EAST DEL MONTE AVENUE
AREA PLAN

COMMUNITY DEVELOPMENT DEPARTMENT SEPTEMBER 1986
RESOLUTION NO. 86-147 C.S.

RESOLUTION ADOPTING THE EAST DEL MONTE AVENUE
AREA PLAN AS AN ELEMENT OF THE
CITY OF MONTEREY GENERAL PLAN

WHEREAS, State planning law encourages cities to develop area
plans to translate the citywide goals, policies, programs, and land use
recommendations of their General Plans into more specific
recommendations for particular areas of their cities; and

WHEREAS, this Area Plan is an element of the City General Plan
and should be used by City Staff, the Planning Commission, and City
Council in determining zoning and subdivision consistency with the
General Plan when considering all proposed public and private
development projects; and

WHEREAS, this Area Plan was developed with participation of
residents, property owners and merchants in the East Del Monte Avenue
area over a six month period with information from and discussion and
comment at two full area meetings, five Area Plan Subcommittee meetings
and frequent informal meetings; and

WHEREAS, the Planning Commission held two public hearings on
this Area Plan before recommending its adoption to the City Council;

NOW THEREFORE, BE IT RESOLVED BY THE MONTEREY CITY COUNCIL that
the East Del Monte Avenue Area Plan is hereby adopted as an element of
the City General Plan.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this
2nd day of September, 1986, by the following vote:

AYES: COUNCILMEMBERS: ALBERT, CANEPA, OUTZEN, VREELAND, ROBERSON

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

ATTEST: APPROVED:

/\ S. CYNTHIA PARMHAM /\ S. CLYDE ROBERSON
Cynthia Parham Clyde Roberson
City Clerk Mayor of Monterey
EAST DEL MONTE AVENUE AREA PLAN
ADOPTED BY THE CITY COUNCIL SEPTEMBER 2, 1986

PURPOSE: The General Plan states that "All major roads leading to Monterey are
scenic corridors...These scenic gateways, which everyone experiences
both on arriving and leaving town, should be protected and enhanced." The General Plan also states that, along Highway 1, signing should be
discouraged and industrial elements should be screened. Along Del
Monte Avenue, commercial uses within the East Del Monte Avenue Area
should be screened.

The purpose of the East Del Monte Avenue Area Plan is to implement
these General Plan policies by the preparation of design and
landscape standards which will upgrade the appearance of the area and
by providing parking standards which will reduce the impacts of
on-street parking.

POLICIES:

Policy 1: Upgrade the appearance of commercial properties fronting on Del Monte
Avenue, the Recreation Trail, and Casa Verde Way.

Implementation:

a. Add the "X" Combining District to all C-1, C-3, and C-G parcels
   in Sub Areas 1, 2, 4, and 7.

b. Develop specific standards in the design and landscape plan for
   projects with the "X" combining zone.

Policy 2: Provide on-site parking so that parking is not forced onto the
streets.

Implementation:

All uses shall meet the following East Del Monte Avenue Parking
requirements:

<table>
<thead>
<tr>
<th>Uses</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Retail or service commercial stores and shops, banks, post offices, repair garages.</td>
<td>One space for each 350 square feet of gross floor area.</td>
</tr>
<tr>
<td>2. Wholesale establishments, warehouses, service, and maintenance centers, communications equipment buildings, manufacturing plants, research or testing laboratories, bottling plants. (Zoning Ordinance)</td>
<td>One space per 500 square feet of floor area.</td>
</tr>
</tbody>
</table>
Policy 3: Reflect existing land uses by amending the General Plan and Del Monte Grove Plan for Area 6 from "Commercial" to "Residential-Medium Density (8 to 30 dwellings/acre)."

Implementation:
Rezone from C-G to R-G.

Policy 4: Develop a landscape and design plan for the area which guides development in the "X" combining zones, which coordinates development with the Del Monte Avenue widening and Recreation Trail improvements, and which implements the goals of the General Plan.

Implementation:
Prepare landscape and design plan for Planning Commission and ARC review and adoption.
AREAS 1 and 2:

Building and Use Standards:

- Maximum Building Height: One story - twenty-five feet
- Maximum Building Coverage: 50%
- Minimum structure setback from the Recreation Trail shall be ten feet.
- Parking shall conform to East Del Monte Avenue Parking Standards. Parking areas shall be separated from areas used for outside storage. Required parking spaces shall not be used for storage of goods and materials. Any plans submitted for permit review shall show areas designated for outside storage and for parking use.
- Rooftop areas visible from Highway 1 or the Dunes Subdivision shall be designed to be attractive when viewed from above.
- All rooftop equipment shall be hidden from view, screened, or otherwise treated to minimize visual impacts. Recommended treatments include: (a) modification of roof design to minimize equipment visibility, (b) choosing an unobtrusive location and screening using materials and colors complementary to the structure, and (c) choosing an unobtrusive location and coordinating colors with roof and building colors.
- Any permit approval shall include a visual upgrade of site and buildings. The amount of improvement should be appropriate to the application. For example, a minor change of use may include minor changes in landscaping and building improvement. A major change in use may require upgrading the entire site. The following is a minimum level of improvement required:

  - In any change of use or remodeling, signs shall be changed to meet the standards of this plan.
  - If the use has open storage, screening of the open storage area and separation of storage and parking shall conform to the standards below:

Fencing and Screening Standards:

- Fencing shall be solid masonry or wood construction. Chain-link with slats is not acceptable. (Masonry should be considered wherever parking, vehicle circulation, or open storage adjoins the fence and could result in damage to a wood fence.)
- Outdoor storage and parking shall be screened by a six to eight-foot high fence. Stored materials shall not be visible above the fence line.
EAST DEL MONTE AVENUE DESIGN STANDARDS

Landscape Standards: (See Landscape Guidelines)

Sign Standards:

- Signs shall not be directed toward Highway 1. This standard includes signs which nominally conform to sign standards based on local street frontages, but are intended to be seen from Highway 1.

- Signs shall not be directed to the Recreation Trail or Del Monte Avenue. Signs shall not be located on the fence facing the Recreation Trail. Signs shall not be located between the fence and the Recreation Trail.

- Trees and shrubs shall not be pruned so that signs and uses are visible from Del Monte Avenue.

AREA 3:

Area 3 is a special study area. Several constraints exist on this site, including presence of endangered species, visibility from the freeway, varied topography, and limited access. Development of this site should not proceed until a special study of constraints, opportunities, and development options is completed. Development standards should include Area 1 and 2 standards as a minimum.

AREA 4:

Building and Use Standards:

- Maximum Building Height: Two stories - twenty-five feet

- Maximum Building Coverage: 50%

- Parking shall conform to East Del Monte Avenue parking standards. Parking areas shall be separated from areas used for outside storage. Required parking spaces shall not be used for storage of goods and materials. Any plans submitted for permit review shall show areas designated for outside storage and for parking use.

- Any permit approval shall include a visual upgrade of site and buildings. The amount of improvement should be appropriate to the application. For example, a minor change of use may include minor changes in landscaping and building improvement. A major change in use may require upgrading the entire site. The following is a minimum level of improvement required:

- Rooftop areas visible from Highway 1 or the Dunes Subdivision shall be designed to be attractive when viewed from above.

- All rooftop equipment shall be hidden from view, screened, or otherwise treated to minimize visual impacts. Recommended treatments include: (a) modification of roof design to minimize equipment visibility, (b) choosing an unobtrusive location and screening using materials and colors complementary to the structure, and (c) choosing an unobtrusive location and coordinating colors with roof and building colors.
EAST DEL MONTE AVENUE DESIGN STANDARDS

- Setback from Del Monte Avenue shall be a minimum of ten feet with an average setback of fifteen feet. This setback shall be landscaped.

- Parking shall be located to the side and rear of building when viewed from Del Monte Avenue. If parking is located to the side, building width shall be at least half of the lot width.

- No parking shall be allowed between the building and Del Monte Avenue (except buildings to the rear of a lot which has front buildings meeting the above parking and building requirements).

- Buildings fronting on Del Monte Avenue shall provide visual variety. Warehouse-type buildings with large, flat wall surfaces are not allowed. Visual variety can typically be provided in the following manner:
  1) Use of variety of building materials
  2) Use of pitched roofs and/or variety of roof designs
  3) Use of offsets or varied setbacks

Fencing and Screening Standards:

- Outdoor storage or display of goods for sale or rent shall be screened by a solid fence. Chain-link with slats in not acceptable. Goods shall not be visible above the fence line.

- Maximum fence height shall be six feet within fifteen feet of Del Monte Avenue right-of-way. Maximum fence height may be increased to eight feet if more than fifteen feet from Del Monte Avenue right-of-way.

- Fencing visible from Del Monte Avenue or Highway 1 shall provide visual variety and a decorative appearance. This can typically be done by one or more of the following methods:
  1) Use of more than one building material
  2) Change of height
  3) Use of offsets or varied setbacks
  4) Use of Decorative pilasters

Landscape Standards: (See Landscape Guidelines)

Sign Standards:

- Signs shall not be directed toward Highway 1. This standard includes signs which nominally conform to sign standards based on local street frontages, but are intended to be seen from Highway 1.

Exceptions for Auto Sales Uses:

- Automobiles for sale may be displayed without being screened by a block wall as required above if the following conditions are met:
EAST DEL MONTE AVENUE DESIGN STANDARDS

1) Required landscape setback shall be provided.
2) Auto display area shall meet the parking location standards.
3) No automobile sales stands shall be allowed.

AREA 5:

Building and Use Standards:
- Maximum Building Height: Two stories - thirty feet
- Any permit approval shall include visual upgrade of site and buildings.
- Parking shall conform to East Del Monte Avenue Parking Standards.

Fencing and Screening Standards:
- Development visible from Highway 1 shall be screened by dense landscaping or fencing.

Landscape Standards: (See Landscape Guidelines)

Sign Standards:
- Signing shall not be directed toward Highway 1. This standard includes signs which are nominally conforming to sign standards based on local street frontages, but are intended to be seen from Highway 1.
- Trees and shrubs shall not be pruned so that signs are visible from Highway 1. If trees are to be pruned, grow, or die so that signs are visible, the vegetation shall be replaced with landscaping which screens the signs.

AREA 7:

Building and Use Standards:
- Parking shall conform to the East Del Monte Avenue Parking Standards.
- Any permit approval shall include visual upgrade of site and buildings.
EAST DEL MONTE AVENUE LANDSCAPE GUIDELINES
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STUDY AREA MAP ...........................................
NORTH DEL MONTE AVENUE & RECREATIONAL TRAIL .......
DEL MONTE AVENUE MEDIAN ...............................  
INTERSECTIONS AND DRIVEWAYS ...........................  
SOUTH DEL MONTE AVENUE .................................  
HIGHWAY ONE ............................................... 
INTERIOR TREES ...........................................  
ILLUSTRATIVE PLAN AND SECTION .......................  
PLANT LIST ..................................................
EAST DEL MONTE AVENUE LANDSCAPE GUIDELINES

INTRODUCTION

The landscape theme for East Del Monte Avenue will reflect the unique physical character of Monterey through plant material selection and plant composition. Furthermore, the plant composition will integrate the aesthetic features of the Monterey character with the practical concerns for sight lines and other major design considerations critical to street-scape design.

The plant material will reflect the Monterey character through the use of a limited plant list. The plant list will consist of California natives indigenous to the Monterey Peninsula, supplemented with other native and ornamental plants required to complete a form, texture, and color palette. The palette will be narrow enough to create a sense of unity for the entire East Del Monte Avenue area while at the same time broad enough to allow landscape architects for individual projects to create a planting statement unique to their particular site.

A main component of plant composition will consists of tree massings that reflect the grove effect of the steep forested ridge and forested foothills surrounding Monterey. This will be accomplished by limiting the major portion of the tree planting to Monterey Cypress, Monterey Pine, and Coast Live Oak. Species should not be mixed within a group, and there should be a gradual transition of species groups along the avenue. Furthermore, the groupings should be placed in a fashion that creates a sequence of spaces from the east city limit to the Eucalyptus grove at the west end of the study area. These spaces should define a sense of entry at the east end of town as well as reinforce the sense of arrival at the major street intersections along East Del Monte Avenue.
Three trees will be a minimum number for a grouping and this should be increased by multiples of two wherever possible. Trees should be spaced fifteen to twenty feet (15' - 20') on center. Each tree will require a minimum of one hundred (100) square feet of planting space. Because of the space requirements for these groupings, most of this grove effect will have to be implemented in the East Del Monte Avenue median and in the Recreation Trail where there is enough land to support the groups. As the south side of Del Monte Avenue develops, this grove effect can be reinforced by use of similar plant material on individual parcels, even if trees are planted singly or in pairs. Large parcels to the south should carry through the grove effect groupings.

This grove effect will also be carried through the Highway One visual corridor as well as the interior tree canopy portion of the study area.

The understory (plants beneath the trees) and secondary planting (areas adjacent to the groves) will reinforce the grove effect through the use of mass shrub plantings and accent tree plantings. The shrub massings will reflect the understory plantings found in the forested foothills. As with the tree groupings, the shrub massings should avoid mixing species within a particular mass. The masses should be large enough to allow the plant species to make its particular form, texture, and color statement, but remain small enough to avoid monotony. Furthermore, shrub masses should be played against each other to highlight form, texture, and color variation as well as reinforce the spatial sequence developed by the tree groupings. Accent tree plantings will consist of species other than the Monterey Pine, Monterey Cypress, and Coast Live Oak. The accent tree plantings will be placed in locations that accent and punctuate the overall design theme. An accent tree in the foreground of a tree grove or located in an important juxtaposition to a building or fence facade are good examples.

Sight line considerations are critical in the implementation of the design theme. All road intersections and driveways will
be planted in a fashion that allows a clear line of sight for vehicles, pedestrians, and bicyclists. See individual sections for specific requirements.

Screening of objectionable views and the softening of long monotonous fence and building facades are also important elements in developing the forested grove effect. Screening objectionable views can be accomplished by careful placement of tree groves and shrub masses. Long monotonous facades can be softened by proper placement of accent trees, tree groves, shrub masses, and a strategic placement of vines.

The use of a limited, largely native, drought tolerant, plant palette to develop tree grove grouping, shrub masses, and accents plantings as described above will unify East Del Monte Avenue with the surrounding landscape character and define an organized, spacial sequence for the area. Furthermore, it allows enough latitude to individual designers to create unique designs within a unified whole.

NORTH DEL MONTE AVENUE (AREA 1, 2, & 3) AND RECREATIONAL TRAIL

The North Del Monte Avenue and Recreational Trail offer a major opportunity to develop the regional landscape theme described in the Introduction. In addition, completion of the landscaping in this area will allow the original design concept for the recreational trail to be carried through. The following are the main design elements of this area:

a. Create a grove effect with massings of Monterey Cypress, Monterey Pines or Coast Live Oak (minimum three trees with multiples of two added wherever possible);

b. Place tree massings to create a sequence of spaces. The spaces should define a sense of entry at the east end of town as well as reinforce the sense of arrive at the major street intersections along East Del Monte Avenue.

c. Use shrub massings to create the understory effect found in the forested foothills.

d. Avoid mixing species within a particular shrub mass.
e. Place shrub masses in juxtapositions that highlight form, texture, and color variations and reinforce the spacial sequences created by the tree massings.

f. Provide adequate sight lines at all trail and street intersections.

g. Wherever possible a planted earth mound between Del Monte Avenue and the Recreational Trail should be developed. The mound should be high enough to create a sense of separation, but low enough to provide security sight lines from Del Monte Avenue.

h. Wherever possible the Recreational Trail should be located on the north side of the railroad tracks.

i. Wherever the Recreational Trail intersects a street, the trail should cross the street at the standard crosswalk location.

j. A landscape buffer should be developed between the Recreational Trail and the properties to the north. The buffer should be a minimum of six feet (6'-0") deep. The plantings should consist of shrubs and trees that screen and soften the fence and buildings on the north side.

k. Provide planting areas interspersed within parking stalls on the site. A planting area of one hundred sixty-two (162) square feet per each ten (10) parking stalls shall be provided. The stall layout should be configured to allow no more than ten (10) spaces in a row without a planter. The minimum planter size should be nine feet by eighteen feet (9' x 18').

l. Plant a Monterey Cypress or Monterey Pine in each of the parking lot planters. This tree canopy will reinforce the grove effects and visually break up the building mass and roof lines of the structures.

**DEL MONTE AVENUE MEDIAN**

Planting in the Del Monte Avenue median should reinforce the regional landscape theme proposed for the Recreational Trail and North Del Monte Avenue. The following are the main design elements for the median:

a. Create a grove effect with massings of Monterey Cypress, Monterey Pine, or Coast Live Oak (minimum three trees with multiples of two added wherever possible).
b. Place tree massings to reinforce the sequence of spaces created by the plantings in the North Del Monte Avenue and Recreational Trail area.

c. Use shrub massings to create the understory effect found in the forested foothills.

d. Avoid mixing species within a particular shrub mass.

e. Place shrub masses in juxtapositions that highlight form, texture, and color variations and reinforce the spacial sequences created by the tree massings.

f. Use curb and pedestrian paving materials that are sympathetic to the decomposed granite and sand colors and textures indigenous to the area.

g. Place boulder groupings in the planting areas to reflect the local landform character. The boulders should match the existing granite walls on the freeway abutment.

INTERSECTIONS AND DRIVEWAYS

Sight line and safety considerations are the major concerns for all of the intersections and driveways within the study area. The following are the design considerations for driveways and intersections:

a. Provide adequate sight lines at all street intersections. At each corner of the intersection plantings within a triangular area measuring twenty feet by twenty feet by twenty-eight feet \((20'\times20'\times28')\) should be no higher than thirty inches \((30'')\) and all tree canopies should be above six \((6')\) feet. Buildings on corner lots should be configured in a manner that avoids intrusion in the triangular space described above.

b. Provide adequate sight lines at all driveway street and sidewalk intersections. At each corner of the driveway intersection, plantings within a triangular area measuring ten feet by ten feet by fourteen feet \((10'\times10'\times14')\) should be no higher than thirty inches \((30'')\), and all tree canopies should be above six feet \((6')\).
SOUTH DEL MONTE AVENUE (AREA 4)
The regional landscape theme developed in the Del Monte Avenue medians and in the North Del Monte Avenue and Recreational Trail areas should be reinforced by the plantings of the South Del Monte Avenue properties. This can be accomplished in the following ways:

a. Create tree massings with Monterey Cypress, Monterey Pine, or Coast Live Oak on larger sites.

b. On smaller sites and in isolated small planting areas, compliment tree massings in the median and on the north side of Del Monte with singular tree plantings of similar species.

c. Provide planting areas interspersed with parking stalls on site. A planting area of one hundred sixty-two (162) square feet per each ten (10) parking stalls shall be provided. The stall layout should be configured in a manner that allows no more than ten (10) spaces in a row without a planter, and the minimum planter size should be nine feet by eighteen feet (9'x18').

d. Create planting areas out of leftover space on the site.

e. Screen objectionable views with trees and shrubs.

f. Soften long monotonous facades and fences with accent trees, shrub masses, and vines.

g. Compliment shrub and ground cover plantings in the median and north side of Del Monte with similar species and plant combinations.

INTERIOR TREES (AREA 5)
In order to carry through the regional landscape theme to the view of the East Del Monte Avenue area from Highway One, the long monotonous building facades and sea of roof tops need to be softened with a tree canopy throughout the area. The following elements will be required to provide this canopy:

a. Provide a minimum of two planting areas on the individual sites of area. On sites over 20,000 square feet, provide a planting area (minimum one hundred sixty-two (162) square feet) for each 10,000 square feet of site area.
b. The minimum size of each planting area should be ninety (90) square feet and the minimum dimensions should be nine feet by ten feet (9'x10').

c. Plant a Monterey Cypress or Monterey Pine in each planter.

d. Create planting area out of leftover space on the site.

HIGHWAY ONE

The area where Del Monte Avenue and Highway One interface provides a good opportunity to reinforce the regional landscape theme as well as integrate the existing landscape treatment of the freeway abutments with the overall Del Monte Avenue landscape treatment. The following are the elements required to develop this area:

a. Use curb, and pedestrian paving materials that are sympathetic to the decomposed granite and sand colors and textures indigenous to the area.

b. Place boulder groupings in the planting areas to reflect the local landform character of the area. The boulders should match the existing granite walls on the freeway abutment.

c. Create tree massings with Monterey Cypress, Monterey Pine, or Coast Live Oak.

d. Compliment shrub and ground cover plantings in the median and north side of Del Monte with similar species and plant combinations.
# EAST DEL MONTE AVENUE LANDSCAPE GUIDELINES

## Proposed Plant List

### TREES

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cupressus macrocarpa</td>
<td>Monterey Cypress</td>
</tr>
<tr>
<td>Cupressocyparis leylandii</td>
<td>No common name</td>
</tr>
<tr>
<td>Melaleuca quinquenervia</td>
<td>Cajeput Tree</td>
</tr>
<tr>
<td>Metrosideros excelsus</td>
<td>New Zealand Christmas Tree</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Holly Oak</td>
</tr>
<tr>
<td>Pinus radiata</td>
<td>Monterey Pine</td>
</tr>
</tbody>
</table>

### SHRUBS

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arctostaphylos densiflora;</td>
<td>Manzanita</td>
</tr>
<tr>
<td>'Howard McMinn'</td>
<td></td>
</tr>
<tr>
<td>Arctostaphylos edmundsii</td>
<td>Manzanita</td>
</tr>
<tr>
<td>Arctostaphylos hookeri</td>
<td>Manzanita</td>
</tr>
<tr>
<td>Calocephalus brownii</td>
<td>Cushion Bush</td>
</tr>
<tr>
<td>Ceanothus 'Joyce Coulter'</td>
<td>Ceanothus</td>
</tr>
<tr>
<td>Ceanothus 'Julia Phelps'</td>
<td>Ceanothus</td>
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<tr>
<td>Chrysanthemum frutescens</td>
<td>Marguerite</td>
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<tr>
<td>Cistus landanifer</td>
<td>Crimson-Spot Rockrose</td>
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<td>Cistus purpincus</td>
<td>Orchid Rockrose</td>
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<td>Cistus salviifolius</td>
<td>Sageleaf Rockrose</td>
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<td>Euryops pectinatus</td>
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<td>Garrya elliptica</td>
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<td>Mahonia aquifolium</td>
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<td>Mahonia pinnata</td>
<td>California Holly Grape</td>
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<td>Mahonia repens</td>
<td>Creeping Mahonia</td>
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<td>Pacific Wax Myrtle</td>
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<td>Pieris</td>
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<td>Prunus lyonii</td>
<td>Catalina Cherry</td>
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<td>SHRUBS, continued</td>
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<tr>
<td>Nephrolepis cordifolia</td>
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<td>Rhamnus californica</td>
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<td>Rhododendron species</td>
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<tr>
<td>Rhus integrifolia</td>
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<tr>
<td>Liriope muscari</td>
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</table>

<table>
<thead>
<tr>
<th>GROUND COVER</th>
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<tbody>
<tr>
<td>Arctostaphylos uva-ursi</td>
<td>-</td>
<td>Sea Pink</td>
</tr>
<tr>
<td>Armeria martina</td>
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<td>Coyote Bush</td>
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<td>Baccharis pilularis</td>
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<td>Carmel Creeper</td>
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<tr>
<td>Ceanothus griseus horizontalis</td>
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<td>Star Jasmine</td>
</tr>
<tr>
<td>Trachelospermum jasminoides</td>
<td>-</td>
<td>Dwarf Periwinkle</td>
</tr>
<tr>
<td>Vinca minor</td>
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</table>

<table>
<thead>
<tr>
<th>VINES</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Lonicera japonica halliana</td>
<td>-</td>
<td>Halls Honeysuckle</td>
</tr>
<tr>
<td>Trachelospermum jasminoides</td>
<td>-</td>
<td>Star Jasmine</td>
</tr>
<tr>
<td>Passiflora alatacaerulea</td>
<td>-</td>
<td>Passion Vine</td>
</tr>
</tbody>
</table>
Create grove effect with tree massings
Provide adequate sight lines at all driveway, street and sidewalk intersections
Configure buildings on corner lots to avoid intrusion in sight line area.
Wherever possible, locate Recreation Trail on the west side of the tracks.
Place boulder groupings to reflect the local landform character
Curbs and paving materials should be sympathetic to decomposed granite and sand colors and textures indigenous to the area.
Compliment tree massings in the median and on the north side with singular tree plantings of similar species
Break up parking areas with planters.
Create planting areas out of leftover space on the site.

EXHIBIT 1
Plan & Section

Landscape Buffer
Minimum 6'-0"

12' - 0"

3 west bound traffic lanes

12'-0"

12'-0"

Building setback
Minimum 10' average 15'

Temporary median planting future traffic lane

Del Monte Avenue overall width 88'

3 east bound traffic lanes

16' wide

16' wide

36'

36'

36'

8'-0"