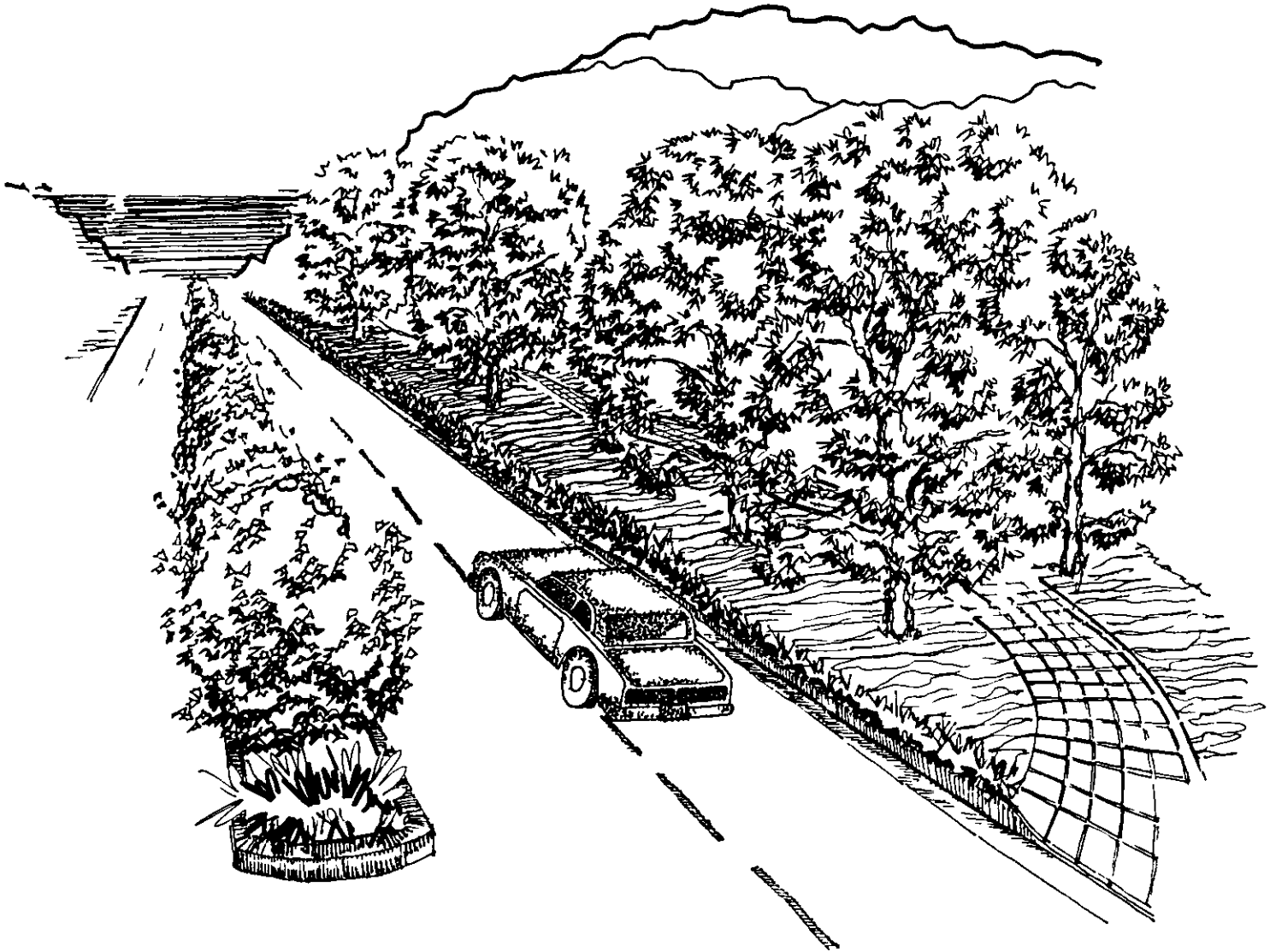


City of San Clemente

Master Landscape Plan for Scenic Corridors



Adopted by the San Clemente City Council

October 18, 1989

(Revised May 1992)

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Table of Contents

	Page
I. INTRODUCTION - MASTER LANDSCAPE PLAN FOR SCENIC CORRIDORS.	1
Purpose	1
Intent.	1
Project Description	2
Goals and Objectives	2
Description of Terms	7
Approach/Methodology	8
II. SCENIC CORRIDOR CONCEPTS	9
Major Corridors	9
Avenida Vista Hermosa - "The Vista Corridor"	9
Avenida La Pata - "The Sycamore Corridor"	18
Avenida Pico - "The Eucalyptus Corridor"	23
Visual Opportunities Map	34
Minor Corridors	35
El Camino Real - "Palm Tree Corridor"	35
Camino de los Mares/Camino de Estrella - "The Gateway Corridor"	38
Camino Vera Cruz - "Inland Crossing"	48
Camino del Rio - "Transitional Corridor"	50
Calle del Cerro - "Mediterranean Corridor"	53
Avenida Vista Montana - "Internal Valley Corridor"	55
Avenida Talega - "The Woodland Corridor"	57
Cristianitos Road - "Oak Tree Corridor"	61
Visual Opportunities Map	63
Entrances and Intersections	65
Primary City Entries - Freeway Interchanges	67
Primary City Entry - Coastal Edge	70
Secondary City Entries	74
Key Intersections	77
Project Entry Statement Guidelines	80
Slope Planting Guidelines	81
Urban Corridor - Coastal	83
Urban Corridor - Inland	84
Recreation Corridor - Inland (Natural Edge)	86
Ridgeline Planting Guidelines	88

Table of Contents

	Page
III. INSTALLATION AND MAINTENANCE RESPONSIBILITIES	90
Installation Costs ..	90
Primary City Entrances	90
Secondary City Entrances	92
Key Intersections	92
Installation Responsibilities	92
Maintenance Responsibilities	93
IV. MEDIAN AND PARKWAY DESIGN	96
Median Design	96
Parkway Design	96

List of Exhibits

Exhibit	Title	Page
1	Study Area	3
2	Scenic Corridor Hierarchy	4
3	Avenida Vista Hermosa - Urban Corridor - Conceptual Plan	16
4	Avenida Vista Hermosa - Recreation Corridor (Talega)	17
5	Avenida La Pata - Recreation Corridor	.. 22
5A	Avenida La Pata - Recreation Corridor (Talega)	22A
6	Avenida Pico - Coastal Segment	31
7	Avenida Pico - Middle Segment	32
8	Avenida Pico - Inland Segment (Talega)	33
9	Visual Opportunities - Major Corridors	34
10	Camino del Rio - Urban Corridor	47
11	Avenida Talega - Recreation Corridor (Talega)	60
12	Visual Opportunities Plan - Minor Corridors	63
13	Entry Hierarchy Concept	64
14	Primary City Entry - Freeway - Typical Plan/Elevation	69
15	Primary City Entry - Coastal - Typical Plan	.. 73
16	Secondary City Entry - Typical Plan/Elevation	76
17	Key Intersection - Avenida La Pata/Avenida Pico	78
18	Key Intersection - Design Details	79
19	Ridgeline Planting - Typical Section - Plan	89
20	Entry Installation Responsibilities	95
21	Approved Median Design	97
22	Parkway Design - Meandering	98
23	Parkway Design - Alternate	99

Introduction

Master Landscape Plan for Scenic Corridors

Purpose

The purpose of the Master Landscape Plan for Scenic Corridors is to establish a unified landscape program for the scenic highways in San Clemente that link the existing City with four developing inland ranch areas (Exhibit 1). The Plan determines specific plant materials to be used in various conditions and situations and conceptually locates these materials along specific scenic corridors. It is the intent of the plan to provide objective design and evaluation criteria to utilize when landscaping land adjacent to or affecting scenic highways.

Intent

In July of 1982, the San Clemente City Council adopted an updated General Plan, a new Hillside Development Ordinance, and a zoning amendment creating an inland "Development District." All of these actions establish the basis for the Master Landscape Plan for Scenic Corridors.

Primarily, the 1982 General Plan included a Scenic Highway Element in accordance with the California Government Code. The primary goal of this element was to **"Create a network of highways that will create a special awareness of, and become an integral part of, the urban fabric of San Clemente."** There were three main objectives:

- Develop scenic highways as a significant link between the resources and the amenities of San Clemente
- Integrate scenic highways with open space and recreational corridors
- Maintain a quality visual experience along the entire length of scenic highways through protection and enhancement of public views for both motorists and public use areas and development of appropriate landscaping

Secondly, the new Hillside Development Ordinance places emphasis on views of the hillsides. It also emphasizes blending man-made and man-introduced factors with the natural environment, and it provides development requirements to that effect.

Project Description

The ranch areas encompass approximately thirteen square miles bounded generally by the San Diego County line to the east, unincorporated Orange County to the north, the City of San Juan Capistrano to the west, and the San Diego Freeway (I-5) to the south. Approximately 250 acres extend west of I-5 to the Pacific Coast Highway (PCH), directly north of Avenida Pico. The area is composed of four major ranches: 1) Rancho San Clemente, 2) Marblehead Inland and Coastal, 3) Talega, 4) Forster Ranch (see Exhibit 1).

The ranches are traversed by various arterial highways identified in the Circulation Element of the General Plan. The major scenic corridors are **Avenida Pico**, **Avenida La Pata**, and **Avenida Vista Hermosa**. The minor corridors are El Camino Real, Camino de los Mares, Camino Vera Cruz, Calle del Cerro, Avenida Vista Montana, Avenida Talega, and Cristianitos Road. Cumulatively, these streets total approximately 24 miles (Exhibit 2).

The Scenic Highways Element designates many of these streets as either Urbanscape or Recreation Corridors. Urbanscape Corridors extend through higher density development areas and have view limits generally 200 feet in width. Recreation Corridors extend through lower density development areas, and are generally 2,000 feet wide or the limit of sight, depending on site conditions.

Recreation Corridors are intended to be more rural in character in order to blend into natural open space areas. Urbanscape Corridors are intended to be formal in nature responding to adjacent development conditions.

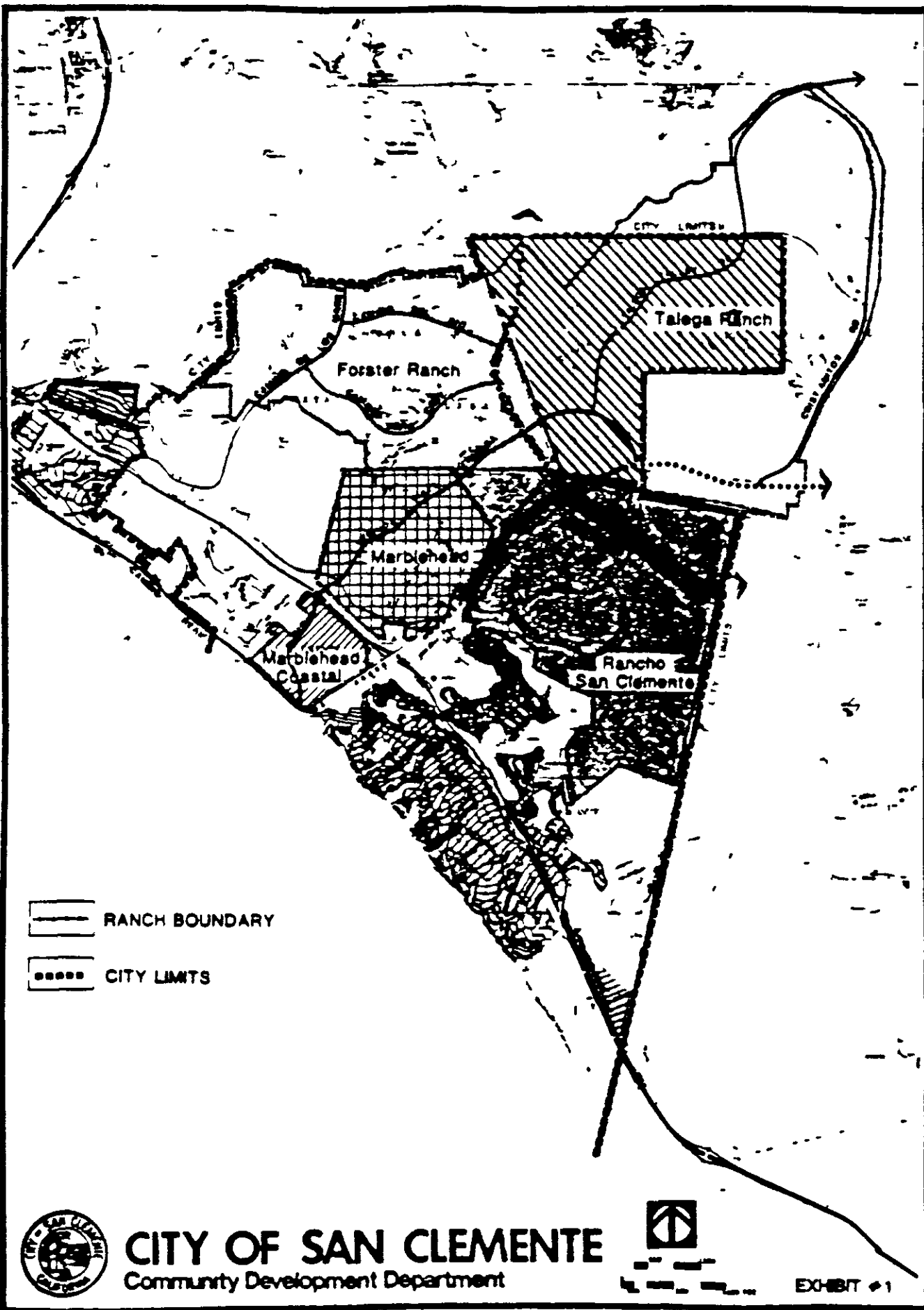
Goals and Objectives

The following goals and objectives have been used to guide the preparation of the Master Landscape Plan, as well as outline the intent behind the conceptual design. Most have been taken from or based upon San Clemente's General Plan, Hillside Grading Ordinance, and Landscape Development Guidelines. These goals are organized according to various elements of the design.

Image

Goal: Provide community identity and a visual framework for the City

- Objective: Within the Coastal environment, maintain the City's "Spanish Village by-the-Sea" image
- Objective: Create a strong identity for each scenic highway
- Objective: Provide visual continuity between ranches and/or neighborhoods along the streetscapes



- RANCH BOUNDARY
- CITY LIMITS



CITY OF SAN CLEMENTE
Community Development Department

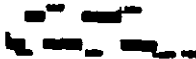
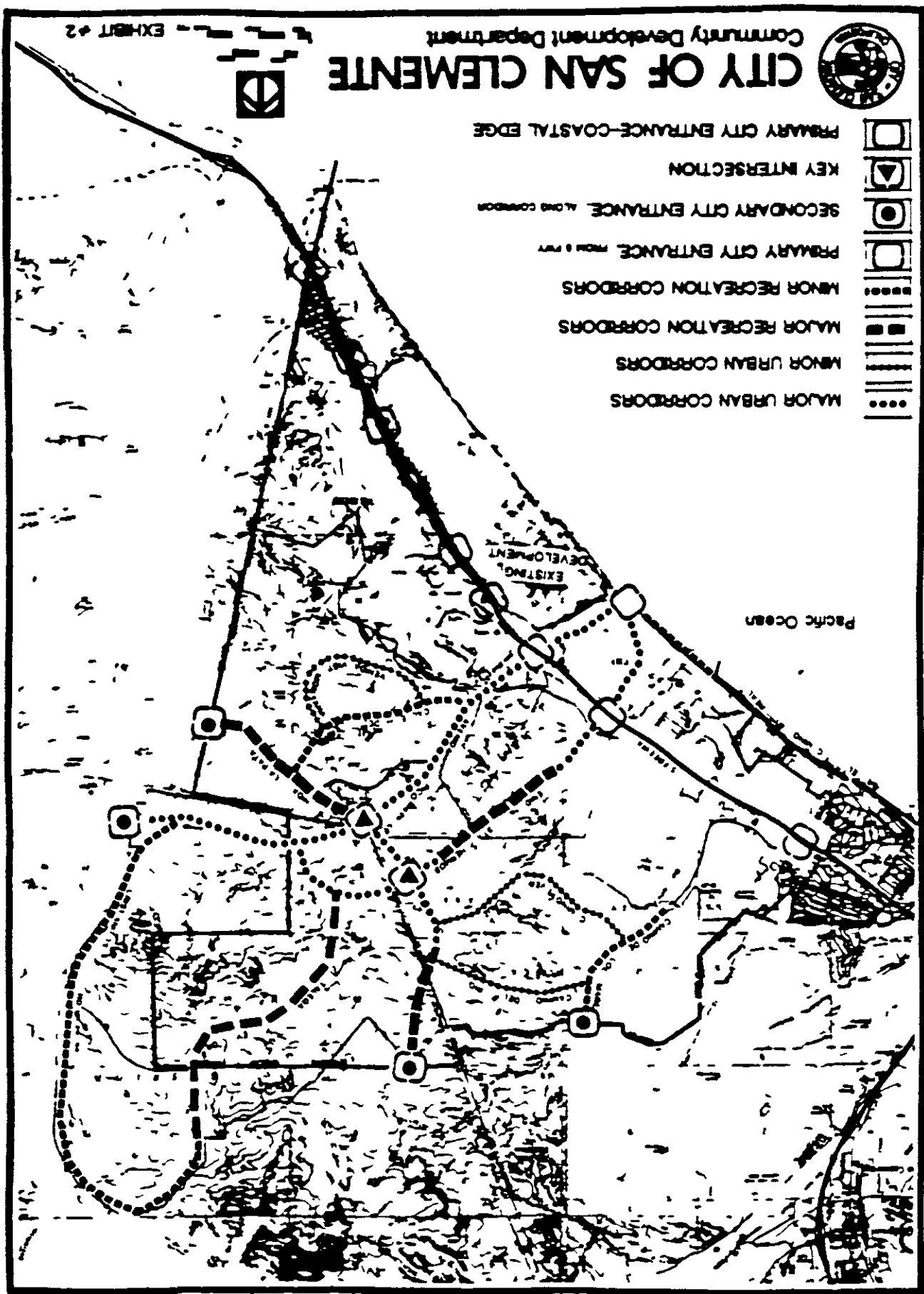


EXHIBIT #1



SCENIC CORRIDOR HIERARCHY.

CITY OF SAN CLEMENTE
 Community Development Department



EXHIBIT # 2



- MAJOR URBAN CORRIDORS
- MAJOR RECREATION CORRIDORS
- MINOR RECREATION CORRIDORS
- PRIMARY CITY ENTRANCE
- SECONDARY CITY ENTRANCE
- KEY INTERSECTION
- PRIMARY CITY ENTRANCE-COASTAL EDGE

Pacific Ocean

EXISTING DEVELOPMENT

Views

Goal. Enhance desirable views of the ocean and natural landscape, and screen out undesirable views of unattractive development, parking, manufactured slopes, etc

- Objective Maintain and enhance views of the City's primary and secondary ridgelines
- Objective Maintain the ridgeline silhouette and adhere to ridgeline setbacks
- Objective Enhance views of dominant natural and cultural features including streams, canyons, cliffs, bluffs, open space, rock outcrops, tree groves, the ocean, and historic sites
- Objective Enhance existing view corridors along the scenic highways and identify new view corridors

Relationships and Transitions

Goal Enhance desirable relationships and provide appropriate transition zones between differing uses

- Objective Provide a transition planting abutting natural areas with plants that relate to the natural environment
- Objective Relate the proposed landscaping to existing development and, where appropriate, to existing landscaping
- Objective Use landscaping to link the existing City to new development
- Objective Use natural-appearing plant material spaced in irregular intervals and informal masses to soften graded areas
- Objective Integrate proposed landscaping with designated open space and recreation corridors (Note Corridor setbacks range from 200 to 2,000 feet wide)
- Objective Relate the proposed landscaping to existing landscape programs, such as along the San Diego Freeway, the Capistrano Beach Specific Plan, and the County's Scenic Highway Element

Entries/Intersections

Goal. Create a "sense of arrival" at key intersections that reinforce the City's natural and cultural characteristics

- Objective Prioritize key City, ranch, and freeway intersections based on their visibility in the community

Plant Selection

Goal. Select plants for their desirable growth, maintenance, and aesthetic characteristics

- Objective Emphasize the use of plants that have the following characteristics
 - Prevent erosion
 - Require low-water consumption
 - Require low level of maintenance
 - Are attractive
 - Have a high-survival rate
 - Generate low levels of "green waste"
- Objective Utilize California native plants to the greatest extent possible because of their low water usage and maintenance characteristics
- Objective Utilize native plants as much as possible for their aesthetic appeal and the informal image they create
- Objective Discourage the use of invasive plants that could threaten existing ornamental and native vegetation
- Objective Reestablish a natural appearance where terrain has been modified for circulation and development, using native plants where practical.

Maintenance

Goal. Maintenance issues shall be considered in the selection and use of plant materials

- Objective Avoid plants that have invasive root systems or that require extensive pruning.
- Objective Select plants that will stabilize soils and prevent erosion on manufactured slopes.

Description of Terms

Some of the terms used in the Master Landscape Plan have meanings which are unique to the City of San Clemente and this study. The definitions of these terms follow:

Major/Minor Highways

As defined by the Scenic Highways Element, Major Highways are the basic framework important to the image of the City. Avenida La Pata is significant in that it will become the major through route of the "inland." Avenida Vista Hermosa and Avenida Pico form a circulation loop through the center of San Clemente, connecting the "inland areas" with the coast. Serving as the major regional circulation element, the San Diego Freeway, Interstate 5, provides both visual and physical access to the City. Minor Highways are secondary highways, and while important, they are less significant in the overall urban framework of the City. Refer to Exhibit 2.

Primary Ridgelines

As defined in the Hillside Grading Ordinance, these are natural preservation ridgelines designated as such on the City General Plan, Open Space/Conservation Map. These ridgelines shall be preserved in their natural state as a means of maintaining community character. Exceptions shall be granted only to accommodate General Plan designated circulation components, viewpoints, fuel modification measures, or other requirements needed to implement the goals and objectives of the General Plan, or to meet the provisions of public health, safety, and welfare.

Secondary Ridgelines

These ridgelines are designated as secondary ridgelines on the City General Plan Open Space/Conservation Map. These ridgelines are visible to the public from many locations, but are less prominent than primary ridgelines.

Approach/Methodology

The primary objective of the Master Landscape Plan, in creating the design concepts for the scenic corridors, is to provide each corridor with a unique identity of its own. The intent is to make the corridor itself demonstrate a recognizable character that serves as the unifying element as the road travels through the numerous ranches and varied environmental conditions. The City Entry Statements will also demonstrate simple and consistent design elements that are easily identifiable to announce arrival to San Clemente.

Prior to the development of design concepts for the scenic corridors, an extensive evaluation of the constraints and opportunities provided by each corridor was performed. This evaluation included existing conditions, the development proposal for land uses and grading, environmental constraints to plant survival created by climate zones and soil conditions, identification of spacial characteristics of each corridor with relation to landform, and a detailed visual analysis describing the views from each of the many segments of a corridor.

The evaluation of existing conditions included an inventory of plant materials within the developed portion of the study area. This exercise was important in formulating plant palettes, as it identified the level of success of each plant. The identification of proposed land uses and spacial characteristics defined the characteristics for the corridors and established the space available to implement the concept.

The visual analysis described three categories of views available from each segment of roadway. Segments were established by road alignment, curves, and elevation. The view categories included descriptions of the edge conditions, the dominant view, and the distant view. These three elements combined to identify areas of visual significance or sensitivity for each corridor. The Visual Opportunities exhibits define these areas for the major corridors on Exhibit 9 and for the minor corridors on Exhibit 12. The detailed visual analysis along with the existing conditions descriptions of climate, soils, and plant materials have been incorporated into the Technical Appendix.

Existing or recently installed landscape treatments were incorporated into the proposed streetscape design while developing unity for each corridor. The concept for each scenic corridor is presented individually. This format provides a comprehensive picture of the existing conditions and design concept for each corridor.

Avenida Vista Hermosa - "The Vista Corridor"

Major Urban/Recreation Corridor

Corridor Character

Avenida Vista Hermosa is a major corridor that extends through both coastal and inland environs, providing linkage to the inland core from the coastal edge. It features distinct characteristics of both urbanscape and recreational corridor conditions. The roadway passes through varied topographic conditions--from the coastal edge, over a major ridgeline, and terminating at an interior canyon.

Each end of the corridor demonstrates distinct urbanscape character with residential and/or commercial development occurring adjacent to the highway. The southern end of the corridor offers significant views of the ocean from the major ridgeline towards the southwest. From the ridgeline to the northeast, the inland center, located within the interior canyon, serves as the focal point and reinforces the urban character. The spacial quality of this area reflects an urban core within an enclosed canyon.

The middle section of Avenida Vista Hermosa is classified as a major recreation corridor as it travels over the major ridgeline, through adjacent open space.

The character established for the corridor through the planting concept for Avenida Vista Hermosa is sensitive due to the high level of visibility from Interstate 5, adjacent development to the northwest, and from many areas in the coastal section of the City.

Roadway Criteria

Avenida Vista Hermosa is a primary highway, having a right-of-way of 90 feet within Marblehead Inland where it has been constructed and a 100-foot-wide right-of-way in all other areas. The right-of-way always includes a 14-foot-wide median and 70 feet of pavement width. Five-foot-wide sidewalks will be constructed on each side of the roadway, adjacent to the curb, in areas where construction has not occurred. A 6-foot-wide sidewalk occurs on the east side of the roadway only where the street has been constructed. The parkway typically provides a 3- or a 4- foot width of planting area, which will necessitate incorporating a landscape easement to implement the streetscape concept.

Existing Conditions

Approximately 25 percent of this roadway has been constructed through a large portion of Marblehead Inland north of Interstate 5. The development of Marblehead Inland has established a streetscape theme for the constructed portion of the roadway that features *Jacaranda acutifolia** plantings in the median and within the western parkway. The western parkway containing the street trees is typically flat with a sound or privacy wall occurring at the property line adjacent to development. The eastern parkway has large manufactured slopes that function as a streetscape element without the street tree planting of *Jacaranda acutifolia*.

*(Due to the trees' inability to successfully thrive in this coastal region, attempts should be made to replace these trees as necessary)

Special Opportunities

Avenida Vista Hermosa benefits from both special landscape statements and significant visual opportunities that enhance the character of the corridor.

Special Statements

A Primary City Entrance Statement occurs at the freeway interchange at Avenida Vista Hermosa. A key inland intersection is identified where Avenida Vista Hermosa intersects with Avenida La Pata. Refer to the "**Entry Hierarchy**" section for a detailed description of the design intent of these features.

In addition, numerous project and neighborhood entry statements occur along this corridor providing accents at many intersections.

Visual Considerations

Significant views of the ocean occur along the portion of Avenida Vista Hermosa that has been constructed. In most cases, a streetscape planting of trees should not impact the visual access which occurs within the roadway corridor itself as the street descends the slope. Similar viewsheds will most likely occur along this corridor within Marblehead Coastal. These areas have been identified on Exhibit 9 as areas that require sensitivity to the views appreciated by adjacent homeowners, as well as motorists traveling along the corridor.

The "Recreational" section of this corridor requires sensitive plantings of the required materials to achieve the intended character as the roadway crosses the primary ridge line. This area has been identified as a visually-sensitive portion of the corridor and must reflect the design criteria established for ridge line planting (see Exhibit 19 and the "Recreational" segment of Avenida Vista Hermosa, Exhibit 4).

Recreational Corridor

The "Recreational" segment of this corridor is intended to offer a strong contrast between this portion and the urban segment of Avenida Vista Hermosa. This segment of the roadway is actually cut into the hillside, with downslopes on one side and upslopes on the other side. The roadway, as it crosses the ridgeline, requires planting techniques to minimize its impact on the ridgeline. The planting concept required for this segment relies on naturalized groupings of native and drought-tolerant plants that blend with the surrounding natural environment. There will not be traditional street-tree plantings in the parkway of this segment. The median planting incorporates a tree from the naturalized palette to provide the streetscape continuity and a canopy within this segment. The median will be composed of informal groupings of *Leptospermum laevigatum* with *Ceanothus griseus horizontalis* and *Baccharis pilularis 'Twin Peaks'*

The planting concept intended for the recreational corridor segment is clearly described in Exhibit 4, which defines the planting intent for the visually-sensitive ridgeline plantings. Downslopes typically occur on the eastern side of the corridor. This side is exposed and highly visible from other areas in the City. The plan requires that the downslopes be planted to allow view windows from the corridor.

Design Goals

- Minimize the visual impact of Avenida Vista Hermosa as it crosses a primary ridgeline
- Provide a contrast between the "Urban" and "Recreational" segments of this corridor through streetscape design
- Employ plant materials that reflect the native environment in open space areas
- Unify the urban corridor experience through continuity in streetscape materials
- Encourage significant visual access to natural features
- Incorporate existing streetscape materials into the design, as appropriate

Theme

Avenida Vista Hermosa will be known as the "Vista Corridor" This theme is appropriate due to the varied scenic experiences provided to the motorist and the visibility of the corridor from many points within the City

Planting Concept

The planting concept for this corridor provides a strong distinction between urban and recreational segments of the highway

Urban Corridor

Formal plantings of one dominant tree, *Melaleuca quinquervia* (Cajeput Tree), within the parkways and to announce intersections within the median, will establish a continuity for the urban segments of the corridor and provide unity The consistent use of this material as the dominant street tree for the urban area provides a distinctive identity for the corridor The soft texture and identifiable characteristics of this tree make it a logical choice for the extension of existing improvements The tree's height and form are such that that the tree should not obstruct valuable views from adjacent development or impede long-range views of the ocean and ridgelines from the corridor This plan intends to include parkway planting on both sides of the roadway, employing a landscape easement if necessary

Recreational Corridor

The "Recreational" segment of this corridor is intended to offer a strong contrast between this portion and the urban segment of Avenida Vista Hermosa. The roadway, as it crosses the ridgeline, requires the most sensitive planting techniques to avoid emphasizing the roadway's impact on the ridgeline. The planting concept required for this segment relies on naturalized groupings of native and drought-tolerant plants that blend with the surrounding natural environment. This segment of the roadway is actually cut into the hillside with downslopes on one side and upslopes on the other side. There will not be traditional street tree plantings in the parkway of this segment. The median planting incorporates a tree from the naturalized palette to provide the streetscape continuity and a canopy within this segment. The median will be composed of informal groupings of *Leptospermum laevigatum* with *Ceanothus griseus horizontalis* and *Baccharis pilularis* 'Twin Peaks'.

The planting concept intended for the recreational corridor segment is clearly described in Exhibit 4, which defines the planting intent for the visually sensitive ridgeline plantings. Downslopes typically occur on the eastern side of the corridor. This side is exposed and highly visible from other areas in the City. The plan requires that the downslopes be planted to allow view windows from the corridor.

Plant Palette

Avenida Vista Hermosa - "The Vista Corridor"

Urban Corridor

Trees

Melaleuca quinquenervia 15'-35' o.c. Formal alignment spacing to allow
Cajeput Tree to allow maximum view potential

Shrubs/Groundcovers

Agapanthus africanus Median
Lily of the Nile

Lantana montevidensis - Lavender Median
Trailing Lantana

Myoporum pacificum Median
Myoporum

Pittosporum tobira 'Wheeler's Dwarf' Median
Dwarf Mock Orange

Refer to Manufactured Slopes Parkway and adjacent manufactured slopes
Plant Palette for Urban Corridor -
Coastal or Inland. Pages 83
through 85

Turf Planted in median and narrow-flat parkway
adjacent to development edge

Recreation Corridor

Parkway Trees/Shrubs/Groundcover

Refer to Plant Palette - Manufactured Slopes, Recreation Corridor/Natural Edge, pages 86 and 87, for trees, shrubs, and groundcovers to be planted in parkway of recreation corridor segment. Planting techniques to conform to Ridgeline Planting Guidelines (see page 88 and Exhibit 19)

Median Trees

Leptospermum laevigatum
Australian Tea Tree

15'-40' o c Irregular, informal spacing
to allow visual access

Median Shrubs/Groundcovers

Arctostaphylos pumila
Manzanita

Informal shrub groupings

Baccharis pilularis 'Twin Peaks'
Coyote Bush

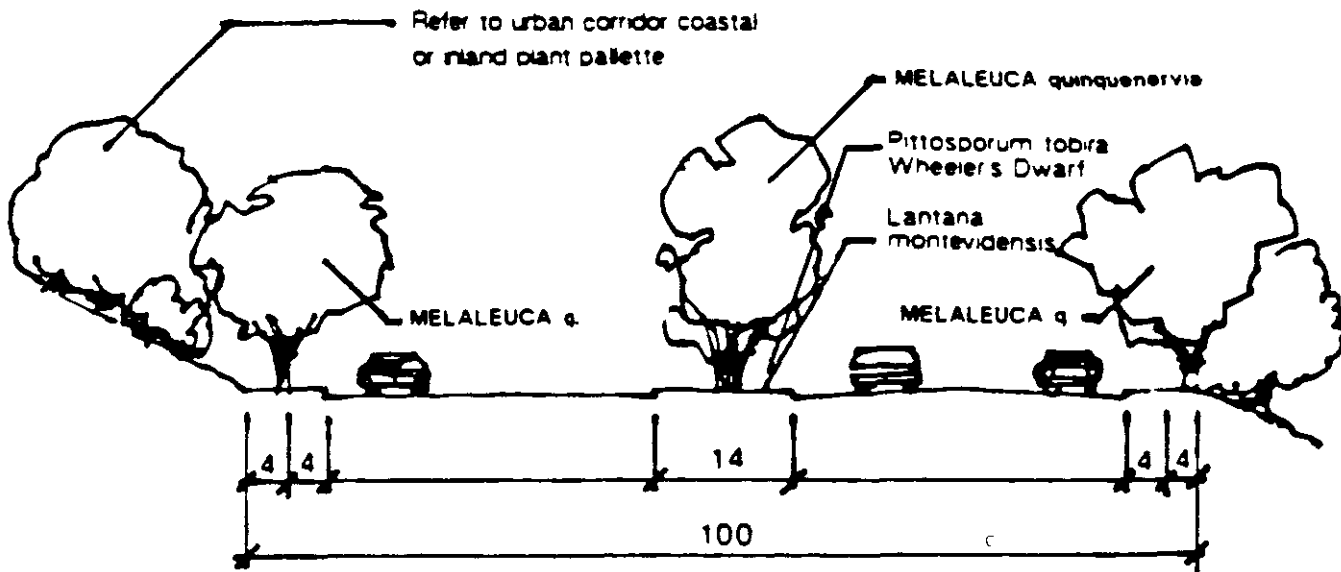
Carpentena californica
Bush Anemone

Ceanothus "Joyce Coulter"
Wild Lilac

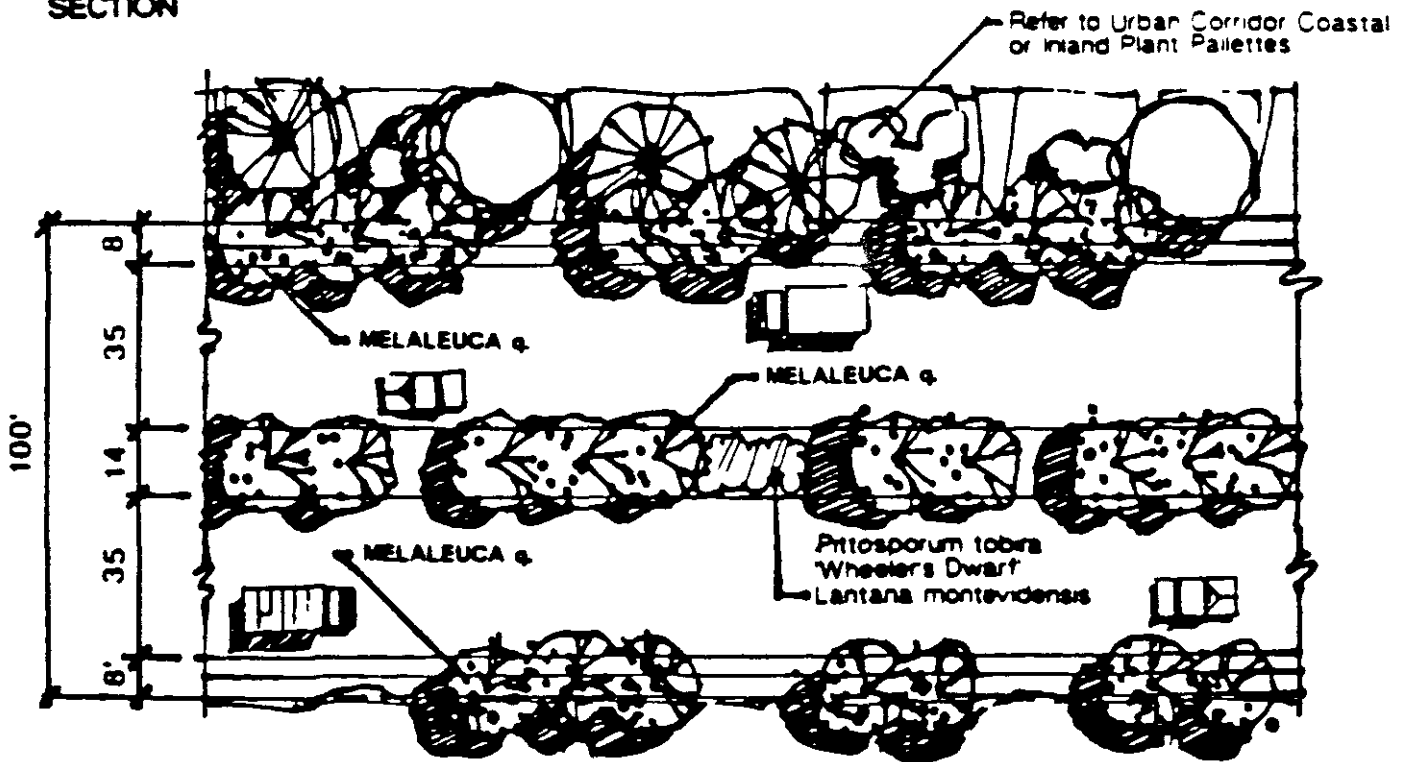
Cistus purpureus
Rockrose

Santolina virens
Santolina

Avenida Vista Hermosa Urban Corridor



SECTION

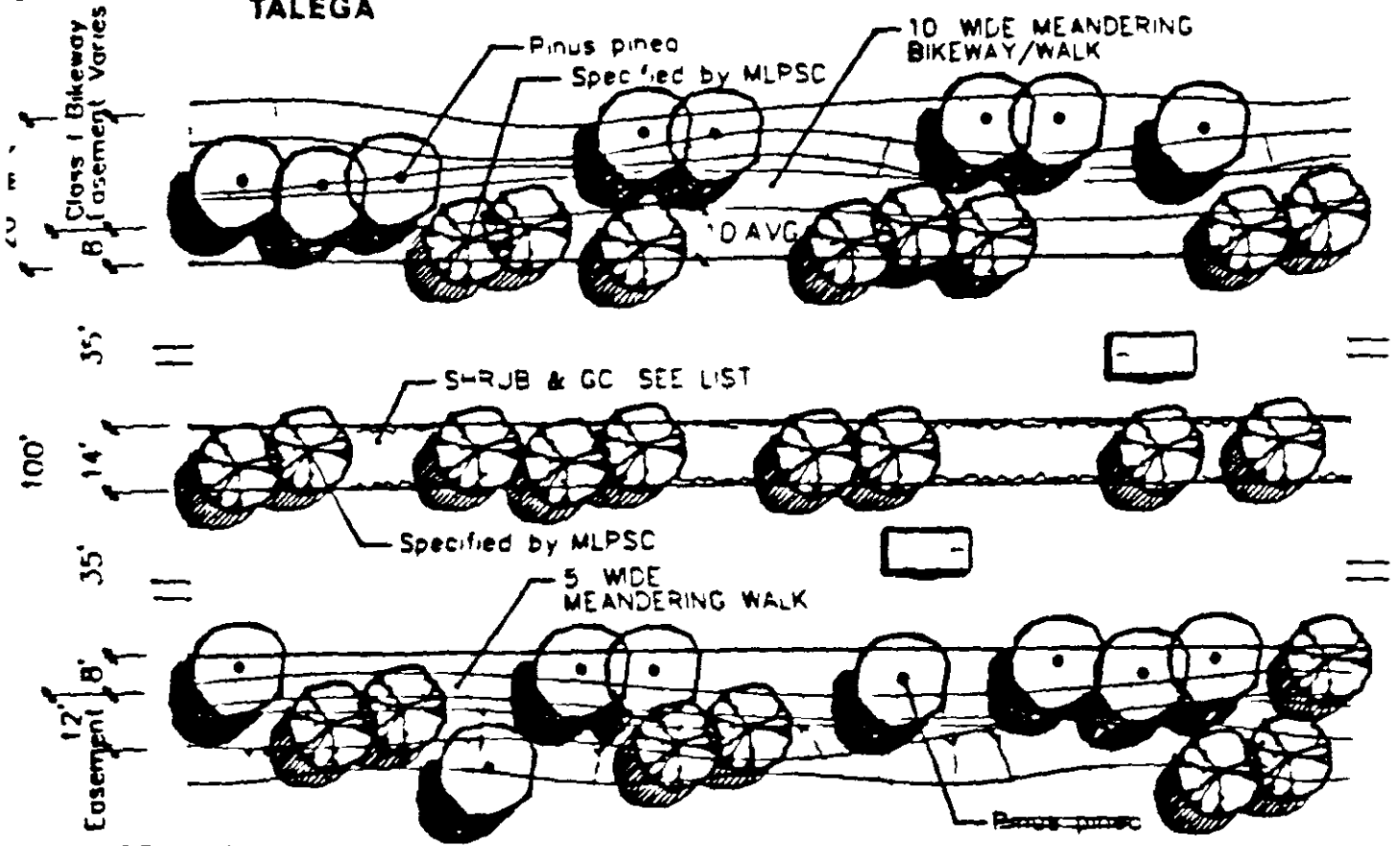


Conceptual Plan

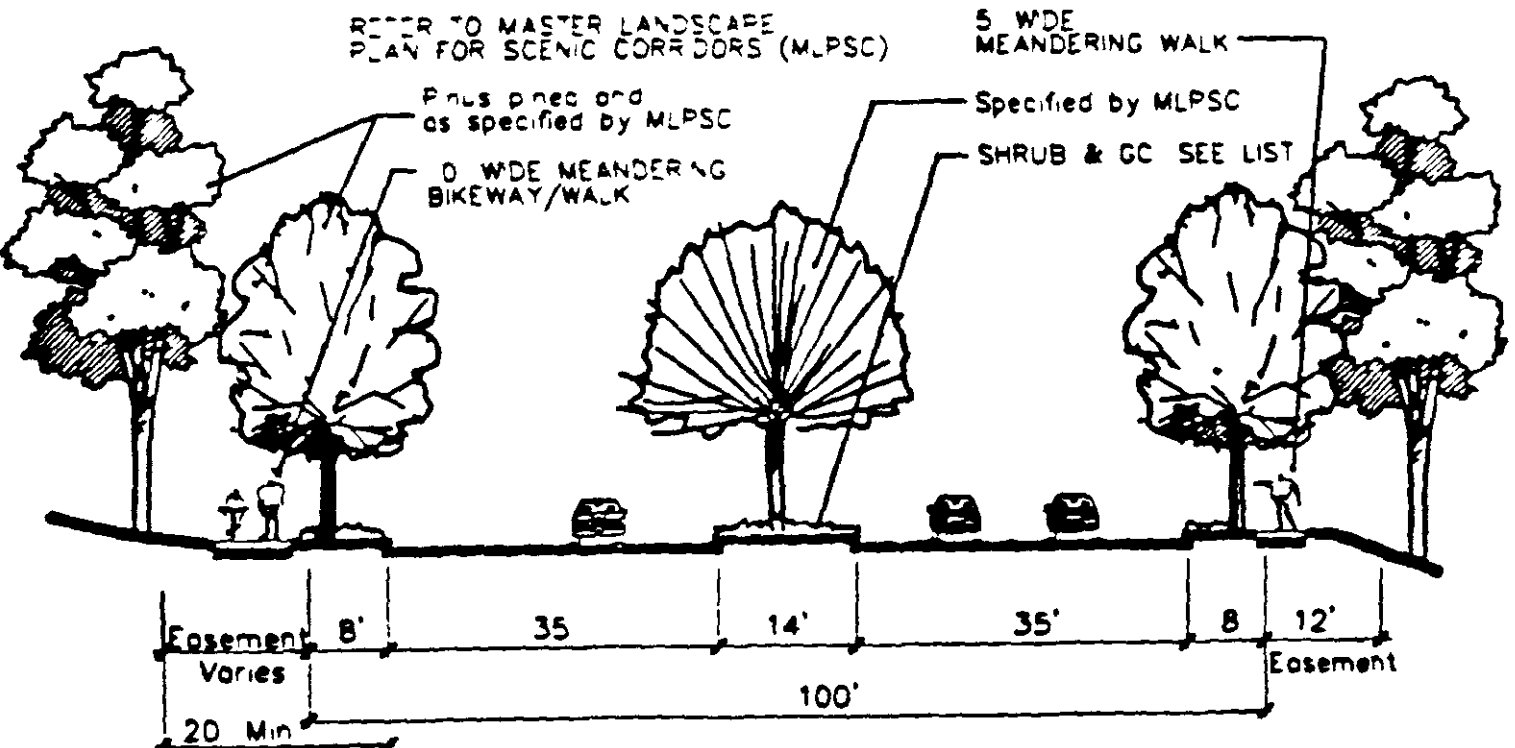
Exhibit #3

**VENIDA VISTA HERMOSA
TALEGA**

- RECREATION CORRIDOR



CONCEPTUAL PLAN



SECTION

Note The Class I Bikeway shall be separated from curb by an average distance of 10 Sidewalks shall meander within an area 20 in width including right-of-way

Avenida La Pata - "The Sycamore Corridor"

Major Urban/Recreation Corridor

Corridor Characters

Avenida La Pata is a major corridor that provides linkage to the inland urban core, three of the ranches, the proposed Prima Deshecha Regional Park, and San Onofre State Park at the City's edge

This corridor displays a dominant urban character in its central section between Camino Vera Cruz and Calle del Cerro. This area is part of the "inland center" which is part of the commercial and business core for the inland ranches. The far ends of this corridor within the study area demonstrate a strong recreation character. The northern extension provides access to Prima Deshecha Regional Park and travels over ridgelines adjacent to undeveloped sections of Talega. The southern extension of Avenida La Pata is adjacent to open space and recreational facilities, providing access to San Onofre State Park.

Roadway Criteria

Avenida La Pata is a major arterial highway, having a 120-foot right-of-way that includes a 14-foot wide median and a 9-foot-wide parkway on each side. The parkway contains a 5-foot-wide sidewalk that occurs adjacent to the curb leaving a 4-foot-wide planting area. A landscape easement will provide adequate space along the parkway to implement the streetscape concept.

Existing Conditions

Approximately 25 percent of this roadway has been constructed. This construction occurs within Rancho San Clemente from Avenida Pico to the golf course just east of Calle del Cerro. Streetscape improvements and plantings have not yet been installed.

Special Opportunities

Avenida La Pata benefits from both special landscape statements and visually sensitive areas to provide additional interest and enhancement to this major corridor.

Special Statements

The intersections of Avenida La Pata with Avenida Pico and Avenida Vista Hermosa have been identified as **key intersections**. These statements will incorporate special plantings to announce the importance of two major scenic corridors intersecting at the inland core.

Secondary City Entrances occur at each end of Avenida La Pata at the City boundaries. Three project or ranch entries are located along this corridor as well.

Visual Considerations

Long-range views of adjacent natural hillsides in Talega and of ridgelines are appreciated at the intersection of Avenida La Pata with Calle del Cerro. The Visual Opportunities Plan, Exhibit 10, identifies this area as a visually sensitive where the concept will respect or enhance the visual experience of this corridor through sensitive planting design. The plan highlights areas along the corridor where views should be preserved and enhanced or areas requiring a buffer or accent.

Design Goals

- The streetscape shall reflect the environmental context and spatial sequence of the corridor through the use of formal and informal plantings of a dominant street tree species
- The streetscape shall provide a strong sense of visual continuity for the corridor
- Dominant plant materials shall be selected to compliment the scale and character of this important highway
- Groundcover plant materials shall be of low-water use, low-maintenance nature that provide a "matte-like" consistent-vegetative cover

Theme

Avenida La Pata will be known as the "Sycamore Corridor." There are three primary reasons that support this design theme for this Major Scenic Corridor:

- Sycamore species can be used effectively to reflect the distinct spatial characteristics of the corridor while providing a unified purpose to the streetscene
- The scale and character of these materials are in keeping with the importance of this highway
- The deciduous qualities of Sycamores offer seasonal change for interest and a varied visual experience

The use of formal or informal plantings of the appropriate Sycamore species will emphasize the spatial character of the corridor.

Planting Concept

The planting concept for Avenida La Pata combines plant materials and planting techniques that emphasize the environmental and spacial context of the roadway into a unified streetscape scene. The median tree is continuous throughout the corridor, only the spacing changes to reflect the context of the corridor.

Recreation Corridor

The Recreation Segment of this corridor features informal groupings of multi-trunked *Platanus racemosa* (California Sycamore) which are to be planted in the parkway and landscape area. The concept incorporates a parkway street-tree element within this segment of the corridor to provide streetscape continuity. This informal, random treatment will reinforce the natural or recreational edge which is to be planted as per the plant palette established for the Recreation/Natural Edge. The groundcovers and shrubs specified for this segment of the corridor have been selected to include the use of native materials, and to complement the informal, unmanicured character.

The median will be planted with a randomly spaced *Quercus agrifolia*, (Coast Live Oak). This selection provides an evergreen contrast, with the parkway offering a large-scale canopy-style tree.

Plant Palette
Avenida La Pata - "The Sycamore Corridor"

Recreation Corridor

Trees

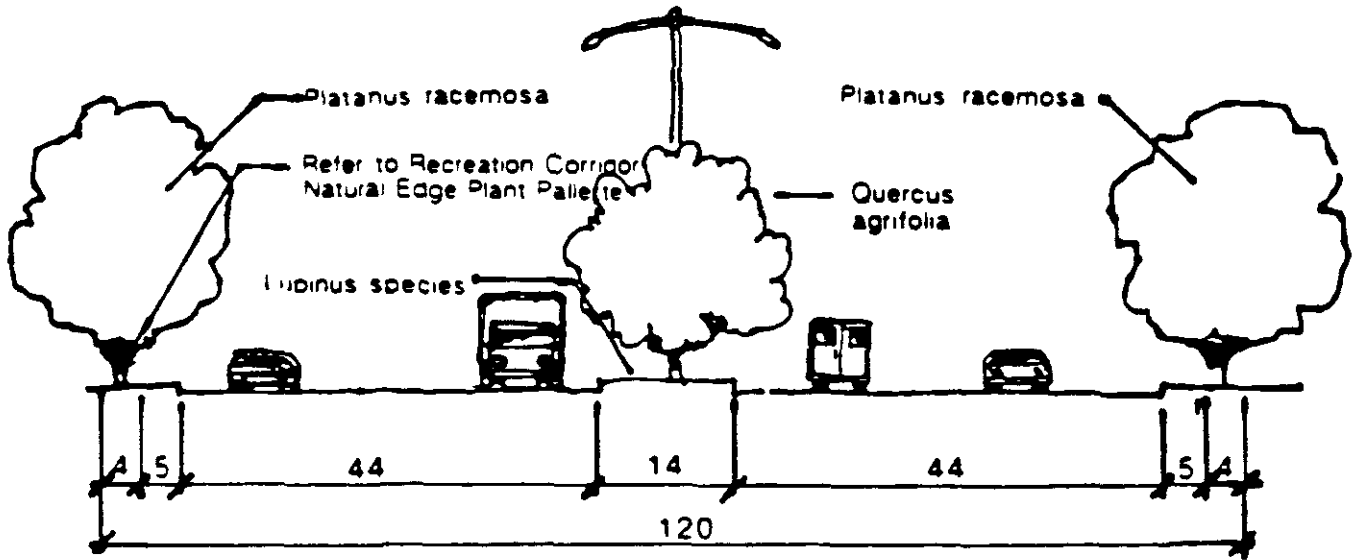
<i>Quercus agrifolia</i> Coast Live Oak	Median - Informal spacing 50' to 75' o c
<i>Platanus racemosa</i> - Multi California Sycamore	Parkway - Informal groupings spaced 1 tree 40' o c avg

Shrubs/Groundcover

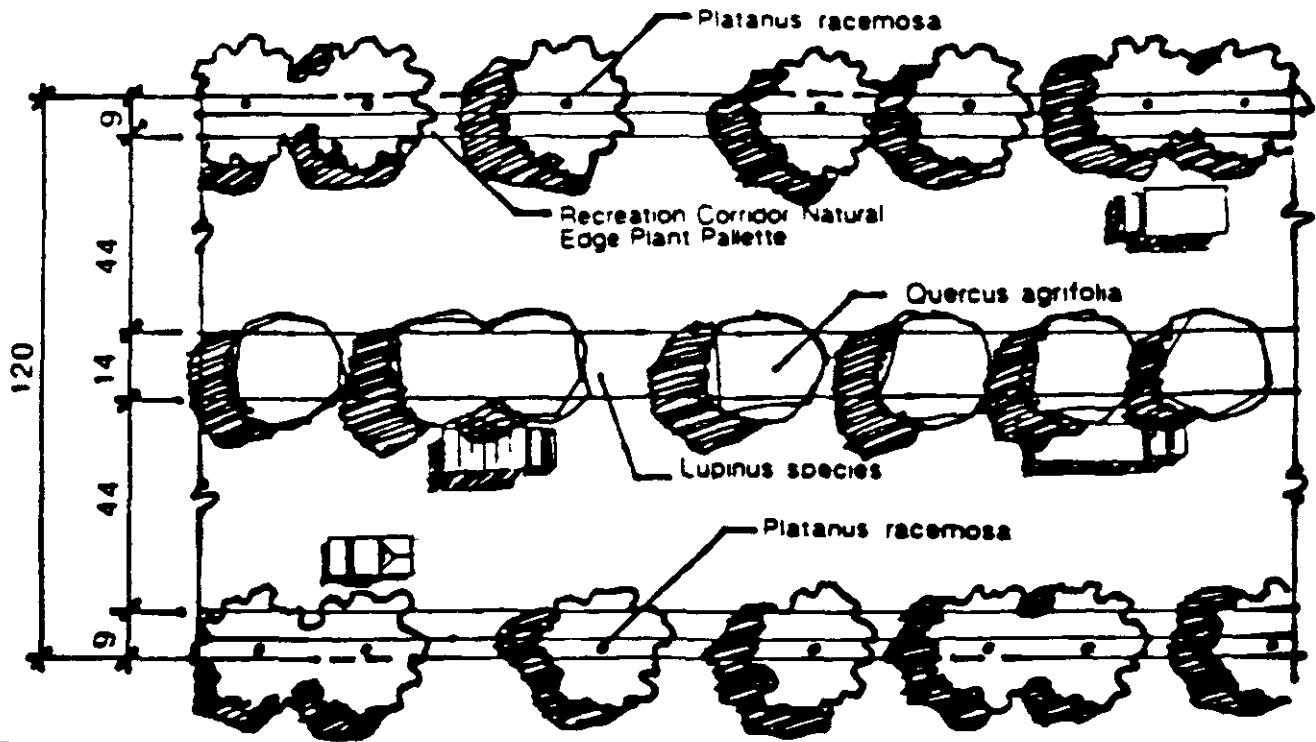
<i>Ceanothus species</i> Wild Lilac	Median
<i>Cistus purpureus</i> Rockrose	Median
<i>Cistus salvifolius</i> Safeleaf Rockrose	Median - Informal groupings
<i>Lupinus albifrons</i> Lupine	Median
<i>Lupinus species</i> Lupine	Median
<i>Mahonia repens</i> Creeping Mahonia	Median
<i>Myoporum panvifolium</i> "Prostratum" Myoporum	Median
<i>Ochna serrulata</i> Mickey Mouse plant	Median
<i>Ribes viburnifolium</i> Evergreen currant	
<i>Rosmarinus officinalis</i> Rosemary	
<i>Trichostema lanatum</i> Woolly blue curls	

Refer to Recreation Corridor - Natural Edge, pages 86 and 87, for shrub and groundcover selections in Parkway

Avenida La Pata Recreation Corridor

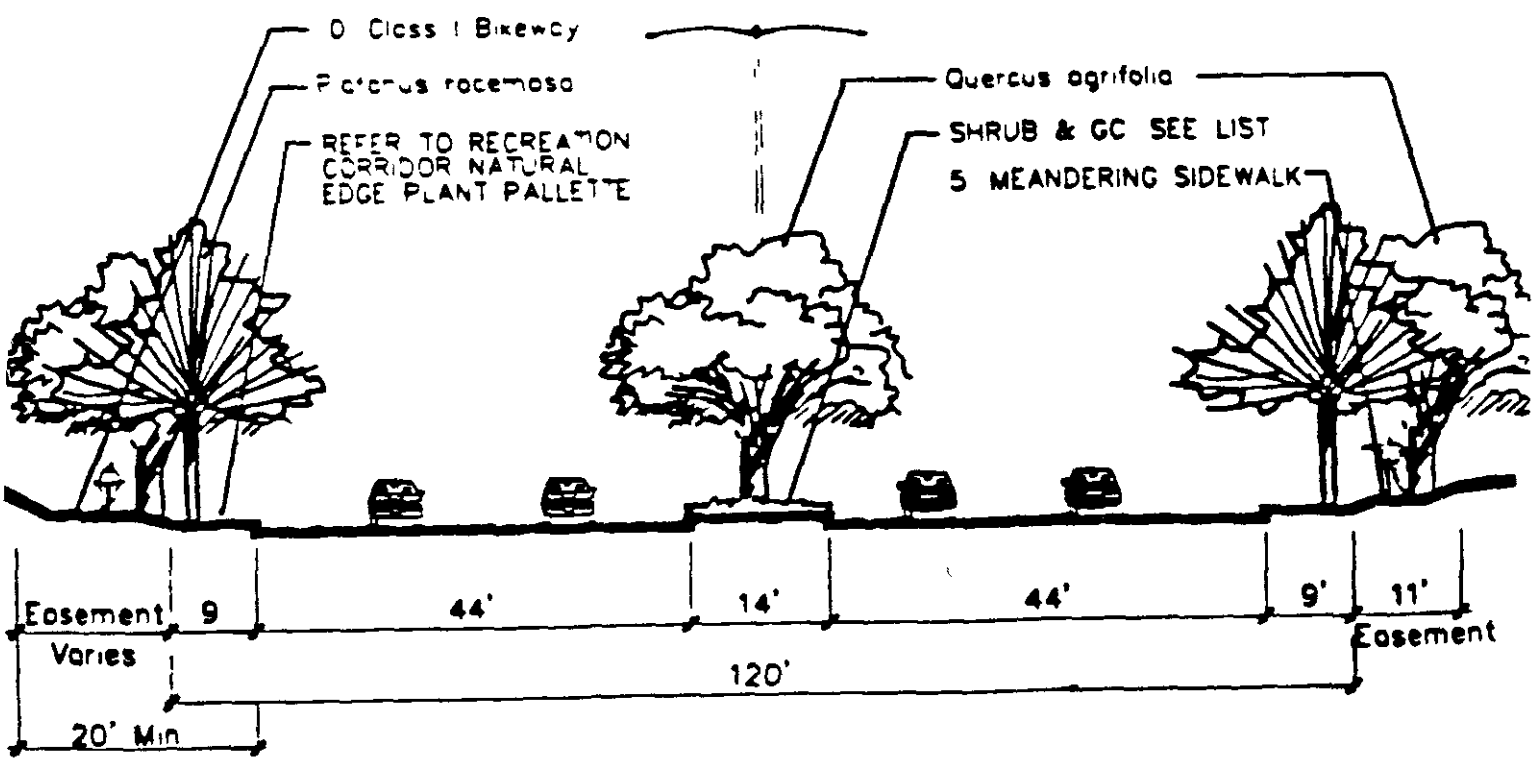
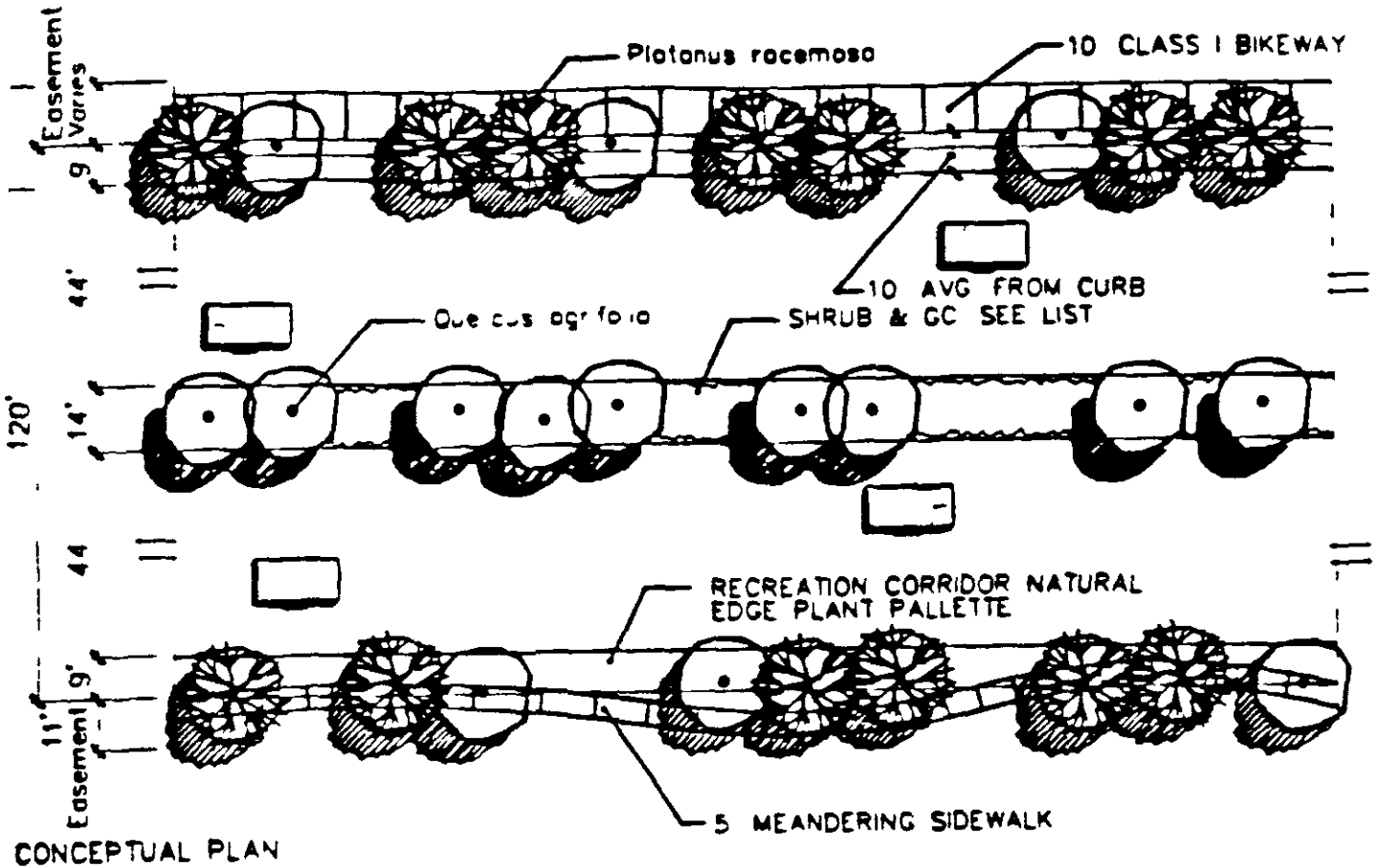


SECTION



CONCEPTUAL PLAN

**AVENIDA LA PATA
TALEGA**



Note The Class I Bikeway shall be separated from curb by an average distance of 10' Sidewalks shall meander within an area 20' in width including right-of-way

Avenida Pico - "The Eucalyptus Corridor"

Major Urban Corridor

Corridor Characteristics

Avenida Pico is a major urban corridor that provides linkage from the coastal edge to the far reaches of the inland. It has two primary City entrances, a secondary entrance, a key intersection at the inland center, and three ranch entries. Established commercial and public uses are located along this corridor near the freeway interchange.

Avenida Pico will reflect a dominant urban character for the majority of its length, offering a wide range of visual opportunities. The character of Avenida Pico is defined by three distinct segments. The section of Avenida Pico from El Camino Real to the freeway is considered the Coastal Segment. The roadway and adjacent development appreciates significant ocean views that will be respected and enhanced. The close proximity to the coast dictates distinct environmental conditions that must be considered.

The portion of Avenida Pico that extends from the north side of the freeway to the intersection with Avenida La Pata demonstrates the characteristics of a canyon. This area is in the Segunda Deshecha Canyon between two ridgelines. This segment of the corridor will have a substantial amount of business park development between the intersections of Calle Amanecer and Avenida La Pata with significant manufactured slopes on the majority of the east side.

The third distinct segment of Avenida Pico is from the intersection with Avenida La Pata to the county boundary at the limits of Talega. This segment is characterized by a narrow inland canyon. There are ridges and major landforms surrounding the corridor as well as manufactured slopes that will occur on both sides of most of this highway. A portion of the Talega Golf Course will be adjacent to this roadway.

Roadway Criteria

Avenida Pico is a major arterial highway having a 120-foot-wide right-of-way with a 14-foot-wide median. Nine feet of parkway occurs adjacent to each curb, including sidewalks at the curb's edge. The area of existing commercial development south of the freeway does not include a parkway between the property and the sidewalk. Along much of this highway, manufactured slopes and natural banks provide an extension of the parkway planting area and streetscape influence.

Existing Conditions

Approximately 65 percent of the roadway improvements for this highway have been constructed. The improvements for the Segment from Avenida La Pata to Cristianitos Parkway will occur with the future development of Talega.

Streetscape landscaping improvements exist along some areas of this corridor. Marblehead Inland and Rancho San Clemente have installed landscaping that has contributed to the theme established for this highway. Avenida Pico, within Rancho San Clemente, is planted with three species of Eucalyptus trees with accent at the entries and intersections provided by *Jacaranda acutifolia**. A variety of trees have been incorporated within this corridor between the existing commercial south of the freeway and the ranch boundaries north of the freeway. The primary tree plantings in this area include *Trachycarpus fortunei* (Windmill Palm), *Magnolia grandiflora* (Southern Magnolia), and *Ficus nitida* (Indian Laurel) which are not in conformance with the overall concept for this corridor.

*(The Jacaranda A. shall be removed in a comprehensive manner and replaced as a result of its inability to thrive successfully)

Special Opportunities

Avenida Pico affords the opportunity for both special landscape statements and visual considerations that enhance views of significant features or buffer undesirable views.

Special Statements

The Coastal Segment of this corridor provides **two primary City-Entry statements**. One is at the intersection of Avenida Pico and El Camino Real, and the other is at the freeway interchange. In the Inland Segment of this corridor a key intersection statement occurs where Avenida Pico intersects with Avenida La Pata. A secondary City entrance statement is at the intersection of Avenida Pico and Cristianitos Parkway. The design intent of these elements is described in detail in the "**Entry Hierarchy**" section of the plan (Exhibit 13).

Visual Considerations

The southern portion of the Coastal Segment of this corridor identifies areas where visual buffers should occur and where significant views of the ocean shall be maintained and respected with the proposed streetscape elements. The visual resources must be maintained for the adjacent property owners while the streetscape can focus or frame views for the motorist on the corridor.

The visual considerations plan identifies areas where the concept, when implemented, will serve to unify the streetscape scene.

Design Goals

- The streetscape shall respect the views of dominant natural features
- The concept shall visually unify the corridor as it spans from the coastal edge to the inland hillsides
- The planting scheme must reflect the varied environmental character of the corridor
- The streetscape concept shall attempt to incorporate the existing plantings where possible to create the unified experience for the corridor

Theme

Avenida Pico will be known as the "**Eucalyptus Corridor.**" There are three primary reasons contributing to the establishment of Eucalyptus as a theme for Avenida Pico

- Eucalyptus offer a variety of species that respond well to the varied environmental conditions that exist along this corridor
- The recently installed streetscape within the middle segment of this corridor includes significant plantings of three species of Eucalyptus, establishing a strong streetscape character
- Plantings of Eucalyptus trees in this corridor will provide the appropriate scale for the roadway and soften the impact of the manufactured slopes

The streetscape will incorporate a progression from formally aligned plantings at the Coastal Segment to informal plantings at the Inland Segment. The various Eucalyptus species used are compatible with the environmental character and proposed condition for each segment of the corridor

Planting Concept

Coastal Segment

The Coastal Segment of Avenida Pico shall employ *Eucalyptus ficifolia* (Red Flowering Gum) as the dominant tree, with *Metrosideros excelsus* (New Zealand Christmas Tree) as an alternative choice. These two (2) trees shall be formally arranged within the parkway. When space permits, a combination of both trees shall be utilized, with the *Metrosideros excelsus* as the tree immediately adjacent to the roadway and the *Eucalyptus ficifolia* as the tree across the public sidewalk. The intent is to create a "double-row" of trees to be "absorbed" at a pedestrian level. The median will feature plantings of *Washingtonia robusta* (Mexican Fan Palm), providing a vertical accent without obstruction of views. Mounds of

Pittosporum tobira "Wheeler's Dwarf" and *Lantana montevidensis* "Carnival" will occur as the median groundcover. The adjacent manufactured slopes on the western side of the corridor provide background and support to the streetscape concept developed for the Coastal Segment of this corridor. The suggested plant palette for these slopes provides colorful trees, shrubs, groundcovers, and vines that reinforce the image of a "Spanish Village by-the-Sea," which is a desired goal for the coastal area of the City. The eastern side of the corridor employs the streetscape as a visual buffer to the adjacent sewage treatment plant.

Metrosideros excelsus New Zealand Christmas Tree is very well-suited for coastal San Clemente, tolerant of poor soil conditions, and is an attractive alternate with *Eucalyptus ficifolia*.

Eucalyptus ficifolia (Red-Flowering Gum) is particularly well-suited to coastal conditions and its height will not obstruct views from development occurring on the adjacent slopes. This species will blend well with the existing *Eucalyptus* plantings along the sewage treatment facility and will adapt to existing commercial situations near I-5. This bold flowering tree will help reinforce the coastal character. The plantings of *Washingtonia robusta* (Mexican Fan Palm) in the median will connect City entry statements located at El Camino Real and the freeway and soften the impact of the median light standards.

Middle Segment

The inland midsection of Avenida Pico extends from the north side of I-5 to the intersection with Avenida La Pata. This segment of the corridor will have formally aligned, irregularly spaced groupings of *Eucalyptus spathulata* (Swamp Mallee), *Eucalyptus sideroxylon* (Red Ironbark), and *Eucalyptus polyanthemos* (Silver Dollar Gum). These plants are existing and strongly support the proposed concept for this corridor. This segment of Avenida Pico offers views of natural ridgelines, the ocean, and the development edge including manufactured slopes. By having a variety of *Eucalyptus* and by allowing for view windows through irregularly spaced trees, the street character will integrate development with a natural edge. The corridor is wide enough to allow visual access even with a densely-planted parkway.

Inland Segment

The Inland Segment of Avenida Pico extends from the key intersection with Avenida La Pata to the County boundary at the edge of Talega. This segment of the corridor will reflect informal plantings of *Eucalyptus cladocalyx* (Sugar Gum) as the dominant streetscape element. The selection of *Eucalyptus cladocalyx* is compatible with the dominant landform communities established by Talega's Landscape Concept and is a tree of significant scale and form for this major corridor. The streetscape will be supported by a secondary street tree including *Ficus rubiginosa* (Rusty leaf fig). Accents utilize *Quercus agrifolia* (Coast Live Oak) and *Platanus racemosa* (California Sycamore). The parkways are inadequate to implement the streetscape concept, resulting in street trees being planted within a landscape easement often within slope areas, adjacent to the parkway. The streetscape concept will be supported by plantings that occur on adjacent manufactured slopes and graded areas that

are sensitive to the unique inland environment that exists within portions of Talega (Exhibit 8)

Stamped concrete in standard cobble-stone pattern, terra-cotta color, shall be installed in median areas of 4-feet wide or less

Plant Palette
Avenida Pico - "Eucalyptus Corridor"

Coastal Segment

From El Camino Real north to I-5 Interchange

Trees

<i>Eucalyptus ficifolia</i> Red-Flowering Gum	20' o c Formally aligned and spaced
<i>Washingtonia robusta</i> Mexican Fan Palm	25' o c Formal alignment and spaced in median
<i>Metrosideros excelsus 'Aurea'</i> Secondary street tree	20' o c Formally aligned and spaced
<i>Pinus Torreyana</i> Torrey Pine	Accent

Shrubs/Groundcovers

<i>Bougainvillea</i> "Barbara Karst" Bougainvillea	Parkway
<i>Juniperus horizontalis</i> "Bar Harbor" Bar Harbor Juniper	Median
<i>Lampranthus</i> Ice plant	Median
<i>Lantana montevidensis</i> "Pink Frolic" Trailing Lantana	Median
<i>Pterosporum tobira</i> "Wheeler's Dwarf" Dwarf Mock Orange	Median/Parkway
<i>Rosa Banksiae</i> Lady Bank's Rose	Median

- Refer to Urban Corridor - Inland Plant Palette, pages 84 and 85, for additional parkway shrub and groundcover selections

Middle Segment

I-5 Interchange north to Avenida La Pata

Trees

Eucalyptus sideroxylon
Red Ironbark
Eucalyptus spathulata
Swamp Mallee

Parkway - 12'-20' o c

Median 15'-18' o c
Formally aligned random spaced

Shrubs/Groundcover

Limonium perezii
Sea Lavender
Myoporum parvifolium
Myoporum

Median

Median

* Refer to Urban Corridor - Inland
Plant Palette, pages 84 and 85, for
additional parkway shrubs and
groundcover selections

Parkways and adjacent manufactured plant
slopes

Inland Segment

Trees

Eucalyptus cladocalyx
Sugar Gum
Platanus racemosa
California Sycamore
Quercus agrifolia
Coast Live Oak
Ficus rubiginosa
Rusty Leaf Fig

Median/Parkway 18'-40' o c *

Accent

Accent

Secondary Tree
Spacing varies

Shrubs/Groundcovers

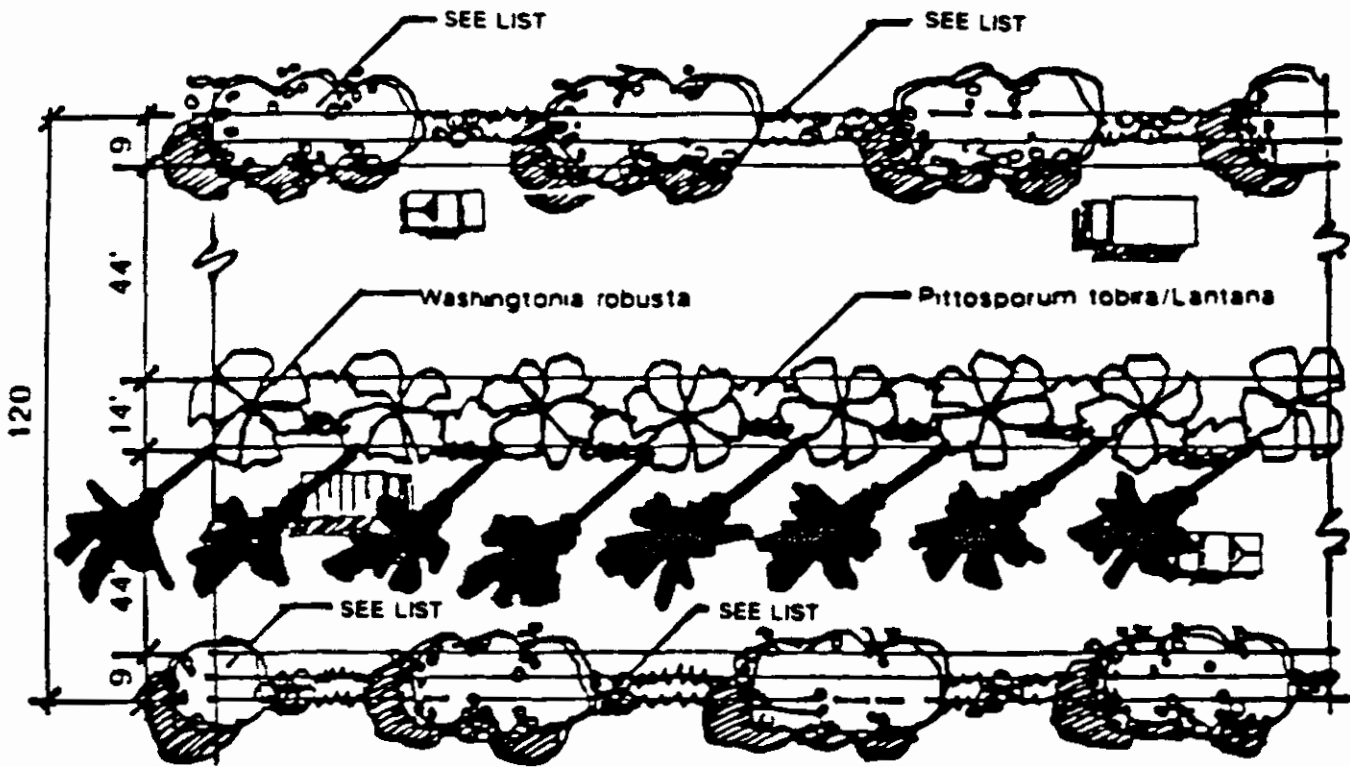
<i>Baccharis pilularis</i> "Twin Peaks" Coyote Brush	Median
<i>Encelia californica</i> California Encelia	Median
<i>Myoporum parvifolium</i> Myoporum	Median
<i>Agave attenuata</i>	Median/Parkway
<i>Nerium oleander</i> (Little Red) Oleander petite	

Refer to Urban Corridor - Inland (pages 84 and 85) for additional parkway shrub and groundcover selections

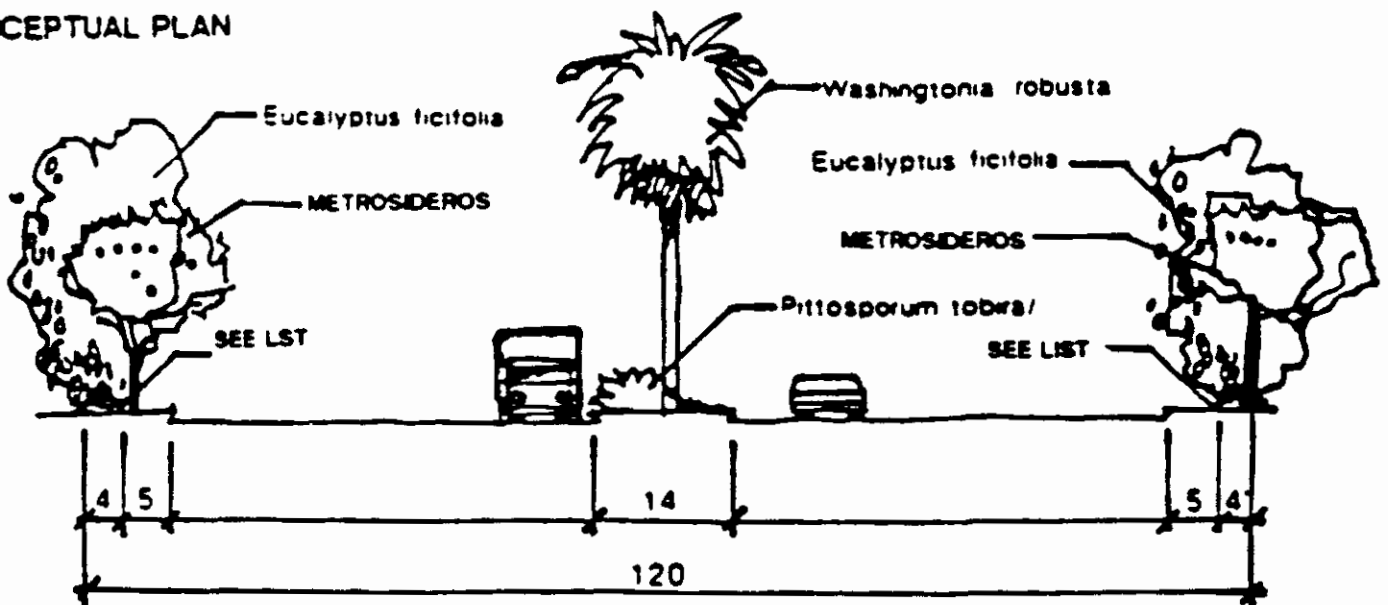
- * Dominant street tree A minimum of 50 percent of trees in parkway to be this species and 75 percent of median trees

- ** Spacing and alignment of parkway trees is to respond to adjacent development conditions, providing visual access or a buffer as necessary Achieve an overall average of 1 tree per 25 linear feet of parkway

Avenida Pico Coastal Segment

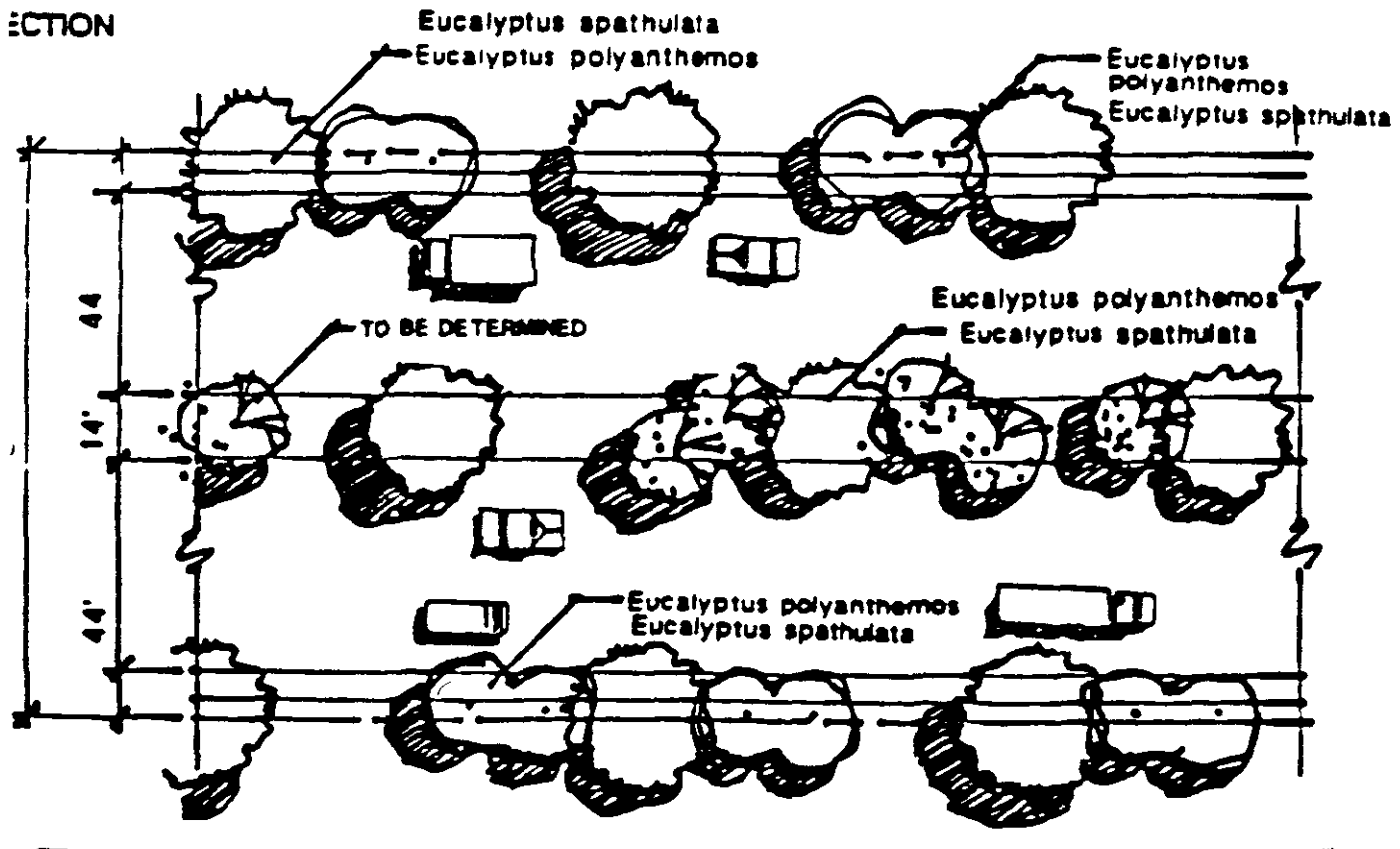
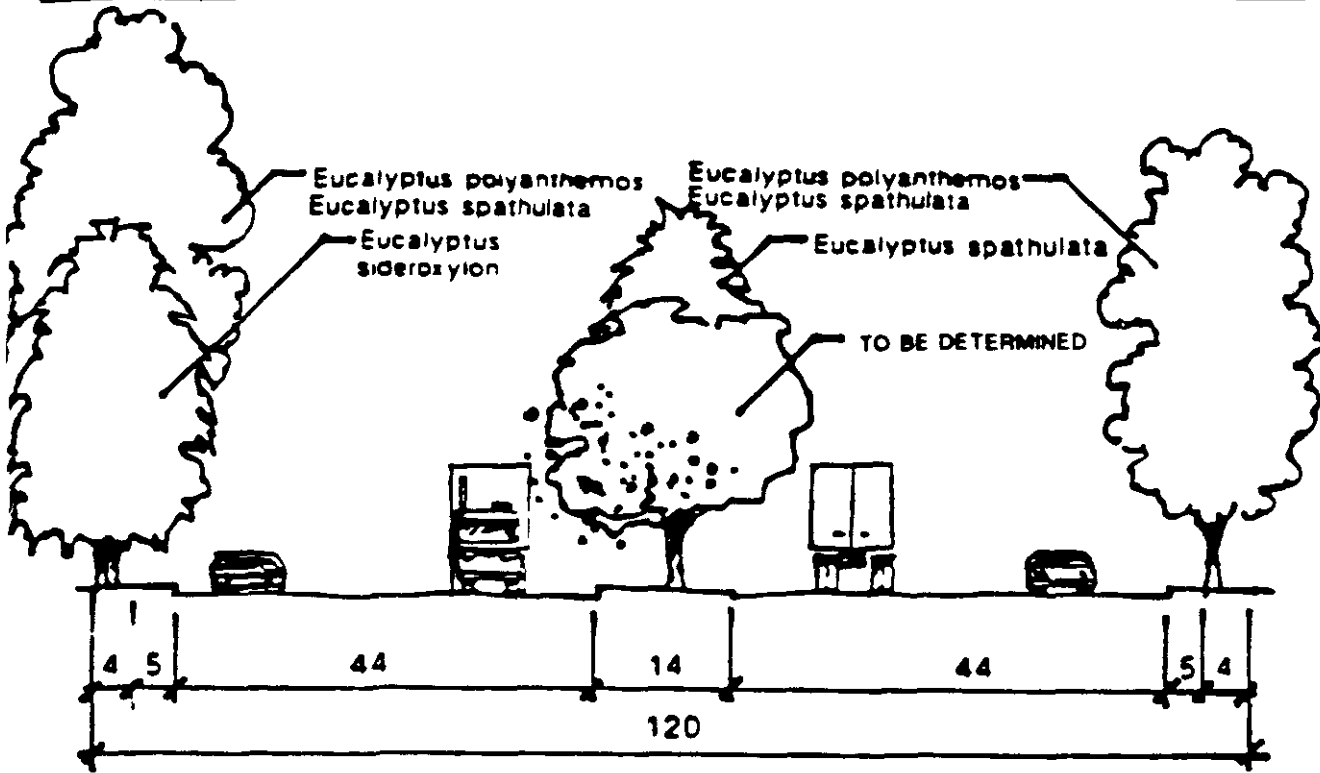


CONCEPTUAL PLAN



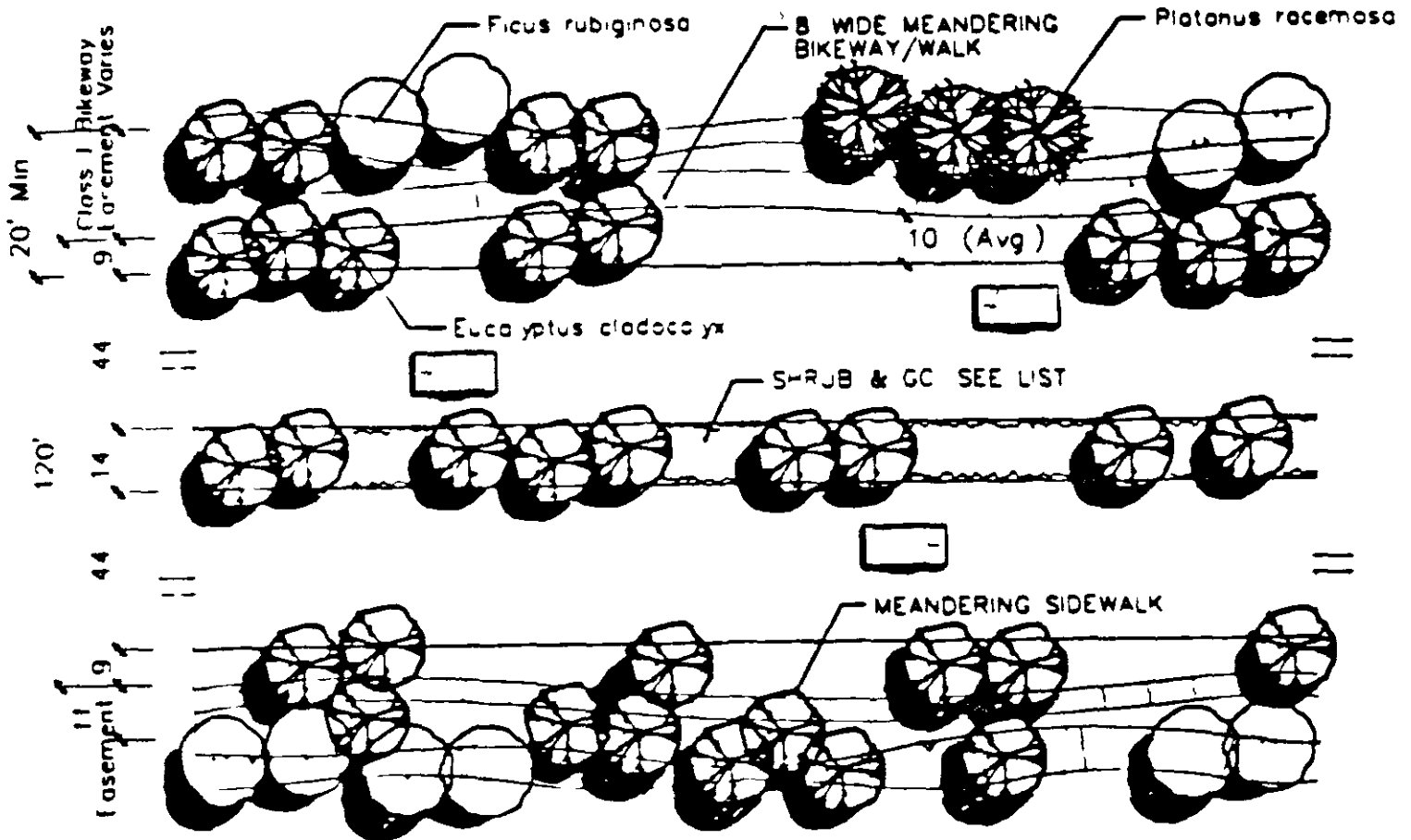
SECTION

Avenida Pico Middle Segment

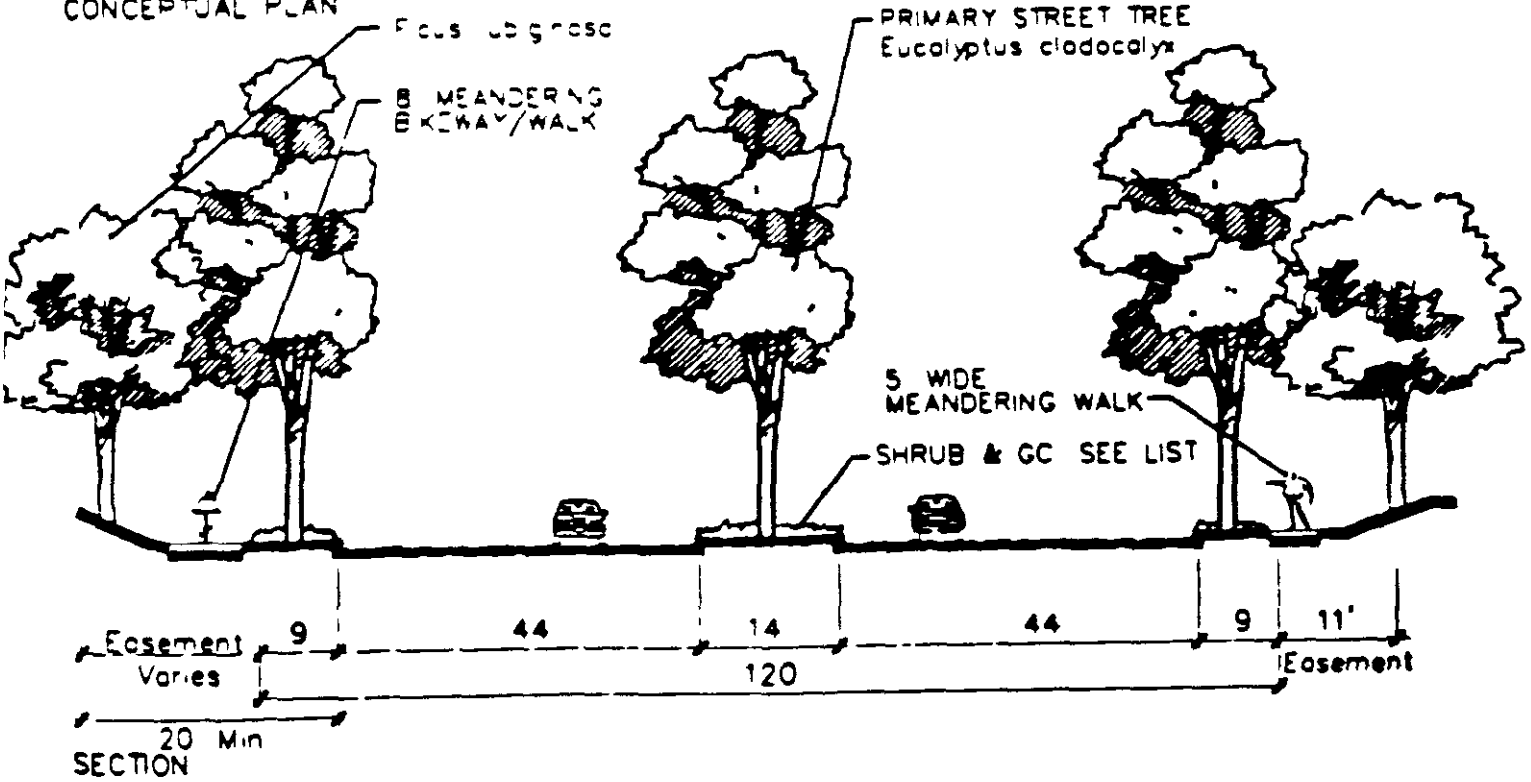


**AVENIDA PICO
TALEGA**

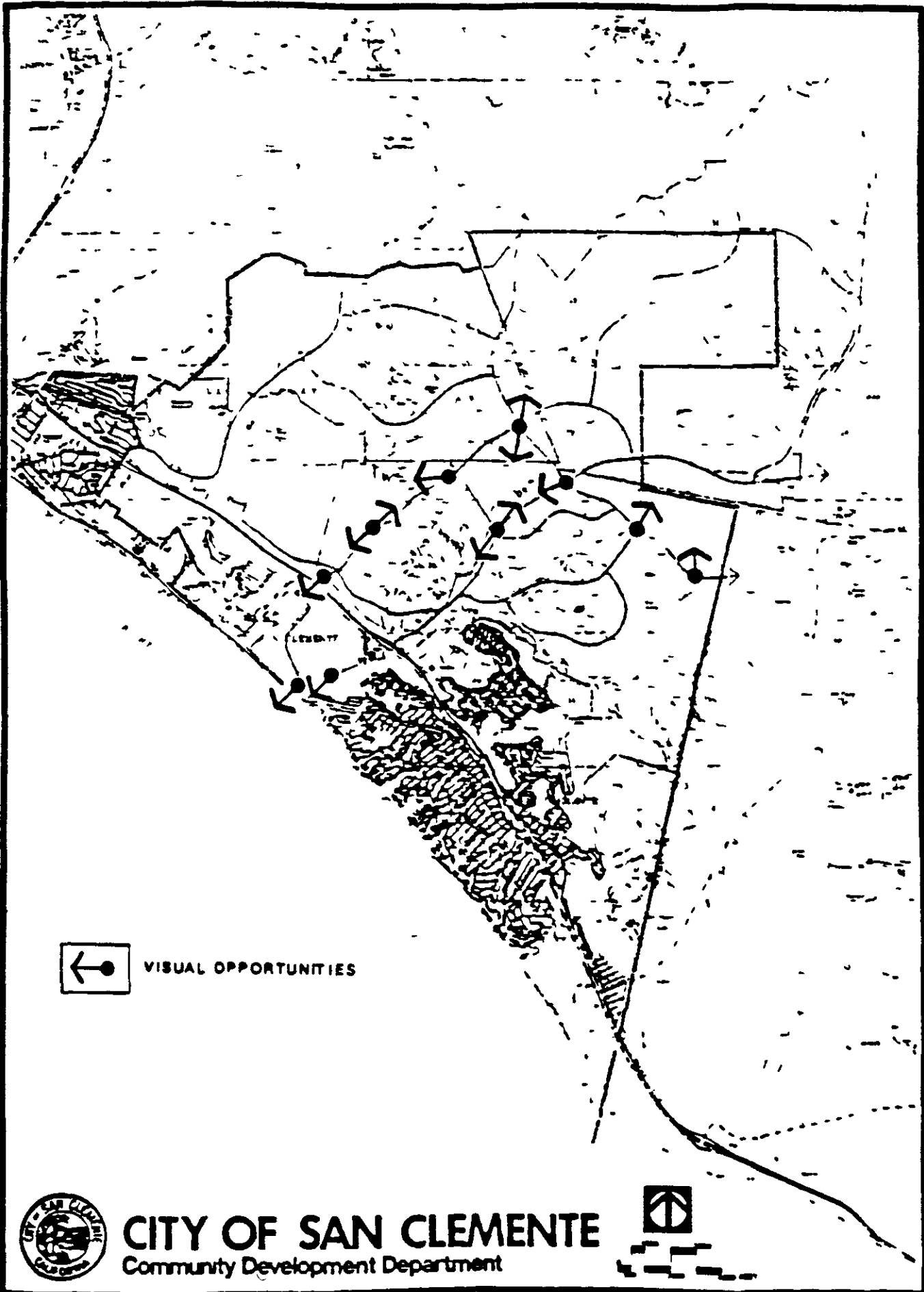
INLAND



CONCEPTUAL PLAN



VISUAL OPPORTUNITIES MAJOR CORRIDORS



El Camino Real - "Palm Tree Corridor" **Minor Recreation Corridor**

Corridor Character

El Camino Real, known as the Coast Highway, is a minor scenic corridor that serves as a coastal edge, providing entry to the City from the north. This important highway is a State Route that provides access to both City and State beaches. El Camino Real extends from the City boundary adjacent to Capistrano Beach to the intersection with Avenida Pico and beyond through existing development along the coastal edge. This plan only focuses on the portion of this highway from Capistrano Beach to Avenida Pico. Refer to Exhibit 2.

The dominant feature of this corridor from the City boundary to Avenida Pico is the modified coastal bluffs at the southern edge of Marblehead Coastal. Dense landscaping that buffers existing development from the railroad on the coastal side of the highway in combination with the future landscape theme along the landform graded southern edge creates a special character similar to that of a canyon.

Roadway Criteria

Within the study area, El Camino Real (Pacific Coast Highway) is considered a primary roadway from the City boundary at the north to its intersection with Avenida Pico. The Pacific Coast Highway (El Camino Real) incorporates a Class II bikeway and public sidewalks along the coastal side of the street. Future roadway improvements will allow for the development of an enhanced parkway and streetscape program which will include an expanded parkway and a planted raised median.

Existing Conditions

The roadway is completely constructed within the study area. Landscaping to buffer homes from the railroad right-of-way occurs along most of the roadway within the study area. This landscaping consists primarily of a tall, dense hedge with colorful bougainvillea. There is a City parking lot on the coastal side of the road near the intersection with Avenida Pico. The modified "natural bluff" which occurred along Pacific Coast Highway/El Camino Real has been landform graded as part of an emergency plan to stabilize the geological condition and reduce the potential for landslides. This landform grading concept was created to allow for a less-manufactured look and to provide for a more appropriate landform to accommodate maritime vegetative schemes. Outside of the study area, El Camino Real is lined with tall palm trees, primarily *Washingtonia robusta* (Mexican Fan Palm), on both sides of the highway through the downtown. The landform graded bluffs allow for the replication of natural sea-coast plantings and other themes reflective of the sea. The bluffs remaining in their natural state would not have allowed expansion of the existing El Camino Real improvements or additional landscaping at that edge. Other secondary design opportunities for corridor enhancement occur at the Primary City Entry at Avenida Pico. The design will focus on feasible intersection improvements and extend to include accent plantings at the City parking lot nearby where the newly constructed City sign occurs. Refer to Exhibit 15, Primary City Entrance - Coastal Edge.

Special Opportunities

The landform graded bluffs allow for the replication of natural sea coast plantings and other themes reflective of the sea. The bluffs in both their natural and existing state will not allow expansion of the existing El Camino Real improvements or additional landscaping at that edge. Therefore, the primary design opportunities for corridor enhancement occur at the Primary City Entry at Avenida Pico. The design will focus on feasible intersection improvements and extend to include accent plantings at the City parking lot nearby where the newly constructed City sign occurs. Refer to Exhibit 15, Primary City Entrance - Coastal Edge.

Visual Considerations

The coastal bluffs are a dominant visual element along this highway. The character of the corridor as a canyon strongly directs the views to each end of the corridor. These areas provide the visual terminus and generally coincide with the City limits or the location of an entrance statement.

Design Goals

- Reflect the natural environmental character of the coastal bluffs
- Enhance the landscape treatment at the City Entry
- Reinforce a strong vertical character to add announcement to San Clemente

Planting Concept

Future plantings will accommodate two (2) varying concepts. First, the flatter area immediately adjacent with the roadway and parallel with the toe of the landform graded slope will contain various Mediterranean plantings which add a distinctive, "rich," and colorful contrast to the roadway and the sea. These plantings would be of low-water use (to prevent further destabilization of the landform-graded slopes) and of an ornamental nature. The intent is to provide a manicured/polished treatment appropriate as a City entry statement. In addition, a combination of *Washingtonia robusta* (Mexican Fan Palms) and *Phoenix canariensis* (Canary Island Date Palms), as accents which add to the Mediterranean "Spanish Village by-the-Sea" theme, will be incorporated in a semi-formal arrangement as part of a street-tree program. The "vertical element" which will be created by the tall palms will indirectly reinforce the strong vertical heights which exist along the eastern edge of Pacific Coast Highway. Future planted medians will also include a combination of palms which further add to the announcement and arrival to San Clemente from the north. In contrast to the introduced Mediterranean plantings will be California native plantings appropriate to exposure to the harsh conditions imposed by the sea. The "ravines" and "created drainage swales" will accommodate taller growing shrubs and trees which typify coastal canyons. Other landform "faces" will contain a combination of informal "drifts" of

native, lower-growing plantings and/or a mixture of annuals, perennials, or grasses (which are non-invasive) allowed to naturalize this particular area. Refer to Exhibit 15, Primary City Entrance - Coastal Edge The elements to enhance the corridor introduced by this plan incorporate the vertical accent provided at the City-entry statements at the intersection with Avenida Pico Refer to City-Entry Statements for detailed description of design intent for this element.

Plant Palette

If in the future the coastal bluffs receive stabilizing treatments that offer additional planting area within the parkway or along a slope area, the following plant palette shall be employed

Trees

Washingtonia robusta
Mexican Fan Palm

**Informally spaced primary street tree
minimum 10'-12' B T H**

Phoenix canariensis
Canary Island Date Palm

**Informally spaced accent tree
Minimum 8' - Average 12'**

Pinus torreyana
Torrey Pine

**Informally grouped secondary tree
in swales**

Shrubs/Groundcovers

Refer to Urban Corridor - Coastal
Plant Palette for shrub and ground-
cover selections, page 83

**Improved parkways and adjacent
manufactured slopes**

**Camino de Estrella
Camino de los Mares
-- “The Gateway Corridor”
Minor Recreation Corridor**

Corridor Character

Camino de Estrella/Camino de los Mares is a minor urban corridor that provides access to residential development within Forster Ranch and linkage to the Pacific Ocean coastal areas west of Interstate 5. Camino de Estrella is the first east-west corridor at the City’s northern limits. This corridor as it becomes Camino de los Mares continues in a north/south direction. Eventually, as Camino de los Mares enters the “Recreation Corridor” or Inland Segment, it again follows an east/west course inland.

The visual experience is primarily urban in character with views and vistas of the ocean particularly within the Interstate 5 Interchange area. Distant views of ridgelines and other natural features occur at various locations along this route. Neighborhood commercial, retail and professional offices occur along portions of this urban corridor, with an eventual transition occurring which includes residential development and manufactured slopes at the corridor edge.

Existing Conditions

East of Interstate 5, along Camino de Estrella southern edge, a semi-formal street-tree program occurs which include arrangements of mature Phoenix canariensis (Canary Island Date Palms). The existing median is devoid of any planting. A portion of the median (approximately down the center) is the responsibility of Dana Point and falls outside City jurisdiction.¹

West of Interstate 5, Camino de los Mares landscape improvements contain a formalized planting of *Podocarpus gracilor* (Fern pine). This consistent treatment creates a distinguishable and identifiable character along the City’s northern edge. The soft billowy form and texture complements the plantings in the median and provides a strong street tree effect. Street trees are placed within ornate iron tree grates to add a more enriched and urban “finish” to this important link to inland locations.

Medians contain a strong vertical accent planting of Phoenix canariensis (Canary Island Date Palms) creating a “grove effect.” The repeated patterns—such as the intricate trunks, the large graceful fronds, and the colorful hanging fruit (droops)—act to provide a definite

¹All efforts should be made to coordinate comprehensive plans between the City of San Clemente and adjoining jurisdictions.

landmark planting. Colorful flowering *Nerium oleander* and *Rhapiholepis indica* (India Hawthorne) provide a vegetative relief at vehicular eye level and act to unify groundplane. In addition, dark-green Junipers provide a continuous groundcover to contrast both textures of enriched paving and palm tree trunks at base level.

Enriched paving material is a stamped concrete (12” square pattern) in a terra cotta color. Strategically placed paving adds to the urban setting and acts to provide similar architectural elements reflective of Spanish-themed villages throughout San Clemente.

Special Opportunities

The landscape treatment employed east of Interstate 5 shall be continued along Camino de Estrella as a means of unifying this “Gateway Corridor.” *Podocarpus gracilor* (Fern Pine) shall be incorporated where possible, space permitting, and should be encouraged outside City boundaries along the northern edge of Camino de Estrella.

In order to preserve views and vistas toward the ocean, further planting of monumental trees (*Phoenix canariensis* – Canary Island Date Palm) shall be discouraged within the median area. Open-character trees and/or low-growing palms which reflect Spanish Mediterranean themes shall be utilized.

Neighborhood-entry statements will occur at minor intersections along the corridor. Refer to the design and policies regarding primary and secondary City entries and key intersections to avoid potential conflict between major City elements and minor neighborhood statements.

Design Goals

- Reflect a transition between the limits of urban development and recreational open space.
- Employ plant materials in this urban situation that offer a transition between urban and rural conditions.
- The streetscape design will provide visual continuity for the corridor.
- Preserve views from proposed residential developments and for motorists traveling along the corridor.
- Use streetscape to minimize impact of manufactured slopes.

Theme

Camino de Estrella/Camino de los Mares are referred to as “The Gateway Corridor.” The corridor represents the first urban roadway within the study area, from the north which provides linkage with the minor recreation corridor into Forster Ranch. Inasmuch, it should also provide a transitional character that indicates a change from urban to recreational uses.

Planting Concept

The planting concept for Camino de Estrella/Camino de los Mares will incorporate formally-aligned street trees of *Podocarpus gracilor* (Fern Pine) to the Forster Ranch limit in the inland area.

The median planting provides streetscape continuity to this corridor with a consistent use of *Phoenix canariensis* (Canary Island Date Palms) as the dominant street tree. On a case by case basis, if *Phoenix canariensis* succumbs to disease, one *Phoenix canariensis* will be replaced by up to 4 *Washingtonia Robusta* (Mexican Fan Palm). The urban portion plantings will employ regular spacing and a formal alignment. The recreation section does not employ this tree due to the rural character created in the inland. However, future intersection plantings or rehabilitation within the inland should incorporate the *Phoenix canariensis* (Canary Island Date Palm) for overall consistency throughout the corridor.

Medians and other appropriate locations shall be stamped concrete in a twelve-inch (12”) square-tile pattern, with a terra-cotta color, where the median is four (4’) feet or less.

Plant Palette
Camino de Los Mares - "The Gateway Corridor"

Urban Corridor

Trees

Podocarpus gracilior
Fern Pine

o c. parkway formal alignment
and spacing dominance street tree

Platanus acerfolia
London Plane Tree

Parkway informal alignment as
secondary street tree within development
edge

Ficus rubiginosa
Rusty Leaf Fig

Secondary street tree in transition areas

Shrubs/Groundcovers

Raphiolepis indica
'Jack Evans'
India Hawthorn

Parkways/Development Edge/Medians

Juniperus sabina
'Buffalo'
Juniper

Nerium oleander
'Petite salmon'
Oleander

Pittosporum tobira
'Variegata'
Tobira

Median

Trees

Phoenix canariensis
Canary Island Date Palm

Informal groupings minimum 20'
brown trunk height primary street tree

Shrubs/Groundcovers

Refer to above list

Camino de Los Mares - "The Gateway Corridor"

Minor Recreation Corridor

Corridor Character

The portion of Camino de los Mares within this project study area provides access to Forster Ranch (refer to Exhibit 2). It lies in a wide canyon of the Prima Deshecha drainage corridor between two major ridgelines. This minor scenic corridor provides linkage from the ocean to Prima Deshecha Regional Park. Residential development exists along both sides of the corridor. Camino de los Mares benefits from a 100-foot-wide linear greenbelt along the eastern side of the parkway that extends for most of the corridor within the study area. The corridor terminates at the northern City boundary, which is the entrance to Prima Deshecha Regional Park. This use enhances the recreational quality of the corridor. The character of this wide canyon and the visual access to major ridgelines further establishes the recreational character of this inland scenic corridor.

Roadway Criteria

Camino de los Mares is a primary highway with a right-of-way that varies from 80 to 100 feet in width. From Calle Nuevo to Camino Vera Cruz, the width is 100 feet and includes a 14-foot-wide median, a Class I bikeway, 5-foot-wide sidewalks on each side, and 4 feet of planted parkway. From Camino Vera Cruz to the City boundary, the public right-of-way is 80-feet wide. There is no median in this area although the Class I bikeway continues. The parkway includes 4-foot-wide sidewalks and 5 feet of planting area.

Existing Conditions

Camino de los Mares is constructed to the City boundary within the project area. Landscaping improvements are approximately 75 percent complete. They are installed from the southern limits to the intersection with Camino del Rio.

The existing landscape program features *Platanus acerifolia* (London Plane Tree) as the dominant street tree planted in a formal alignment approximately 30 feet o c in the parkway and median. Intersections are accentuated with plantings of palms to reinforce the ranch theme established for the Forster Ranch Entrance Statement at the southern edge of the corridor within the study area.

Some landscape improvements have been installed within the 100-foot linear greenbelt along this corridor. This greenbelt offers the opportunity to further enhance the streetscape experience through additional plantings and to buffer the residential development edge.

Special Opportunities

Camino de los Mares provides the opportunity to incorporate both special landscape statements and visually sensitive landscape treatments to enhance the visual experience of this minor recreation corridor. This occurs at the secondary City Entry at the northern end of the road.

Special Statements

The most significant special statement of this corridor is the entrance or gateway to Prima Deshecha Regional Park at the City boundary. This statement will incorporate typical City entrance elements, as well as informal treatments reflective of the recreational feature that lies to the north. This statement reflects a gateway to the Regional Park.

The linear greenbelt that extends along the eastern side of most of this corridor provides an opportunity for additional plantings that can buffer the adjacent development and reinforce the recreational characteristics of this corridor. Supplemental plantings within this greenbelt will create an interesting, attractive, and useful streetscape element. Forster Ranch has established a project entry statement at the south end of this corridor within the study area.

Visual Considerations

Significant views of major ridgelines are appreciated from this corridor. The proposed planting concept will preserve these views. Development occurs very close to the corridor on the west edge of the parkway. The impact of this development should be buffered through the streetscape concept while preserving views from these residences to the ridgelines and natural hillsides. The streetscape concept affords an opportunity to enhance Camino de los Mares as a City and entry gateway at the base of natural hillsides.

Design Goals

- To strengthen the linkage between major recreational elements of the ocean and Regional Park through an urbanized area.
- To accentuate the gateway to Prima Deshecha Regional Park as a major recreational feature and secondary City entry.
- Preserve visual access to ridgelines and natural hillsides.
- Buffer adjacent development along corridor while preserving views from development to natural features.
- Enhance the plantings on significant graded slopes to minimize the manufactured appearance.
- Enhance the landscape treatment within the linear greenbelt.
- Create "linkages" through similar plant materials with the portion of Camino de los Mares east of I-5 to the Forster Ranch.

Theme

Camino de los Mares is referred to as the "Gateway Corridor". The corridor provides a gateway to the Regional Park at one end of the corridor and the ocean at the other end. The existing plantings develop a streetscape canopy with vertical accents in this inland ranch.

Planting Concept

The planting concept for this corridor is primarily an extension of the existing streetscape elements with some recommendations for enhancement of the landscape treatment with the linear greenbelt and large manufactured slopes.

The streetscape will feature an extension of the formally-aligned plantings of *Platanus acerifolia* (London Plane Tree) in the parkway and median. This tree will provide continuity for the corridor and will function as a buffer to the residential development adjacent to the parkway.

To effectively transition the formal treatment created along the "inland" portion, that being *Podocarpus gracilior* (Fern Pines) set within iron tree grates, Fern Pines shall also be incorporated as "background" tree specimens along the linear greenbelt area within Forster Ranch. Any replacement tree species or landscape rehabilitation shall reflect this change.

The planting of palms at the intersections introduces a vertical element to announce arrival points and to accent the backdrop provided by the ridgelines.

The recommended plantings for the linear greenbelt include *Alnus rhombifolia* (White Alder), *Pinus halepensis* (Aleppo Pine), *Podocarpus gracilior* (Fern Pine), *Photinia fraseri*, and *Xylosma congestum*. These materials offer shade to greenbelt users, interest and enhancement of the recreational character of the streetscape, while buffering the adjacent residential development.

Where applicable, the Master Plan dictates that graded slopes which have not been previously planted and accepted incorporate planting treatment including trees and large shrubs to mitigate the manufactured appearance of these slopes. Refer to Manufactured Slope Treatment Guidelines and to the palette for a detailed description of this design intent. The following plant palette includes recommendations for additional plantings in the linear greenbelt.

Plant Palette
Camino Los Mares - "The Gateway Corridor"

Recreation Corridor

Trees

<i>Platanus acerifolia</i> London Plane Tree	25' o c Median and Parkway Formal alignment and spacing
<i>Phoenix canariensis</i> Canary Island Date Palm	Median accent/Intersections

Shrubs/Groundcovers

Turf	Parkway adjacent to linear greenbelt
<i>Potentilla tabernaemontanu</i> Spring Cinquefoil	Median and parkway adjacent to development
Gazania species	
<i>Hemerocallis spp</i> - Day lily	

Linear Greenbelt

Trees

Alnus rhombifolia
White Alder
Pinus halepensis
Aleppo Pine
Platanus acerifolia
London Plane Tree
Platanus racemosa
California Sycamore
Quercus agrifolia
Coast Live Oak
Podocarpus gracilor
Fern Pine

Shrubs/Vines

Bougainvillea

Bougainvillea

Cocculus laurifolius

Himalayan Laurel

Grevia occidentalis

Lavender Starflower

Photinia fraseri

Photinia

Pittosporum tobira

Mock Orange

Xylosma congestum

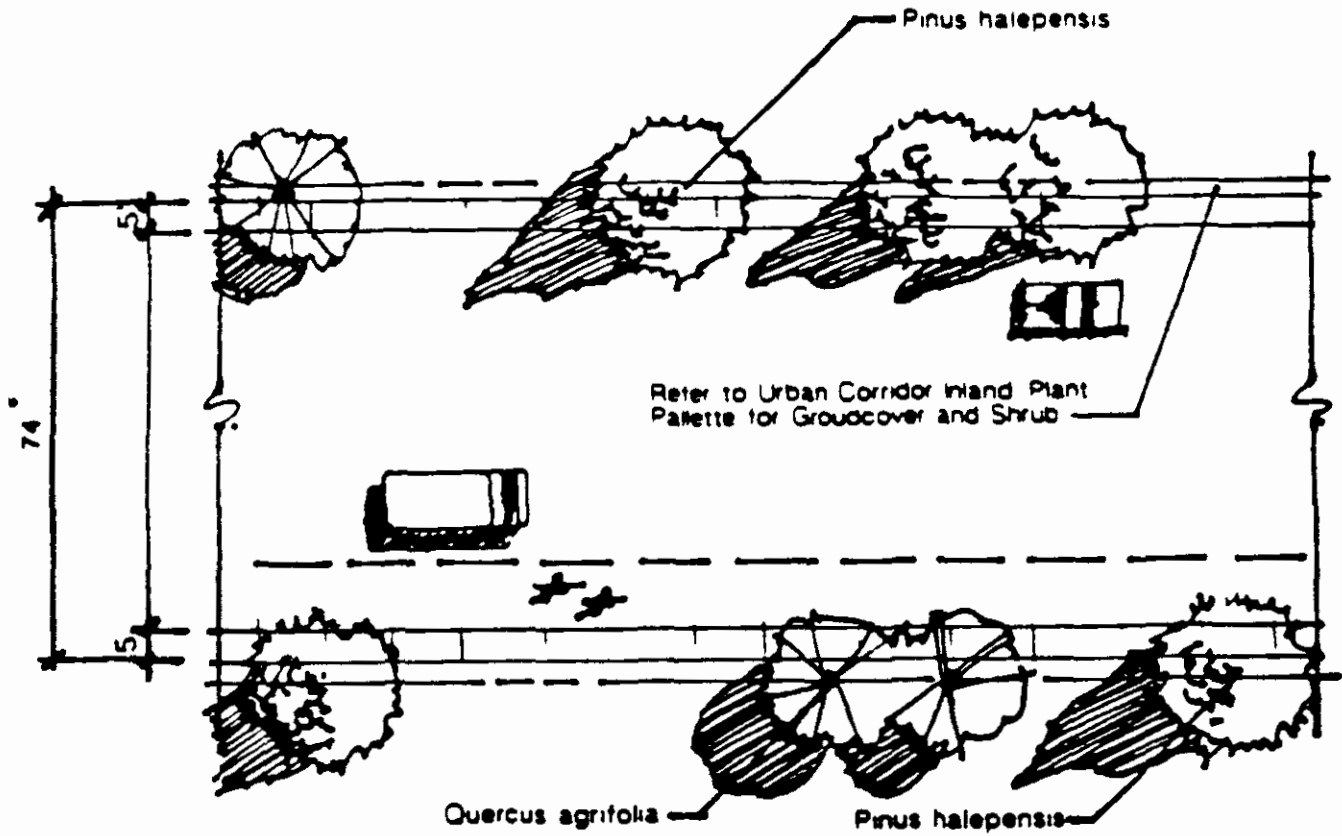
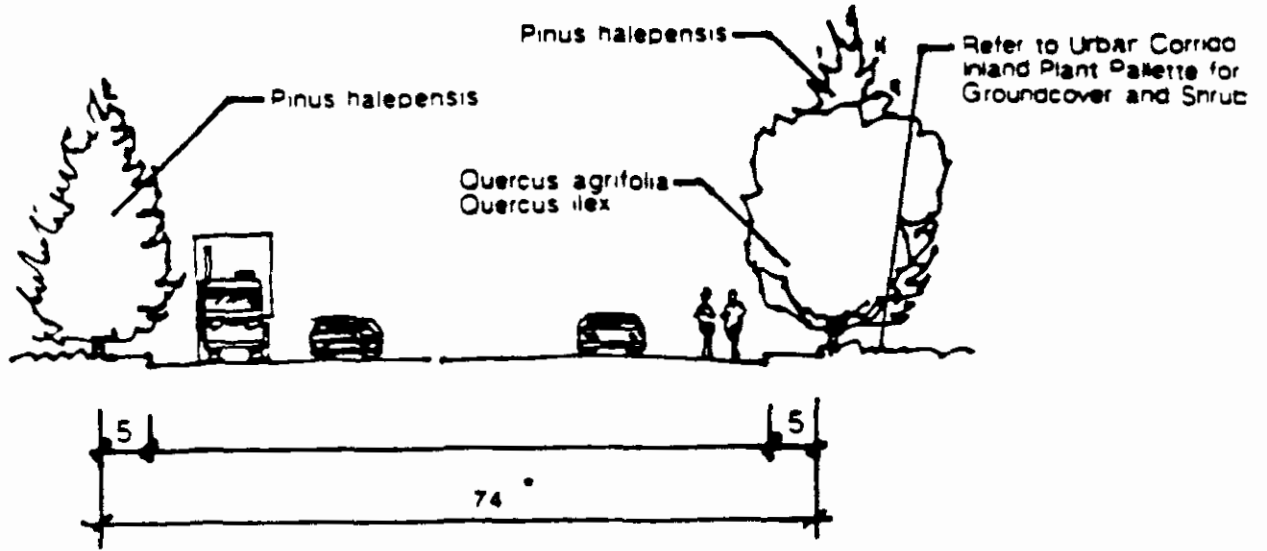
Shiny Xylosma

Groundcover

Turf -

Low-water-use fescus blend or other drought-tolerant City-approved alternative

Camino del Rio Urban Corridor



15 20 Public R O W for parkway landscaping

Camino Vera Cruz - "Inland Crossing"

Minor Urban Corridor

Corridor Character

Camino Vera Cruz is a minor corridor that provides access to residential developments within Forster Ranch and to the inland center along Avenida La Pata. This corridor provides linkage from Camino de los Mares in the west valley to Avenida La Pata on the eastern side of a major ridgeline. As the road crosses the ridge, the viewshed extends to other major landforms in San Juan Capistrano, Talega, and Segunda Deshecha Canada in the east. Residential development will occur on both sides of the corridor requiring large manufactured slopes, which provide a significant visual element to this corridor.

Roadway Criteria

Camino Vera Cruz is a secondary highway that has an 80-foot-wide right-of-way including a Class II bike lane, 5-foot-wide sidewalks adjacent to the curbs, leaving a 3-foot-wide parkway for planting on each side of the street. Along much of this corridor a landscape easement should be incorporated to implement streetscape planting within the slope areas.

Existing Conditions

Approximately 70 percent of Camino Vera Cruz has been constructed, with landscape improvements installed for most of the constructed portion of the corridor. The existing streetscape features formally aligned plantings of *Tristania conferta* (Brisbane Box). The adjacent manufactured slopes are planted largely with *Limonium perezii* (Sea Lavender), *Gazania* and *Acacia* species. Palms and coral trees occur at intersections along the corridor to accent the neighborhood entries.

Visual Considerations

Camino Vera Cruz contains many opportunities to appreciate views of the significant natural features. As the corridor crosses the ridgeline there are view windows created by the grading that allow visual access to the ocean and of ridgelines and natural hillsides in the neighboring communities. The Visual Opportunities Plan, Exhibit 12, identifies visually sensitive locations where a special landscape treatment may be incorporated that deviates from the overall concept for the corridor. This departure from the concept is intended as a visual opportunity to add interest to the corridor. The plan also identifies areas where the streetscape directs toward natural features or buffers the impact of development.

Design Goals

- The streetscape design shall provide visual continuity for the corridor and minimize impact of manufactured slopes
- Preserve views appreciated by adjacent development and by the motorists travelling along corridor

Theme

Camino Vera Cruz will have the theme, "**Inland Crossing.**" This theme refers to a visual experience that exists as the roadway rises from inland valleys to cross a major ridgeline

Planting Concept

As a minor urban corridor with a significant portion of the highway constructed and landscaped, the planting concept is to continue the formally-aligned planting of *Tristania conferta* (Brisbane Box) The scale and character of this tree is appropriate for the corridor Its continued use will provide visual continuity for the corridor and minimize manufactured appearance of slopes in many areas as it matures The planting concept specifies that the formally spaced street tree plantings be interrupted in areas where view windows occur These view windows are identified on the Visual Opportunities Plan, Exhibit 12

Manufactured slopes that will occur within the viewshed of this corridor shall be planted substantially in conformance with the Slope Planting Guidelines, with materials specified on the plant palette for manufactured slopes, Urban Corridor - Inland, pages 84 and 85

Urban Corridor Parkway

Plant Palette

Trees

Tristania conferta
Brisbane Box

25' o c Parkway Formal alignment and spacing - Spacing can vary to accommodate view windows noted on Visual Opportunities Plan (Exhibit 12)

Shrubs/Groundcovers

Refer to Urban Corridor - Inland Plant Palette, page 84, for shrub and groundcover selections

Parkways and adjacent manufactured slopes

Camino del Rio - "Transitional Corridor" **Minor Urban Corridor**

Corridor Character

Camino del Rio is a minor urban corridor that provides access to residential development within Forster Ranch and linkage with Avenida La Pata near the inland center. This corridor roughly parallels Camino Vera Cruz at the northern limits of Forster Ranch. It intersects with Camino de los Mares and Avenida La Pata crossing a ridgeline to make this connection.

The visual experience is much the same as that along Camino Vera Cruz: distant views of ridgelines, natural features, and the proposed regional park, with residential development and manufactured slopes at the corridor edge. The major departure in character between Camino del Rio and Camino Vera Cruz is that Camino del Rio is the last east/west corridor before the regional park and open space to the north.

Roadway Criteria

Camino del Rio is a secondary highway having an 80-foot-wide right-of-way. This right-of-way width incorporates a Class I bikeway, 5-foot-wide sidewalks away from the curb. A 15-to-20-foot-wide landscape parkway will be utilized on this street (see page 47).

Existing Conditions

This corridor is not yet under construction. Landscape improvements have not been installed, which offers the opportunity to easily achieve the design goals for this corridor.

Special Opportunities

Camino del Rio benefits primarily from visual considerations that encourage enhancement or preservation of views toward the natural features. The Visual Opportunities Plan, Exhibit 12, identifies visually-sensitive areas that require special consideration to enhance or preserve desirable views and areas where view-buffering is needed.

Neighborhood-entry statements will occur at minor intersections along this corridor. As with Camino Vera Cruz, refer to the design and policies regarding primary and secondary City entries and key intersections to avoid potential conflict between major City elements and minor neighborhood statements.

Design Goals

- Reflect a transition between the limits of urban development and recreational open space
- Employ plant materials in this urban situation that offer a transition between urban and rural conditions
- The streetscape design will provide visual continuity for the corridor
- Preserve views from proposed residential developments and for motorists travelling along corridor
- Use streetscape to minimize impact of manufactured slopes

Theme

Camino del Rio is referred to as the **"Transitional Corridor."** The corridor represents the last urban roadway within the study area prior to the regional park and open space. Inasmuch, it should provide a transitional character that indicates a change from urban to recreational uses.

Planting Concept

The planting concept for Camino del Rio will incorporate formally-aligned, randomly-spaced groupings of *Pinus halepensis* (Aleppo Pine), *Quercus agrifolia* (Coast Live Oak), and *Quercus ilex* (Holly Oak). *Pinus halepensis* (Aleppo Pine) will be the dominating street tree. The random spacing of street tree groupings will create flexibility in the streetscape plan, allowing for view windows or planting buffers as necessary. View opportunities are identified on the Visual Opportunities Plan, Exhibit 12.

Manufactured slopes occurring within the viewshed of this corridor shall be planted according to the Slope Planting Guidelines, with materials selected from the plant palette prepared for Urban Corridor - Inland conditions (see pages 84 and 85).

Plant Palette
Camino del Rio - "Transitional Corridor"

Plant Palette

Trees

- *Pinus halepensis*
Aleppo Pine
- Quercus agrifolia*
Coast Live Oak
- Quercus ilex*
Holly Oak

Formal alignment randomly spaced groupings to create view windows or buffer development edge as appropriate

Shrubs/Groundcovers

Refer to Urban Corridor - Inland Plant Palette, pages 84 and 85, for shrubs and groundcovers selections

Parkways and adjacent manufactured plant slopes

- Indicates dominant plant material A minimum of 65 percent of street trees must be this species

Calle del Cerro - "Mediterranean Corridor"

Minor Recreation Corridor

Corridor Characteristics

Calle del Cerro, a minor recreation corridor, serves as a primary circulation element within Rancho San Clemente. The corridor intersects with Avenida Pico within the Segunda Deshecha drainage canyon, crosses a secondary ridgeline, and terminates at Avenida La Pata. Although the roadway is classified as a recreation corridor, it features distinct characteristics of both urban landscape and recreational conditions. The western portion of the corridor is located adjacent to Knob Hill, a major knoll that has been preserved. A tennis club has been constructed along this corridor between Avenida Pico and Avenida Vista Montana. These features combine with the topographic change as the roadway crosses the ridgeline to establish recreational characteristics. The eastern portion of the corridor is flanked with various residential and business developments, creating an urban character. The terminus of this corridor at Avenida La Pata focuses views toward natural open space from Calle del Cerro as well as offering offers significant views of the coastline as one travels westward from the crest of the ridge.

Roadway Criteria

Calle del Cerro is a collector highway with a of 60-foot-wide right-of-way. It features an 8-foot-wide median, a 4-foot wide sidewalk on one side, and a 4-foot- wide parkway for planting on the other side.

Existing Conditions

Calle del Cerro is completely constructed, intersecting at each end with Avenida Pico or Avenida La Pata. Rancho San Clemente has established a streetscape theme for this corridor that incorporates typical Mediterranean hillside plantings which blend with the architectural character of the development occurring along this corridor.

Special Opportunities

Calle del Cerro enhances the scenic corridor experience with significant visual opportunities and special landscape statements.

Special Statements

The primary project entrance monumentation occurs at the intersection of Calle del Cerro with Avenida Pico. Additionally, numerous neighborhood entry statements for the development occur along this corridor.

Visual Considerations

The Visual Opportunities Plan, Exhibit 12, identifies the intersection of Calle del Cerro with Avenida La Pata as a visually-sensitive area where the long-range views of adjacent natural hillsides in Talega will be preserved through sensitive planting design. The western portion of the corridor offers visual significance that is identified on the Visual Opportunities Plan. This area appreciates the views of the ocean and the coastal edge.

These opportunities will be enhanced or preserved through planting design and/or maintenance techniques.

Design Goals

- The streetscape shall preserve and enhance the long-range views of natural landforms and features.
- The streetscape shall soften the development edge.
- The corridor shall reflect the changes in topography and be compatible with the character of the proposed development.

Theme

The theme established for Calle del Cerro is the "Mediterranean Corridor." The existing landscape treatments combined with the topography and development character create an atmosphere reminiscent of the Mediterranean hillsides.

Planting Concept

The planting concept for Calle del Cerro has been strongly established through the existing landscape treatment.

In the open space, recreational portions of this corridor, the street parkways have been planted with *Eucalyptus spathulata* (Swamp Malee), and *Jacaranda acutifolia* (Jacaranda), and *Eucalyptus spathulata* (Swamp Malee) in the median.

As the roadway nears the ridgeline and development, *Pinus halipensis* (Aleppo Pine) is introduced and ultimately replaces the Eucalyptus.

The neighborhood entries are accented with palms and coral trees.

The landscape treatment employed on adjacent manufactured slopes is an extension of the streetscape concept. The Master Landscape Plan does not require any additional plantings.

As the street trees mature, view corridors identified on the Visual Opportunities Plan must be respected through proper pruning and maintenance techniques.

Avenida Vista Montana - "Internal Valley Corridor"

Minor Urban Corridor

Corridor Character

Avenida Vista Montana is a minor urban corridor located totally within Rancho San Clemente. The corridor is contained within a bowl that is created by surrounding ridgelines. The roadway intersects with Calle del Cerro at both ends, providing access to the residential development proposed along its length. One end of the corridor intersects Calle del Cerro at a lower elevation, near the tennis club. The northern intersection is at a higher elevation near the ridgeline which offers significant views overlooking this development and the natural canyon separating Rancho San Clemente from existing development to the south. Along the majority of this corridor, the visual orientation is inward or limited by the surrounding hillsides.

Roadway Criteria

Avenida Vista Montana is a local collector, having a 60-foot-wide right-of-way. This width incorporates a 4-foot-wide sidewalk on the north side of the roadway leaving 3-foot-wide parkways on each side.

Existing Conditions

This roadway is completely constructed, having landscape treatment installed for the majority of its length. The existing treatment includes *Eucalyptus Spathulata* (Swamp Malee) as the dominant street tree. The manufactured slopes on the northern side of the corridor reinforce the streetscape with plantings of *Acacia longifolia* (Sydney Golden Wattle), *Acacia salegna* (Blue Leaf Wattle), *Acacia redolens*, and *Eucalyptus* species.

Special Features

The Visual Opportunities Plan identifies areas where views to and over adjacent development require sensitive planting techniques to buffer the development edge. The plan also locates areas where view windows to natural features shall remain.

Design Goals

- To reinforce characteristics of the interior canyon while providing views of important landforms.

Planting Concept

The master plan continues with the established planting scheme for the parkway area and adjacent slopes. This treatment must allow view windows to the ridgelines at the south and provide a buffer to development as necessary.

Plant Palette
Avenida Vista Montana - "Internal Valley Corridor"

Urban Corridor

Plant Palette

Trees

Eucalyptus spathulata •
Swamp Mallee

25'-30' o c Parkway formal alignment

Shrubs/Groundcovers

Refer to Urban Corridor - Inland
Plant Palette, pages 84 and 85, for
shrub and groundcover selections

Parkways and adjacent manufactured plant
slopes

* Indicates dominant plant material A minimum of 65 percent of the street trees must
be this species

Avenida Talega - "The Woodland Corridor"

Minor Recreation Corridor

Corridor Character

Avenida Talega is a minor recreation corridor that will provide access to residential and recreational development within Talega. The corridor intersects with Avenida Vista Hermosa at the southern end located within a valley created by two ridgelines. The corridor is designed to intersect with the proposed Foothill Transportation Corridor at the north end of the ranch.

Avenida Talega is distinguished by both urbanscape and recreational corridor conditions. As the roadway travels north crossing the ridgeline, the environmental context changes rather dramatically as it progresses through an oak woodland. These conditions combine to create the following three sections for this corridor: the Urban Segment in the southern end, the Transition Segment that corresponds to the ridgeline area, and the Recreational Segment at the northern end.

Roadway Criteria

Avenida Talega has been designed as a primary highway having a 100-foot-wide right-of-way that includes a 14-foot-wide median, a Class I bikeway, and 5-foot-wide sidewalks on each side of the street. A 15-to-20-foot-wide landscaped parkway within the public right-of-way will be utilized on this street.

Existing Conditions

Development within Avenida Talega has not commenced in any area although the corridor alignment represents an approved development proposal. The northern portion of this proposed alignment will traverse native oak woodlands existing on the ranch.

Special Opportunities

This scenic corridor will incorporate project entrance and landscape statements announcing the arrival to various neighborhoods. There are no City entrance statements or features proposed along this minor corridor.

Visual Considerations

Avenida Talega is a scenic corridor that offers a wide range of view opportunities of both natural features and developed amenities. In the lower portion of the roadway near Avenida Vista Hermosa, views are of the development and distant ridgelines. The plan incorporates a golf course that is visible along the corridor and begins the transition from the urban character to the natural oak woodlands on the other side of the ridge. As the road crosses the ridgeline the dominant views are of natural landforms, native oaks, and Cristianitos Canyon. The Visual Opportunities Plan identifies visually significant areas where sensitive-planting techniques are to be employed.

Design Goals

- Identify the corridor's distinctly different spatial qualities
- Integrate the desired streetscape elements into the landscape program developed for the project

Theme

The theme developed for Avenida Talega is the "**Woodland Corridor.**" As the corridor transitions from an urban scene to an oak woodland environment, the use of a variety of woodland plant materials will provide continuity to this corridor. These materials will reflect a streetscape that is harmonious with the adjacent planting of slopes and open space areas.

Planting Concept

The planting concept designed for Avenida Talega is intended to define the urban and recreational characteristics of the corridor while providing a smooth transition between the two segments as the road crosses the ridge line. The design integrates materials that will be in harmony with the proposed Talega Landscape Concept.

The recreational portion of this corridor is located within a native oak woodland at the northern end. The planting concept reflects this environmental condition incorporating informal groupings of *Quercus agrifolia* (Coast Live Oak) in the parkway.

The median planting provides streetscape continuity to this corridor with a consistent use of *Quercus agrifolia* (Coast Live Oak). The recreational section employs this tree in randomly-spaced informal groupings to enhance the natural oak woodland environment and to allow view windows as appropriate.

Medians shall have stamped concrete where the median is 4-feet wide or less.

Plant Palette
Avenida Talega - "The Woodland Corridor"

Recreational Corridor Trees

*Quercus agrifolia**
Informal spacing and groupings, average 1 tree/25
lf of parkway
Median - Random spacing to allow visual
access to open space and woodlands
Parkway

Alnus Rhombifolia
White Alder

Recreational Corridor Shrubs/Groundcovers

Arctostaphylos "Greenbay"
Manzanita
Median shrubs

Ceanothus griseus horizontalis
Carmel creeper

Penstemon heterophyllus
Fountain grass

Ribes viburnifolium
Currant

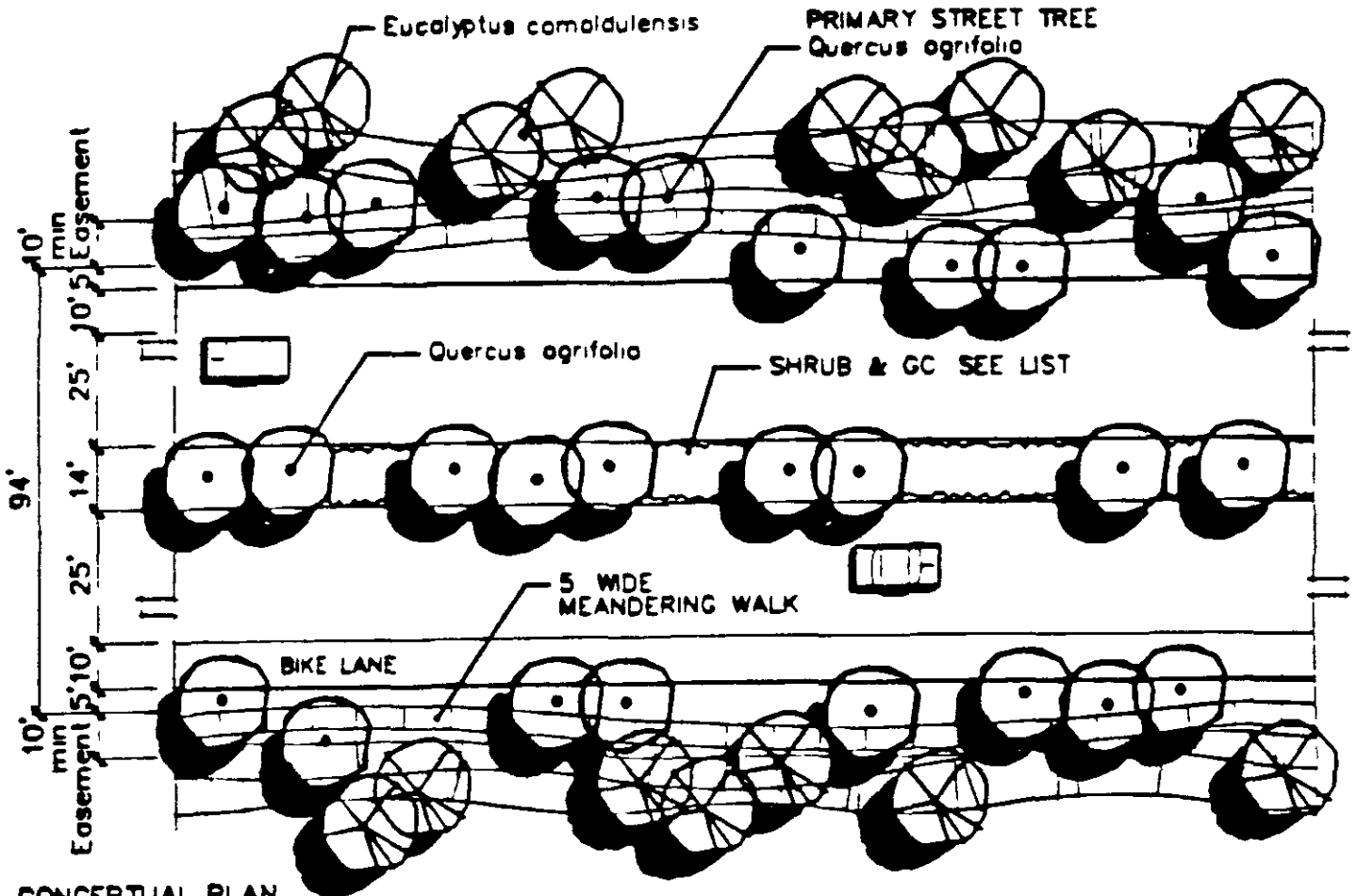
Salvia species
Sage

Trichostema lanatum
Woolly blue curls

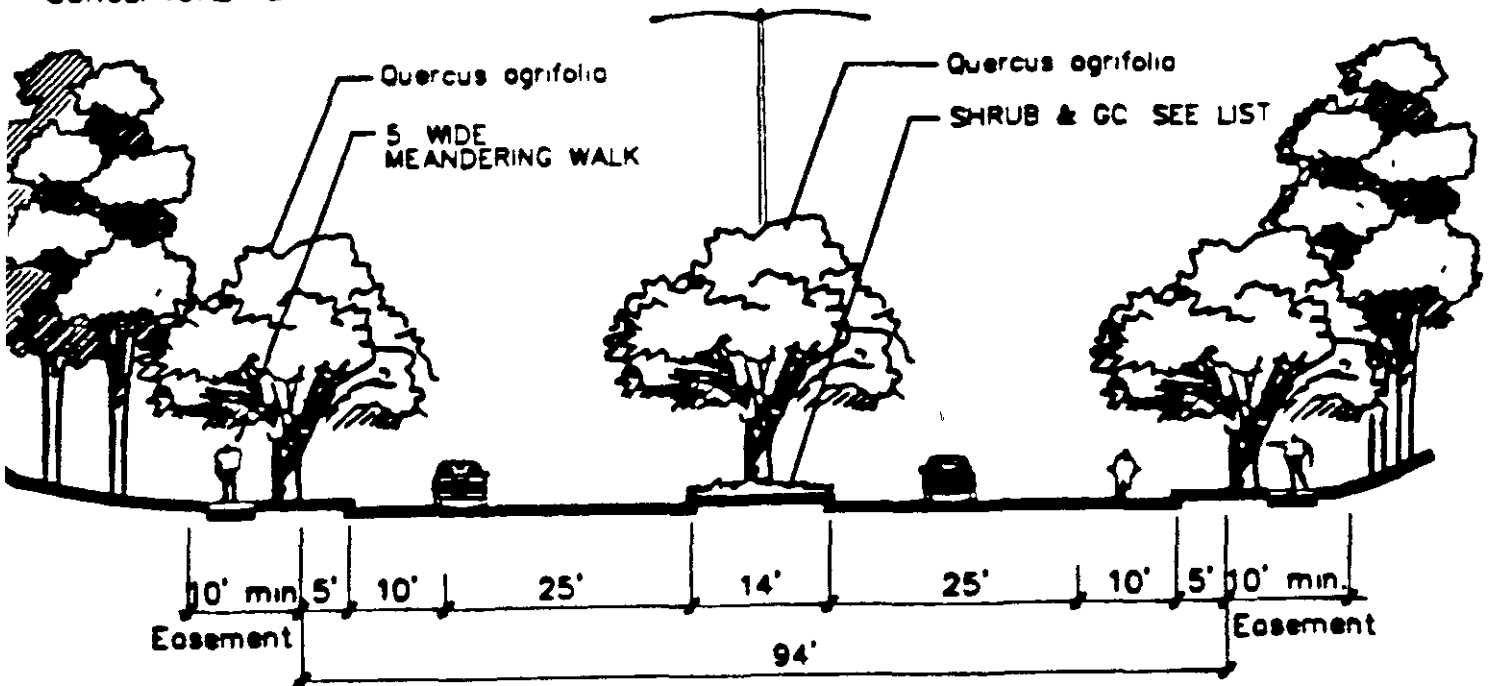
Refer to Recreation Corridor -
Natural Edge, pages 86 and 87,
for shrub and groundcover
selections

Parkway and adjacent manufactured slopes

**AVENIDA TALEGA
TALEGA**



CONCEPTUAL PLAN



SECTION

Note Sidewalks meander within an area at least 15' wide behind curb including right-of-way

Cristianitos Road - "Oak Tree Corridor" Minor Recreation Corridor

Corridor Characteristics

Cristianitos Road has been identified as a minor recreation corridor on the Scenic Highway Element of the General Plan for San Clemente. This corridor is near the border between San Diego and Orange counties within Talega.

The roadway lies within Cristianitos Canyon providing views of natural landforms, native oak woodlands, and riparian vegetation along its edge. This corridor is within a significant oak woodland offering the most natural environment of the scenic corridors.

Roadway Criteria

Cristianitos Road as proposed will be developed with a 60-foot-wide right-of-way that incorporates 5-foot-wide bike lanes in each direction of the road, and 8-foot-wide landscape parkways on each side.

Existing Conditions

Although this corridor is identified on the Scenic Highway Element, it is not within the City limits of San Clemente. The portion of Talega that contains Cristianitos Road will be developed within the County of Orange. This is currently not constructed in accordance with improvements proposed in the Specific Plan.

Oak woodlands which are locally significant occur along Cristianitos Creek and drainage courses from this creek. These woodlands are part of the "Preserve Area" in which residential development is not permitted by the Specific Plan.

Special Considerations

Cristianitos Road will have neighborhood entry features located along it as well as high-density residential and commercial development. The development edge and Cristianitos Road are located along the proposed Foothill Transportation Corridor. This edge is identified on the Visual Opportunities Plan as an area requiring a visual landscape buffer.

Design Goals

- To provide a transition from native woodlands within Preserve Area to the development along this corridor.
- Retain the natural character of this roadway and the oak woodlands.
- To integrate oaks as a visual buffer along the Foothill Transportation Corridor, providing a logical extension of native landscape materials.

Theme

The City of San Clemente recommends that Cristianitos Road reflect the character established by an oak woodland. This character offers an appropriate transition into the Preserve Area blending the native and developed areas of Talega.

Planting Concept

The Master Landscape Plan recommends that informal clusters of oaks be introduced within the developed portion of Cristianitos Road. The intent is to reflect a native woodland character, not an introduced landscape element. Shrubs and understory plantings should be utilized to reinforce and integrate landforms and soften the development edge.

Trees

*Quercus agrifolia**
Coast Live Oak

Informal naturalized groupings in parkway
One tree per 30 linear feet of parkway

Quercus ilex
Holly Oak

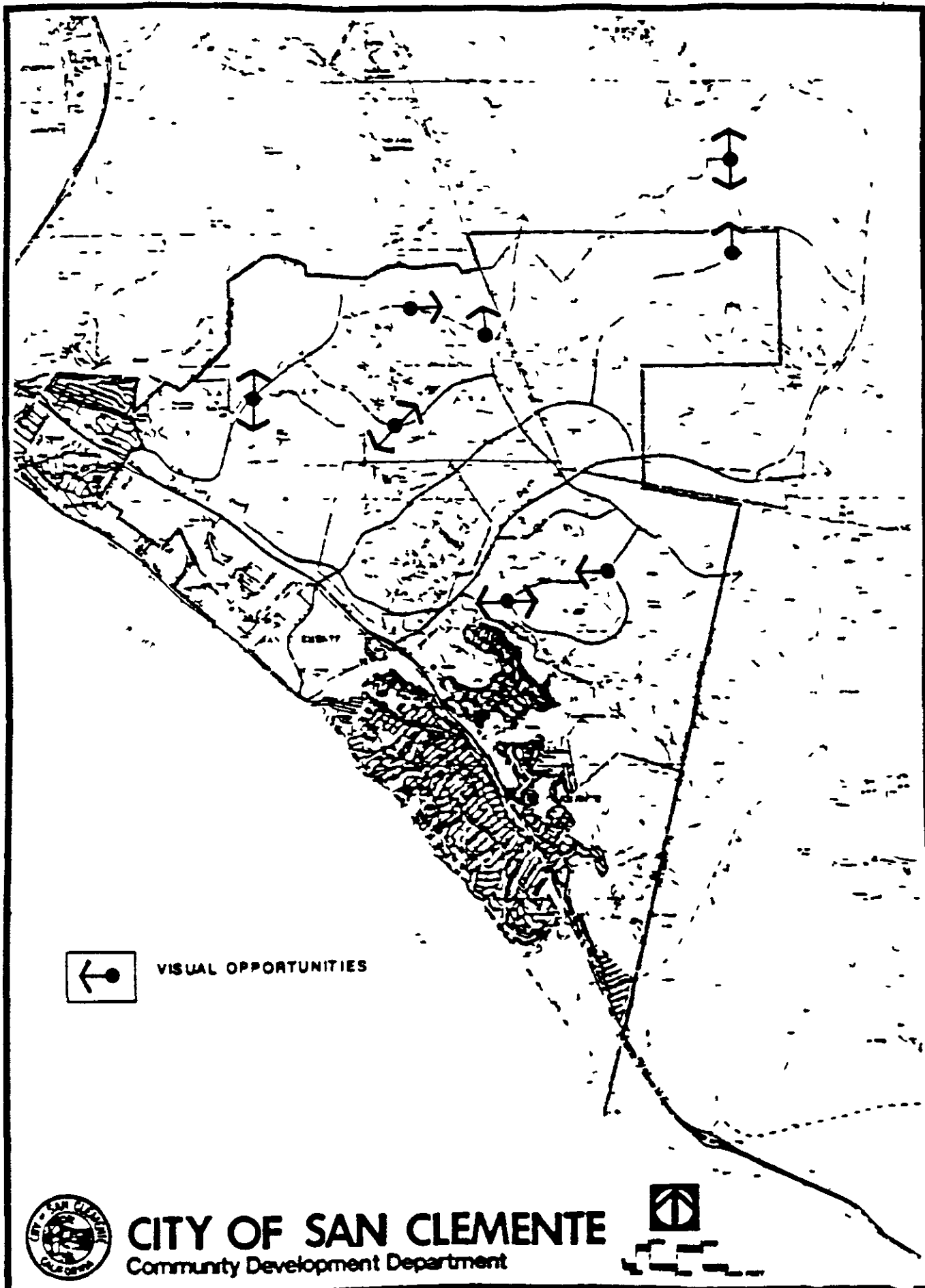
Quercus lobata
Valley Oak

Shrubs/Groundcovers

Refer to Plant Palette for Recreation Corridor - Natural Edge (pages 86 and 87) for groundcover and shrub selections to be planted with the parkway and adjacent slopes.

- * Indicating dominant plant material. Minimum of 60 percent of the trees in parkway and adjacent slopes shall be this species.

VISUAL OPPORTUNITIES PLAN MINOR CORRIDORS



VISUAL OPPORTUNITIES



CITY OF SAN CLEMENTE
Community Development Department



EXHIBIT 12

ENTRY HIERARCHY CONCEPT

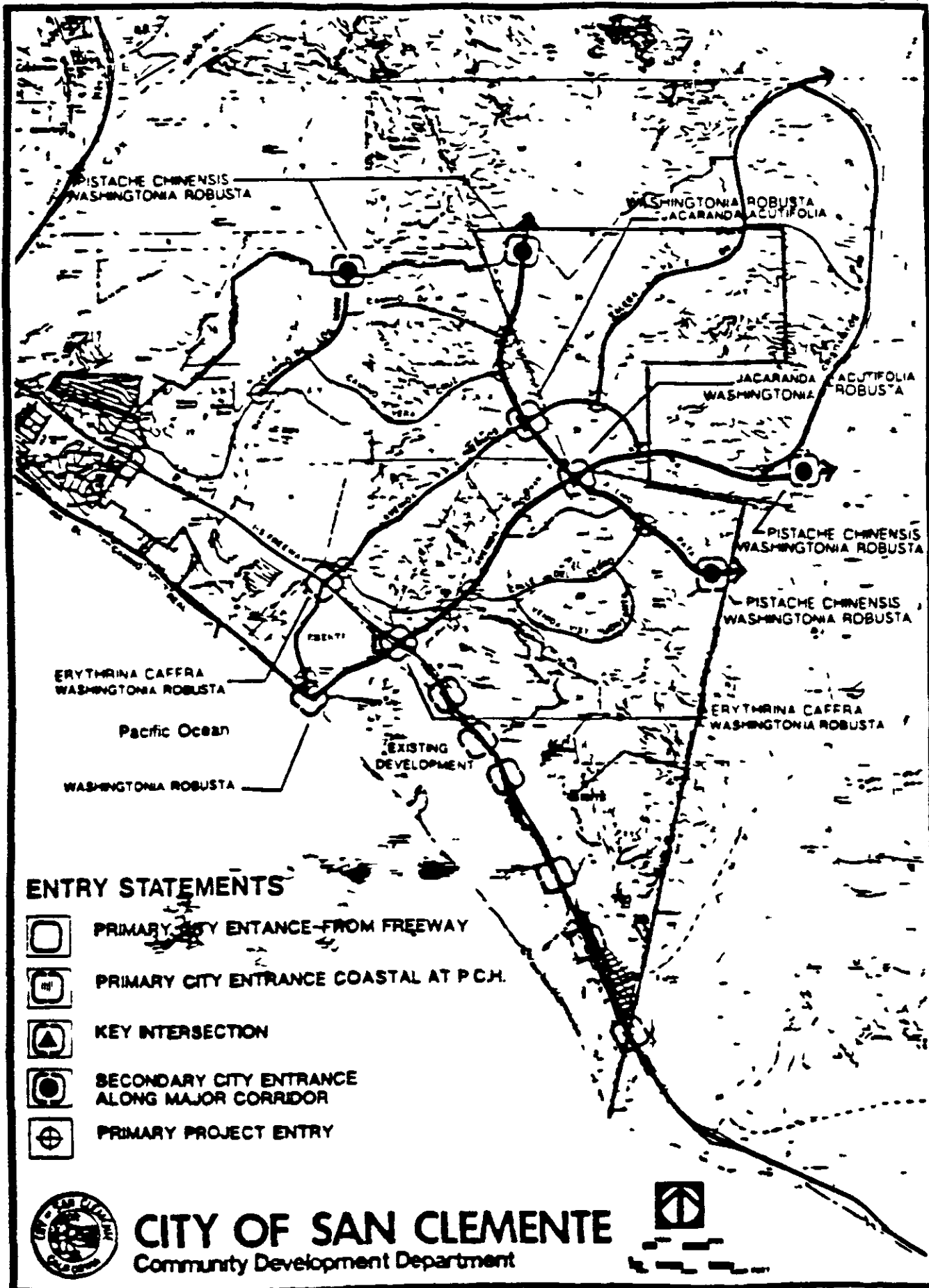


EXHIBIT 13

"Entrances and Intersections"

Scenic Corridors - Master Landscape Plan

Introduction

The study area of the Master Landscape Plan has within it many opportunities to announce arrival to the City. There are intersections which have been identified as significant nodes. The plan has developed the hierarchy and design concepts for these entrance areas. Refer to the Entry Hierarchy Concept, Exhibit 13, for the location of these features.

Primary City Entrances

Primary City Entrances, located at notable arrival points, offer the best opportunity to announce arrival to San Clemente. The Master Plan defines two types of Primary City Entrances, those along the freeway and one on the coast.

Primary City Entry - Freeway

Arrival to the City from Interstate 5 at Avenida Pico, Avenida Vista Hermosa, Avenida Palizada, and Avenida Presidio represent one type of Primary City Entry. These interchanges provide the opportunity to identify San Clemente and establish a character that sets it apart from other communities along the freeway corridor. There are nine freeway entry points (refer to Exhibit 13).

Primary City Entry - Coastal

The intersection of El Camino Real with Avenida Pico has been identified as the most prominent entrance to the City of San Clemente apart from the freeway interchanges. This intersection is slightly south of the City limits at the coastal edge, offering the most logical point to announce arrival to the City and establish a community identity theme.

Secondary City Entrance

Secondary entries to the City of San Clemente have been identified as entrances which occur at the City limits along a scenic corridor. The Master Landscape Plan locates four such entrances. They occur at the northern City limits where Avenida La Pata enters Talega, at the eastern-most extension of Avenida Pico at the County boundary; at the eastern City limits within Rancho San Clemente where Avenida La Pata enters from San Diego County; and at the northern City limits where Camino de los Mares enters from the proposed Prima Deschecha Regional Park.

Key Intersection

The Master Landscape Plan identifies two intersections within the study area that are significant and warrant special landscape treatment due to the following reasons

- Intersection of two major scenic corridors
- Announcement of a major commercial node or community core area

The intersection of **Avenida Vista Hermosa** with **Avenida La Pata** and of **Avenida Pico** with **Avenida La Pata** are the key intersections designated by the plan

Primary City Entries - Freeway Interchanges Scenic Corridors - Master Landscape Plan

There are ten Primary City Entries of which nine are freeway interchanges. They are

- 1 Camino de Estrella/Camino de los Mares
- 2 Avenida Vista Hermosa
- 3 Avenida Pico
- 4 Avenida Palizada
- 5 Avenida Presidio
- 6 El Camino Real
- 7 Avenida Calafia
- 8 Avenida Magdalena
- 9 Cristianitos Road
- 10 The tenth Primary City Entry is located on the coast at the intersection of Avenida Pico and El Camino Real and is described on page 70

Existing Conditions

Three of these interchanges currently exist while Avenida Vista Hermosa is proposed to be constructed as development occurs in Marblehead Coastal.

The interchange at Avenida Pico is currently landscaped with *Erythrina caffra* (Kaffirboom Coral Tree), *Nerium oleander*, *Bougainvillea*, and various *acacias* species.

Design Goals

- To provide an identifiable character to announce arrival to San Clemente
- Employ the use of plant materials that reinforce the City's "**Spanish Village by-the-Sea**" image
- To develop a landscape treatment that offers a contrasting element to the horizontal plane of the freeway

Theme

The theme that shall prevail for Primary City Entries - Freeway is an extension of the City "Spanish Village by-the-Sea," which already exists along the coastal portion of the City.

Planting Concept

The landscape treatment for the Primary City Entry - Freeway includes plantings of *Washingtonia robusta* (Mexican Fan Palm), *Erythrina caffra* (Kaffirboom Coral Tree), *Nerum oleander*, and *Bougainvillea*

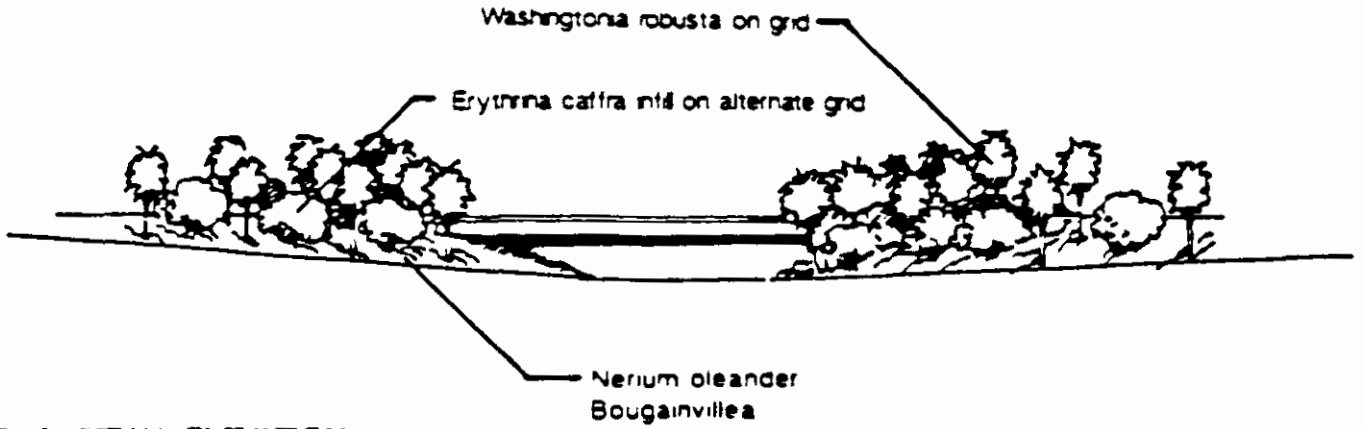
The palms offer a distinctly identifiable vertical element to announce the City. This use is an extension of the Spanish Village by-the-Sea character established along El Camino Real and by the Ole Hanson Beach Club. The corals contrast the palms with a broad and brightly colored flowering canopy. The oleander offers a flowering, drought-tolerant understory while the bougainvillea provides a vibrant color to the groundplane.

In most cases, this treatment will be implemented within the embankment slopes adjacent to the freeway. The planting techniques employed must respect sight criteria and all other standards and requirements established by Caltrans regarding landscaping in the freeway right-of-way.

The size and shape of the space available to implement this feature vary with each interchange. The Master Landscape Plan requires that the specified plant materials be employed to achieve the intended design result.

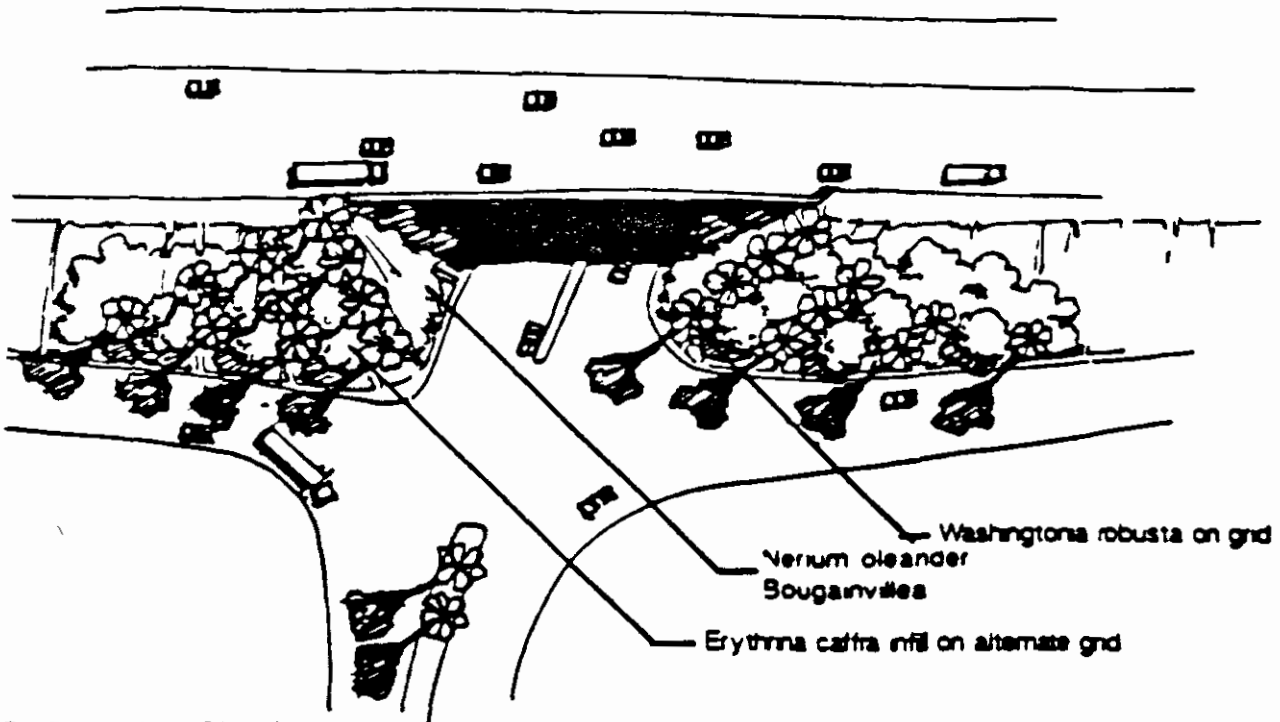
Primary City Entry - Freeway

Typical Plan/Elevation



CONCEPTUAL ELEVATION

Washingtonia robusta are placed on a 40 o.c grid pattern. The Erythrina caffra is triangulated within the grid (see plan view below)



CONCEPTUAL PLAN

Primary City Entry - Coastal Edge Scenic Corridors - Master Landscape Plan

The Master Landscape Plan identifies one Primary City Entry at the Coastal Edge. This entry is at the intersection of El Camino Real and Avenida Pico. This entry statement includes a triangular planting area adjacent to the City parking lot on the south side of El Camino Real, just further north. This area is where the City "welcome sign" is located.

Existing Conditions

This is an existing intersection with development occurring on all four corners. Currently, there is not a landscape treatment installed at this intersection. El Camino Real, as it progresses south through San Clemente, employs *Washingtonia robusta* (Mexican Fan Palm) as a dominant street tree. This treatment blends well with the existing landscape established at the Ole Hanson Beach Club, which is visible from this important intersection.

Design Goals

- To preserve and protect public views and vistas toward the ocean by utilization of "open character" plantings
- To employ the most efficient use of the limited space available to create a City identity statement
- To continue the use of plant materials that reflect the "Spanish Village by-the-Sea" image that has been established near this intersection
- To create pedestrian scale "ambiance" by the use of intimate, low-scale trees and plantings

Design Concept

This intersection will employ both landscape treatment and planting techniques to achieve the desired results.

Hardscape

Interlocking pavers (Baja Red) will be installed in the intersection to enhance this small but important feature. In addition to the intersection, interlocking pavers shall also be installed within city right-of-way to further enhance the interface between private development and streetscape. These pavers are an existing element in the business area on Avenida Del Mar and near the pier, and they are consistent with the Spanish-Village character. Smooth stucco-faced planter walls will be incorporated on the corners where space permits to further define this intersection and provide elevation change and interest. Refer to the following materials list for a detailed description of these design elements.

The public parkway shall incorporate interlocking pavers or other City- approved paving finish The following materials shall be incorporated as paving in areas below palm trees (within private property)

- 1 San Clemente Red concrete broom-finished with a sunset red clay tile decorative trim course
- 2 Interlocking pavers red-grey color
- 3 Mexican pavers 12" x 12"
- 4 Canterra stone
- 5 Brick.

Plant Materials

Washingtonia robusta (Mexican Fan Palm) will be planted on all four corners of this intersection Mexican Fan Palms shall be a minimum of sixteen feet (16') in brown trunk height A total of four (4) palms shall be strategically placed within an organized manner to create a "half-arc" arrangement This dominant vertical element is compatible with surrounding landscape treatments and reinforces the City theme and image Flowering shrubs are incorporated into the planter areas to enhance the coastal urban character

Accent Tree at Corner areas will be planted in formal groupings or arrangements within all four corners of the intersection A variety of types of trees are designated to allow for flexibility and individuality in the future design of this developed intersection.

The following list shall be incorporated where appropriate

- Small-Flowering Trees with Rich Contrasting Textures

Ceanothus arboreus (standard) - Island Ceanothus

Lyonothmus Flor spp Asplen - Fernleaf Cataline Ironwood

Pittosporum rhombifolium - Queensland Pittosporum

Metrosideros excelsus - New Zealand Christmas Tree

Nerum oleander (standard) - Oleander Standard

Rhaphiolepis 'majestic beauty' (standard) - India Hawthorn Standard

Melaleuca nesophila (standard) - Pink Melaleuca

- Spreading Canopy-Style Trees with Interesting Leaf, Trunk and Form Characteristics

Parkinsonia aculeata - Mexican Palo Verde

Eriobotrya deflexa - Bronze Loquat

- Palm or Palm-Like Trees with Characteristics Reflective of Spanish-Mediterranean/Colonial Theme Gardens

Draceno traco - Dragon Tree

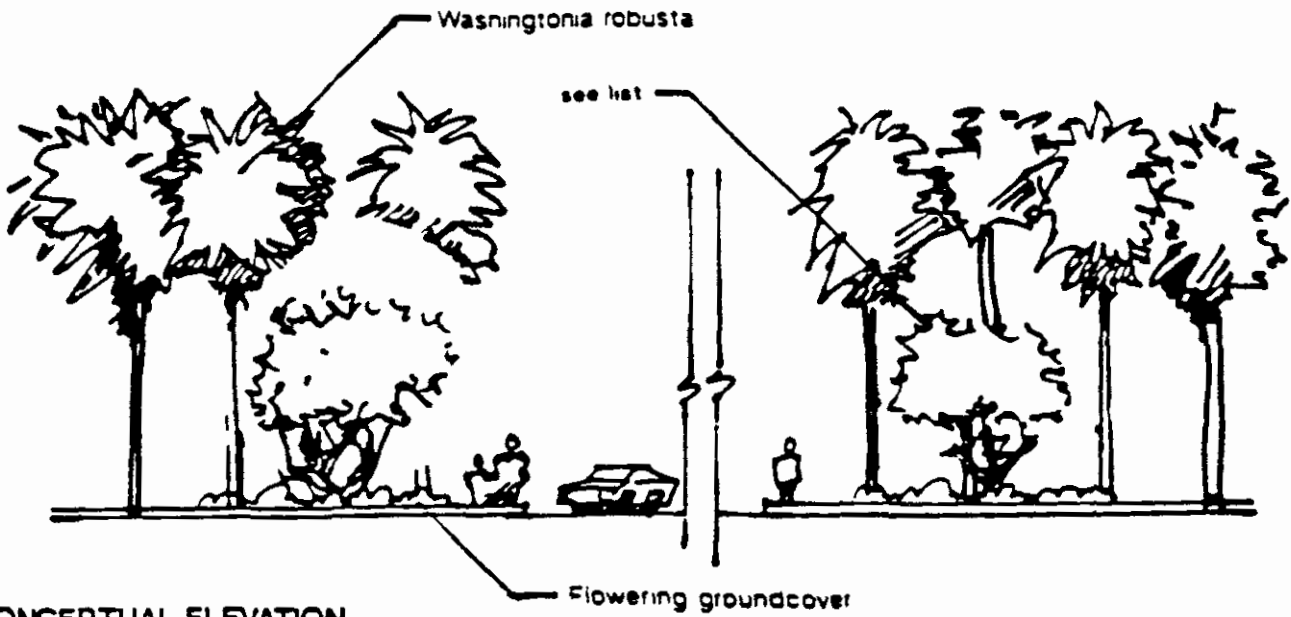
Brahea armata - Mexican Blue Palm

Strelitzia nicolai - Giant Bird of Paradise

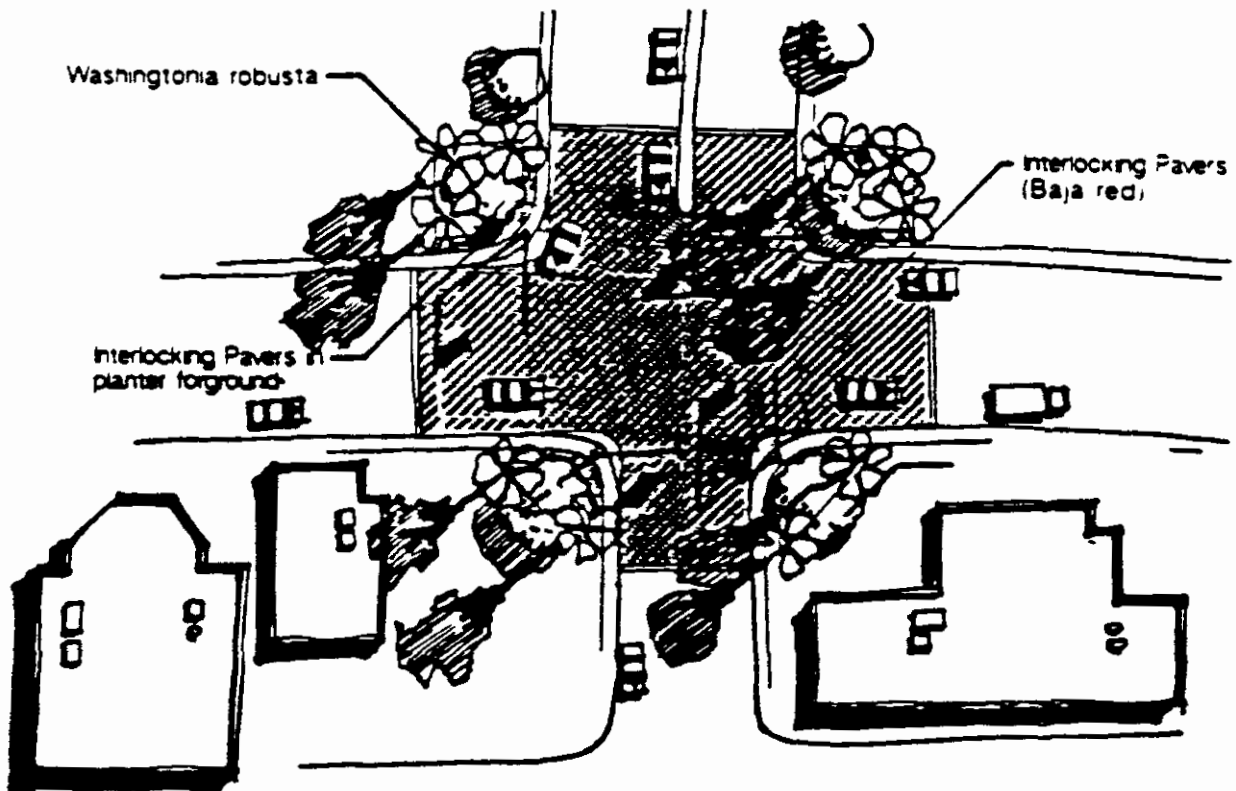
Note Accent trees to 24-inch box minimum, single trunk providing 7 to 8-foot minimum clearance below canopy

Palm or palm-like trees minimum 8 feet tall B T H

Primary City Entry - Coastal Typical Plan



CONCEPTUAL ELEVATION



CONCEPTUAL PLAN

Secondary City Entries

Scenic Corridors - Master Landscape Plan

There are four Secondary City Entries located in the inland area of the City. Three occur at the City limits, with one located at the boundary of Talega and the Orange County limits. The intent of this level of entry is to announce arrival to San Clemente at the locations which have less prominence and traffic than those identified as Primary City Entries.

Existing Conditions

The Secondary Entries located on Camino de los Mares and the southeast end of Avenida La Pata have newly constructed roadway improvements, but they do not feature a landscape treatment designed to announce the entry. The Secondary Entries at the northwest end of Avenida La Pata and the eastern end of Avenida Pico do not have the proposed roadway improvements constructed or any landscape treatments.

The spaces available to implement a Secondary Entry Statement vary with each location due to the proposed and/or existing development, natural features, or terrain. The one located along Camino de los Mares serves as an entrance to Prima Deshecha Regional Park.

Since they are typically located at the limits of development within the inland, they often have a background of significant natural features and open space.

Design Goals

- To continue the use of elements and materials that have been established to identify the City of San Clemente
- To integrate the native plant material palette into the adjacent slopes as appropriate and transition into the open space

Concept

Secondary Entries incorporate hardscape elements as well as plant materials to announce this arrival point.

Hardscape

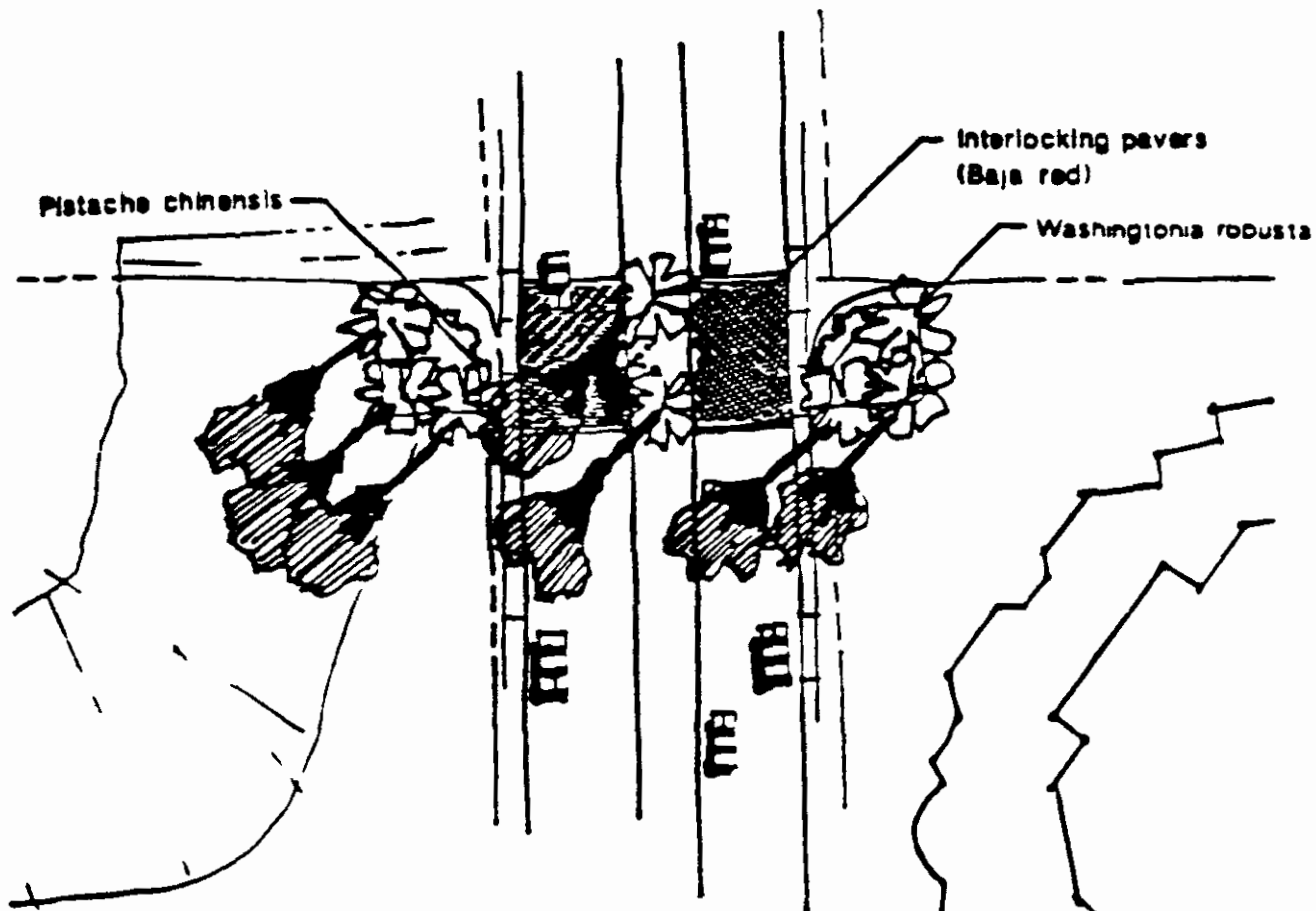
The Secondary City Entries incorporate the use of interlocking pavers (Baja Red) at the intersection. This material is used to accent the intersection pedestrian crosswalks, twenty-foot-wide strips cross the streets, banded by concrete. The smooth- stucco planter wall is to be incorporated as a consistent design element for City features.

Planting Concept

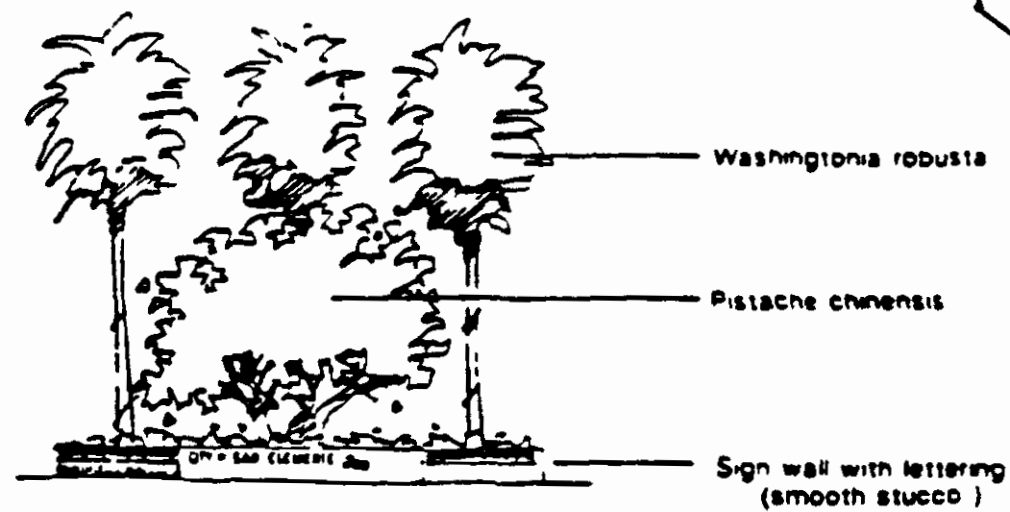
As in all City statements, *Washingtonia robusta* (Mexican Fan Palm) serves as a vertical accent with the flowering canopy provided by *Pistacia chinensis* (Chinese Pistache).

Secondary City Entry

Typical Plan/Elevation



CONCEPTUAL PLAN



ELEVATION

EXHIBIT 16

Key Intersections

Scenic Corridors - Master Landscape Plan

The Master Landscape Plan has identified two key intersections within the study area. They are both located near the inland core. One is the intersection of Avenida La Pata and Avenida Vista Hermosa while the other is the intersection of Avenida Pico and Avenida La Pata. A key intersection is identified as an intersection of two major scenic corridors.

Existing Conditions

The intersection of Avenida La Pata and Avenida Pico is currently partially constructed and is without a special landscape treatment. The remaining key intersection will be constructed with the completion of Forster Ranch and Talega. Both key intersections are in lower areas that are surrounded by significant landforms.

Design Goals

- Employ the consistent use of design elements and materials that are used in all City statements
- Visually announce a major activity area from a distance
- Identify the intersection of two major scenic corridors

Design Concept

Hardscape Elements

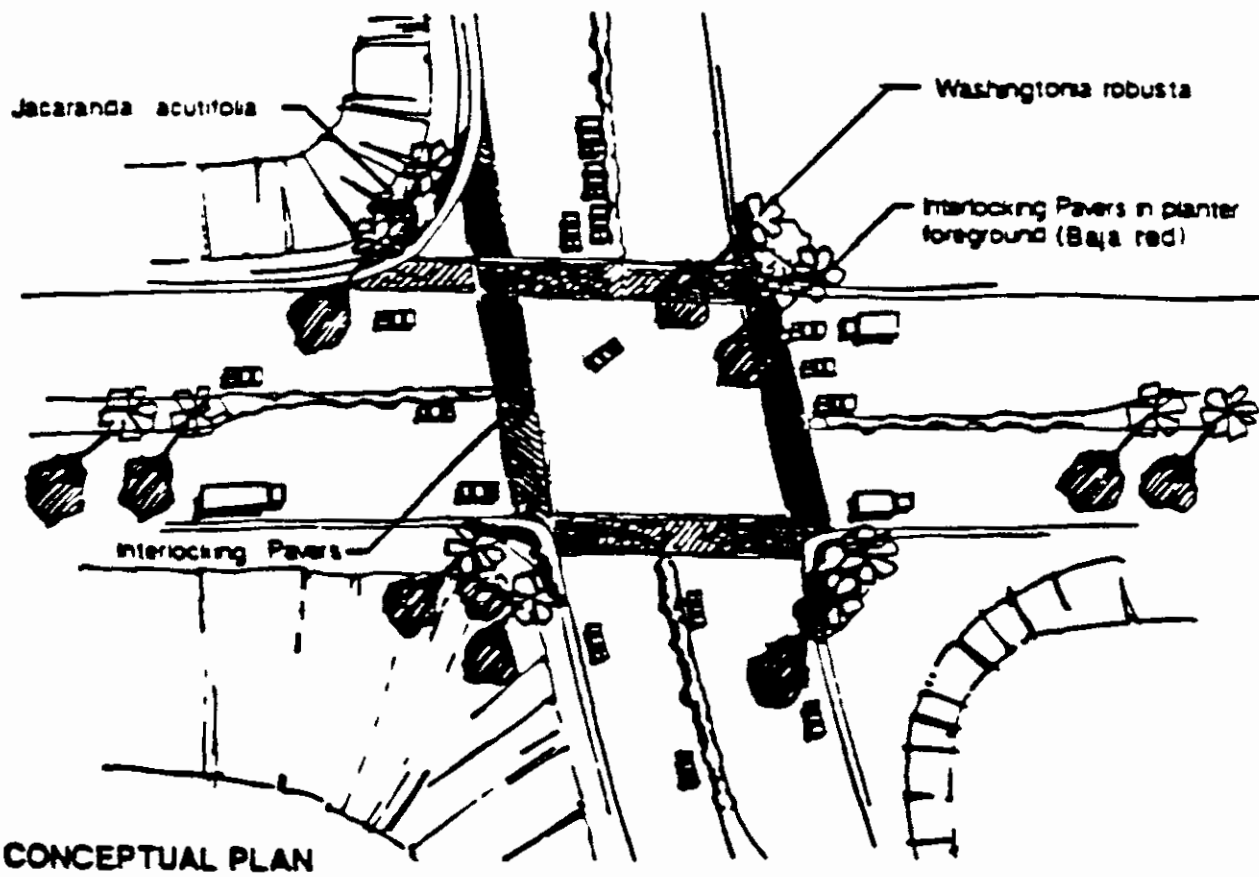
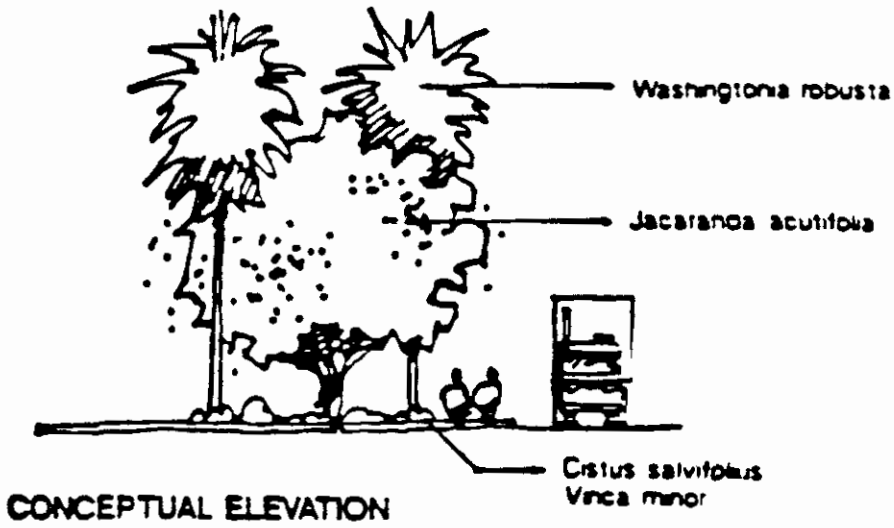
Smooth-stucco planter walls that feature the scenic corridor name are a design element that has been continued from other City statements into the key intersections. Interlocking pavers (Baja Red) banded by concrete are once again employed to highlight the pedestrian crosswalk area.

Planting Concepts

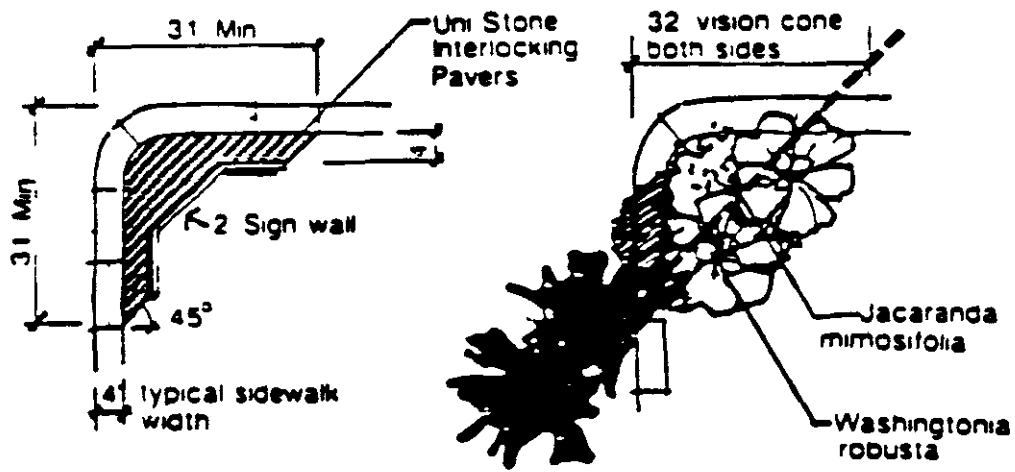
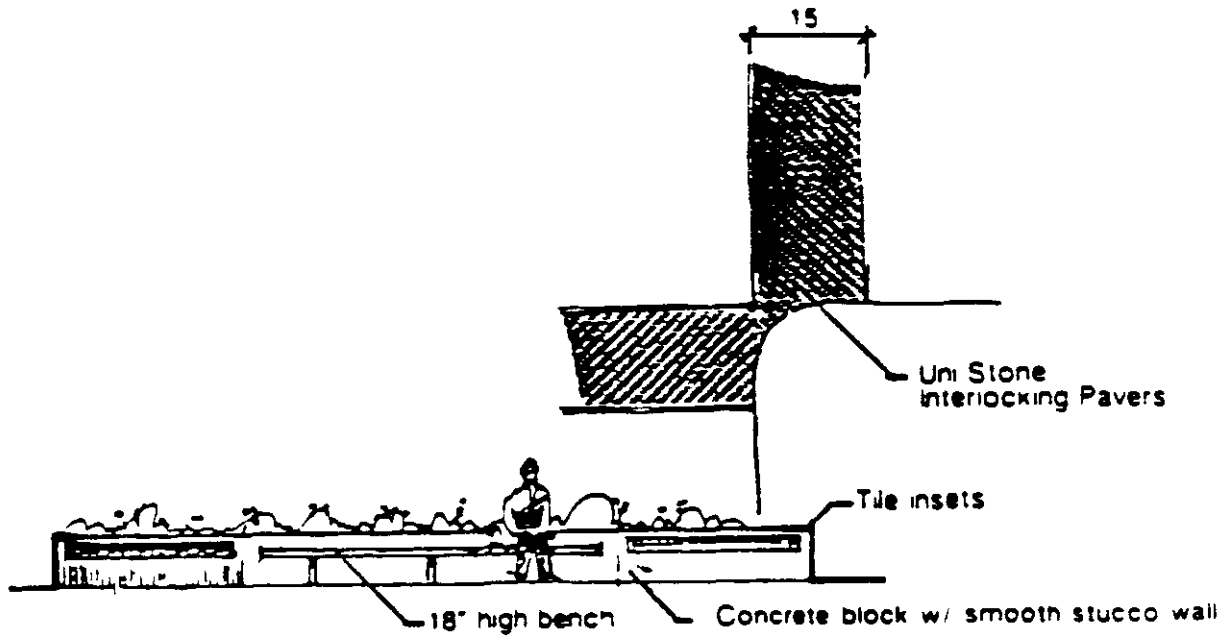
The key intersections continue the use of *Washingtonia robusta* (Mexican Fan Palm) as a vertical accent element. The flowering canopy is provided by *Jacaranda acutifolia*. This flowering canopy offers a continuity with the *Jacaranda*, which is the dominant tree for Avenida Vista Hermosa, and is also used to identify intersections along Avenida Pico. The following sketches identify space requirements, as well as planting design and hardscape elements.

Key Intersection

Avenida La Pata/Avenida Pico



Key Intersection Design Details



Project Entry Statement Guidelines Scenic Corridors - Master Landscape Plan

Intent

The Master Landscape Plan proposes these guidelines which are to be considered in the design of Project or Ranch Entry Statements. The primary purpose for creating policies for this level of entry is to differentiate between a City-wide statement and a Project or Ranch Entry Statement.

The City statements are intended to enhance the scenic corridor experience while announcing entry to the City or arrival at an activity center. The City statements incorporate the consistent use of design elements and a simplified plant palette. This simplicity is intended to strengthen the identity of the City statement.

Guidelines

- Plant materials that are consistently used to identify a City statement shall not be employed in a Ranch or Project Entry Design.
- Project, neighborhood, and commercial development landscaping along a scenic corridor shall complement the character developed for that corridor.

Slope Planting Guidelines

Scenic Corridors - Master Landscape Plan

Intent

To implement development within the four ranches included in the Master Landscape Plan study area, many manufactured slopes have been created. These slopes are often the dominant visual element occurring along the scenic corridors. They also become the backdrop which provides reinforcement to the planting concepts developed for the corridors.

The intent of the Master Landscape Plan is to establish plant palettes for these slopes that will establish the desired image and landscape treatment.

Within the study area there are three conditions where manufactured slopes occur. One situation is along recreation corridors which are adjacent to natural open space areas. The remaining two conditions occur along urban corridors. One is the coastal area, typically south of Interstate 5, with the other in the inland and inland portion of the study. The Master Plan provides planting guidelines and a plant palette for each of these three slope conditions.

Design Goals

- Minimize geometric forms created by manufactured slopes
- Include a variety of plant materials that provide relief and visual interest to the slope face
- Soften the development edge while maintaining views of significant features from these areas
- Reinforce the landscape concept established for the corridor while respecting environmental conditions
- Provide erosion control

Urban Corridor - Coastal

The urban scenic corridors that are in the coastal portions of the study require a plant palette that is sensitive to the environmental conditions that are unique to the coast. The plant palette created for the coastal area offers the opportunity to further establish the "Spanish Village by-the-Sea" character by employing plants that are colorful and reminiscent of the mission landscaping.

Visual access from developing areas in the coastal portion of the study area is a particularly sensitive design issue. The planting on these slopes should not obstruct views of the ocean.

Urban Corridor - Inland

Urban scenic corridors that are inland or in the inland area travel through a variety of environmental conditions and ownerships. The plant materials and techniques employed on these slopes need to reflect a smooth transition from one ranch to another along the scenic corridor.

Visual access from development areas to significant landforms and features must be preserved through sensitive planting techniques while the development edge at the top of these slopes must be minimized or softened.

The plant palette created for this category of manufactured slopes provides a wide variety of materials that can respond to the various environmental conditions while reinforcing the character established for each corridor.

Recreational Corridor - Natural Edge

Manufactured slopes that occur along recreational corridors or adjacent to open space and recreational areas offer a unique opportunity to return the area to a natural state and minimize the impact of development in a natural area. The plant palette offers many native materials, as well as drought-tolerant and adaptable species that will transition into the urban corridors when necessary.

**Urban Corridor - Coastal
Manufactured Slopes Plant Palette**

Botanic Name

Common Name

Trees

<i>Agonis flexuosa</i>	Peppermint Tree
<i>Arecastrum romanzoffianum</i>	Queen Palm
<i>Cupressus macrocarpa</i>	Monterey Cypress
<i>Eucalyptus torquata</i>	Coral Gum
<i>Ficus</i>	Ficus
<i>Melaleuca nesophila</i>	Pink Melaleuca
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree
<i>Pinus torreyana</i>	Torrey Pine

Shrubs

<i>Agapanthus africanus</i>	Lily-of-the-Nile
<i>Coprosma repens</i>	Mirror Plant
<i>Cytisus canariensis</i>	Canary Island Broom
<i>Echium fastuosum</i>	Pride of Madeira
<i>Escallonia</i>	Escallonia
<i>Grewia caffra</i>	Lavender Starflower
<i>Hakea suavolens</i>	Sweet Hakea
<i>Lantana montevidensis</i>	Lantana
<i>Leptospermum scoparium</i>	New Zealand Tea Tree
<i>Limonium perezii</i>	Sea Lavender
<i>Lotus kalo</i>	
<i>Melaleuca elliptica</i>	
<i>Myoporum laetum</i>	Myoporum
<i>Myoporum pacificum</i>	
<i>Nerium oleander</i>	Oleander
O'Connors legume	
<i>Pittosporum tobira</i>	Mock Orange
<i>Raphiolepis indica</i>	India Hawthorne
<i>Rosa banksiae</i>	Lady Bank's Rose
<i>Tecomaria capensis</i>	Cape Honeysuckle
<i>Xylosma congestum</i>	Shiny Xylosma

Groundcovers/Vines

<i>Arctostaphylos uva-ursi</i>	
<i>Bougainvillea</i>	Bougainvillea
<i>Juniperus horizontalis</i>	Bar Harbor Juniper
<i>Lampranthus species</i>	Ice Plant

**Urban Corridor - Inland
Manufactured Slopes Plant Palette**

Botanic Name

Common Name

Trees

<i>Acacia baileyana</i>	Bailey Acacia
<i>Acacia decurrens</i>	Green Wattle
<i>Agonis flexuosa</i>	Peppermint Tree
<i>Arbutus unedo</i>	Strawberry Tree
<i>Eucalyptus lehnannii</i>	Bushy Yate
<i>Eucalyptus leucoxylon</i>	White Ironbark
<i>Eucalyptus sideroxylon</i>	Red Ironbark
<i>Eucalyptus torquata</i>	Coral Gum
<i>Geijera parviflora</i>	Australian Willow
<i>Heteromeles arbutifolia</i>	Toyon
<i>Melaleuca nesophylla</i>	Pink Melaleuca
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree
<i>Pinus halepensis</i>	Aleppo Pine

Shrubs

<i>Abelia grandiflora</i>	Glossy Abelia
<i>Acacia cyclops</i>	Acacia
<i>Acacia decora</i>	Graceful Wattle
<i>Acacia longifolia</i>	Sydney Golden Wattle
<i>Acacia saligna</i>	Willow Acacia
<i>Arbutus unedo</i>	Strawberry Tree
<i>Baccharis pilularis</i>	Coyote Brush
<i>Calliandra haematocephala</i>	Pink Powder Puff
<i>Callistemon citrinus</i>	Lemon Bottlebrush
<i>Ceanothus species</i>	Wild Lilac
<i>Dodonaea viscosa</i>	Hopseed Bush
<i>Escallonia fradesii</i>	Escallonia
<i>Heteromeles arbutifolia</i>	Toyon
<i>Juniperus chinensis</i>	Juniper
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Leptospermum scoparium</i>	New Zealand Tea Tree
<i>Limonium perezii</i>	Statice
<i>Melaleuca armillaris</i>	Drooping Melaleuca
<i>Melaleuca nesophylla</i>	Pink Melaleuca
<i>Myoporum laetum</i>	Myoporum
<i>Nerium oleander</i>	Oleander
<i>Photinia fraseri</i>	Frasers
<i>Pittosporum tobira</i>	Mock Orange
<i>Viburnum japonica</i>	Viburnum
<i>Xylosma congestum</i>	Shiny Xylosma

Botanic Name**Common Name****Vines/Groundcovers***Acacia redolens**Alyssum**Artemisia causica**Bougainvillea**Delosperma alba**Encelia californica**Fragaria chiloensis**Juniperus species**Lonicera japonica**"Halliana"**Macfadyena unguis-cati**Myoporum pacificum**Trifolium fragierum*

Sweet Alyssum

Silver Spreader

Bougainvillea

White Trailing Ice Plant

California Encelia

Wild Strawberry

Junipers

Hall's Honeysuckle

Cat's Claw Vine

Myoporum

O'Connor's legume

**Recreation Corridor - Inland
Natural Edge**

Botanic Name

Common Name

Trees

<i>Cercocarpus betuloides</i>	Mountain Mahogany
<i>Juglans californica</i>	California Black Walnut
<i>Heteromeles arbutifolia</i>	Toyon
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Lyonothamnus floribundus</i>	Catalina Ironwood
<i>aspensifolius</i>	
<i>Platanus racemosa</i>	California Sycamore
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Rhus lancea</i>	African Sumac
<i>Sambucus mexicana</i>	Elderberry
<i>Schinus molle</i>	California Pepper Tree

Shrubs

<i>Arbutus unedo</i>	Strawberry Tree
<i>Arctostaphylos species</i>	Manzanita
<i>Baccharis pilularis</i>	Coyote Brush
<i>Ceanothus species</i>	Wild Lilac
<i>Cistus species</i>	Rockrose
<i>Fremontodendron</i>	Flannel Bush
<i>californicum</i>	
<i>Heteromeles arbutifolia</i>	Toyon
<i>Isomeris arborea</i>	Bladder Pod
<i>Nerium oleander</i>	Oleander
<i>Prunus ilicifolia</i>	Holly-Leaf Cherry
<i>Prunus Lyonu</i>	Catalina Cherry
<i>Rhamnus californica</i>	California Coffeeberry
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Rhus orata</i>	Sugar Bush
<i>Ribes speciosum</i>	Fuchsia Flowering Gooseberry

Botanic Name**Common Name****Groundcovers**

Arctostaphylos species
Baccharis pilularis
"Twin Peaks"
Cistus salvifolius
Eriogonum parvifolium
Eschscholzia californica
Lotus scoparius
Lupinus species
Mahonia repens
Mimulus
Myoporum parvifolia
Santolina virens
Zauschneria californica

Manzanita
Coyote Brush
Sageleaf Rockrose
Buckwheat
California Poppy
Deerweed
Lupine
Creeping Mahonia
Monkey Flower
Myoporum
Lavender Cotton
California Fuchsia

2

Ridgeline Planting Guidelines

Scenic Corridors - Master Landscape Plan

Intent

The Master Landscape Plan establishes that when a scenic corridor crosses a ridgeline, sensitive planting techniques and plant materials shall be employed to minimize the impact of development on these protected ridgelines

The following criteria shall apply for landscaping on a ridgeline or along a scenic corridor that crosses a ridgeline

- Formalized or regularly spaced and aligned planting treatments are not allowed to occur in the ridgeline areas
- Plant materials shall be selected from the Recreation Corridor - Natural Edge Plant Palette for open-space areas and slopes along corridors crossing the ridgeline
- Planting shall not occur on the top of the ridgeline, but will be allowed downhill from the ridge. This planting concept will avoid an unnatural appearance and will minimize the visual impact of development to the ridgelines
- Planting techniques in ridgeline areas shall conform to the intent of the sketches provided
- Ridgeline areas of scenic corridors typically will not incorporate standard street-tree plantings. The plant materials will be incorporated on adjacent slopes, with placement of these plants allowing visual access from the corridors

The following scenic corridors cross ridgelines and must adhere to these guidelines

- Avenida Vista Hermosa
- Camino del Rio
- Camino Vera Cruz
- Avenida Talega

Ridgeline - Planting

Typical Section - Plan

Do not plant like this
formally aligned planting



AERIAL VIEW

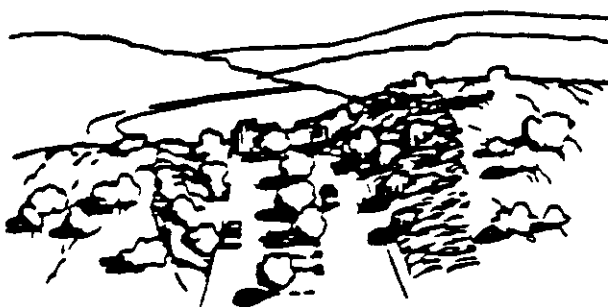


CROSS SECTION



LONGITUDINAL SECTION

But do plant like this
informal random planting



AERIAL VIEW



CROSS SECTION



LONGITUDINAL SECTION

**Installation and Maintenance Responsibilities
Scenic Corridors - Master Landscape Plan**

Installation Costs

The inland ranch developers will be responsible for the cost and installation of landscaping along all scenic highway medians and parkways. In addition, the ranch owners will also be required to landscape several City entry points. All on-site improvements will be the responsibility of each individual ranch. Where applicable, costs for off-site improvements will be allocated in accordance with the cost-sharing formula proposed by the Regional Circulation Financing and Phasing Plan (RCFPP) adopted by the City in 1989. Installation responsibilities for City entry points and key intersections are listed below and illustrated in Exhibit 20.

Primary City Entrances

1 I-5 and Camino de Estrella Interchange (Off-Site)

Installation costs are allocated per the RCFPP, Table 1

-	I	Marblehead Inland	0.2%
-	II	Marblehead Coastal	0.0%
-	III	Rancho San Clemente	0.0%
-	IV	Forster Ranch	33.3%
-	V	Talega - City	0.2%
-	VI	Talega - County	0.0%
-		Zones VII-X (Outside City)	<u>66.3%</u>
			100.0%

2. I-5 and Avenida Vista Hermosa Interchange (Off-Site)

Installation costs are allocated per the RCFPP, Table 1

-	I	Marblehead Inland	7.3%
-	II	Marblehead Coastal	48.5%
-	III	Rancho San Clemente	1.5%
-	IV	Forster Ranch	21.3%
-	V	Talega - City	8.4%
-	VI	Talega - County	1.9%
-		Zones VII-X (Outside City)	<u>8.2%</u>
			100.1%

3 I-5 and Avenida Pico Interchange (Off-Site)

Installation costs are allocated per the RCFPP, Table 1

Zone		
-	I	Marblehead Inland 0 0%
-	II	Marblehead Coastal 15 3%
-	III	Rancho San Clemente 47 2%
-	IV	Forster Ranch 2 6%
-	V	Talega - City 10 8%
-	VI	Talega - County 18 2%
-		Zones VII-X (Outside City) <u>6 0%</u>
		100 1%

4 I-5 and Avenida Palizada (Off-Site)

- City of San Clemente Lighting & Landscaping District

5 I-5 and Avenida Presidia (Off-Site)

- City of San Clemente Lighting & Landscaping District

6 I-5 and El Camino Real (Off-Site)

- City of San Clemente Lighting & Landscaping District

7 I-5 and Calafia (Off-Site)

- City of San Clemente Lighting & Landscaping District

8 I-5 and Magdalena (Off-Site)

- City of San Clemente Lighting & Landscaping District

9 I-5 and Cristianitos Road

- City of San Clemente Lighting & Landscaping District
- County of San Diego

10 El Camino Real and Avenida Pico (Off-Site)

- City of San Clemente Lighting & Landscaping District
- Individual property owners as a condition of approval for discretionary projects

Secondary City Entrances

- 1 Avenida La Pata Eastern Terminus (On-Site)
 - Rancho San Clemente
- 2 Avenida La Pata Northern Terminus (On-Site)
 - Talega
- 3 Avenida Pico Eastern Terminus (Off-Site)
 - County of Orange
- 4 Camino de los Mares Northern Terminus (On-Site)
 - Forster Ranch

Key Intersections (2 total)

- 1 Avenida La Pata and Avenida Vista Hermosa
 - Forster Ranch
- 2 Avenida La Pata and Avenida Pico (On-Site)
 - Rancho San Clemente

Installation Responsibilities

The City will coordinate with Caltrans and other affected property owners concerning the installation of new landscaping at the Primary City Entries at the freeway interchanges. Regarding the parkway, median, and entry landscaping for Talega, City staff is recommending that the County of Orange support San Clemente's Master Landscape Plan for Scenic Corridors. With County cooperation, the proposed design concepts could be continued along those portions of La Pata and Pico that are within the County's jurisdiction.

The City has developed minimum and desirable parkway widths to implement the landscape theme for each scenic corridor. In some cases, the proposed landscape parkway width extends beyond the public right-of-way, thus limiting the City's ability to properly maintain the parkway trees. As a result, City staff will work to achieve the necessary parkway width through the use of a parkway landscape easement in those areas.

For projects where the City has the opportunity to review and approve new development, a minimum of 15 to 20 feet shall be designated for parkway landscaping to allow trees, shrubs, and sidewalks to be fully accommodated within the public right-of-way zone.

All landscape plans subject to the Master Landscape Plan for Scenic Corridors will be reviewed and plan-checked by both the Planning and the Public Services Divisions

The Master Landscape Plan for Scenic Corridors is to be implemented for each scenic highway as described in this document. In the event that site or soil conditions preclude the use of proposed plant species, the project landscape architect must bring this matter to the attention of the City. An alternative plant is to be recommended by the landscape architect and submitted to the City Planning and Public Services Divisions for approval

The following standards for tree installations within the public right-of-way will help protect improvements and provide adequate sight lines for vehicle movements

Tree installations shall maintain a minimum of

- Five (5) feet from all hardscape (curbs, sidewalks, walls, utility vaults) Trees planted in sidewalks and medians must be placed in adequately sized tree wells. Root guards are recommended
- Ten (10) feet from all water and sewer lines
- Fifteen (5) feet from all drive approaches
- Twenty-five (25) feet from all street intersection curb returns

The Master Landscape Plan identifies areas with significant views which will influence the placement of parkway and median trees. These sensitive areas are noted in the Visual Opportunities Plans, Exhibits 9 and 12, and Ridgeline Planting, Exhibit 19

Maintenance Responsibilities

The long-term maintenance of the scenic corridor landscaping will be the responsibility of the City of San Clemente Lighting and Landscaping District and the Master Homeowners' Association for each ranch. In a few cases, a sub-homeowners' association or private individual may be responsible

Maintenance responsibilities will be assigned in the following way

- The City's Lighting and Landscaping District will maintain the landscaping in all medians within the public right-of-way. In addition, the City will prune and keep disease-free all parkway trees within the public right-of-way. In locations where the parkway landscaping extends beyond the public right-of-way, the City will seek a landscape easement from the property owner for maintenance purposes

- **The Master Homeowners' Association will be responsible for watering all parkway trees, shrubs, and groundcover within the public right-of-way and/or public-landscape easement. Additionally, the homeowners' association will trim and otherwise maintain parkway, shrubs and, groundcover. These maintenance costs will be the responsibility of the Master Homeowners' Association.**
- **Once installed, median and parkway trees cannot be removed or relocated without prior authorization and a permit from the City. The City also prohibits topping trees.**
- **A map indicating maintenance responsibilities for each ranch shall be submitted by the developer. The map should show**
 - 1 **Areas to be maintained as part of the City's Lighting and Landscape District**
 - 2 **Master Homeowners' Association Areas**
 - 3 **Sub-homeowners' Association Areas**
 - 4 **Fuel-Modification Zones**
 - 5 **Public-Landscape Easements as necessary to implement the Master Landscape Plan. These easements should be shown on the tentative tract map.**
 - 6 **The City will coordinate with CALTRANS regarding the maintenance of proposed landscaping at the freeway interchanges.**

ENTRY INSTALLATION RESPONSIBILITIES

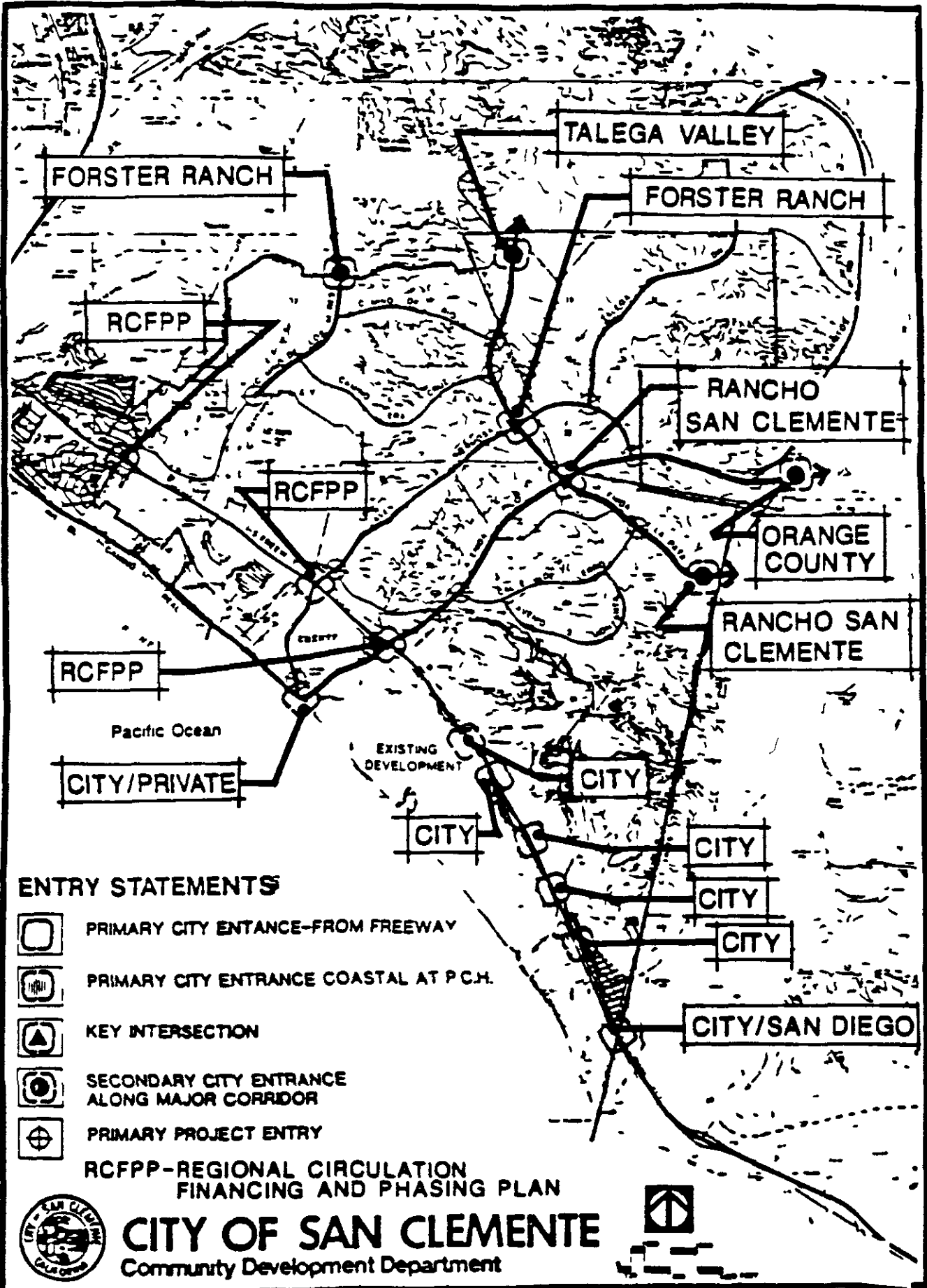


EXHIBIT 20

Median and Parkway Design

Scenic Corridors - Master Landscape Plan

Median Design

All medians along the City's scenic highways shall be landscaped according to the theme proposed for each street. The medians will be fully landscaped with shrubs and trees. Hardscape must be used in narrow median areas of four feet or less, using stamped concrete in standard cobble pattern, terra cotta color. In certain situations where the City deems it necessary for safety or other reasons, more hardscape may be required. For an example of a typical median design, refer to Exhibit 21.

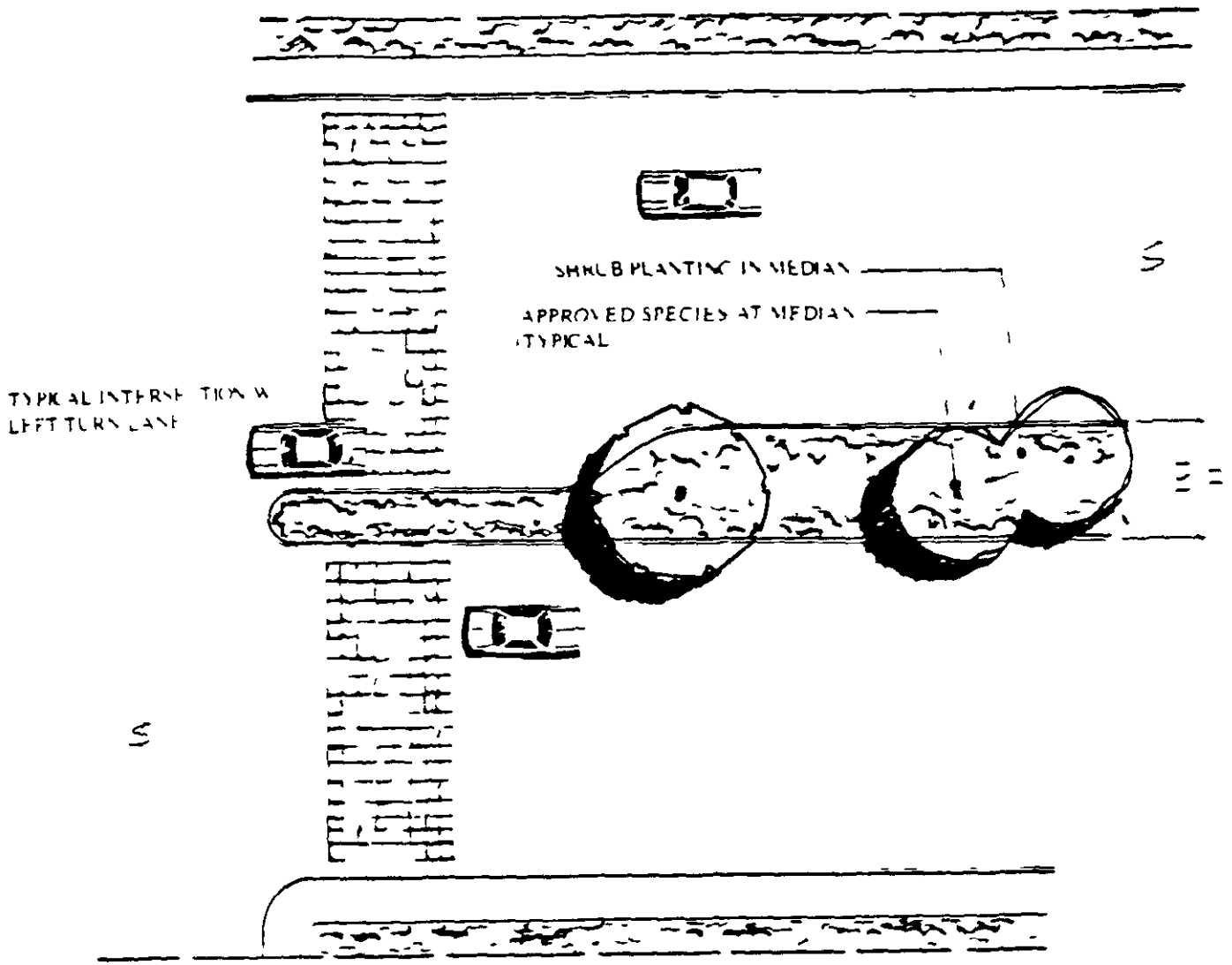
Parkway Design

The goal for parkway design is to provide sufficient right-of-way to

1. Include landscaping and trees between the sidewalk and the street,
2. Provide for a 5-foot-wide sidewalk, and
3. Provide a landscaped area for trees behind the sidewalk.

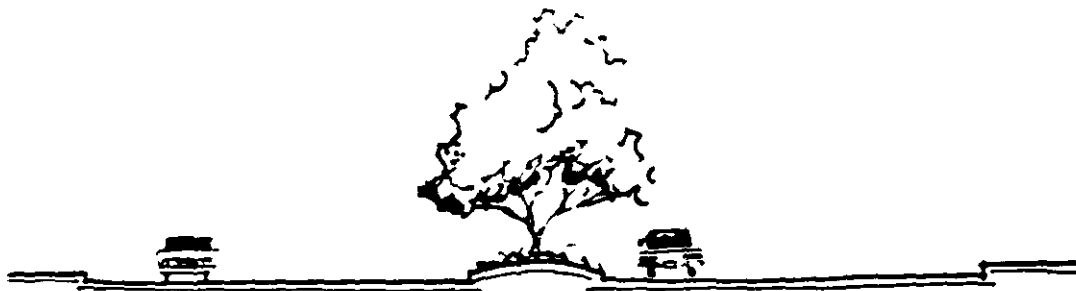
A landscaped zone next to the curb is desirable because of its greater aesthetic appeal and because it creates a buffer between the pedestrian and the street. Exhibit 22 shows the approved parkway design which calls for a 15- to 20-foot parkway with a 5-foot-wide meandering sidewalk, all within the public right-of-way.

In the event that it is not possible to designate as much as 15 to 20 feet for the parkway, an alternative design may be used as illustrated in Exhibit 23. In that case, due to the lack of right-of-way and space for landscaping, the sidewalk will be moved adjacent to the street in some locations.

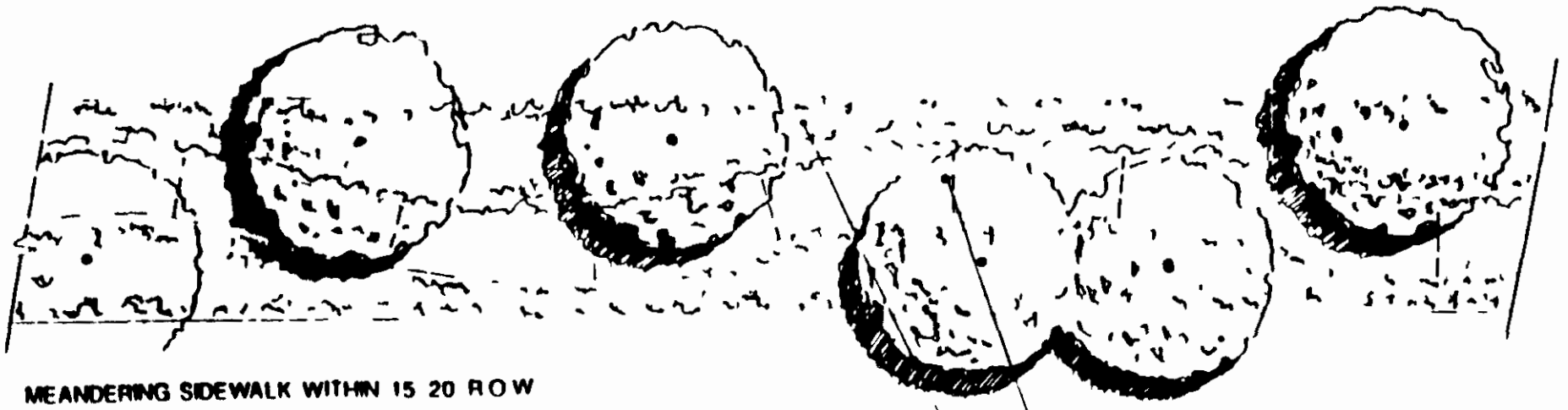


MEDIAN WITH SHRUBS AND TREES

PLAN



SECTION

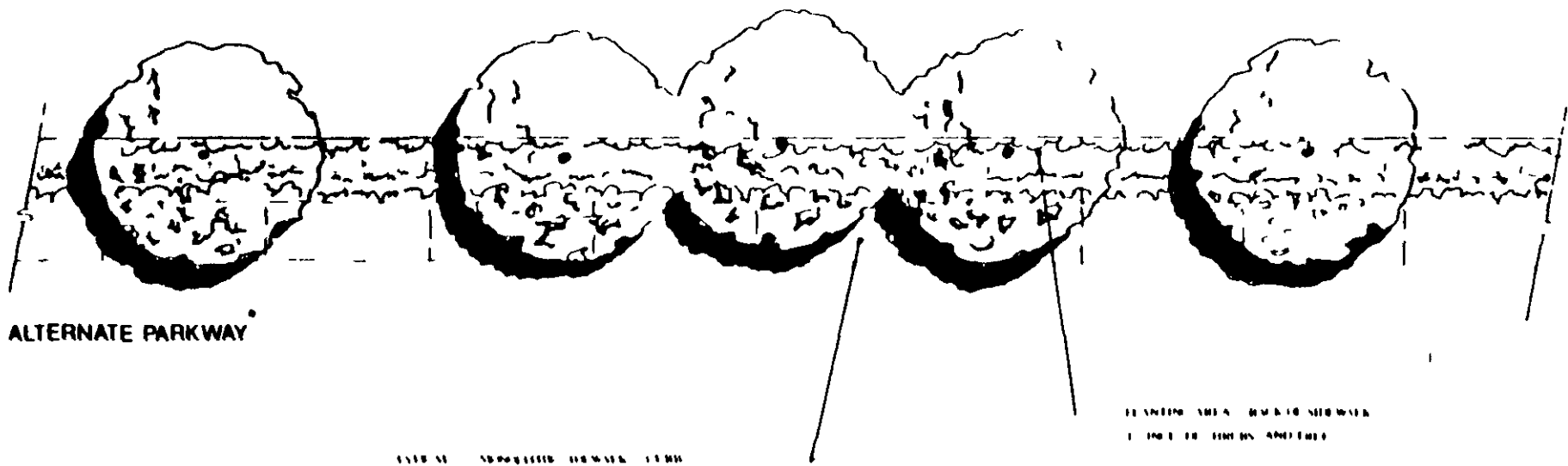


MEANDERING SIDEWALK WITHIN 15 20 ROW

TYPE 11 - HAWTHORN

PLANTING AREA - BASE TO SIDEWALK
 1' TO 15' TO SIDEWALK AND TREES

CITY OF SAN CLEMENTE
 SCENIC CORRIDORS MASTER LANDSCAPE PLAN



• TO BE USED WHERE PUBLIC ROW IS 15 OR LESS

CITY OF SAN CLIMATE
SCENIC CORRIDORS MASTER LANDSCAPE PLAN