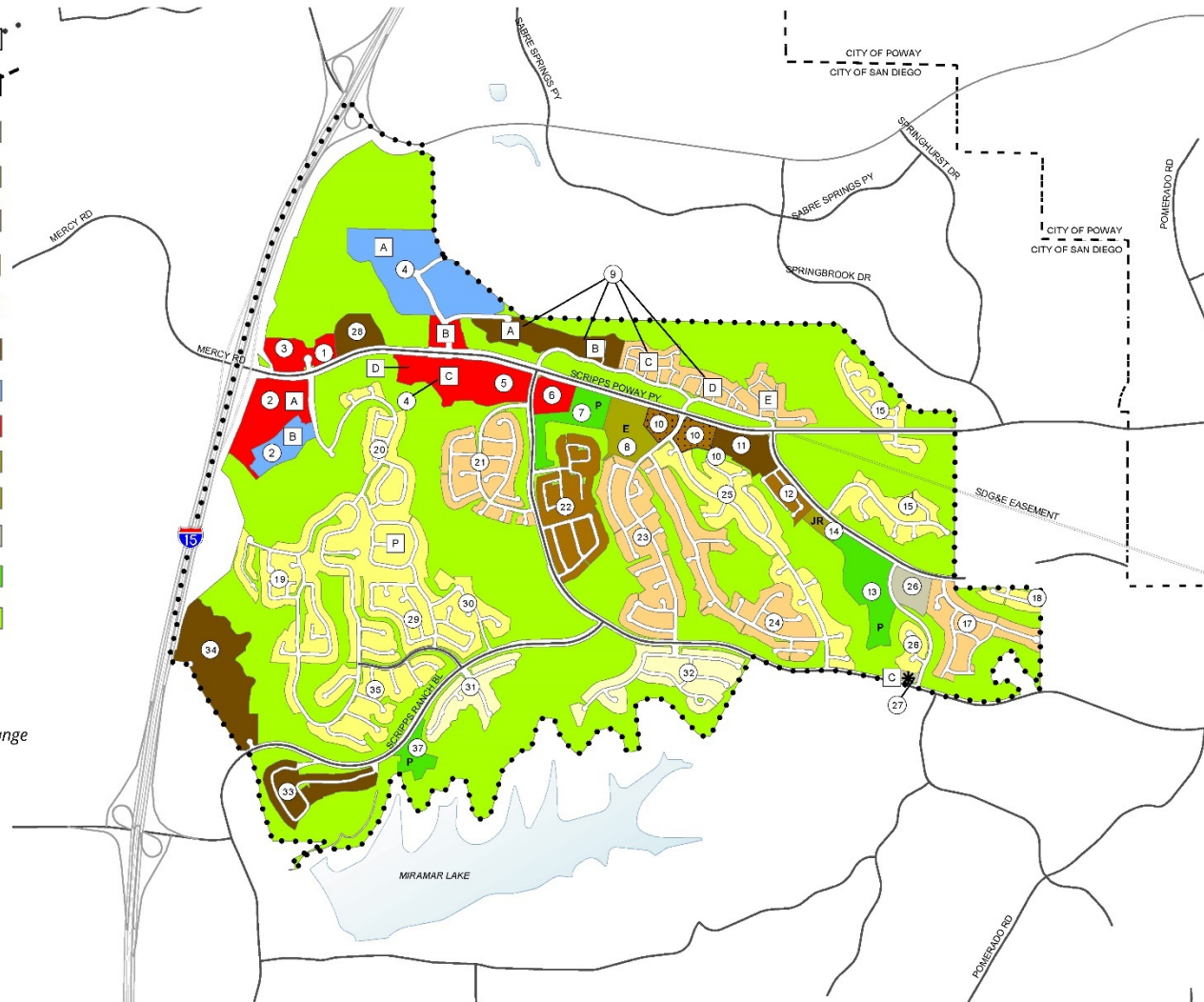
Although Miramar Ranch North is planned for development as an identifiable community, it is also designed as a twin community with Scripps Miramar Ranch. As shown in **Figure 3**, these two communities lie on the north and south sides of Miramar Lake and share the reservoir as an aesthetic feature and recreational resource. In addition, the communities are logically located topographically and in relation to I-15 to share a range of community facilities and together function as a distinguishable service area and aesthetic unit.

Legend

- PLANNING AREA BOUNDARY
- MUNICIPAL BOUNDARY
- VERY LOW RESIDENTIAL
0-3 DU/NET ACRE
- LOW RESIDENTIAL
3-6 DU/NET ACRE
- LOW-MEDIUM RESIDENTIAL
6-9 DU/NET ACRE
- MEDIUM RESIDENTIAL
9-12 DU/NET ACRE
- MODERATE INCOME
9-12 DU/NET ACRE
- MEDIUM HIGH RESIDENTIAL
12-24 DU/NET ACRE
- INDUSTRIAL/BUSINESS
- COMMERCIAL DEVELOPMENT
- ELEMENTARY SCHOOL
E
- JUNIOR HIGH SCHOOL
JR
- OTHER PUBLIC OR
COMMUNITY FACILITY
- ACTIVE AND PASSIVE
USE PARKS
- OPEN SPACE
- FIRE STATION *

NOTES:

Alignment of roads shown may change during final design.



Land Use Plan
Miramar Ranch North Community Plan

4
FIGURE

Given the opportunities for functional and aesthetic integration with Scripps Ranch, this Plan gives a number of proposals for development of Miramar Ranch North that facilitate ties between the twin communities. These include:

- Integration of the circulation systems, including roads, bikeways and pedestrian paths.
- Development of joint usage public and community facilities, supporting a service area encompassing both communities and distributing facilities between the two communities for adequate access.
- Guidelines for creating a community atmosphere similar to Scripps Ranch, emphasizing a wooded, naturalized landscape, the eucalyptus tree motif, earth, pastel and wood tones in construction and a similar grading concept.
- Treatment of Miramar Lake as both a public resource for the City and as a community asset for local residents and employees.

This Plan was prepared with the support of Scripps Ranch residents who participated through the Miramar Ranch North planning committee. Also, Scripps Ranch residents were kept informed of the community planning process as it progressed. The Scripps Miramar Ranch participated directly in development of the conditions of approval and voted to support the Plan. Therefore, the proposals in this Plan reflect and reinforce the recommendations of the Scripps Miramar Ranch Community Plan.

2.3 SUMMARY OF COMMUNITY GOALS

A number of goals for guiding the development of Miramar Ranch North through 2000 have been generated. The overall goal is to *develop an identifiable community of balanced land uses, which meets the needs of residents and working persons, complements the Scripps Ranch community and makes a positive contribution to the quality of life in the San Diego region*. The goals subsumed under this overall goal are outlined below.

Transportation: Construct and maintain an adequate system for vehicular, future transit, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.

Housing: Accommodate a substantial amount of residential development in the community, providing a diversity of housing options while enhancing the physical environment.

Industry: Promote industrial and business park, and office development which provides employment opportunities while enhancing the physical environment of the community.

Commercial: Encourage attractive accessible commercial development meeting the community shopping and services requirements of the ranch and surrounding communities.

Public Services: Guarantee a range of public services tailored to local requirements and accessible to the community, and as needed, to Scripps Ranch.

Parks and Recreation: Provide adequate park development, recreational facilities and active use open space as needed for the community, while ensuring access to nearby regional parks.

Schools: Support the development and maintenance of educational facilities and programs meeting the needs of the community, in both the community itself and surrounding areas.

Community Social Needs: Support development of social services, programs and facilities responsive to the changing physical and socioeconomic needs of community inhabitants.

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

Resources Management: Encourage the careful management of community environmental resources, through preservation of a passive open space network and support of environmentally sensitive development.

Implementation: Ensure the provision of adequate public and private facilities and services to meet community needs concurrently with residential and industrial growth and provide for the ongoing maintenance of community facilities and open space.

2.4 LAND USE LOCATIONS

Figure 4 depicts the locations of land uses in the planning area.

As shown, industrial park uses are limited to the western and northern portions of the community, with good access to I-15. Residential uses are shown on most of the remaining developable acreage. Community facilities supporting the primary industrial and residential uses are largely sited along the Cypress Canyon greenway, with particular emphasis on the Ranch Center at the head of the canyon and along Scripps Poway Parkway. The support uses include commercial centers, active recreation facilities, schools and religious buildings.

Developed areas are intertwined with open space areas. Special open space preserves are designated to preserve particular biological resources. The northwestern corner of the planning area is shown as future institutional, subject to detailed study at a later date.

The areas shown in **Figure 4** represent approximate developable or preserve areas. The actual outlines of these areas will be determined on a project basis, during detailed planning, engineering and environmental review.

The conceptual grading plan included at the end of the Plan further defines the areas shown in **Figure 4** and is intended to represent a *worst case* grading situation. Grading design for subsequent tentative maps should preserve no less natural open space than is shown on the conceptual grading plan. When future tentative maps and development plans are prepared, the location and configuration of grading could change, but the amount and quality of natural open space should not be reduced. Any reduction in the amount or quality of natural open space would require a community plan amendment.

2.5 LAND USE ACREAGE AND DENSITY ALLOCATIONS

The planning area encompasses approximately 1,842 acres in total. About 882 acres, or 48 percent, are developed, while around 953 acres remain in some form of open space.

Tables 2 and 3 summarize the land use acreage and density allocations in the planning area. Approximately 628 acres, or 71 percent, of the development acreage is allocated to residential development. The other major land uses are industrial/business park, (which constitutes about 45 acres, or five percent, of the development acreage), regional commercial (22 acres, three percent), and commercial (42 acres, five percent). The remaining buildable property is devoted to support uses such as recreation, community institutional facilities and roadways.

The 953 acres of parks, recreation, and non-building area is broken into 673 acres of natural open space, which is 74 percent of the open space area. Additionally, there are 110 acres of open space in slopes over 30 feet high; 41 acres in parks and sports fields, which includes five acres of joint community-school use in parcel eight; and 129 acres in improved landscape transition areas. The transition-restricted area includes land which is graded then replanted. The net area for residential, industrial and commercial uses includes area for landscaping in accordance with standard development requirements and policies of the City.

2.6 SUMMARY OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES

The General Plan calls for the development of balanced communities in planned urbanizing areas. This means there should be provision for a range of housing types for a range of socioeconomic groups. It also means employment centers should be provided as well as residential development.

Table 4 summarizes the residential and employment opportunities estimated to be created by this Plan's proposals. A total of 4,589 dwelling units are proposed which represents the summation of the maximum density range in dwelling units per acre authorized by the land use category. These are in five density ranges. An estimated 1,174 positions are generated by the planned industrial and commercial areas and community facilities.

The 4,589 dwelling units constitute approximately five percent of the total dwelling units within the City of San Diego, estimated for the north I-15 corridor by 1995.

2.7 REVIEW OF PLAN IMPLEMENTATION

This Plan provides for the implementation of the development proposals and design guidelines contained herein. Each land use element contains a section on required actions and responsible parties for implementation. In addition, the **Implementation Element (Section 13)** presents development phasing, conditions of development, physical planning implementation and the public facilities financing program. Below, the implementation program is briefly summarized.

Development should be phased to provide adequate community and public facilities in phase with residential and industrial development. This includes facilities such as schools, public

parks and recreation programs, community commercial, fire and library services and the circulation system. In addition, development phasing should balance industrial and residential growth and different residential types.

The financing of public facilities and amenities should occur through a combination of financing mechanisms with City monitoring. Capital improvements should be funded through an assessment district over the planning area, public facilities benefit assessment or fees charged on a dwelling unit basis, school fees or other school financing and conventional subdivision agreements. Maintenance and operations should be provided through the City budget, school district budget, user fees, service charges and/or an Open Space Maintenance District encompassing the entire community.

The physical planning implementation includes rezoning and planned development. In addition, a General Plan amendment, boundary changes, environmental review and Codes, Covenants and Restrictions (CC&Rs), are elements of physical implementation. Plan implementation should entail citizen participation, including the active role of the Miramar Ranch North planning committee in project review. Actual developments within various residential areas may be mixed. For instance, areas with R-3000 zoning may have single-family detached, duplexes and multifamily products in order to create a balance of housing types in the planning area. All residential maps shall be accompanied by a PRD application to ensure an appropriate level of review.

TABLE 2
LAND USE ALLOCATION SUMMARY

Land Use	Density DU/Acre	Net Acres	Percent of Area
Residential			
Very Low	0-3	50	2.7%
Low	3-6	280	15.2%
Low-Medium	6-9	169	9.2%
Medium	9-12	46	2.5%
Medium High	12-24	83	4.5%
Sub-total		628	34.2%
Commercial		66	3.6%
Industrial		45	2.5%
Facilities and Services			
School		10	0.5%
Park-and-Ride		2	0.1%
Institutional		6	0.3%
Fire Station		1	0.1%
Parks		41	2.2%
Sub-total		60	3.3%
Other (Future Institutional)		47	2.6%
Community Roads¹		84	4.6%
Non-Building Areas²			
Natural Open Space		673	36.7%
Replanted Areas		129	7.0%
Slopes over 30 Feet High		110	6.0%
Sub-total		912	49.7%
Total		1,842	100.0%

1. Community Roads - Roads shown in the community plan map, **Figure 4**.
2. Non-Building Areas - Of land within the Non-Building Areas, approximately 31 acres fall within the SDG&E easement that both crosses and runs parallel to Scripps Poway Parkway.

**TABLE 3
LAND USE BY PARCEL**

Parcel	Land Use Category	Density Range DU/AC	Usable¹ Acreage	Unit Limit
	Future Institutional		47	
1	Commercial		6	
2A	Regional Commercial		22	
2B	Industrial		12	
3	Park-and-Ride		2	
4A	Industrial		33	
4B	Commercial		4	
4C	Commercial		11	
4D	Commercial		5	
5	Commercial		11	
6	Recreational Commerce		7	
7	Park		18	
8	School		5	
9A	Medium-High	12 - 24	9	133
9B	Medium-High	12 - 24	9	133
9C	Low-Medium	6 - 9	12	80
9D	Low-Medium	6 - 9	13	73
9E	Low-Medium	6 - 9	12	74
10	Medium-High	12 - 24	12	288
11	Medium-High	12 - 24	6	144
12	Medium	9 - 12	6	72
13	Park		20	
14	School		5	
15	Low	3 - 6	44	244
16	Institutional		6	
17	Low-Medium	6 - 9	24	224
18	Low	3 - 6	3	17
19	Low	3 - 6	63	250
20	Low	3 - 6	50	199
21	Low-Medium	6 - 9	39	264
22	Medium	9 - 12	40	382
23	Low-Medium	6 - 9	35	235
24	Low-Medium	6 - 9	34	200
25	Low	3 - 6	37	174
26	Low	3 - 6	4	18
27	Fire Station		1	
28	Medium-High	12 - 24	8	135
29	Low	3 - 6	29	158
30	Low	3 - 6	7	30
31	Very Low	0 - 3	19	55
32	Very Low	0 - 3	31	102
33	Medium-High	12 - 24	20	300
34	Medium-High	12 - 24	19	410
35	Low	3 - 6	43	195
37	Lakeview Park		3	
Total			839	4,589

1. Usable Acreage - Pad areas less any roads shown in **Figure 4**.

TABLE 4
RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES

Housing Categories	DU/Net Developable Acre	Approximate DU	Percent Total
Very Low	0-3	157	3%
Low	3-6	1,285	28%
Low-Medium	6-9	1,150	25%
Medium	9-12	454	10%
Medium-High	12-24	1,543	34%
Total		4,589	100%

Employment Types	Employees/Gross Developable Acre	Approximate Employees	Percent Total
Industrial/Business Park	39	1,755	28%
Community Commercial	31	1,147	19%
Freeway Commercial	20	140	2%
Regional Commercial	95	3,040	49%
Community Facilities	Varies	150	2%
Total		6,232	100%

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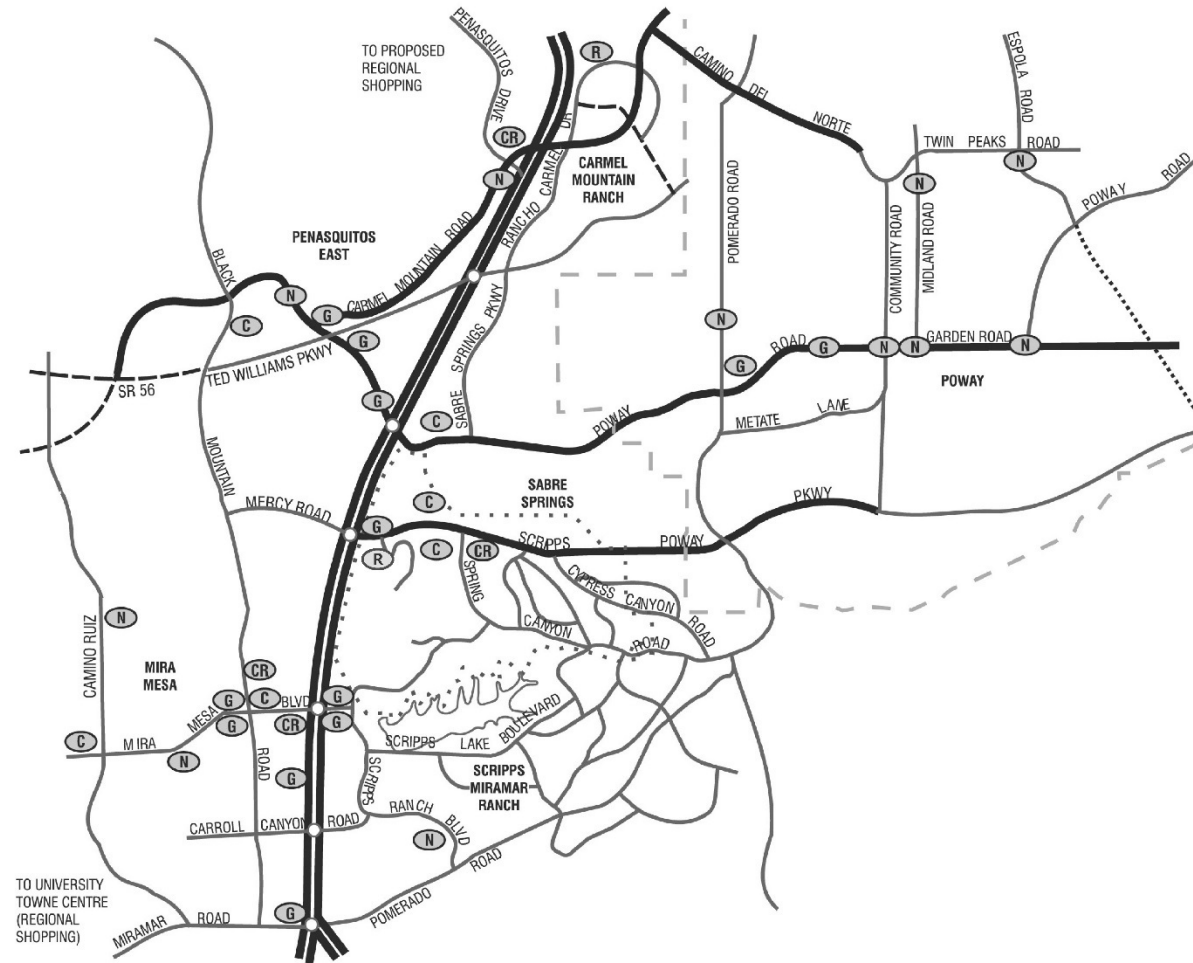


Section 3

Transportation Element

LEGEND:

PLANNING AREA BOUNDARY	
FREEWAY OR PRIME ARTERIAL	
MAJOR STREET OR COLLECTOR STREET	
MUNICIPAL BOUNDARY	
NEIGHBORHOOD COMMERCIAL	
COMMUNITY COMMERCIAL	
REGIONAL COMMERCIAL	
GENERAL COMMERCIAL	
COMMERCIAL RECREATION	



Subregional Circulation
Miramar Ranch North Community Plan

5
FIGURE

SECTION 3: TRANSPORTATION ELEMENT

Goal: Construct and maintain an adequate system for vehicular, future transit, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.

3.1 SUBREGIONAL TRAFFIC

Objective: Ensure sufficient capacity on the I-15 interchanges and onsite roadway to handle traffic generated by the community.

Interstate 15 provides the major means of access from the region to Miramar Ranch North (**Figure 5**). It exists as an eight-lane facility with two HOV lanes. A current Caltrans project to widen Interstate 15 called “I-15 Managed-Lanes South Segment” is under construction and scheduled for completion in 2015². This project will widen Interstate 15 to four HOV lanes with extra general purpose lanes in several locations between SR-163 and SR-78. South of the Miramar Way/I-15 interchange, there are two major roadways, I-15 and Kearny Villa Road. Interstate 15 continues south through Mission Valley while Kearny Villa Road joins State Route 163 (SR-163); both routes cross Interstate 8 (I-8) to the south. Kearny Villa Road follows the former I-15/SR-163 route through Kearny Mesa, then joins SR-163, which goes south across I-8 into downtown. North of Miramar Ranch North, I-15 is being widened as previously discussed. It will be constructed as an eight-lane to ten-lane facility with four HOV lanes through Rancho Bernardo.

3.1a Roadway Capacity of Interstate 15

Interstate 15 is the primary regional north/south corridor providing access to Miramar Ranch North. Interstate 15 currently experiences congestion during peak hours. Forecasts for future traffic in the Interstate 15 corridor range from 375,000 ADT to 425,000 ADT between SR-163 and SR-56. Although substantial traffic growth is projected in the corridor, additional lanes currently under construction by Caltrans should alleviate much of the freeway congestion. Even with anticipated traffic growth, much of Interstate 15 is expected to operate at an acceptable level of service with few exceptions. Additional transit improvements within the corridor including Bus Rapid Transit (BRT), along with improvements to the HOV lanes should also improve service on this corridor.

3.1b Interchange Capacity at Interstate 15

Two I-15 interchanges serve the planning area: Mercy interchange (Mercy Road-Scripps North Parkway) and Mira Mesa interchange (Mira Mesa Boulevard-Scripps Ranch Boulevard). Traffic generated by development of the Scripps Ranch amendment project, the county island area located east of the planning area, will flow via Scripps North Parkway or Spring Canyon Road to the Mercy interchange on I-15.

Mercy interchange will continue to be characterized by high volumes of traffic outgoing southbound and incoming northbound in the morning. The outgoing traffic is commuter traffic generated by the residential development. On the other hand, incoming traffic is

destined for retail and commercial areas in Miramar Ranch North. Retail uses are little utilized during the morning peak and thus would cause little conflict with residential traffic in the morning. Further, the opportunity for substantial trip matching within the community exists when residential trips find shopping opportunities within the community. This avoids more lengthy trips and reduces congestion. However, existing congestion at Mercy interchange is expected to continue with limited opportunities for improvement. Improvements in freeway flow will improve interchange access and operations at bottlenecks are removed. Further, providing better storage for turns and changes in signal timing/lane utilization would substantially improve flow at this interchange. To better accommodate future growth improvements subject to Caltrans requirements should be constructed when existing plan traffic thresholds are met.

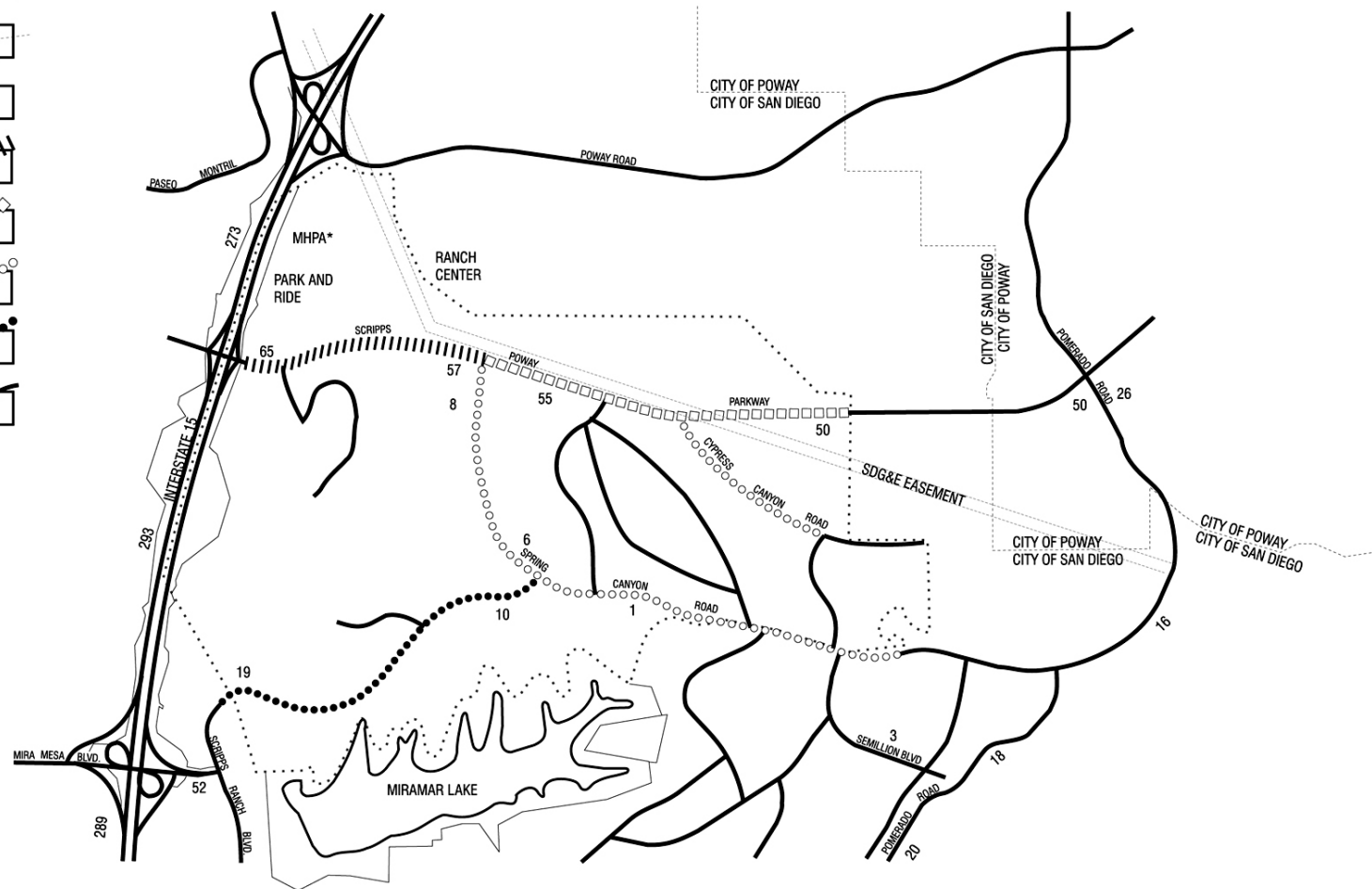
LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
PROJECTED ADT (IN THOUSANDS)	
6 LANE PRIME	
6 LANE MAJOR	
4 LANE COLLECTOR	
4 LANE MODIFIED COLLECTOR*	
2 LANE COLLECTOR*	

NOTES:

*Exact location and configuration
subject to final design*

**MHPA: Multiple Habitat
Planning Area*



Projected Traffic

Miramar Ranch North Community Plan

6

FIGURE



Mira Mesa interchange possesses a high volume of traffic and operates over capacity. Improvements in freeway flow will improve interchange access and operations at bottlenecks are removed. Further, improvements including reconstruction and reconfiguration of the existing ramps, as well as widening of Mira Mesa Boulevard in the interchange area are planned. These improvements, combined with the opportunity of utilization of the non-congested Carroll Canyon interchange to the south are expected to improve flow at the Mira Mesa Boulevard interchange. These improvements should substantially increase the capacity of the Mira Mesa Interchange.

3.1c Status of Other Subregional Routes

The subregional circulation facilities which serve Miramar Ranch North have undergone significant improvements since the 1980 community plan was adopted. At that time, phasing for Miramar Ranch North was tied to (1) improvements to the I-15 corridor, (2) connection of Mira Mesa Boulevard from I-15 to I-805, and (3) improvement of the Mercy interchange at I-15. Also since 1980, Poway has added an east-west link, called the Poway Arterial, from the proposed Beeler Canyon Industrial Park to Pomerado Road just north of the planned intersection of Pomerado Road with Spring Canyon Road.

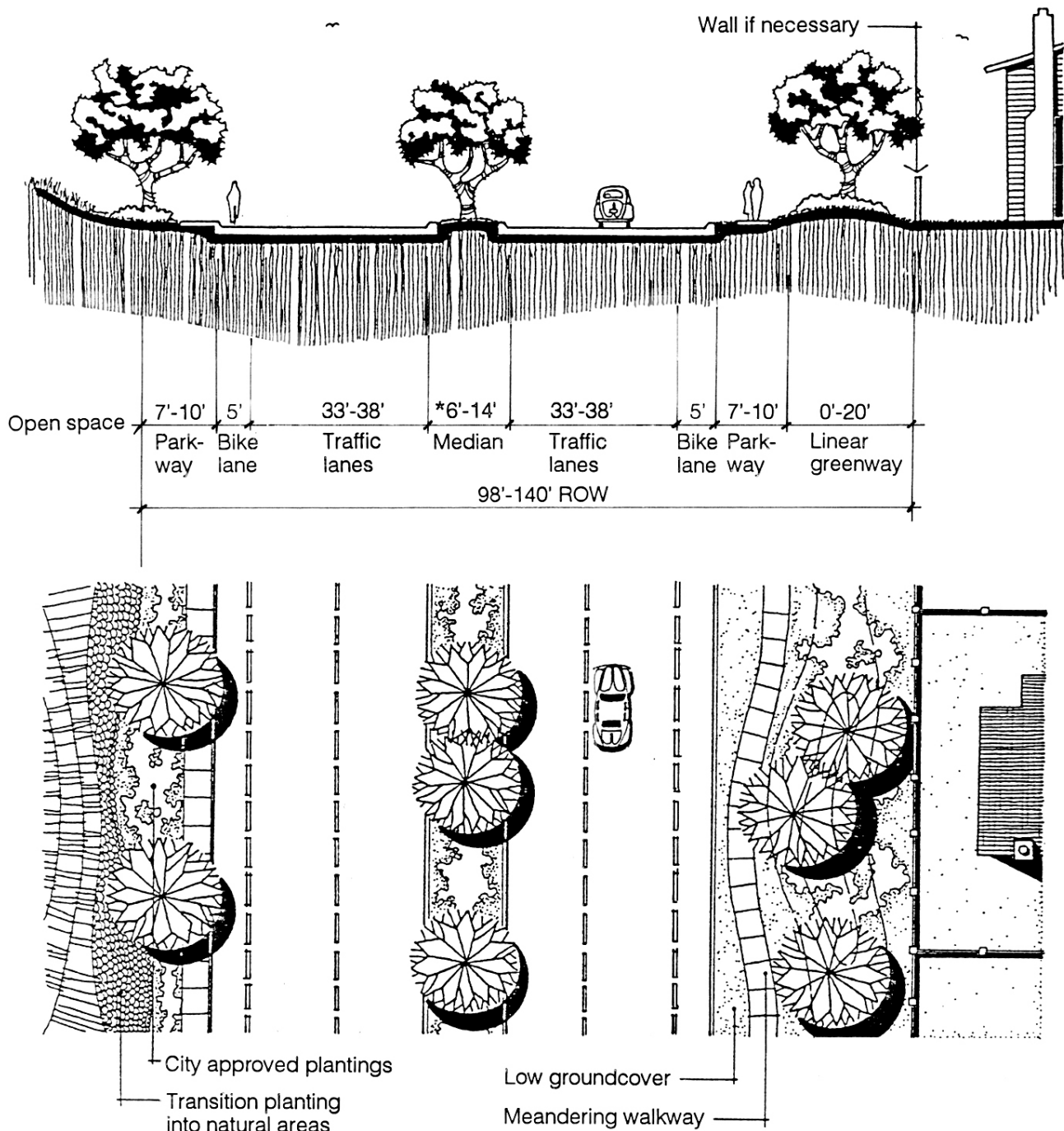
The I-15 corridor improvements planned in 1980 are now complete and work has commenced on the I-15 HOV lanes. The criteria used for Miramar Ranch North phasing contained in the 1980 plan have all been completed or are now under construction.

Connection of Mira Mesa Boulevard from I-15 to I-805 is complete, meeting another of the phasing criteria for Miramar Ranch North.

Mercy interchange is the only as yet unmet phasing criteria, so improvements to this interchange are included in the phasing plan contained in **Section 13, Implementation Element, Table 21**, of this text.

Anticipated traffic from the Poway Arterial could adversely impact the City of San Diego's Adopted Circulation Element by adding significantly more traffic onto San Diego City's roads than the Poway general plan did before recent changes to land uses in the Beeler Canyon area were adopted by the city of Poway.

In response to the creation of the Poway Arterial, and because of the City of San Diego's concern about the potential increase in traffic on San Diego streets, the San Diego



*6 ft. Center Median requires Concrete Median Barrier with No Landscape. The center median between Spring Canyon and 500 ft. east of Cypress Canyon, will remain 14 ft., in its current location and landscaped.



Scripps Poway Parkway (east of Spring Canyon)

Miramar Ranch North Community Plan

7

FIGURE

Association of Governments (SANDAG) prepared a study to propose changes in the subregional circulation system. A modification of one of the favored alternatives, called SANDAG Alternative 8A, has been incorporated into the Miramar Ranch North Community Plan circulation. The phasing found in **Section 13, Implementation Element, Table 21**, incorporates this new roadway, called Scripps North Parkway.

3.2 COMMUNITY ROADWAY NETWORK

Objective: Construct a network of major streets, collector roads and local streets serving community needs and tying into I-15.

Figure 6 depicts the expected traffic volumes and capacities of selected key roads in the planning area. The classification for each street is also shown.

The backbone street system consists of major streets and collectors providing primary circulation within the community and to I-15. Included is the Scripps Ranch Boulevard-Spring Canyon Road-Scripps North Parkway loop, tying into the Mira Mesa and Mercy freeway interchanges. Also included is Scripps North Parkway from the Mercy Interchange to Pomerado Road and Cypress Canyon Road east of the Ranch Center.

The other collector streets and local streets shown provide access to all the individual developable areas. Additional smaller roads, cul-de-sacs and private streets are expected to fill out the basic roadway network, however all of these streets are not illustrated.

The school site in the Ranch Center should provide safe access for children being picked up and dropped off by automobiles. This is particularly important due to the site's busy location. A special loop road is proposed primarily serving school traffic. Most other traffic would remain on the collector streets.

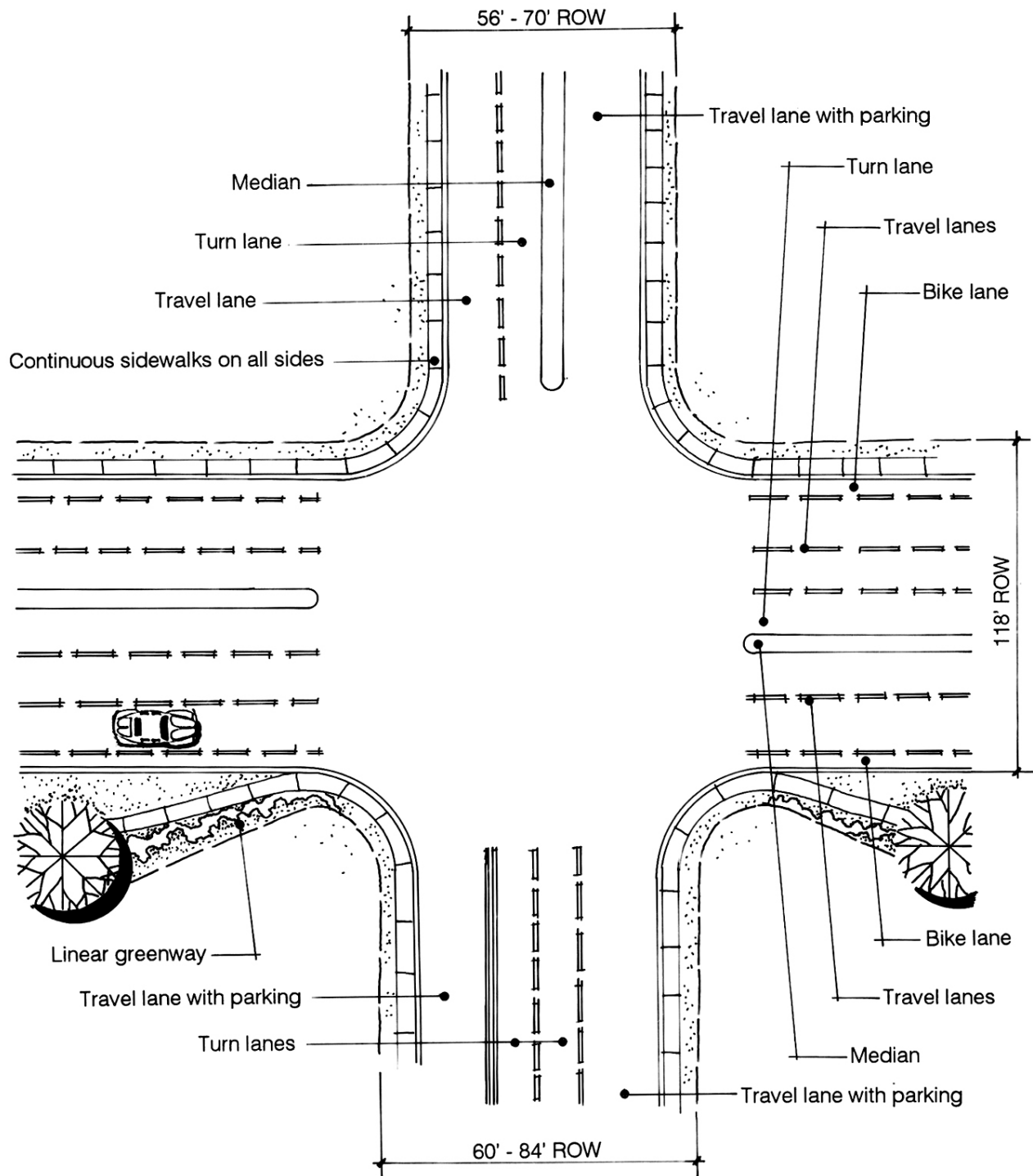
An access road extending northward from Mercy interchange will provide access to any future uses in the southeast corner of the Poway Road interchange. Initial studies indicate that this care should be taken to leave the riparian special open space preserve as undisturbed as possible.

Figure 6 shows the approximate alignment for the Scripps North Parkway, Alternative 8A as proposed by the city of Poway and adopted by the City of San Diego. The alignment corresponds to Alternative 8 of the SANDAG Route 125 North Location Analysis Report dated June 1984, and subsequent studies and correspondence including Manager's Report Number 87-256, dated May 19, 1987.

3.3 TRAFFIC GENERATION AND COMMUNITY ROADWAY DESIGN

Objective: Require streets serving the community possess sufficient capacity and meet City engineering standards to safely handle traffic generated as the community develops.

The land uses within Miramar Ranch North are expected to generate both trips within the community and also trips outside to I-15 and surrounding areas. Average daily traffic (ADT)



Scripps Poway Parkway
(east of Spring Canyon at intersection with Scripps Creek Drive)

Miramar Ranch North Community Plan

7a
FIGURE

is the average number of automobile trips produced on a particular road during a one-day period. The ADTs reflect not only community traffic but also trips through the community to and from Scripps Ranch; an estimated 3,000 ADT is expected to flow from the northeastern end of Scripps Ranch through Miramar Ranch North. In addition, the county lands to the northeast of the planning area are included in the ADT analysis.

Design capacity approximates the maximum ADT a road can safely and efficiently handle. The projected ADT is expected to be adequately accommodated by the proposed community roadway network. All streets should be built to City engineering standards.

At several key intersections it is important to back less significant streets off from the major intersection as much as possible. This is to permit design of full left-hand turn pockets as needed, retaining maximum capacity of the overall street network. The intersection of Scripps Ranch Boulevard and Spring Canyon Road and the spacing of driveways and streets in the Ranch Center will require careful design. Also, at the Mercy interchange, access roads to the north future institutional site and to the Mercy industrial site should be pushed back from the freeway interchange to the extent possible.

In order to establish road width and improvement standards, the City of San Diego uses a standardized scale based on traffic levels. The scale presumes typical cross traffic, driveways and development intensities along the path of the roadway and improvement levels are set accordingly. Unique conditions exist for some circulation roads in Miramar Ranch North. For instance, Scripps Ranch Boulevard within the planning area carries significant levels of traffic but with a well-protected alignment. No driveways should be permitted along the roadway since all uses adjacent to the road may gain access via tributary roads.

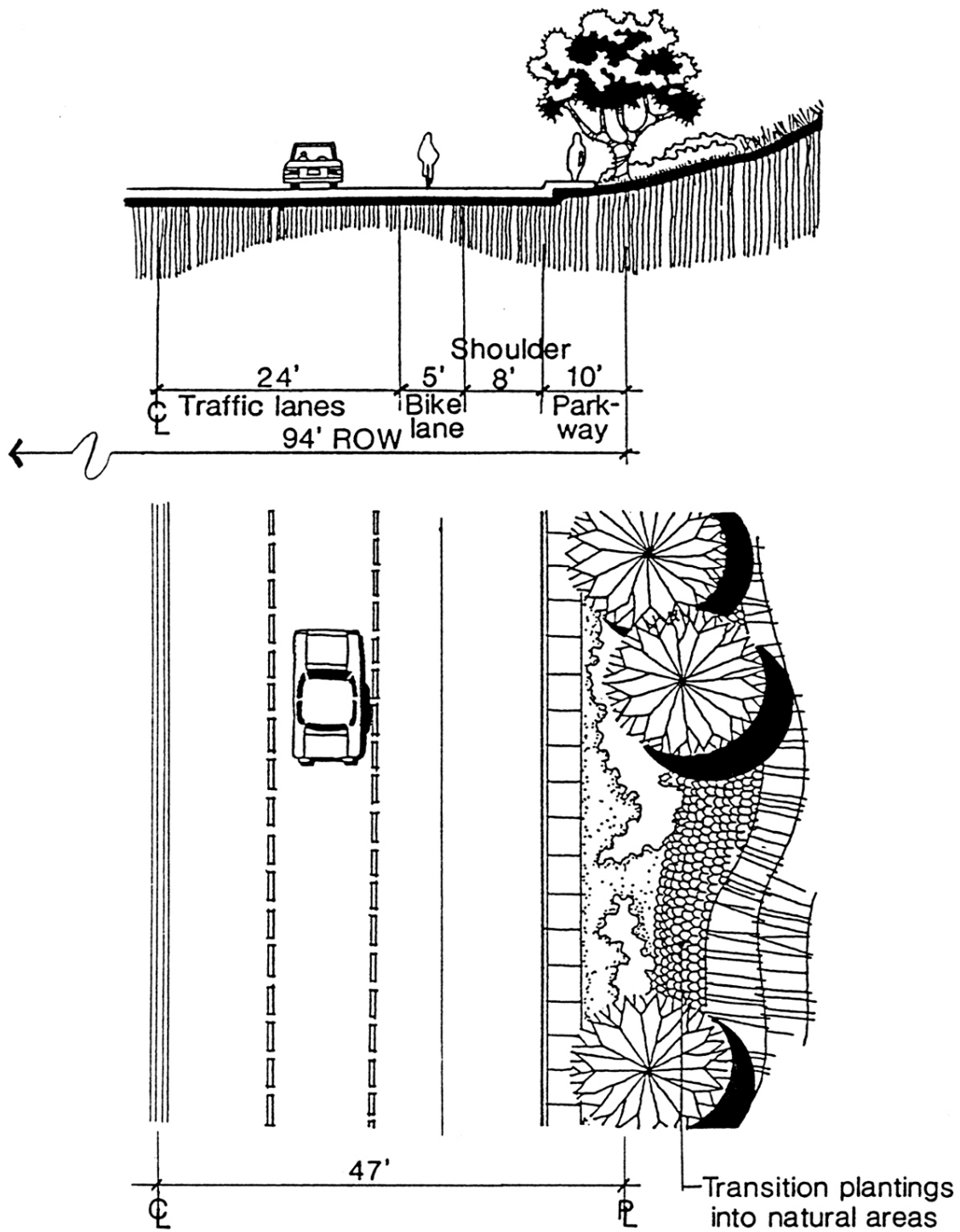
3.4 STREET AND PARKING DEVELOPMENT GUIDELINES

Objective: Encourage the sensitive design and construction of streets and parking facilities.

The design of public streets should take into account street and right-of-way widths, topography, roadside views and traffic flows. Also, bikeways, pedestrian paths and crossings and facilities for future public transportation should be considered. The overall sense of “street scene” is important in designing roads.

Streets should follow natural contours, ridges and canyons where possible. The feeling of moving around hillsides, along ridges and through canyons should be retained. In residential areas, through-traffic and high-speed travel should be discouraged, via such measures as street pattern layout and vertical and horizontal undulations of streets. Viewpoints developed as visual breaks between groups of buildings or at the end of cul-de-sacs are supported, streets should not be continuously walled off from vistas by buildings and other structures. Landscaping should be integrated into street design through continuous medians, center islands in cul-de-sacs, landscaped pockets and similar measures (see **Figures 7, 7a, 8 and 9**).

The design treatment of Scripps Ranch Boulevard along Miramar Lake is described in **Section 11.3**. Cypress Canyon Road is discussed in relation to the proposed greenway in



Spring Canyon Road
Miramar Ranch North Community Plan

8

FIGURE

Section 11.4. Scripps Ranch Boulevard, Scripps North Parkway and Spring Canyon road should be designed with as few streets and project roads intersecting the roadway as possible.

Adequate off-street parking ought to be provided in all development projects. In community facilities such as schools, religious buildings and parks, shared parking and joint development of parking areas should be considered. Where possible, parking should be distributed into multiple small lots rather than centralized into large, unsightly lots. Parking areas should be well landscaped, and screened by landscaping, berms or fences where needed. On-lot and on-street parking of boats, trailers and recreational vehicles in residential areas should be prohibited in CC&Rs.

In multifamily areas, consideration should be given to minimizing surface parking where feasible. Carport design should be consistent with building design. Carports should be visually obscured from off-site locations, particularly where they are adjacent to public use areas, lower-density residential and greenways.

Traffic signals, signs and street lighting should be provided during the normal course of development. This is to ensure a high degree of traffic safety. Special consideration should be given to providing safe access to schools and parks by children. Traffic signals may be required at the following intersections: Scripps Ranch Boulevard and Spring Canyon Road, Cypress Canyon Road and Scripps North Parkway and Scripps North Parkway at the North Ridge and Mercy industrial sites. Signals may also be necessary at the Mercy interchange.

3.5 ALTERNATE TRANSPORT MODES

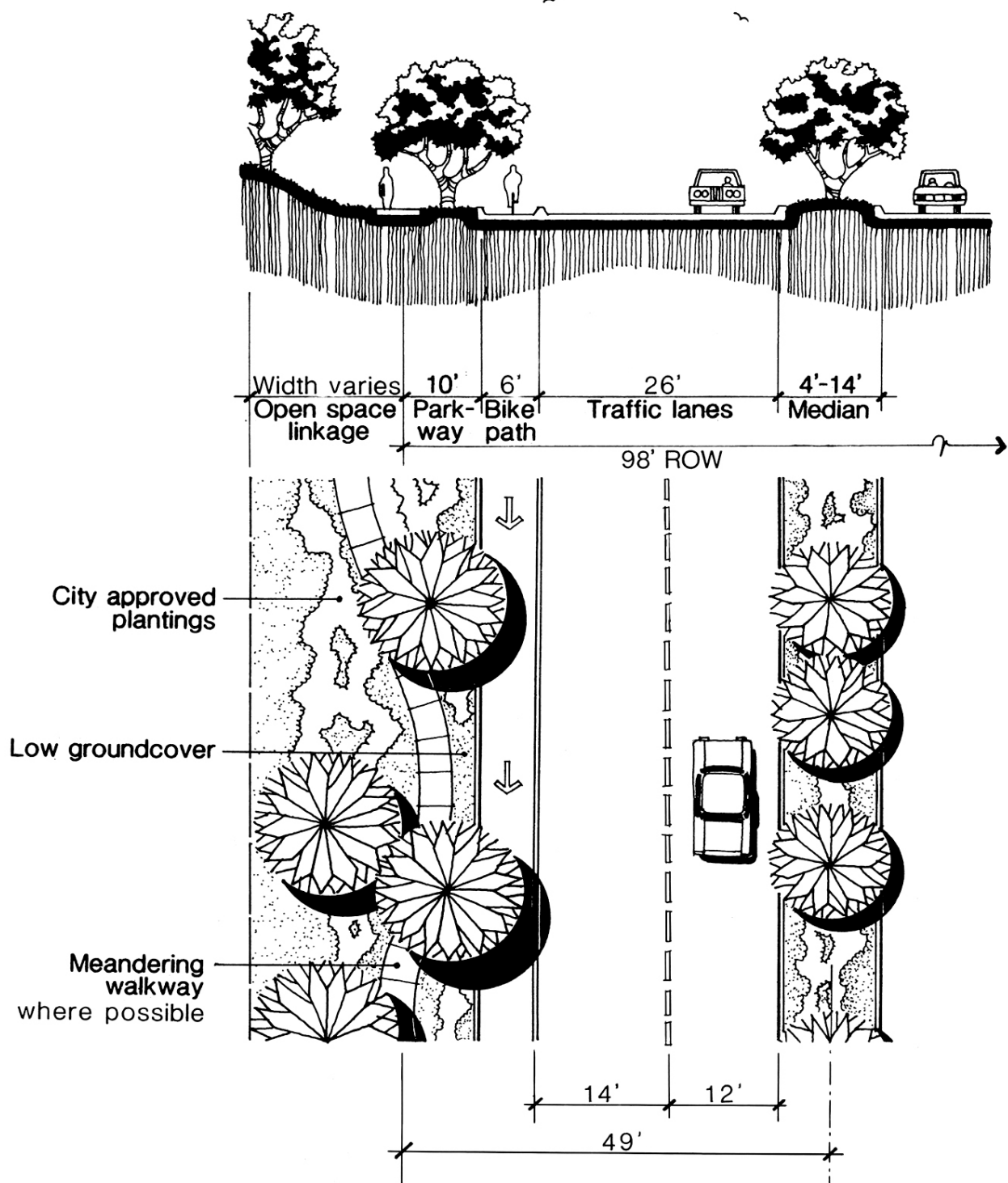
3.5a Public and Para-Transit

Objective: Provide transit alternatives to private vehicular travel.

Practical alternatives to private automobile travel should be provided for circulation within the community and to outside surrounding areas. Commuting between work and home should especially be targeted for use of alternate transport modes. Utilization of these modes reduces traffic congestion, conserves energy and minimizes air pollution.

Future bus service on I-15 should take into account riders going to and from Miramar Ranch North. In the early stage of community development, ranch riders can rely on the existing park-and-ride facility at the Mira Mesa interchange for connection to buses running up and down I-15. Increased frequency of bus service on I-15 is supported by this Plan. A park-and-ride facility is shown for development near Mercy interchange in **Figure 10**. This facility should be located next to the freeway commercial site, or optionally at the Mercy industrial site. A facility of one and one-half to two acres in size is anticipated, accommodating bicycles and a minimum of 100 parked cars. Funding for this facility should be identified in the Public Facility Financing Plan.

When Miramar Ranch North is sufficiently developed, bus service directly serving the community from the freeway will be required. Interstate 15 buses may stop at the park-and-



Note: No parking permitted



Scripps Ranch Boulevard
Miramar Ranch North Community Plan

9

FIGURE

ride facilities at Mercy and Mira Mesa interchanges. Alternately, a route following the Scripps Ranch Boulevard-Spring Canyon Road loop is suggested, as shown in **Figure 10**. Stops could include the three industrial areas, the Ranch Center, several multifamily and housing areas and the Scripps Ranch Boulevard-Spring Canyon Road intersection. Where possible, attractive, covered waiting areas for bus stops should be constructed.

In the future, some sort of scheduled transit service connecting the Scripps Miramar Ranch and Miramar Ranch North communities may be needed. One or more forms of para-transit may operate in the interim, such as subscription buses, dial-a-ride and taxicabs. Para-transit has the advantage of using existing roadways and can be made demand-responsive as well. A transit or para-transit system serving both the communities could connect industrial, residential, and commercial uses and jointly used facilities such as recreation areas, schools and the library.

One form of para-transit appears particularly attractive for commuting: carpooling, or shared-ride programs. Continuation of the computer matching service for carpools is encouraged to reduce external traffic volumes.

3.5b Bicycle Circulation

Objective: Develop a system of bikeways in the community, tying into the regional bicycle network.










A number of bikeways are proposed for internal circulation within the community. This internal system is tied to the existing regional bicycle path running along the east side of I-15. **Figure 10** depicts the community system.

The Scripps Ranch Boulevard-Spring Canyon Road-Scripps North Parkway bicycle loop connects into the regional route at the Mercy and Mira Mesa interchanges. The Spring Canyon Road portion of this loop is proposed as a bicycle lane (Class II), that is, a paved route adjacent to the roadway designated for preferential use by bicycles. Class II routes are also proposed running along the Scripps Ranch Boulevard portion of the loop and from the boulevard public access point south to Miramar Lake; these would be the bicycle lanes adjacent to pedestrian paths. The limited width of the Mercy/I-15 underpass and addition of the westbound to southbound loop require special design consideration for the bicycle path. An appropriate design should be provided, if feasible, to the satisfaction of the City Engineer prior to construction of a bicycle path at this location.

Along the urban portion of the Cypress Canyon greenway, a bicycle path is proposed. This should also be a Class II facility.

The extension of Spring Canyon Road from the loop to Pomerado Road should include a bicycle-shared route. For this Class III facility, the street would be identified for bicycle use by signing only. Motor vehicles and bicycles would share the roadway, with no special lane markings.

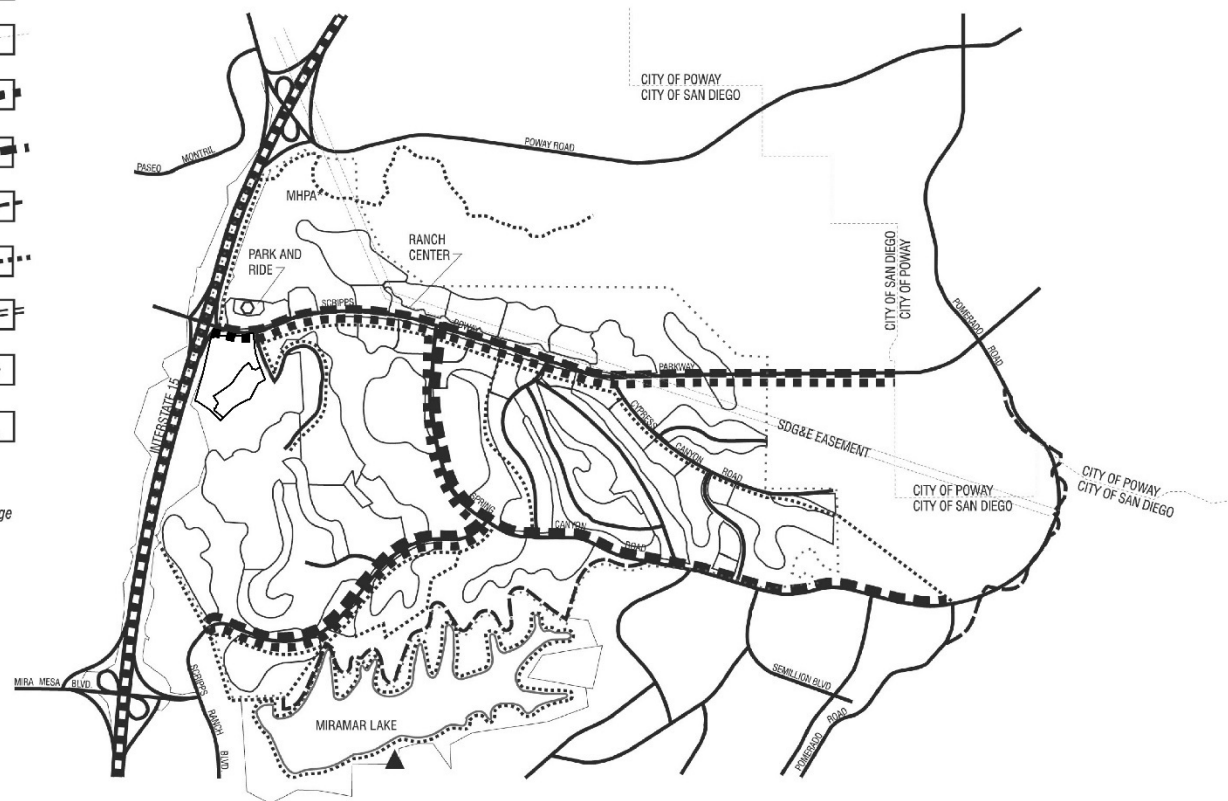
LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
PUBLIC TRANSIT/ HOV LANE	
CLASS II BIKE LANES	
CLASS I BIKE PATH	
PEDESTRIAN PATH	
EQUESTRIAN TRAIL CONNECTION	
PARK AND RIDE	
PUBLIC ACCESS TO MIRAMAR LAKE	

NOTES:

Alignment of roads shown may change during final design.

*MHPA: Multiple Habitat Planning Area



Alternate Transportation Modes
Miramar Ranch North Community Plan

10
FIGURE

in addition to special bikeways along major streets and pathways, bicyclists can utilize local residential and industrial streets along with automobiles. Bicycle parking areas should be provided in the industrial areas, at the Ranch Center and at public schools and parks.

A bicycle parking area in the Mercy interchange park-and-ride facility should be provided for commuter use. Bikeway crossings at all major streets should be clearly defined and located at street intersections where possible.

3.5c Pedestrian and Equestrian Movement

Objective: Provide for safe, accessible pedestrian circulation within the community and equestrian connecting links with regional trails shown in the Planning Department's "A Plan for Equestrian Trails and Facilities."

Figure 10 shows the system of major pedestrian paths in Miramar Ranch North. The primary component of this system is the Cypress Canyon greenway, which includes a pathway running continuously from near I-15 to the east end of the planning area boundary. The greenway is described in detail in **Section 11.4**. From the greenway, one path runs south to Miramar Lake and another south to a large residential area and the community park in Scripps Ranch. Other paths provide access to Miramar Lake from Scripps Ranch Boulevard. A steep path connects the western escarpment residential areas to the Ranch Center. All pathway crossings at major streets should be clearly defined and utilize traffic controls at intersections where possible. For further discussion of pathways, see **Sections 7.3** and **7.4**.

In addition to these developed major pathways, street improvements should include sidewalks. The use of landscaping pockets and variable sidewalk locations within the right-of-way is encouraged.

An equestrian trail connection between the Sabre Springs planning area and Los Peñasquitos Canyon Preserve is shown in **Figure 10**. This trail should be integrated into the site plan for any future use of the northwest corner of the Miramar Ranch North planning area. Construction of the trail should occur through conditions of development of the future institutional use on the property. **Figure 10** also shows a portion of the north-south Miramar Trail, which is proposed to connect the Fortuna Mountain and Los Peñasquitos Trails.

3.6 TRANSPORTATION IMPLEMENTATION

Objective: Provide for the design and construction of the community circulation system as outlined in this Plan.

The Planning Department should monitor development proposals for Miramar Ranch North, to ensure the proposed industrial and residential development limitations are followed. The City of San Diego will need to sponsor minor modifications of Mercy interchange to attain adequate capacity, to include widening the bottoms of ramps and redesigning the roadway beneath the underpass. Those which are required of the Miramar Ranch North community should be included in the PFFP, as discussed in **Section 13.3**.

Construction of the backbone street system in the community should occur in a phased program as outlined in **Section 13.1b**. This backbone includes major streets: Spring Canyon Road, Scripps Ranch Boulevard and Scripps North Parkway. Financing should be through the proposed PFFP.

Other collector, local, and private streets should be built on a project basis, through conventional subdivision financing. The City of San Diego is charged with approving street and parking designs in conformance with City standards.

The planning committee and Planning Department should monitor proposed developments in regard to proposed pedestrian paths and bikeways. The development of continuous routes such as the Cypress Canyon greenway requires careful review of all projects for conformance to Plan proposals.

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Section 4

Residential Element

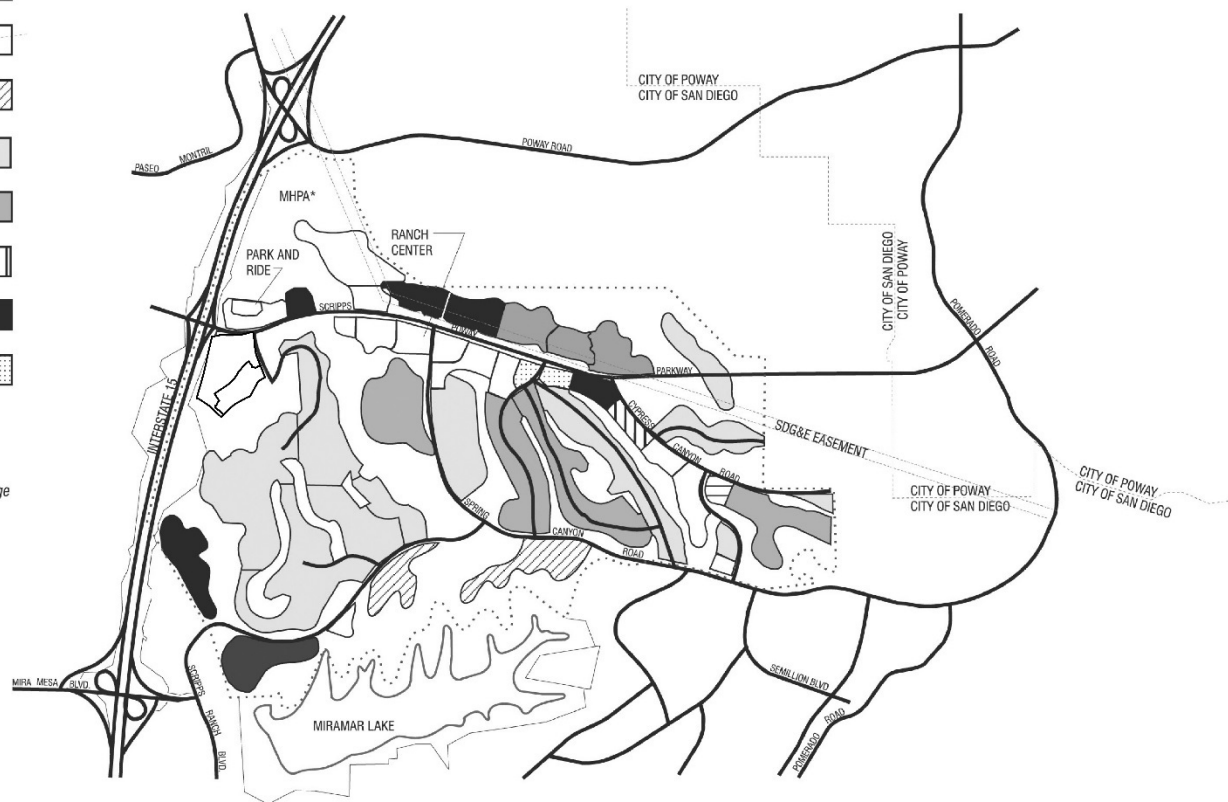
LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
VERY LOW RESIDENTIAL 0-3 DU/NET ACRE	
LOW RESIDENTIAL 3-6 DU/NET ACRE	
LOW-MEDIUM RESIDENTIAL 6-9 DU/NET ACRE	
MEDIUM RESIDENTIAL 9-12 DU/NET ACRE	
MEDIUM-HIGH RESIDENTIAL 12-24 DU/NET ACRE	
MODERATE INCOME HOUSING 12-24 DU/NET AC.	

NOTES:

Alignment of roads shown may change during final design.

*MHPA: Multiple Habitat Planning Area



Location of Residential Development
Miramar Ranch North Community Plan

11
FIGURE

SECTION 4: RESIDENTIAL ELEMENT

Goal: Accommodate a substantial amount of residential development in the community, providing a diversity of housing options while enhancing the physical environment.

4.1 NEED FOR RESIDENTIAL DEVELOPMENT

Objective: Supply a fair share of City housing requirements by providing approximately 4,589 dwelling units within the community.

According to the General Plan, the planning area lies within the planned urbanizing area under growth management. Urbanization in this area must occur under the guidelines of a community plan, providing a substantial amount of housing along with necessary support facilities. Development in Miramar Ranch North should include a fair share of the new residential construction in the City, in response to the considerable regional demand for housing projected in the coming years.

A maximum of 4,589 housing units is planned for the planning area, with the final buildout expected to approach, but not exceed this maximum. This number of units properly utilizes planned facilities and community-level services.

The 4,589 dwelling units constitute approximately five percent of the total 88,000 units within the City of San Diego, estimated for the north I-15 corridor by 1995. The total of about 4,589 dwelling units is anticipated to house approximately 13,310 residents.

4.2 RANGE OF HOUSING OPPORTUNITIES

Objective: Promote a variety of housing types, sizes, prices and ownership mechanisms in the community, in support of the City concept of balanced housing opportunities and commensurate with local market conditions.

Five general density ranges of housing are called for in the Plan: very low, low, low-medium, medium and medium-high. Each category is designed to designate a particular density range, as well as certain housing types. This information is summarized in **Table 5**. Extremely low and high residential densities are not included, because a suburban, affordable character is sought for the community.

Under the housing category system, a variety of housing types, sizes and prices can be generated. Approximately 44 percent of the total dwelling units in the community are proposed as single-family detached, while the rest are planned as either small lot single-family or multifamily attached units. Both the low-medium and medium categories are expected to include not only the typical R-1-5 house, but also small lot development such as courtyard and patio homes.

All developments in the medium and medium-high categories will be controlled by condominium homeowner associations or the landlord/owner. Homeowner associations are also likely for small lot developments with common amenities in the low-medium category.

Homeowner associations are also encouraged in design-sensitive single-family residential areas, and the viewshed low-density residential along Scripps Ranch Boulevard. On parcel 33, the medium-high density area at the western edge of the lake viewshed, a minimum of two distinct product types will be provided to help assure product diversity.

A mobile home park development at a density of about seven units per acre is proposed as optional. This park, which should not be located in the lake or freeway viewshed, could be operated as either a condominium development or by a single owner.

4.3 LOCATION OF RESIDENTIAL DEVELOPMENT

Objective: Locate residential land uses in areas appropriate to environmental conditions, the circulation system and the overall land use pattern of the community.

Figure 11 shows the proposed distribution of residential development in the community. Each residential area is shown developed with a certain category of housing.

**TABLE 5
HOUSING CATEGORIES**

Housing Category	Density Range DU/Net Acre	Exemplary Housing Types*	Approx DUs	Percent of Total DU in Community
Very Low	0 through 3	Single-family detached on large or custom lot, custom house	157	3%
Low	3 through 6	Single-family detached on traditional lot—large subdivision house, small lot, zero lot line and patio homes	1,285	28%
Low-Medium	6 through 9	Single-family detached on standard or small lot—zero lot line patio home, duplex, townhouse	1,150	25%
Medium	9 through 12	Single-family detached, townhouse one- and two-story multifamily attached—duplex, four-plex	454	10%
Medium-High	12 through 24	Two- and three-story multifamily attached garden, walk-up	1,543	34%
Total			4,589	100%

*Variations possible under planned residential development (PRD).

The location of residential areas as well as the housing category designations, are a function of local environmental conditions such as topography, geology and soils, the community circulation system and available access and the overall land use pattern of Miramar Ranch North and adjacent communities. The higher-density development is placed in relatively flat areas along the Scripps North Parkway-Spring Canyon Road loop and in Cypress Canyon. Low-density residential is situated along comparatively narrow ridges and canyons. Residential at lower densities also abuts Scripps Ranch east of Miramar Lake and the Poway area at the northeast corner, because these adjacent areas are planned for low- or very low-density residential development.

The optional mobile home park may be located within any residential development area north of Spring Canyon Road or within development area 21. These sites are geographically and topographically suitable for an attractive terraced mobile home or modular home development.

4.4 MODERATE-INCOME HOUSING

Objective: Provide housing opportunities for moderate-income households.







The City of San Diego is currently preparing a revised Housing Element under state guidelines. According to the Housing Program set out in the element as presently drafted, planned urbanizing areas should foster balanced community development. That is, new communities should make housing available to all residents commensurate with financial ability, regardless of race, color or creed. Residential concentration of low-income families in certain portions of the City should be avoided. This balanced community concept is promulgated in Council Policy 600-19 and is implemented in this Plan through the following proposals.

An area for the development of moderate-income housing is located next to the western school site. This is a flat canyon bottom site, parcel 10, designated for medium-high density development. It is located in the Ranch Center within walking distance of an elementary school, neighborhood park and community commercial center. Any future public transit along the Scripps Ranch Boulevard/Spring Canyon Road/Scripps North Parkway loop off of I-15 would be easily accessible. The development shares the Cypress Canyon greenway with community facilities and other multifamily developments and fronts open space to the north and south.

A minimum of 247 moderate-income units is proposed, or about five percent of the total dwelling units planned in the community. Moderate income is defined as 80 to 120 percent of the median county family income, as computed under HUD guidelines based on the U.S. census.

In addition to this specifically designated moderate-income housing, the community is expected to offer substantial housing in the middle-income range for households moving up from the moderate-income level. This middle-income range housing should include condominium units in the medium-density category and also small lot and standard single-family units in the low-medium and medium-density categories.

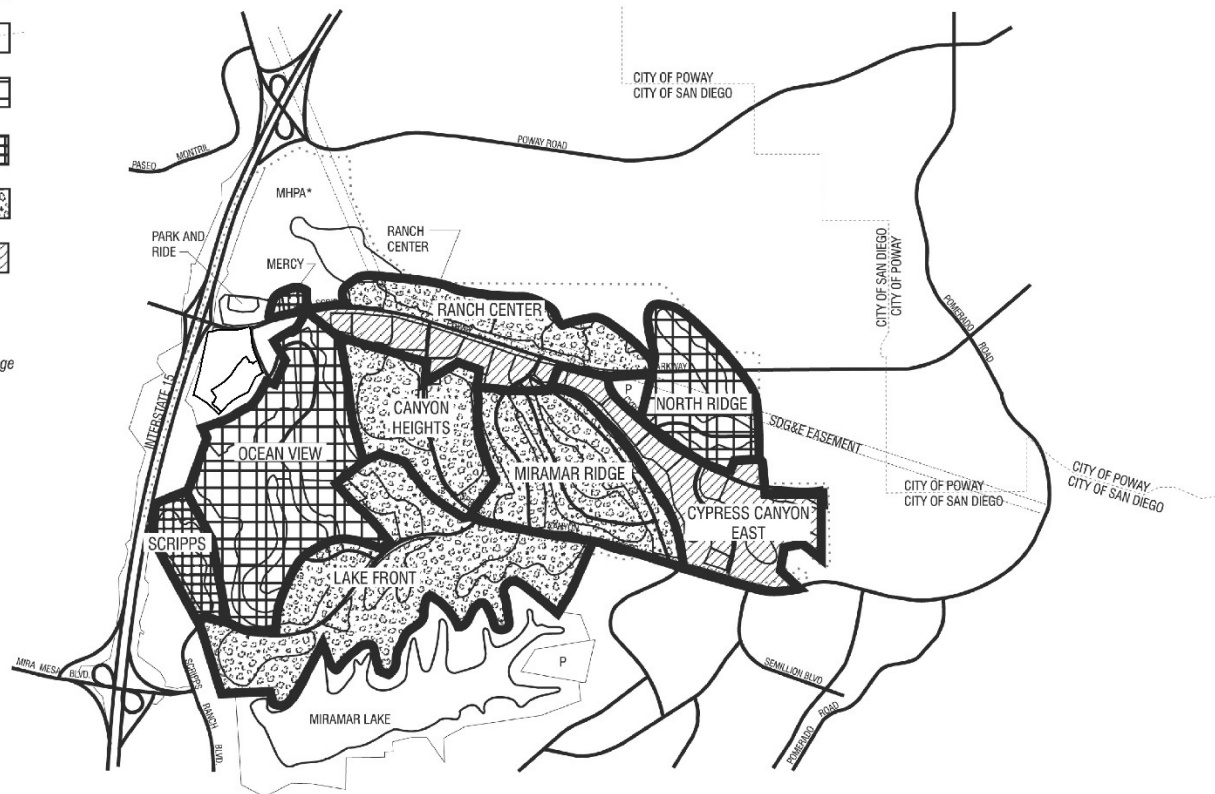
LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
SINGLE-FAMILY DETACHED	
MULTI-FAMILY ATTACHED	
RESIDENTIAL NEIGHBORHOODS	
HOUSING WITH FACILITIES	

NOTES:

Neighborhood names subject to change

*MHPA: Multiple Habitat
Planning Area



Residential Neighborhoods
Miramar Ranch North Community Plan

12
FIGURE

Also, an optional mobile home park area is possible. The mobile home project may be developed to meet the moderate-income housing requirement, in lieu of the canyon bottom site. Or it may be developed for middle-income households, in which case the moderate-income housing must be provided elsewhere.

4.5 RESIDENTIAL NEIGHBORHOODS

Objective: Develop identifiable residential development units or neighborhoods, based on natural and aesthetic features and land use mix. Eight residential neighborhood units in three villages are suggested in **Figure 12**. These neighborhoods should help residents identify with their neighborhood and community and take an active interest in local planning, improvement and maintenance activities. In addition, as an aesthetic unit, each neighborhood should contribute positively to the overall visual quality of Miramar Ranch North.

Every neighborhood is made up of one or more residential developments with certain common features. These neighborhood characteristics include location and access, natural features and views, mix of housing categories and housing types, neighborhood open space network or other major unifying elements and buffers from other neighborhoods. The eight neighborhoods include entirely single-family neighborhoods, wholly multifamily neighborhoods, neighborhoods combining housing with community facilities and mixed single-family and multifamily neighborhoods.

The design of residential developments should contribute to the physical quality of their neighborhood. Building, landscaping and urban design features should share a common aesthetic quality. In addition, neighborhood identification should be enhanced where possible by using neighborhood signs at major entrances, by naming streets and neighborhood facilities according to a theme related to the neighborhood name and by using subdivision sales names that relate to the neighborhood name.

The names for neighborhoods used in **Figure 12** are intended as suggestions only. All ownerships within a neighborhood should agree to a neighborhood name prior to the first tentative map approval, if possible.

4.6 RESIDENTIAL DEVELOPMENT GUIDELINES

Objective: Maintain high standards of design, materials and workmanship in residential development.

Sensitive design is important in determining whether a particular dwelling or group of dwellings will be a functional and aesthetic asset to the community. The **Sensitive Lands/Open Space Element (Section 12)** provides general guidelines for open space protection, landform and grading, and conservation practices, while the **Design Element (Section 11)** sets out design guidelines for anchor projects and special development areas. Also, the **Transportation Element (Section 3)** outlines guidelines for residential streets and parking. In addition, a number of guidelines are set forth below specifically for residential developments.

Table 6 summarizes design considerations for residential developments in checklist form. Particular attention should be given to the treatment of different land uses sited side-by-side, to make residential developments compatible with each other and with other land uses. Compatibility should be sought in architectural styles, building materials, and landscaping, especially within neighborhoods. Where a separation between uses is desirable, design should consider grade separations, landscaping, open space buffers and flexible siting. In site planning, care should be taken in the layout of building pads and streets, in the placement of buildings on lots, and in the treatment of yards, slopes and canyons. While a residential area should create an overall atmosphere, there should be variety in the site design, in keeping with the diverse conditions of the undeveloped land. The use of variable front, rear and side yard setbacks is encouraged. Views of and from homes should be a major consideration in siting residential units. In the very low-density residential areas, the use of variable lot sizes and alternatives to standard slab foundations should be considered, to minimize damage to the difficult terrain. Large usable open space areas are especially encouraged in multifamily developments.

TABLE 6
RESIDENTIAL DESIGN CHECKLIST

1. Compatibility of land uses.
2. Siting of buildings.
3. Building and building group architecture.
4. Roofscape.
5. Crime and fire preventive design.
6. Noise mitigation.
7. Landform and grading.
8. Drainage.
9. Landscaping design and maintenance.
10. Conservation practices.
11. Parking and street design.

In building design, residential structures within a development should possess both similar architectural styles and visual variety. The backsides of housing on ridges facing into canyons should be well detailed and interesting. Earth tones and textured materials are considered especially appropriate. Buildings should be diverse in height and bulk and should have shadow relief and visual interest rather than large unbroken expanses of wall.

Special care should be taken in roof design and selection of roofing materials, particularly in hillside areas and canyon bottoms where roofs are especially visible. On hillsides, consideration should be given to roofs designed for deck or balcony space. Codes, Covenants and Restrictions (CC&Rs) should prohibit aerial antennae and other unsightly rooftop utilities.

The principles of crime preventive design and defensible space should be used in the design of all residential developments. This includes design which permits ease in police patrolling,

maintains views into yards and buildings to aid in the detection of vandals and thieves and encourages mutual aid among neighbors in protecting their homes. The use of fire retardant building and planting materials as well as fire-conscious design of projects and streets is encouraged.

Special care should be taken in the design of buildings and developments adjacent to I-15, in order to mitigate traffic noise to acceptable residential levels (65 dBA or less). Measures should include careful siting of buildings, provision of adequate noise insulation and the use of landscaping materials and berms where appropriate. In the event these and similar measures cannot provide proper mitigation, a buffer strip should be required. For residential areas along major streets, the above measures may also be required. A detailed noise analysis should determine the need for mitigation measures for individual development projects, as part of the EIR process.

Sound attenuating walls may be needed along portions of Cypress Canyon Road, Scripps Ranch Boulevard and Spring Canyon Road. The design of such walls should be architecturally compatible with adjacent development. Such walls should be built a minimum of ten feet from the curbline of the road and set back beyond the greenway where applicable. Landscaping and other design features should be incorporated in the design of the walls to visually break up their linear appearance.

4.7 IMPLEMENTATION OF RESIDENTIAL DEVELOPMENT




Objective: Provide for the efficient implementation of residential development, as proposed in this Plan.

The recommended zoning for developable housing areas to implement the proposed residential land uses, the rezoning matches the residential categories as follows:

- Very low: R1-10000, R1-8000
- Low: R1-6000, R1-8000, R1-5000, R-3000
- Low-Medium: R1-5000, R-3000
- Medium: R-2500
- Medium-High: R-1500, R-2500

Planned residential developments (PRDs) should be required in all residential areas. Planned residential developments are required to ensure a high quality of development, while encouraging flexible siting and maintenance of common open spaces and to implement the density units established in **Table 3**. The density regulations of the zone in which the PRD is located are applied to the total PRD area rather than separately to individual lots or building sites, permitting clustering of development. Also, every PRD is required to meet mandated open space minimums.

LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
OWNERSHIP BOUNDARY	

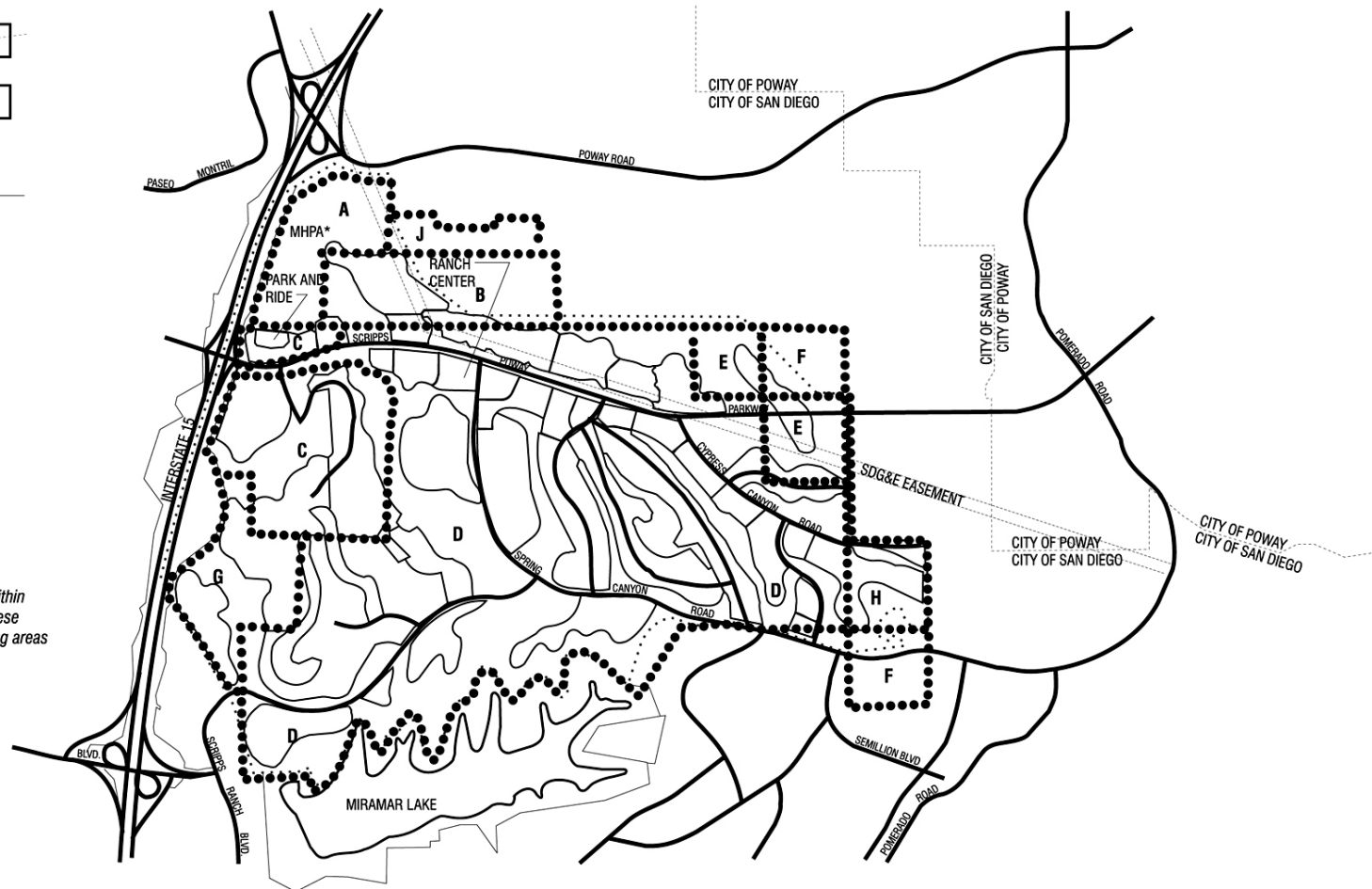
PARCEL	UNITS
A	0
B	0
C	444
D	3,299
E	119
F	21
G	550
H	156
I	0
J	0

NOTES:

Parcels A and B are exclusively industrial/institutional

Parcels H, J, and K are open space within this plan and the major portions of these parcels are contained in other planning areas

*MHPA: Multiple Habitat Planning Area



Ownership and Dwelling Unit Maximums

Miramar Ranch North Community Plan

13

FIGURE

Almost all residential projects lie at least partly in the Hillside Review (HR) overlay zone. Proposed developments in this zone are subject to special review as part of the PRD process, to ensure that projected development is sensitive to hillside conditions. During the hearing process, the quality of design is reviewed, including proposed grading plans, road and parking design, site planning, building design and landscaping.

In the event that a mobile home park is proposed, a conditional use permit (CUP) should be required. This should ensure that the development meets the City's standards and guidelines for mobile home parks, while permitting public input during the required hearing process. A PRD allowing condominium-style ownership of the land (in addition to the mobile home units themselves) is optional. In the event the City approves new mobile home park legislation, a park may be developed under a procedure different from the above, subject to public design review.

Moderate-income housing can be constructed by the following means:

- HUD Section 8.
- Mobile home park.
- Public-owned housing.
- Privately subsidized housing.
- Any housing selling for five times the median annual county family income, or the rental equivalent.

Development of the moderate-income housing is the responsibility of the principal developer in the community.

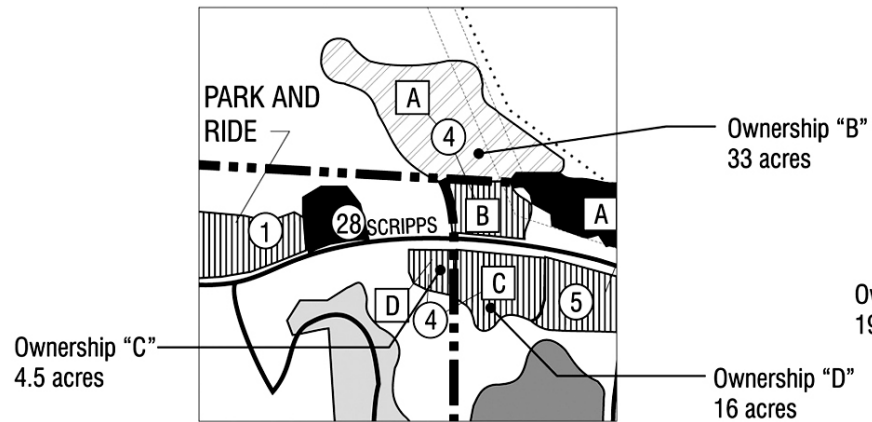
Following construction, CC&Rs should be used by homeowner associations to enforce design guidelines within residential projects.

Table 7 summarizes the actions and responsible parties for implementation of the residential proposals.

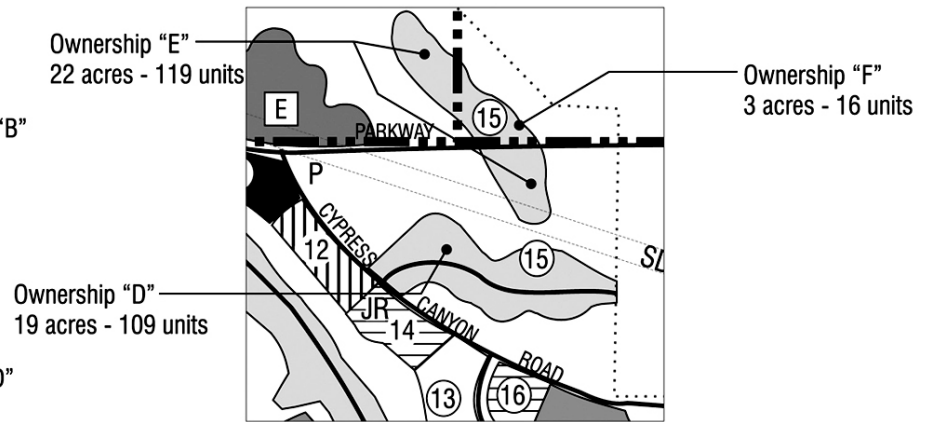
4.8 RESIDENTIAL DENSITY CONTROLS

The total number of dwelling permitted in the Plan is limited to 4,589 dwelling units, as allocated by parcel in **Table 3**.

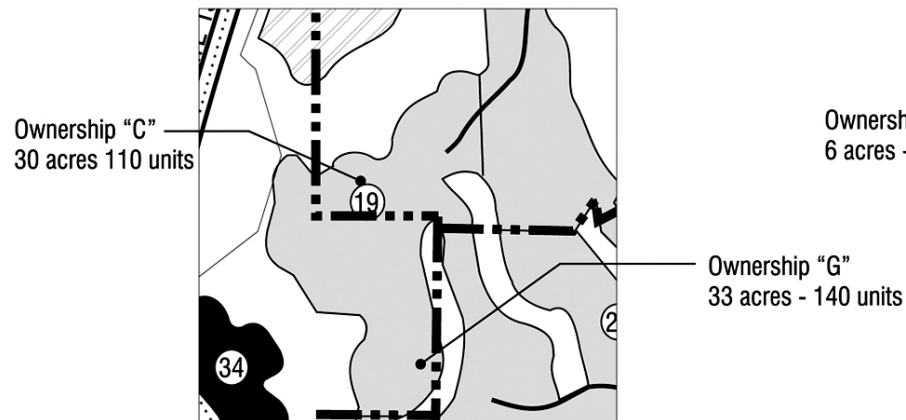
To facilitate implementation of this limit, the maximum dwelling unit counts for individual ownerships are shown in **Figures 13 and 14**. This assignment represents the total number of housing units permitted in each ownership, with the ownerships shown by parcel number(s). Each owner may distribute the assigned units as desired within the property, so long as the maximum number of units for a particular residential project does not exceed the limits of the recommended rezoning outlined in **Section 4.7**.



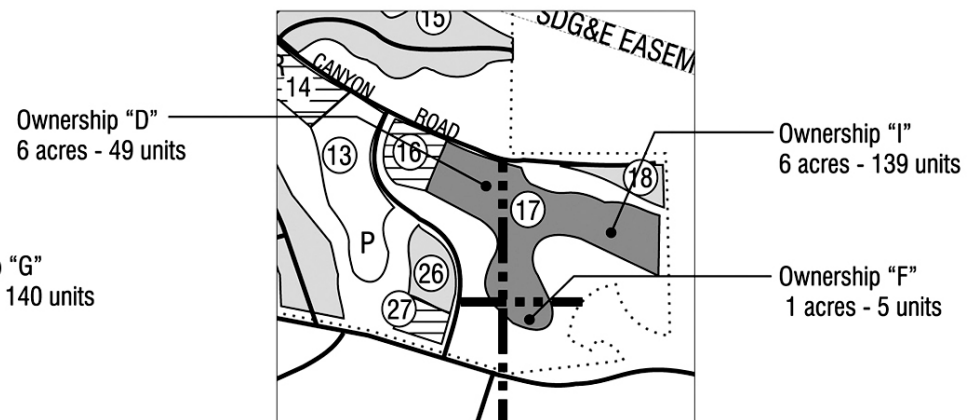
PARCEL 4: INDUSTRIAL AND COMMERCIAL



PARCEL 15 : LOW RESIDENTIAL



PARCEL 19 : LOW RESIDENTIAL



PARCEL 17 : MEDIUM LOW RESIDENTIAL



Unit Allocation by Ownership

Miramar Ranch North Community Plan

14

FIGURE

TABLE 7
IMPLEMENTATION OF RESIDENTIAL ELEMENT

Proposal	Action	Responsibility
Encourage development in categories and locations shown in Plan.	Permit rezoning in conformance with plan.	Planning Commission, City Council
Provide housing opportunities for moderate-income households.	Require moderate-income housing be built and properly administered.	City of San Diego.
Develop identifiable neighborhood units.	Utilize tentative map, HR Overlay, and planned development processes to work with developers.	Planning Committee, Planning Department
Promote conformance with design guidelines of Plan.	Utilize tentative map, HR Overlay and planned development processes to work with developers; develop and enforce CC&Rs.	Planning Committee, Planning Department, Homeowner Associations

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Section 5

Industrial Element

LEGEND:

PLANNING AREA
BOUNDARY



MUNICIPAL
BOUNDARY



INDUSTRIAL/
BUSINESS PARK



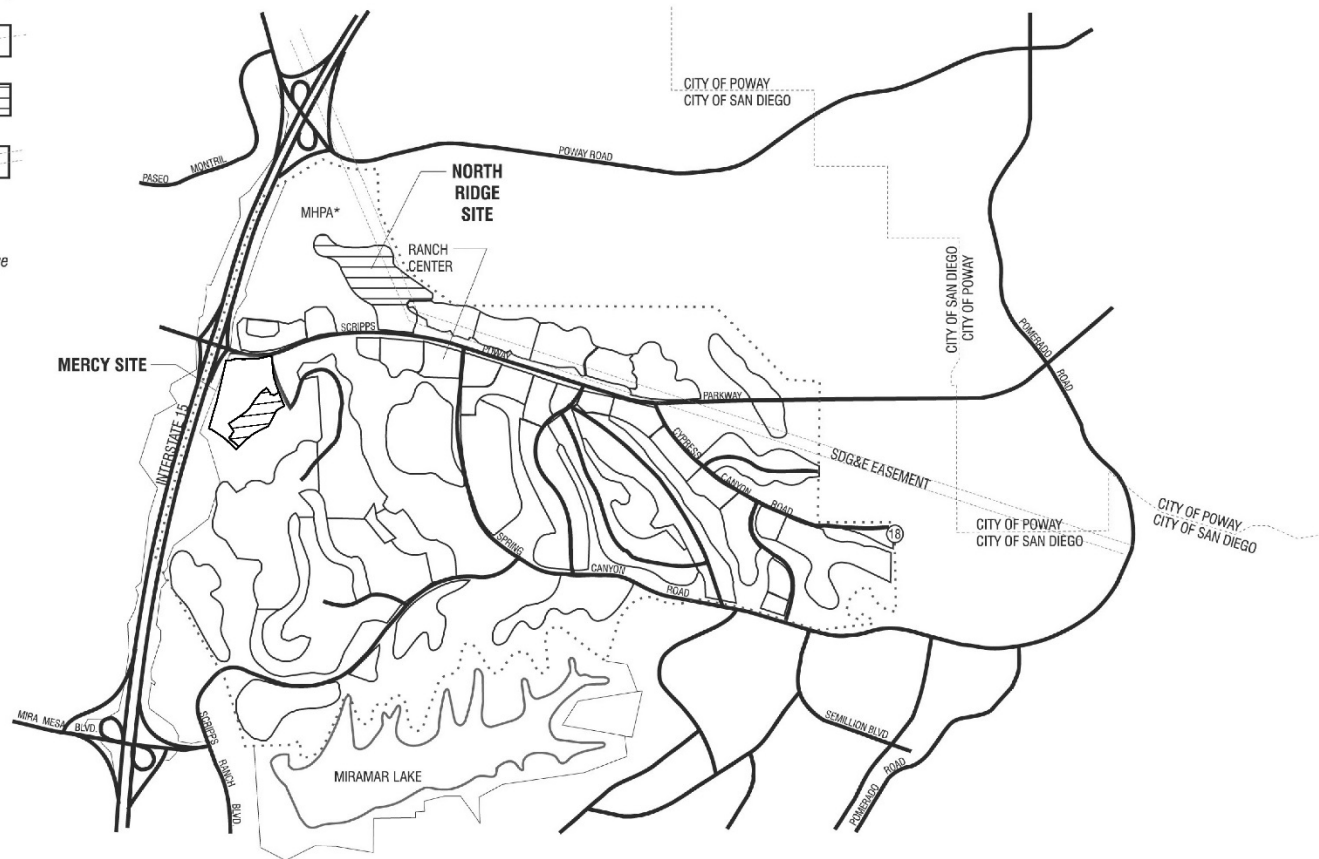
POWER
EASEMENT



NOTES:

Alignment of roads shown may change
during final design.

*MHPA: Multiple Habitat
Planning Area



Location of Industrial Development
Miramar Ranch North Community Plan

15
FIGURE

SECTION 5: INDUSTRIAL ELEMENT

Goal: Promote industrial and business park development which provides employment opportunities while enhancing the physical environment of the community (**Figure 15**).

5.1 NEED FOR EMPLOYMENT OPPORTUNITIES

The General Plan calls for development of employment centers in “planned urbanizing areas” such as the I-15 corridor. This is part of the City’s effort to develop a sound employment base and a diverse economy including manufacturing. According to the General Plan, employment centers are supposed to be well located, in order to provide residents of new communities with realistic employment opportunities without long distance commuting. Small industrial park complexes situated throughout the urbanizing area are considered desirable.

The Miramar Ranch North planning area should provide employment opportunities within its boundaries. Employment centers inside the community should supplement other industrial/business park developments in the I-15 corridor. Complexes currently exist in Scripps Ranch, Mira Mesa, Kearny Mesa and Rancho Bernardo, while industrial development is expected in the developing communities of Carmel Mountain Ranch and Sabre Springs.

It is proposed that Miramar Ranch North could accommodate around 45 acres of industrial/business park development. Manufacturing, scientific and corporate headquarters uses would probably be emphasized, drawing employees from surrounding residential areas. However, servicing, warehousing and wholesaling uses are also possible. Except as noted, areas designated for industrial park development in this Plan should be protected from encroachment by unacceptable uses, in order to preserve industrial acreage and employment opportunities. Community and business support facilities and services should be permitted in the industrial parks. Examples of such facilities are private schools, daycare centers and healthcare facilities; however, such uses should not exceed 15 percent of the industrial land allocation.

Assuming approximately 39 employees per gross developable acre, 45 acres of industrial park would generate about 1,755 jobs.

5.2 LOCATION OF INDUSTRIAL DEVELOPMENT

Objective: Locate industrial/business park land uses in areas appropriate to environmental conditions, the circulation system and the overall land use pattern of the community.

As shown in **Figure 15**, industrial park uses are designated in two areas of the planning area: North Ridge and Mercy. Together, these sites total approximately 45 acres of industrial development. Each area is located within relatively easy access of the freeway, requires moderate but not excessive grading for development and fits into the overall land use pattern of the community.

North Ridge should be developed as a business park with lots ranging from one to five acres in size and should be utilized for industrial park and possibly commercial office uses. A technical/trade school and a daycare center are also considered appropriate. The Mercy industrial area is sited in the eastern portion of the site a hollow directly abutting the freeway. The estimated 12 acres available should be utilized for light industrial uses such as corporate headquarters and/or offices. Commercial office uses may be more appropriately located in the North Ridge area or at the freeway commercial center. The lot size should be flexible.

5.3 INDUSTRIAL DEVELOPMENT GUIDELINES

Objective: Require high standards of design, materials and workmanship in business park development.

To ensure a high quality of industrial development in the community, all industrial park projects should meet the development guidelines outlined below. Additional guidelines are set out in the **Sensitive Lands/Open Space Element (Section 12)**, the **Transportation Element (Section 3)** and the **Design Element (Section 11)**. **Table 8** provides a design checklist for industrial development.

**TABLE 8
INDUSTRIAL DESIGN CHECKLIST**

1. Land use compatibility.
2. Site planning.
3. Building design.
4. Signs.
5. Landform and grading.
6. Drainage.
7. Landscaping.
8. Conservation practices.
9. Streets and parking.
10. Lighting.
11. Pedestrian access.
12. Employee recreation.

Particular care should be taken to design industrial development compatibly with surrounding land uses. Buffers between residential areas and industrial uses are especially needed, such as grade separations, open space zones and landscaping. In addition, roofscapes should be as aesthetically pleasing as possible, since residential areas look out over these projects. All storage areas should be screened with fencing and landscaping.

To the extent possible, industrial park areas should be comprehensively designed at the outset. Site planning should emphasize visual variety in lot sizes, level changes and street design, rather than mass grading to a grid pattern of flat rectilinear lots.

At the same time, each industrial area should create an overall harmonious atmosphere.

Projects in these areas should be approved as Planned Industrial Developments (PID).

Building design should consider the massing of buildings. Large bulky buildings ordinarily characteristic of industrial parks would better be broken up by height changes, shadow relief, clustering and similar measures. Rear elevations of buildings facing into canyons or visible from streets should be as well detailed and visually interesting as that normally provided for front elevations. The use of earth tones and warm, textured materials is considered especially appropriate.

Outdoor signs should be aesthetically pleasing as well as functional. Size, location, design, lighting and maintenance should be considered in their design. The chief purpose of signs should be identification rather than advertisement. Internally illuminated signs are strongly discouraged. **Section 11.1** details implementation of sign controls and performance standards.

The use of private roads may be considered for the industrial sites. In the case of the North Ridge site, a public through-road from Spring Canyon Road north and along the north ridge into the residential area to the east should be provided.

Consideration should be given for employee recreation needs. Provision of recreational amenities in individual development projects is encouraged. Such facilities could include shower facilities, compact “par” exercise courses, lockers and workout rooms.

5.4 IMPLEMENTATION OF INDUSTRIAL DEVELOPMENT

Objective: Provide for the implementation of the industrial proposals in this Plan.

The industrial park areas should be developed under proper rezoning. The North Ridge sites should be designated M-IP, (Manufacturing for Industrial Park development). Approval of development plans requires review of detailed plans by the Planning Commission as part of the PID process.

Table 9 summarizes the actions and responsible parties for implementation of the industrial proposals.

TABLE 9
IMPLEMENTATION OF INDUSTRIAL ELEMENT

Proposal	Action	Responsibility
Provide substantial industrial acreage protected from other uses.	Approve industrial uses only in designated industrial areas.	Planning Commission, City Council.
Develop the types of industrial in the assigned locations designated in Plan.	Permit rezoning in conformance with Plan.	Planning Commission, City Council.
Promote development following design guidelines set out in Plan.	Utilize tentative map and planned development processes (PID) to work with developers.	Planning Committee, Planning Department.



Section 6

Commercial Element

LEGEND:

PLANNING AREA
BOUNDARY

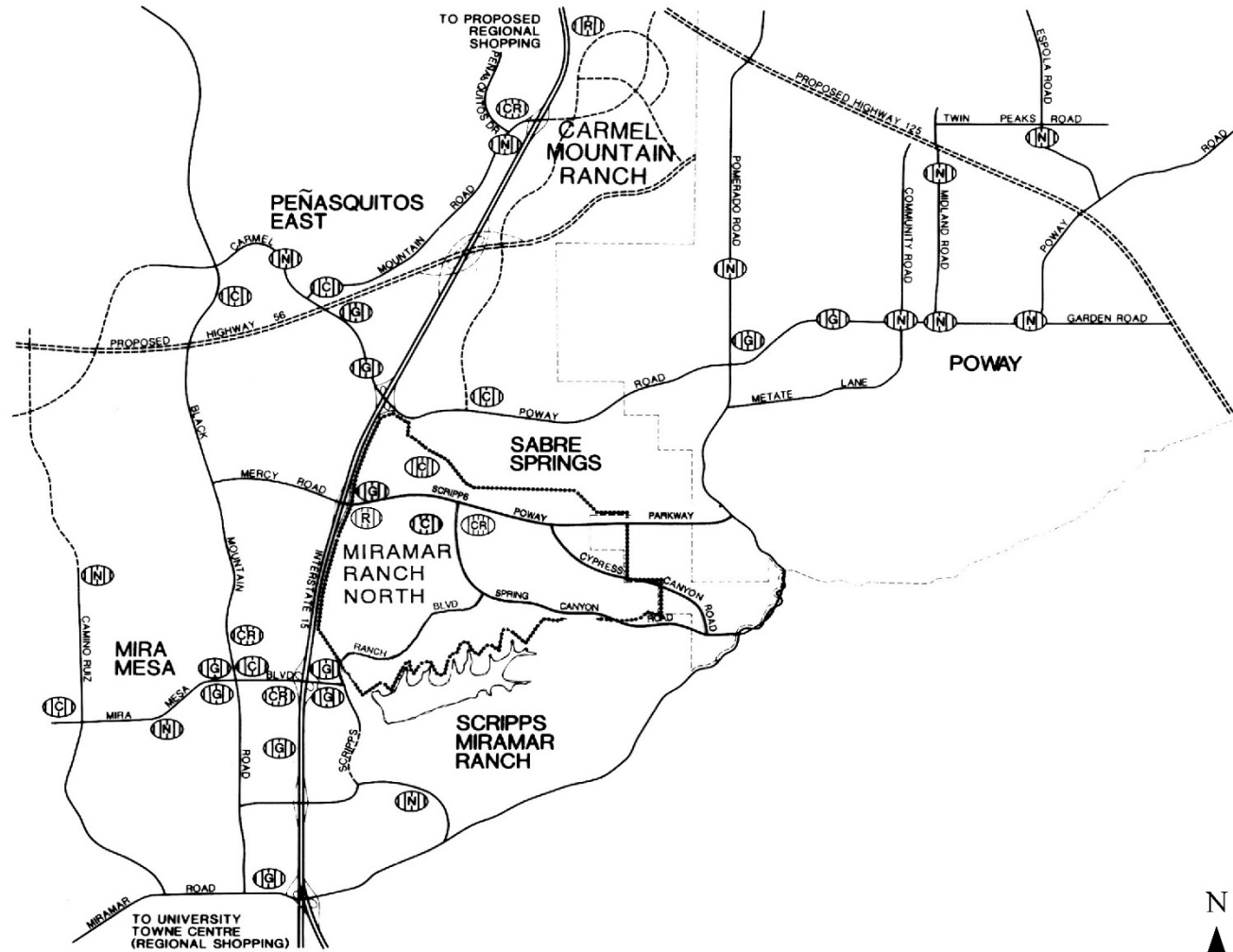
NEIGHBORHOOD
COMMERCIAL

COMMUNITY
COMMERCIAL

REGIONAL
COMMERCIAL

GENERAL
COMMERCIAL

COMMERCIAL
RECREATION



Areawide Commercial Facilities
Miramar Ranch North Community Plan

16
FIGURE



SECTION 6: COMMERCIAL ELEMENT

Goal: Encourage attractive, accessible commercial development meeting the community shopping and services requirements of the ranch.

6.1 COMMUNITY COMMERCIAL NEEDS

Objective: Provide sufficient commercial area for retail, professional, and recreational uses and social and other services to meet the basic requirements of residents and workers in the community as well as take advantage of the strategic location of the Mercy Interchange for regional commercial uses.

The General Plan requires that new communities develop convenience shopping and commercial office facilities to serve community residents. It also recommends that all commercial projects be reviewed on an area wide basis, so that new commercial developments will not intrude on the market areas of other commercial activities. The development of a regional commercial center provides Class A office in a high quality corporate campus environment as well as shopping opportunities that are not provided by local neighborhood and community retail.

Figure 16 shows the existing and proposed commercial developments in the surrounding communities. Community-level commercial services are available in Mira Mesa and Scripps Ranch, and also in Peñasquitos East. Most of these facilities, however, are designed to serve their own locales and are some distance from the Miramar Ranch North community. Regional shopping is provided by University Towne Centre in University City, North County Fair in Escondido and in Carmel Mountain Ranch near I-15.

Given a projected population of about 10,785 residents and a service area of about one mile in radius, Miramar Ranch North can be expected to require a small, convenience-oriented community/neighborhood shopping center. According to City commercial standards, a neighborhood center about ten acres in size would be needed, or a community center of approximately 20 acres.

Additional demand generated by residents of the northeast portion of Scripps Ranch as well as by industrial park personnel from within Miramar Ranch North should further guarantee the viability of this center.

In addition to community/neighborhood shopping, a need for general commercial can be identified, serving Miramar Ranch North and surrounding communities as well. This commercial would supplement, not compete with, the community/neighborhood center by focusing on subregional commercial, office, recreation and/or industrial park support commercial. According to City commercial standards, community shopping centers or commercial service centers range up to approximately 15 or 20 acres.

The growth in the I-15 corridor has increased the demand for specialty retailers that is being served by the emergence of lifestyle retail centers. The unique nature of this type of center

allows for a site design on a much smaller footprint than the traditional regional center that includes multiple anchor tenants. The Mercy Interchange site provides an optimum location between two major regional centers to serve an emerging clientele. This site is also well located to serve an increase demand in high quality corporate office to reflect shifts in the economic structure of the region. The General Plan designation of Regional Commercial provides the flexibility to meet the needs of any combination of regional commercial office and/or retail.

While the principal purpose of providing for commercial development is to meet consumer needs, commercial sites should be recognized as employment generators as well. The two commercial centers combined with the regional commercial site, proposed in this section are estimated to provide a minimum of about 3,550 jobs when developed.

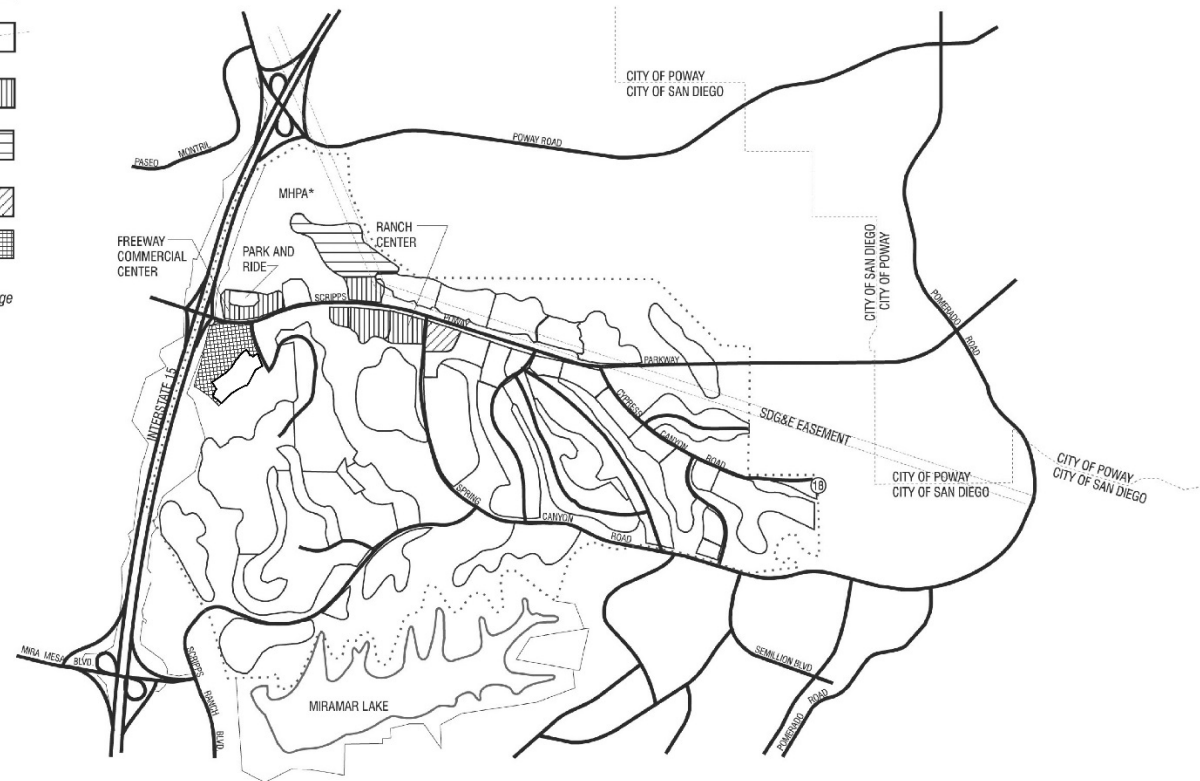
LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
COMMERCIAL SHOPPING CENTER	
OPTIONAL COMMERCIAL OFFICE	
COMMERCIAL RECREATION	
REGIONAL COMMERCIAL	

NOTES:

Alignment of roads shown may change during final design.

*MHPA: Multiple Habitat Planning Area



Location of Commercial Development
Miramar Ranch North Community Plan

17
FIGURE

6.2 LOCATION OF COMMERCIAL DEVELOPMENT

Objective: Locate commercial land uses to best serve consumer needs, especially in relation to the circulation system and the overall land use pattern of the community.

A major community commercial center is proposed at the intersection of Spring Canyon Road and Scripps Poway Parkway as illustrated in **Figure 17**. This center is composed of four segments totaling 38 acres situated in the Ranch Center. Two segments lie south of Scripps Poway Parkway—one east of Spring Canyon Drive, and the other west of Spring Canyon Drive. The third and fourth segments are north of Scripps Poway Parkway. The commercial use is centrally located within the community in order to strengthen the identity and usage of the Ranch Center, while providing community residents and employment center personnel with convenient access to basic needed services and goods.

The community commercial center is intended primarily to serve residents of the Miramar Ranch North community and should function as outlined in the General Plan. This should include provision of convenience goods, shoppers' goods, and specialized retail goods, and personal, professional, repair, business and financial services. The center should probably house approximately 50 establishments, typically including a food market, drugstore, barber and beauty services, real estate office(s), medical and dental offices, laundry/dry cleaners, restaurant(s), specialty and clothing stores, convenience retailing and professional offices. Rental space may be provided for social services and outreach programs, a postal kiosk or contract station, and, subject to noise mitigation, teaching of crafts and the arts, a temporary library and a nursery school or daycare center. It is recommended that a food market containing at least 20,000 square feet should be located in the commercial center, parcel 5.

The commercial sites, parcels 5 and 6, may be used for interim multi-sports fields until developed for their designated uses. The interim use would be subject to an agreement between the property owner and either a community sports council or the City Department of Parks and Recreation. Parcel 6 is zoned commercial recreation and, because of its location adjacent to a community park, additional appropriate uses include but are not limited to a civic center, place of worship, daycare, teen center, senior center, sports facility or fitness club. While development in these recreational and civic uses is allowed and encouraged, there is concern that a market may not actually exist for such uses on parcel 6. For this reason, the site's commercial recreation designation will remain only until March 1, 2000. At that time, any portion of the site which has not been developed may, at the sole and absolute discretion of the City, and after noticed public hearings, be rezoned "CA" or some other appropriate zone, at the request of the landowner without the need for a community plan amendment.

A freeway commercial center is proposed at the northeast corner of Mercy interchange, with access provided from Scripps Poway Parkway. As shown in **Figure 17**, this center is located to attract users from adjacent communities as well as employees and residents from Miramar Ranch North. The total site is about ten acres in size, with one and one-half to two acres devoted to a park-and-ride facility as discussed in **Section 3.5**.

The freeway commercial center should be developed to accommodate subregional commercial needs, taking into account Peñasquitos East and Miramar Ranch North in particular. The following uses are appropriate:

- Commercial recreation, such as sports club, hotel/motel, restaurant and/or movie theater.
- Professional and business offices and/or commercial or industrial support services.
- Financial institutions.
- Teaching institutions, such as daycare, nursery school, art school and/or trade or business school.
- Retailing establishments.
- Hospice or nursing home, subject to traffic noise mitigation.
- Service station and/or automobile repair.
- Food store and/or drugstore, under the condition that each such establishment is a minimum of 20,000 square feet in size.

Regional commercial development is proposed for the southwest corner of Mercy interchange, with access provided from Scripps Poway Parkway and Scripps Highland Road. As show in Figure 17, this location takes advantage of the proximity to I-15 to provide employment and attract users from the I-15 corridor communities and the region at large. This designation allows a flexible range of commercial service, civic, retail, office and limited industrial uses: residential is prohibited at this location. The larger size of this site (over 20 acres) provides greater opportunities for an integrated design of commercial office and/or retail uses that would not typically compete with the community serving retail identified in the Plan, the following uses are applicable:

- Commercial recreation, such as sports club, hotel, restaurant and/or movie theater.
- Corporate and business offices and commercial support services.
- Financial institutions.
- Retailing establishments.
- Service station and/or automobile repair.
- Food store and/or drugstore.

Possible commercial uses in addition to the community and freeway commercial centers include commercial office and recreation in the North Ridge industrial area. Also, a recreation club is permitted south of Scripps Poway Parkway, as discussed in the **Park and Recreation Element (Section 7.2)**.

6.3 COMMERCIAL DEVELOPMENT GUIDELINES

Objective: Encourage high standards in the design, construction, and maintenance of commercial development in the community.

Commercial development should be designed, constructed, and maintained as an aesthetic asset to the community. General development guidelines are outlined in the **Sensitive Lands/Open Space Element (Section 12)**. In the **Transportation Element (Section 5)**, parking and street design are discussed. In addition, a number of guidelines specifically related to commercial development are set out below. **Table 10** provides a summary design checklist for commercial areas. Note that both the community commercial center and freeway commercial center are designated anchor projects as described in the **Design Element (Section 11.2)**.

In building and site design, all commercial development should be compatible with surrounding land uses in height and bulk. A consistent architectural style emphasizing earth tones, pastels and warm materials should be utilized throughout each commercial center. This means structures built for different functions or at different times should be harmonious. Size, location, lighting, graphic design and maintenance should be considered in the design of outdoor signs. A consistent sign motif should be employed throughout commercial projects. Internally illuminated signs are discouraged and outsized signs not proportioned to the building and pedestrian scales are inappropriate. **Section 11.1** sets forth limitations and performance standards for signs.

The principles of crime preventive design should be utilized in the planning of commercial projects. Ease of surveillance and proper security measures should be considered in building and site design.

The community commercial center should function as part of the Cypress Canyon greenway. A small mall, an outdoor gathering space, a series of patios and/or a number of covered arcades are envisioned as connecting into and working as a part of the greenway. The commercial center's location at the intersection of Spring Canyon Road and Scripps North Parkway makes it a focal point of the greenway. It is recommended that other commercial facilities in the Ranch Center area (such as the recreation club and any commercial in the North Ridge industrial site) also be incorporated into the greenway, in order to function as an interrelated complex. Where feasible, consideration should be given to tucking the parking behind the commercial buildings next to the power easement, screened from view.

TABLE 10
COMMERCIAL DESIGN CHECKLIST

1. Cypress Canyon greenway.
2. Building design.
3. Signs.
4. Crime preventive design.
5. Landform and grading.
6. Drainage.
7. Landscaping.
8. Conservation practices.
9. Streets and parking.
10. Lighting.
11. Pedestrian access.

6.4 IMPLEMENTATION OF COMMERCIAL DEVELOPMENT

Objective: Support the expeditious implementation of commercial development as proposed in this Plan.

The community commercial center should be developed under CA zoning, area shopping center. This zone is designed to accommodate community shopping centers and a wide range of commercial services, while providing some flexibility in permitted uses, and minimizing adverse effects of the commercial center on nearby properties. In the event the entire site is not utilized for community commercial, public facilities are appropriate.

In addition, it is recommended that the community commercial center be developed as a planned commercial development (PCD). A PCD permits the uses allowed under CA zoning plus a range of public facilities, handicraft uses, residential, and private service-oriented and teaching-oriented facilities. Approval of the PCD application requires planning director

acceptance of a comprehensive project plan conforming to specified design criteria and development standards. The PCD public hearing process will ensure compliance with the commercial design guidelines proposed in this Plan. Because of the 36-month time limit on a PCD permit, it is suggested that a comprehensive plan for the entire commercial center be developed at the outset, with the PCD permit allowing both initial and completion phases. Convenience uses would be more appropriate for the early phase, with uses requiring a larger market demand reserved for the second phase, if that is what the market dictates.

The freeway commercial center should be developed under CA zoning area shopping center. This zone gives considerable flexibility as to land uses, including commercial office, recreation facilities, and retailing establishments.

In addition, it is recommended that the freeway commercial be undertaken as a PCD. Additional uses are permitted under the PCD; however, for residential uses, adequate traffic noise mitigation must be provided. The PCD should be utilized to implement the proposals in regard to uses outlined in **Section 6.2**. All development should be aesthetically pleasing and visually compatible within the center.

The regional commercial center on parcel 2A should be developed under appropriate commercial and industrial zoning that prohibits residential uses and provides flexibility by allowing for corporate and multi-tenant office uses and community and regional serving retail establishments.

In addition, it is recommended that the regional commercial be undertaken as a planned development permit (PDP). The PDP should be utilized to implement the proposals in regard to uses outlines in **Section 6.2**, while providing the flexibility to adjust the combination of commercial office and retail subject to the limitations of the final traffic impact study. The use of design guidelines in conjunction with the PDP will ensure development will be aesthetically pleasing and visually compatible with the site.

Use of a comprehensive sign plan in conjunction with the PCDs and PDP's is encouraged. Signs should be included as a permitted development control in City consideration of PCDs and PDP's in the community.

Implementation of commercial development is summarized in **Table 11**. Commercial in the North Ridge industrial area is discussed in **Section 5**.

TABLE 11
IMPLEMENTATION OF COMMERCIAL ELEMENT

Proposal	Action	Responsibility
Develop adequate commercial area to meet the basic community needs.	Permit rezoning in conformance with Plan.	Planning Commission, City Council.
Promote development following the design guidelines set out in Plan.	Utilize tentative map and PCD processes to work with developers.	Planning Committee, Planning Department.



Section 7

Park and Recreation Element

LEGEND:

PLANNING AREA
BOUNDARY



MUNICIPAL
BOUNDARY



ACTIVE USE
PARKS



PASSIVE USE
OR POCKET PARKS
(LOCATION APPROX.)



OPTIONAL
PRIVATE RECREATION



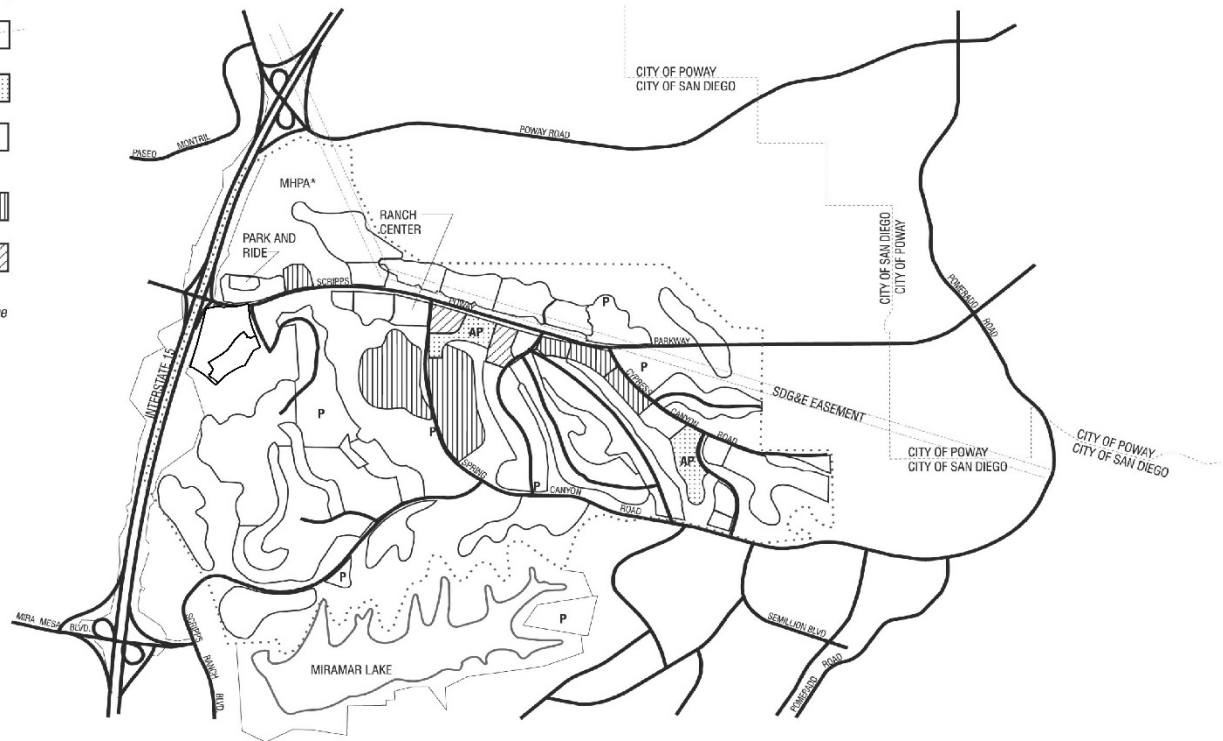
SCHOOL RECREATION
FACILITY



NOTES:

Alignment of roads shown may change
during final design.

*MHPA: Multiple Habitat
Planning Area



Parks and Recreation System
Miramar Ranch North Community Plan

18
FIGURE

SECTION 7: PARK AND RECREATION ELEMENT

Goal 1: Provide adequate park development, recreational facilities, and active use open space as needed for the community, while ensuring access to nearby regional parks.

Goal 2: Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.

The proposals presented in this section are depicted in **Figure 18**. A system combining both public and private park and recreation facilities is proposed, to meet the growing leisure and recreational needs of community users. This system is tied where possible into that of Scripps Miramar Ranch.

7.1 PUBLIC PARK SYSTEM

7.1a Park Service District

Objective: Alter the existing park service districts to create a single district encompassing the entire planning area.

In order to achieve maximum flexibility in park acquisition and development, a consolidation and realignment of existing park service districts is proposed. A single district incorporating the entire planning area should be created.

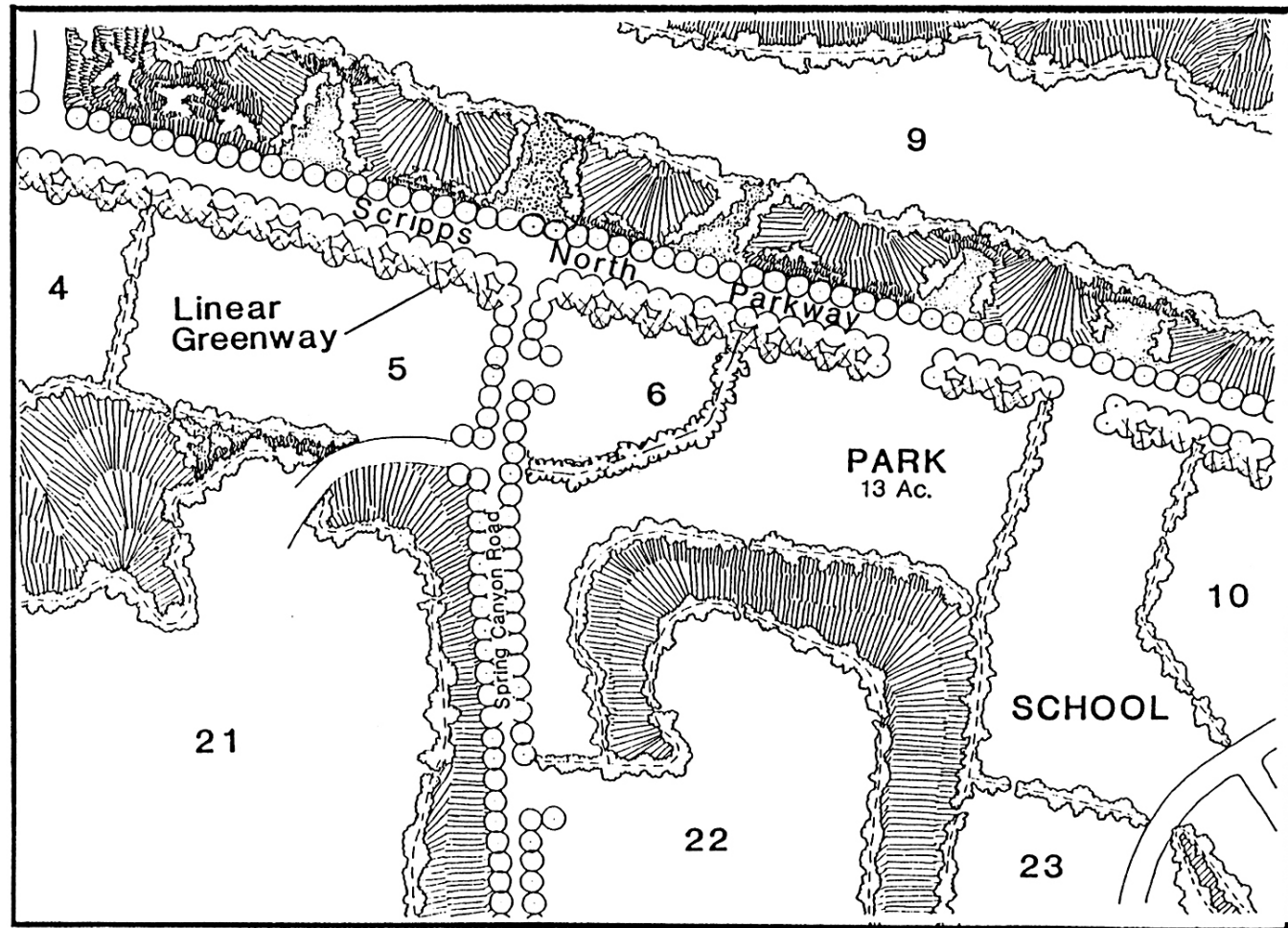
7.1b Public Neighborhood Parks

Objective: Develop accessible public parks to meet the needs of residents and working persons of all ages in the community.

The General Plan sets forth guidelines for sizing and locating neighborhood and community parks. These parks are population-based parks. There should be one Neighborhood Park for each 3,500 to 5,000 persons and one community park per 25,000 population. The guidelines indicate a neighborhood park should contain ten acres when it stands alone or five acres if it is located next to an elementary school where five acres of the school site may be used jointly for the park. A community park should contain 20 acres, according to the General Plan. There are three parks within the planning area. Two in Cypress Canyon are oversized so they may fill both neighborhood and community needs. The third park, located along Scripps Ranch Road overlooking Miramar Lake, called the Lakeshore Park, will serve special needs as a lookout spot and as access to the lake.

The neighborhood parks in Miramar Ranch North should accommodate special needs and characteristics of the community. First, the lakeshore park site area is too small to be considered a neighborhood park. Also, the location of the park along the shore of the reservoir and its possible use as a public access point to the reservoir place special demands on the park. The logical use of the park would be for passive uses: viewing, picnicking, sunbathing, and as an access point to lakeside trails. These uses do not require the same

PARK:	13 ACRES
SCHOOL:	
Exclusive Use:	5 ACRES
Joint Use:	5 ACRES
TOTAL:	23 ACRES



West School and Park Conceptual Plan

Miramar Ranch North Community Plan

19

FIGURE

acreage as multi-sports fields, so the park's five-acre size with three usable acres should be adequate. In order to compensate for the small lakeshore park the two park sites in Cypress Canyon are oversized.

The western neighborhood park (**Figure 19**) contains approximately 13 acres and is next to a ten-acre elementary school site of which, five acres will be for joint City and school use, so there will be 18 acres available for recreation. The east site, a portion of which is designated for community park facilities, (**Figure 20**) contains 20 acres, and is next to a five-acre elementary school.

SUMMARY OF USABLE PARK ACREAGE

	General Plan Standard (Acres)	
	Park	School**
Community Park	11	—
Community Park	11	—
Lakeshore Park	10	—
West Park Site	5	5
East Park	10	—
Total	36	5
Acres Provided		
Community Park	—	—
Lakeshore Park	3	—
West Neighborhood Park	13	5
East Neighborhood/Community Park	20*	—
Total	36	5

*Eleven acres for community park facilities

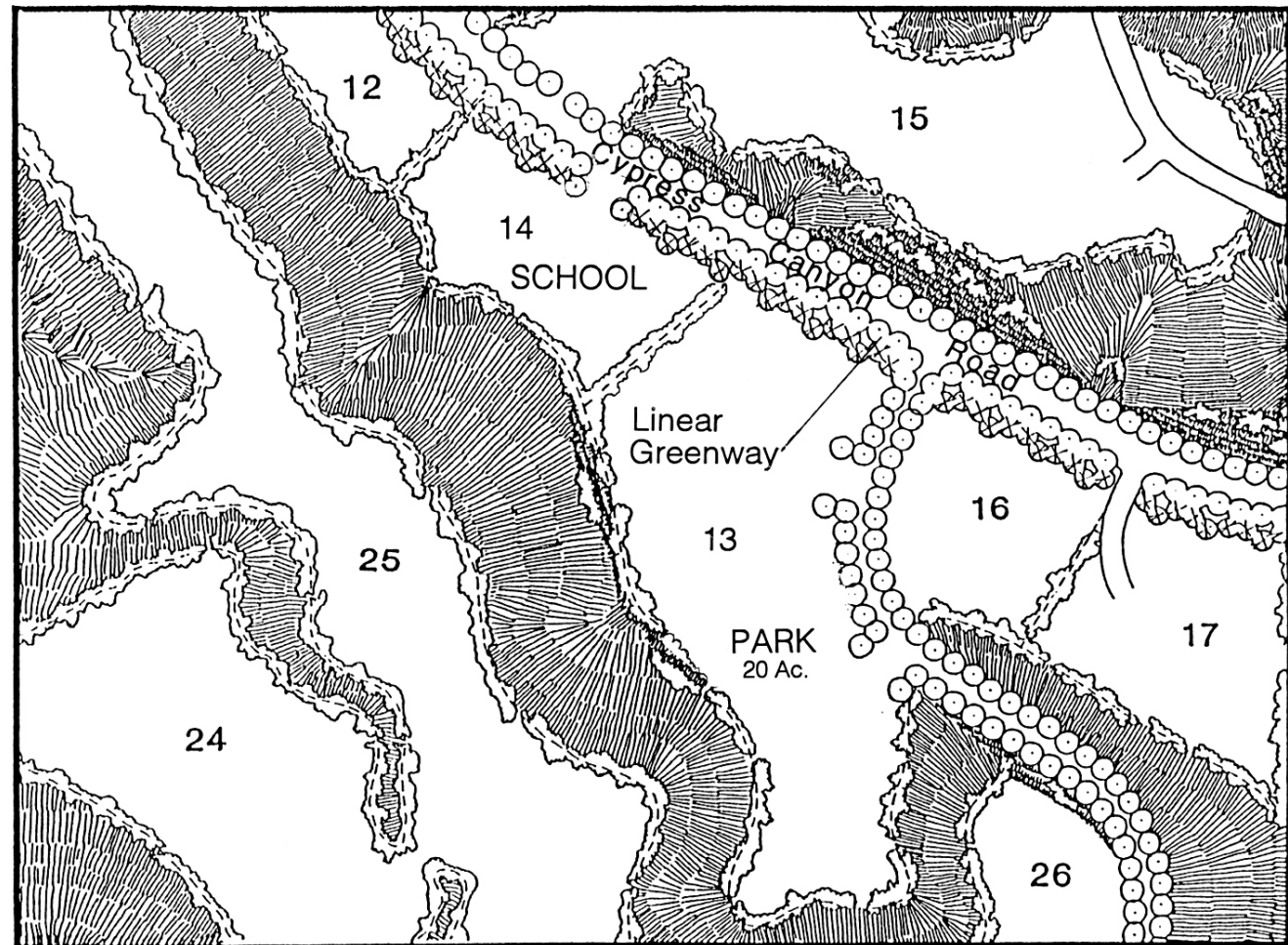
**Joint use acreage

As can be seen in the summary, the General Plan standard for total park acreage is proposed in the Plan. The large neighborhood parks may be used for extra multi-sports fields to compensate for the lack of room in the designated community park located in Scripps Ranch. One of the sport fields in either Cypress Canyon park could be lighted. Topographic separation of the parks with adjacent residential development would minimize complaints about use of the lights.

Five pocket parks are proposed to be strategically located within the community. These parks will contain about one acre each and have limited facilities for use as rest stops for joggers, a trailhead and for picnics. Typical facilities may consist of limited parking on gravel, picnic tables and benches. There should be no turf areas within these parks, which will be maintained by the Open Space Maintenance District.

Development of some of the acreage in the neighborhood parks should be identified in the PFFP as community park facilities.

PARK:
 Exclusive Use: 15 ACRES
 Joint Use: 5 ACRES
 SCHOOL: 5 ACRES
 TOTAL: 25 ACRES



East School and Park Conceptual Plan

Miramar Ranch North Community Plan

20

FIGURE

The westernmost park functions as a major facility in the Ranch Center. The 13-acre site should be developed with a large multipurpose field, tennis courts and other game courts. In addition, children's play areas, picnic and sitting areas and landscaping are appropriate. This park may contain up to 18 acres with an additional five acres provided for the school site, which is development area eight, provided that up to five of the 18 acres of park area are designed for school playground use and available during normal hours of school operation, and as long as the school and park acreage combined equals at least 23 acres. A structure housing restrooms and storage areas is anticipated. In addition, a community garden is possible. Shared parking with the recreation club and/or elementary school should be considered. Usage by both community residents and industrial park personnel should be anticipated in the design of the park.

The normal size of a neighborhood park located next to an elementary school is five usable acres, according to City standards. Due to the intense use anticipated by both residents and working persons, and because of the increasingly greater demand for adult and children's playing fields, enlarged facilities in both park sites are called for. The west park site should open at such time as specified in the PFFP, which shall be within 18 months of the occupancy of the first residential unit approved subsequent to the 1987 plan amendment.

The easternmost park is about 20 acres in size and will serve as a combination neighborhood and community park facility. Possible facilities could include children's play areas, lawn and sitting areas, a multipurpose field and/or court, restrooms and other facilities which are normally associated with a community park. Shared parking with the adjacent elementary school should be considered provided that adequate parking is available for exclusive school use during normal hours of school operation, and the cost of maintenance, repairs and utilities attributable to non-school usage is borne by the City.

Both the east and west parks will have a shared use area of about five acres, owned either as a park by the City or as playground area for the school by the school district, based on a shared use agreement between the school district and the City. In any case, grading and improvements of any area subject to a shared use agreement shall be submitted to the school district for review and approval. The shared use agreement should stipulate exclusive use by the district of all times when school is in session and should specify the source of funding for maintenance for turfed areas.

7.1c Park and Recreation Facilities for Twin Communities

Objective: Develop a public community park meeting the socio-cultural and recreational needs of Miramar Ranch North and Scripps Ranch residents.

In the Scripps Miramar Ranch Community Plan adopted in July 1978, a community park site at the eastern end of Miramar Lake is designated for acquisition and improvement. This site was purchased by the City using Scripps community park fees. The community park was intended to serve residents and employees in both the Scripps and Miramar Ranch North communities. However, it is now clear this park site is not of adequate usable size to meet the community recreation demands of the twin communities. Therefore, the eastern park site in Miramar Ranch North has been designated as a combined community and neighborhood park

to meet the needs of the residents of Miramar Ranch North. This will lower the potential demand on the designated Scripps Ranch Community Park, allowing it to serve just residents of Scripps Miramar Ranch. It is expected that community parks in the twin community area will, in practice, be available to residents of both communities, based on standard Parks Department policy.

Primary twin community recreational facilities include the lakeside community park, after-hours community use of playfields constructed with the secondary school site in Scripps Ranch and the enlarged eastern park in Miramar Ranch North. Facilities may include one or a combination of the following with the district:

- Community recreation center, including indoor active recreation facilities and meeting areas.
- Sports complex, emphasizing playing fields and outdoor play courts.
- Gymnasium facility.
- Multipurpose gymnasium-auditorium with stage.
- Community rooms and senior center.
- Combined assembly hall/community theater.
- Outdoor amphitheater.
- Swimming pool and accompanying facilities.

The development of joint facilities should be explored, provided there is no loss of community programs, and such facilities are compatible with school district programs and operational considerations.

7.1d School Recreational Facilities

Objective: Make arrangements whereby school recreational facilities are available for public use.

Both the elementary school sites are expected to accommodate several acres of play yard and equipment for the school educational programs. In accordance with the Civic Center Act, these facilities, where possible, should be made available for public use when not in use for school purposes. Programs utilizing school and public park facilities jointly should be encouraged. School play fields must be designed to meet district standards for instructional program requirements.

7.1e Regional Recreational Opportunities

Objective: Support the retention of Miramar Lake and Los Peñasquitos Canyon Preserve as City resource-based parks and develop adequate access to these parks from the community.

Miramar Ranch North lies adjacent to two existing regional/City parks: Los Peñasquitos Canyon Preserve and Miramar Lake Park. These resource-based parks should be retained for recreational and aesthetic purposes and developed as necessary to meet the needs of surrounding communities and the region as a whole. Portions of the planning area

immediately north of Miramar Lake have been dedicated to the City for expansion of the lake park site, as described in **Section 11.3**.

Los Peñasquitos Canyon Preserve runs from I-15 westward through Peñasquitos Canyon to Interstate 5. The park will be largely owned by the City with some acreage owned by the County. The easternmost finger of the park is accessible from Miramar Ranch North where Peñasquitos Creek flows under I-15, in the northwest corner of the planning area. An existing dirt access road reaches this point and should be eventually improved if required in conjunction with the future development of the Mercy property. A pedestrian trail running down from the Ranch Center should also provide access to Los Peñasquitos Canyon Preserve from the community. In addition, an equestrian trail connecting the preserve and the proposed Sabre Springs community through a portion of the Miramar Ranch North planning area is planned. An equestrian staging area may be appropriate at this connection because of ease of access. Development and open space preservation for the future institutional area are further addressed in **Section 8.4**.

The Miramar Lake Park lies between the communities of Scripps Miramar Ranch and Miramar Ranch North. This Plan supports the following recommendations for the park set out in the Scripps Miramar Ranch Community Plan:

- Development of jogging and bicycle trails along the perimeter lake road.
- Allowing private sailing, canoeing, kayaking, and rowing with launching only at Miramar Point.
- Permitting day camping near the concession stand and the Carroll Cove-Bernardo Bay area.
- Provision of primary access to the reservoir and park areas through the main entrance at the southwest corner of the lake.
- Preservation of the terrain and vegetation adjoining the reservoir to the extent possible.

Where feasible, access trails such as those shown in **Figure 18** should be developed to connect the Miramar Ranch North community to the lake. Small parking areas may be sited at the head of such trails, but no roadways should access the lake perimeter road from the north. A public access point with parking should be provided midway along Scripps Ranch Boulevard to encourage passive viewing and provide access to a pedestrian path and bike trail going down to the lake. For detailed guidelines for development within the view shed of Miramar Lake, see **Section 11.3**.

7.2 PRIVATE RECREATIONAL FACILITIES

Objective: Encourage the development of commercial recreation, and recreation in conjunction with clustered residential development and industrial park areas.

In addition to public park and recreation facilities, the development of private recreational facilities is encouraged. These may consist of commercially operated recreational facilities as well as facilities developed as amenities to accompany other major land uses. Locations are shown in **Figure 18**.

A private recreation club to be built and operated by private developer(s) is designated in the Ranch Center next to the major neighborhood park. Membership in this facility should be open to community residents, and possibly to industrial park personnel, for recreation such as swimming, tennis and racquetball. In addition, a social membership should be considered to permit communitywide usage of meeting rooms for civic and social functions. An associated restaurant is a possibility. Shared usage of parking with the adjacent park should be studied. If the property is not purchased and used for a private recreation club by 1991, then the property may be developed with uses permitted in the RC, recreational-commercial zone.

Commercial recreation facilities should be considered for the freeway commercial site at Mercy interchange. Possible facilities include sports clubs, a hotel/motel, restaurants, a bowling alley and a family movie theater. Facilities addressed to families and to teenagers and young adults are particularly encouraged.

The recreational needs of persons working in the industrial employment centers can be largely met through recreational facilities provided by individual companies or areas, or by commercially operated recreation/sports clubs.

Private recreational amenities are also considered desirable in residential developments, in particular in multifamily projects. Possible amenities include clubhouses, swimming pools, tennis courts, volleyball courts, project gardens, and common lawns for playing and ball games. These facilities should be designed to enhance the aesthetic quality of the overall project. Where possible, they should tie into the active open space system. Family-oriented residential projects are, in particular, urged to provide adequate common outdoor recreational resources.

7.3 OPEN SPACE SYSTEM

Objective: Integrate community-oriented parks and regional parks, recreation facilities, other selected open space areas and natural open space areas into an integrated system tied together by linkages which permit movement of wildlife and by pedestrian pathways.

This Plan calls for the development of a number of public park and private recreational facilities within and adjacent to the community. In addition, it proposes the creation of special open space preserves and an extensive natural open space network (see **Section 12.1**). A linear greenway is recommended for the enhancement of Cypress Canyon (see **Section 11.4**). The usage of these park and open space areas should be heightened by the development of pedestrian pathways and accompanying open space areas in selected locations. This would serve to tie together usable open space and park areas into a single open space system accessible to the public from many points.

Pedestrian paths which travel through natural areas should be left in as natural a state as possible. Occasional seating benches are to be built along the pedestrian paths which have a steep gradient. Trails and active open spaces adjacent to development projects should be integrated with private open space if feasible. Private and public projects should provide multiple access to adjacent pedestrian paths.

Pathways through native vegetation areas ought to be designed and improved as “hiking trails,” while paths through developed areas should be improved as landscaped sidewalks capable of intensive use. Transitions between “natural” and “urban” portions of pathways should be gradual in change of slopes, paving materials, and landscaping. All pathways and open space areas should be open for public use.

7.4 PARK AND RECREATION IMPLEMENTATION

Objective: Provide for the development and maintenance of the public and private park and recreational facilities outlined in this Plan.

Table 12 summarizes the actions and responsible parties for implementation of the park and recreation proposals outlined in this Plan. Both development and maintenance of facilities should be considered in planning for implementation. Opening of the western park will occur within 18 months from the occupancy of the first residential unit in phase one.

Proposed public recreation facilities should be financed as set forth in the PFFP. The total cost of park acquisition and development should be borne equitably by the entire community as one service district. Maintenance of publicly owned open space areas must be financed through an Open Space Maintenance District if a higher level of service than that otherwise provided for by Council Policy is desired. Maintenance of park acreage above the number of acres required by General Plan standards, shall also be maintained by the Open Space Maintenance District.

The contribution of Miramar Ranch North to community recreational facilities should be distributed to the entire planning area. This contribution may take the form of fees, and/or in lieu construction of improvements, and should be comparable to the community park funds contributed by Scripps Ranch. Maintenance costs should be assumed by the City of San Diego, possibly offset by user fees on a citywide basis.

Where possible, individual development projects should be required to participate in the development and maintenance of the active open space system. Active open space areas should be required or preserved as development proceeds, through dedication, easements, or designation as a common area in a condominium situation. Landscaping and path improvements should be completed in conjunction with private projects, or if necessary, as part of community public facilities benefit assessments or fees. Maintenance of active open spaces and landscaping should be ensured during the review of individual projects. Active open space associated with private developments should be maintained by owner associations if possible. Some active open space areas may require maintenance by the Open Space Maintenance District.

Development of private recreational facilities, such as the recreation club and project recreational amenities, should be encouraged by residents and employment center personnel. Proposed projects should be reviewed for the uses planned; area or population served, and design quality, to ensure adequate recreational facilities. Maintenance should be managed on a private basis.

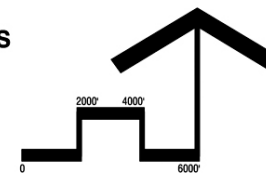
TABLE 12
IMPLEMENTATION OF PARK AND RECREATION ELEMENT

Proposal	Action	Responsibility
Realign park service district into single communitywide district.	Submit request to Park and Recreation Department.	Planning Committee.
Acquire and develop the neighborhood parks and passive use parks in designated locations.	Acquire parkland and construct improvements.	Park and Recreation Department, assessment district, public facilities benefit assessment or fee.
Provide for twin community recreational facilities at contribution level comparable to Scripps Ranch.	Plan and construct community recreational improvements, ensure developer contributions.	Park and Recreation Department, planning committees of Scripps North, public facilities benefit assessment or fee.
Make school recreational facilities available for public use.	Submit request to San Diego Unified School District.	Planning Committee.
Support retention of and access to Los Peñasquitos Canyon preserve and Miramar Lake regional parks.	Monitor regional park situations and any proposed developments near regional parks.	Planning Committee, Planning Department.
Develop an integrated active open space system as shown in plan.	Monitor proposed developments, encourage open space purchase, dedication and easement.	Planning Committee, Park and Recreation Department, public facilities benefit assessment or fee.
Maintain pathways, preserves and active open space areas.	Create a communitywide Open Space Maintenance District for public areas, provide for maintenance of private facilities.	City Council, Planning Committee, homeowners associations, commercial operators, etc.
Develop a private recreation club for communitywide usage and other commercial recreation as needed.	Plan and construct commercial recreation facilities.	Private Developers.
Encourage incorporation of recreational amenities in residential and industrial projects.	Monitor development proposals, work with developers.	Planning Committee, Planning Department.



Section 8

Public Services Element



21
FIGURE

SECTION 8: PUBLIC SERVICES ELEMENT

Goal: Guarantee a range of public facilities tailored to local requirements and accessible to the community, and as needed, to Scripps Ranch.

Public services and facilities for Miramar Ranch North are in large part tied to Scripps Miramar Ranch. Together the two communities create a large enough service area to support a fire station and library, in addition to the park and school facilities described in **Sections 7 and 9**. Earlier development in surrounding communities provides connections for utilities in Miramar Ranch North. For example, the development of community will complete a water system which includes both the ranch and Scripps Ranch.

8.1 PUBLIC FACILITIES

Objective: Ensure public services facilities appropriate in quantity, accessibility, timing and quality to local community requirements.

Fire protection service will be provided in the planning area by the City of San Diego Fire Department. A new fire station is proposed on Spring Canyon Road which will serve both the Scripps Ranch and Miramar Ranch North communities, as shown in **Figure 21**. A one-acre, minimum, site is planned, to house an engine company and perhaps a truck company. The Fire Department strongly desires a backup north-south street to provide fire protection on the east side of I-15 in the event the freeway is blocked. Construction funding is in accordance with the PFFP and timing per the Fire Department.

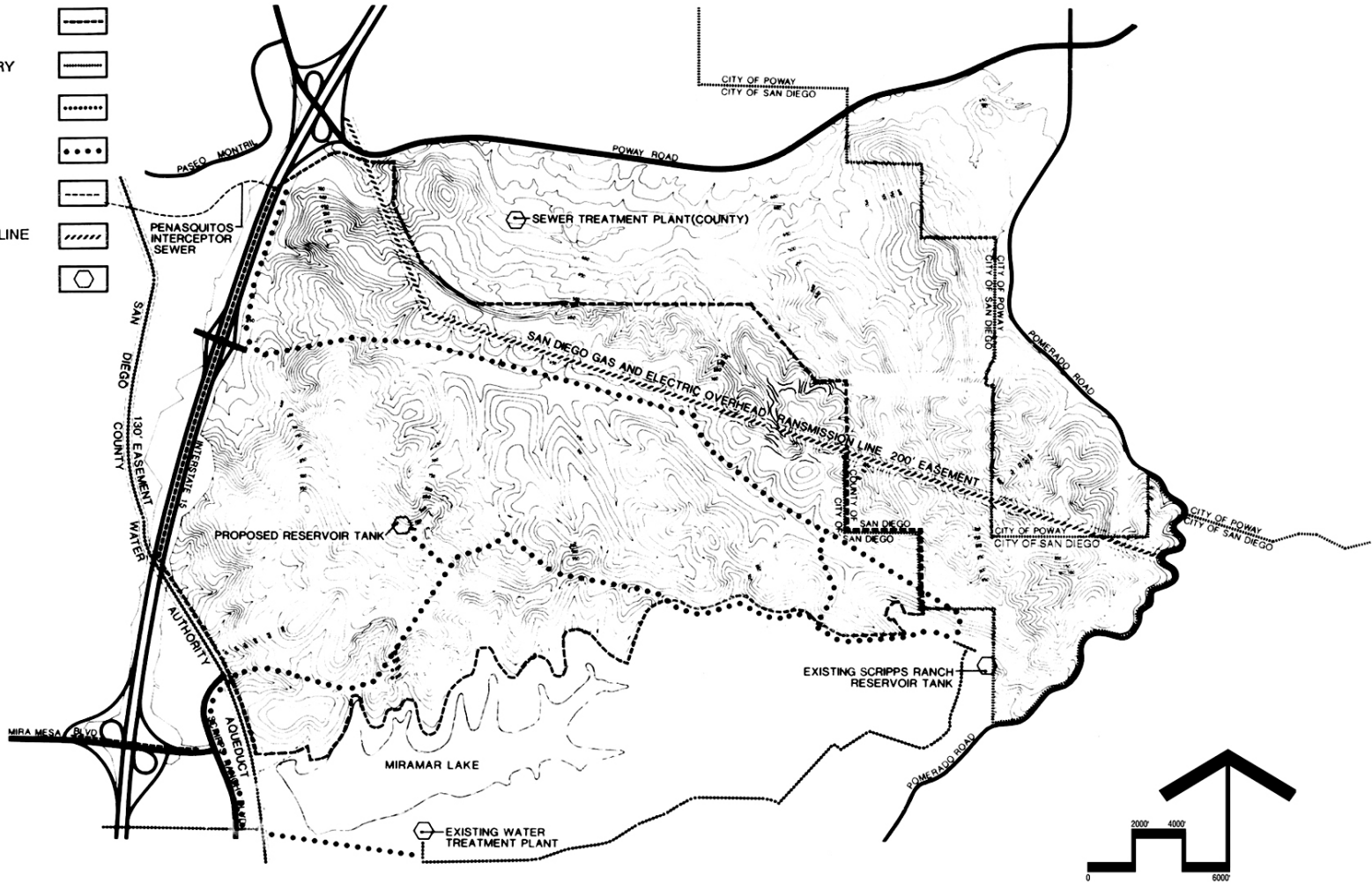
Other public services will be provided through facilities in nearby communities. Police protection will be supplied to the planning area by the San Diego Police Department. At present, the Northeast substation in the Peñasquitos Ranch area is the center of local operations and no additional facilities should be needed in the planning area.

In regard to postal service, it is expected that the Mira Mesa station will have sufficient route capacity to handle the Miramar Ranch North community as it develops. In addition, the existing Poway post office and proposed Peñasquitos East facility will be accessible to planning area residents. While no new post office is planned for the Scripps Ranch-Miramar Ranch North area, options exist to improve postal service for area residents and businesses. Among these options are a vending machine center, a contract station, or some kind of trailer operation. Such a facility should be conveniently located to provide easy access and to capture sufficient patronage, for example, it could be sited in the community commercial center in the Ranch Center.

A permanent library branch operated by the City of San Diego should be provided to serve Scripps Miramar Ranch and Miramar Ranch North. The location of this facility is on the south side of Scripps Lake Road just east of Scripps Ranch Boulevard in accordance with the conditions of approval of TM 85-072, for the San Diego Business Park. As part of the approval of the referenced TM, a two-acre site on the old Meanly Ranch land and \$750,000

LEGEND

- PLANNING AREA BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING MAJOR WATER LINE
- PROPOSED MAJOR WATER LINE
- EXISTING MAJOR SEWER LINE
- EXISTING MAJOR ELECTRICAL LINE
- UTILITY PLANT



Existing and Proposed Utilities

Miramar Ranch North Community Plan

22

FIGURE



will be contributed to the City for a library. The site is easily accessible to both the twin communities, and located where traffic generated by other uses is likely to increase patronage and provide convenient usage. The proposed site is shown in **Figure 21**. Another \$500,000 portion of the funding for the library will come from a developer agreement prepared for the first map filed subsequent to this plan amendment in accordance with the PFFP.

Health care may be adequately provided by existing facilities, including Pomerado Hospital, a private facility north of the planning area on Pomerado Road. A community-oriented clinic emphasizing health education, prevention and detection programs, and outpatient and emergency treatment may be developed at the future institutional site, as described in **Section 8.4**. In addition, provision for an intermediate and long-term nursing care facility is encouraged in the community. A hospice could be developed, for example, on the northern ridge of North Ridge industrial site, perhaps just to the west of the residential area, or at the freeway commercial site. A maximum of 15 percent of the industrial acreage may be used for such non-industrial uses in accordance with an approved PID.

Providing for adequate child daycare services has become an important community responsibility. Commercial childcare services may be accommodated in any of the commercial areas and in the industrial parks. The religious building sites may also include child daycare services. In many cases, licensed daycare may be provided in the residential areas, either in homes for very limited operations or via a conditional use permit for a commercial operation.

Solid waste collection and disposal will be provided to Miramar Ranch North by the City of San Diego. Commercial and industrial uses may require private waste collection service. The county and City are encouraged to continue development of recycling facilities to supplement landfill operations.

8.2 UTILITIES

Objective: Provide adequate utility service for development in the community.

Adequate water, sewage, and power service should be supplied to the planning area. In general, this will entail joining into larger utilities networks plus constructing a local system on site. Adequate capacity is expected to be available for all utility services.

The Miramar Ranch North community can be supplied potable water from Miramar Reservoir and its adjacent water treatment plant by the City of San Diego. **Figure 22** depicts the basic existing and proposed water system serving the areas north and south of the reservoir. These are approximate locations only, and should be adjusted during detailed engineering, for example, to avoid special open space preserves. A proposed water tank is required in the west-central portion of the planning area. This tank should be landscaped and painted to be as inconspicuous as possible. A distribution network of water lines would connect into the basic system shown.

Sanitary sewers in the community are expected to be served by two major sewer lines. The Peñasquitos Interceptor Sewer in Peñasquitos Canyon, a trunk line, will likely serve most of Miramar Ranch North community via a connecting system of local sewer lines underground in the streets. The planning area lies within the sewerage system service area of the City of San Diego. Southern portions of the ranch may connect to an existing sewer main which presently stubs out east of I-15 on Mira Mesa Boulevard, or to a proposed main running from the Peñasquitos line southeast through Mira Mesa to I-15.

Community power needs will be served by local distribution lines providing gas and electricity. When community gas needs are established, service will emanate from an existing six-inch 400 P.S.I. main located in Scripps Ranch, in Scripps Lake Boulevard south of the lake. Adequate electric service should be available from the Scripps, Chicarita, or Sycamore Canyon substations. Gas and electric distribution lines should be underground, in keeping with current power company and City policy. The Plan encourages energy conservation practices and utilization of alternative energy sources, as discussed in **Section 12.5**.

The planning area is crossed by a 200-foot wide power easement which currently contains 230 kv and 138 kv transmission lines. The easement is planned to accommodate twice its current capacity and will be developed as system loads dictate. Land uses within the easement, such as parking, open space, and trails, may be permitted subject to satisfying liability agreements.

8.3 COMMUNICATIONS

Objective: Provide adequate communications services to the community.

The Miramar Ranch North area falls within Pacific Telephone's Mira Mesa Exchange. The company expects to provide adequate telephone service to the community by increasing the capacity of an existing conduit to the area. Local telephone cables should be underground in joint trenches with power lines during construction.

The Southwestern Cable Company is presently franchised by the public to supply cable television service to the planning area. It is anticipated that a local network of underground cable laid by the company will tie into the existing cable system. Developers should pre-wire buildings and lay individual service laterals to the main cable for future cable service.

8.4 FUTURE INSTITUTIONAL SITE

Objective: Designate the northwest corner of the planning area for future study as an institutional site (see **Figure 4**).

The General Plan designates most of the northwest corner of the planning area as a resource-based park. Because the area is not currently a public open space, it may be preserved through regulatory devices and may be permitted to develop in a manner consistent with the applied zoning. Any open space preserved in this area has the potential of adding to the Los Peñasquitos Canyon preserve. This preserve is in Category A in the City Council's adopted

open space retention list, and is being acquired for public use. On the other hand, Mercy Hospital, the owner of the northwest corner property, has had plans for some time for a clinic serving the I-15 corridor.

Because of the above situation, this Plan designates the northwest corner future institutional. Should this site be proposed for hospital development in the future, it should occur under a use permit for institutional purposes, with sensitivity to environmental concerns. This Plan does not propose access road sizing, biological preserve areas, or noise or flood mitigation measures. Instead, these and similar detailed matters should be addressed by the proposed project and accompanying EIR for the area.

Street access of adequate capacity should be provided from Spring Canyon Road and the design and construction of the access road should take care to preserve the designated riparian special open space preserve near I-15. The pathway on the south side of the site, running from the planning area westerly under I-15 to Peñasquitos Canyon Park, should be provided. Any proposed dedication of open space should consider open space and circulation linkages with the regional park; for example, SANDAG proposes a hiking and riding trail east-west through the area. Peñasquitos Creek, which flows roughly east to west through the property, should be subject to detailed consideration in any proposed future project.

8.5 IMPLEMENTATION OF PUBLIC SERVICES

Objective: Arrange for the adequate implementation of the services proposals outlined in this Plan by the pertinent public, quasi-public and private agencies.

The PFFP should outline proposals for assuring provision of adequate services concurrent with need (see **Section 13**).

Pacific Telephone and the Southwestern Cable Company are responsible for installing and providing telephone and cable television services. The quality of communications, and new developments in the communications field, should be monitored by the community to ensure adequate, community-responsive service.

The future institutional site may be developed under a conditional use permit. Environmental and regional park concerns should be addressed during the processing of the project proposal for this site. Implementation actions and agents are summarized in **Table 13**.

TABLE 13
IMPLEMENTATION OF PUBLIC SERVICES ELEMENT

Proposal	Action	Responsibility
Building a permanent fire station and library branch building for twin communities.	Budget land acquisition, design, and construction of a fire station and library.	PFFP under auspices of City of San Diego.
Provide for adequate police protection.	Finance police services for the community.	City of San Diego, public facilities benefit assessment fee.
Encourage establishment of community-based services, especially postal service and health care.	Work with service agencies to provide local facilities.	Planning Committee.
Ensure adequate utility service for all developments.	Provide adequate utility service.	Utility agencies, private developers.
Provide adequate utility communication services to the community.	Monitor communications companies and agencies.	Planning Committee.
Provide for the sensitive handling of the future institutional site.	Monitor proposed project and EIR, and require use permit.	Planning Committee, Planning Department.



Section 9

School Element

LEGEND:

PLANNING AREA
BOUNDARY



MUNICIPAL BOUNDARY



EXISTING SCHOOL
BOUNDARY



ELEMENTARY SCHOOL



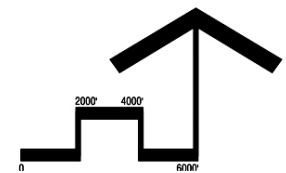
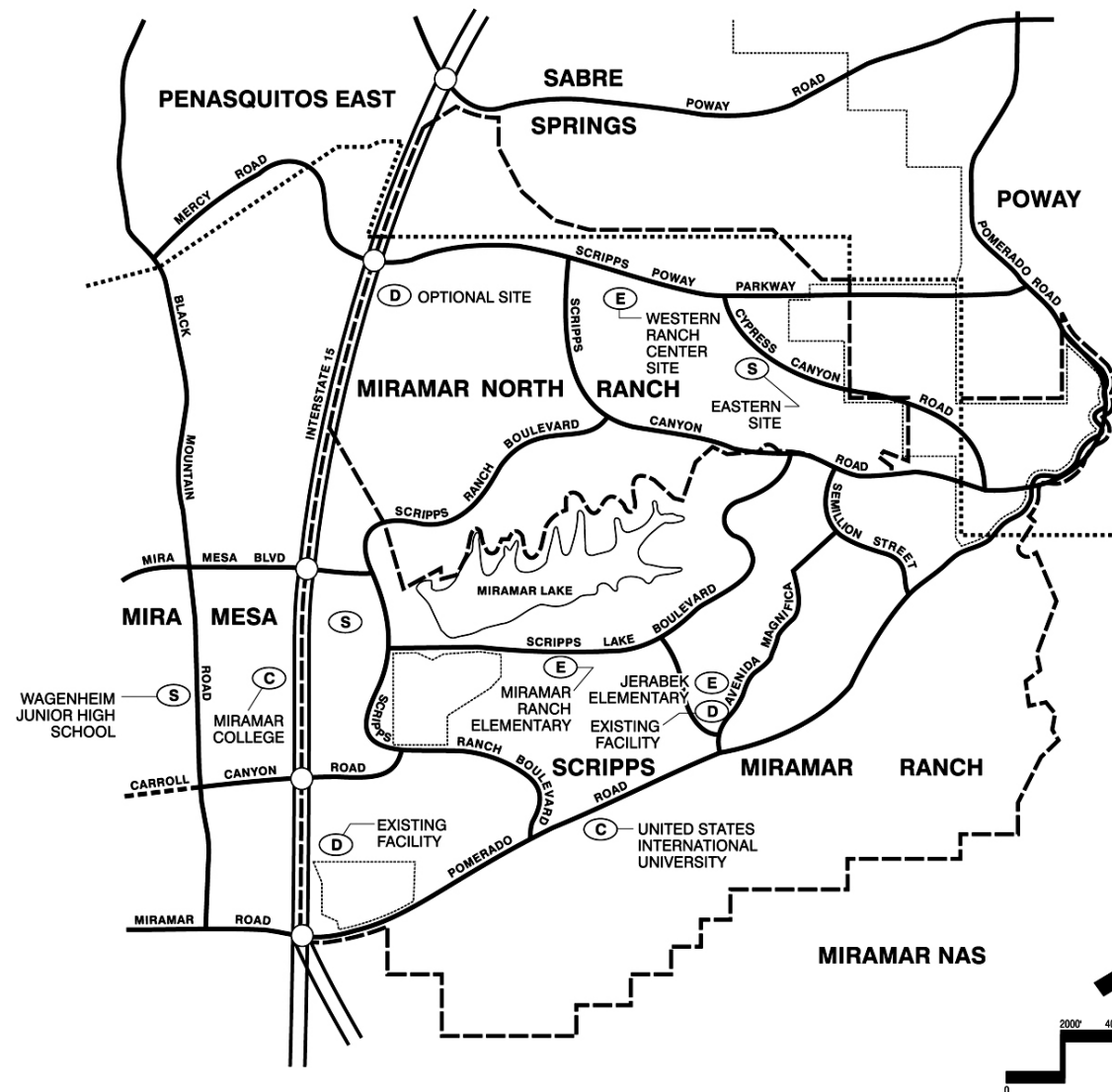
SECONDARY SCHOOL



COLLEGE



PRIVATE DAY-CARE
OR PRE-SCHOOL



Location of Twin Communities School Facilities

Miramar Ranch North Community Plan

23
FIGURE



SECTION 9: SCHOOL ELEMENT

Goal: Support the development and maintenance of educational facilities and programs meeting the needs of the community, in both the community itself and surrounding areas.

The proposals presented in this section are illustrated in **Figure 23**. The public school system is emphasized, while development of private school facilities is also discussed. School facilities are discussed in the context of the Miramar Ranch North/Scripps Ranch communities, with possible additional service areas beyond.

9.1 PUBLIC SCHOOLS

Miramar Ranch North is located within the jurisdiction of the San Diego Unified School District (SDUSD). The District provides public school services from kindergarten through 12th grade. School facility planning takes into account that new neighborhoods generally bring new students into an area, but as neighborhoods mature, the student population decreases.

The San Diego Unified School District undertakes facility planning by creating planning areas or “clusters.” Each cluster contains a high school and the elementary and middle schools that feed pupils into the high school.

Miramar Ranch North falls into the “Scripps Ranch Cluster” which includes Scripps Ranch High School, Marshall and Wangenheim Middle Schools, and five elementary schools: Dingeman, Hage, Jerabek, Miramar Ranch and Walker.

9.1a Elementary Education

Objective: Develop elementary school facilities within the community to accommodate students generated by residential growth.

Initially, two elementary school sites were located in the Miramar Ranch North planning area, as shown in **Figure 23**. They included a ten-acre site in the western part of the Cypress Canyon greenway and a five-acre site in the eastern part of the greenway. It was recommended that school structures be placed in such a way as to allow a continuous greenway. Eventually, however, the eastern site developed as a middle school.

In June 1998, the San Diego Unified School District adopted an updated Facilities Master Plan. The Master Plan defined capital improvements, including upgrading of existing facilities and construction of new facilities necessary to meet the District’s growing student population. In November 1998, a school facilities bond was approved which allowed funding the capital costs identified in the Facilities Master Plan. Capital construction projects identified by the Master Plan for the Scripps Ranch Cluster included improvements to existing schools and construction of a new elementary school. A new sixth elementary school will be built in the Scripps Ranch Cluster.

9.1b Secondary Education

Objective: Promote the development of a secondary school facility on the existing available site in Scripps Ranch.

Neither Miramar Ranch North nor Scripps Ranch can support a secondary school by itself. However, together the two communities combined with students from Mira Mesa generate sufficient students to justify an additional senior high school east of I-15.

As shown in **Figure 23**, the San Diego Unified School District currently owns a site of about 70 acres accessible from Scripps Ranch Boulevard within the Scripps Ranch community. This property was developed as a secondary school facility.

A secondary school facility thus located has the potential of serving not only the eastern side of I-15 but portions of Mira Mesa and, under integration programs, the City as a whole as well. The junior-senior combination would permit economical joint usage of certain facilities. Should a junior-senior facility be developed, care should be taken to provide separate facilities as needed to handle the differences in student body maturity and needs.

9.1c Adult Education

Objective: Support the development of community college and adult education programs and facilities readily accessible to the community and appropriate to community needs.

There are no specific public adult education facilities or institutions proposed within the community. However, it is expected that public schools and other community-related facilities may be utilized. A college extension or adult education program should be considered for the proposed secondary school site in Scripps Ranch.

The San Diego Community College District should continue to operate and expand the community college programs and facilities it operates in the north central part of the City. Because of its location, Miramar College in Mira Mesa is especially appropriate for program development oriented to the needs of working persons and residents from Miramar Ranch North. United States International University, a private college, is also situated nearby in Scripps Ranch.

9.1d Joint Usage of School Facilities

Objective: Encourage the joint development and usage of school and public facilities. In developing school facilities, consideration should be given to arrangements whereby schools and public facilities may jointly develop and/or utilize buildings, equipment and grounds. In this Plan, neighborhood parks are sited adjacent to elementary schools to facilitate such arrangements. Joint arrangements may take a number of forms:

- Joint facilities built and/or utilized by both the school district and the public, such as a joint library, enlarged auditorium and/or recreational complex on the secondary school site.

- School district facilities open for public use during school off-hours, such as outdoor recreational facilities and the multipurpose room at an elementary school.
- Public facilities utilized by the school district for educational programs, such as sports fields, playing courts and swimming facilities in public parks and such uses which are compatible with school district programs and operational considerations. Community use of school facilities would be in accordance with the Civic Center Act.

The objective of this Plan is to adequately provide both public and school facilities, including necessary City park and recreation facilities, and school sports and recreational facilities. Joint arrangements should be pursued where it is possible to provide these facilities on a joint public-school basis, at no loss to either City or school programs. Any joint use of facilities will be based on a shared use agreement between the City and the school district. Grading and improvement plans for any area subject to such a shared use agreement shall be submitted to the school district for review and approval. Also, the agreement should stipulate exclusive use by the district of all times when school is in session and should specify the source of funding for maintenance of turf areas.

9.2 PRIVATE SCHOOLS AND DAYCARE FACILITIES

Objective: Permit the development of private educational institutions, especially encouraging the establishment of daycare facilities as needed.

Construction and operation of private schools may supplement public educational facilities and programs. For example, private schools for elementary and/or secondary education may be developed by church groups in the community. In addition, a trade, business, or technical school is possible in the North Ridge industrial area or at the freeway commercial site. Use of rental space in the commercial centers, such as for dance or art schools, is also an alternative.

Establishment of daycare and facilities to meet community requirements should be supported. These facilities may be operated as a private business, as a cooperative, or as part of an industrial complex for employees' children. Daycare facilities are most appropriately sited in multifamily residential areas, near the elementary schools and/or in the industrial park areas. Two daycare sites are considered particularly appropriate: on the lower level of the North Ridge industrial site near the community commercial center; and secondarily, at the Mercy industrial site. Also see **Section 8.1** for a discussion on other possible locations for daycare centers.

9.3 SCHOOL DEVELOPMENT GUIDELINES

Objective: Encourage high standards in the design and construction of educational facilities, with special concern for safety in design and access.

General guidelines for development in the planning area are set out in the **Design Element (Section 11)**, the **Sensitive Lands/Open Space Element (Section 12)** and the **Transportation Element (Section 3)**. Additional guidelines specifically related to educational facilities are presented below. **Table 14** provides a summary design checklist for both public and private school development.

Educational facilities within the planning area should abut the Cypress Canyon greenway where possible. Each facility should be integrated with the greenway through design, with particular care to place any school-associated recreation facility next to the greenway and open to public use where feasible.

The design and siting of all school facilities should take into account aesthetic impacts on students as well as on the surrounding community. Buffers may be needed between land uses, such as to curb play yard noise. Where possible, residential areas should be buffered from school sites by local streets. An architectural style and building materials appropriate to the surrounding area should be utilized. Large, bulky or sprawling buildings should be broken up by height changes, shadow relief, clustering, or similar measures. Public elementary schools should be designed to facilitate the use of meeting rooms and recreational facilities during off-session hours by the general public.

Particular care should be taken to design secure, safe school facilities. The principles of crime preventive design should be employed in planning schools. In addition, sound health and safety design standards should be followed. A shadow pattern study as well as a drainage study should be done for the eastern school site to assure safe siting of buildings and play yards and to assure adequate solar access to a majority of the school site.

Safe access by students should be considered in the siting and design of school facilities. Travel by bus, private car, bicycle and foot should be considered in designing access routes, pick-up/drop-off points and parking areas. Signals, other traffic control devices and patrol personnel may be necessary to ensure safe access. Access to the east school site from development areas 24 and 25 should be assured by provision of a pedestrian path from area 25 down to the eastern school/park site as shown in **Figure 10**. Pedestrian paths are further discussed in the **Park and Recreation Element (Section 7)**.

TABLE 14
SCHOOL DESIGN CHECKLIST

1.	Cypress Canyon greenway.
2.	Site and building design.
3.	Crime preventive/safety design.
4.	Access.
5.	Landform and grading.
6.	Drainage.
7.	Landscaping.
8.	Conservation practices.
9.	Streets and parking.

9.4 SCHOOL IMPLEMENTATION

Objective: Provide for the development of educational facilities as needed by the community, according to the Plan.

The elementary school sites are proposed in areas designated for rezoning to R1-5000, and require a conditional use permit (CUP) for development. The school sites will be acquired and constructed in accordance with the following considerations:

9.4a Mello-Roos Community Facilities District

Pursuant to the provisions of the Mello-Roos Community Facilities Act of 1982, Chapter 2.5, commencing with Section 53311 of Part 1 of Division 2 of Title 5 of the California Government Code (CFD), a special CFD taxing district shall be established by the San Diego Unified School District (SDUSD) or the City for the purpose of providing financing for the construction and/or acquisition of certain public school facilities directly servicing students generated by development within the Miramar Ranch North community plan area, subject to approval of the San Diego Unified School District. There shall be a single issuance of CFD bonds which shall coincide with the recordation of the first final tract map for development within the major ownership of the Miramar Ranch North community plan area. The net amount of the CFD bond proceeds shall be equal to the gross school developer fees authorized by Chapter 887, Statutes of 1986 (AB2926), effective January 1, 1987. Other financial arrangements are possible subject to approval by the school district and developers.

9.4b Land Acquisition

Elementary School Sites. The BCED will set aside and make available to the SDUSD two (2) graded elementary school sites located in Planning Areas 8 and 14 as shown on the proposed Miramar Ranch North Land Use Plan. Both the western and eastern sites shall be either five or ten acres as determined by ownership and shared-use agreements between the City and the SDUSD. Said elementary school sites shall be conveyed to SDUSD in exchange for existing SDUSD excess school properties of equal value or by direct purchase, with the values based on independent appraisals conducted by certified MAI appraisers. No CFD bond proceeds will be required for acquisition of the two elementary school sites provided the SDUSD has excess school property of equal value to that of the elementary school properties, or purchases the site(s) outright. The elementary school sites will be graded in conjunction with the grading of adjacent development areas at no cost to the district.

9.4c Secondary School

A total of \$1,000,000 will be provided to the school district in accordance with the first development agreement prepared subsequent to the approval of the amended community plan. Up to \$500,000 is to be used for site planning and design on the Scripps Ranch 70-acre district site and the remaining \$500,000 or more shall be used for the construction of playground improvements on the high school site. The playground improvements should be planned for ultimate use as sports fields for the new Scripps Ranch secondary school. Maintenance of the fields shall be subject to a joint use agreement between the district and

the City and, upon construction and occupancy of the high school, exclusive use of the school grounds should be retained by the district during school hours.

Development of the existing available site in Scripps Ranch as a secondary school requires approval by the San Diego Unified School District.

9.4d Adult Education

Efforts to continue and expand adult education and university extension programs by the school and community college districts should be supported by residents, employers and workers in Miramar Ranch North. Privately operated educational facilities and programs will require community support, as well as interested developer/operators, for their creation and continuance. Daycare and facilities require a CUP for development in the industrial and residential zones shown in this Plan.

Table 15 summarizes the necessary actions and responsible parties for implementation of school proposals.

**TABLE 15
IMPLEMENTATION OF SCHOOL ELEMENT**

Proposal	Action	Responsibility
Acquire sites and develop elementary school recreational facilities as needed.	Use Mello-Roos Community Facilities District for construction funds, trade surplus district lands of equal value for school sites.	San Diego Unified School District and developers.
Construct elementary school buildings.	Use Mello-Roos Community Facilities District for construction funds.	San Diego Unified School District.
Promote retention and development of secondary schools site in Scripps Ranch.	Provide start up funds to school facilities district for secondary school east of I-15.	Planning Committee, developers.
Support development of adult education programs and facilities.	Work with school districts, United States International University.	Planning Committee, residents and working personnel.
Permit development of private educational facilities, especially daycare.	Construct and operate private educational institutions.	Church groups, private developers and operators.
Encourage development following design guidelines set out in Plan.	Work with school districts, private groups, developers.	Planning Committee, Planning Department.



Section 10

Community Social Element

LEGEND:

PLANNING AREA
BOUNDARY



MUNICIPAL BOUNDARY



PUBLIC FACILITY



ELEMENTARY SCHOOL



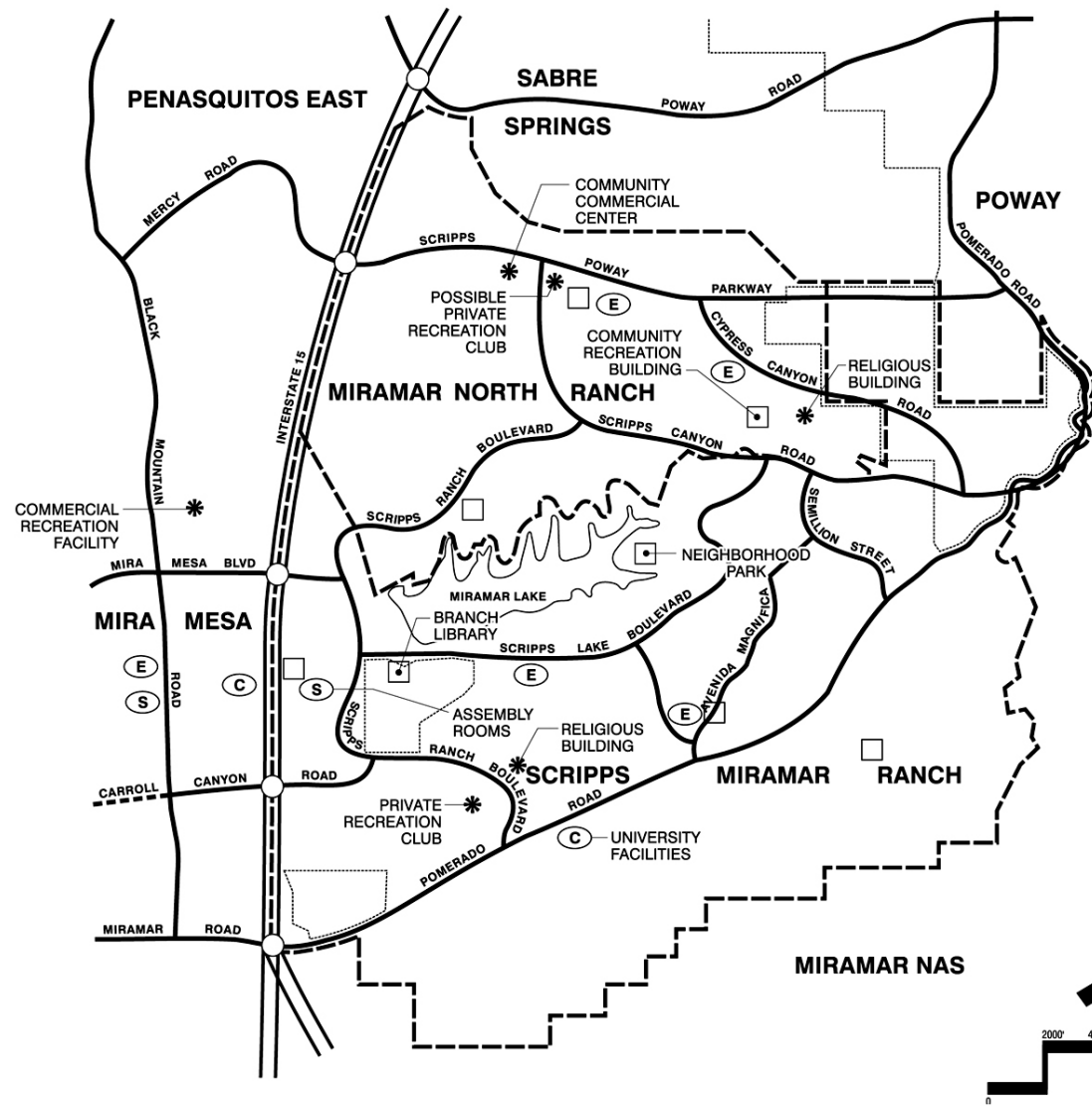
SECONDARY SCHOOL



COLLEGE



PRIVATE FACILITY



Twin Communities Social Facilities

Miramar Ranch North Community Plan

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FIGURE



SECTION 10: COMMUNITY SOCIAL ELEMENT

Goal: Support development of social services, programs and facilities responsive to the changing physical and socioeconomic needs of community inhabitants.

Community social activities and facilities for Miramar Ranch North are in large part tied to Scripps Miramar Ranch. A number of public facilities are proposed for development on a shared basis, such as community recreation facilities, a branch library and a secondary school. In addition, it is anticipated that some private and public facilities originally designed for or in one community will, to some extent, be shared by both, such as elementary schools, neighborhood parks and religious building sites. Beyond facilities, it is expected that persons living and/or working in Miramar Ranch North and Scripps Ranch will participate in a number of shared programs, activities, organizations and institutions.

10.1 SOCIAL NEEDS PROVISION

Objective: Encourage the development of a range of social activities, programs and institutions to meet individual and community needs.

As Miramar Ranch North develops, it is important that the social needs of residents and working people be adequately met. A range of social activities, programs and institutions should be developed by people in the community and by service organizations and agencies serving the community. Considerable social needs can be met on a community or twin community basis, with activities responsive at the community, neighborhood and industrial area or residential project levels.

Table 16 summarizes a number of concerns in meeting community social needs. A variety of formal programs and organizations can contribute to social development. These include, for example, educational programs, youth- and senior-oriented services, and recreational activities sponsored by public agencies or by other outside service organizations responsive to community needs. Also, self-organized activities and services can be created and managed by community members to serve their own perceived needs. Examples include religious groups, recreation leagues, civic organizations and cultural activities.

10.2 DEVELOPMENT OF COMMUNITY FACILITIES

Objective: Provide sufficient area for the development of facilities to house community social activities.

A number of facilities are planned in the community and in Scripps Ranch to accommodate social activities. In addition to the major facilities shown in **Figure 24**, some private developments will have meeting rooms and recreation facilities for their own residents or employees.

Schools should be utilized for recreational activities, meetings, vocational and adult education programs, children's and youth activities and general interest classes.

The establishment of community education programs which would use the schools at night and draw from the varied employment and vocational interests of community residents is encouraged.

Both private and public recreational programs and facilities are encouraged. Meeting and program space in the private recreation club and/or public parks should be developed. Sports leagues for adults, youth, and children, and scout programs are supported. After-school programs in parks and schools for “latch-key children” are useful. Development of senior citizen programs and activity spaces is encouraged.

The development of civic activities and groups is considered highly desirable. In addition to the planning committee, other organizations should be encouraged, such as a town council, homeowner or renter associations and neighborhood groups. Joint civic groups with both Scripps Ranch and Miramar Ranch North members are supported. Civic organizations provide a means by which residents may participate in decision-making for their community. Participation is also sought in the planning and decision-making activities and community relations programs of public and semi-public service agencies, such as the San Diego Unified School District and the San Diego Police Department. Civic groups should be able to meet in schools, the recreation clubs, any park facility building, or in private homes.

TABLE 16
OBJECTIVES IN MEETING SOCIAL NEEDS

1.	Define and achieve a quality of life satisfactory to individual residents and the community as a whole.
2.	Maximize opportunities for the human development and interaction by residents of both sexes and of all ages and backgrounds.
3.	Support programs and activities that assist youth in realizing their potential while learning to be responsible citizens.
4.	Assist the family unit in providing for the physical and social needs of its members.
5.	Support the development of programs, facilities and organizations accommodating senior citizens.
6.	Promote self-organized and managed establishments and groups to provide community services, programs and events.
7.	Encourage government programs responsive to community input and designed to meet the specific needs of community residents.
8.	Promote awareness and use of social programs, activities and services within the community.
9.	Encourage community participation in the formulations, monitoring and evaluation of social service programs.
10.	Promote the development of joint programs, activities and facilities serving the twin communities.

There are a number of religious groups active in the communities surrounding Miramar Ranch North. It is expected that community residents will join these groups or form new ones. A religious building site is designated along the Cypress Canyon greenway within the planning area, supplementing religious facilities in Scripps Ranch and other nearby communities. Religious facilities are encouraged to offer meeting rooms, develop daycare programs, set up children and teen recreational and educational activities and provide supportive care for individual community members, as well as conduct religious activities.

The establishment and operation of social services funded partially or fully by the government is encouraged when needed by the community. Such services may include emergency hotlines, health and mental health services, senior citizen outreach, youth employment programs, dial-a-ride and carpool matching and other similar services. These programs may use the community facilities outlined above, or rented space in the commercial centers.

Opportunities for self-organized activities and facilities include such things as community gardens, cultural events such as theater, cooperatives, community-wide events, development corporations and youth employment programs. Self-organized activities may utilize space in the schools, any park building or park grounds, private recreation clubs, religious buildings, commercial space or commercial center outdoor areas.

Adequate communications within the community can promote a sense of community identity as well as make residents aware of social and economic opportunities and activities in their community. Kiosks and bulletin boards should be erected and used in prominent locations, such as the community commercial center, public parks, schools and recreation clubs. In addition, the communications media should encourage community participation and provide community coverage for the twin communities.

10.3 SOCIAL NEEDS IMPLEMENTATION

Objective: Promote the implementation of the plan proposals concerning community social needs.

Implementation of the social needs proposals requires the cooperation of the community, developers and public and private agencies in both creating programs and constructing facilities. **Table 17** summarizes the actions and responsible parties for development of facilities and programs to meet social needs.

The provision of commercial development, public and private recreational facilities and schools are discussed in the pertinent plan element. Religious buildings may be built in residential zones; construction in R-1 zones will require a conditional use permit. If the religious building sites are not purchased by religious groups by 1995, then a plan amendment may be approved designating the land for another use. Plans for religious building development should provide for adequate landscaping and maintenance, and sufficient parking so as not to disrupt surrounding uses. The architectural style should be appropriate to the community.

TABLE 17
IMPLEMENTATION OF COMMUNITY SOCIAL ELEMENT

Proposal	Action	Responsibility
Encourage development of a range of self-organized social activities and groups.	Develop and support programs and activities as needed.	Planning Commission, community residents and working people.
Promote programs developed by outside service organizations and groups responsive to community needs.	Work with public and private social services agencies organizations.	Planning Committee, civic groups.
Provide sufficient facilities to accommodate community social activities and programs.	Develop schools, churches, parks, commercial areas and clubs to accommodate social activities.	School district, church groups, Park and Recreation Department, private developers.
Encourage development of joint activities and facilities in twin communities.	Coordinate programs and facilities serving twin communities.	Planning Committee, evolving civic and social groups.



Section 11

Design Element

LEGEND:

PLANNING AREA
BOUNDARY



MUNICIPAL
BOUNDARY



ANCHOR
PROJECT



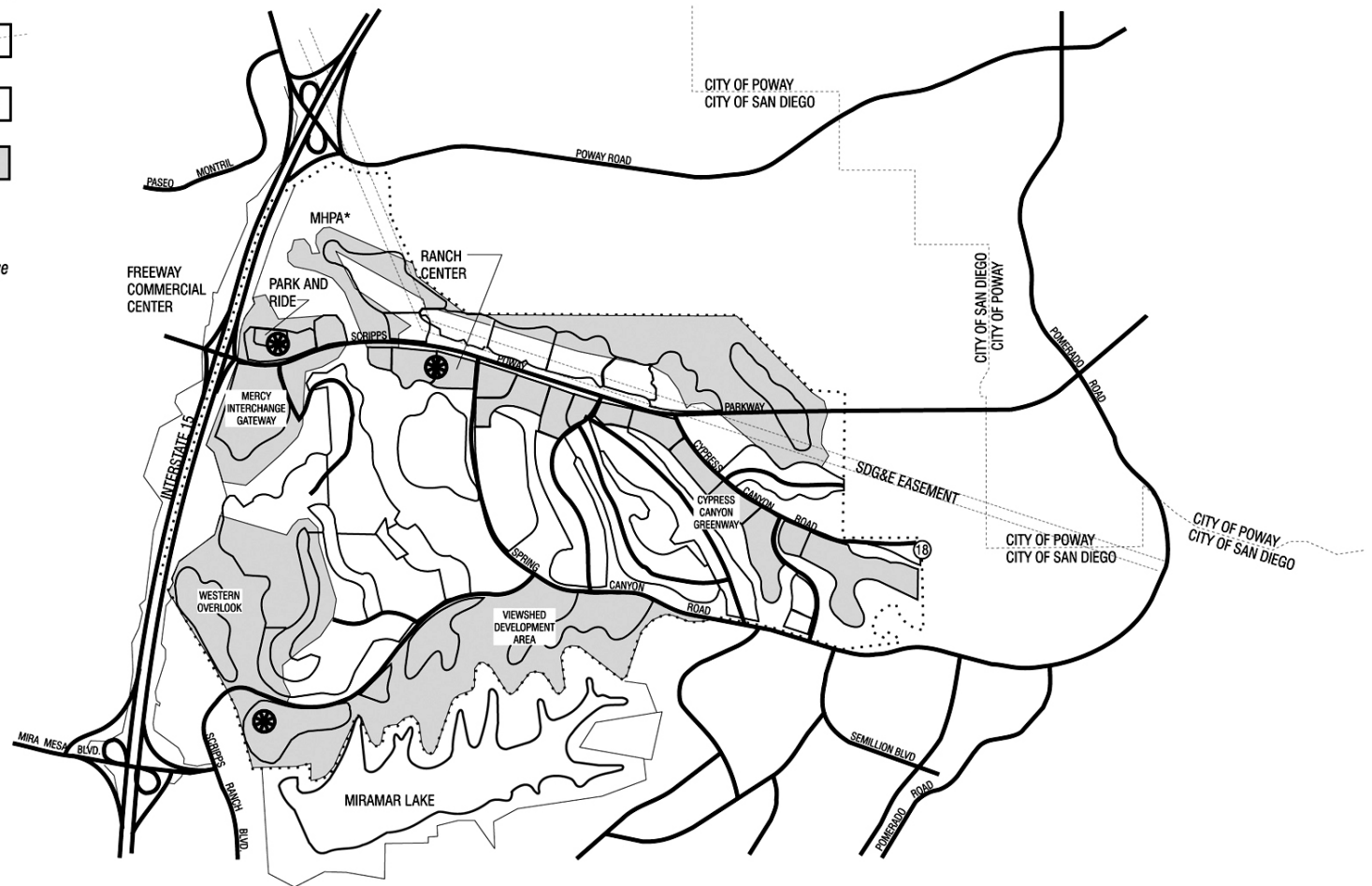
SPECIAL
DEVELOPMENT AREA



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

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FIGURE

SECTION 11: DESIGN ELEMENT

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**.

The Miramar Lake residential site, parcel 33, and the freeway commercial centers, parcels 1 and 2A and the Mercy Industrial area, parcel 2B, 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 and regional commercial centers are 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

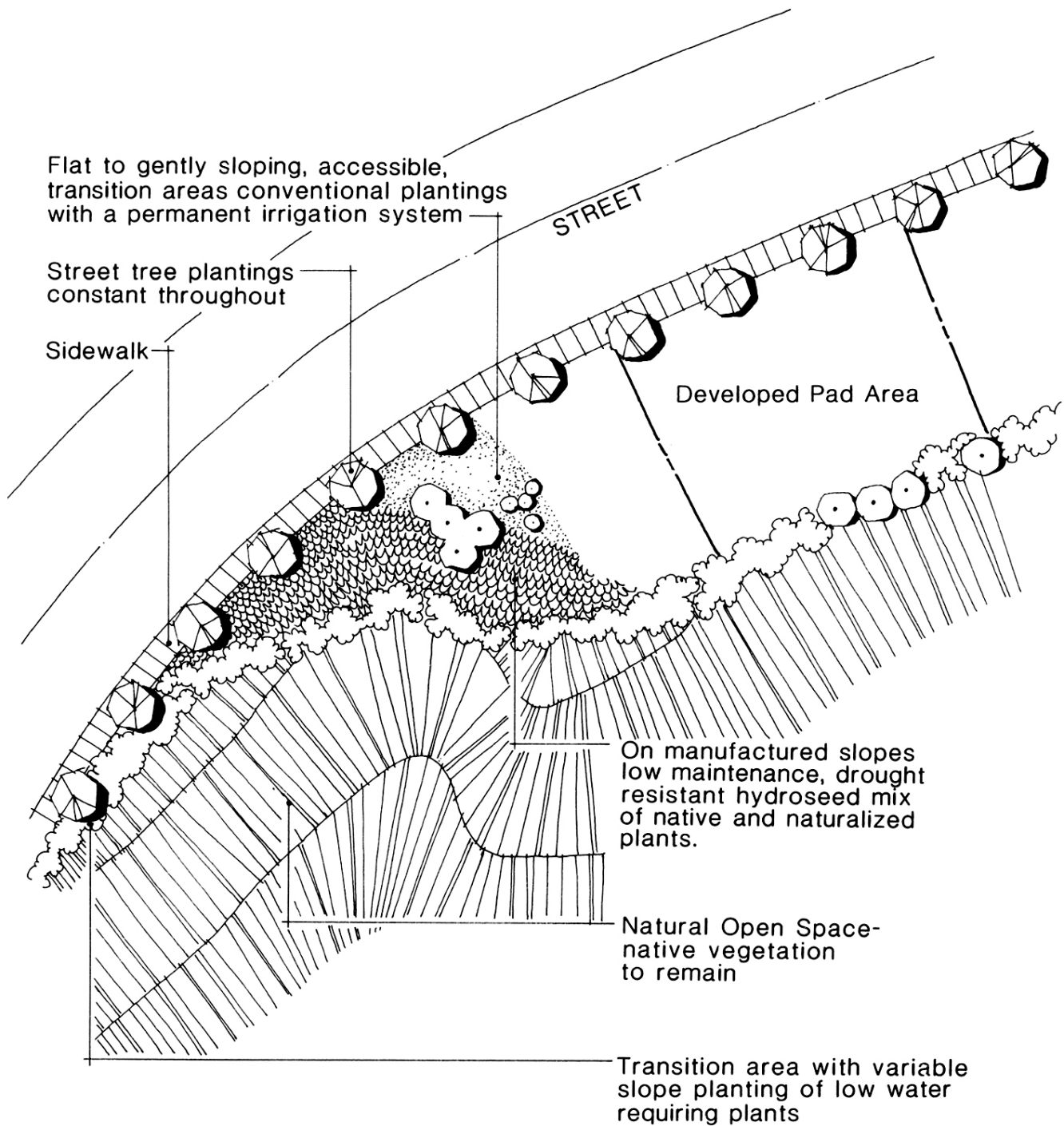
The transition zone between the developed areas and the natural open space fronting on the lake must be sensitively managed. **Figure 26** is a planting key for transitional planting and **Figure 27** shows a typical transition from developed to undeveloped areas within the viewshed. The heights of manufactured 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.

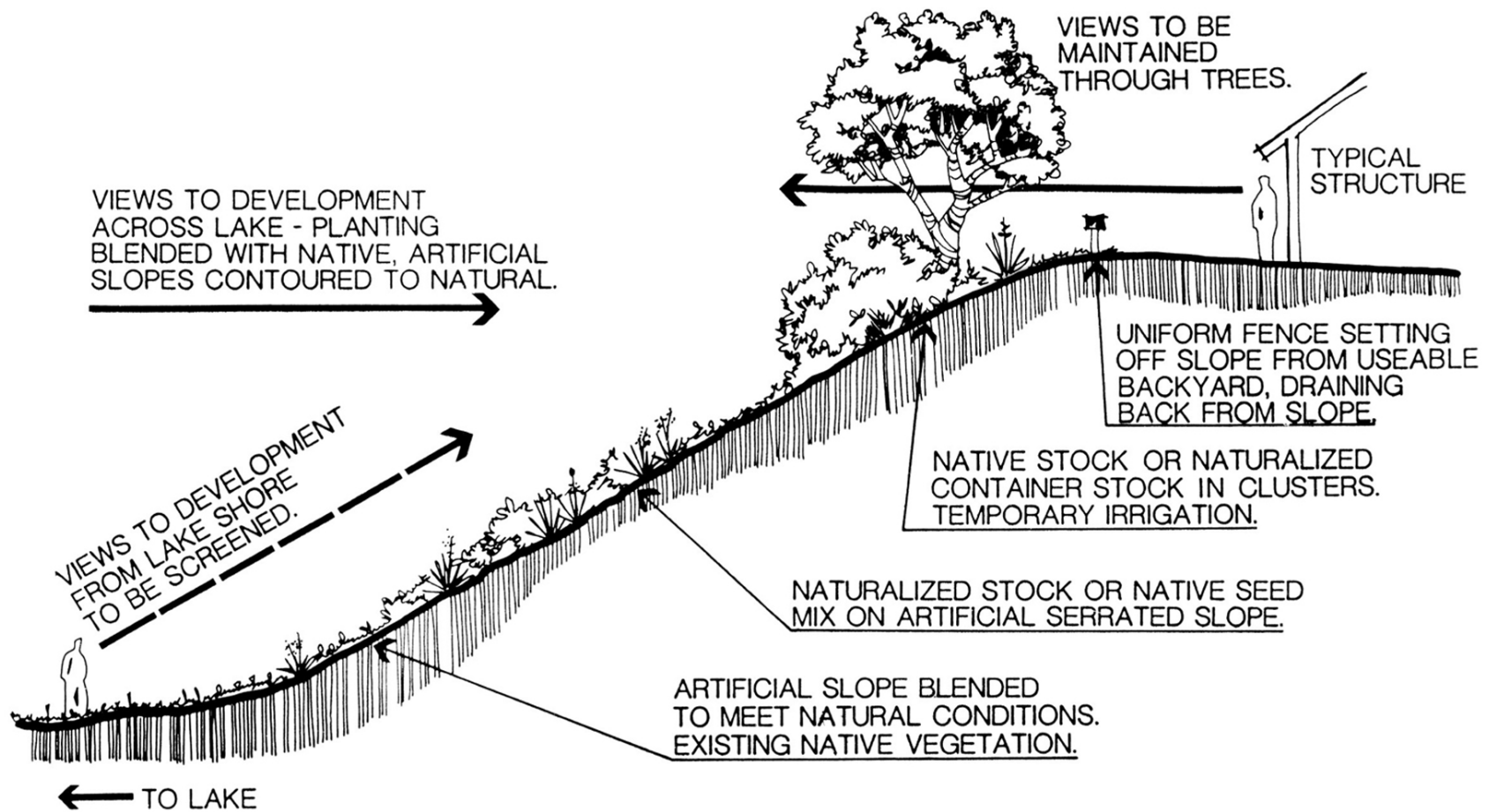
The residential building height within the viewshed should be limited to one to two stories at the horizon line. The limitations are designed to minimize visual impacts on the horizon line while encouraging terracing. A flexible interpretation of height limits is encouraged in order to obtain imaginative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

26
 FIGURE

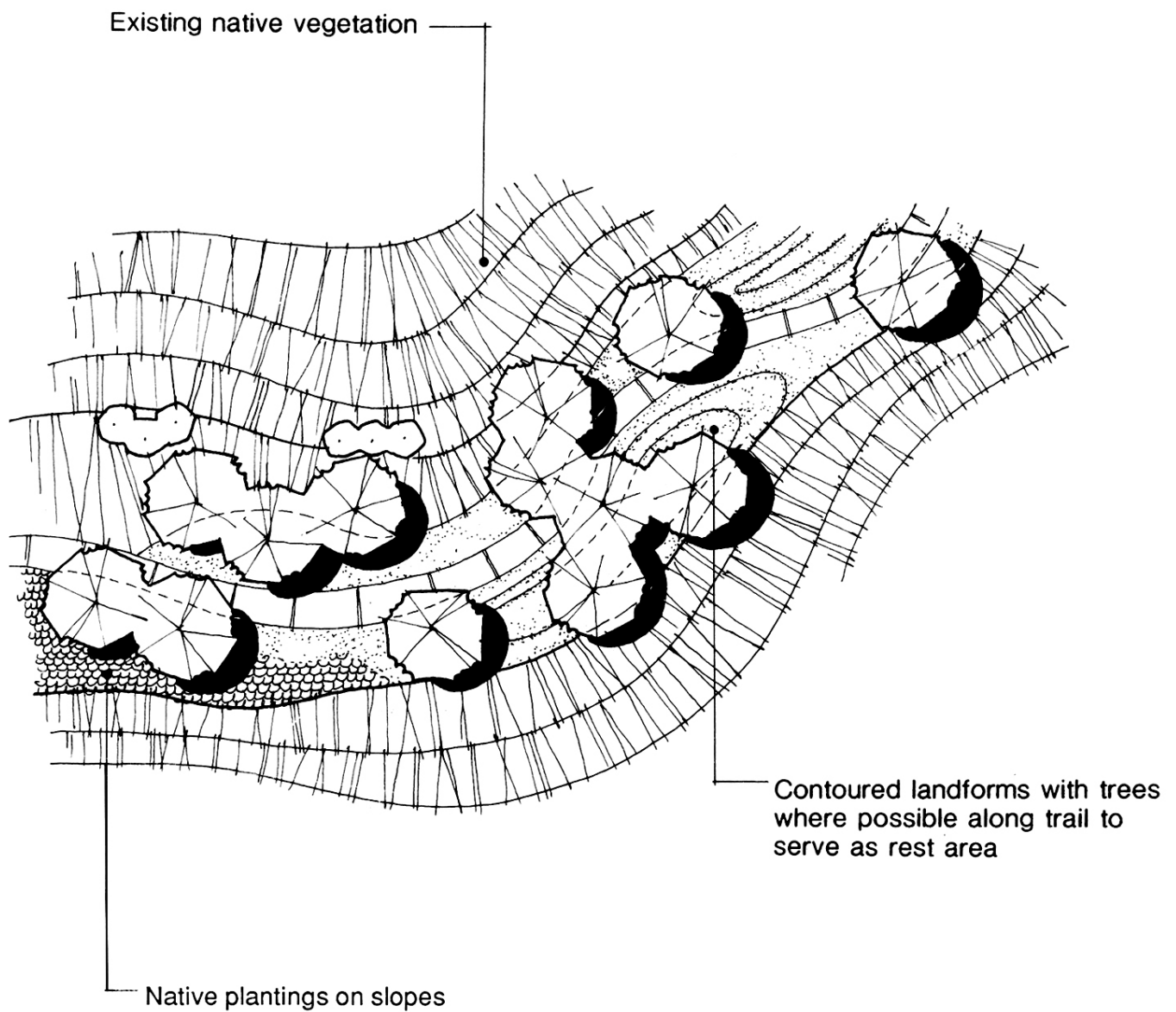


Typical Transition in Viewshed

Miramar Ranch North Community Plan

27

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.

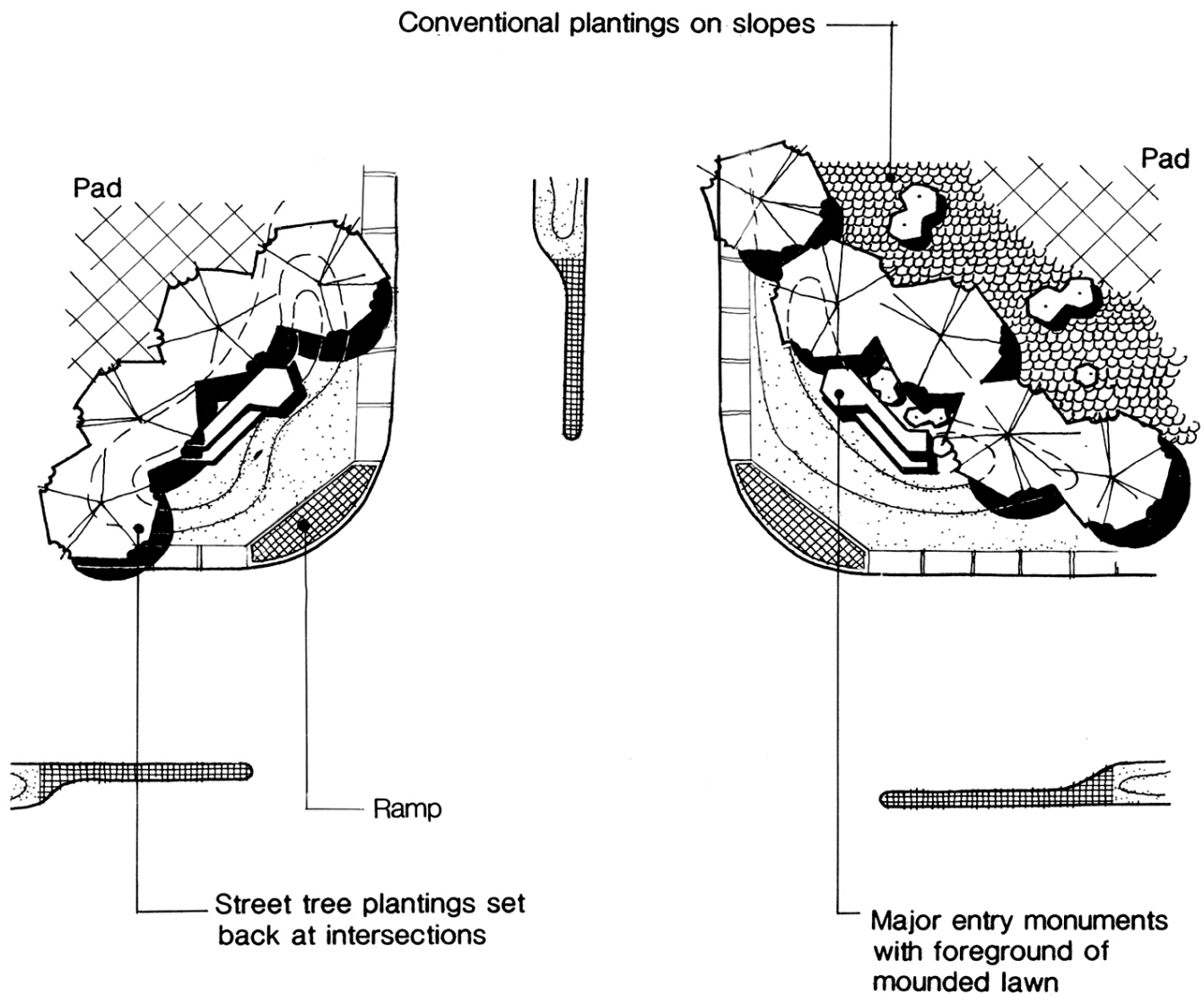
11.3e Street Design

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.



Neighborhood Entry Node
Miramar Ranch North Community Plan

29
FIGURE

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

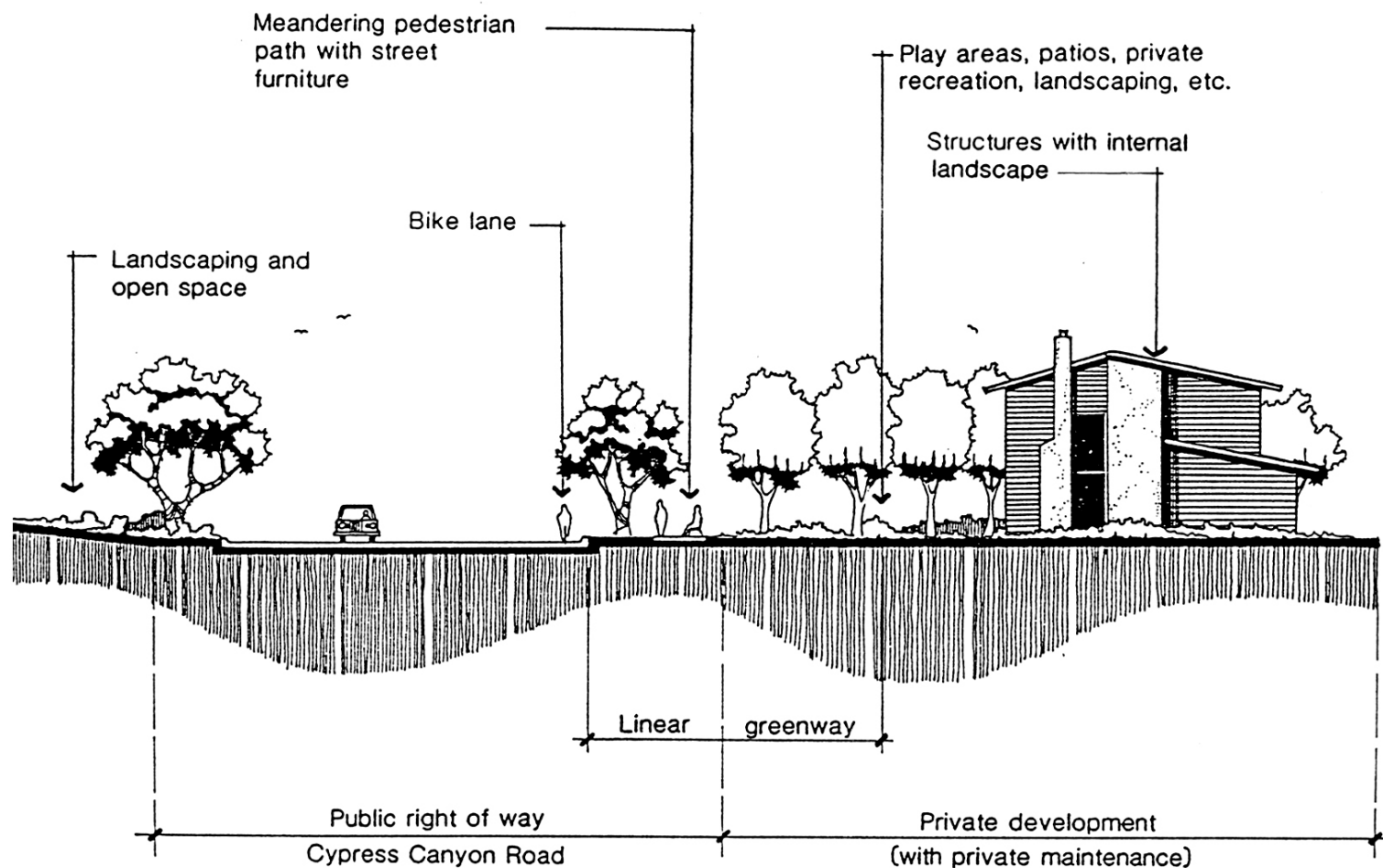
The guidelines contained herein should be implemented through project review procedures and follow-up maintenance arrangements. All projects within the viewshed are subject to normal subdivision approval and also planned development controls: PRD for the residential developments. In addition, some projects 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.

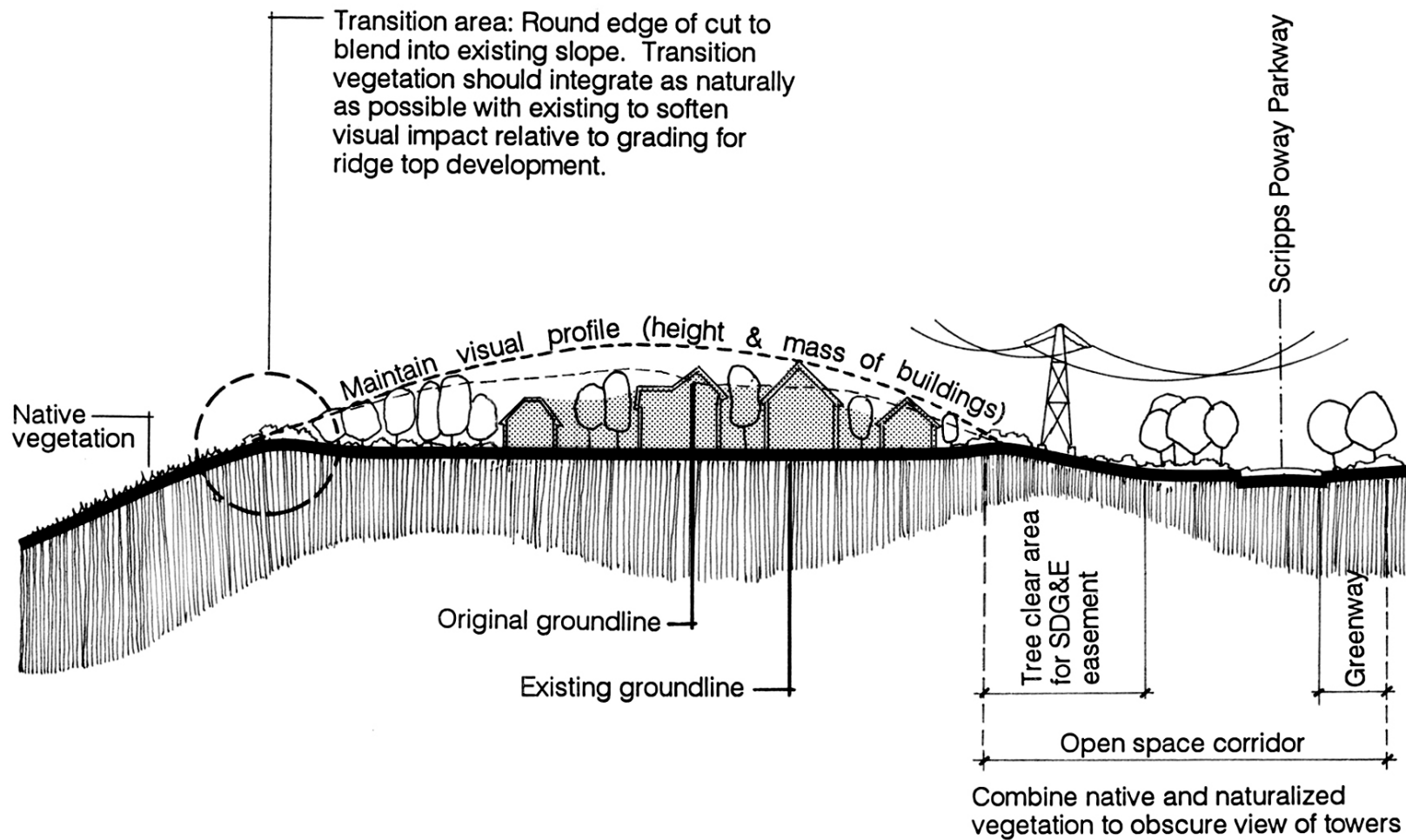
The urban portion of the greenway should be developed in a unified manner, to create an overall atmosphere. Developments in the Ranch Center should set the standard for the remainder of the greenway. Some of the devices which should be considered in developing the greenway follow:

- 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 are the freeway and regional commercial site, which are designated anchor sites 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 and regional commercial (Mercy site), freeway commercial, and multifamily residential. Under these conditions, it is particularly important to strive for continuity in design among the separate projects. Continuity can be achieved by design that is similar in character or explores different concepts that respect and complement the natural and built environment. 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 may be viewed as context 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 previous projects as well as explore distinctive and signature design components that complement and enhance the community. The regional commercial site is of sufficient size to allow the creation of a coherent design statement at this community gateway.

At Mercy interchange, accessways to the institutional site, freeway commercial, park-and-ride, and Mercy regional commercial/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.

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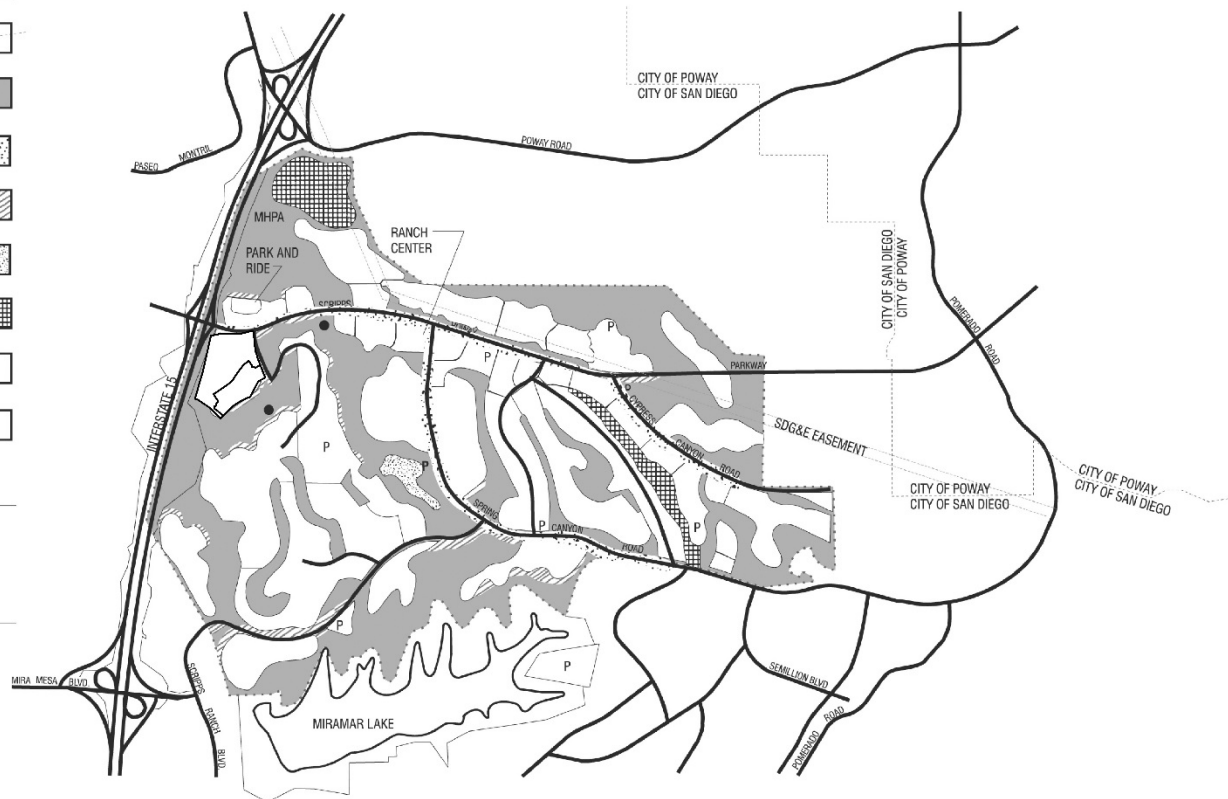
Section 12

Sensitive Lands/ Open Space Element

LEGEND:

PLANNING AREA BOUNDARY	
MUNICIPAL BOUNDARY	
NATURAL OPEN SPACE	
TRANSITION	
SLOPES > 30°	
SPECIAL OPEN SPACE RESERVE	
SPECIAL BIOLOGICAL STUDY	
OPTIONAL WILDLIFE CATCHMENTS	
PARK AND PARK OPEN SPACE	

ACRES OF OPEN SPACE	
NATURAL:	671
TRANSITION:	129
SLOPES > 30°:	110
PARKES/FIELDS:	41
TOTAL:	951



Open Space System
Miramar Ranch North Community Plan

32
FIGURE

SECTION 12: SENSITIVE LANDS/OPEN SPACE ELEMENT

Goal 1: Encourage the careful management of community environmental resources through preservation of a passive open space network and support of environmentally sensitive development.

Goal 2: Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.

12.1 SENSITIVE LANDS AND OPEN SPACE PROTECTION

Objective: Encourage the preservation of significant environmental resources and minimize impacts on environmentally sensitive areas through the creation of special open space preserves and a passive open space network.

Prior to any development, if needed, additional biological surveys may be required over the subject property as part of the environmental review process. Appropriate mitigation measures of impacts on environmental resources should be undertaken in accordance with recommendations of the Environmental Quality Division of the City of San Diego.

Approximately 52 percent of the total planning area is designated as open space; acreage and general locations are indicated in **Figure 32**. To the extent possible, open space areas should create a community-wide passive open space system. Connections between large open space areas are especially important in maximizing the overall network as a wildlife habitat. The open space system should connect into the network in Scripps Ranch where feasible. At least one at-grade crossing for wildlife should be provided along the western portion of Spring Canyon Road, the Ranch Center.

The importance of the Miramar Ranch North area to the citywide open space system has long been recognized by the City. As previously mentioned, the Cypress Canyon and Lake Miramar viewshed areas are contained in Priority Numbers 17 and 28, respectively, of the citywide open space retention list. In addition, the area adjacent to the Scripps and Oceanview neighborhoods (see **Figure 12**) is contained within Priority Number 53, while the northwest portion of the Oceanview neighborhood is contained within Priority Number 95.

Definitions: *Natural open space* is land which is not altered by development. *Natural vegetation* is preserved and no seeding or irrigation will occur. *Transition area* is land which has been graded or otherwise altered by development but is not planned for buildings, streets, or lawn areas. *Transition* is also along the boundary of developed areas with natural open space. The transition areas should be landscaped (1) to enhance the community visually, (2) to provide buffers between developed areas and natural areas and (3) to provide community and neighborhood separation and identity. In some areas, greenways and pedestrian paths should be incorporated as part of the transition area. Slopes over 30 feet are graded major slope areas found in several areas of the Plan. Slopes should be revegetated to lessen the visual impact of these major slope areas.

As depicted in **Figure 32**, two wildlife water catchments shown in the western portion of the community may be provided. The annual maintenance of these catchments should be provided through the Open Space Maintenance District.

Several special open space preserves are designated. The preserves are designed to protect existing high-interest biological species and/or transplanted species. Special care should be taken to preserve not only the natural habitat itself, but the conditions such as drainage and sunlight creating the habitat. No landscaping should be undertaken in special open space preserves. Preservation of the existing conditions is especially important for the riparian area next to I-15.

Two areas are designated for special study in regard to biological resources, as shown in **Figure 32**. The Poway interchange corner includes Peñasquitos Creek and surrounding vegetative habitat, while the northeast-facing slope in the east-central portion of the planning area may support extensive Del Mar Manzanita. Further biological reconnaissance should be undertaken prior to development in or near these two areas. Appropriate mitigation, such as designation of a special open space preserve, should be included in the pertinent project EIRs.

During design, construction and maintenance of developments, areas designated as natural open spaces should be left as intact as possible. Dumping of fill and garbage should be prohibited and trampling of vegetation on foot and by vehicles should not be permitted. Control measures may include signing, fencing and close supervision of construction. To control the use of off-road vehicles, appropriate design layouts, fencing, signing and landscaping should be employed at open space access points and in open space areas where preservation of particular natural features is desired. Any planting in passive open space areas should utilize drought-resistant, native species. Hydroseeding with a eucalyptus mix is desirable except in special open space preserves.

12.2 LANDSCAPING PROGRAM

Objective: Provide for the planting and maintenance of landscaped areas appropriate to creating the overall community character and to local environmental conditions, with emphasis on eucalyptus forestation.

Landscaping should contribute to the creation of an overall aesthetic quality for the community. A planting program is proposed combining extensive forestation with eucalyptus trees and landscaping of individual development areas with clusters of trees, shrubs and ground covers. Landscaping should be viewed in the context of the passive open space system, that is, native vegetation punctuated by eucalyptus stands should together act as a backdrop for designed and maintained landscaped areas. This landscaping concept should produce an overall effect similar to that of the twin community of Scripps Ranch. The landscaping program is summarized in **Table 18**.

If possible, transition areas located along streets and within parcels should be planted with eucalyptus trees prior to any community development, in order to create an early visual impact. Hydroseeding is acceptable. A mix of eucalyptus varieties should be utilized, emphasizing clean, noninvasive, drought-resistant types.

The transition areas located along the boundary of developed areas that are adjacent to open space will serve as brush management areas and will be planted with a mix of native vegetation.

Overall, tree planting patterns should be of a naturalized grove character rather than in definitive formal designs. Tree planting should respond to topographic features and accentuate the differences between canyons and ridges. Special planting of trees and shrubs should occur in active open space areas (along pathways). The use of trees and landscaping in transition zones is discussed in **Section 11**; the planting density along ridgetops, in particular the density of trees, should ensure views are preserved. Where possible, existing stands of trees should be preserved.

Landscaping is important in creating the street scene, especially along the major streets. An informal quality utilizing eucalyptus is sought for the length of Spring Canyon Road. Scripps Ranch Boulevard is discussed in **Section 11.3** and **Section 11.4** speaks to Scripps North Parkway/Cypress Canyon Road. Mounded lawn and ground cover areas should be emphasized in the street medians.

Aside from its aesthetic function, landscaping should be used to minimize runoff on slopes. Areas disturbed by grading should be landscaped expediently, with planting done in sequence with grading rather than on a project-wide basis. Landscaping should be utilized as a visual and/or noise screen to separate disparate land uses.

To the extent practicable, all landscape materials and seed mixtures should have low water requirements and should be native species or equivalent. On artificial slope banks, landscape materials should be deep-rooted species. Native seed mixes should be planted with “punched-in” straw on fill slopes or serrations on cut slopes. The landscape architect should consider the soils engineer’s reports as to the watering of artificial slopes and determine a watering program to set a plant establishment period.

In the design and maintenance of native vegetation and landscaped areas, consideration should be given to potential brush fires. The use of fire retardant plant materials is encouraged. In addition, sprinkler systems and other watering methods should be available to control fires as needed.

12.3 LANDFORM AND GRADING

Objective: Permit reasonable grading for development while ensuring the overall landform is retained and the graded areas blend into the natural terrain.

Site planning should maintain the topographic relief of the existing terrain and preserve significant views from and of development areas as shown on the 1-inch = 400-foot scale concept grading plan which may be found at the end of the Plan. The ridge-canyon relationship should be maintained and not obliterated. While hilltops and valleys may be graded to permit development, the sense of distinctive landform should remain to the maximum extent possible.

TABLE 18
SUMMARY OF LANDSCAPING PROGRAM

Area or Condition	Landscaping Approach
Passive Natural Open Space	Native vegetation
Special Open Space Preserves	Rare plant species preserved, no landscaping
Pedestrian Paths	Special planting of trees and shrubs, highlighting pathway (as differentiated from surrounding natural open space)
Street Scene on Major Streets	Consistent landscaping program along length of street emphasizing tree planting, bermed medians. Twenty-foot-wide open space linkages along major roads
Transition Areas adjacent to Open Space, all Streets and in parcels	Native vegetation in areas adjacent to open space. In all other transition areas, naturalized planting blended into existing native, trees permit views from ridge yet screen view from below as needed.
Parks and Cypress Canyon Greenway (urban portion)	Selected lawn areas permitting intensive recreational use, trees for shade and intimacy, drought resistant ground covers and shrubs
Individual Development Projects	Planting of open space and parking areas, blended to surrounding conditions; landscape screens as needed

The technique of topping narrow ridges and filling sharp canyons by daylight cut and fill methods should prevent the destruction of entire hillsides, as shown in **Figures 33** and **27**. The use of artificial slope banks should be discouraged.

The height difference between ridges and canyons should be retained to the greatest extent possible. In single-family residential areas, grading in canyons and on ridges should be limited to the minimum area necessary to install streets, prepare house pads and create usable outdoor living areas. Hillsides between canyons and ridges should be retained in their natural state. All graded areas should be blended with the native hillside terrain to achieve a natural effect.

It is recognized that in some portions of the proposed Plan, substantial cuts and fills are required, even utilizing the topping-and-filling grading technique. These cut and fill areas arise where important streets must meet City engineering standards, such as for grades and curve radii. Three cases in point are Scripps Ranch Boulevard at the western entrance to the community, Spring Canyon road along the ridge between Scripps Ranch and Miramar Ranch North and the north-south road passing by the eastern elementary school site, through Cypress Canyon and northward across the power easement. In the detailed engineering of important roads in the plan area, care should be taken to minimize the cuts and fills to the extent feasible while meeting City road standards. Significant cuts may also be anticipated on narrow ridges in order to create even a minimum developable acreage.

In engineering design, the heights of manufactured slope banks should be minimized. For artificial banks over 30 feet in height, slopes should be blended, tops of slope banks should be rounded and contoured or landform grading should be utilized. Both horizontally and vertically, all artificial slopes should be blended to meet native terrain. Use of variable slope ratios is encouraged. The overall effect desired is a “natural” undulating terrain rather than a manufactured appearance.

In those instances where manufactured slopes exceed 30 feet in height, a landscaping and maintenance plan should accompany development plans. Those plans shall ensure natural-appearing slope coverage by vegetation within a practicable time frame, as recommended by the landscape architect and approved by the Park and Recreation Department. The plant material used to cover the slopes is to be fire resistant, self-sufficient and drought resistant and should reduce erosion potential. An irrigation system, if needed, should be designed as part of the development plans and should be in place for as long as needed by the selected species to initiate and develop.

Both horizontally and vertically, all artificial slopes should be blended to meet native terrain. Use of variable slope ratios is encouraged. The overall effect desired is a “natural” undulating terrain rather than a manufactured appearance. Grading should minimize disturbance to natural landscape on slopes adjacent to natural canyon areas.

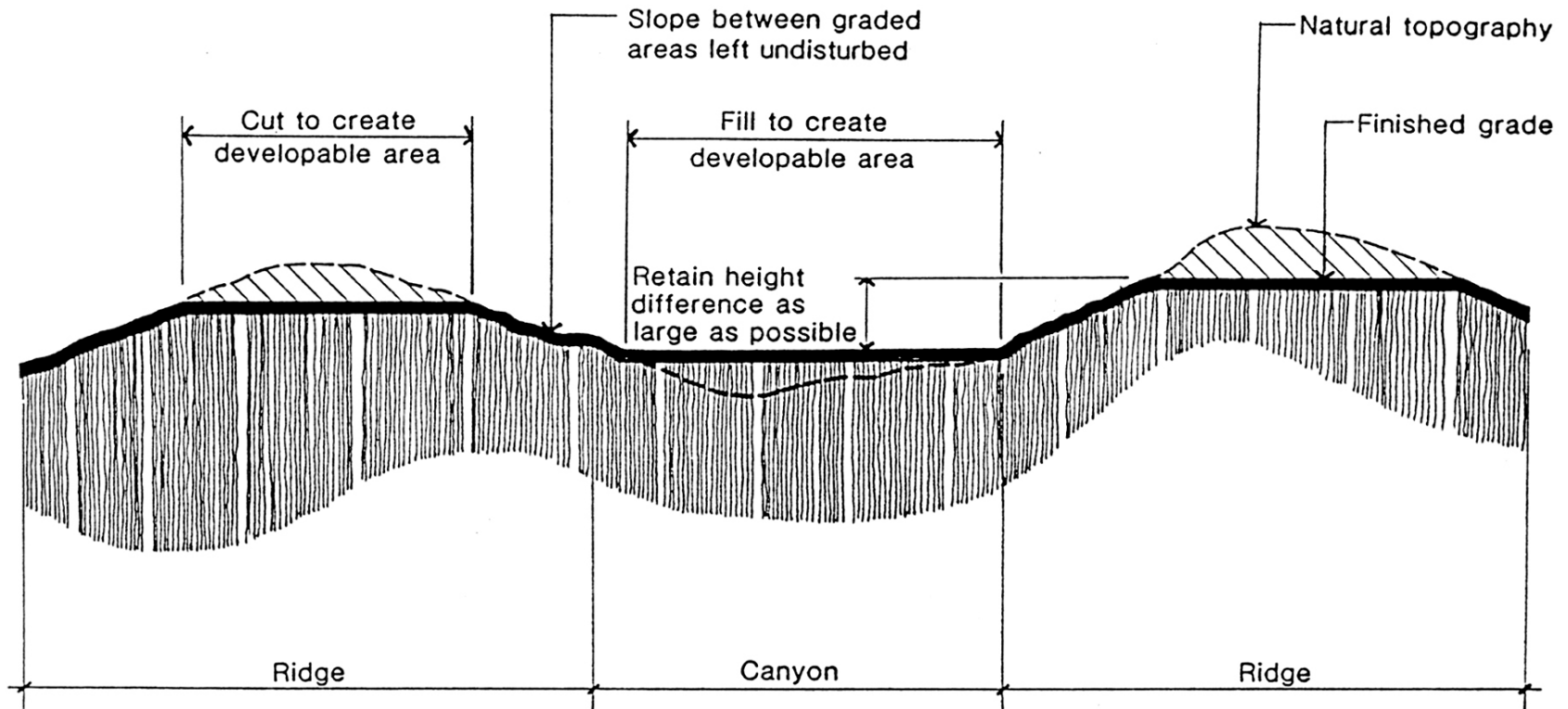
All grading operations should take into account the potential for erosion and settling. Earth moving should be accomplished in phases to avoid clearing of ground cover far in advance of grading. Grading should be limited to what is necessary, such that spillovers into natural areas are avoided and native vegetation to be preserved is not trampled. The final earth surface should be watered and rolled to form a hardened, compacted cap of soil which will minimize dust and erosion. Construction control should pay attention to soils compaction and avoid an over-concentration of rocks and cobbles in the outer area of fills, pursuant to the soils engineer’s recommendations.

Drainage facilities should be constructed concurrently with earth moving activities, with runoff directed away from slope banks. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Grading operations should be avoided during the rainy season if possible. Any earth moving activity should be followed by construction and landscaping as soon as practicable.

2.4 DRAINAGE

Objective: Provide an adequate drainage system for the collection and control of surface water.

In planning developments and siting buildings, water flows and the natural drainage patterns ought to be considered. Efforts to limit the amount of surfaced ground should be made, especially in hillside areas. Impervious surfaces such as foundations, driveways and patios should be integrated into the natural drainage systems.



Typical Section Showing Grading Concept

Miramar Ranch North Community Plan

33

FIGURE

The provision for the collection of sediment and control of erosion on manufactured slopes should be the responsibility of the developer as outlined in the City Code. During construction, runoff ought to be channeled to prevent erosion. Drainage facilities should be constructed concurrently with all grading activities, including artificial slopes. Runoff should be directed toward planned drainage facilities and away from artificial and natural slopes to the extent feasible. Access to drainage systems should be provided such that cleaning and maintenance are facilitated. Drainage directed into the Peñasquitos Creek system should be non-erosive.

As described in **Section 12.2**, this Plan calls for the retention of about one-half the planning area in natural ground cover and native plants, supplemented by eucalyptus forestation. Because these species are adapted to the soils, water and climate of the site, this landscaping approach should reduce both the volume of water necessary for irrigation and the requirements for fertilizers and pesticides. This would have the effect of decreasing runoff volume and pollutant concentrations. Similarly, the landscaping program requires the use of native or naturalized plant stock in heavily planted areas to the extent practicable, for the same reasons.

Runoff containing chemical pollutants will not be permitted to contaminate the public water supply in Miramar Lake. All runoff containing contaminants such as fertilizers, pesticides, detergents and petroleum products are diverted from the reservoir into a City-approved drainage system.

12.5 CONSERVATION PRACTICES

Objective: Promote conservation concerns in the design, construction and use of buildings and developments.

Conservation practices should be utilized in the development of residential, commercial and industrial areas and in public and community facilities. Conservation concerns should be taken into account not only in design and construction but also for long-term maintenance and usage.

Site planning and building design should take into account energy conservation practices in heating, air conditioning, water heating, window treatments, insulation and weather stripping and lighting. Building design and selection of equipment should consider lifecycle costs rather than short-term capital and installation costs. Individual projects should respond to state regulations and guidelines in regard to energy conservation.

Of special interest is the utilization of passive and active solar energy design principles and equipment. Projects developed under this Plan should conform to any mandates of the City of San Diego in regard to solar use and should consider solar accommodation where encouraged by the City. Possible City policies could include utilization of solar facilities and techniques, provision for solar easements guaranteeing the right to receive sunlight and shade control to limit landscaping which interferes with solar collection. Additional measures might include required documentation of life cycle costs on projects and economic incentives to build solar projects.

Water conservation should be considered in the selection of mechanical equipment and plumbing fixtures. Landscape design and choice of plant materials should emphasize low water requirements and the capacity to reduce water runoff. Consideration should be given to a water recycling program for the community if feasible.

12.6 SENSITIVE LANDS MANAGEMENT IMPLEMENTATION

Objective: Arrange for the adequate implementation of the resources management proposals set out in this Plan.

The development guidelines proposed in this section should be implemented through the review of individual and community development proposals by appropriate government agencies and citizen groups. Items reviewed should include environmentally sensitive areas, grading, drainage, landscaping and conservation practices. Planned industrial, commercial and residential developments are required in special sensitive areas. In addition, most developments in the planning area are subject to hillside review (HR). The environmental review process should be utilized to ensure the mitigation measures proposed in this Plan and accompanying EIR are followed in each development project.

The designated open space system should be preserved through dedication of large open space areas to the City as part of the subdivision process. Additionally, open space may be retained through negative or positive easements. In the western escarpment area, in particular for the very low-density residential areas, passive open space may be lotted out, provided construction on steep slopes is prohibited. Active open space areas and special open space preserves should be dedicated through the subdivision process or held by homeowners associations as common land.

The five pocket parks should be developed as part of the subdivision process and be maintained by the Open Space Maintenance District. These areas will be minimally landscaped to blend into the transitional landscaping. Facilities will be limited to a few benches and equipment to provide a rest stop along the trail along with par-course elements.

Landscaping of individual projects is the responsibility of private developers or institutions. Active open space should be landscaped in conjunction with private projects or as part of public facilities benefit assessments or fees. The assessment or fee (or assessment district) should finance landscaping of street medians, public rights-of-way along major streets and possibly eucalyptus forestation.

Maintenance of open space and landscaping should be ensured during the review of individual and community projects. Individual projects should be maintained by private owners or tenants, condominium associations, or a combination thereof. Codes Covenants & Restrictions (CC&Rs) should detail maintenance responsibilities where possible. The grounds at community facilities and within public rights-of-way along major streets should be maintained through a community-wide Open Space Maintenance District administered by the City. Special open space preserves and active open spaces should be maintained on a private basis, depending on location.

Table 19 summarizes the actions and responsible parties for implementation of the resources management proposals.

TABLE 19
IMPLEMENTATION OF SENSITIVE LANDS/OPEN SPACE ELEMENT

Proposal	Action	Responsibility
Create special open space preserves and retain passive designated open space system.	Secure open space through dedication of easement.	City of San Diego.
Provide for planting of community landscaped areas and private developments.	Plant eucalyptus trees and landscape community areas and major streets, monitor development proposals.	Financing plan, Open Space Maintenance District.
Permit reasonable, sensitive grading to allow development as outlined in this Plan.	Monitor development proposals and grading plans, such as through hillside review and planned development review.	Planning Commission, Planning Department, City Engineer, Planning Committee.
Provide adequate drainage in developing the community, with special attention to Miramar Lake.	Monitor development proposals.	City of San Diego, Health Department, Regional Water Quality Control Board.
Promote conservation practices in public and private developments.	Monitor development proposals.	Planning Committee, Planning Department.
Provide for maintenance of landscape areas and open spaces.	Assign maintenance responsibility during project review and monitor maintenance activity, create Open Space Maintenance District.	Planning Committee, Planning Department, City of San Diego, owners associations.

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Section 13

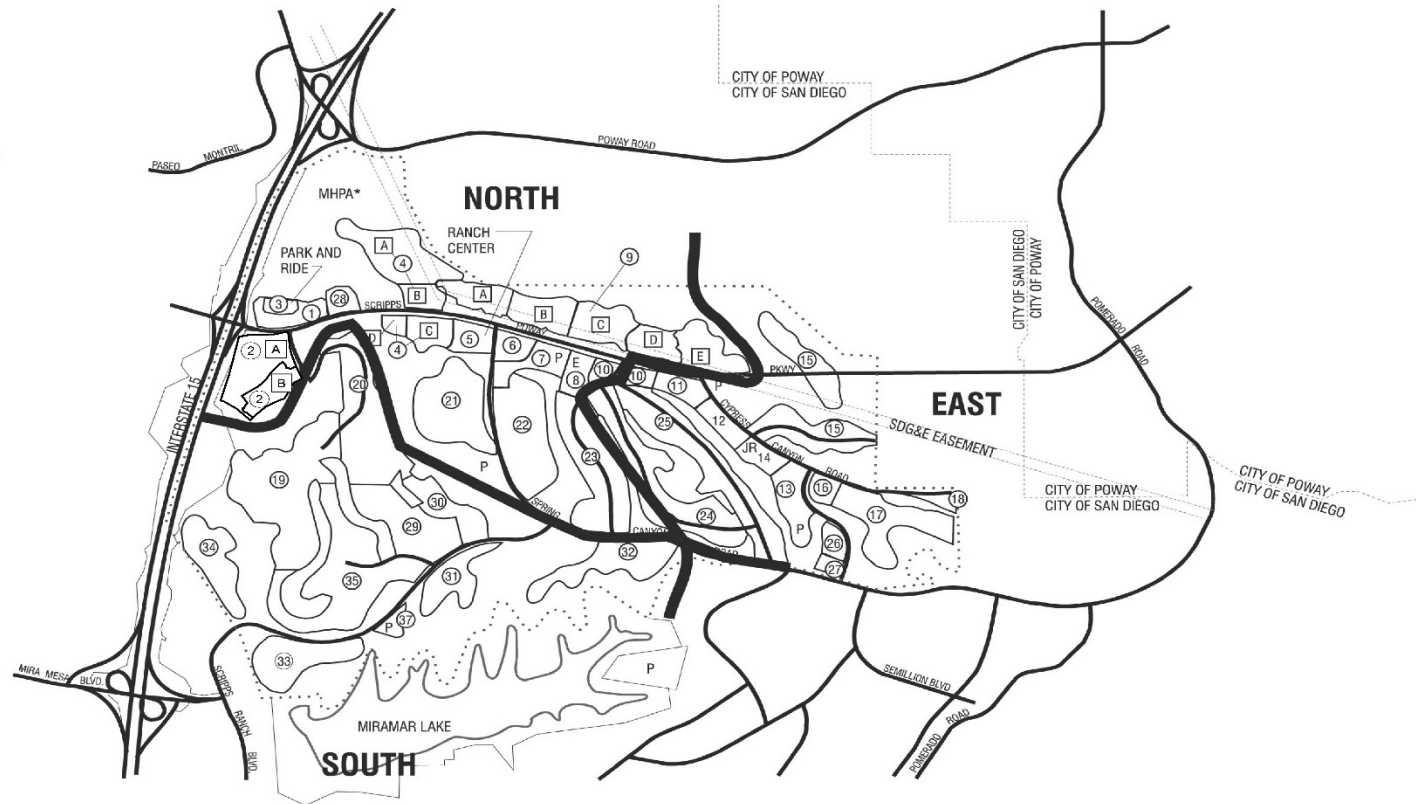
Implementation Element

LEGEND:

1. Freeway Commercial Center
2. Mercy Industrial Site
3. Mercy Park and Ride
4. A. Industrial
B. Commercial
C. Commercial
D. Commercial
5. Community Commercial
6. Commercial Recreation
7. Spring Canyon Park
8. Ranch Center Elementary School
9. A. Medium-High Residential
B. Medium-High Residential
C. Low-Medium Residential
D. Low-Medium Residential
E. Low-Medium Residential
10. Medium-High Residential
11. Medium-High Residential
12. Medium Residential
13. Scripps Community Park
14. Eastern Elementary School
15. Low Residential
16. Religious Building Site
17. Low-Medium Residential
18. Low Residential
19. Low Residential
20. Low Residential
21. Medium Residential
22. Medium Residential
23. Low-Medium Residential
24. Low-Medium Residential
25. Low Residential
26. Low Residential
27. Fire Station
28. Medium-High Residential
29. Low Residential
30. Low Residential
31. Very Low Residential
32. Very Low Residential
33. Medium-High Residential
34. Medium-High Residential
35. Low Residential
37. Lakeview Park
38. Special Open Space Preserve

NOTES:

Alignment of roads shown may change during final design.



SECTION 13: IMPLEMENTATION ELEMENT

Goal: Ensure the provision of adequate public and private facilities and services to meet community needs concurrently with residential and industrial growth and provide for the ongoing maintenance of community facilities and open space.

The purpose of this element is to ensure that support facilities are provided during the course of private development in Miramar Ranch North. It is assumed that the timing of development will be dictated by the marketplace, provided that adequate public facilities are financed and constructed in a timely fashion. This element also summarizes the recommended rezoning and other physical planning controls required for implementation.

When tentative maps are processed, the best methods to use for preserving sensitive lands shall be determined. Dedication, easements for public use, or private lot easements with no provision for public access may all be used in accordance with Council Policy 600-23 in order to implement the intent of this element. Planned development permits shall set down open space maintenance responsibilities. A landscape maintenance district will be formed to care for designated areas, while homeowner's associations and private landowners will maintain open space not covered by the district.

13.1 DEVELOPMENT PHASING

Objective: Phase development in the community in a rational manner.

The major reasons for setting out phasing guidelines are to:

- Ensure adequate public and private facilities and services during the course of development.
- Encourage coherent, orderly buildout of the community (as opposed to scattered, uncoordinated development).

13.1a Guidelines

It is assumed that the buildout rate and order in which projects are developed are primarily a function of market and economic conditions. Development should be phased in accordance with the following guidelines:

Ensure adequate utilities, roadways, schools, recreational facilities and convenience commercial in the initial stage of community development.

Provide adequate access and utilities to individual development projects by locating development along or near the backbone street system in the early stages, in the central area in the intermediate stages and in the east and relatively inaccessible western escarpment areas in the final stages.

TABLE 20
PLAN PHASING AREA

Plan Area	Number of Dwellings	Areas of Commercial	Areas of Industrial
North	1,797	66	45
South	1,699	0	0
East	1,093	0	0
Total	4,589	66	45

Plan Area	Parcels (Figure 34)
North	1, 2A, 2B, 3, 4, 5, 6, 7, 8, 9, 10, 21, 22, 23, 28
South	19, 20, 29, 30, 31, 32, 33, 34*, 35, 37
East	11, 12, 13, 14, 15, 16, 17, 18, 24, 25, 26, 27*

*Parcel 27, the fire station, and parcel 34, medium residential, as well as the school and park sites, parcels 7, 8, 13, and 14, may be developed at any time when adequate facilities and services are available.

Balance residential and industrial development, to maintain counterflow of traffic at the freeway interchanges and to provide employment along with housing.

Provide a range of housing opportunities, at a variety of densities, as the community develops.

Phase private and public facilities, utilities and services realistically to meet real demand. For example, development of convenience commercial in the Ranch Center commercial center is expected prior to buildout of the general commercial at the freeway site, as described in **Section 6**.

Develop design anchor projects and Ranch Center facilities relatively early in the community building process where possible, to set the image of the ranch and build a sense of community.

Fire station construction should be phased as early as is feasible when adequate access and utilities become available to the designated site.

13.1b Phasing Sequence

Development will occur in an orderly manner starting in the west portion of the planning area. Critical utilities and regional circulation access are in the west area; hence, a west start is necessary.

Construction may begin either in the northwest, at the Mercy crossing on I-15, or in the southwest via Mira Mesa Boulevard and Scripps Ranch Boulevard. The sequencing of improvements will assure adequate public services for the amount of development permitted.

Table 20 defines three major areas of the Plan used in the phasing sequence and **Table 21** outlines the phasing sequence of development for the backbone facilities with unit thresholds where applicable.

13.2 CONDITIONS OF DEVELOPMENT

Objective: Ensure the provision of adequate public facilities and services to serve residential and industrial projects in a timely manner.

Approval of individual development projects should generally match the phasing guidelines, such that developments are adequately provided services and facilities. In addition, residential and industrial developments should be tied to the condition of the phasing plan presented in **Table 21**.

13.2a Conformance with Council Policy 600-19

Council Policy 600-19 calls for balanced community, with housing accessible to all economic, racial and ethnic groups.

An area and number of dwellings for moderate-income families is included and designated in the Plan. The timing, nature, design and pricing of such housing will depend upon later market conditions, availability of funds and public policy. This Plan specifies that backbone facilities will be built at the outset of community development so that such moderate-income housing need not wait on public facilities.

Moderate income is defined as 80 to 120 percent of median county family income, as computed by HUD based on the U.S. Census. Moderate-income housing can include any of the following, or equal, types of housing or programs:

- HUD Section 8.
- Mobile home park (for families within the moderate-income range).
- Public-owned housing.
- Privately subsidized.
- Any housing selling for five times the median annual county family income, or the rental equivalent.

In addition, the City and planning committee should examine residential projects as they come in, in order to ensure that a number of product types satisfying a range of housing needs are provided. The varied terrain and access situations in the community encourage a diversity of housing options.

13.2b Conformance with Council Policy 600-10

All residential projects should conform to City Council Policy 600-10.

Before an applicant is granted approval for a tentative map, use permit, or rezoning, it must be shown that all necessary public facilities will be furnished at the time of need. Proof of such provision may take the form of letters from public agencies, such as San Diego Unified School District, written offers by the applicant which are then incorporated in the approvals as voluntary but absolute requirements of development or participation in the assessment district or other pertinent financing mechanism.

13.2c Conformance with Council Policy 600-28

Council Policy 600-28 specifies the requirements for approval and financing development in the planned urbanizing area. The policy limits overall density to that called for in the Plan, requires there be adequate supporting facilities and services based on an approved financing plan and requires a school facilities master plan. In addition, a phasing and implementation plan is required for new communities. This plan, together with a PFFP, must be completed and adopted by the City Council prior to development to satisfy conditions of Council Policy 600-28.

13.2d Precondition of Public Facilities Financing Plan

The basic tool to ensure the provision of public facilities and services should be creation of the PFFP.

Prior to the contracting of work for an improvement/assessment district or the recordation of any final subdivision map, the PFFP for Miramar Ranch North must be approved by the City Council. The components of the PFFP are described in **Section 13.3**.

13.3 PUBLIC FACILITIES FINANCING PLAN (PFFP)

Objective: Provide for the timely financing of public facilities, streets and utilities, for both capital improvements and maintenance.

The possible components for the PFFP for Miramar Ranch North are described below and summarized in **Table 22**.

13.3a Assessment District

An assessment district may be formed over the planning area, in order to provide complete backbone facilities for the community early in development, with an equitable distribution of costs.

Assessments would be created against the land within the City to generate funds to finance major facilities: the backbone streets in the City, the accompanying public utilities and drainage facilities, and major sewer, water, power and drainage facilities. In addition, the enlarged neighborhood park site and improvements and the school site recreation facilities in the Ranch Center may be financed through the assessment district. The park-and-ride facility and/or fire station may be financed by this means, provided they can be equitably included.

TABLE 21
PUBLIC FACILITIES TIMING AND PHASING COORDINATION

Facility Improvement Required	Phasing Requirements ^{2,3}
1. Scripps North Parkway: Construct a four-lane major road extending east from Mercy interchange to the east boundary of BCED property.	Shall be condition of the first subdivision map. Construction shall start prior to 120 days after the recordation of the first subdivision map. Construction shall be complete to be within one year thereafter.
2. I-15/Mercy Road interchange: Increase width for four lanes plus left-turn pocket for westbound to southbound onto I-15.	Same as 1, above.
3. Scripps North Parkway a. Increase from four-lane to six-lane primary from the east side of I-15/Mercy Road interchange to Spring Canyon Road. b. I-15 Mercy interchange: westbound to southbound improvements shall be those required in the CALTRANS project study report due in January, 1988.	Facilities 3a. and 3b. shall be a requirement of approval of the first subdivision map which would bring the total of recorded land uses up to 2,700 equivalent dwelling units (EDU). The facilities shall be open and usable by the public prior to occupancy of any structure which brings the community total to 2,700 (EDU). ¹
c. Construct a two-lane collector from Scripps Poway Parkway southerly along the eastern edge of parcel 2, across open space, and through the northern half of parcel 20.	Shall be a condition of the final map for parcel 20, and shall be open and useable to the public prior to the occupancy of the first structure within said map.
4. Spring Canyon Road: Construct a four-lane collector from Scripps North parkway easterly to the existing segment of Spring Canyon Road.	Shall be a condition of the first residential subdivision map and shall be open and usable to the public prior to occupancy of the first structure within said map.
5. Scripps Canyon Boulevard: Modified four-lane collector from existing Scripps Ranch Boulevard to the east boundary of development area 33.	Shall be a condition of the final map for development area 33 and shall be open and usable to the public prior to occupancy of the first structure within said map.
6. Scripps Ranch Boulevard: Modified four-lane collector extended from existing Scripps Ranch Boulevard to Spring Canyon Road.	Shall be a condition of approval of the first final subdivision map Phase 3 which would bring the total of recorded equivalent dwelling units up to 600 shall be open and usable by the public prior to occupancy of the 600 th EDU within awarding the contract for the off-site work.
7. Contribution of \$2,100,000 cash or irrevocable letter of credit for construction of offsite portions of Scripps North Parkway.	Shall be a condition of first subdivision map and payment be assured with the first map to the satisfaction of the City. Payment of contribution is due

simultaneously with the awarding the
contract for the off-site work.

TABLE 21
PUBLIC FACILITIES TIMING AND PHASING COORDINATION (cont.)

Facility Improvement Required	Phasing Requirements ^{2,3}
PARKS	
8. West Park site (Development Area 7, 13 acres)	Development of the park shall be a condition of the first residential subdivision. The park shall be open for public use within 18 months following occupancy of the first residential unit.
9. East Park site (Development Area 13, 20 acres)	Development of the park shall be a condition of approval of the first residential subdivision map which would bring the total of recorded dwelling units up to 2,700. The park shall be open for public use prior to occupancy of the 2,700 th residential unit.
10. Lakeshore Park	Development of the park shall be condition of approval of the first final residential subdivision map in Phase 3 which would bring the total of recorded dwelling units up to 600. The park shall be open for public use prior to occupancy of the 600 th residential unit.
SCHOOLS	
11. Initiate a Mello-Roos Community Facilities District.	<p>a. Schools will be constructed by San Diego Unified School District (SDUSD) in accordance with the Long Range Facilities Master Plan: 1986-2000 adopted by SDUSD, dated January, 1987.</p> <p>b. Prior to recording of the first residential subdivision, the San Diego Unified School District shall have created a Mello Roos Community Facilities District, which district shall have issued bonds covering no less than 1,100 acres of the Miramar Ranch North Planning Area.</p> <p>c. The westerly school site, Development Area 14, shall be graded and public improvements installed at the time Scripps North Parkway is constructed.</p> <p>d. The easterly school site, Development Area 14, shall be improved at the time Cypress Canyon Road is constructed or, in the event the District desires the site earlier, then the easterly site along the road and utility extensions shall be provided through the school district.</p>
12. Contribution of \$1,000,000 towards the design of Scripps Ranch Secondary School and to develop playgrounds on the site.	Amount will be available concurrent with recording the first residential final map.
13. The School District will construct second school upon need.	The Long Range Facilities Master Plan: 1986-2000 adopted by the SDUSD Board in January, 1987, does not forecast any need for a second school in Miramar Ranch North through the year 2000, well beyond the buildout horizon of this community plan. However, the school site will be reserved by this Plan until the District indicates that no reservation is necessary, at which time an amendment to this community plan may be proposed to change the land use designation.

TABLE 21
PUBLIC FACILITIES TIMING AND PHASING COORDINATION (cont.)

Facility Improvement Required	Phasing Requirements ^{2,3}
LIBRARY	
14. Contribution of \$2,360,580 to Scripps Ranch Library. (McMillin/BCED portion is \$2 million)	Shall be a condition of the first residential final map. Money shall be assured by a means acceptable to the City prior to occupancy to the first residential unit. The money is due within 30 days of demand once the City is ready to award the contract for construction of the library building. The library will be open and usable upon the occupancy of the 4,560 th residential unit unless otherwise directed by the City Council in the PFFP.
FIRE PROTECTION	
15. Construct fire station in development area 27 upon need	Funded via the FBA for Miramar Ranch North and the FBA for Scripps Miramar Ranch; year of construction is set forth in the FBA as considered and adopted by the City Council. The fire station shall be open upon occupancy of the residential, commercial, or industrial building corresponding to 4,500 equivalent dwelling units unless otherwise directed by the City Council in the PFFP.

Notes:

1. Commercial acreage may be converted at a rate of one acre to 50 equivalent dwelling units (EDU) and industrial land may be converted at a rate of one acres to 20 EDU. EDU may be converted to average trips per day (ADT) by using a multiplier of 8.5 ADT per EDU.
2. Transportation improvements shall be completed or under contracts or bonded or scheduled in the City Capital Improvements Program for the current year or programmed in the STIP for the current year to satisfaction of the City engineer before exceeding the allowable levels of development. Unless otherwise noted, improvements required by this phasing plan for approval of a final map are expected to be in place or under construction when building permits are issued under the final map. The City may, based on need, cease the issuance of building permits from the approved or subsequent final maps until the improvements are in place and open to traffic.
3. For fire protection, industrial uses may be converted to EDU at a rate of 6.7 EDU per acres and commercial uses at a rate of 9.3 EDU per acre.

Only facilities which are needed in a reasonably early time should be included in an assessment district. Otherwise, the burden of maintenance and exposure to vandalism would outweigh any advantage in using the district device. Items which could be included in the district or deferred by paying impact fees (as described below) are traffic signals, street lights and street scene landscaping.

The assessment district, if this method is used, should be formed prior to recording any subdivision map. The distribution of costs should be based on benefit. Improvements should be constructed at the outset of development of the community and financing would be through local bond issues. The probable methods will be the 1913 Act assessment district combined with the 1915 Act bond, with the City of San Diego conducting the process.

13.3b Public Facilities Benefit Assessment/Developer Agreement

A public facilities benefit assessment or developer agreement could finance facilities which are related to the entire planning area but which may not be included in the assessment district. A public facilities benefit assessment or development agreement fees should include consideration of the following:

- Benefit fees or assessments for facilities which already exist outside Miramar Ranch North, but which require additions or expansions to facilities to meet the requirements of the community. These may include police and public works.
- Benefit fees or assessments for facilities within the planning area which are intended for the use of residents. These facilities may have to be built or provided in stages. This includes traffic signals at major street intersections and street scene improvements including landscaping of the medians and rights-of-way along major streets. As noted in **Section 13.3a**, the assessment district mechanism may possibly be utilized to finance any or all of these facilities.
- Benefit fees or assessments for facilities whose service and benefit area encompasses not only Miramar Ranch North but also Scripps Miramar Ranch and possibly additional areas. This includes the fire station, the library branch, the park-and-ride facility and the community recreation facilities and/or community park improvements. The financing of these facilities is subject to further negotiation because these are public facilities serving more than the Miramar Ranch North community.

It should be recognized that this Plan supports the development of joint usage facilities where possible, in order to provide needed community services and facilities more economically. Of particular importance is the development of adjoining school and public facilities, which offer opportunities in dual use of facilities for school and community purposes. The objective of this Plan is to provide adequate public and school facilities, including necessary public park and recreation facilities and school sports and recreational facilities. Where it is possible to provide these facilities on a joint public-school basis at no loss to either public or school programs, joint facilities should be pursued.

It should also be noted that this Plan recognizes the responsibility of both Scripps Ranch and Miramar Ranch North in developing “community” recreational facilities designed to serve their combined population and service area. The contribution by Scripps Ranch to joint recreational facilities is set out in the Scripps Miramar Ranch Community Plan and includes acquisition and site improvements of the lakeside community park. The actual decision as to the type and location of joint usage recreational facilities provided through development of Miramar Ranch North will have to be made prior to approval of the PFFP. These facilities may be provided in conjunction with school facilities, as discussed above. Possible options are described in **Section 7.1c**.

For implementation of the PFFP, waiver of the citywide park fee ordinance is required. Neighborhood parks will be provided via assessment district or benefit assessments or fees as stated above, while community joint recreational facilities may be constructed through the public facilities benefit assessment or fee mechanism. The contribution of Miramar Ranch

North to joint recreational facilities should be comparable to that of Scripps Miramar Ranch, adjusted for inflation to the time of construction.

The amount of the public facilities benefit assessment or fee will be a cost per dwelling unit, or equivalent, based on an estimate of the cost of the facilities as approved by the City Council. Industrial and commercial developments should be included in the calculations as equitable. The assessment or fee will be subject to periodic review and adjustment as needed by the Council. It will be paid at the issuance of a building permit for any private structure within the planning area. A single trust fund will be established for all of the FBA funded facilities, to be administered by the City Manager.

The assessment or fee-built public facilities should be identified in the PFFP as capital improvements to be funded through the trust fund. However, it may benefit the community if developers are permitted to donate land use and build facilities in lieu of fees, subject to City approval. This Plan encourages this procedure due to problems with providing adequate facilities through fees in an inflationary economy. Also, there is some indication that developers working in the planning area or vicinity may be able to provide facilities at a lower cost than through the City procedure of collecting fees and awarding building contracts as part of the PFFP.

13.3c School Financing

School buildings should be provided concurrently with development through school fees paid to the San Diego Unified School District.

The amount of the fee is established by state law and will be collected upon issuance of a building permit for residential, industrial and commercial uses. A Mello-Roos community facilities financing district will be set up based on repayment with the state mandated fees, so the amount of the fees will be available to the school district at the outset of construction. The net proceeds from the Mello-Roos district should equal the cash value of the mandated fees so start up costs and interest should be borne by the developers.

The school sites should be conveyed to the school district as part of a land trade for other lands owned by the district and which have been declared surplus or by direct purchase by the district.

TABLE 22
PUBLIC FACILITIES FINANCING

1. Assessment District (optional).
2. Public Facilities Benefit Assessment or Fee.
3. Developer Agreements.
4. School Fees or Other Financing Mechanism.
5. Conventional Subdivision Financing.
6. Open Space Maintenance District.
7 PFFP Advisory Committee (Planning Committee).

It is the declared preference of this Plan to build a secondary school east of I-15 on the presently designated site as soon as possible, in accordance with the district's Long Range Facilities Master Plan. It is further the intent of this Plan that joint use to the maximum feasible degree be made of school and City facilities and staff—including gymnasium, sports facilities, assembly buildings and library facilities in accordance with the limitations and provisions outlined in Sections 7.1.b, 7.1.c, and 7.1.d.

13.3d Conventional Subdivision Financing

Any on-site municipal facilities and any off-site connections to the backbone facilities will be provided by sub dividers under conventional bonded subdivision agreements. These municipal facilities may encompass streets, sewer, water, gas and electric, telephone and cable and storm drain improvements, as traditionally included in subdivision construction.

These improvements should not be tied to the City's Capital Improvements Program, since they are dependent on individual project plans. They are the responsibility of individual developers on a project basis.

13.3e Maintenance and Operations

Provisions for the maintenance and operations of public facilities and amenities should be made prior to construction or preservation. The measures to maintain and operate public facilities include:

- City budget, to operate public parks, the library and optionally the park-and-ride; and provide fire protection, police protection and public works.
- School district budget, to maintain and operate secondary and elementary public schools.
- User fees, to maintain City facilities and public school facilities, but only as adopted on a citywide or school district-wide basis.
- Service charges, to maintain and operate privately owned public utilities (gas, power, telephone, cable television).
- Community-wide assessment district, to maintain median strips and right-of-ways on major streets, special open space preserves, active open space areas not maintained by other means and at least a portion of the enlarged neighborhood park. The vehicle would be an Open Space and/or Lighting Maintenance District, encompassing the entire planning area.

13.3f Community Input into PFFP

The Miramar Ranch North planning committee should review the draft PFFP and make recommendations during preparation of the Plan.

13.4 PHYSICAL PLANNING IMPLEMENTATION

Objective: Provide for the implementation of the physical planning proposals and design guidelines set out in this Plan. Below are outlined the tools and processes to be utilized in the implementation of the physical planning recommendations proposed in the Plan.

13.4a Planning Committee Participation

The key element in implementation is the government/developer/property owner/resident partnership structured through the Miramar Ranch North planning committee. The practice of the Planning Department has been that both developers and government agencies should seek input from the planning committee in the review of proposed projects and programs. The planning committee has an ongoing responsibility to remain active in the planning and development process in order to achieve the goals and objectives set out in this Plan.

Given the importance of participation by the planning committee, the Planning Department should inform the committee of project proposals and pertinent City actions under consideration as early as possible in the review process. Means should be established to ensure the committee may adequately review proposed projects and actions in a timely manner. It is recommended that developers review proposed projects early in the planning stages with the committee, in order to save time and effort in the long term.

Because of the detailed review required to meet the design guidelines proposed in the Plan, the planning committee may establish an architectural review board or subcommittee to review project proposals and monitor development.

13.4b Progress Guide and General Plan

The Miramar Ranch North community is designated a “planned urbanizing” area. As a new community, Miramar Ranch North is subject to special guidelines outlined in the 1979 General Plan, and incorporated into this Plan.

The General Plan designates land uses and open space areas for the planning area based on the current Miramar Ranch North Community Plan. Implementation of this Plan requires amendment of the General Plan to reflect the proposals and land uses contained in this document.

13.4c Boundary Changes

Those portions of the planning area currently lying within the county of San Diego, as shown in **Figure 2**, should be annexed into the City of San Diego, in order that these lands may be rationally developed.

Also, the present park service district boundaries should be adjusted, subject to variance/interpretations, to incorporate the whole planning area into one district and to exclude portions of any other community. This is discussed in **Section 7**.

LEGEND:

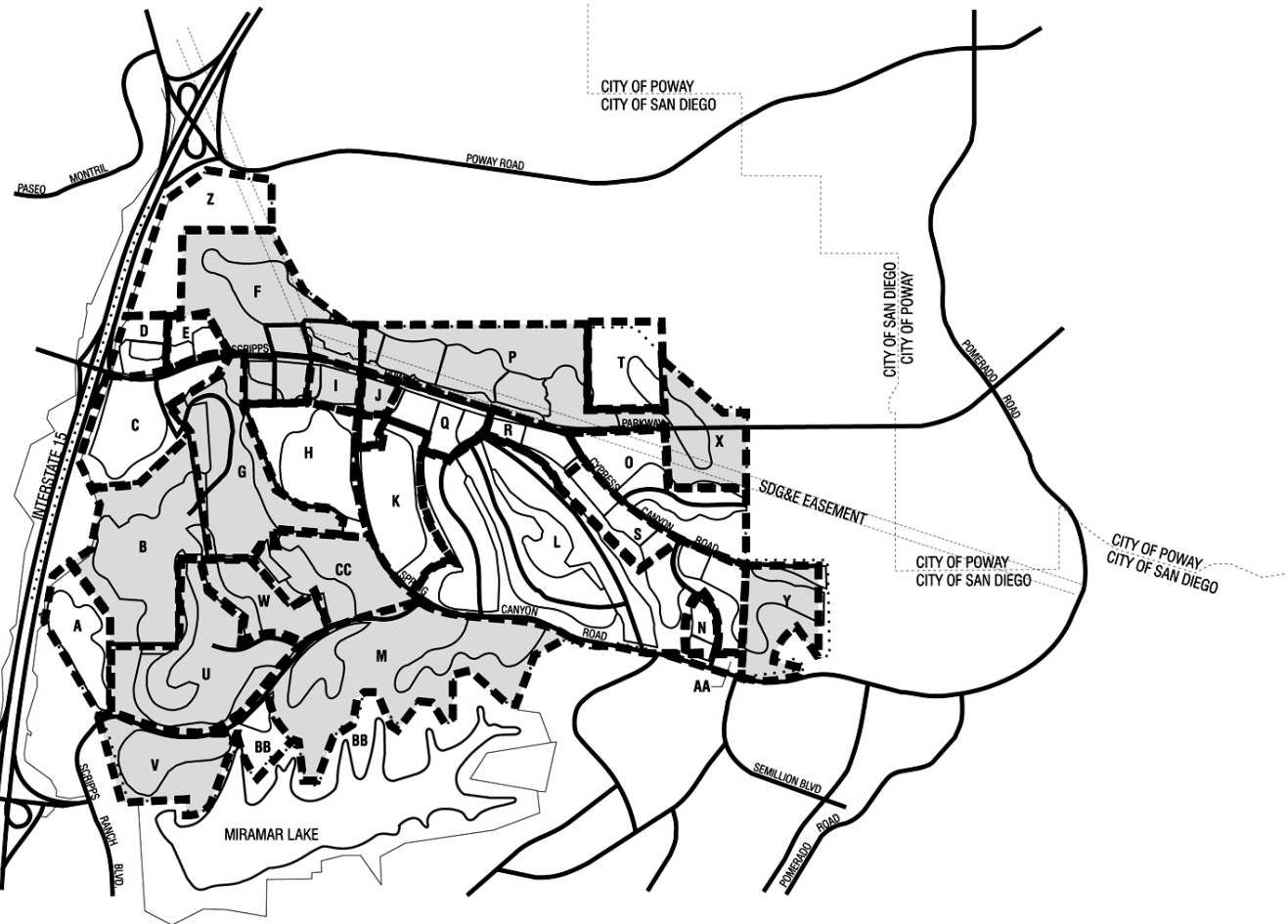
PROPOSED
ZONE CHANGE



LOT	ACRES	EXISTING ZONE	PROPOSED ZONE
A	45.5	R-1500	
B	110.3	R1-10,000	
C	59.4	M-IP	
D	11.9	CA	
E	18.9	R-1500	
F	130.8	M-IP	M-IP/CA, R-1500
G	114.6	R1-8000	
H	83.2	R-3000	
I	16.4	CN,CR	CA
J	10.7	CR, R1-5000	
K	51.7	R-3000	
L	279.9	R1-5000	
M	151.0	A-1-10 R-3000	R1-8000
N	10.1	R1-6000	
O	63.3	R1-6000	
P	138.1	M-IP	R1-5000, R-1500
Q	29.9	R1-5000	
R	18.9	R1-5000	
S	15.4	R-3000	
T	24.3	R1-6000	
U	105.0	A-1-10	R1-6000
V	61.0	M-LI	R-1500
W	35.0	A-1-10	R1-5000
X	38.5	S-87	R1-6000
Y	54.0	A-1-10	R1-6000
Z	74.0	A-1-10	
AA	4.0	A-1-10	
BB	17.0	A-1-10	
CC	54.0	A-1-10	R1-6000

NOTES:

Alignment of roads shown may change
during final design.



Zoning **35**

Miramar Ranch North Community Plan **FIGURE**

13.4d Land Use Controls

This Plan designates land uses for the planning area under development. These land use proposals should be implemented through rezoning from the existing zoning where required. Similarly, the land use proposals for the current county lands should provide the basis for City rezoning prior to annexation and ultimately for City rezoning after annexation.

In addition, some conditional use permits (CUPs) are required for Plan implementation. The CUPs, for example, are necessary for the following: community identification signs, religious buildings in R-1 zones, daycare or nursery school facilities in industrial zones and elementary schools in R-1 zones.

Figure 35 shows the rezoning proposed for the planning area and possible areas requiring CUPs.

13.4e Development Guidelines

This Plan outlines development guidelines for each land use type. Design guidelines are provided for designated anchor projects and special development areas in **Section 11**. In addition, a number of resources management proposals are set forth in **Section 12**. All these guidelines are intended to encourage high quality design and construction responsive to community needs.

These guidelines should be implemented through enforcement of the Subdivision Map Act and Local Subdivision Ordinance. In addition, the Hillside Review (HR) Permit process and the planned development processes should be utilized in the implementation of this Plan.

13.4f Environmental Review

Under the terms of the California Environmental Quality Act (CEQA) and the City Code, all rezonings, subdivisions, use permits, hillside permits and other discretionary acts required for implementation of this Plan are subject to environmental review. This review includes City staff analysis of the project and related impacts, as well as a public review period.

The environmental review for specific projects should ensure implementation of the proposals outlined in the **Sensitive Lands/Open Space Element (Section 12)**. These proposals reflect the analysis and mitigation measures presented in the master Environmental Impact Report (EIR) accompanying this Plan.

13.4g Codes, Covenants and Restrictions

Although codes, covenants and restrictions (CC&Rs) lie outside City enforcement procedures, this Plan encourages the use of CC&Rs to enforce design guidelines and maintain open space and improvements on a project basis. Consideration should be given to the preparation of a standard for CC&Rs for use in residential projects. All proposed CC&Rs should be reviewed by the planning committee during the tentative map process.

All CC&Rs should be in conformance with the design guidelines contained herein, such as prohibition of aerial antennae and recreational vehicle parking in streets. In addition, provision for the maintenance of fencing, landscaping, drainage facilities and active open space areas within projects should be set out in the CC&Rs.

To the extent possible, CC&Rs should detail the responsibilities of the owner association and the mechanisms available to the association for enforcement of the CC&Rs. Codes, covenants and restrictions (CC&Rs) should guarantee that new buyers of property are notified of assessments due to any owner association and are provided copies of the CC&Rs by the seller, by tying these requirements to the title search.



Appendices

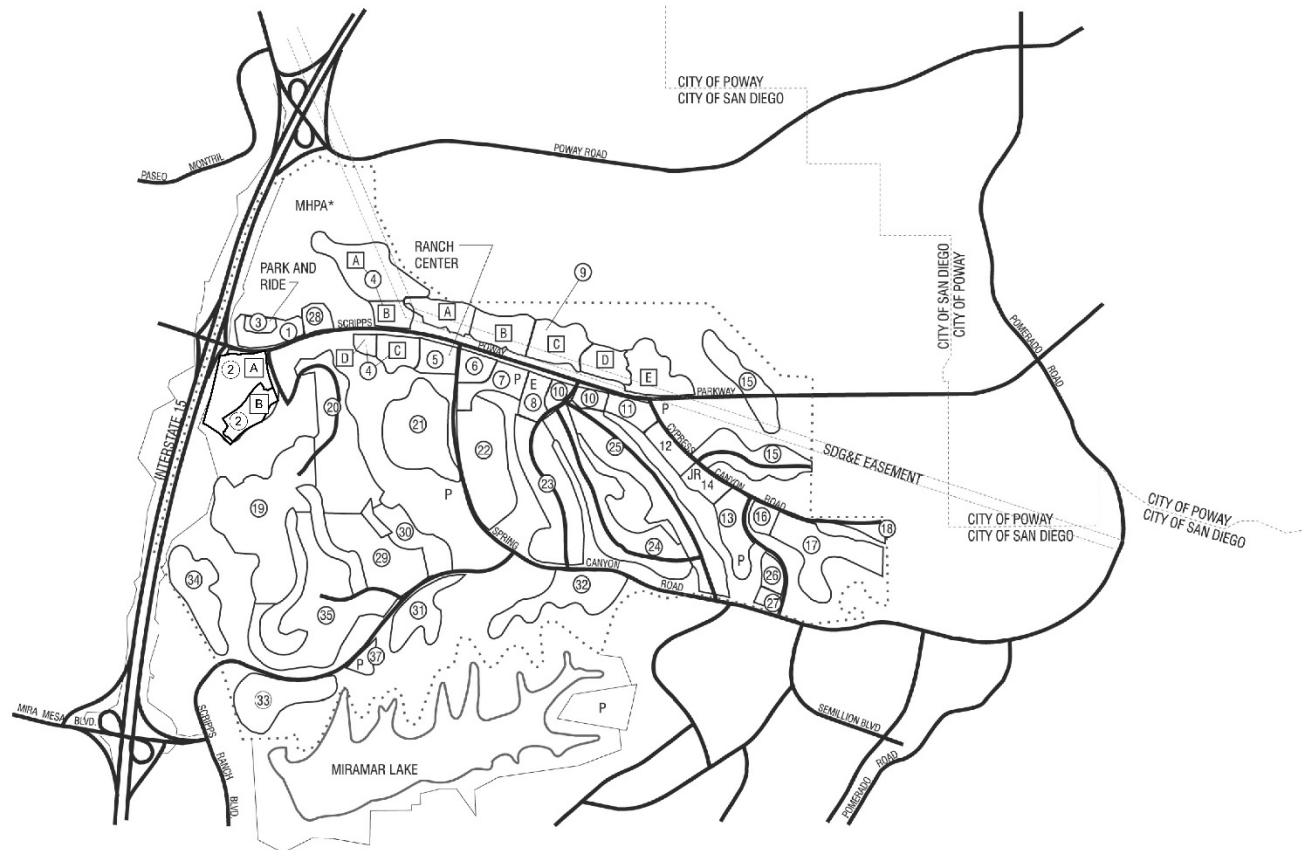
LEGEND:

1. Freeway Commercial Center
2. Mercy Industrial Site
3. Mercy Park and Ride
4. A. Industrial
B. Commercial
C. Commercial
D. Commercial
5. Community Commercial
6. Commercial Recreation
7. Spring Canyon Park
8. Ranch Center Elementary School
9. A. Medium-High Residential
B. Medium-High Residential
C. Low-Medium Residential
D. Low-Medium Residential
E. Low-Medium Residential
10. Medium-High Residential
11. Medium-High Residential
12. Medium Residential
13. Scripps Community Park
14. Eastern Elementary School
15. Low Residential
16. Religious Building Site
17. Low-Medium Residential
18. Low Residential
19. Low Residential
20. Low Residential
21. Medium Residential
22. Medium Residential
23. Low-Medium Residential
24. Low-Medium Residential
25. Low-Medium Residential
26. Low Residential
27. Fire Station
28. Medium-High Residential
29. Low Residential
30. Low Residential
31. Very Low Residential
32. Very Low Residential
33. Medium-High Residential
34. Medium-High Residential
35. Low Residential
37. Lakeview Park
38. Special Open Space Preserve

NOTES:

Alignment of roads shown may change during final design.

*MHPA: Multiple Habitat Planning Area



Project Index Miramar Ranch North Community Plan

36
FIGURE

A. DESCRIPTION OF THE 1987 PLAN AMENDMENT

The Miramar Ranch North Community Plan was originally adopted and incorporated into the General Plan in 1980. The original plan proposed a balanced community of 4,100 homes, industrial and commercial uses, along with public facilities to support the community. The 1987 amendment, which was adopted on May 21, 1987, contains a number of changes but still proposes a balanced community. The number of permitted residential units has been increased as well as the amount of industrial and commercial uses. An important element which was added to the plan in 1987 is a clear phasing plan to assure the provision of the expanded public facilities concurrent with or prior to actual need. Also, the 1987 amendment significantly expanded usable park acreage, partly to offset the lack of an adequate community park site within the twin community of Scripps Miramar Ranch.

There are several differences between the current planning area boundary and the boundary approved in 1980. On the north, the planning area has been enlarged to include lands located between the present boundaries of the Sabre Springs and Miramar Ranch North Community Plans. The planning area has been reduced to exclude lands covered by the Scripps Miramar Ranch community plan amendment currently in City process. The southern boundary of the planning area reflects a land trade which has occurred between the City of San Diego and DAON. The new boundary follows the alignment of a drainage interceptor swale which protects the Miramar Reservoir from surface runoff originating in the planning area. There is a net area reduction within the planning area of 115 acres as a result of the boundary adjustments.

A total of six tentative maps have been approved subsequent to the adoption of the community plan in 1980. These maps cover a portion of parcel 4 and parcel 33 for industrial uses and parcels 29, 30, 31, 34, 35, and a portion of 19. A total of 1,138 residential units and 86 acres of industrial are covered by these tentative maps. All of the maps are consistent with the plan amendment and are not affected.

The amendment makes the following changes to the Plan:

1. Redesignates parcel nine from low-medium residential to industrial.
2. Permits property development to begin in the northwest part of the planning area with access from the Mercy Interchange.
3. Permits development of an additional 660 residential units within land use designations as defined in **Table 3**, on an ownership basis. On parcels located in the viewshed, no increase in density is permitted.
4. Modifies the planning area boundary.
5. Imposes new requirements for public improvements including a greater scope of improvements and dedications as well as changes in the timing of improvements and methods of funding so that adequate public services are assured at all stages of development.

6. Revises the Circulation Element to incorporate a new east-west arterial in the northern portion of the Plan, called Scripps North Parkway which alignment is known as Alternative 8A.
7. Requires an amendment to the General Plan to reflect the community plan changes.

B. DESCRIPTION OF THE 1991 PLAN AMENDMENT

Following the comprehensive amendment of the Miramar Ranch North Community Plan in 1987, interest was expressed in limiting the visibility of Miramar Ranch North development within the Miramar Lake viewshed. After a series of public meetings, community planning group meetings and discussions with the City Planning Department, a community plan amendment was prepared primarily to reduce the visibility of the Miramar Ranch North development as seen from Miramar Reservoir. The resulting community plan amendment affected only the southernmost portion of Miramar Ranch North, an area described in the Implementation Element of the Plan as “Phase 3” of the development.

The Miramar Ranch North viewshed area extends northward from the Miramar Reservoir across City parkland, past the planning area boundary, to the visual horizon as seen from the south side of the lake. The viewshed area encompasses 166 acres of Miramar Ranch North and, in order to significantly reduce development, the use, location, and/or geographic configuration of seven parcels were amended (parcels 29, 30, 31, 32, 33, 35, and 37) along with the relocation of a major road. Some of the key results of the Plan amendment were that 68 *net* acres of previously-designated development were transferred to open space use, another 14 *net* acres of roadways were eliminated and shifted into open space, 248 dwelling units were eliminated from the Plan, the use of one parcel and the density of five others were changed, the physical configuration of all seven parcels was altered, and the alignment of Scripps Ranch Boulevard was shifted northerly so that it was almost entirely out of the viewshed. More specifically:

1. Residential Location and Density - Of the seven parcels directly affected in limiting development from within the Miramar Reservoir viewshed, parcel 33 changed from industrial to residential use, and parcels 29, 30, 31, 32, and 35 gave up or absorbed units from abandoned or reconfigured parcels. The configuration of all these parcels changed, and the location of the Lakeview Park, parcel 37, moved westerly.
2. Scripps Ranch Boulevard - The major east-west road traversing the Phase 3 area was realigned along a more northerly route taking all but a small portion of Scripps Ranch Boulevard out of the Miramar Reservoir viewshed. The realignment caused additional signalization on Scripps Ranch Boulevard, involved a road reclassification, and altered several local road connections.

Making these major changes to seven parcels and Scripps Ranch Boulevard had a ripple effect throughout the community plan. As a result, numerous minor changes resulted, including the total acreage devoted to various land uses, the ratio of single-family to multifamily housing, the number of employment opportunities generated, the number of average daily trips and the location of water lines.

C. DESCRIPTION OF THE 1995 PLAN AMENDMENT

At the time the Miramar Ranch North Community Plan was adopted in 1987, there was limited industrial land available in the I-15 Corridor. Since adoption of the Plan, major areas of industrial areas were opened, including 650 acres in the Poway Industrial Park. This circumstance was the background to a proposal to change 68 of the 145 acres of industrial acres land in Miramar Ranch North to other uses: 52 acres to residential and 16 acres to commercial.

While a recommendation to change a seven-acre recreational commercial site to Area Commercial was subsequently withdrawn by the applicant, the community plan text indicates that any proposal for such a change—if it occurs after the year 2000—will not require a community plan amendment.

Finally, the amendment increased the number of dwelling units in the community from 4,402 to 4,589 units, a gain of 187 units.

D. DESCRIPTION OF THE 1998 PLAN AMENDMENT

The 1998 amendment to the Miramar Ranch North Community Plan made a series of changes to the Scripps Gateway portion of Miramar Ranch North. Scripps Gateway is an area that lies to the north and south of Scripps Poway Parkway immediately east of I-15.

Specifically, the changes involved: modification of the physical configuration, size, and density of three residential parcels (parcels 19, 20, and 28); modification to the physical configuration and size of commercial, industrial and park-and-ride parcels (parcels 1, 2, and 3, respectively); addition of a two-lane collector road where a local road was previously anticipated and a change of the map designation of parcel 4D from industrial to commercial, as authorized by the adopted text of the Plan.

Modifications affected the amount of residential, commercial, industrial and open space acreage. There was no change in the number of residential units. Also included were a series of consequent changes to employment figures and student generation totals. Several technical errors in the existing Plan were also corrected, e.g., accurate parcel acreages were provided when known, land use categories were renamed based on the standards in **Table 4**, roads alignments were corrected, etc.

E. DESCRIPTION OF THE 2016 PLAN AMENDMENT

The 2016 amendment of the Miramar Ranch North Community Plan made a change to the Scripps Gateway portion of Miramar Ranch North, Scripps Gateway is an area that lies to the north and south of Scripps Poway Parkway immediately east of I-15. Specifically, the change involved the redesignation of a portion of the Mercy Site (parcel 2A) from Industrial to Regional Commercial, as authorized by the adopted text of the Plan.

Modifications affected the amount of commercial, retail and office that could be developed on the site, as well as the overall Community Plan area acreage. There was no change in the number of residential units as residential use is prohibited at this location. Also included were a series of consequent changes to employment figures.

E. FOR THE PLAN APPROVED MAY 1987



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G. FOR THE AMENDMENT APPROVED JUNE 1995



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H. FOR THE AMENDMENT APPROVED SEPTEMBER 1998



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J. FOR THE AMENDMENT APPROVED AUGUST 2016



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