STRATEGIC PLAN

ADOPTED FEBRUARY 14, 2007

Camarillo Commons

City of Camarillo

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CONTENTS

TABLES & FIGURES

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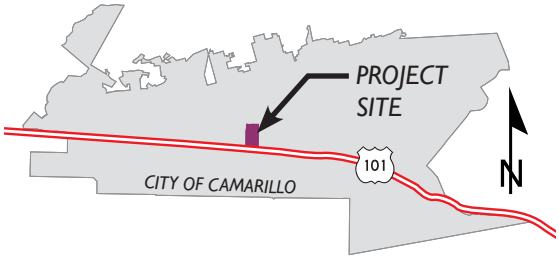
Chapter 1 — Introduction

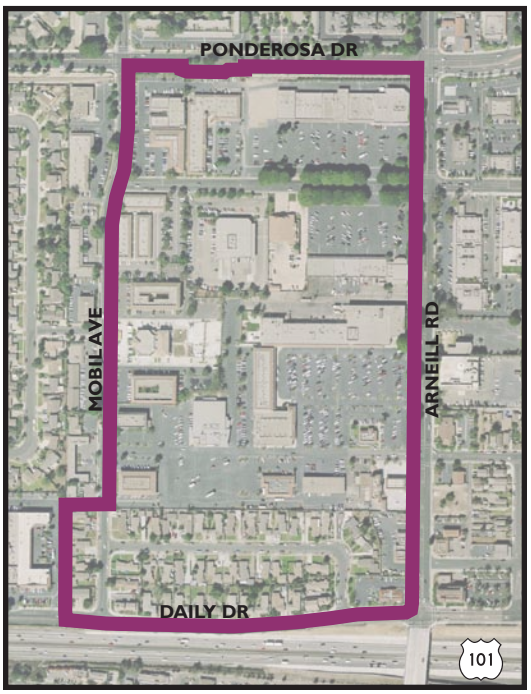
The Camarillo Commons Strategic Plan (the Plan) is the result of a comprehensive planning effort lead by the City of Camarillo aimed at establishing a long range plan for the revitalization of the Camarillo Commons Plan Area (Plan Area). The Plan Area encompasses 55 total acres and is located in the heart of the City of Camarillo in Ventura County. The Plan Area is within walking distance of the historic Camarillo Old Town off of Ventura Boulevard, and is bound by four major roads; Daily Drive (the frontage road off of Highway 101) to the south, Mobil Avenue to the west, Ponderosa Drive to the north, and the focus of the project along Arneill Road to the east.

An Opportunities and Constraints Plan was developed early on in the planning process to uncover the potential for the Plan Area, and act as a foundation from which to draft the Plan. The Opportunities and Constraints Plan was used as a source to foster input from City officials and staff, the Citizen Advisory Committee, and key stakeholders. Through a series of public outreach meetings and workshops a Vision Plan was developed that embodies the mixed-use village envisioned for the Plan Area.

The Plan clearly articulates the vision for the Plan Area, identifies economic goals, provides development standards and guidelines for new development and redevelopment, traffic, regulatory, and physical issues. It establishes a framework for development within the area, with a logical system of circulation and parking, and a cohesive set of streetscape improvements that will create a pedestrian-friendly environment and sense of place in the heart of Camarillo.

To meet the objectives of the Plan, portions of the Plan Area will have to be rezoned to allow for more flexibility than what is presently allowed by the City's zoning regulations. This Plan recommends an appropriate mix of land uses, urban design concepts, architectural design guidelines, and establishes a framework to guide implementation of the "vision."





Project Vicinity and Boundary Maps

This Plan was drafted using the goals and objectives of the City's General Plan and the standards and regulations of the City's Ordinance as a guide. A Mitigated Negative Declaration (MND) has also been prepared to evaluate potential environmental impacts of future development in the Plan Area and with instruction on how to mitigate those impacts.

The Plan has been organized as follows:

Chapter 1 (Introduction) contains a project background and a detailed description of the existing conditions in the Plan Area that includes a thorough market and traffic analysis.

Chapter 2 (Project Vision and Design Principles) describes the vision for the Plan Area and is supported by the Vision Poster, made up of plan illustratives, street sections, and a bird eye view of the proposed site plan. Also included in Chapter 2 are the before and after graphics that depict the redevelopment potential at three key location along Arneill Road.

Chapter 3 (Land Use Regulations and Standards) outlines the allowable uses in the Plan Area and the development standards associated to each type of use.

Chapter 4 (Circulation Plan) deals with the circulation pattern throughout the Plan Area for all modes of transportation including walking and biking paths. The plan places emphasis on pedestrian circulation, consolidated parking, and a connection to surrounding uses. This chapter also includes street sections depicting the proposed street improvements in the Plan Area.

Chapter 5 (Urban Design and Streetscape Plan) contains the guiding urban design principles of the Plan and the Streetscape Plan that illustrates the relationship between the buildings, the streets, and public spaces.

Chapter 6 (Architectural Design Guidelines) provides an outline of guidelines that define and illustrate the desired architectural character and expected quality of architecture in the Plan Area.

The final two chapters in the Plan (Chapter 7 - Infrastructure and Utilities, and 8 - Implementation) are intended to provide a framework to successfully implement the Plan and ensure its objectives are integrated effectively with the goals of existing documents, including the City's General Plan and Zoning Ordinance.

PROJECT BACKGROUND

This chapter establishes an understanding of the existing conditions in the Camarillo Commons Plan Area (Plan Area). It begins with a review of the built environment in the study area, a brief look of its history, and the existing land use and zoning designations within the Plan Area. Uncovering the existing opportunities and constraints in the Plan Area included research of existing circulation, access, visual conditions, land uses, utilities, "as-built" plans and existing infrastructure information for sanitary sewer service, water service, storm water management, dry utilities (electrical, telephone, cable, etc.) and roadways.

The Camarillo Commons Strategic Plan (The Plan) was developed using a comprehensive market analysis as the foundation from which the land use and policy recommendations were derived. The market study includes research on the current market conditions as well as the potential market demand for particular uses in the area. The overall approach to the traffic and parking analysis recognizes the special issues associated with redevelopment area. While the area is currently generating traffic, the desire for redevelopment is to intensify the Plan Area which is generally under-utilized and has the opportunity to be developed more efficiently. Accordingly, the traffic analysis has examined the effect of redevelopment, including such issues as increases in trip generation, increased parking needs, and the interrelationship between different uses (e.g., mixed residential and commercial uses).

History

Historically, the Camarillo Commons Plan Area began as the core of Camarillo in the late 1950s and early 1960s. Ponderosa Center was one of the very first community-scale shopping centers which provided significant convenience concerning household goods, groceries, and urban services for a rapidly growing Camarillo which was principally developed on the north side of the 101 freeway. Thus, Ponderosa Center, completed in 1963, is a significant portion of the overall existing development, and has been in operation and evolution and tenant change outs for more than 43 years. Besides the

retail convenience, significant office space was built adjacent to Mobil Avenue on the west side, and continues in operation today with multiple office tenancies, and a mix of retail services and commercial services.

Existing Shopping Center off of Pickwick Drive

The Plan Area is not visible from the 101 freeway, because the freeway is below grade at that portion of its alignment.

Arterial road access is adequate. Users/ shoppers/clients reach the Plan Area from Arneill Road, from Ponderosa Drive, and from Daily Drive. The Plan Area is also accessed from Mobil Avenue. The Plan Area is connected to Camarillo Old Town on the south side of the 101 freeway via a refurbished Arneill Road bridge (2004) across the freeway.

Existing Zoning and Land Uses

There are two zones within the Camarillo Commons Plan Area, Commercial Planned Development (CPD) Zone and the Residential Planned Development (RPD) Zone. The Plan Area is comprised of a variety of land uses, a majority of which are commercial uses within the CPD Zone. The existing land uses are oriented in a strip mall configuration with the buildings positioned at the back of the lots leaving room for large parking lots in the front yard setbacks. The types of existing uses in the CPD Zone are generally locally oriented and include uses such as restaurants, a grocery store, veterinarian office, flower shop, ballet studio, bike shop, and video store, copy shop, liquor store, health food store, mattress store, bowling alley, and auto parts stores.

The existing residential units are located on the southern end of the Plan Area on Raemere Street in the Residential Planned Development (RPD) Zone. The Raemere Street residential neighborhood is currently designated as Medium Density (18 DU / Acre max.) Residential in the City's General Plan Land-Use Map.

Mobil Avenue is currently lined with office uses and a pocket of retail development on the corner of Mobil Avenue and Ponderosa Drive. The Plan Area also contains a Post Office (U.S. Post Office) and a fire station (Camarillo City Fire Department) both located off of Pickwick Drive, and a church (Calvary Chapel Camarillo) on Mobil Avenue.

Early in the planning process, an opportunities and constraints analysis was performed to develop a clear understanding of the existing conditions in the Plan Area. From that study an Opportunities and Constraints Map was developed and the following information was evaluated (see Opportunities and Constraints Map, Figure 1.2).

Existing Physical Constraints and Opportunities

- Given the location of the Plan Area in close proximity to the Camarillo Old Town area and dense residential development, it is imperative that the plan include an opportunity to integrate strong pedestrian-oriented connections to surrounding uses and neighborhoods, including the Raemere Street residential neighborhood. Enhancing the streetscape along Arneill Road with amenities to enhance the pedestrian experience is a key component.
- There is opportunity to reorganize the site and relocate existing uses into buildings that have a greater street presence.
- Gateway opportunities exist on the northern and southern ends of the Plan Area off of Arneill Road.
- An informal parking lot connection between Arneill Road and Mobil Avenue currently acts as an extension of Barry Street. This should be integrated as a road connection into the circulation system of the proposed plan.

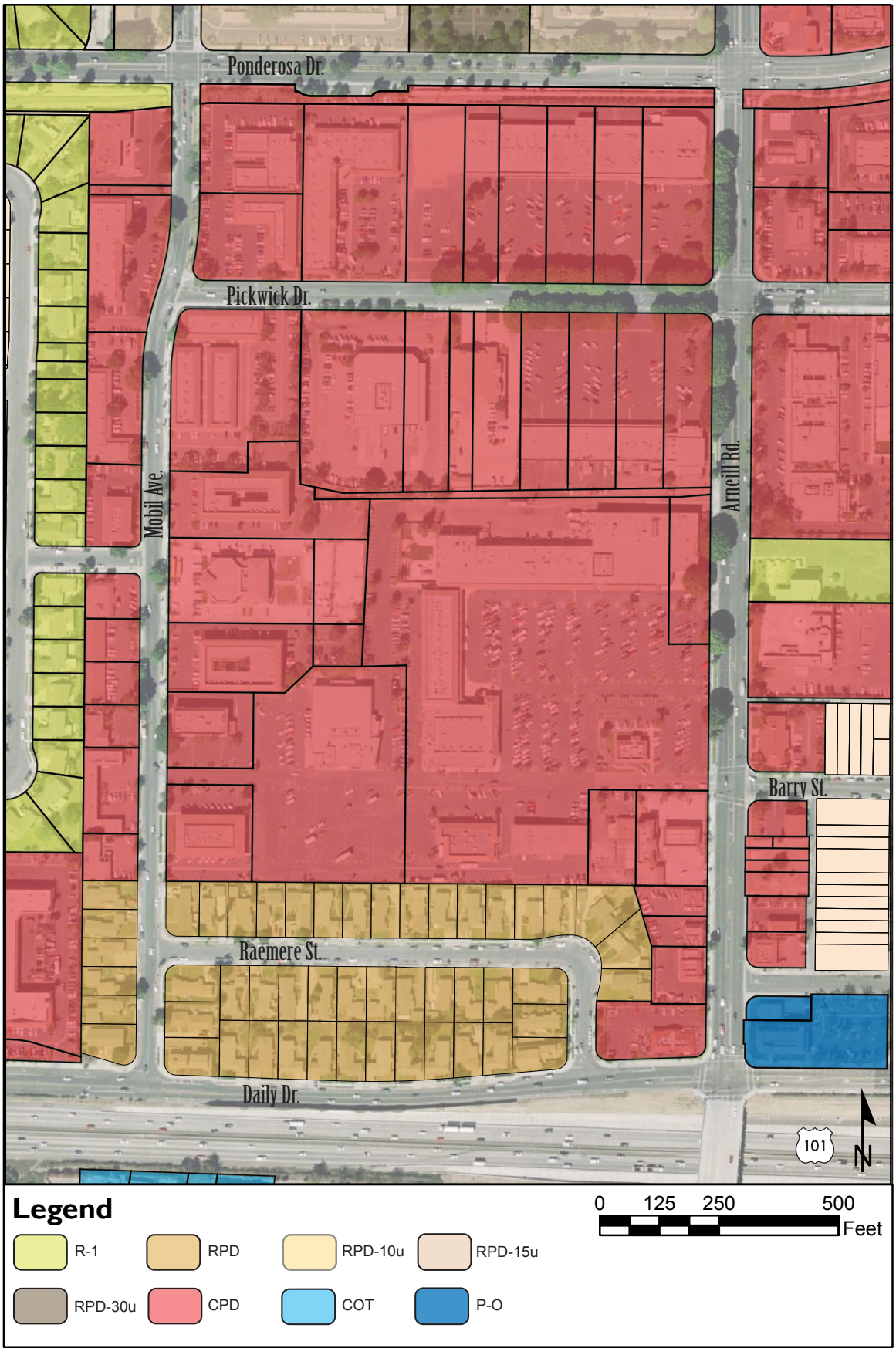


FIGURE I.1

EXISTING ZONING MAP (2005)

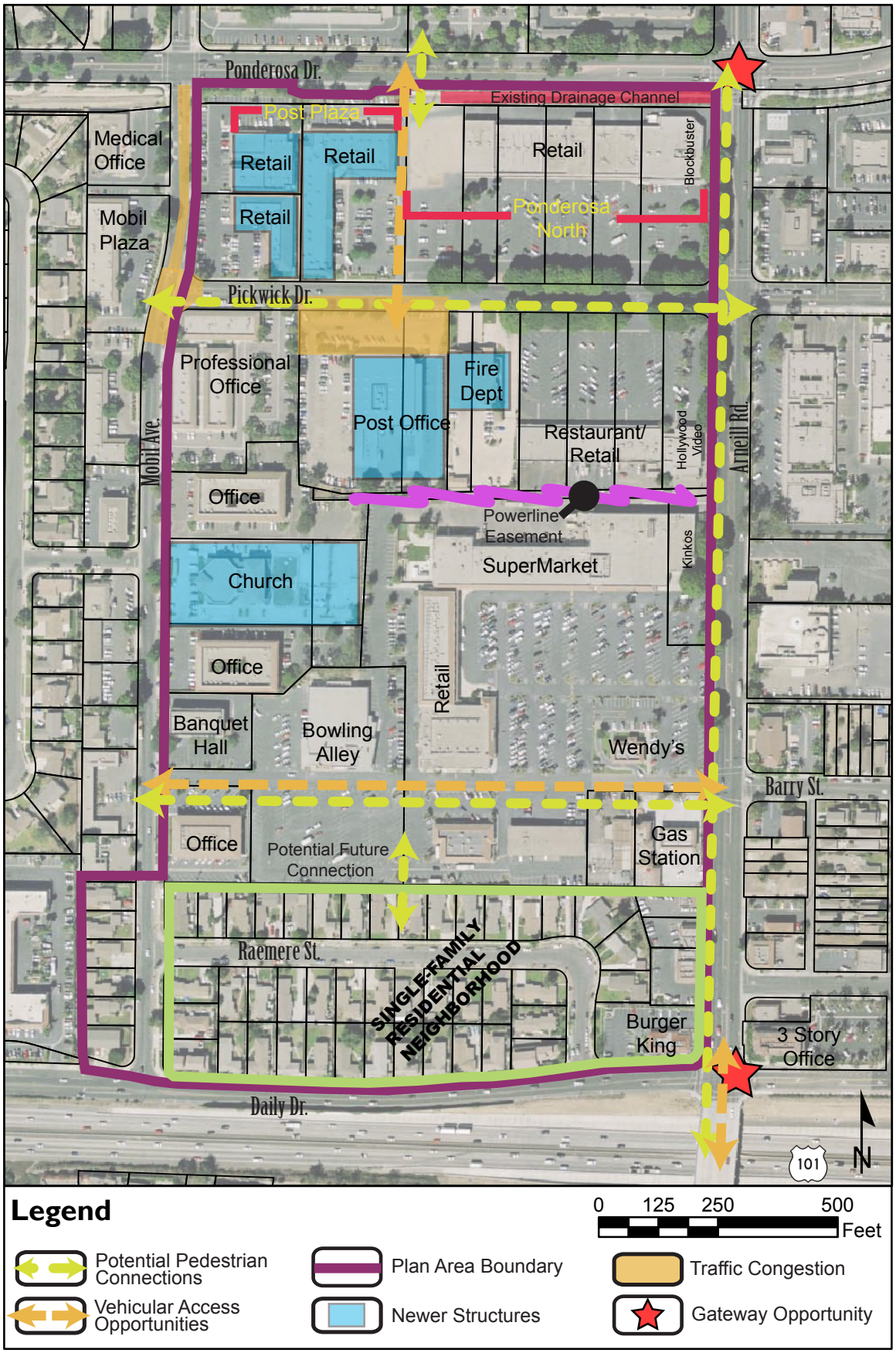


FIGURE I.2

OPPORTUNITIES & CONSTRAINTS MAP

Disconnected Relationship between Buildings and Streetscape

- There is an opportunity in the Raemere Street residential neighborhood to enhance the streetscape, reconfigure the lots to establish a street presence, improve the existing structures, and increase the overall density.
- Currently there are traffic concerns related to the vehicular circulation around the Post Office, which negatively impact the traffic situation at the corner of Mobil Avenue and Pickwick Drive.

Existing Post Office Parking Area

- There are power lines throughout the site that could be under-grounded and a culvert along Ponderosa Drive that could be covered to increase the aesthetic quality of the area and potentially attain more developable land.

Powerlines in Alley off of Arneill Road

- There are five parcels on the site that contain newer structures, including the Church, Fire Station, Post Plaza, and Post Office locations, that will remain and consequently impact the site design.
- The traffic volumes on Arneill Road and Ponderosa Drive need to be considered when designing the pedestrian environment on adjacent sidewalks.

MARKET CONDITIONS

In order to establish the framework for consideration of possible options for the redevelopment of the nearly 55-acre Camarillo Commons Plan Area (Plan Area), it is important to define the contemporary circumstances which exist in the area that may or may not be altered by the initiatives the property holders, the Redevelopment Agency, and the City take over the next 10 to 20 years.

- Recent real estate analysis shows housing purchase price values have made it possible for "mixed use" first floor commercial uses to meet contemporary/acceptable lease/rent rates. Without the high value housing, stacked mixed-use is very difficult.
- Housing, of virtually any product type, does remain very valuable, at high prices, in all of Ventura County. This, to some degree, moderates part of the multiple inflationary impacts defined above.
- The redevelopment enthusiasm for Arneill Road is going to be an evolving phased effort that will take time because of both market demand adjustments and the complexity of reusing already built out occupied ownerships and tenancies.
- The Camarillo Promenade was approved for "lifestyle" retail and restaurants containing 240,000 s.f..

- The "Springville" Specific Plan area (west of Las Posas Road, and north of the 101 Freeway) is moving toward plan finalization and entitlements, possibly late 2006, with over 1,000 homes and village retail on the west end of town. It is subject to City partnership with the State (Caltrans) on the proposed Springville/101 Freeway Interchange development.
- The Plan Area has been a convenience shopping location for more than four decades.
- Camarillo presently has about 4,500 condominiums, about 5,000 apartment units, and 1,058 mobile homes. Condominiums make up about 1/6th of all housing units in the City. More will be built; however, very few were entered as new net additions in 2004 and 2005 estimates by the State Department of Finance.
- There are no significant mixed-use developments with upper story residential uses in the City as yet. This is a market yet to be tested.

Existing Development

Presently the on-site commercial use floor space is 376,580 square feet, or a floor area ratio of approximately 0.24 on the current 36.15 net acres of plan area in commercial use before any new plan concepts and additional public rights-of-way are defined.

Existing commercial uses in the area are composed of a wide variety of commercial retail, including a 99¢ Only Store, as well as a medium-scale food market. Service commercial activities, auto repairs, supplies, and services, some commercial recreation (bowling alley), and offices are also distributed throughout the Plan Area. The offices are primarily aligned along the east side of Mobil Avenue.

Ownerships

The total number of assessor parcels in the area includes 63 parcels in commercial use, and 43 residential lot parcels on the southerly end. In the commercial property area, there are 28 owners of individual properties, as well as an additional 18 owners of a commercial office condominium property on a single prior development (several of the commercial office condominiums are combined by individual owners). Sixty-three of the parcels/condominiums are held by owners with addresses in the City of Camarillo. There are 5 parcels in public use, including 2 held by Ventura County Fire Protection District for the Fire Station, 1 by Ventura County Flood Control, which is the channel on the south side of Ponderosa Drive, and 2 parcels held by the United States Postal Service.

Additionally, there are 3 parcels which are in religious ownership, including 2 held by God's Grace Fellowship, and 1 held by Religious Science.

Retail Sales Volume

Research data provided by the City indicates that the Ponderosa Center and adjoining commercial properties in the Plan Area generate approximately $30 million annually in taxable retail sales. From 2003 to 2004, that sales volume went up by approximately 2 percent, or roughly $600,000. When measured against total City of Camarillo taxable retail sales, the Plan Area generates between 4.6 percent and 5.0 percent of total City taxable sales. This suggests a scale of roughly 5 percent of all retail sales taxes received by the City of Camarillo annually. Note, however, that the area has probably been roughly static in terms of activity, as compared to the intense growth which has recently been seen in Camarillo's capture of taxable retail sales. For example, 2004 saw a 21 percent increase in the sales of home furnishings and appliance stores, and a 17 percent year-over-year growth for building materials stores. Overall, the City of Camarillo enjoyed a 10 percent taxable sales volume increase in 2004 over 2003. Note, of course, that the City has many neighborhood- and community scale shopping centers, especially concentrated on the north side of the 101 freeway. During the past 10 years, however, significant big box clusters of stores have been developed west of Los Posas and the Camarillo Premium Outlets have grown through four phases since the mid 1990s, south of the freeway, east of Los

Posas.

Hence, the Plan Area, which is adjoined by other convenience commercial shopping centers including Central Plaza, has maintained the convenience character, but is somewhat flat in terms of any growth.

Estimated Current Employment in the Area

By using a generally conservative employment per floor space ratio of 1 employee for 600 square feet, it is reasonable to estimate that the Plan Area has roughly 628 employees. Because many are engaged in retail, it is likely that there are a larger number of full-time equivalent ("FTE"), or multiple part time jobs. Note, however, that one fourth of this estimate would be office employees who may be much more efficient in terms of floor space usage, possibly at one employee per 300 to 400 square feet of building floor space. These numbers do not count the Fire Station or the Postal Service.

By another ratio concept, if one divided the 628 employees by the 36 net commercial acres, the result is approximately 17 employees per acre. That is a very modest employment density, but it is primarily based upon very large surface parking lots and principally single-story structures among the retail stores clusters.

Economic Development Status

The Plan Area is a part of the Camarillo Corridor Redevelopment Project adopted by the City of Camarillo in 1996. Next year, in 2007, the redevelopment project will reach its 11th year of implementation activity, which, under state law (SB1290), will obligate the agency to redistribute higher amounts of redevelopment tax increment to the other taxing jurisdictions, thus, the earnings of tax increment will flatten somewhat for several years into the future. Also, in the 12th year of redevelopment project implementation (2008), again under state law, the potential use of condemnation/eminent domain expires.

Camarillo has eminent domain as an authorized activity in its redevelopment plan, and is pursuing a plan ordinance amendment to further extend that authority. Overall, Ponderosa Center and the adjoining retail, office, and commercial services which are clustered in the Plan Area, remain as one of the more recognized community-scale shopping and convenience locations. This is substantially the case because of the existence of the United States Postal Service offices which provide significant convenience for the core of the City of Camarillo. (Refer to Appendix A - Market Analysis for additional information).

BASELINE TRAFFIC REPORT

Existing Conditions

The study area contains a mixture of commercial, office, public, and multi-family residential uses including the post office and a county fire station. The City's General Plan designates all of the area for general commercial development with the exception of the medium density residential area in the southernmost portion of the project area (Raemere Street neighborhood). The study area, with the exception of the existing Raemere Street residential neighborhood, is within the Camarillo Corridor Redevelopment Project area.

Arneill Road, Daily Drive, and Ponderosa Drive are identified as secondary arterials on the City's General Plan Circulation Element. Mobil Avenue and Pickwick Drive are designated as collector streets. The Arneill Road bridge, which crosses over the Ventura Freeway (US-101) south of the project area, was recently rebuilt as part of the Caltrans 101/134 Lewis Road Interchange Reconstruction Project and provides a direct connection between Ventura Boulevard/Old Town Camarillo and the study area. Peak hour intersection volumes were counted at key intersections in the project vicinity in 2005 and 2006. These counts were collected after the completion of the recent ramp and bridge modifications and represent existing conditions against which the proposed project was analyzed. Existing AM and PM peak hour intersection volumes are illustrated in Appendix A.

Trip Generation

Trip generation rates for the proposed redevelopment

Table 1.1 — Project Land-Use and Trip Generation Summary

LAND USE CATEGORY	AMOUNT	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Medium Density Res	DU	.15	.49	.64	.54	.28	.82	8.01
High Density Res	DU	.09	.42	.51	.43	.20	.63	6.47
Civic Center	TSF	3.47	.60	4.07	1.88	5.07	6.95	47.00
General Commercial	TSF	.84	.38	1.22	2.55	2.55	5.10	54.50
General Office	TSF	1.70	.21	1.91	.32	1.54	1.86	14.03
TRIP GENERATION								
Camarillo Commons								
Medium Density Res	298 DU	45	146	191	161	83	244	2,387
High Density Res	192 DU	17	81	98	82	38	120	1,242
Civic Center	7.0 TSF	24	4	28	13	35	48	329
General Commercial	329.0 TSF	277	125	402	839	839	1,678	17,932
General Office	80.0 TSF	136	17	153	26	123	149	1,122
Sub-Total		499	373	872	1,121	1,118	2,239	23,012
Internal Trips (8%)		-40	-30	-70	-90	-90	-180	-1,841
Credit for Existing Uses		-153	-115	-268	-344	-343	-687	-7,062
Raemere Neighborhood								
Medium Density Res	165 DU	25	81	106	89	46	135	1,322
Internal Trips (8%)		-2	-6	-8	-7	-4	-11	-106
Credit for Existing Res	84 DU	-13	-41	-54	-45	-24	-69	-672
Total Trip Generation		**316**	**262**	**578**	**724**	**703**	**1,427**	**14,653**

Source: Tri-City Traffic Model (Brea Downtown Area)

Abbreviations: ADT – Average Daily Trips
DU – Dwelling Units
TSF – Thousand Square Feet

area were obtained from the Brea Downtown Area mixed-use development project. The project consists of residential, retail, and office components. Table 1.1 summarizes the land use and projected trip generation for the Camarillo Commons Project.

As the trip generation summary table indicates, the Camarillo Commons area will generate a total of approximately 23,000 trips daily, of which 870 will occur during the AM peak hour and 2,240 will occur during the PM peak hour. The Raemere Street neighborhood will generate approximately 1,300 trips daily, with 110 generated during the AM peak hour and 140 generated during the PM peak hour.

The mixed-use nature of the project will result in an eight percent reduction for internal trips. The proposed project will replace some, but not all, of the existing uses in the project area. Without details of which uses will be replaced or the trips currently generated by these uses, a conservative estimate was made that the existing uses to be replaced currently generate one-third the amount of traffic as the proposed project. With this in mind, the total number of new trips added to the surrounding circulation system would be approximately 14,700 trips daily, of which 580 would be generated during the AM peak hour and 1,430 generated during the PM peak hour.

Trip distribution for the projected trips was determined from the Camarillo Area Traffic Model and is illustrated in Figure 1.3. Project traffic was assigned to the surrounding circulation system according to this distribution. Project-generated peak hour trips are illustrated in Appendix A. The project-generated traffic was added to existing

Table 1.2 — Existing-Plus-Project ICU and Project Impact Summary

INTERSECTION		EXISTING	EXISTING + PROJECT	PROJECT TRIPS IN CRITICAL MOVEMENT	PROJECT IMPACT ABOVE LEVEL OF SIGNIFICANCE
Mobil & Ponderosa	AM	.43	.49	103	No
	PM	.61	.68	171	No
Mobil & Pickwick	AM	.29	.32	40	No
	PM	.60	.66	100	No
Mobil & Daily	AM	.40	.44	48	No
	PM	.64	.72	133	No
Arneill & Ponderosa	AM	.50	.54	133	No
	PM	.71	.77	186	No
Arneill & Pickwick	AM	.48	.52	158	No
	PM	.76	.85 *	198	Yes
Arneill & Daily	AM	.50	.51	76	No
	PM	.70	.79	212	No
Arneill & Ventura	AM	.44	.46	60	No
	PM	.54	.60	157	No

* City intersection exceeds LOS "D+" (ICU .83)

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

volumes presented in the previous section to obtain existing-plus-project volumes. Existing-plus-project peak hour intersection volumes are illustrated in Appendix A.

Impact Analysis

Intersection capacity utilization (ICU) values were determined for existing and existing-plus project conditions based on existing lane configurations, and the results are presented in Table 1.2 (actual ICU calculation sheets are included in Appendix B). This table also summarizes the project contribution at each study intersection. The acceptable level of service (LOS) for the City of Camarillo is LOS "D+" (ICU value of .83). A significant project impact is defined as an increase of 30 or more project trips in the critical movement at an intersection which operates at LOS "D", an increase of 20 or more project trips in the critical movement at an intersection which operates at LOS "E", or an increase of 10 project trips in the critical movement at an intersection which operates at LOS "F".

As the ICU table indicates, two intersections are significantly impacted by the project. The project will add more than 30 peak hour trips to the critical movements at Arneill Road and Pickwick Drive and at US-101 southbound ramps and Ventura Boulevard both of which will operate at LOS "D" during the PM peak hour. The project will be responsible for mitigation of short-range impacts at these locations.

Intersection Improvements

The proposed project will have a significant impact on the intersection of Arneill Road and Pickwick Drive during the PM peak hour. Recommended intersection improvements to mitigate project impacts at this location consist of adding a southbound right-turn lane and adding an eastbound right-turn lane. These intersection improvements will result in LOS "C" during the PM peak hour.

In addition to the mitigation measures discussed in this section, the project will be responsible for improving Arneill Road along the project frontage to provide a southbound right-turn lane at Barry Street

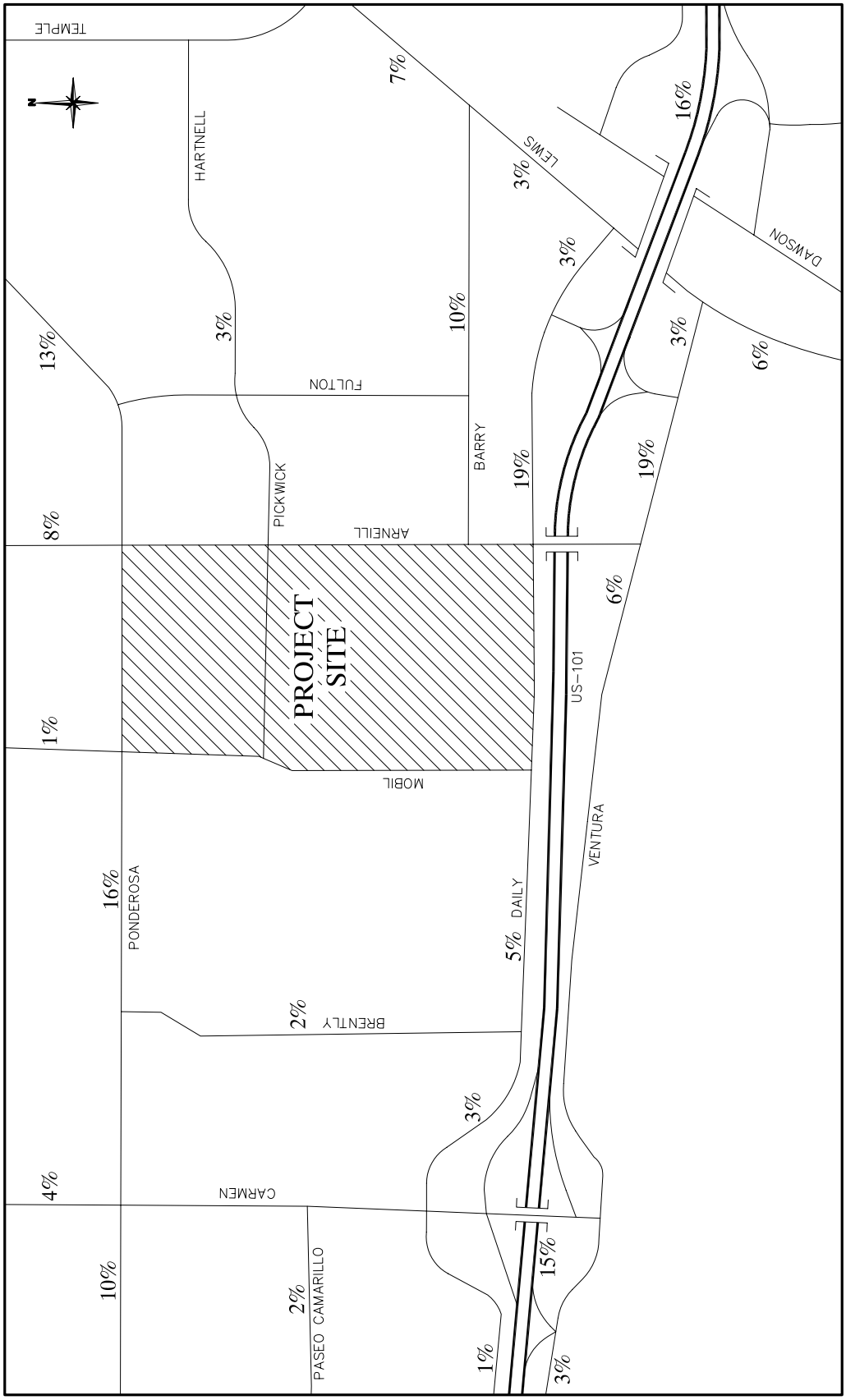


FIGURE I.3

GENERAL PROJECT TRAFFIC DISTRIBUTION

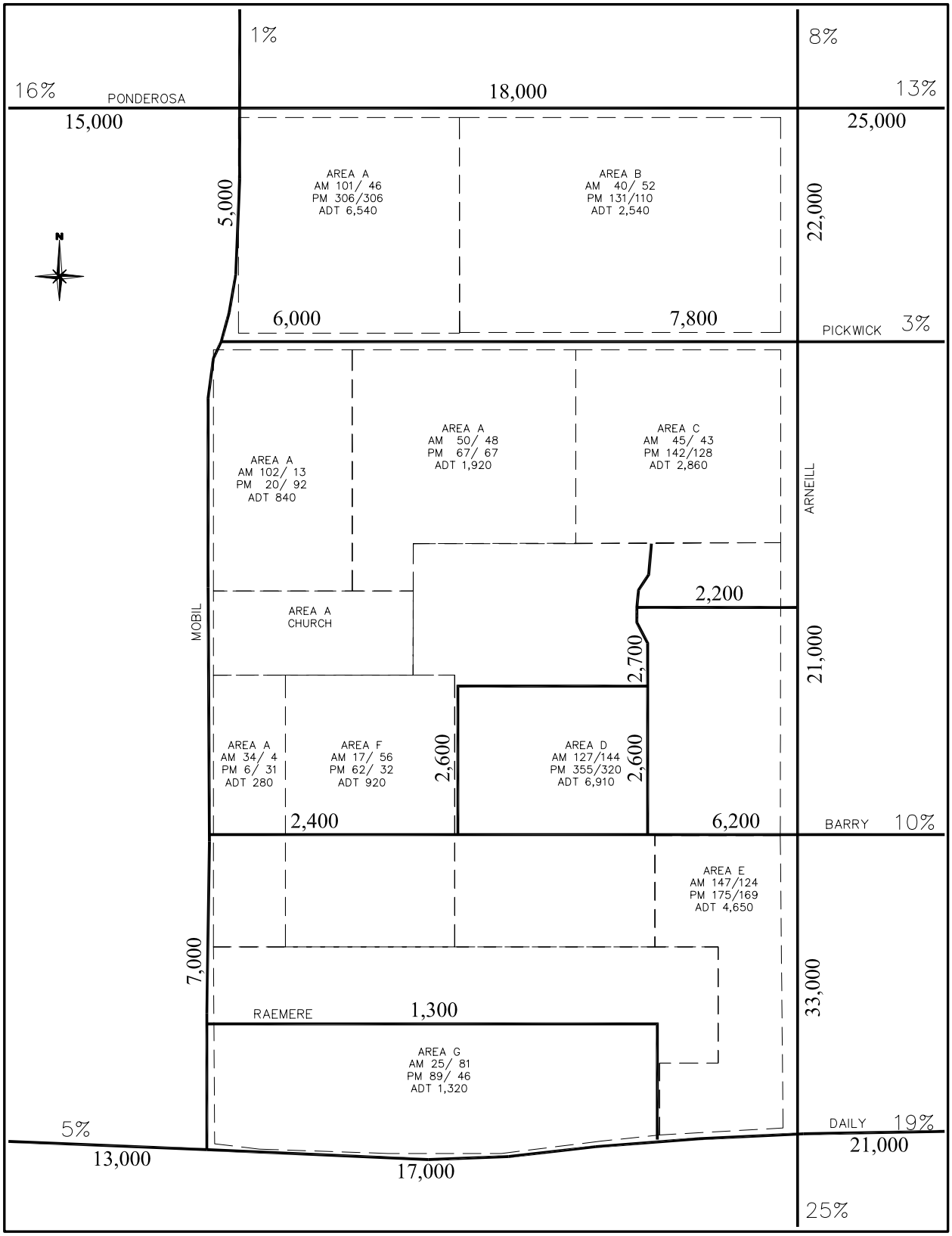


FIGURE I.4

BUILDOUT ADT VOLUME

and at the project entrance midway between Pickwick Drive and Barry Street. The lane configurations at each street exiting the project at Arneill Road shall consist of an eastbound left-turn lane, an eastbound through lane, and an eastbound right-turn lane.

Internal Circulation

Based upon the proposed land use and trip generation and distribution as outlined by individual zones (as shown in Figure 1.4 and Table 1.3) an internal assessment of circulation and roadway capacity was conducted. The total trip generation for each zone was determined and assigned based upon the overall area-wide trip distribution pattern. The results indicate the following daily trips can be anticipated on the site's internal street system.

Table 1.3 — Street ADT Range Summary	
Pickwick Drive	6,000 – 7,800
Barry Street	2,400 – 6,200
Raemere Street	1,300
Arneill Entrance	2,200
Area D Roads (3)	2,600

The Plan Area's two main internal roadways, Pickwick Drive and Barry Street, will both be two lane roadways with a center left turn lane. Their typical roadway cross-section includes a left-turn lane, one through lane and a separate right-turn lane at their signalized intersection with Arneill Road. With this lane configuration the capacity of both Pickwick Drive and Barry Street are estimated at about 12,000 to 15,000 ADT. With projected daily traffic of less than 8,000 ADT on both Pickwick Drive and Barry Street, the level of service, even during peak hour, is expected to be LOS "B" or better. Such volumes will require signalization (which currently exists) at the two intersections on Arneill Drive. In addition, the intersection of Mobil Avenue and Pickwick Drive is also expected to need signalization. The intersection of Barry Street and Mobil Avenue is expected to operate satisfactorily under one-way stop control but signalization would complete a system around the entire Arneill Road development area and enable traffic to flow smoothly on Mobil Avenue and enter and exit Barry Street safely and efficiently. There is one internal intersection on Barry Street at Essenza Lane where all-way stop control may be required. Otherwise, the remaining internal intersection will be adequately served through the installation of stop sign control only on the side streets – i.e., Pickwick Drive and Barry Street will be designated as through routes.

Conclusion

The proposed project consists of redeveloping portions of the area bounded by Ponderosa Road, Arneill Road, Daily Drive, and Mobil Avenue with a mix of retail, office, and residential uses. According to the traffic model developed for the proposed project there would be an increase of approximately 14,700 daily trips on the surrounding circulation system, of which 580 would be generated during the AM peak hour and 1,430 generated during the PM peak hour. The project was found to have a significant impact on two intersections in the study area under existing conditions, and appropriate mitigation measures were recommended which result in an acceptable level of service (LOS "C") at each location.

REGULATORY ANALYSIS

The Camarillo Commons Strategic Plan (The Plan) was drafted in accordance with the adopted goals and objectives of the City's applicable Zoning Ordinance and General Plan that impact the Camarillo Commons Plan Area (Plan Area). The following ordinances and policies present both opportunities and constraints that will have to be considered and will act as the framework for development in the Plan Area.

The vision for the Plan Area is to establish an environment that encourages pedestrian activity by offering a variety of land uses within close proximity to each other. The appropriate mix, scale, and placement of these uses must be strategically planned to ensure their success in attracting visitors throughout the day. Currently, the Plan Area is zoned primarily for commercial development under the Commercial Planned Development (CPD) Zone which is segregated from the Residential Planned Development Zone in the Raemere Street residential neighborhood on the southern end of the Plan Area. Clearly, the existing zoning does not allow for the mixed-use product that is envisioned for the Plan Area.

Recently the City has employed two new zones, the Village Commercial Mixed-Use (CMU) and the Camarillo Old Town (COT), that promote mixed-use development. In these zones the intent is to allow for a mix of land uses, however residential development in both zones is regulated to vertical mixed-use structures where dwelling units are only allowed above commercial or office uses.

Though these zones have many parallel goals and regulations, in order to support the vision for the Plan Area as depicted in the Vision Plan (Figure 3.1), it is imperative that stand alone residential development is not only allowed but encouraged. A variety of residential products would help diversify the City's housing market and attract a diverse mix of residents. Residential densities are necessary to support the proposed commercial development and achieve the desired village-like character.

To accomplish the Plan Area goals and vision, and make the process more user friendly, a new zone is recommended for the Plan Area called the Camarillo Commons Mixed-Use (CC) Zone (see Figure 1.5 Proposed Zoning Map). A set of specific development standards were drafted, as part of the Land Use and Development Standards section of Chapter 3, to provide the needed framework and flexibility for establishing a successful mixed-use village. The CC zone would apply to the entire Plan Area except the Raemere Street residential neighborhood which would retain its existing RPD zoning. To accommodate the desired objective, the maximum allowed density in that Raemere Street Residential Neighborhood should be increased from the existing Medium Density (18 DU/Acre) designation to a High Density General Plan Land Use designation which allows a maximum density of 30 DU/Acre.

Applicable objectives from the City of Camarillo Municipal Code

Chapter 19.23 CMU (VILLAGE COMMERCIAL MIXED-USE) ZONE

An essential component of The Plan is the introduction of the mixed-use product type primarily along Arneill Road. The existing zoning in the area, Commercial Planned Development (CPD), generally calls for a separation between uses. However the Village Commercial Mixed-Use (CMU) adopted by the City on June 24, 2005 allows for flexibility in the configuration of uses on a single site which supports the vision of this plan. The CMU Zone is designed to protect and preserve the character of the area while identifying development standards for new uses that allow for innovative development solutions. The primary purpose of the CMU zone is to "provide for a combination of commercial, office, upper-story residential uses and compatible related development to promote pedestrian use and enjoyment of the mixed-use area. At the same time, it provides for development programs to complement the area and the city. Additional design guidelines may be adopted to provide further assistance in implementing this zone. (Ord. 980 § 2 (part), 2005.)" The

objectives of the CMU clearly complement the neo-traditional mixed-use concept that is envisioned for the Plan Area, and will act as the foundation from which to develop and implement the new Camarillo Commons Mixed-Use Zone proposed for the Plan Area.

Chapter 19.25 COT (CAMARILLO OLD TOWN) ZONE

The Camarillo Old Town zone (COT) was employed by the City to help redevelop the Camarillo Old Town area just south of the Plan Area and establish a distinct pedestrian-friendly character. Similar to the measures that were implemented through the COT Zone, the new zoning and land use regulations proposed for the Plan Area are intended to incorporate a circulation pattern, intensity, and site/building design to create an environment that fosters pedestrian activity. The design approach for the Plan Area is to create a destination that will not compete with the Camarillo Old Town area, but will complement it.

Applicable objectives and policies from the City of Camarillo General Plan

Community Design Element

The following objectives and principles from the General Plan's Community Design Element, which include the desired "Community Character and Image" from the Heritage Zone policy, were used as the foundation from which the design guidelines of The Plan were developed, and thus are consistent with the vision for the Plan Area.

Residential Principles:

- *New residential areas in the Land Use Element should be compatible with existing or proposed adjoining uses. The use of boundary walls, landscaping, and appropriate setbacks should be provided where land uses transition or where changes in residential densities occur between projects.*
- *The project should complement the existing environment and should incorporate any existing mature trees, rock formations, or other topographical features.*
- *Appropriate vehicular access for the residents should be provided within the project and extended to other adjoining areas for future development consistent with the Land Use Element.*
- *Pedestrian access should be provided to nearby parks and schools and on-site recreational areas.*
- *The development should address existing and potential noise sources and incorporate noise attenuation features, such as berms, walls, greater setbacks, or building features, such as added insulation.*
- *The development should be designed to incorporate passive and active solar applications. The site planning should address environmental features, such as solar patterns and wind currents. The design of buildings should incorporate energy efficient mechanical systems, proper insulation, building overhangs and such in order to make efficient use of nonrenewable resources and reduce energy costs. Modern design features can easily incorporate energy efficient concepts in a well designed manner.*
- *The design of residential areas has the opportunity to incorporate the concepts of defensible space to add a greater degree of security in the neighborhood. The design and placement of entries, walls, lighting and security hardware should be considered. In addition, Neighborhood Watch and Block parent programs are beneficial.*
- *The design of the buildings including the exterior materials and style should be complementary to the area. The development plans should incorporate well designed landscaping programs and*

should address the materials utilized on screen walls and accessory buildings.

Commercial Principles:

- *Adequate areas for pedestrian activities should be provided and should include a variety in the sizes of the pedestrian spaces to encourage different types of usage of those spaces.*
- *The configuration of the building should avoid a strictly linear development plan. A variety of building heights, setbacks, and differences in the configuration should be encouraged to add scale to the development.*
- *Landscaping areas should be utilized to screen parking areas, to accent pedestrian areas, and to soften walls of buildings.*
- *Adequate amounts of parking in locations accessible to buildings should be provided.*
- *Support features, such as loading spaces, trash enclosures, and street furniture, should be provided and considered in the initial design of the project.*
- *The use of common parking areas, accessways, and landscaping programs should be utilized to tie commercial areas together both aesthetically and functionally.*
- *Commercial buildings which are not complementary and that do not relate to the surrounding environment should be discouraged.*
- *Mechanical equipment, including rooftop-mounted units, is required to be screened from view. Screening is encouraged to be designed as an integral element of the project.*
- *Transformer units, backflow units, and air compressors mounted on the ground area should be adequately screened by walls or landscaping.*
- *Commercial areas should provide for adequate building setbacks, landscaping, and other features to improve the appearance of the commercial development and include transition between commercial and residential uses.*

Heritage Zone

A portion of the Plan Area falls within the Heritage Zone as defined in the Community Design Element of the City's General Plan. The Design Guidelines depicted in Chapter 5 of this document are drafted to meet the objectives of the Heritage Zone. The Design Guidelines in Chapter 5 are also consistent with specific architectural elements desired in the Heritage Zone such as materials, colors, and textures as well as building scale, roof forms, and massing.

Purposely, the objectives of the Heritage Zone were used as the foundation from which The Plan was drafted. Policy measures ensuring the buildings are well articulated and oriented to complement not only the desired architectural character of the Plan Area but also the surrounding uses, are paramount to the success of The Plan. Elements of the Heritage Zone policy were integrated into The Plan which includes objectives such as "Buildings should address the site planning through the use of proper setbacks, access to streets, and support features such as parking, landscaping, and loading areas. The buildings should be accented with surrounding landscaping, plazas, walkways, and identifiable entry. The massing of buildings should provide for a balance between wall areas and roof areas, window areas, and landscaping… The variety in the design of the building can also be achieved through the use of a variety of roofing planes, wall areas, overhangs, pedestrian spaces, and trellises." Appropriate treatment of gateways or "approachways" is also an important component of the Community Design Element and was addressed accordingly. Design elements to help define the entrance into the Plan Area are covered in the Land Use Standards section in Chapter 3 and the Design Guidelines in Chapter 5.

Land Use Element

The Land Use element along with the City's General Plan Land Use Map provides the framework for development by establishing policy direction and land use objectives. The Camarillo Commons Plan Area (Plan Area) is primarily within the City's redevelopment area and the majority is currently zoned for Commercial Planned Development (CPD). Implementation of this plan would require an amendment to the current General Plan designation and would establish a new zone that will take precedent over the underlying zones.

The Land Use Element of the City of Camarillo's General Plan supports the vision that has been drafted for the Plan Area through the following objectives and principles:

Residential Objective: To continually improve the areas as places for living by ensuring that those portions of the city which are best suited for residential use will be developed and preserved as healthful, safe, pleasant, attractive neighborhoods where all citizens are served by a full range of appropriate community facilities.

Principles:

- *To identify residential neighborhood patterns as a means of assisting in their planning and protection.*
- *To provide each neighborhood with adequate and convenient public facilities and amenities, particularly park and recreation facilities.*
- *To protect residential property values and privacy by ensuring compatible development with surrounding land uses and by preventing the intrusion of incompatible land uses.*
- *To discourage through traffic in order to promote safe neighborhoods.*
- *To encourage the highest quality of development in those cases where structures are replaced.*
- *Continue programs for preservation of housing units in the Barry Street/Raemere Street areas through redevelopment programs and maintenance programs.*
- *Encourage the continued use of the Heritage Zone design program in the residential areas as set forth in the Community Design Element.*
- *Encourage the establishment of pathways within various residential projects with interconnects to city or regional pathway systems.*
- *Encourage adequate recreation facilities to serve the population expected to reside in cluster residential projects which may include recreation equipment for children, swimming pools, tennis courts, etc.*
- *Encourage pathways which provide priority for pedestrians and separation from vehicle traffic except where street crossing is required, in which case proper notice and design should be provided.*
- *Consider residential opportunities for properties being studied for reuse potential.*

Commercial Objective: The general placement and massing of commercial structures should consider the area and scale of the city and promote quality design in keeping with the community environment. The commercial areas of the city include the Business district along Ventura Boulevard, community shopping centers along Carmen Drive and Arneill Road, several neighborhood convenience centers, the highway oriented uses along the freeway and all of the other commercial and business areas of the City of Camarillo.

Principles:

- *To achieve a balance of commercial areas that will provide for the retail business, professional and service needs of the residents of Camarillo, as well as attracting customers from the surrounding service areas.*
- *Provide adequate land and proper location for the various types of commercial activities so that they*

can provide optimum service to the community and surrounding service area.

- *Encourage and promote the overall improvement of efficiency and visual appeal of all commercial areas in keeping with the Heritage Zone policy of the city as set forth in the Community Design Element.*

- *Alleviate the problems of traffic congestion and require adequate off-street parking geared to each of the types of commercial activity and the promotion of on-site pathways with interconnects to adjoining areas.*

- *Ensure compatibility by preventing the intrusion of incompatible uses within commercial areas. Improve the relationship between commercial areas and adjacent noncommercial land through landscape buffers which will insure the protection of adjacent residential land from annoyance by undue noise, light, traffic and other activities generated by intensive commercial use.*

- *Maintain a proper balance of commercial activities between the various commercial areas so that business opportunities and support will be at an optimum.*

- *Encourage the development of grouped neighborhood convenience shopping facilities to serve the needs of the adjacent residential areas. Require the development of landscaped pedestrian ways, bike paths, adequate parking and safe access from adjacent thoroughfares.*

- *Promote improved architectural appearance of commercial buildings and structures and require adequate setbacks and properly landscaped sites and means for proper maintenance.*

- *Provide adequate municipal services for all commercial areas, including the improvement of street appearance, through a program of street tree planting, suitable street lighting and the relocation of unsightly wires and utility poles. There should be careful regulation of signs and outdoor advertising to prevent unsightly proliferations which confuse rather than inform or identify uses.*

Circulation Element

The Circulation Element of the City's General Plan signifies the importance of establishing a system of well-connected roads and paths that "offer its users efficiency, continuity, safety and attractiveness." The vision for the Plan Area is dependent on an efficient circulation network that includes vehicular routes and paths for bikes and pedestrian that are connected both internally and to the surrounding uses.

The City's policy is to maintain a LOS of "C" or better on all streets and intersections. Brief periods of LOS "D" during peak a.m. and p.m. traffic hours are permitted where improving to LOS "C" would be unreasonably costly.

The following principles are stated in the Circulation Element and were used as the basis for developing the circulation pattern in the Plan Area which is aimed at promoting measures to enhance alternative or active modes of transportation, i.e. biking, walking, and public transportation.

- *Promote the beautification of streets and other corridors by developing and maintaining a tree planting and landscaping program that will best enhance the character of Camarillo and its environs.*

- *Continue promotion of the construction and maintenance of sidewalks in all residential areas to provide safe pedestrian circulation and facilitate use by the handicapped.*

- *Provide adequate, efficient, safe and attractive pedestrian walkways and bikeways within and surrounding the community and between major generators, such as schools, parks, shopping areas and transit terminals.*

Redevelopment Plan for the Camarillo Corridor Project

The majority of the Plan Area falls within the jurisdiction of the City of Camarillo's Redevelopment Agency, thus the Plan is designed to meet the objectives of applicable redevelopment plans within the City including the Redevelopment Plan for the Camarillo Corridor Project adopted in June 1996. The goals associated with the Redevelopment Plan establish a vision for the redevelopment area that is aimed at achieving "an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principals…" and to encourage "… investment by the private sector in the development and redevelopment of the Project Area by eliminating impediments to such development and redevelopment." In addition the plan promotes increased densities to expand the City's housing supply and retail development to include "opportunities for low and moderate-income households" and "provide for the diversification of offerings to encourage retail uses as a draw to new shoppers." Providing a healthy mix of land uses including a variety of housing products is an essential component of The Plan and imperative to its success. The Architectural Design Guidelines illustrated in Chapter 6, are intended to enhance the aesthetic quality of the Plan Area and establish an identity that reflects the community's vision while complementing the surrounding uses. Finally, the Land Use and Development standards section (Chapter 3) and the Implementation Plan (Chapter 8) provide the framework for streamlining the development review process for quality projects that are consistent with the development standards and desired character for the Plan Area.

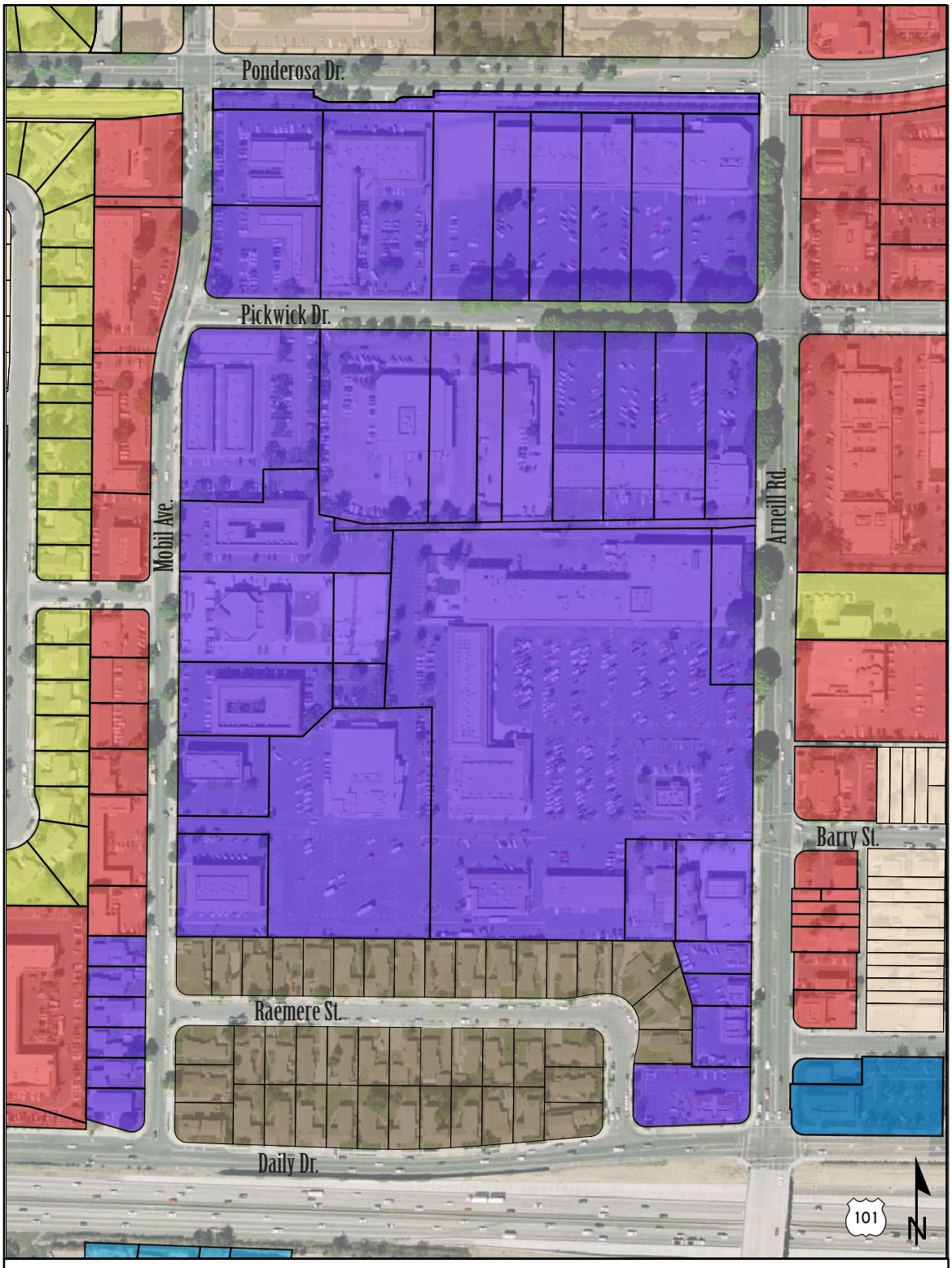


FIGURE I.5

PROPOSED ZONING MAP

PUBLIC INVOLVEMENT AND WORKSHOPS

In an effort to foster input and identify the goals and objectives of community members, including key stakeholders and city representatives, a series of meetings and workshops were conducted in the City of Camarillo. These meetings were used to develop urban design and planning principles, land use and circulation plans, streetscape improvement plans, and implementation actions for the Camarillo Commons area.

Citizen Advisory Committee Meeting

The Arneill Road Redevelopment Project was presented to the Citizen Advisory Committee on March 17th, 2005 to garner their insight. The meeting agenda included a visual preference survey exercise and a segment that asked the committee members to present their vision for the area. They were also asked to address issues / opportunities and traffic concerns. The following is a summary of that discussion.

The committee members unanimously agreed that given the location of the project area, it can flourish as a "town center" if integrated effectively with the surrounding uses including the Camarillo Old Town area. Members noted that the project area could benefit from higher densities and the relocation of structures to create an inviting pedestrian-oriented environment. A variety of well connected locally-oriented destinations including a mix of uses with residential units located above retail and open spaces where people can congregate, were viewed as an appropriate use of the land.

A few of the concerns that were noted by the committee members included the lack of identity in the project area due to the fragmentation of uses and an uninviting streetscape. The members agreed that the project area should not compete with the Camarillo Old Town area or the outlets near by, but instead can tap into the consumer base that frequents those areas. A challenge is bringing the land owners together to work toward a common goal.

One of the largest concerns that came up during the meeting was the location of the Post Office and the traffic congestion it presents. This issue will have to be addressed to help establish an efficient circulation system throughout the project area.

Key Stakeholder Meetings

On April 20th, 2005 the RRM team met with key stakeholders in the City of Camarillo including property owners, planning commission members, and a chamber member to present the Arneill Road Redevelopment Project and record their thoughts and concerns. The following is a summary of that discussion.

The comments we received from the stakeholders were generally very positive, as most realize the project area's potential and had a similar vision for how it can develop into a mixed-use village core. Their concerns varied, but almost all of the stakeholders agreed that an integral initial step is to bring the multiple owners in the area together to work toward a common goal, which could be a challenge. Many felt that the parcels are currently underutilized and the area is over-parked. There was a consensus that architecturally many of the buildings are outdated and detract from the architectural character in the City. It was important to many of the stakeholders that an identity for the area be established and a complementary design theme be carried out throughout the project to include efficient inter-connected paths both internally and to surrounding uses.

The property owners agreed that at a minimum a façade upgrade is vital, but were also open to the idea of increasing the density in the project area by expanding both vertically

and horizontally. Their main concern with such an endeavor was the funding and whether incentives may be available. The type of uses that the stakeholders envisioned for the area included; live theatre, cafes, restaurants, bookstores, and generally places where people can gather. They agreed that it is important to establish destinations that will draw visitors and local residents to the area and entice them to stay for a while. The mixed-use approach was a viable alternative for the majority of the stakeholders.

Generally the comments revolved around the notion that a unified theme is desired for the project area that ties a tightly knit pedestrian-oriented streetscape into a mixed-use core that offers residential units as well as nightlife that will energize the community and establish a livable environment that thrives 24 hours a day.

CDC Study Session

To ensure that the project was moving in the right direction and in line with the City's comprehensive vision, the RRM team met with the Community Development Commission (CDC) on April 27th, 2005 to discuss the Arneill Road Redevelopment project. The study session began with an overview of the project including a progress report detailing the meetings and workshops that had been conducted. The remainder of the meeting was treated as an open forum to allow CDC members to share their ideas and help direct the redevelopment plan for the project area. The following is a summary of those suggestions.

The CDC unanimously agreed that the project site is currently under-utilized and the existing uses are disjointed internally and lacking a strong connection to adjacent structures. They believe that there is an opportunity for "work force" housing that would allow people working in the area to afford to live there. The CDC noted that in general the structures are old and outdated and the site can benefit from higher densities and a unifying architectural character to help give the project area an identity.

In order to achieve this objective the CDC specified a few hurdles that need to be addressed. Traffic calming measures, such as a center median and designated crosswalks, along Arneill Road were seen as a necessity to help create a safe pedestrian environment. Circulation concerns related to ingress and egress point around the Post Office was also noted as an issue that needs some attention, and a couple of CDC members suggested that Pickwick Drive is currently too narrow which might be exasperating the issue. In general, the auto-oriented nature of the project area was viewed as a concern.

The CDCs' vision reflected many of the same ideas that have come out of the community workshops. The CDC expressed their desire to see the structures along the major arterials (Arneill Road, Pickwick Drive, Ponderosa Drive, and Mobil Avenue) be reoriented to establish a strong street presence, while relocating parking areas behind buildings to minimize their visibility. They agreed that a healthy mix of uses could help energize the project area by establishing destinations that have the potential to draw both local and regional visitors. They noted the importance of creating a strong connection to the Camarillo Old Town area along Ventura Blvd. nearby and creating a tie to the University. Ultimately, the CDC would like the project area to be redeveloped as a town center, with a unique character that is attractive and fits well into its surroundings.

In House Design Charrette

On May 24th, 2005 the RRM team met with the Camarillo Planning Staff to generate the basic framework from which the site plan for this project would grow. A design charrette was employed to foster input from the City and help layout the key elements of the plan including the basic circulation pattern and the potential type of land uses. It was important to consider the relationship between proposed uses the existing uses currently on and surrounding the site.

Community Workshop I

The RRM team, along with support from City staff, facilitated a community workshop in Camarillo to gather valuable input from

concerned citizens and stakeholders in the area on June 2nd, 2005. The workshop agenda included a visual preference survey and an ideas sharing segment that asked participants to present their vision and potential concerns about the existing conditions in the project area. The remainder of the workshop was focused around a design charrette exercise that allowed participants to share their ideas graphically, by developing conceptual site plans that depicted the potential composition of the project area. The following is a summary of the concepts that came out of the workshop.

The overarching theme that was echoed consistently by the participants in the workshop was the notion that the project area requires an identity that can act as a catalyst to attract both local residents and visitors from outside the area. Comments included the desire to orient the project area as the "Heartbeat of Camarillo" with unique and attractive destinations. A majority of the participants were excited about the possibility of incorporating a vertical mix of uses that would intensify much of the underutilized parcels in the project area (i.e. paved parking lots) and establish a pedestrian-oriented environment that's inviting and safe. Many noted that an important component of establishing a new streetscape design for the area was to ensure that it connects effectively to Ventura Blvd. and the Camarillo Old Town area. One of the main concerns expressed was the location of the Post Office and the traffic impacts associated with it.

The design charrette exercise produced some very innovative and thought provoking site planning solutions. It was apparent that the participants desire an increase in the overall density in the project area, with buildings oriented toward tree-lined streets and paths and parking tucked either behind or beneath structures. Most of the plans incorporated some variation of a mixed-use core that was well connected by both vehicular and pedestrian circulation.

Raemere Street Neighborhood Meeting Summary

The intent of this meeting held on July 20th, 2005 was to present the Arneill Road Redevelopment Project to property owners in the Raemere Street residential neighborhood located on the southern border of the project site. The meeting agenda included an overview of the existing conditions on the site, an update of meetings to date, and a discussion and idea sharing exercise that afforded the property owners an opportunity to express their concerns. The meeting concluded with a review of examples of successful projects in other cities and a discussion regarding how the City of Camarillo might provide incentives for change. The following is a summary of the meeting.

The main concern that was echoed by a majority of the property owners was the need to address the parking situation on Raemere Street Currently many cars are

parked in the same location on the street for long periods of time which exasperates an already tight parking condition. The property owners believe that the overcrowding of units is adding to this problem. In short, they believe that parking in the area needs to be regulated. The circulation pattern throughout the neighborhood was also noted as a concern. The property owners believe that the ingress and egress points on Raemere Street are difficult to maneuver due to the excessive traffic speeds on Mobil Avenue and Daily Drive. Potential solutions that were suggested included incorporating traffic calming measures along the surrounding streets and converting Raemere Street to a one-way street. Other issues that were noted included the gradual deterioration of some of the homes on Raemere Street and issues related to poor construction (i.e. the lack of insulation and the presence of mold).

A majority of the property owners agreed that there is an opportunity to increase the density in the area and to beautify the Raemere Street corridor by not only adding streetscape amenities but upgrading the structures. There is a desire to tie the Raemere Street neighborhood into the surrounding areas and enhance the architectural character of the residential units. The owners also noted that the appearance of the back of the units facing into the project site should be improved and physical connections into the site, through pedestrian parkways etc., should be incorporated.

To help the property owners reach their goals and the objectives of the Arneill Road Redevelopment Project, the City offered potential incentives including permit streamlining and rehab loans. Ultimately it is important to integrate the Raemere Street neighborhood into the project site and the feedback we received from the property owners was integral to reaching that goal.

Community Workshop II

The focus of Workshop II, held in the City of Camarillo on September 22nd, 2005, was built around the unveiling of the Vision Poster. All of the charrettes, workshops, and meetings up this point were planned to gather information from stakeholders, community members, and City representatives to develop a comprehensive vision. The Vision Poster is the cumulative product of those meetings, as it incorporates the goals and overall vision for the project area. The meeting agenda included a quick overview of the project team and the studies and meetings that had been conducted to this point. A powerpoint presentation was next on the agenda which walked the participants through the vision plan and the illustrative pieces that accompanied it. The meeting was then opened up to forum type format to allow the workshop participants to comment on the plan. The participants were also given the opportunity to write down their comments and turn it in after the workshop. The following is a summary of those comments.

The first few comments came from community members and shop owners who had attended the first workshop and citizen advisory committee meeting, who noted that the vision plan was a great representation of the communities' goals and objectives and reflected the objectives that came out of the prior meetings. Some participants, particularly business owners, expressed their concern about the relocation of structures and how that may impact their ability to run their businesses during construction. Others asked about incentives that might be offered and the projected timeframe for implementing the plan. The participants were ensured that most of their concerns would be addressed in the implementation section of the strategic plan that will be drafted for the project area.

After speaking to a few of the business owners, as they came up to get a closer look at the hardcopy of the posters after the presentation, it was apparent that they understand the potential for the project area and could see the benefit of relocating their businesses to get better street presence.

CDC Study Session II

On October 26th, 2005 the RRM team presented the Vision Plan to the Community Development Commission (CDC) to receive their feedback. The presentation included a recap of the meetings to date and a review of the design principles that had been drafted from the input received at subsequent meetings. Before and after graphics for key intersections along Arneill Road where also presented.

Comments from the CDC were positive. They asked that particular elements such as loading zones around the commercial areas and additional open/recreational spaces in the residential neighborhoods be incorporated into the plan. There was also a request to break up the internal linear street parallel to Arneill Road (Essenza Lane) by adding a bend in the road at Aldea Drive. The CDC also agreed that there is a need for increased residential densities to accommodate a range of socioeconomic backgrounds including students from the nearby University. CDC members noted that the residential units along Ponderosa Drive should be buffered from the street to reduce the impacts from the automobile traffic along that busy arterial. Finally it was expressed that a connection back to Ventura Boulevard (Camarillo Old Town) was important to feed off of its success.

Citizen Advisory Committee Meeting II

After gathering and incorporating the comments from the workshops and the CDC Study Session, the RRM team met with the Citizen Advisory Committee on March 23rd, 2006 to present the revised Vision Poster as well as key provisions from the Camarillo Commons (the name given to the Plan Area) Strategic Plan. The committee members were generally pleased with the direction that the plan had taken and provided some feedback on particular urban design elements, including the sidewalk lights and street furnishings. There was also a discussion about potential alternatives to address the circulation concerns around the post office.

Community Workshop III

The final community workshop was held on April 6th, 2006 to present the revised Vision Poster, supporting graphics, and key provisions from the Camarillo Commons Strategic Plan. The turnout was pleasantly high as stakeholders and community members came out to view the latest version of the plan.

Common concerns that were expressed by many of the participants were regarding the implementation of the plan and how that would impact existing uses. City staff expressed that the plan is designed to be carried through incrementally as property owners come forward to ignite change. It was reiterated that development is not mandatory and that this was only an exercise to illustrate the potential for the Plan Area. City staff also noted that there is an opportunity for collaboration between property owners to partner and work toward a common goal.

The RRM team pointed out that the vision for the Plan Area was generated from the feedback that was received from the community and is designed as a long term plan. Ultimately the plan will be implemented by the community and private investment on a project by project basis. It was also expressed that the City may get involved in the public realm by enhancing the streetscape to potentially spur development that is consistent with the vision.

One life time community member and owner of a business in the Plan Area who attended all of the community meetings stated that she saw the potential for the area as it has been illustrated in the Vision Plan and is open for change. She expressed the need for additional housing opportunities in the area to drive down housing costs and diversify the housing market.

CDC Study Session III

A CDC Study Session was held on April 26th, 2006 to review the revised Vision Plan and components of the Draft Camarillo Commons Strategic Plan. The meeting included a PowerPoint presented by RRM and the City's Planning staff to members of the CDC.

The latest Vision Poster and components of the Strategic Plan were generally well received. Members of the CDC noted that the Strategic Plan is on track and the proposed densities fit well within the Plan Area. The importance of including the Raemere Street residential neighborhood into the revitalization efforts was also noted, to ensure that area is tied effectively into the rest of the Plan Area.

The CDC unanimously agreed that the City's role should be clearly defined, which primarily includes assistance with off-site improvements such as minor streetscape enhancements, covering the open drainage channel, and under-grounding of utilities.

Chapter 2 — Project Vision and Design Principles

The following Land Use and Design Principles were developed and refined from input received through meetings with City representatives, stakeholders, and community workshops. These principles help define the vision for a well connected mixed-use pedestrian-oriented environment, and are consistent with the objectives of the City of Camarillo's General Plan and Zoning Code (Title19 of the Municipal Code).

Ultimately a unified theme is desired for Camarillo Commons Plan Area (Plan Area) that ties a tightly knit pedestrian-oriented streetscape into a mixed-use core. The Plan Area will incorporate residential units, specialty retail, neighborhood serving retail, dining, and nightlife in order to establish a livable environment that thrives seven days a week. Common open spaces in the form of plazas and green space will be integrated throughout the site, providing places where people can relax, play, and interact. Paseos and landscaped parkways will meander through and connect plazas and green spaces, to promote a vibrant environment that encourages walking by enhancing the pedestrian experience.

Camarillo Commons will become a destination for both visitors and residents, attracting people and families to spend the day shopping, dining, and gathering at special events.

Design Principles:

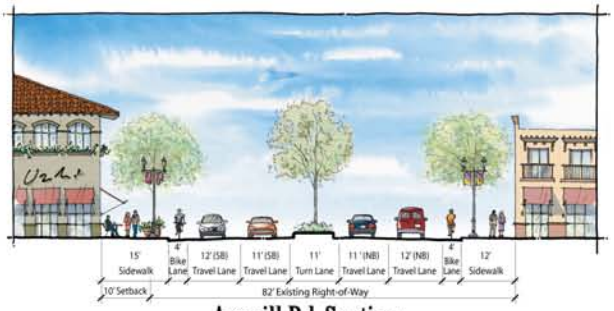
1. Establish the Plan Area as a "destination," accommodating a range of uses and creating an identity that can act as a catalyst to attract Camarillo's local residents and visitors as well.
2. Develop a distinct pedestrian–friendly streetscape particularly along Arneill Road with amenities, wide sidewalks, and storefronts oriented toward the street.
3. Incorporate a primarily vertical mix of uses that would intensify much of the underutilized parcels in the project area (i.e. paved parking lots) and establish an energized environment that is inviting and safe.
4. Integrate common open spaces in the form of plazas and green space throughout the site to provide places for people to relax, play, and interact.
5. Establish a strong connection between the project area and Ventura Boulevard (Old Town), through effective streetscape and architectural design elements.
6. Link the Raemere Street residential neighborhood to the Plan Area by promoting complementary design guidelines to enhance the neighborhood and by providing pedestrian connections to the Plan Area.
7. Create gateways at key intersections to denote entries into the Plan Area and establish a unique quality and identity for Camarillo Commons.
8. Locate the tallest structures centrally on the site stepping buildings back from the major arterials, to transition heights from adjacent properties .
9. Integrate a variety of housing opportunities throughout the project area that include a mix of product types and densities.
10. Incorporate a public plaza centrally located in the Plan Area that serves as the center for community events and celebrations (i.e., farmers markets, picnics, etc.).
11. Focus mixed-use development along Arneill Road and Aldea Drive into the core of the Plan Area locating office and residential uses above ground level retail.
12. Provide an opportunity for high-density stand-alone residential along Barry Street and Ponderosa Drive with the intent of supporting the primary commercial and retail uses.
13. Plan for entertainment, community-serving retail, cafés, and related uses such as specialty markets and bookstores.
14. Encourage new public and quasi-public uses, such as a new community center, playhouse/theater, or other family-oriented uses.
15. Encourage shared parking facilities and on-street parking.
16. Prohibit certain land uses that erode the desired pedestrian village concept, such as mini-storage, building supplies, drive-thru restaurants, auto repair, etc.
17. Consider the development of a Camarillo Commons shuttle and/or connection with existing city transit service that conveniently links the area's businesses and sites and provides a tie to Camarillo's Old Town and the California State University at Channel Islands.

VISION POSTER

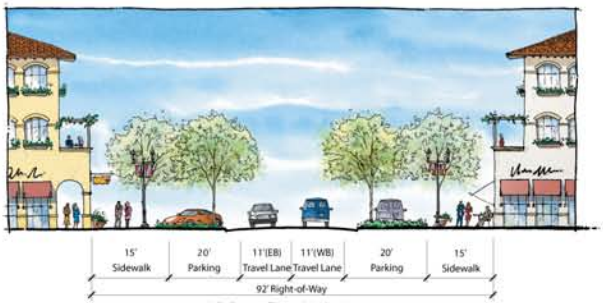
The vision poster (figure 2.1) illustrates the community vision for the Plan Area. It lays out in graphic form, how the site could develop and the character it could have. The vision plan was developed to fulfill the goals and intent of the Camarillo Commons' design principles. The site plan carefully places development allowing for phased implementation, taking into account the underlying property lines and existing roadways. The poster not only illustrates the City's vision, it also is a tool to market this area for redevelopment and a tool to keep the vision alive.

BEFORE AND AFTER GRAPHICS

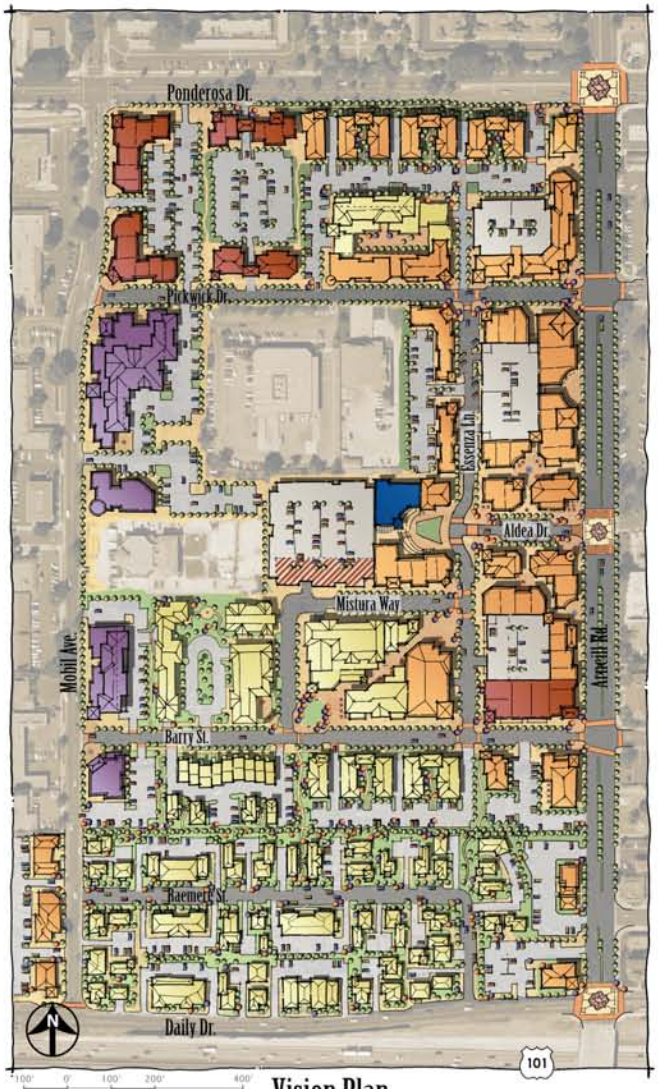
The following before and after graphics (figures 2.2 - 2.4) depict the potential for development at three key gateway locations in the Plan Area. The graphics were derived from input received at the community workshops and charettes.



Arneill Rd. Section



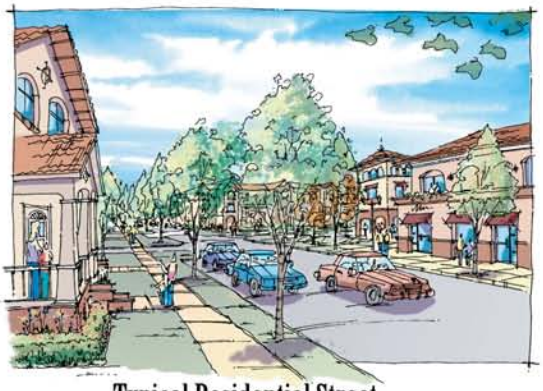
Aldea Dr. Section



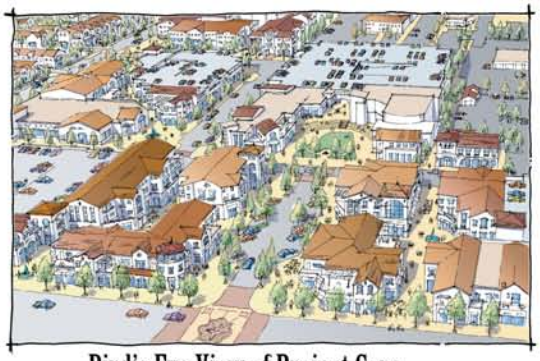
Vision Plan

Legend

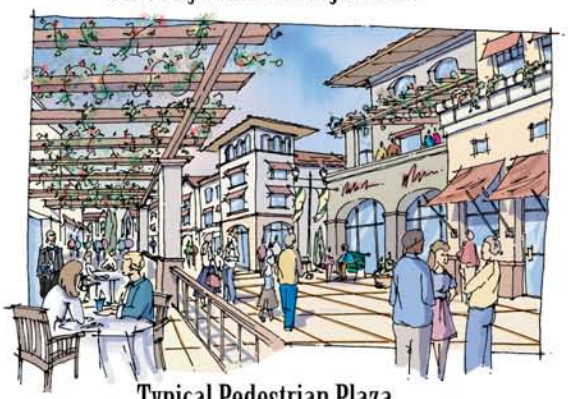
- Quasi Public / Mixed Use
- Office
- Mixed-Use
- Retail
- First Floor Retail
- Residential
- Parks
- Plazas
- Parking Structure



Typical Residential Street



Bird's Eye View of Project Core



Typical Pedestrian Plaza

VISION POSTER

FIGURE 2.1

FIGURE 2.2

INTERSECTION OF BARRY STREET & ARNEILL ROAD

FIGURE 2.3

INTERSECTION OF ALDEA DRIVE & ARNEILL ROAD

FIGURE 2.4

INTERSECTION OF PONDEROSA DRIVE & ARNEILL ROAD

Chapter 3 - Land Use Regulations and Standards

INTRODUCTION

The following chapter outlines the key land uses and standards needed to meet the objectives depicted in the vision for the Camarillo Commons Plan Area (Plan Area). This chapter includes a set of standards and regulations intended to establish a new zone for the Plan Area, the Camarillo Commons Mixed-Use (CC) zone. The new zone is designed to introduce residential development, encourage a mix of land uses, and increase the overall density in the Plan Area to foster a well connected pedestrian-oriented environment. The CC zone is anticipated to promote new construction with form and massing that complement the desired architectural character while being compatible with the uses adjacent to the Plan Area.

The land use standards and regulations depicted in this chapter set the framework for development in the Plan Area. These recommendations and tools are designed to guide development in the Plan Area to ensure that the overall vision for the area is effectively implemented. Implementation of the goals and objectives in this Strategic Plan as well as defining the uses allowed in the Plan Area, are important in establishing a vibrant and unique destination in the City of Camarillo.

This chapter also includes a section that illustrates the circulation pattern throughout the Plan Area and the gateway locations that form the connections to the surrounding areas. The Circulation Plan (Figure 4.1) shows the vehicular routes as well as the active pedestrian and potential bike paths that move through the Plan Area. Parking strategies are also a key component of the plan and are designed to promote shared parking behind the buildings to allow residents and visitors to park in one spot and

walk to the various destinations within the Plan Area.

The development standards in this chapter work together with the guidelines in the Urban Design and Streetscape Plan (chapter 5) and the Architectural Guidelines (chapter 6) to outline the requirements for the Plan Area, and serve as an incentive for private reinvestment in the Camarillo Commons.

Mixed-Use Concept

A primary goal of the Camarillo Commons Strategic Plan (The Plan) is to create an identifiable and inviting place with an intimate streetscape lined with storefronts and a broad mix of uses that promote an environment where people can live, work, and play. The Plan proposes new commercial development (retail and office), residential development, visitor services, and civic uses to create a place that thrives from morning to night.

In some areas a horizontal mix (stand alone residential and stand alone commercial next to each other on a given site) and in other areas a vertical

mix of uses (residential or office above retail within the same building) will be appropriate. Vertical mixed-use development will be focused along Arneill Road and Aldea Drive giving way to stand alone higher density residential located internally in the Plan Area. There are opportunities for anchor stores to be located along Arneill Road to draw people to the area. Retail and mixed-use development is also envisioned along Ponderosa Drive to establish a transition from the Plan Area to surrounding uses.

Residential development is limited to different types of attached multi-family units, such as town homes and condominiums. Medium density residential attached units are permitted within the Raemere Street neighborhood of the Plan Area. Although residential uses will be an important component to the success of the Plan Area, it will be a secondary use intended to support the predominantly retail and entertainment focus of the area.

The Plan is designed to encourage the development of residential units over retail space, to help intensify the plan core. It is important to provide an adequate amount of residential development in the Plan Area to create a sustainable and pedestrian oriented, mixed-use environment. To ensure a vibrant mixed-use setting within the Plan Area, a significant amount of commercial development must be developed concurrently with residential development.

ALLOWABLE LAND USES

An important objective of this Strategic Plan is to clearly spell out the desired mix of land uses and location of these uses.

The development of Camarillo Commons will transform the Plan Area into a pedestrian-oriented center with retail shops, restaurants, live theatre, and entertainment uses. There will need to be a balance of new residential units to provide support for the new retail development and to help create a day time and evening environment. While retail, restaurant, customer friendly commercial service, and entertainment uses will be focused around the core of the Plan Area, uses such as office and residential are appropriate as secondary uses to help sustain a village-like environment. New residential uses will be allowed both as a stand alone product and as part of an integrated mixed-use project concept.

There should also be consideration for public uses such as an outdoor plaza or village center to accommodate community events, civic or cultural uses to provide a place for public and private assemblies, and a specialty grocery store would help to attract residents from both inside and outside the Plan Area. Automotive related uses, such as gas stations, automotive repair, car washes, and drive thru restaurants should be prohibited. The goal is to create a unique mixed-use environment that would not directly conflict or compete with large-scale commercial development found primarily in the nearby outlet stores or the commercial uses along Ventura Boulevard in the Camarillo Old Town area. Refer to the economic market analysis and recommendations in Appendix A.

The following table represents the permitted uses within the Plan Area. The table also includes uses permitted subject to review and approval of a Conditional Use Permit by the Planning Commission, per the provisions in the Chapter 19.62 of the City's Municipal Code. Non-permitted uses are also addressed in the following table and where a specific use is not listed the Community Development Director or Planning Commission have the discretion to allow it if it is found to be compatible with the vision for the Plan Area.

Permitted Uses

1. Antique stores
2. Apparel stores
3. Appliance, sales and service
4. Artisan Workshop
5. Art studios, galleries
6. Art supply and crafts sales
7. Auditoriums
8. Bakery shops (including outside dining tables)
9. Banks, savings and loan, credit unions, trust companies
10. Barber shops
11. Beauty shops and salons
12. Bike Shop
13. Billiard and pool halls
14. Blueprinting, photostatting and photo finishing facilities
15. Bookstores
16. Bowling alleys
17. Carpet, floor covering, and ceramic tile stores
18. Chiropractic offices
19. Churches
20. Clubs and lodges, private
21. Coffee stores (including outside dining tables)
22. Computer services and sales
23. Confectionery stores
24. Dance halls and dancing studios
25. Day Care, Small Family and Large Family
26. Delicatessens (including outside dining tables)
27. Dressmaking shops
28. Draperies and window coverings, sales
29. Drugstores
30. Dry goods and notions stores
31. Electronics sales and repairs
32. Public and civic buildings
33. Florist shops
34. Food stores
35. Furniture and appliance stores
36. Garden supply stores
37. Greeting card shop
38. Grocery stores
39. Gymnasiums
40. Hardware stores
41. Health clubs
42. Homes for the aged (Senior Citizen Housing)
43. Ice cream and yogurt shops
44. Interior decorating establishments
45. Jewelry stores
46. Laundry and dry cleaning establishments
47. Library
48. Liquor stores
49. Live/Work Unit
50. Meat markets
51. Medical laboratories
52. Museums
53. Music conservatories and studios
54. Newspaper office, excludes newspaper printing
55. Nurseries, plant
56. Offices, business and professional (not located on first floor in mixed-use structures
57. Office, medical and dental
58. Offices, veterinary
59. Off-street parking
60. Optician

61. Pet shops, pet grooming
62. Pharmacy
63. Photography store, sales and repair of photography equipment and photo processing
64. Plumbing shops
65. Post office
66. Printing shops (i.e., blueprinting, photocopying and offset)
67. Public parks, playgrounds and community centers
68. Radio and television retail sales and repair stores
69. Residential dwelling units above the first floor of a mixed-use building, as part of a commercial usage
70. Restaurants and cafes (including outside dining)
71. Retail stores or businesses (no manufacturing)
72. Specialty film theatre/ live theatre/ performing arts
73. Stationery stores
74. Studios - Art, dance, martial arts, music, etc.
75. Tailor shops
76. Taxidermists
77. Telephone exchanges
78. Tennis clubs and swim clubs
79. Theaters, indoor
80. Transportation terminal (i.e., bus, taxi, or train)
81. Travel agency, ticket office
82. Trophy stores, including plaques and related merchandise
83. Variety stores
84. Wallpaper and paint stores
85. Video stores

Uses Requiring a Conditional Use Permit (CUP)

1. Automobile service stations
2. Bed and Breakfast Inn
3. Commercial recreation uses and sports complexes
4. Day care facilities
5. Hotels and motels
6. Residential Uses
7. Schools
8. Tavern

Prohibited Uses

1. Automobile garages for the repair of motor vehicles
2. Automobile sales
3. Drive-through facilities
4. Funeral parlors and mortuaries
5. Industrial and manufacturing uses
6. Large recycling facilities

LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

An important objective of this Strategic Plan is to set the parameters for development within the Camarillo Commons Plan Area (Plan Area). The goal is to offer a compatible mix of land uses in a pedestrian friendly environment. The Camarillo Commons Vision Plan (Figure 3.1) illustrates the desired location of the uses which should be strategically placed to help achieve the vibrant pedestrian-oriented village envisioned for the Plan Area.

The following development standards are designed to support the new zoning and complement the vision for the Plan Area. The intent is to simplify, streamline, and customize the land use requirements to encourage reinvestment and revitalization of the Plan Area.

The land use and development standards depicted in this chapter complement streetscape beautification and other public improvements recommended for the Plan Area and are consistent with the objectives in the Land Use Element of the City of Camarillo's General Plan. The Plan Area is currently zoned primarily as Commercial Planned Development (CPD) which allows for commercial-retail uses that presently occupy the site. The proposed Camarillo Commons Mixed-Use Zone supports the intent and purpose of CPD Zone, found in Chapter 19.26 of the Camarillo Municipal Code, which states that "The general placement, design and intensity of uses in this zone should be planned to protect and preserve the character of adjoining properties while increasing efficiency and promoting harmonious relationships." The new standards are planned to effectively organize development within the Plan Area and to establish a unified village environment.

The Raemere Street neighborhood falls within the Residential Planned Development (RPD) Zone. The City's Municipal code emphasizes the desire to establish an environment within that zone that is compatible both in neighborhood and architectural character to its surrounding uses and to "produce developments which meet standards of open space, light, air, pedestrian and vehicular circulation" (Chapter 19.16 Residential Planned Development Zone, Camarillo Municipal Code). The development standards in this chapter, supported by the recommended streetscape improvements in Chapter 5, are intended to help the Raemere Street neighborhood meet that goal by setting standards that address the parking and circulation concerns in the area while creating a safe, more attractive, higher density pedestrian environment that is conveniently connected back into the Plan Area.

The following standards were ultimately designed to complement the City's goals and objectives as depicted in the CMU (Village Commercial Mixed Use) Zone, Ordinance No. 980, which promotes the incorporation of a healthy mix of uses and a …"variety of design features, and elements to foster a walkable community for pedestrians to shop in conjunction with other services." In essence, the purpose of the new Camarillo Commons Mixed-Use (CC) zone is to provide an area that allows for a combination of uses that are compatible and easily navigated by a pedestrian. The goal is to improve overall aesthetic appearance and function of the site to serve as an incentive for reinvestment in the Plan Area.

Building Intensities

To reach the desired densities and maintain the objectives described in the City's General Plan and CMU Zone, the mixed-use depicted in Camarillo Commons is primarily considered vertical mixed-use, which is characterized by allowing residential or office uses above commercial uses in the same building. Although, stand alone residential development is also strongly encouraged in close proximity to commercial, office, and civic uses with effective pedestrian-friendly connections.

For all non-residential and vertically mixed-use projects, building intensities are regulated through "Floor Area Ratio" (FAR) and/or building density. FAR is obtained by

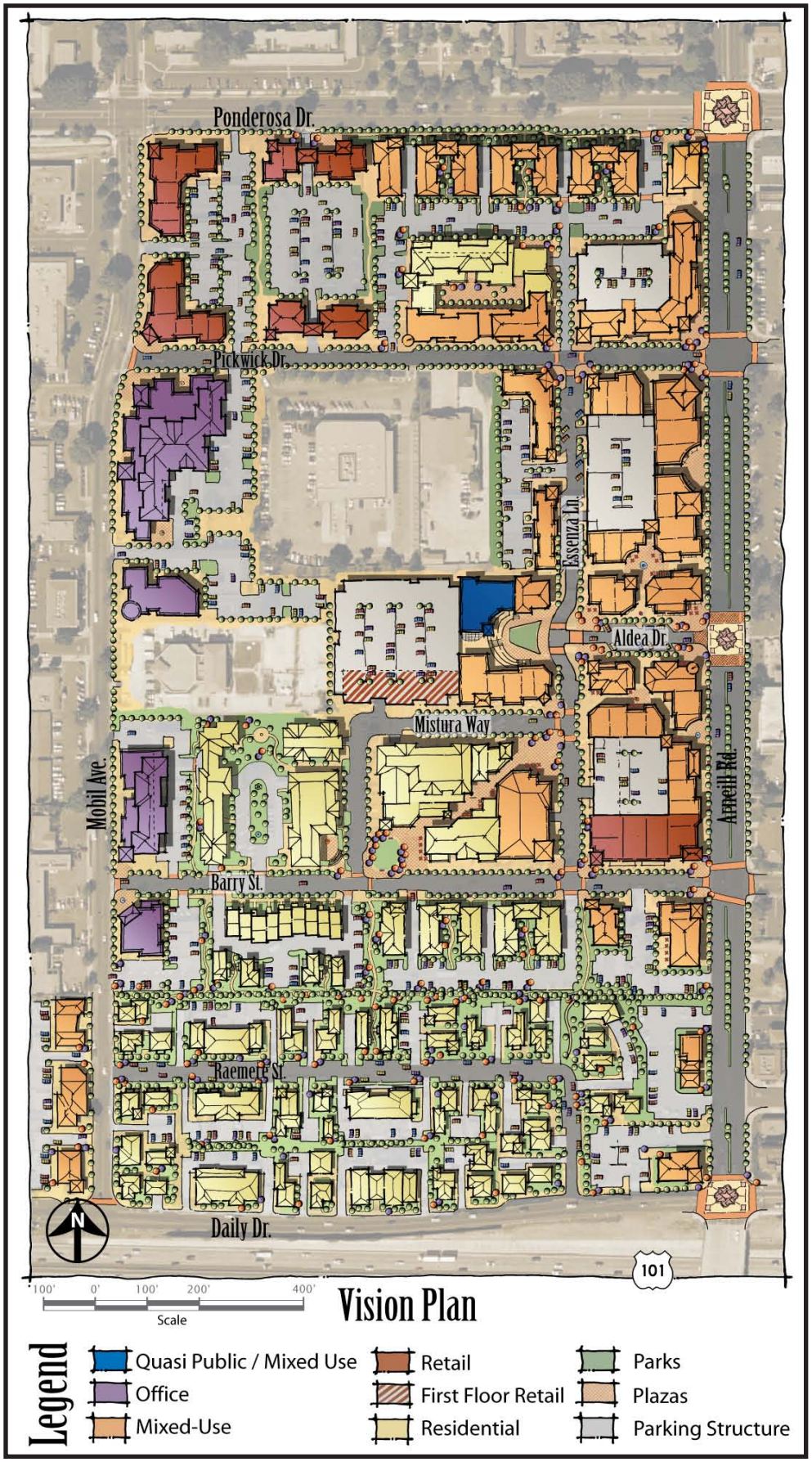


FIGURE 3.1

VISION PLAN

dividing the gross floor area of a structure as measured from the outside of the exterior walls, which includes all living spaces by the gross area of the lot. Parking lots, tuck-under, podium or subterranean parking located under the building footprint, and parking structures are excluded from FAR calculations for commercial and mixed use development. Densities for stand alone residential structures are regulated through a "Dwelling Units per Acre" (DU/AC) measurement.

DEVELOPMENT STANDARDS

The following development standards will provide direction to shape the urban form within the Plan Area. The corresponding Urban Form plates located on pages 40-43 provide an "At-A-Glance" look at specific development standards, primary uses, and parking locations and requirements for each individual zone. They are to be used in tandem with the following development standards.

Building Coverage

The minimum building coverage includes all uses and parking structures. Each use is referenced in the corresponding urban form plates. The goal in the mixed-use areas is to have higher building coverage with room for amenities and pedestrian circulation.

Building Height

Building height is measured from the average finished grade along the front elevation to the highest point of the building.

Consistent with the Camarillo Commons Design Principals in Chapter 2, the tallest structures are to be centrally located on the site, stepping buildings back from the major arterials to transition heights from adjacent properties.

To help strengthen the pedestrian environment and create a balanced street to building proportion, building recommendations include both minimum and maximum heights. The maximum height requirements vary depending on the location with in the Plan Area (refer to Height Map, Figure 3.2), The maximum building height within the Plan Area is forty-five (45) feet which equates to three or four stories. The minimum height for buildings is twenty-five (25) feet or two stories. Specific building height recommendations for each building type are described in the corresponding Urban Form plates.

Building height requirements for the Raemere Street neighborhood follow the existing RPD zone requirements with a thirty (25) feet maximum height.

Area-wide Height Exceptions

The Planning Commission may approve architectural features, such as tower elements, elevator service shafts, and roof access stairwells that extend above the height limit. Architectural features such as tower elements and three story massing are encouraged at driveway entries along Arneill Road to denote their significance. Telecommunications antennas and service structures located on rooftops may also exceed the maximum building height but be hidden to the maximum extent possible using appropriate screening and "stealth" technologies.

Buildings and structures that exceed the maximum height adopted within the Plan Area may be authorized on the approval of the Planning Commission through the Conditional Use Permit process. Buildings that exceed the maximum height shall conform to the following:

- Buildings shall have a varied roof line;
- Buildings shall have first floors articulated with architectural detailing, textures and colors in keeping with the over all design theme;
- Upper floors shall provide variable step-back with changes in massing, balconies, awnings, shutters, or other architectural detailing in keeping with the overall design theme; and
- Building shall incorporate changes in wall planes and/or other suitable relief elements.

Plan Area Setbacks

The minimum setback requirements shall be as follows:

- Front Setback

  Front setback requirements for each building type are described in the corresponding Urban Form plates. Buildings shall be oriented toward the street with parking behind to create a vibrant and walkable village atmosphere. Variable setbacks along Arneill Road and Aldea Drive are encouraged to establish spaces for outdoor seating areas, outdoor dining, and shopping. When buildings are setback from the street, allowable uses in front of the building include plazas or pedestrian spaces, sidewalks, landscaping, and café or outdoor seating areas. To help define the corners of street blocks and to create a framework in which the variable setbacks will have an impact on the streetscape, corner buildings should be located closer to the street.

- Side Setback

  Side setback requirements for each building type are described in the corresponding Urban Form plates. To help create a continuous built edge along Arneill Road and Aldea Drive, side setbacks are only allowed to provide areas for public spaces such as sidewalks, paseos, outdoor seating areas, and courtyards.

- Rear Setback

  Rear setback requirements for each building type are described in the corresponding Urban Form plates. In most cases rear setbacks are not required. However, they create a transition between adjacent properties by allowing for some open space and landscaping between parcels. Rear setbacks also create a place for vehicle access, utility services, and parking.

On-Street Parking

On-street diagonal parking is recommended throughout the plan area, but primarily along Aldea Drive and Essenza Lane. Diagonal parking would provide for the short-term parking needs of the Plan Area. In addition, street parking would establish a buffer between pedestrian and vehicular traffic while narrowing road widths helps slow traffic and improves safety for pedestrians. Diagonal parking lanes of approximately 18 feet should be used to allow for sufficient backing up area onto streets.

Off-Street Parking

The off-street parking requirements for each building type are described in the corresponding Urban Form plates. All parking areas within the Plan Area should be consistent with the following:

- Location and Access

  Off-street parking is not recommended between the building and the street anywhere in the Plan Area. Parking should be located either under the building or at the rear or middle of the lot. Access should be granted with primary access from the side streets, access easements, or via reciprocal access agreements. If there is no side or rear access possibility, then vehicle access may be taken from the front of lot leading back to parking areas. New surface parking lots and parking structures shall be screened when located immediately adjacent to public streets.

- Shared Parking

  The concept of shared parking is effective in areas with a mix of land uses that have offsetting peak demand needs. For example, the peak parking demand for retail and restaurant use is typically weekends and weeknights which should not conflict with office use where peak demand is typically during weekdays. Also, residential parking demand is low during daytime hours which would not conflict with office and lunchtime restaurant hours. Also, a true mixed-use village would embody the "park once, shop twice" concept in which one would park in one location and patronize numerous establishments.

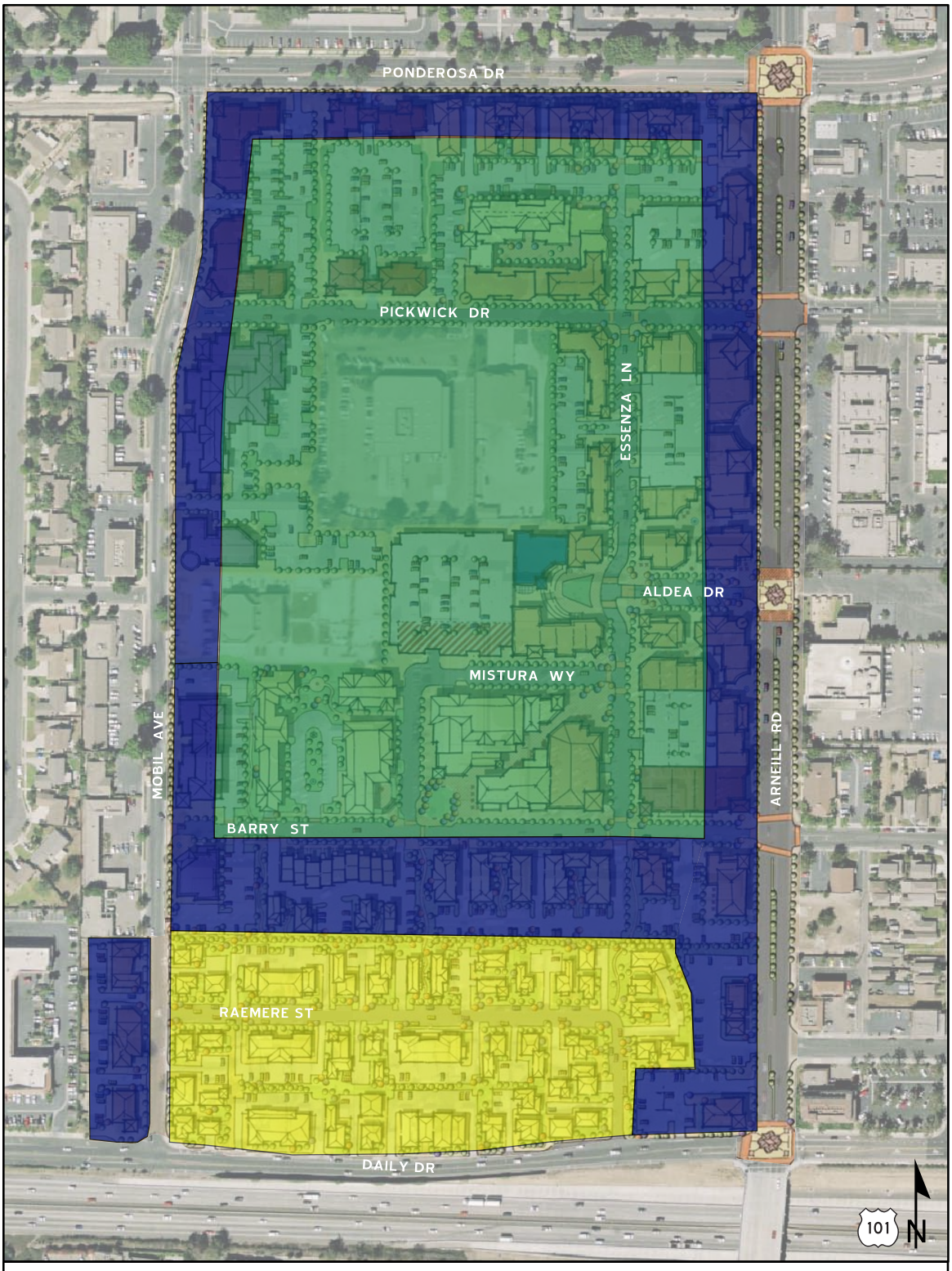


FIGURE 3.2

BUILDING HEIGHT MAP

When two or more land uses or uses within the same building have distinctly different hours of operation (e.g. theater vs. office). The Planning Director, at his discretion, may develop shared parking agreements to satisfy the parking requirements of this Plan in accordance with the following:

- Only 50% of the required parking may qualify for shared parking arrangement.
- A minimum of 50% of the required parking must be met on-site notwithstanding the parking reduction provisions of this plan.
- Required parking must be calculated based on the land use that demands the greatest amount of parking.
- The shared parking facility must be within a 700 foot radius of the subject use.

Legal Non-Conforming Uses and Standards

Existing uses and structures within the Plan Area are protected under City's existing Municipal Code and Redevelopment Plan:

Nonconforming Uses (Language from the "Redevelopment Plan for the Camarillo Corridor Project" prepared in 1996)

> *"The CDC is to permit an existing use not conforming to the provisions of this Plan ("Redevelopment Plan for the Camarillo Corridor Project") to remain in an existing building or structure, if the building or structure is in good condition, provided that such use is generally compatible with existing and proposed development and uses in the Project Area, and the abatement of such use is not required by the Zoning Ordinance."*

CAMARILLO MUNICIPAL CODE - Chapter 19.58 – Nonconforming Use – Nonconforming Building or Structure

19.58.100 Nonconforming uses of land or buildings.

> *A variance or permit is granted automatically hereby, so as to permit the continuation of the particular existing uses of any building, structure, improvement or premises existing in the respective zones immediately prior to the time the ordinance codified in this chapter or any amendment thereof becomes effective if such existing use was not in violation of this or any other ordinance or law. Whenever the zone classification of any property is changed, any property being used pursuant to variance or permit may be used thereafter in the manner authorized by the variance or permit as a nonconforming use for the duration of the variance or permit. (Ord. 404 § 1 (part), 1978: prior code § 9600.9.)*

Legal Non-Conforming(per City Zoning Ordinance)

19.08.030 Lawful existing lots and buildings.

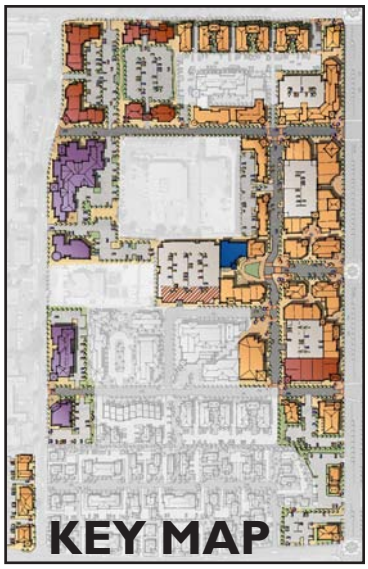
> *A. Where a lot has a width, depth or area less than that required under the property development standards of this title for the zone of which it is a part and was held under separate ownership or was legally of record at the time Ordinance 403 became effective, such lot may be occupied by the uses permitted in the zone subject to the lot area per dwelling unit and yard requirements and such other regulations as apply uniformly to all lots in such zone.*
>
> *B. Uses and building. The existing use or uses of all buildings improved or premises not in conformity with the standards or requirements of the zone in which they are located, and which uses are lawfully existing,*

may continue as nonconforming uses as hereinafter defined and subject to Chapter 19.66 regulating such nonconforming uses. (Ord. 403 § 1 (part), 1978: prior code § 9301.7.)

Urban Form

The following Urban Form templates provide a comprehensive summary of the development standards per building type in the Plan Area. The templates include detailed illustrations that depict the building setbacks and site layout for all the potential land-uses in the Plan Area including mixed-use, office, commercial, and high and medium-density residential development.

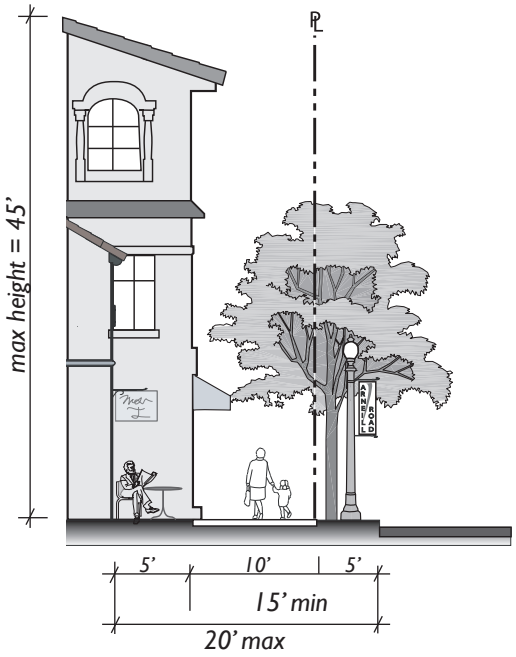
MIXED-USE, OFFICE, and COMMERCIAL



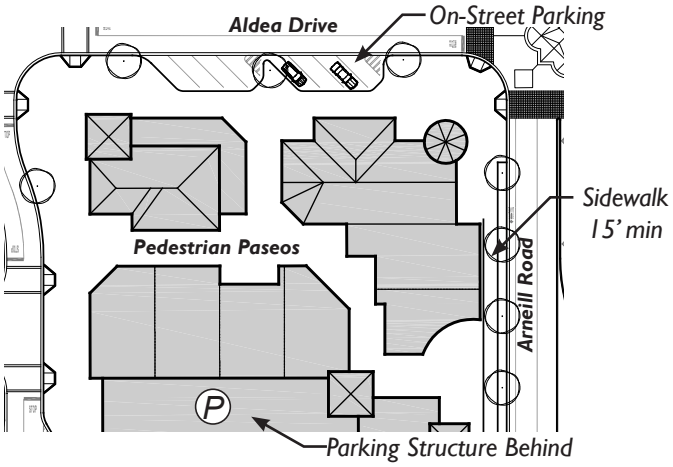
PRIMARY USES

- Retail
- Professional Office
- Restaurant
- Mixed-Use with Residential/ Office over Retail (Average 20 DU/Acre)

SECTION VIEW



PLAN VIEW



URBAN FORM

Setbacks

Front: min = 15' (from curb edge)
max = 20' (from curb edge)

Side: min = 0'
max = 15' (to allow for plaza / pedestrian walkway)

Rear: min = 0'

Height

max = 45' exclusive of architectural features. (greater heights may be granted through a CUP)*

(refer to Height Map figure 3.2)

Building Coverage

min = 65%

PARKING

Parking Location: No off-street parking allowed in setbacks between public streets and building. Underground, structure, or rear parking only.

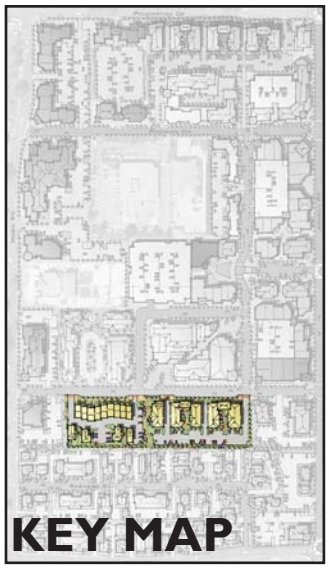
Parking Ratios

Residential:
Multiple Apartment Dwellings:
1 space/Studio or 1 bedroom
2 space/2 or 3 bedroom
1 guest space/8 units.

Non-Residential: 1 space/300 sf of floor area

*The Planning Commission may approve architectural features, such as landmark and tower elements, elevator service shafts, and roof access stairwells that extend above the height limit.

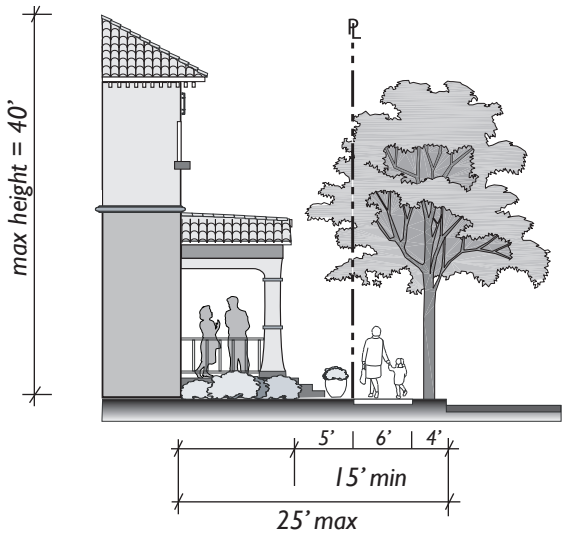
MEDIUM DENSITY MULTI-FAMILY



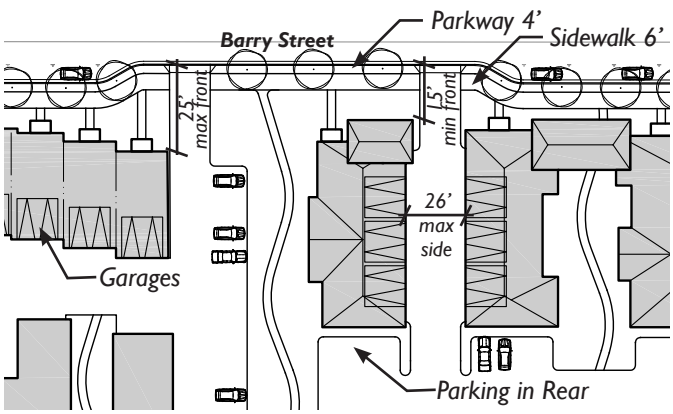
PRIMARY USES

- Stand Alone Attached Residential (Average 25 DU/Acre)

SECTION VIEW



PLAN VIEW



URBAN FORM

Setbacks

Front: min = 15' (from curb edge to front porches)
min = 20' (from curb edge to building face)
max = 25' (from curb edge to building face)

Side: min = 0'
max = 26' (to allow room for backup)

Rear: min = 10' (if building taller then 25', add 10' for each 10' of height up to max of 50')

Height

max = 40' (greater heights may be granted through a CUP)
(refer to Height Map figure 3.2)

Building Coverage

max = 50%

PARKING

Parking Location: No off-street parking allowed in setbacks between public streets and building. Tuck under, underground, structure, or rear parking only.

Parking Ratios

Residential: Two-Family, Cluster or Townhouse Family DUs:
2 enclosed spaces/unit, and 1 guest space/5 units.

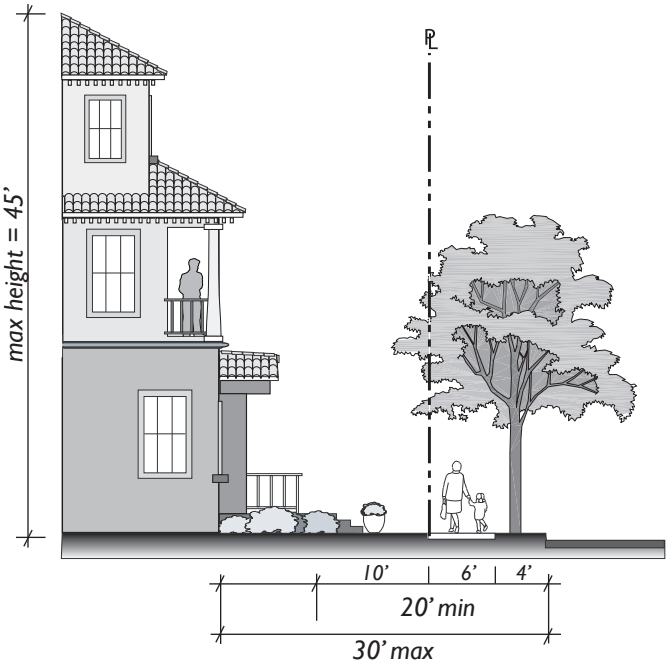
Multiple Apartment Dwellings:
1 space/Studio or 1 bedroom
2 space/2 or 3 bedroom

HIGH DENSITY MULTI-FAMILY

PRIMARY USES

- Stand Alone Attached Residential (Average 30 DU/Acre)

SECTION VIEW



URBAN FORM

Setbacks

Front: min = 20' (from curb edge to front porches)
min = 25' (from curb edge to building face)
max = 30' (from curb edge to building face)

Side: min = 0'
max = 20'

Rear: min = 10' (if building taller then 25', add 5' for each 10' of height up to max of 50')

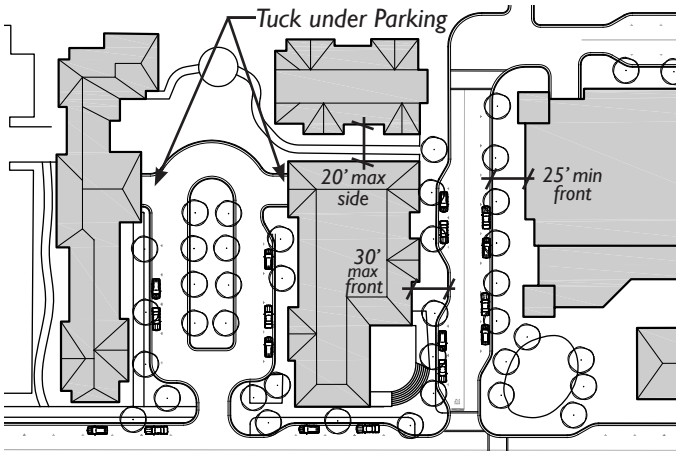
Height

max = 45' (greater heights may be granted through a CUP)
(refer to Height Map figure 3.2)

Building Coverage

max = 60%

PLAN VIEW



PARKING

Parking Location: No off-street parking allowed in setbacks between public streets and building. Tuck under, underground, structure, or rear parking only.

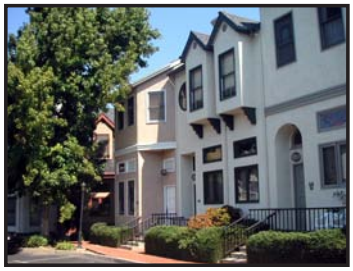
Parking Ratios

Residential: Two-Family, Cluster or Townhouse Family DUs:
2 enclosed spaces/unit, and 1 guest space/8 units.

Multiple Apartment Dwellings:
1 space/Studio or 1 bedroom
2 space/2 or 3 bedroom

RAEMERE STREET NEIGHBORHOOD

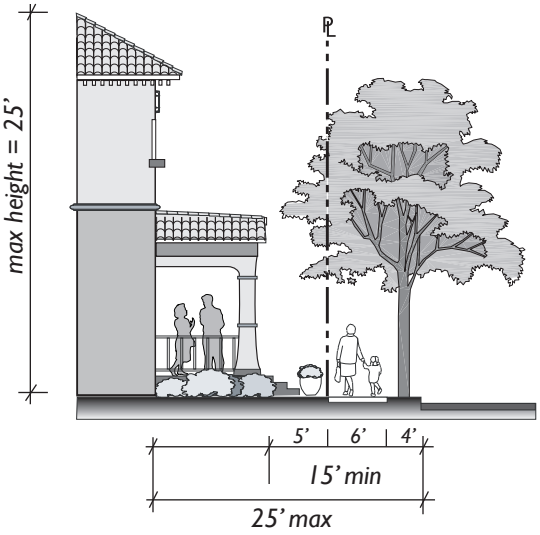
KEY MAP



PRIMARY USES

- Stand Alone Attached Residential
  (Average 25 DU/Acre)
  (4 Units/Parcel Max)

SECTION VIEW



URBAN FORM

Setbacks

Front: min = 15' (from curb edge to front porches)
min = 20' (from curb edge to building face)
max = 25' (from curb edge to building face)

Side: min = 0'
max = 20'

Rear: min = 10' (if building taller then 25', add 10' for each 10' of height up to max of 50')

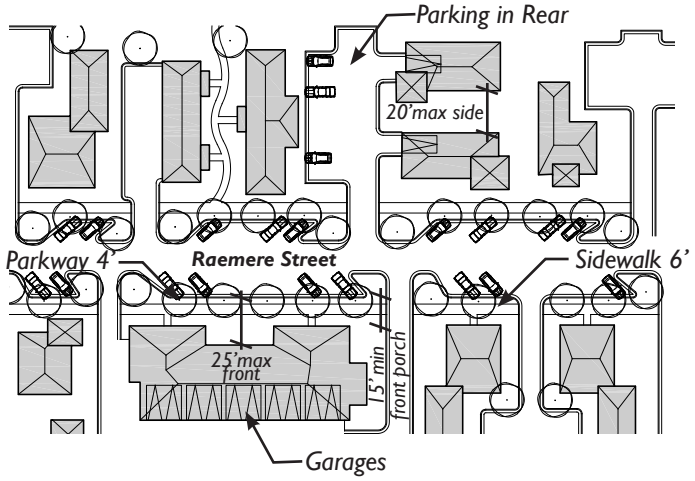
Height

max = 25' (greater heights may be granted under an RPD permit)
(refer to Height Map figure 3.2)

Building Coverage

max = 60%

PLAN VIEW



PARKING

Parking Location: No off-street parking allowed in setbacks between public streets and building. Tuck under, underground, structure, or rear parking only.

Parking Ratios

Residential: Two-Family, Cluster or Townhouse Family DUs:
2 enclosed spaces/unit, and 1 guest space/5 units.

Multiple Apartment Dwellings:
1 space/Studio or 1 bedroom
2 space/2 or 3 bedroom

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Chapter 4 - Circulation Plan

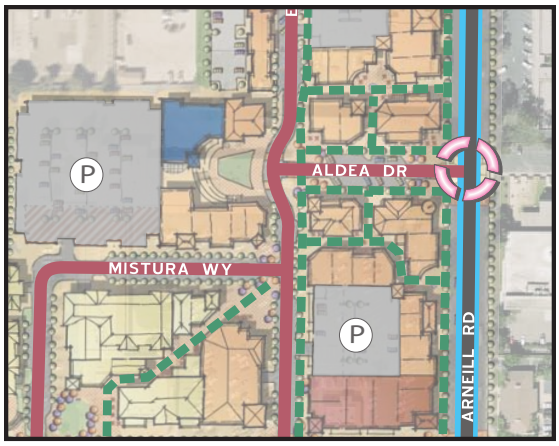
INTRODUCTION

The circulation pattern throughout the site will play a pivotal role in the success of attracting visitors and potential tenants to the Plan Area. It is important to establish a well connected system of streets and paths both internally and to surrounding areas. This will allow users to choose from a variety of transportation modes including walking and biking. An interconnected network of streets reduces distance by providing alternate paths of travel and also helps distribute traffic to minimize the volume on local streets. The streets that flow through the Plan Area should include traffic calming elements to slow vehicles and include sidewalks and pedestrian-oriented paths to encourage walking. Circulation improvements in the Plan Area will include a new configuration of travel lanes and on-street parking. Parking recommendations include diagonal parking along internal streets, interconnected off-street parking lots behind street-fronting parcels, and a potential for future parking structures.

The internal street system that runs through the site is designed to help define the neighborhood and create a sense of place by providing a unified and well connected system of streets and paths. The integration of a pedestrian scaled streetscape design and the effective use of parkways and paseos are important components of the plan to ensure that pedestrians have easy access to key locations throughout the Plan Area.

Street System

The street or roadway layout depicted in the Circulation Plan in Figure 4.1, provides a hierarchical system of streets that were purposefully designed to establish both an identity for the Plan Area and an efficient connection to surrounding uses. The primary new roads which include Aldea Drive, Essenza Lane, Mistura Way, and the Barry Street extension are essential components of the plan and should not be substantially altered. The current placement of the roadways follows existing parcels lines to maintain viable parcel configuration and help ease the road dedication process.



Streets such as Aldea Drive located midway between Daily Drive and Ponderosa Drive off of Arneill Road, are strategically located in the Plan Area to pull passersby into the area. Landmarks such as an anchor store, civic uses (performing arts, recreational center, etc.), outdoor amphitheater, cultural arts, and plaza/green space are integrated into the site at key intersections such as along Aldea Drive at Arneill Road and Essenza Lane, to draw people into the core activity node of the Plan Area.

Street Improvements

A central goal of this project is to enhance Arneill Road by reinvigorating the streetscape with design elements such as special paving, street furniture and landscaping. Similar treatment should be used on existing roads within and bordering the Plan Area as well as the proposed new roads. Street improvements would include adjustments to road configurations to accommodate on-street parking, wider sidewalks, and medians in appropriate locations. Intersection treatments that denote landmarks or nodes within the

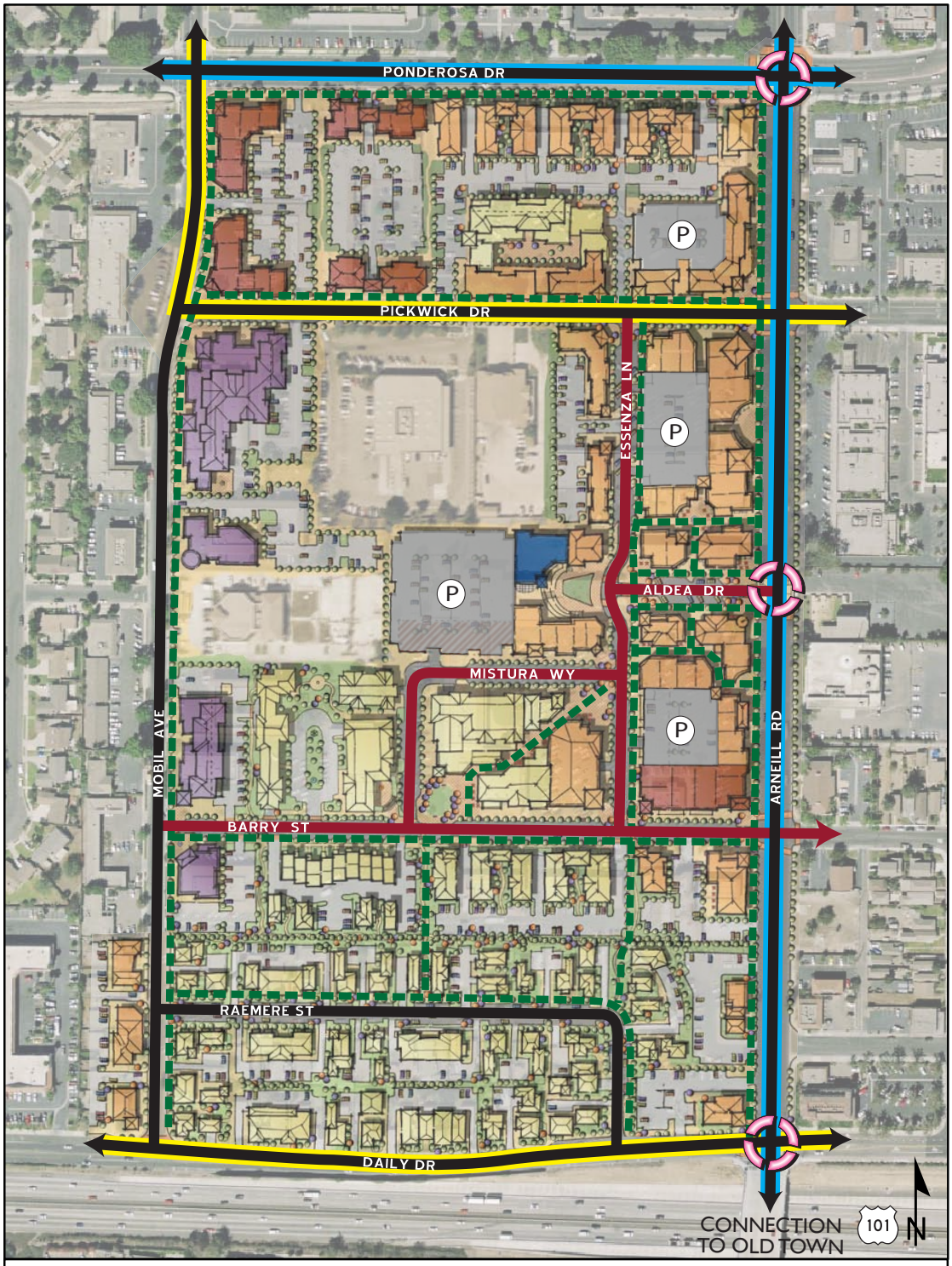


FIGURE 4.1

CIRCULATION PLAN

Plan Area should also be considered (see Vision Plan Figure 3.1). Street improvements would also include new gateway treatment, street trees, bike lanes, an enhanced median along Arneill Road, and pedestrian features such as special paving at crosswalks. The Streetscape Plan in Chapter 5 provides a detailed description of the recommended street improvements in the Plan Area.

Intersection Improvements

Given the scale of the proposed project, minor impacts on circulation are unavoidable but can be effectively mitigated. The following intersection improvement recommendations are important to ensure an efficient flow of traffic through the Plan Area. The proposed project will have a significant impact on the intersection of Arneill Road and Pickwick Drive during the PM peak hour. Recommended intersection improvements to mitigate project impacts at this location consist of adding a southbound right-turn lane and adding an eastbound right-turn lane. These intersection improvements will result in LOS "C" during the PM peak hour.

The recommended improvement to mitigate project impacts at the intersection of US-101 southbound and Ventura Boulevard consists of widening the westbound approach to provide a de facto right-turn lane onto the southbound on-ramp. The recommended improvement will result in LOS "C" at this location.

In addition to the mitigation measures discussed in this section, the project will be responsible for improving Arneill Road along the project frontage to provide a southbound right-turn lane at Barry Street and at the project entrance midway between Pickwick Drive and Barry Street. The lane configurations at each street exiting the project at Arneill Road shall consist of an eastbound left-turn lane, an eastbound through lane, and an eastbound right-turn lane.

Traffic Calming Elements

In order to create an environment that is pedestrian friendly and inviting it is important integrate specific traffic calming measures aimed at reducing traffic speeds and increasing pedestrian connectivity. The traffic calming elements proposed for the Plan Area include a median along Arneill Road, curb extensions, street trees, and accent paving at crosswalks and intersections.

Medians can help improve the overall appearance of streets and can help slow traffic. In terms of safety, raised medians reduce conflicts between pedestrian and vehicles because they allow pedestrians to cross only one direction of traffic at a time. Median improvements along Arneill Road would provide a physical separation between travel lanes and a refuge area for pedestrians at crossings.

Tall canopy trees should also be planted to help tie the two sides of the street together, narrowing the perceived street width, and slowing traffic.

Curb extensions, often referred to as "bulb-outs", should also be used to help narrow roads and shorten the pedestrian crossing distances, while improving their visibility to motorists. Bulb-outs should be incorporated at all of the intersections leading into the Plan Area along Aldea Drive and Essenza Lane, and where the internal streets connect with Barry Street. The Vision Plan (Figure 3.1) further illustrates the probable placement of the bulb-outs, which coincide with on-street parking as they create the pocket along the roadway for parallel and diagonal parking opportunities. Cars parked along the side of the road consequently also tightens road widths and can act as a traffic calming measure.

The proposed traffic calming treatments along Barry Street, Essenza Lane, and Pickwick Drive are important to ensure the streets are not used as a cut-thru.

Pedestrian Circulation

In an effort to implement the Plan's vision of creating a pedestrian-oriented village environment, it is important to establish well connected pedestrian paths throughout the Plan Area. Paseos and landscaped parkways should meander through the site leading to and through plazas and green spaces. This encourages

a vibrant pedestrian environment that encourages walking by enhancing the pedestrian experience. Sidewalks should be enhanced along roadways to accommodate safe pedestrian movement. The Circulation Plan (Figure 4.1) illustrates the streets that should be improved and the potential pedestrian links.

Bike Travel

Bike lanes currently exist in and around the Plan Area including routes along Daily Drive, Pickwick Drive, and Mobil Avenue between Pickwick Drive and Ponderosa Drive. Along the south side of Daily Drive there is an existing striped bike lane that runs through the Plan Area. There are bike routes on Mobil Avenue and Pickwick Drive that are not striped, but include signage that designates those stretches as bike routes. Per the City's Bicycle Plan (adopted on January 12, 2000) there is a bike lane proposed along Ponderosa Drive that would travel through the Plan Area. The proposed street design for Arneill Road accommodates a bike lane traveling both north and south. This bike lane should be installed connecting the exiting bike route on Daily Drive to the proposed route on Ponderosa Drive. Through implementation of the proposed traffic calming measures, cyclists would be able to comfortably use Arneill Road as a the primary route through the area.

Parking Strategies

Parking strategies for different lengths of time and varied users will be important for the viability and success of the Plan Area. The design and location of parking areas are intended to reduce the dominance of automobiles and help create a safe and aesthetically pleasing pedestrian environment. Parking areas should be sufficiently buffered from view and tucked underneath residential structures and behind retail and mixed-use development. Diagonal parking should be provided along the street edge fronting retail uses on internal streets. Shared parking and reciprocal access is strongly encouraged between adjacent developments and businesses. New off-street parking areas are to be developed to allow for longer term parking and for visitors, residents, and people who live and work in the Plan Area (refer to Parking Standards in this chapter). The potential public parking locations are shown on the Circulation Plan in Figure 4.1.

Transit Strategies

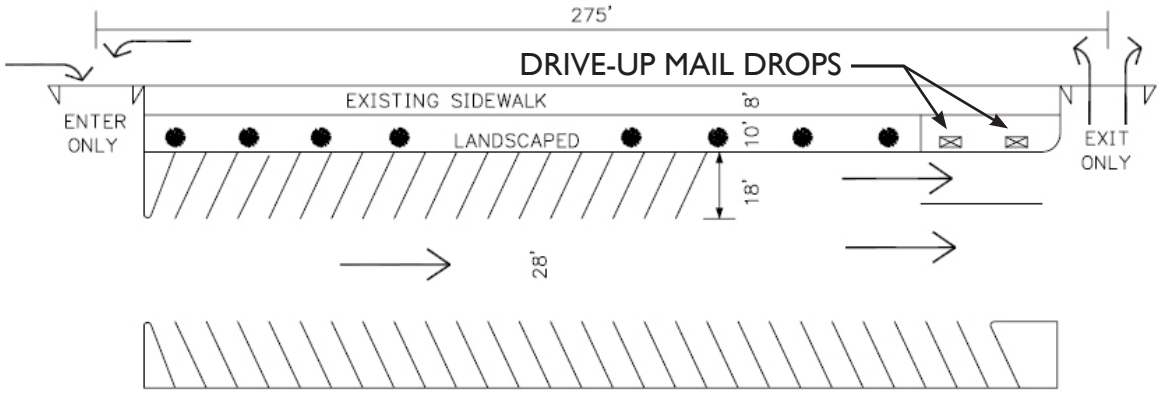
The Camarillo Commons area is currently served by the Camarillo Area Transit (CAT) bus service. There are currently bus stops located next to the Post Office off of Pickwick Drive and one by Ponderosa Center. There may be an opportunity to incorporate another bus stop within the site if the ridership numbers warrant one. In addition, in an effort to create a strong connection between the Plan Area and the Camarillo Old Town (Ventura Boulevard) an opportunity exists to provide a trolley service that loops around the site and crosses over the freeway. This type of service would further encourage the "park once, shop twice" ideal and enhance the pedestrian-oriented environment envisioned for the Plan Area.

Post Office Circulation Realignment

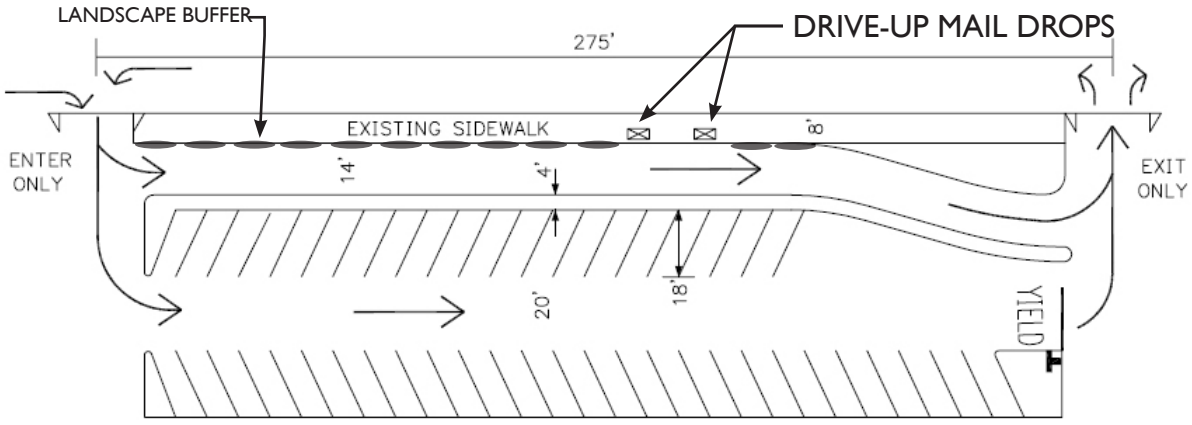
As described in the Opportunities and Constraints section and at the Public Workshops in Chapter 1, a major concern for residents and stakeholders in the Plan Area is the traffic issues in and around the existing Post Office. The existing parking lot in front of the Post Office is served by a one-way internal circulation system with ingress and egress off of Pickwick Drive. Both driveways are immediately adjacent to driveways serving the neighboring properties, including a fire station on the east and office uses on the west. A diagonal parking arrangement is provided for the one-way eastbound flow through the parking lot with driver side drop boxes provided immediately adjacent to the exit driveway. Consequently, the existing circulation system forces all customers to drive through the diagonal parking area to access the drop boxes.

Currently the circulation through the parking lot in front of the Post Office is inefficient as the placement of the drop boxes in relation to the diagonal parking causes traffic to

back up onto Pickwick Drive. A specific traffic study was performed to help relieve the congestion in the area and an alternative layout was generated. The following illustration shows both the existing layout and a proposed layout which effectively separates the travel lanes to the parking area and to the drop boxes. This recommended layout should help relieve the traffic concerns. The following graphics illustrate the existing and alternate layout of the parking lot and drop-off area at the Post Office.



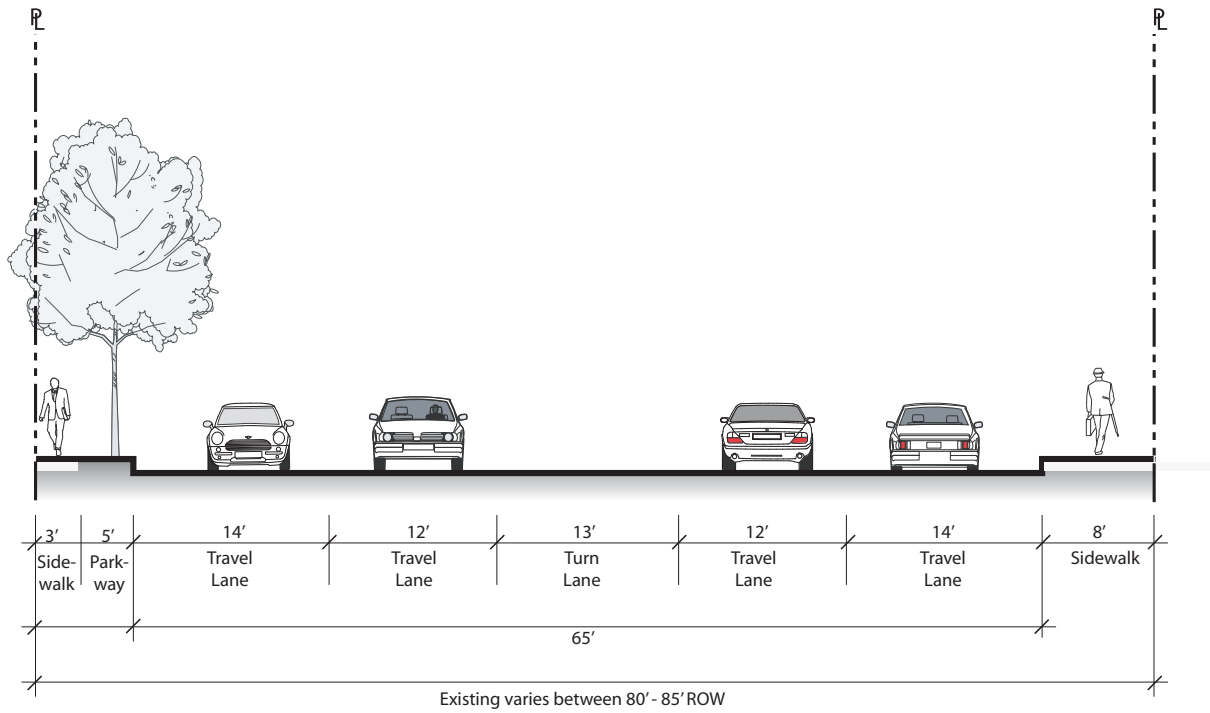
Existing Layout



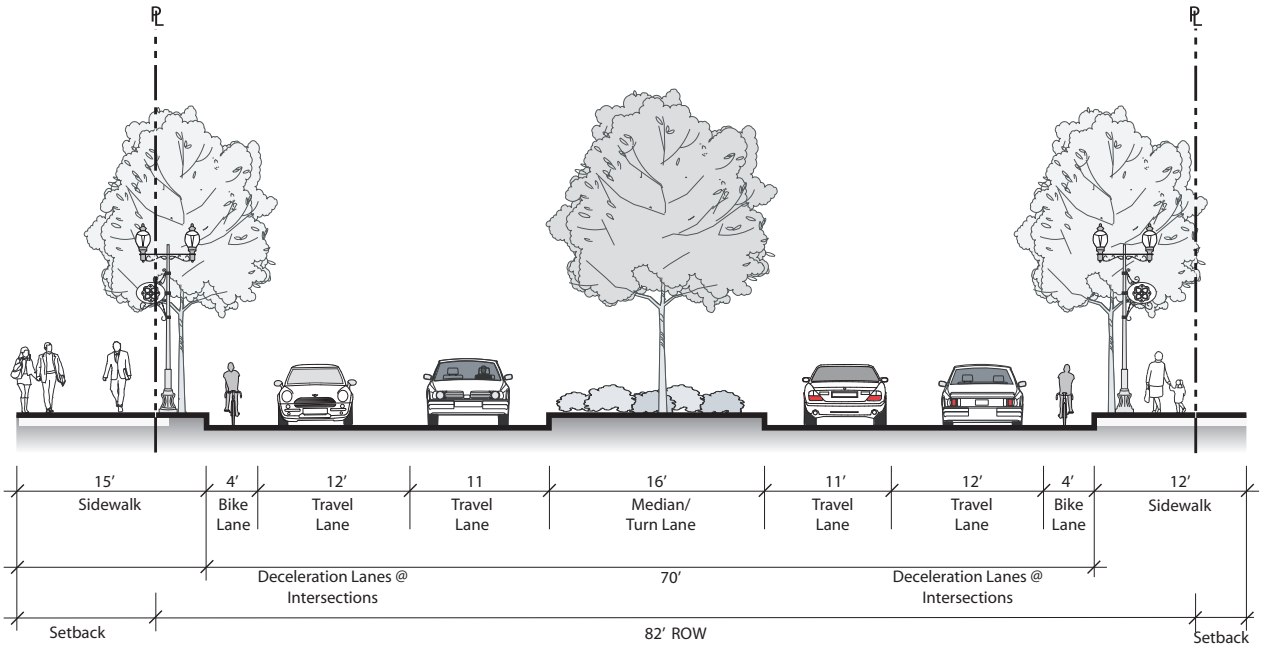
Alternate Layout

FIGURE 4.2

POST OFFICE PARKING AND DROP-OFF



EXISTING

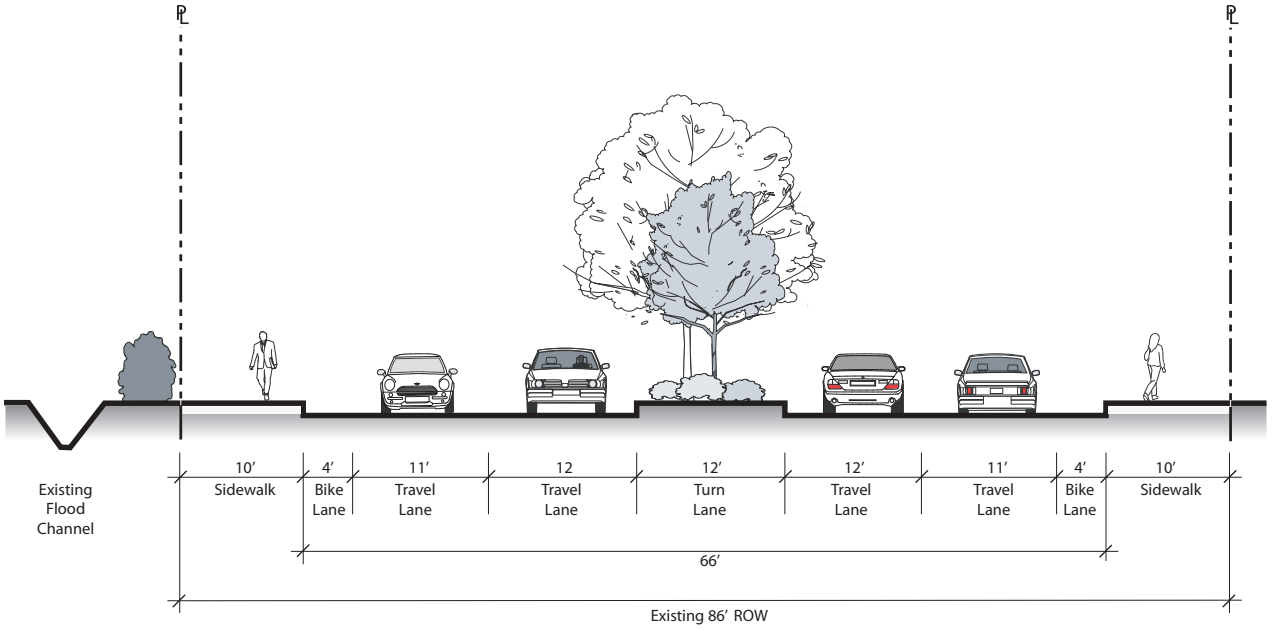


PROPOSED

ARNEILL ROAD

FIGURE 4.3

CIRCULATION



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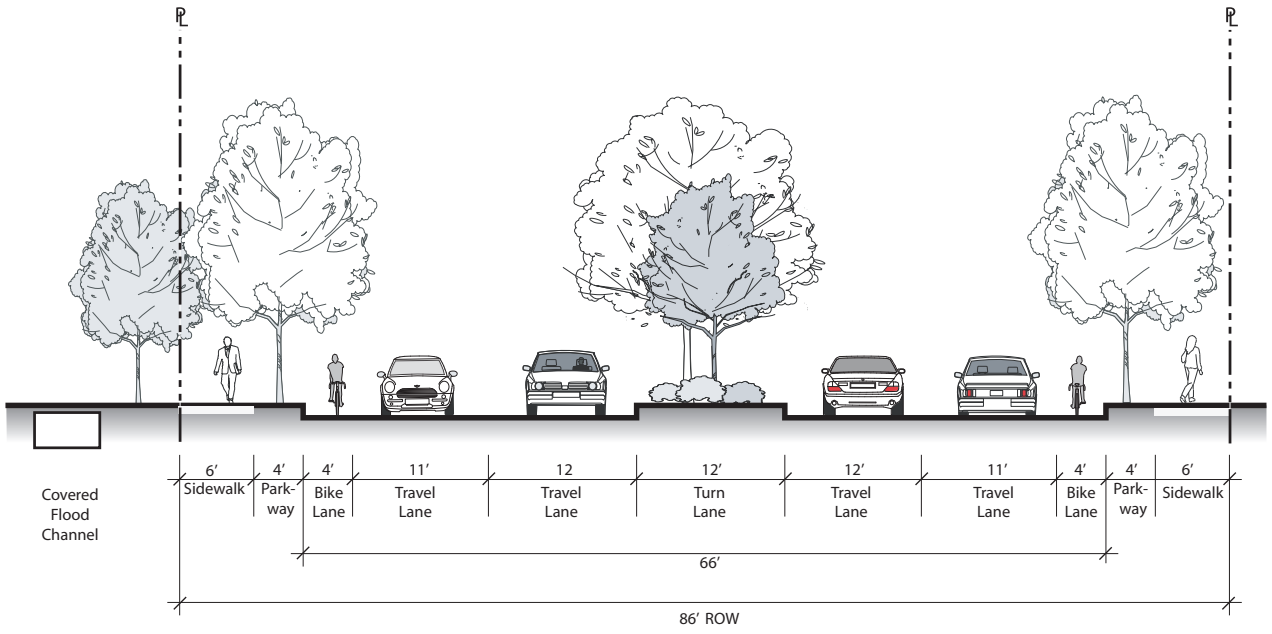
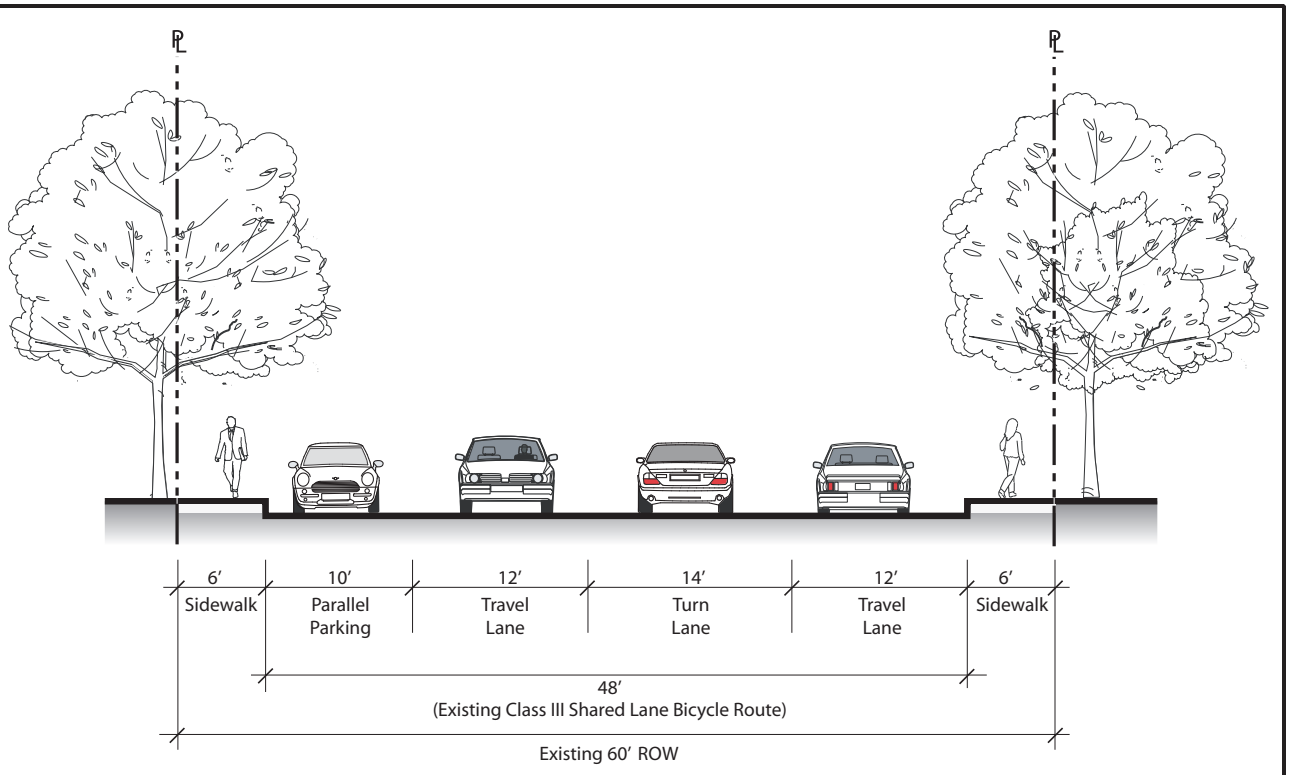


PROPOSED

FIGURE 4.4

PONDEROSA DRIVE



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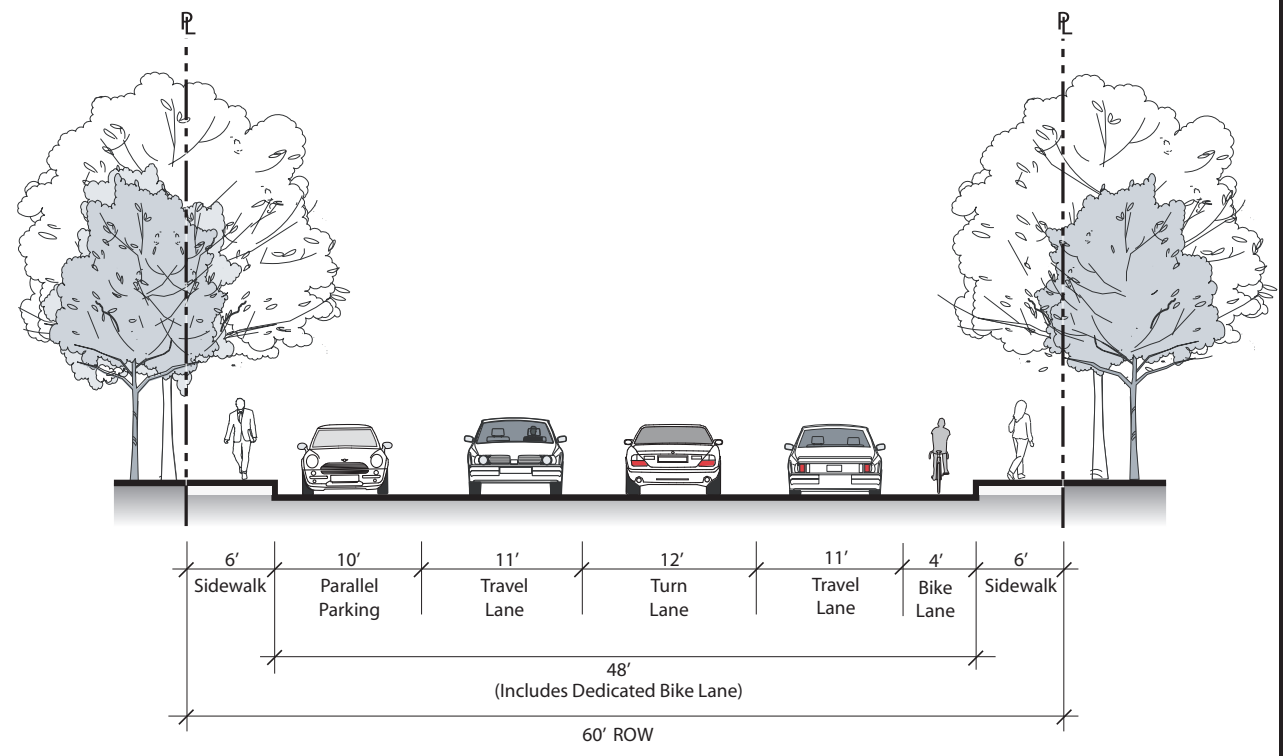
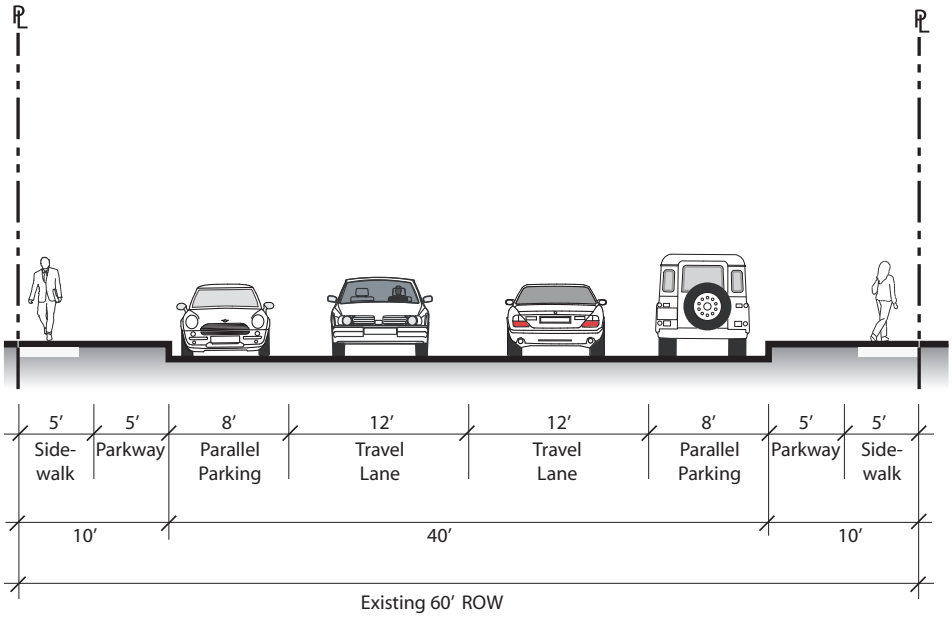


PROPOSED

FIGURE 4.3

PICKWICK DRIVE



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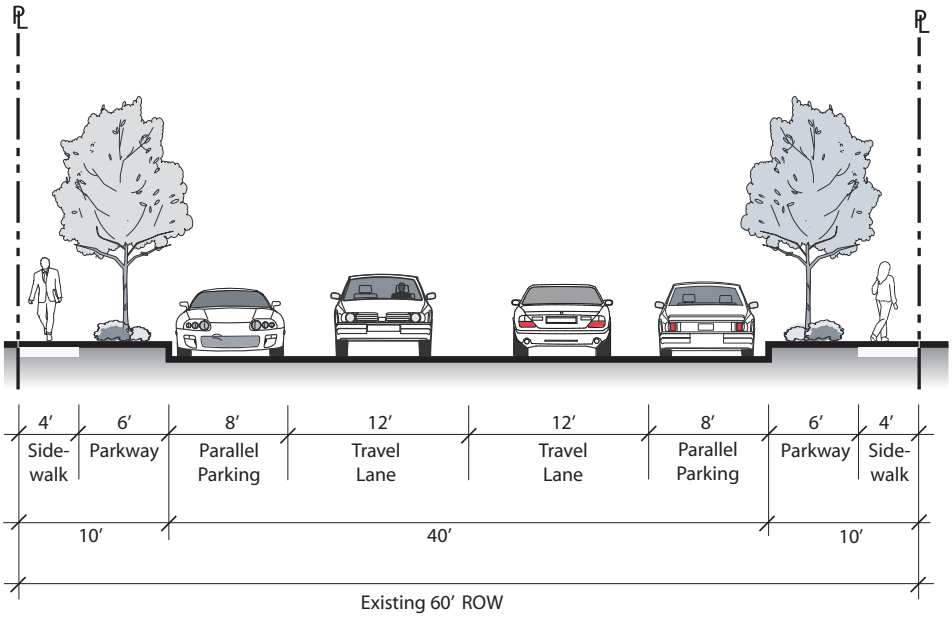


PROPOSED

FIGURE 4.4

RAEMERE STREET

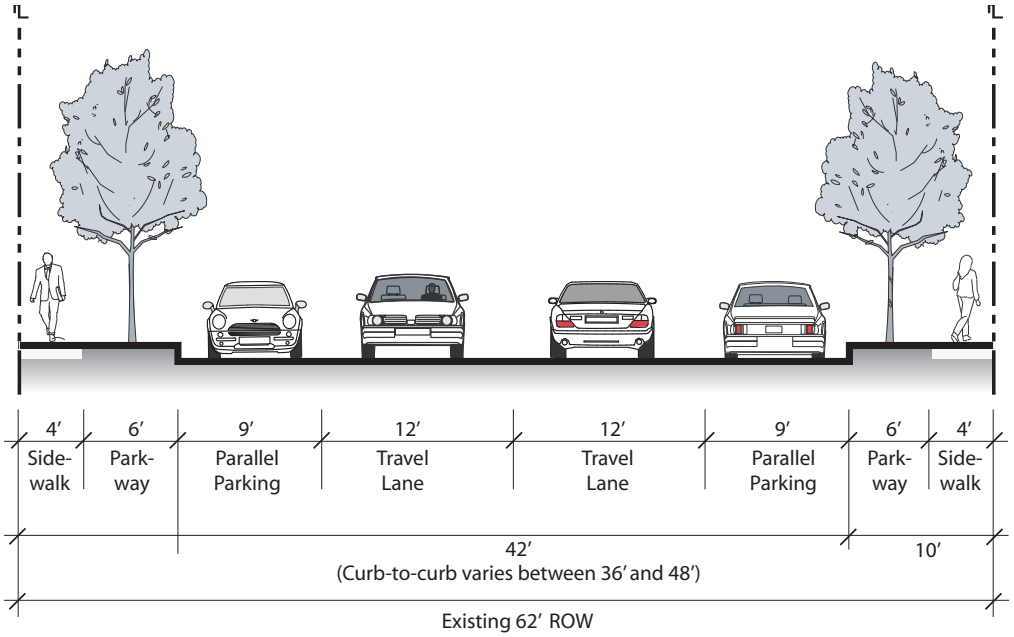


FIGURE 4.5

MOBIL AVENUE

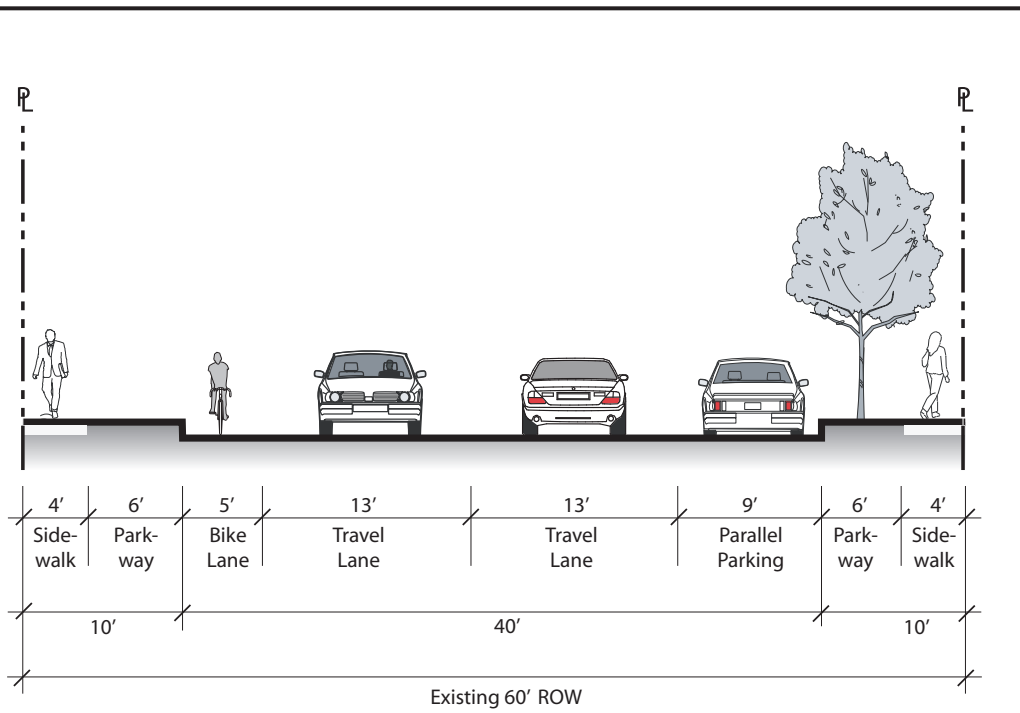


FIGURE 4.6

DAILY DRIVE

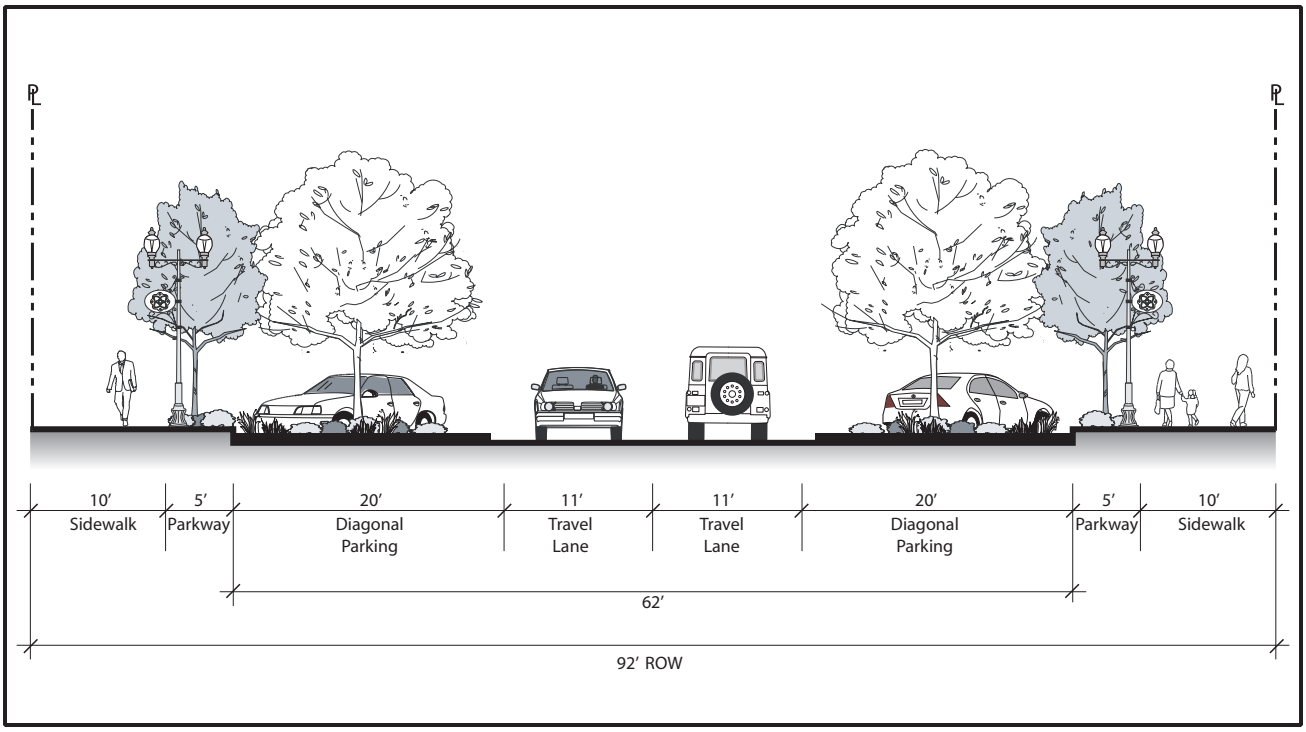


FIGURE 4.7

ALDEA DRIVE
(new street)

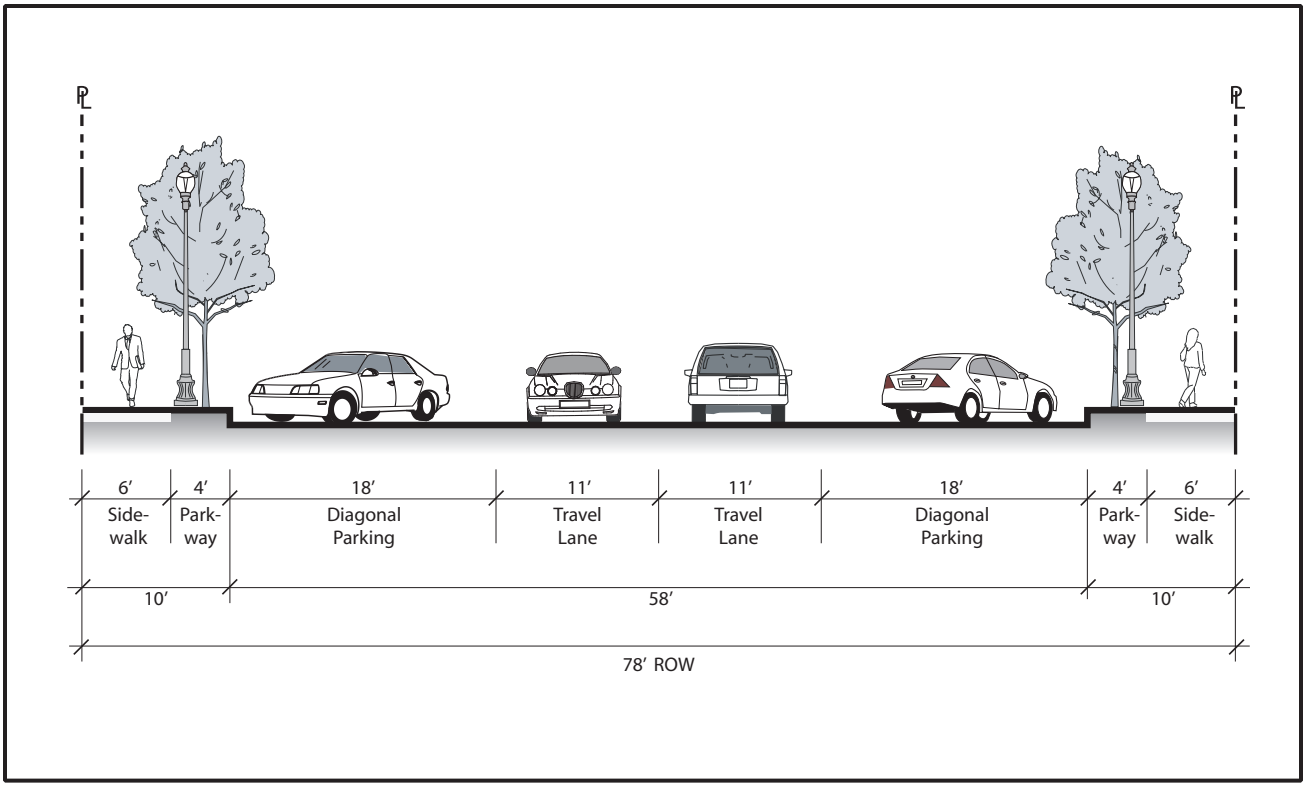


FIGURE 4.8

ESSENZA LANE
(new street)

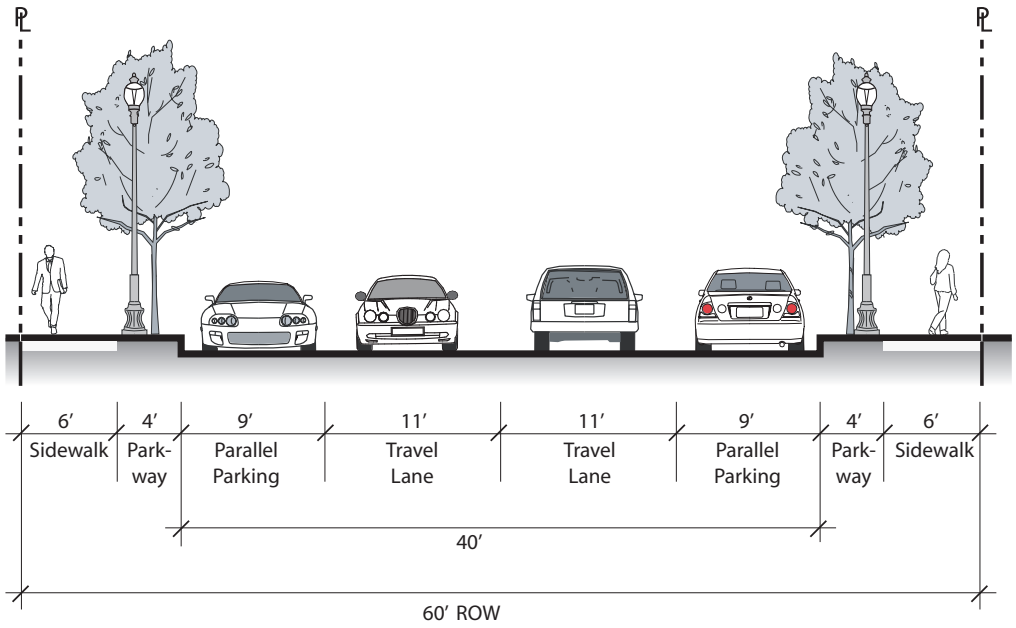


FIGURE 4.9

BARRY STREET
(new street from Arneill Rd. to Mobil Ave.)

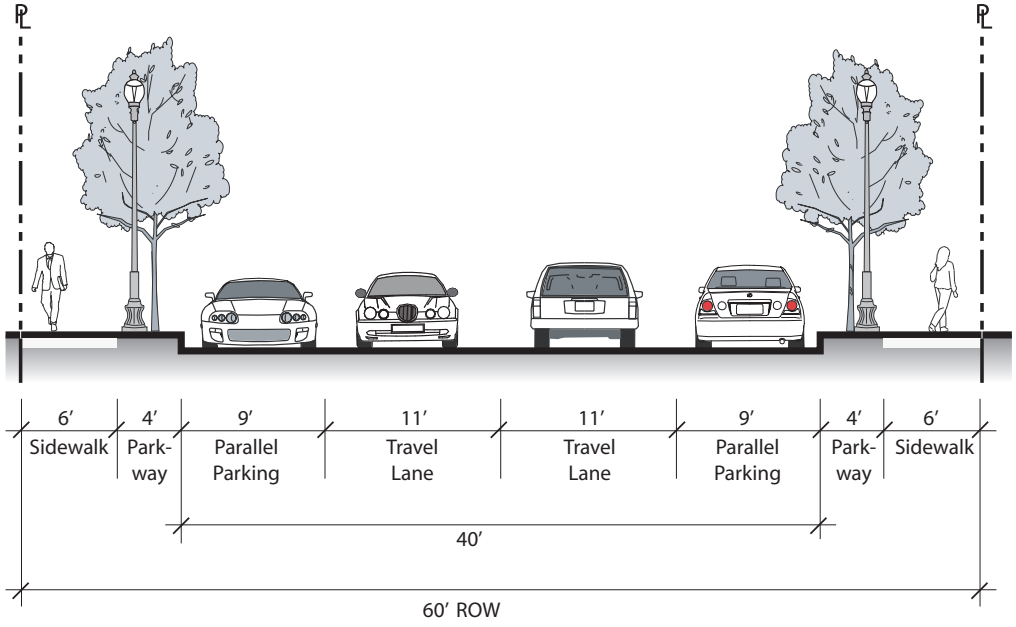


FIGURE 4.10

MISTURA WAY
(new street)

Chapter 5 — Urban Design and Streetscape Plan

INTRODUCTION

A significant component of the Camarillo Commons Strategic Plan (The Plan) is the development of a comprehensive street design that will act as a unifying element throughout the Camarillo Commons Plan Area (Plan Area). The Streetscape Plan (Figure 5.2 and Appendix D) illustrates the relationship between the proposed buildings and the streets and the public spaces they are adjacent to. Public streets should be designed as places where business is conducted, people meet, and a sense of community is formed. Streets provide an intrinsic opportunity to shape and add character to a community. By embracing the street as an important public place, the City can create a pedestrian-friendly environment with a new and unique identity.

While the Circulation and Parking sections of Chapter 4 outline requirements and standards, this chapter provides detailed guidance for proposed streetscape design enhancements, as illustrated on the Streetscape Plan, including the treatment and location of gateways, sidewalk design treatments, materials selections, landscape recommendations, and pedestrian-oriented amenities.

This Urban Design and Streetscape chapter also illustrates how circulation and parking in Camarillo Commons could develop. The implementation of these recommendations would help guide development in the Plan Area to establish a unique mixed-use pedestrian-friendly destination.

URBAN DESIGN

Urban design techniques can be used to create a distinctive character for the Plan Area while at the same time, linking the Plan Area to the existing Camarillo Old Town area. Urban design elements should be incorporated into the Plan Area to inform visitors that they have entered a special place. This includes improvements such as new street trees and pedestrian-scaled lighting, street furnishings, decorative paving features, and landscaping. These improvements will help to increase the quality of the pedestrian environment. A unified streetscape would also help bring together the visual and thematic experience of the Plan Area. Complementary streetscape improvements should be integrated along Arneill Road and Aldea Drive and extend throughout the Plan Area along all the existing and proposed streets.

Two-story development is encouraged along Arneill Road to bring a comfortable scale to the street and reduce the impact of the large right-of-way.

Three story massing should be incorporated at the corners of buildings with tower elements to signify project entries.

The increased height at the street edge should be enhanced with architectural features such as awnings, balconies or trellises. Building scale and massing should increase toward the core of the project off of Aldea Drive and onto Essenza Lane and Mistura Way, to accommodate three to four story structures with complementary streetscape amenities.

Mixed-Use Development

Diversity and character can be achieved with a mix of uses both vertically (residential over commercial) or horizontally (residential next to commercial) within the Plan Area. Mixed land uses are critical to achieving a village like setting. A mixing of uses can add variety and vitality to commercial centers, neighborhoods, and streets. The addition of residential over commercial provides "eyes on the streets" and plazas at night creating safe and defensible spaces. A vertical and horizontal mix of uses in the Plan Area will help achieve the vision for a dynamic center. The Plan proposes new commercial development (retail and office), residential development, visitor services, and civic uses.

CIRCULATION AND PARKING

Circulation improvements for both auto and pedestrian needs are an important objective for realizing the vision for the Plan Area. The proposed circulation plan introduces a number of new streets to break up the existing long block between Daily and Pickwick Drives and between Arneill Road and Mobil Avenue. Small blocks are a key component to creating a pedestrian friendly village-like environment.

The lanes along Arneill Road will be slightly realigned and narrowed to accommodate bike lanes on both sides of the street and a raised planted median in the center. There will still be two lanes of traffic running in both directions with turn lanes in the proper locations.

Aldea Drive is a proposed street that is located between Pickwick Drive and Barry Street off of Arneill Road. Aldea Drive pulls the architectural character found on Arneill Road into the Plan Area with complementary streetscape design elements. It includes one lane of traffic in each direction and diagonal parking on both sides of the street as well as a drop-off zone for convenient access. Aldea Drive provides access to the heart of the Plan Area, leading to the plaza and park in the Plan Area's central common open space.

The Plan Area includes both existing and enhanced connections between Arneill Road and Mobil Avenue. Along with the existing east-west connection on Pickwick Drive, Barry Street should be formally extended from Arneill Road to Mobil Avenue through the Plan Area to provide an alternate route and connection to the proposed internal street system. Essenza Lane is a new street proposed to run parallel to Arneill Road connecting Pickwick Drive to Barry Street. Mistura Way is also a proposed new street that would provide additional access to land uses throughout the Plan Area.

Parking strategies for different lengths of time and varied users will be important for the viability and success of the area. New diagonal parking should be introduced throughout the Plan Area to provide short-term parking adjacent to businesses. New off-street public parking areas should be established to allow for longer term parking for visitors, residents, and employees.

STREETSCAPE AND PUBLIC IMPROVEMENTS

The streetscape design is a key component to help tie Camarillo Commons to the existing Camarillo Old Town area, while creating a unique identity for the Plan Area. Elements used to link this area to Camarillo Old Town area include intersection paving treatments, pedestrian scale light fixtures, and sidewalk scoring patterns. Elements that help distinguish this area with its own identity include accent paving treatments, crosswalk materials, planter pots, and street furnishings, along with the building massing and design.

Gateways and Public Signage

Landmarks or visual cues, such as signage and way-finding design elements, create virtual borders and inform pedestrians and drivers that they have arrived at a special destination. The three primary gateways into the Camarillo Commons Plan Area are at streets that intersect with Arneill Road:

- Ponderosa Drive –north of the Plan Area
- Aldea Drive – a new intersection in the center of the Plan Area
- Daily Drive –south of the Plan Area

These three gateway locations should be designed with elements that unify Camarillo Commons with the Camarillo Old Town area, while at the same time, reflect the desired identity and unique character of the Plan Area. Gateway elements should be located at these intersections to announce the entrance into the Plan Area. Concurrently, these elements should be designed to complement the overall architectural character of the Plan Area. All of the gateway locations along Arneill Road should be designed with a combination of accent features including ornamental landscaping, landscaped medians, water features, architectural features on adjacent buildings (such as tower elements), signage, and/or enhanced paving.

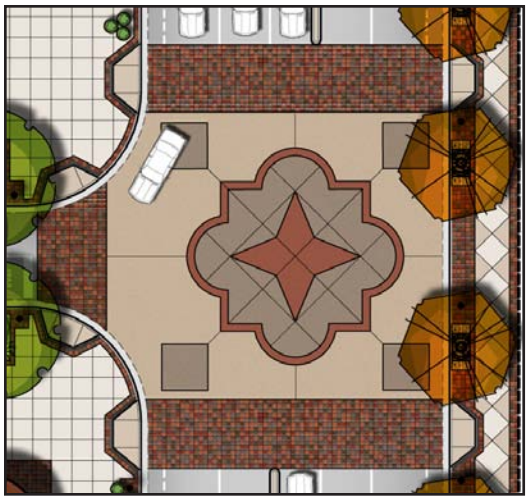
A strong sign program should be developed as an effective method to make an immediate impact and establish a unique identity within the Plan Area. The sign program should include, but not be limited to, the development of a logo, directional signage, parking signs, advanced warning signs and street signs, directories (kiosks), and banners.

Each development should be subject to review and approval of a sign program by the Community Development Director. The sign program should be designed pursuant to the Design Guidelines chapter in The Plan as well as the all provisions of sections: *17.04.080 Design, Material, Construction and Maintenance Standards*, and *17.04.090 Signs permitted in All Zones* in *Chapter 17.04 Sign Regulations of the City's Municipal Code*.

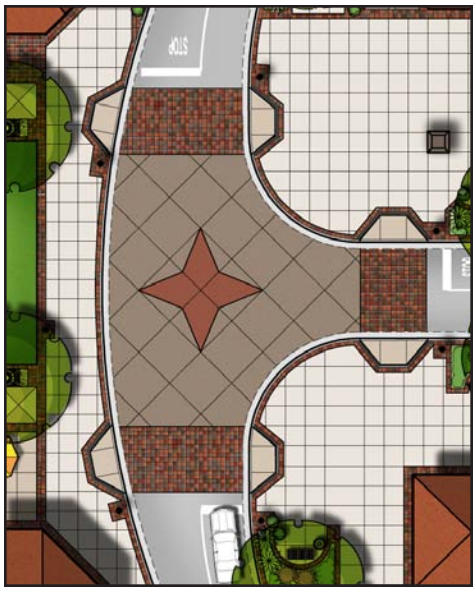
Streetscape Design

Improvements to the Arneill Road streetscape will enhance the pedestrian orientation along the corridor and encourage pedestrian activity and movement throughout the area. Improvements to the street environment include widened and enhanced sidewalks with amenities such as street trees and benches, pedestrian-scale lighting, tree grates, curb extensions at intersections and specialized crosswalk paving. Curb extensions, or bulb-outs, at key locations will help minimize pedestrian crossing time and increase safety as well as reduce the perceived width of the vehicular travel way. Accent paving at crosswalks will emphasize pedestrian ways and add appeal as well as help direct pedestrians and slow automobiles. Special paving should also be employed to distinguish areas along the sidewalk edge in the furnishing zone where amenities such as benches and street lighting should be placed and in the browsing zone along the building storefronts.

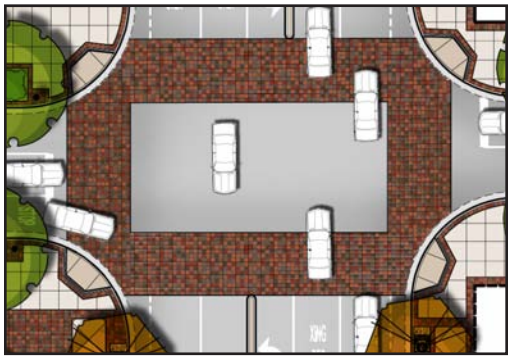
To create a pedestrian scaled street environment, storefronts along Arneill Road should be sited close to the street to better define the street edge. A continuous storefront experience and attractive walkways will maximize the quality of the pedestrian environment. Some variation in front setbacks is encouraged to allow for outdoor dining opportunities—bringing vitality and interest to the street edge.



Gateway Intersection Treatment (Type 1)



Core Intersection Treatment (Type 1)



Secondary Intersection Treatment (Type 2)

Consistent way-finding signage should also be used to tie the area together.

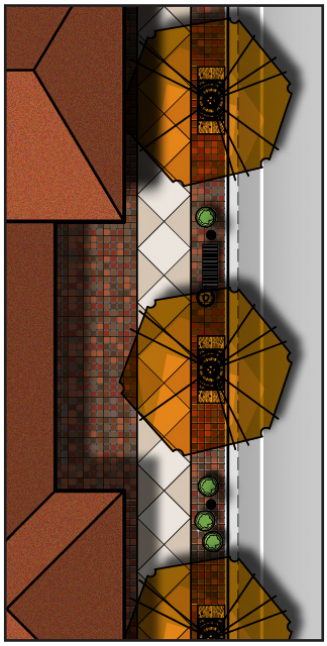
The Arneill Road corridor should be enhanced as illustrated in the Streetscape Plan and street sections with the following elements:

- Bike lanes on both sides of the street to provide convenient bike circulation.
- A raised median planted with evergreen trees to balance the large width of Arneill Road and denote the Camarillo Commons Plan Area.
- Special paving at crosswalks throughout the Plan Area to designate safe pedestrian circulation.
- Special paving at key intersections including a quatrefoil detail, complimentary of treatments along Ventura Boulevard in the Camarillo Old Town area, on Arneill Road at Daily Drive, Aldea Drive, and Ponderosa Drive.
- Street furnishings including pedestrian-scale lighting, benches, trash receptacles, and bike racks.
- Sidewalk paving enhancements including saw-cut or scored concrete in a diamond pattern with varying texture treatments and terra cotta colored pavers as an accent treatment.
- Paving patterns in sidewalks to denote pedestrian paseos as a wayfinding tool to draw people into the Plan Area.
- Street trees in trees grates.
- Large potted plants (planter pots) clustered at key locations.
- Informational/advertising kiosks

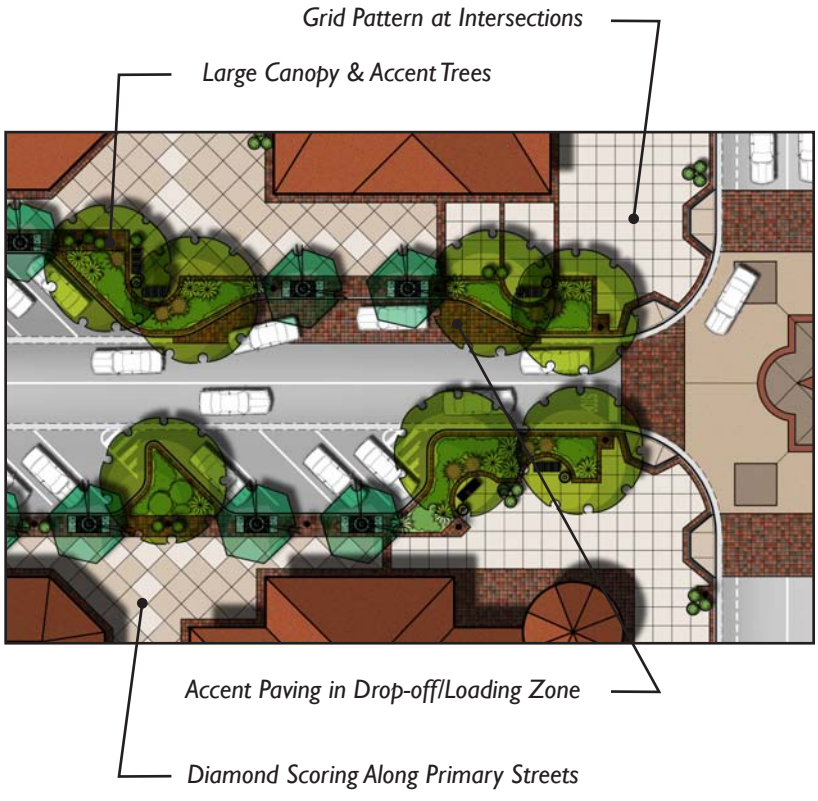
Furnishing Zone with planters, street trees, lighting, benches, bike racks, and trash receptacles.

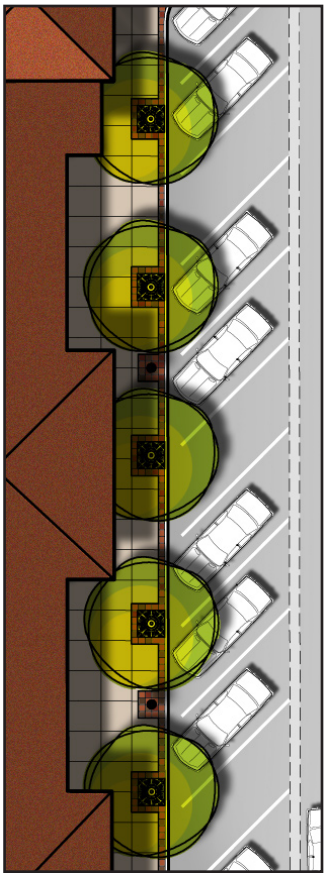
Streetscape improvements along Ponderosa Drive, Pickwick Drive, Essenza Lane, Mistura Way, Barry Street, Raemere Street, and Daily Drive will complement the enhancements along Arneill Road and Aldea Drive with similar street furnishings including street lighting and benches. The sidewalk pattern along each street will be designed to accommodate the specific sidewalk widths (see accompanying illustrations). In addition the intersection treatments at the gateway locations (see Streetscape Treatments Figure 5.1) will include a Type 1 design with a quatrefoil detail at the center of the intersection. The secondary intersections, Type 2, will receive the same paving at the sidewalks but will not incorporate the quatrefoil design.

The street trees along Arneill Road and Aldea Drive will help further enhance the unique quality along those streets. All other streets will be lined with medium canopied trees that are different than those used on Arneill Road and Aldea Drive, but consistent with the overall character of the Plan Area (see the Landscape Recommendations section later in this chapter).



Primary Streetscape Treatment with Diamond Scoring on Sidewalks and a Wide Furnishing Zone (15' Sidewalk typ.)





Secondary Streetscape Treatment with Grid Pattern Scoring on Sidewalks (8' Sidewalk typ.)

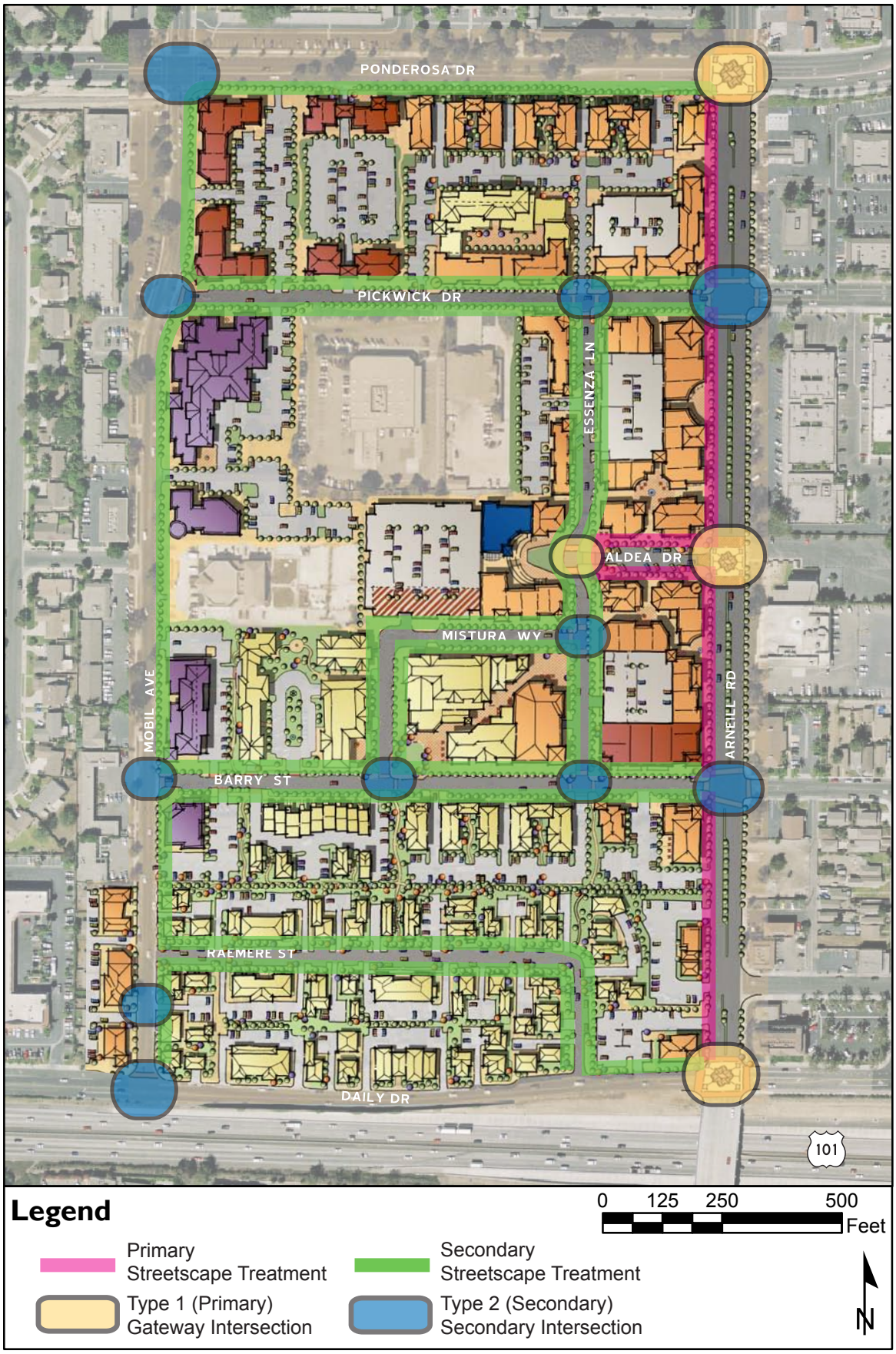


FIGURE 5.I

STREETSCAPE TREATMENTS

Street Furnishings

Street furnishings should be provided along streets and within plazas throughout the Plan Area. Within the Plan Area it will be the responsibility of developers to provide all on-site improvements as well as all streetscape improvements.

The following street furniture palette (lighting, benches, waste receptacles, bicycle racks, and tree grates) should be implemented to enhance the streetscape in Camarillo Commons and create the environment envisioned for the Plan Area.

Lighting

The street and pedestrian lighting concept allows for two separate types of lighting fixtures for the Plan Area. The lighting is designed to complement the fixtures currently used in the Camarillo Old Town area. One lighting standard should be used for the roadways and one standard for the sidewalk areas.

- Light fixtures should incorporate the latest energy-efficient technology for directing light and reducing glare.
- Consider the following factors to reduce light pollution:

  (1) The wattage or brightness of the light;

  (2) The installation of the fixture and use of shields to minimize light spill;

  (3) The type of light – high pressure sodium lights are softer than metal halide type; and

  (4) Placing lights on timers or motion sensors to limit their on-time, as appropriate.

Street lighting

Streetlights should incorporate a decorative light pole and luminare that is consistent in design theme to help unify the streetscape within the Plan Area.

- Street lighting should complement the lighting fixtures found in the Camarillo Old Town Area and be located pursuant to engineering recommendations.

Street Light

Pedestrian Lighting

- Pedestrian lighting should complement the antique Street Lamps found in the Camarillo Old Town and be located pursuant to engineering recommendations.

Pedestrian Light

- Structural footings for these fixtures should accommodate banner attachment arms, and planter arms and the poles should accommodate electrical outlets for holiday lighting.
- Pedestrian lights should be approximately 12-16 feet in height and placed approximately 40-60 feet apart.

Tree lighting

- Provide electrical outlets at base of trees to accommodate holiday lighting.
- Provide up-lighting of trees at key locations within the Plan Area.

Benches and Trash Receptacles

New benches and trash receptacles should be installed within the Plan Area.

- Typical placement of the benches and trash receptacles should be approximately every 100' and at key locations to provide seating and amenities for pedestrians.
- Freestanding metal benches should be similar to the DuMor Site Furnishings 58 Series with black powder-coat finish.

DuMor Bench

DuMor Receptacle

- Refuse receptacle should be similar to the DuMor Site Furnishings - Receptacle 107, with black powder-coat finish.

Tree Grates

The installation of tree grates provides room for safer sidewalks, increased opportunities for outdoor seating, and can lead to health of street trees and reduced sidewalk maintenance. The tree grates proposed throughout the Plan Area are designed to complement the streetscape treatment. The tree grates along Arneill Road and Aldea Drive are rectangular in shape to provide a unique quality that denotes the core of the Plan Area. A smaller, square version of the same tree grate is used along the remainder of the streets within the Plan Area as well as within plaza areas and interior courtyards.

- Tree grates along Arneill Road and Aldea Drive should be similar to Ironsmith - 'Starburst Series 2', 4 foot by 12 foot rectangular tree grates with black powder-coat finish, removable light cover & frame and 3/8" maximum slot widths for ADA compliance and pedestrian safety.
- Tree grates along secondary streets should be similar to Ironsmith - 'Starburst Series 2', 4 foot by 4 foot square tree grates with black powder-coat finish and 3/8" maximum slot widths for ADA compliance and pedestrian safety.

Starburst Series 2, 4' x 12' Rectangular Grate

Starburst Series 2, 4' x 4' Square Grate

Planter Pot

Additional landscaping should be provided in planter pots located adjacent to the building edge, near bulb-outs, and along the street edge in the parkways.

- Planters should be similar to custom terra-cotta pots in assorted shapes and sizes.

Terra-Cotta pots

Bicycle Racks

Bicycle racks are important amenities that will encourage bicycle ridership in the Plan Area and promote alternative modes of transportation. Bike racks should be installed at convenient locations along streets, typically near building entries.

- Bike rack should be similar to DuMor Site Furnishings - 'Loop Bike Rack', Model #83-00 with Black powder coat finish.

DuMor Bike Racks

Paving Materials

Enhanced paving materials improve the pedestrian experience, both in visual appeal and safety. Colored concrete pavers in the street are helpful to raise awareness through increased visibility, noise, and vibration. Their use can often increase the effectiveness of other traffic calming measures, such as curb extensions and medians.

New concrete sidewalks with a simple diamond-shaped scoring pattern should be used along all Plan Area streets (see Streetscape Plan).

- Natural gray concrete sidewalks with a combination of a light sandblast and salt finish emphasizing the diamond-shaped scoring pattern should be used on sidewalks between intersections where sidewalk widths are 12 feet or greater. The scoring pattern should be saw-cut with a beveled edge, and

must have minimal texture to create a smooth sidewalk that is friendly to wheelchairs and walkers. Using gray concrete will minimize color matching problems when sidewalks are repaired in the future.

- At the bulb-outs or curb extensions the concrete scoring pattern will change from the diamond pattern to a 90 degree grid pattern to accent the intersection and indicate a transition from the sidewalk to the crosswalks. This treatment should also occur between intersections where sidewalk widths are less than 12 feet. These areas should receive Natural gray concrete with a light sandblast finish and simple 4 foot grid scoring pattern. The scoring pattern should be saw-cut with a beveled edge, and must have minimal texture to create a smooth sidewalk that is friendly to wheelchairs and walkers.
- The sandblast and salt finished textures on the sidewalks should accentuate walkways leading to pedestrian paseos and plazas. The patterns can be used as a way-finding tool to draw pedestrians into public spaces.
- 12"x12" concrete pavers in brick reds, tans, and grays should be used in the furnishing and browsing zones to frame the pedestrian walkways and add visual appeal.

12" Square Pavers

- The 12"x12" concrete pavers should also be used in the crosswalks and loading/drop-off zones to bring continuity into the streetscape design.

Bollards

Bollards are often used to delineate between the vehicle and pedestrian zones and help create a safe walking environment. Bollards can help define public plazas, expanded sidewalk areas, and walkways in the Plan Area.

- Bollards should be placed as necessary to control pedestrian and vehicular traffic.
- Bollard style should similar to the Sternberg unlighted bollards with the 3901 bronze finish used in Camarillo Old Town.

Sternberg Bollard Model

Landscape Recommendations

The landscape design for the Plan Area reinforces the desired village setting designed to create a unique identity for Camarillo Commons. In addition, plants have been selected to provide opportunity for shade, ease of maintenance, and climate compatibly. The landscaping would establish visual integrity for the area, and promote pedestrian and vehicular safety by clearly distinguishing walkways and access points. The following landscaping palette should be used throughout the Plan Area.

Street Trees

Street trees should be large trees generally selected for their ability to form dense, round canopies, grow well under paving areas, and produce limited debris.

The following is a list of street trees to consider.

- Large (30') canopy evergreen trees should be used within planted medians and at bulbed-out intersections to reduce the perceived street width. Appropriate large canopy tree species are as follows:
  - o Carrot Wood
  - o Sycamore
  - o Magnolia

Carrotwood

- Medium (25') canopy deciduous trees should be used along Arneill Road and should be spaced at 40 feet on-center. Medium sized deciduous trees that are generously spaced help to keep store fronts visible while still allowing for ample landscape opportunities. Appropriate medium canopy deciduous tree species are as follows:
  - o Jacaranda
  - o Male Ginkgo
  - o Pistache

Ginkgo

Pistache

- Medium (20') canopy evergreen trees should be used along Essenza Lane, Mistura Way, and the Barry Street extension and should be spaced at 25 feet on-center. Appropriate medium canopy evergreen tree species are as follows:
  - o Bradford Pear
  - o Magnolia 'Majestic Beauty'
  - o Crape Myrtle

Magnolia 'Majestic Beauty'

- Accent trees are generally smaller than standard street trees and are used to accentuate key locations. Accent trees are selected for the foliage color or flower showing but close attention is also given to their ability to perform well under various paving types. In particular these trees should be used along Aldea Drive and within pedestrian plazas and interior courtyards. On Aldea Drive, accent trees should be spaced at 25 feet on-center. Appropriate accent tree species are as follows:
  - o Crape Myrtle
  - o Ginkgo

Crape Myrtle

- All trees should be installed in tree grates with up-lighting.
- Electrical outlets should be installed at the base of all street trees for holiday lighting.
- Street trees should be carefully located to not obstruct visibility of the store fronts and signage nor negatively impact pedestrian and vehicular safety.
- Deep-root bubblers and structural soil and root barriers should be used to prevent up-rooting of sidewalks.

Shrubs and Groundcovers

The shrubs and groundcovers below have been selected to complement the proposed landscape design. The following palette is generally comprised of drought tolerant, predominantly native plant species.

- Agave americana
  (Century Plant)
- Arctostaphylos Howard McMinn
- Cistus purpureus
  (Orchid Rockrose)
- Convolvulus cneorum
  (Bush Morning Glory)
- Convolvulus sabatius
  (Ground Morning Glory)
- Festuca ovina glauca
  (Blue Fescue)
- Helictotrichon sempervirens
  (Blue Oat Grass)
- Hemerocallis hybrids
  (Daylily)
- Lavendula stoechas
  (Spanish Lavender)
- Perovskia atriplicifolia
  (Russian Sage)
- Phormium tenax rubrum
  (New Zealand Flax)
- Rosmarinus officinalis
  (Rosemary)
- Salvia leucantha
  (Black Sage)
- Trachelospermum jasminoides
  (Star Jasmine)
- Tulbaghia violacea
  (Society Garlic)

Aldea Drive Enlargment Plan (not to scale)

Bench:
DuMor Site Furnishings 58 Series with black powder- coat finish

Pedestrian Lighting:
Environmental Lighting for Architecture, Model #LS860 Luminaire & #P- 3027 Pole with black powder- coat finish

Trash Receptacle:
DuMor Site Furnishings - Receptacle 107, with black powder- coat finish.

Bollard:
Sternberg, Model #3901, with black powder- coat finish.

Bike Rack:
DuMor Site Furnishings - 'Loop Bike Rack', Model #83- 00 with black powder- coat finish

Planter Pots:
Custom terra- cotta pots in assorted shapes and sizes

Accent Paving:
12"x12" concrete pavers in brick reds, tans, and grays.

Tree Grates:
Ironsmith - 'Starburst Series 2 Boulevard', 48" by 120" rectangular cast- iron round tree grate with black powder- coat finish & removable light cover & frame.
Ironsmith - 'Starburst Series 2', 48" by 48" square tree grate with black powder- coat finish.
Each with 3/8" maximum slot widths for ADA compliance and pedestrian safety.

Streetscape Plan

30' 0' 30' 60' 120'

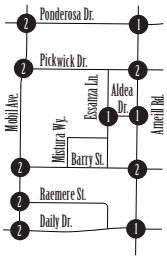
Scale

Street Tree Legend

- Accent Tree
- Medium Canopy Deciduous Tree
- Medium Canopy Evergreen Tree
- Large Canopy Evergreen Tree

Crosswalk Treatment Key Map

1. Type 1 Crosswalk Treatment
2. Type 2 Crosswalk Treatment



Camarillo Commons

City of Camarillo

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FIGURE 5.2

STREETSCAPE PLAN

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Chapter 6 — Architectural Design Guidelines

INTRODUCTION

The following design guidelines were developed to enhance the architectural character of the Camarillo Commons Plan Area (Plan Area) and complement the desired quality of the architecture and site design of the Heritage Zone which the Plan Area is a part of. The design guidelines are consistent with the Heritage Zone policy objectives which states that "the configuration of the building should provide for a variety of features and a well balanced combination of the parts of the building rather than a simple block of a building mass…" where "the variety in the design of the building can also be achieved through the use of a variety of roofing planes, wall areas, overhangs, pedestrian spaces, and trellises." (City of Camarillo General Plan, Community Design Element)

Guideline Boundary

These guidelines pertain to the blocks between, and buildings facing, Ponderosa Drive, Daily Drive, Mobil Avenue, and Arneill Road. Though the rest of the Camarillo Commons Strategic Plan is focused on the property within these boundaries, these guidelines include all buildings (on both sides) that face onto these streets.

Applicability

This section provides direction for private and public parcels within the Plan Area and will guide new development and reuse of existing buildings. The provisions of this chapter apply to any addition, exterior remodel, relocation, or new construction requiring a building permit within the Plan Area.

These guidelines within this document will be applied by the City through the design review process. The design review process includes City Staff, Planning Commission, City Council, and the Redevelopment Agency. The guidelines will serve as a basis for evaluating proposals for quality of design and consistency with the Camarillo Commons vision. The City's review process is designed to encourage the highest level of design quality, while at the same time provide the flexibility necessary to encourage creativity on the part of the project designers. The overall objective is to ensure that the intent and spirit of the guidelines are followed.

Organization

For ease of use, this chapter has been divided into four guideline categories:

1. Plan Area wide guidelines
2. Mixed-use, office, commercial retail, and civic guidelines
3. Multi-family residential guidelines
4. Raemere Street Neighborhood residential guidelines

When using the design guidelines in this chapter, first read the Plan Area wide section which covers guidelines applicable to the entire Plan Area (except for The Raemere Street Neighborhood). Then refer to the specific land use section (Mixed-use, office, commercial retail, and civic or Multi-family) that correlates to the proposed land use (see vision plan for land use organization).

The Raemere Street Neighborhood guidelines are organized to act as a stand alone set of guidelines. The Plan Area wide guidelines do not apply to the Raemere Street neighborhood.

PLAN AREA WIDE GUIDELINES

These guidelines are applicable to the mixed-use, office, commercial retail, civic and multi-family residential projects. Refer to the mixed-use and multi-family sections for additional guidelines that are specific to those land uses.

ARCHITECTURAL CHARACTER - (Plan Area wide)

The architectural character of the Camarillo Commons should be consistent with the goals specified in the Community Design Element of the City's General Plan. Per the Community Design Element design styles that are appropriate in the Heritage Zone include: Mission, Monterey, Early California, Spanish, Mediterranean, or "modern interpretations of these styles." These styles are characterized by the building form and massing, articulation and details, and materials that the structures are composed of. Characteristics of these styles range from the simple forms of Mission style to the ornate detailing of Spanish styles.

The architectural character of Camarillo Commons should be consistent with the styles listed above yet must also possess a unique quality that will unify this area as a whole.

Mixed-use, Office, and Commercial Retail - Architectural Character

To help distinguish Camarillo Commons as a destination for shopping, entertainment, and living the building architecture needs to have a high quality timeless character. The architecture should embrace the streets and sidewalks creating inviting places for people to walk, dine, shop, and live. The architectural character should reflect the Mission, Monterey, and Spanish styles of the Heritage Zone.

Multi-Family Residential – Architectural Character

The multi-family residential areas should have an urban village character with high quality ageless architecture that lines the streets with front porches, balconies, and parking tucked behind buildings. Though the desired architectural styles are Mission, Monterey, Early Californian, Spanish, and Mediterranean styles, the guidelines for multi-family residential architecture offer more flexibility for modern interpretations of these styles. The multi-family buildings may also utilize Early Californian architecture with lap siding, steeper pitched roofs, and front porches.

Mission/Spanish Style Multi-Family Building

Modern Interpretation of Spanish Style on a Mixed-Use Building

PLAN AREA WIDE - ARCHITECTURAL CHARACTER

Mission/Spanish — Common Architectural Details

1. Barrel tile roof
2. Molded cornice
3. Projecting eaves with exposed rafters
4. Curvilinear parapet
5. Stucco or plaster finish
6. Iron balconies and window grilles
7. Arcades supported by columns
8. Enriched door and window surround
9. Corbels
10. Tower elements
11. Niches
12. Arched window and entry opening
13. Lintel type window opening
14. Recessed windows

Mission/Spanish Style Multi-Family

Mission/Spanish Style Example - Mixed-Use

SITE PLANNING AND DESIGN - (PLAN AREA WIDE)

There are key site planning and design guidelines that are relevant to both the mixed-use areas and the multi-family areas. These Plan Area wide guidelines are intended to support the vision of a mixed-use village that is a pedestrian-friendly and attractive destination.

1. Pedestrian and Vehicular Connections (Plan Area wide)

The circulation pattern throughout the site will play a pivotal role in the success of attracting visitors and potential tenants to the Plan Area. It's important to establish a well connected system of streets and paths both internally and to surrounding areas, to allow users to choose from a variety of transportation modes including walking and biking. It is also important to establish strong connections between the existing residential neighborhoods and the Camarillo Commons area.

An interconnected network of streets, pathways and walks will reduce distances between destinations by providing alternate paths of travel and will also help distribute traffic to minimize volumes on local streets.

Guidelines:

a. Pedestrian paths and paseos should be designed as integral circulation routes through plazas and green spaces supporting a vibrant environment that encourages walking and enhances the pedestrian experience.

b. Pedestrian paths or connections should be provided to link individual buildings within the Plan Area and to neighboring properties outside the Plan Area.

Internal Pedestrian Connections Through Plazas and Common Open Spaces are Essential to Promote Pedestrian Activity

c. The streets that flow through the Plan Area should include traffic calming devises to slow traffic, with sidewalks and pedestrian-oriented paths to encourage walking (See Chapter 5, Urban Design & Streetscape Plan).

Well Connected Pedestrian Paths are Encouraged

d. Access between transit/bus stops to building entrances should be clearly defined.

e. Consider permeable materials such as decomposed granite or pavers for peripheral low traffic paths and sidewalks.

f. Site plans should avoid or eliminate unnecessary driveway entrances. Common access drives are strongly encouraged to link adjacent properties.

g. In parking areas with six or more banks of parking stalls, pedestrian paths should be provided within landscape islands to connect parking areas and building entries. Trellises and other pedestrian-scale amenities are encouraged in and along pedestrian paths.

Inviting Pedestrian Connections from Parking Areas to Shops are Encouraged

h. Driveway entries should align with existing or planned median openings and adjacent driveways.

i. Sidewalks at building entries should be a minimum of 11 feet wide where adjacent to head-in parking to allow for car bumper overhang and 9 feet wide where adjacent to a landscaping buffer or drive aisle.

2. Site Layout (Plan Area wide)

An overarching goal for the project area is to create an inviting pedestrian oriented village. The site layout is an important component of realizing this goal. Streets and pedestrian paseos should be lined with retail shops in the core area and residential front porches in the residential areas. Parking lots and garages should be tucked behind buildings. The following guidelines are designed to enhance the overall site layout to achieve the pedestrian-oriented vision for the Plan Area.

Guidelines:

a. Buildings should be placed at front setback lines and oriented toward the street to define and enliven the street. Landscaping should be installed between the street and the sidewalk, buffering the sidewalk from traffic and providing a pedestrian scale to walkways.

Pedestrian-Oriented Streetscapes

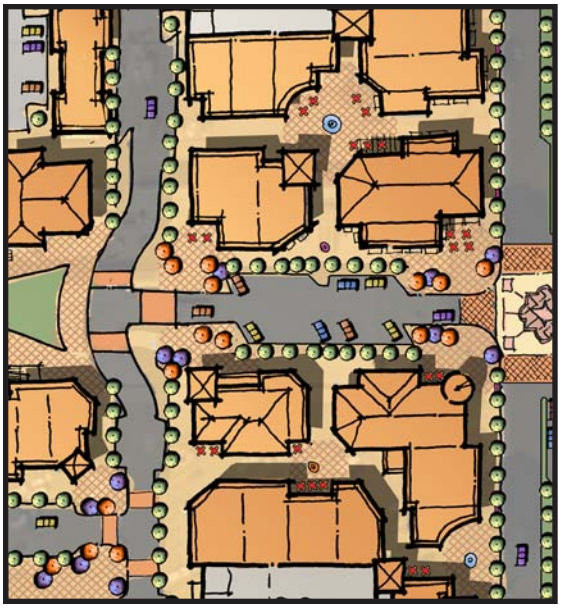
b. Buildings should also be oriented towards public spaces and should not back onto existing or planned amenities such as parks and plazas.

c. Significant buildings with prominent architectural features should be located near corners and intersections whenever possible.

Corner Buildings Act as Landmark Structures and Denote Entries Into the Plan Area

d. Parking areas should be provided away from street edge, behind buildings, underground, or within parking structures.

e. Interconnected small plazas and pedestrian paseos should be integrated within the Plan Area. Portions of buildings may be set back from the street creating alcoves for plazas, entry nooks, and outdoor cafe seating.



Interconnected Pedestrian Circulation Helps Induce Pedestrian Activity

f. Outdoor spaces should have a clear purpose that reflects careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities, such as shade, benches, fountains, landscaping, public art, etc.

g. Focal points should be developed at end of streets and pedestrian walkways to create a sense of identification. Plazas, landscape, fountains, artwork, textured pavement, and vertical building features may be combined to create focal points and identity.

h. Commercial and residential parking areas should be clearly delineated with dedicated signs, street markings, or other methods.

i. Communal open spaces (i.e. neighborhood parks, tot lots, common green spaces etc.) should be integrated throughout the residential neighborhoods to provide places for residents to relax, play, and interact.

j. Loading areas and refuse storage facilities should be located as far as possible from adjacent residential uses, both on- and off-site.

k. Loading areas and delivery service areas at the rear or side of buildings pulled up to the street should be screened with decorative walls, trellises and vines, berming with heavy landscaping, dense trees, or a combination of these treatments. They should not be located in required setback areas.

l. Intensified landscaping, increased setbacks (minimum 20'), and appropriate building orientation should be used to buffer or transition residential uses from adjacent commercial uses.

Communal Open Spaces with Neighborhood Amenities Foster a Sense of Community

m. Climatic factors such as prevailing winds, shade trees, window and door orientation, and the positioning of buildings on the site should be coordinated to maximize energy conservation.

n. Property lines should not be treated as walls and barriers. Buildings should be sited and designed so that there are no barriers or other elements emphasizing property boundaries.

3. Project Entry (Plan Area wide)

Special attention should be given to project entries to indicate to the public that they are entering a particular area of Camarillo Commons.

Guidelines:

a. A combination of the following accent features should be incorporated into the project entry: ornamental landscaping, landscaped medians, water features, architectural features on adjacent buildings (such as tower elements), decorative walls, signage, and/or enhanced paving.

b. Project entry features should reflect the architectural character of the project.

c. The use of colored, textured, and permeable paving treatment at significant intersections and entry drives is encouraged to accentuate these areas.

Accent Planting and Special Paving Acentuate Neighborhood Entries

d. To encourage a village like character throughout Camarillo Commons, traditional entry monument signage should only be used for residential projects, not mixed-use projects.

4. Open Space, Parks, and Plazas, and Water Features (Plan Area wide)

Plazas and outdoor use areas should be designed and integrated into the Plan Area. These areas should provide shade trees or shade structures and pedestrian amenities such as benches, fountains, landscaping, and public art.

Guidelines:

a. Commercial developments with multiple tenants should provide common outdoor plaza areas.

b. Water features should be incorporated throughout the Plan Area to emphasis focal points.

Water Features such as Fountains add a Serene Aesthetic Quality to a Gathering Space

c. Employee break areas and outdoor use areas should be sheltered as much as possible from the noise and traffic of adjacent streets and other incompatible uses.

d. Outdoor furniture and fixtures should be compatible with the project architecture and should be carefully considered as integral elements of the project.

Plazas Provide Common Spaces for a Variety of Activities

e. Outdoor furniture should be included in and shown on site and/or landscaping plan.

f. Newspaper racks, bus stops, and phone booths should be compatible with the design, including colors, of the main structure.

g. Newspaper racks should be consolidated into a single unit to reduce visual clutter.

h. Exterior vending machines are prohibited.

5. Parking Location, Design, and Treatment (Plan Area wide)

Adequate parking within the Plan Area is necessary for a successful project, however, it should be located and designed to minimize the impact of the paved lots and large parking structures.

Guidelines:

a. Parking should not be isolated in one area, but dispersed throughout the Plan Area at key locations.

b. Parking lots and parking structures within the Plan Area should be located behind buildings away from the public right-of-way, and should be clearly identifiable with directional signage.

c. Parking areas should be landscaped to minimize summer glare and heat buildup and to reduce the negative visual impact associated with large areas of paving.

d. Parking lots visible from public streets should be adequately screened from vehicle view through one or more of the following:

•rolling earth berms (2:1 slope)

•low screen walls

•landscaping, or

•changes in elevation.

e. Parking lots should be designed to allow for residents, customers and deliveries to easily reach the site, circulate through the parking lot, and exit the site.

f. Parking areas should not be the dominant visual element of the site or streetscape.

g. Screening should be a minimum 3', maximum 4' in height at the time of installation, measured from the interior of the parking lot. Screening should minimize view of parking lots while allowing public & police surveillance for safety.

h. Parking areas should be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles should be minimized.

i. Parking areas should include landscaping, lighting, and pedestrian/vehicular circulation areas.

Shade Trees and Landscaping Soften Impact of Parking Areas

j. Driveways to parking lots should be located as far from street intersections as possible so that adequate stacking room along the street is maintained. A minimum distance of 100 feet is recommended.

k. The primary entry drive to parking lot, as well as pedestrian paths of travel within parking lot, should be designed with enhanced paving, landscaping, and architectural features. Accent paving should be used to delineate these areas. Permeable or semi-permeable surfaces such as pavers are preferred for accent paving.

l. Parking areas should provide bicycle and motorcycle parking.

m. Dead end drive aisles should be minimized.

6. Parking Lot Area Planting (Plan Area wide)

Landscaping within parking lots should be given special consideration. These areas are typically located out of

the public right-of-way and should contain different planting materials than a neighboring street.

Guidelines:

a. Trees should be located throughout a parking lot and not merely at the ends of parking rows. A minimum of one tree for every five parking spaces should be provided.

b. Trees should be sized at 24-inch box or larger at the time of installation.

c. Parking lot trees that will mature to have 30'- 40' canopies should be planted to shade parked cars and create a more attractive environment, while reducing heat island impacts.

d. Landscaping within parking areas should be protected from encroaching vehicles by concrete curbing or raised planting areas.

e. Planting adjacent to parking stalls should allow the opening of side doors and for vehicle overhang.

f. Landscape islands should be a minimum of 8' in width to allow for tree growth and to avoid tree trunks from being damaged by cars.

7. Parking Structures (Plan Area wide)

Parking structures are typically dominated by strong horizontal lines with a flat roof. To soften the horizontal lines and greatly enhance the look of the structure, elevations should be articulated and elements should be added that give the structure proportions that reflect a regular building.

Guidelines:

a. Decorative and interesting architectural elements, such as towers and rotundas, should be utilized at street intersections. These elements could be used for stairwells and/or elevator towers.

b. The architectural style of the building should complement the adjacent buildings.

c. Parapet additions should be added to key areas on the building to change the roof line and reduce its horizontal appearance.

d. Substantial massing should occur at the corner of the structures to anchor the building and give the structure proportions more similar to a regular commercial building. These panels should incorporate relief to create shadow patterns and add visual interest.

Parking Structure with Architectural Elements that Reflect a Commercial Building

e. Awnings should be added at vehicular and pedestrian entrances to create a more pedestrian scale.

f. Horizontal openings should be broken up with vertical columns to create a rhythm of openings, again reflecting the proportions of a building.

g. Framing should be added to openings that mimic windows. The framing should have vertical members to de-emphasize the horizontal lines of the structure.

Parking Garage with Framing that Mimics Window Openings and Awnings at Entrances

h. Landscaping and vines planted on structure facades help reduce the visual impact of the structure. Landscaped berms at the perimeter of the garage can screen lower levels.

i. Where appropriate and feasible, retail spaces should be located at the ground floor.

j. Where retail is not provided on the ground floor, the structure should be located on a "turf island" so that the structure does not directly abut paved areas. A minimum of a 7' landscaping strip should be provided between paved areas and the structure.

k. Provide clearly marked parking spaces for each proposed use. Within enclosed parking, separate levels should be provided for residential and commercial uses.

l. Parking structure lighting should be appropriately shielded so as not to spill into adjacent residential areas.

m. Incorporate open spaces on the top floor of parking structures for recreation (passive or active).

8. Utilities (Plan Area wide)

Utilitarian aspects of the project should be aesthetically screened from view.

Guidelines:

a. Utility and service areas should be part of the early building design process rather than an afterthought at the construction document phase.

b. Transformers should be placed underground, whenever possible, to maximize safety and minimize visual impacts. Where this cannot be achieved, they should be well screened and placed in the rear or side yard area minimizing visibility from public right-of-way.

c. Mechanical equipment including gas and electrical meters, cable boxes, junction boxes, and irrigation controllers should be located within a utility room, along with the fire riser and roof access ladder. Where this cannot be achieved, they should be designed as an integral part of the building on a rear or side elevation and screened from public view.

Mechanical Equipment Screened with Landscaping

d. Double detector check valve assemblies (backflow preventers) for landscape irrigation and domestic water should not be located at visually prominent locations (such as the end of drive aisles or at site entries) and should be well screened with shrubs, berming, or low screen walls.

e. All vents, gutters, downspouts, flashing, and electrical panels should be painted to match the surface to which attached, unless used as a major design element, in which case the color is to be consistent with the overall color scheme of the building.

f. Gutters and downspouts should be decorative, designed to integrate with the building façade, and should not appear as a "tacked on" afterthought.

9. Trash Enclosures (Plan Area wide)

Trash enclosures should be carefully designed, located, and integrated into the site plan.

Guidelines:

a. Enclosures should be located away from adjacent residential uses to minimize nuisances to neighboring properties.

b. Enclosures should be separated from adjacent parking stalls with a minimum 3' wide planter and a 12" wide paved surface behind the curb.

c. Trash enclosures should be designed with similar finishes, materials, and details as the primary buildings within the project area and should be screened with landscaping.

d. Roof or trellis structures over trash enclosures are encouraged.

Well Screened Trash Enclosure with Walls and Trellis

e. Chain link fencing and gates with wood slats are not permitted.

f. Enclosures should be unobtrusive and conveniently located for trash disposal by tenants and collection by service vehicles.

g. Where feasible, a pedestrian entrance to the trash enclosure should be provided so that the large access doors do not have to be opened as often.

h. Trash enclosure design standards:

- Materials. Enclosures should be constructed of a solid masonry material and finished to complement the building materials on-site.
- Height. Enclosures should be a minimum of 6' in height.
- Gates. Enclosures should include solid view obstructing gates.
- Roof. Where enclosures require a roof structure they should be architecturally compatible with the core buildings.
- Curbing/Bumper. A 12" curb, bumper, or other method should be incorporated along interior base to prevent dumpster from hitting the sides of trash enclosure.
- Apron. A concrete apron should be provided in front of the enclosure to prevent damage from garbage trucks.
- Drainage. Per NPDES Requirements, enclosures should provide for adequate drainage.

10. Walls and Fences / Screening (Plan Area wide)

Minimize impact of walls along public streets.

Guidelines:

a. Walls and fences should be designed with materials and finishes that complement project architecture and should be planted with vines, shrubs, and trees.

b. All non-transparent perimeter walls and/or fences should be articulated with similar materials and details on both sides and should incorporate landscaping whenever possible.

c. All fences and walls required for screening purposes should be of solid material. Chain link or similar metal wire fencing with slats is prohibited for screening purposes.

d. A combination of low walls and landscaping should be used to screen unsightly elements of the project. A combination of elements including solid masonry walls, berms, and landscaping should be used for screening at the ground plane.

e. Fences and walls should be constructed as low as possible while

still performing screening, noise attenuation, and security functions.

f. All perimeter walls and fences along public streets should have an offset a minimum of 5' deep for every 50' to 75' of wall. All non-transparent perimeter walls should incorporate decorative columns or pilasters every 25' to provide relief.

g. To bring continuity to the overall street scene, similar elements, such as columns, materials, and cap details, should be incorporated on perimeter walls that transition from one development to another.

h. Refer to Plan Area wide parking section for parking lot screening.

11. Lighting (Plan Area wide)

Lighting levels should be sufficient for the safety of site occupants and visitors but should not spill onto adjacent properties.

Guidelines:

a. Light fixtures should be architecturally compatible with the building design.

Light Fixtures that Complement Architectural Character

b. All building entrances should be well-lit.

c. Parking lots, pedestrian walkways and paseos should be illuminated with a minimum of 1 footcandle to ensure safe nighttime conditions.

d. Light fixtures should be sited, directed, and/or shielded to prevent spot lighting, glare, or light spillage beyond property lines.

e. The lighting of building elements and trees is an effective and attractive lighting technique that is encouraged; however, light sources for wall washing and tree lighting should be hidden. The design of parking lot lighting fixtures should be compatible with the architecture used in the development.

f. Low-voltage / high efficiency lighting should be used in the landscape whenever possible.

g. Security lighting fixtures should not project above the fascia or roofline of the building and not be substituted for parking lot or walkway lighting fixtures.

h. Incorporate timers and sensors to avoid unnecessary lighting.

i. The height of lamp poles should be appropriate in scale for the building or complex and the surrounding area, at a maximum 20 feet high. Where adjacent to residential uses, light poles should not exceed 15 feet.

j. Lighting fixtures should be shown on the landscaping plans.

MIXED-USE, OFFICE, COMMERCIAL RETAIL, AND CIVIC

These guidelines are applicable to the mixed-use, office, commercial retail, and civic projects. Refer to the Plan Area wide section for additional guidelines that apply to all land uses in the Plan Area.

In accordance with the Chapter 19.23 of the City's Zoning Ordinance the CMU (Village Commercial Mixed-Use) Zone, the following guidelines have been developed to describe the desired character of mixed-use, office, commercial retail, and civic development within Camarillo Commons.

Mixed-use - Primary design considerations for mixed-use projects should focus on successfully balancing the needs of residential uses (privacy, security, etc.) with the needs of commercial uses (access, visibility, parking, loading, extended hours of operation, etc.).

Mixed-use projects should be designed to provide a harmonious environment for both commercial users and residents. Noise, traffic, lighting, and other elements that may negatively affect the residential environment should be located where the elements will have a minimal impact.

Office and commercial retail – primary design considerations for projects that are solely office or commercial retail should focus on creating a pedestrian-oriented street frontage with buildings that complement the desired village character of Camarillo Commons.

Varied Roof Forms, Changes in Wall Planes, and Architectural Details Articulate Building Mass

Civic – Though these guidelines generally apply to civic buildings, it is appropriate for civic buildings to be unique in design and materials acting as a landmark building. The primary design considerations should focus on creating a building that complements the pedestrian orientation and forms of the adjacent buildings while establishing its own unique character.

BUILDING DESIGN

1. Building Form

Mixed-use, office, commercial retail, and civic buildings form and massing should be designed to create interesting architecture that, relates to the pedestrian scale, creates a village character and minimizes the appearance of large box-like buildings.

Guidelines:

a. Building form and massing should prohibit blank walls on elevations visible to the public. There should be a change in wall planes on facades visible from a public street.

b. When multiple uses are proposed in a single building, separate and convenient entrances for each use should be provided.

Arches and Detailing Add Visual Interest to Walls

c. A residential development in a mixed-use project should be accompanied by private open space that is only accessed by the residents.

d. To divide the building mass into smaller scale components, buildings over 50 feet long should reduce the perceived height and bulk by one or more of the following:

- change of roof or wall plane;
- projecting or recessed elements;
- varying cornice or rooflines; or
- other similar means.

e. Vertical elements such as pilasters should be used on large monolithic structures to break up the boxlike appearance and to give the appearance of several smaller buildings.

f. Surface detailing, such as score lines, should not serve as a substitute for distinctive massing.

g. Arcades should have a sufficient wall column thickness emphasizing a sense of strength, balance, and traditional masonry proportions. This proportion and massing is essential to Mission Revival and Spanish architectural styles.

Varied Roof Forms, Projecting Balconies and Awnings Help Divide Building Mass into Smaller Components

Projecting Balconies add Enhanced Articulation

Column Proportions are Essential to Mission/ Spanish Architecture

2. Roof Form

Roof forms should be used to distinguish various building forms, create an interesting roof line, and help to break up the building massing.

Roof forms on mixed-use, office, commercial retail, and civic buildings should be simpler forms that reflect the larger commercial storefronts rather than the smaller individual dwelling unit of multi-family buildings.

Guidelines:

a. Multi-form roof combinations are encouraged to create varying roof forms, emphasize the commercial storefronts, and break up the massing of the building.

b. Buildings with flat or low- pitched roofs should incorporate parapets or architectural elements to break up long horizontal rooflines. Rooflines should be broken at intervals no greater than 50' long by changes in height or roof form.

c. Deep roof overhangs are encouraged to create shadow and add depth to facades.

d. Roof elements should continue all the way around the building and not just be used in the most visible locations. Roof elements should be combined with wall elements to unify all sides of the building.

e. All roof-mounted equipment shall be effectively and attractively screened through the use of various architectural detailing including, but not limited to, roof form, decorative parapets or cornices.

f. Full roofs are desirable. Hipped or gable roofs covering the entire building are preferred to mansard roofs and segments of pitched roofs applied at the building edge.

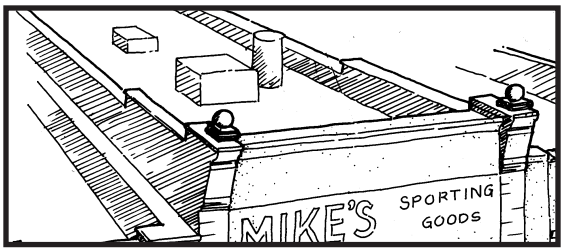
g. Roof parapets should be well-detailed, three dimensional, and of substantial size to complement the building. They should include one or more of the following detail treatments: pre-cast elements, continuous banding or projecting cornices, dentils, caps, corner details, or variety in pitch (sculpted).

Parapets should be Designed with a Cap, Cornice, or Similar Detail to Provide a Finished Edge

h. Corporate tenants should design buildings to fit the desired scale and character of the commercial area. The use of corporate "chain" architecture is not allowed, unless the design is consistent with the desired scale and character of the commercial area. Bright or overly intense corporate paint schemes are strongly discouraged and will be evaluated on a case-by-case basis.

Corporate Chain Establishment should Conform to Local Architecture

i. Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen.



Mechanical Equipment Screened by Parapets

j. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

k. Parapets should not appear "tacked on" and should convey a sense of permanence.

3. Articulation

Ensure quality mixed-use, office, commercial retail, and civic buildings are well articulated on all sides.

Guidelines:

a. Though the highest level of articulation will occur on the front façade, building designs should incorporate 360-degree architecture. 360-degree architecture is the full articulation on every building elevation. This includes variation in massing, roof forms, and wall planes, as well as surface articulation.

b. Architectural elements that add visual interest, scale, and character such as projecting balconies, trellises, recessed windows, window detailing, and door detailing, building base articulation, should be incorporated to create shadow patterns and help articulate facades and blank walls. This is particularly important on lower parts of façades to relate to human scale.

Building Base, Color Tile, Recessed Window, and Awning Relate to Human Scale

Planters and Window Details Add Visual Appeal

c. A minimum 8-foot vertical clearance between the sidewalk and the lower most portion of an awning or similar form of hanging articulation should be maintained.

d. Mixed-use projects should minimize use of commercial signage, and only place signs where they are most appropriate for the architectural style of the buildings. Residential units should be shielded from illuminated commercial signs.

Commercial Signage Should be Minimal Yet Effective

e. Internally facing walls that face walkways should be effectively articulated to enhance the pedestrian experience.

Articulation of Internal Facing Walls

4. Storefront Design-Windows, Doors, Entries

Well-designed storefronts, including windows, doors, wall composition, colors, and materials, are very important to create a sense of entry and pedestrian scale. The main building entrance should be distinguished from the rest of the building and be easily recognizable.

Guidelines:

a. Entry design should incorporate two or more of the following methods:

- change in wall / window plane;
- a projecting element above the entrance;
- a change in material or detailing;
- implementation of architectural elements such as flanked columns or decorative fixtures;
- recessed doors, archways, or cased openings;
- a portico or formal porch either projecting from or set into the surface; or
- changes in the roofline, a tower.

Trellis Structures Create Welcoming and Easily Identifiable Entries

b. Recessed storefront entries are strongly encouraged.

c. Where recessed entries occur, a decorative paving material, such as tile, marble, or slate, is encouraged.

Tile Paving at Recessed Entry

d. Building entrances should be emphasized using lighting, landscaping, and architectural detailing.

Effective Roof Overhang

e. Passive solar design should be incorporated into the building design, where possible. Windows and skylights should be located to maximize day lighting and reduce the need for indoor lighting.

f. Windows and doors should be proportionate in scale to the building elevation.

g. Windows should be articulated with accent trim, sills, kickers, shutters, window flower boxes, balconies, awnings, or trellises authentic to the architectural style of the building.

h. Windows should be generously inset from building walls to create shade and shadow detail. The minimum inset should be 3".

i. Faux shutters should be proportionate to window openings.

j. Stairways should be designed as an integral part of the overall architecture of the building. Stairways should complement the building's mass and form.

k. On the ground floor of commercial buildings use clear glass or lightly tinted glass. Opaque, reflective, or dark tinted glass should not be used for any portions of the building.

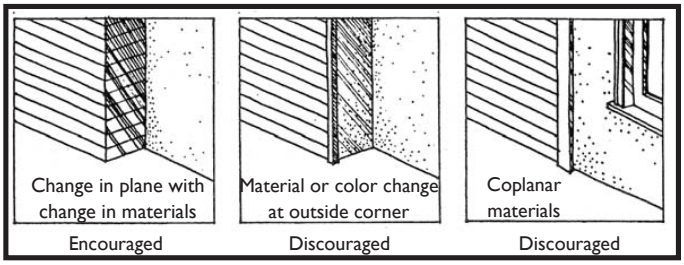
l. At least 60% of the ground level front building façade should be transparent (windows and doors) in commercial buildings.

5. Materials and Colors

Buildings should appear to be made of high quality, authentic, and timeless materials. In addition, the use of durable materials requiring low maintenance is strongly encouraged.

Guidelines:

a. Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as a chimney, pilaster, projection, or fence line.



b. Materials and colors should be consistent with the desired architectural style.

c. The use of materials and color should convey a sense of quality architecture and permanence.

d. Materials and colors should be used to enhance different parts of a building's façade.

e. Heavier materials and darker colors should be used lower on the elevation to form the building base.

Heavier Materials at Base Helps to Anchor Structure

f. Materials that are highly resistant to damage, defacing, and general wear and tear, such as precast concrete, stone masonry, brick, and commercial grade ceramic tile, should be used at the base of the building.

g. Colors used on exterior facades should be harmonious. Varying colors are encouraged to accentuate details such as trim, windows, doors, and key architectural elements.

h. Fluorescent paints and bright colors are strongly discouraged.

i. Recommended façade materials include:

- Exterior plaster (smooth troweled preferred);
- Cut stone, rusticated block (cast stone), stone tile, and precast concrete;
- New or used face-brick;
- Ceramic tiles;
- Glass block;
- Heavy timber used in trellises, roof overhangs, and other architectural details;
- Integrally colored concrete block (where appropriate i.e. as building base);
- Integrally colored split face concrete block (where appropriate); and
- Clap board siding (where appropriate).

j. Façade Materials that are discouraged:

- Mirrored glass and heavily tinted glass;
- Windows with "tape on" divisions/ mullions;
- Vinyl and aluminum siding;
- Painted or baked enamel metal awnings; and
- Rough "Spanish lace" stucco finish.

k. Roof materials should include "Terra Cotta" and other red/earth tone roof tiles. Recommended roof materials:

- Terra cotta and other red/earth tone roof tiles;
- Clay or integrally colored concrete roof tiles;
- "Mission" or "Barrel" shaped roof tiles;
- Roof tiles can be grouted or ungrouted; and
- All ridge and hip caps should coordinate with field colors.

Mission Style Roof Tiles

l. Roof materials that are discouraged include:

- Highly reflective or brightly colored material (high gloss tile);
- Low-profile composition roof tile, wood and/or hardboard, or synthetic shingles and shakes;
- Simulated clay tile roofs in metal; and
- S-tiles.

6. Building Signage

To encourage pedestrian orientation of Camarillo Commons, signage should be limited in scale and quantity.

Appropriate Signage that Complements the Scale and Architecture of the Building

a. A sign program should be submitted with design review applications for new buildings.

b. Signs reflecting the type of business through design, shape, or graphic form are encouraged.

c. The method of sign attachment to the building should be integrated into the overall sign design chosen.

d. Signs should complement the building with appropriate materials, color, size, and placement.

e. Signs should not cover up windows or important architectural features.

f. Sign variety is encouraged among different users.

g. A single development with multiple users should provide a unifying sign theme.

h. Lighting of all exterior signs should be directed to illuminate the sign without producing glare on pedestrians, autos, or adjacent residential units.

i. Signs should align with others on the block so as to maintain a consistent pattern.

j. Plastic, internally illuminated sign cabinets are strongly discouraged. Externally illuminated lettering could be an effective alternative if implemented successfully.

k. Neon lighting is discouraged, however innovative use of neon may be appropriate if approved through the discretionary review process.

l. Hanging signs attached to buildings that project perpendicular to the building are encourage in pedestrian areas. These signs should be a minimum of 7'6" from ground level to the bottom of the sign.

Hanging Pedestrian-Scaled Signs Reflecting the Business Character

MULTI-FAMILY

Multi-family developments are higher density residential buildings such as apartments, condominiums, and townhomes. They are typically comprised of attached units with common facilities such as parking, open space, and recreation areas. This chapter provides standards and guidelines for the design and development of these units within the project area.

1. Building Form

Building form and massing on multi-family buildings should be designed to create interesting architecture that relates to the pedestrian scale, and minimizes the appearance of large box-like buildings.

Guidelines:

a. Building form and massing should prohibit blank walls on elevations visible to the public. There should be a change in wall plane on all facades visible from a public street.

b. Massing should articulate individual units or clusters of units by varied height and setback.

Changes in Wall Planes and Roof Heights

Varied Height and Setback

c. The third story of a building should be stepped back to reduce the scale of façades facing the street, courtyards, or open space areas.

d. It is recommended not more than 8 attached units be permitted in a single structure.

e. The visual impact of large monolithic structures should be minimized by creating a cluster of smaller buildings or the appearance of a series of smaller buildings.

f. To divide the building mass into smaller scale components, buildings over 50 feet long should reduce the perceived height and bulk by one or more of the following:

- change of roof or wall plane;
- projecting or recessed elements;
- varying cornice or rooflines; or
- other similar means.

g. Surface detailing, such as score lines, should not serve as a substitute for distinctive massing.

h. The tallest structures should be centrally located on the site and step down to meet the surrounding uses.

2. Roof Form

Roof forms should be used to distinguish various building forms, create an interesting roof line, and help to break up the building massing. Roof forms should reflect a residential appearance through pitch and use of materials.

Multi-family residential roof forms should differ from the mixed-use, office, commercial retail, and civic buildings roof form by reflecting the smaller individual dwelling units rather than the larger commercial storefronts, adding more variation in height, and incorporating front porch roof forms.

Guidelines:

a. Roof forms typical of residential buildings such as gable, hip or shed roof combinations are strongly encouraged. If parapet roofs are used they should include detailing typical of residential character and design.

b. Multi-form roof combinations are encouraged to create varying roof forms, emphasize the individual dwelling units, and break up the massing of the building.

Varied Roof Forms Breaks Up Massing

c. Buildings with flat or low- pitched roofs should incorporate parapets or architectural elements to break up long horizontal rooflines. Rooflines should be broken at intervals no greater than 50' long by changes in height or roof form.

d. Deep roof overhangs are encouraged to create shadow and add depth to facades. Where applicable to the architectural style, roof eves should extend a minimum of 24" from primary wall surface to enhance shadow lines and articulation of surfaces.

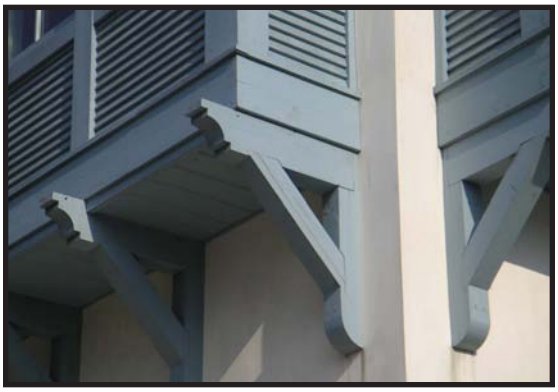
Overhangs Create Visual Appeal

e. Roof elements should continue all the way around the building and not just be used in the most visible locations. Roof elements should be combined with wall elements to unify all sides of the building.

Roofs Should be Adequately Detailed on all Sides

f. All roof-mounted equipment should be effectively and attractively screened through the use of various architectural detailing including, but not limited to, roof form, decorative parapets or cornices.

g. Full roofs are desirable. Hipped or gable roofs covering the entire building are preferred to mansard roofs and segments of pitched roofs applied at the building edge.



Exposed Structural Elements

h. Continuous mansard roofs are discouraged. When used, mansard roofs should have a roof pitch that is high and deep enough to look like a true roof.

i. Exposed structural elements (beams, rafter tails, etc.) are encouraged as roof overhang details.

j. Roof parapets should be finished with a cap, three-dimensional, and of substantial size to appear authentic. They should include one or more of the following detail treatments: pre-cast elements; continuous banding or projecting cornices; dentils; caps; corner details; or variety in pitch (sculpted).

k. Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen.

l. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

m. Parapets should not appear "tacked on" and should convey a sense of permanence.

3. Articulation

Ensure quality multi-family structures are well articulated on all sides.

Guidelines:

a. Though the highest level of articulation will occur on the front façade, building should incorporate 360-degree architecture. 360-degree architecture is the full articulation on every building elevation. This includes variation in massing, roof forms, and wall planes, as well as surface articulation.

360-Degree Architecture is Essential

b. Architectural elements that add visual interest, scale, and character such as projecting balconies, trellises, recessed windows, window detailing, and door detailing, should be incorporated to create shadow patterns and help articulate façades and blank walls.

Projecting Balconies Enhance Building Façade

c. Stairways should be designed as an integral part of the overall architecture of the building. Stairways should complement the building's mass and form. Stairwells should be solid; prefabricated metal stairs are strongly discouraged.

Exterior Stairway Integrated into Building design

d. Internally facing walls that face walkways should be effectively articulated to enhance the pedestrian experience.

e. Tall or large structures should emphasize horizontal planes through the use of trim, awnings, eaves, other ornamentation, or a combination of complementary colors.

Arched Openings and Iron Railings Add Visual Interest

4. Windows, Doors, and Entries

The main building entrance should be distinguished from the rest of the building and easily recognizable. Window, doors, and entries should help to capture the desired architectural style of the building.

Guidelines:

a. Each unit's entry should be easily identifiable, distinguishable, and oriented toward the street whenever possible.

A Welcoming Street Presence Enhances the Desired Neighborhood Environment

b. Entry design should incorporate two or more of the following methods:

- front porch;
- decorative detailing or placement of art;
- a projecting element above the entrance;
- changes in the roofline, a tower; or
- a change in the wall plane.

Pitched Roofs and Front Porches Accent Entries

c. Window and door type, material, shape, and proportion should complement the architectural style of the building.

Real Shutters Proportionate to Window Openings

d. Windows should be generously inset from building walls to create shade and shadow detail. The minimum inset should be 3".

e. Faux shutters should be proportionate to the windows to create the appearance of a real and functional shutter.

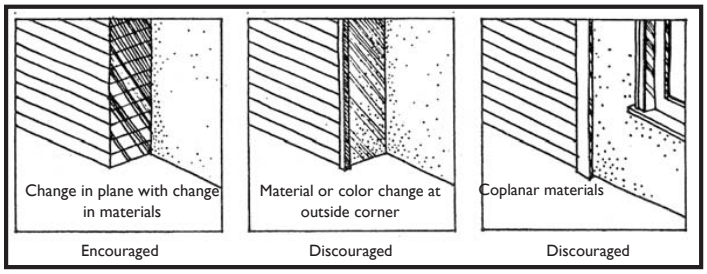
f. Windows should be articulated with accent trim, sills, kickers, shutters, window flower boxes, balconies, awnings, or trellises authentic to the architectural style of the building.

g. Windows and skylights should be located to maximize day lighting and reduce the need for indoor lighting.

h. Long, monotonous balconies and corridors that provide access to multiple units should be avoided. Instead, access points should be clustered.

5. Materials and Colors

Multi-family structures should appear to be made of high quality, authentic, and timeless materials. In addition, the use of durable materials requiring low maintenance is strongly encouraged.



Guidelines:

a. Material changes should occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect such as a chimney, pilaster, projection, or fence line.

b. Materials and colors should be consistent with the desired architectural style.

c. Materials and colors should be used to enhance different parts of a building's façade.

d. Where appropriate to the architectural style, materials and textures should vary between the base and body of a building to break up large wall planes and add a visual base to the building. Heavier materials should be used lower on the building elevation to form the building base.

e. Colors used on exterior facades should be harmonious. Varying colors are encouraged to accentuate details such as trim, windows, doors, and key architectural elements.

f. Recommended Façade materials include:

- Exterior plaster (smooth troweled preferred);
- Cut stone, rusticated block (cast stone), stone tile, and precast concrete;
- New or used face-brick;
- Ceramic tiles;
- Clapboard siding;
- Board and baton siding;

- Timber used in trellises, roof overhangs, and other architectural details;
- Integrally colored concrete block (where appropriate i.e. as building base); and
- Integrally colored split face concrete block (where appropriate).

g. Façade Materials that are discouraged include:

- Mirrored glass and heavily tinted glass;
- Windows with "tape on" divisions/mullions;
- Vinyl and aluminum siding;
- Painted or baked enamel metal awnings;
- Rough "Spanish lace" stucco finish;
- Plywood siding; and
- Corrugated fiberglass.

h. Recommended roof materials include:

- Terra cotta and other red/earth tone roof tiles;
- Clay or integrally colored concrete roof tiles;
- "Mission" or "Barrel" shaped roof tiles;
- Roof tiles can be grouted or ungrouted; and
- All ridge and hip caps should coordinate with field colors.

i. Roof materials that are discouraged include:

- Highly reflective or brightly colored material (high gloss tile);
- Low-profile composition roof tile, wood and/or hardboard, or synthetic shingles and shakes; and
- Simulated clay tile roofs in metal;

6. Garages and Ancillary Structures

Carports, detached garages, and other ancillary structures should be designed as an integral part of the development and should not dominate the street scene.

Guidelines:

a. Ancillary structures should incorporate similar or complementary roof pitch and materials as the main buildings within the project.

b. Common mailbox enclosures should be designed similar or complementary in form, material, and color to the surrounding residential buildings.

Complementary Common Mailbox Enclosures Enhance Sense of Community

c. Garages doors should not face public streets. Garage doors facing a private street should be set back from the face of the main house to help reduce visual dominance of garage doors.

d. Garage doors should be recessed a minimum of six inches from the face of the garage.

e. Garage doors should incorporate panels and/or windows to articulate these large planes.

Recessed Garage Door with Panels and Windows

f. Roof forms, trellises, and balconies should be located directly above the garage door to help minimize the impact of garage doors on the street scene.

Balconies Located Above Garages

RAEMERE STREET NEIGHBORHOOD

The following guidelines are intended to enhance the architectural character and street presence in the Raemere Street neighborhood to help revitalize and create a more attractive street scene. While the Camarillo Commons Strategic Plan encourages combining the parcels to allow for additional housing opportunities, this chapter includes guidelines for both new construction on single or combined parcels as well as remodels on single parcels.

Raemere Street Neighborhood Boundaries

These guidelines are applicable to the homes facing Raemere Street, Daily Drive, and Mobil Avenue from Daily Drive to Raemere Street.

Architectural Character

The architectural character of the Raemere Street neighborhood should be consistent with the goals specified in the Community Design Element of the City's General Plan. Per the Community Design Element design styles that are appropriate in the Heritage Zone include: Mission, Monterey, Early California, Spanish, Mediterranean, or "modern interpretations of these styles." These styles are characterized by the building form and massing, articulation and details, and materials that the structures are composed of. Characteristics of these styles range from the simple forms of Mission style to the ornate detailing of Spanish styles.

The architectural character of the Raemere Street neighborhood should reflect the styles listed above with a traditional residential neighborhood character. The architecture should line the streets with front porches, balconies, and parking tucked behind buildings. The garages should be designed and located to reduce their presence along Raemere Street, Mobil Avenue, and Daily Drive.

Elements of these architectural styles can be used to revitalize the existing homes and streetscapes, as well as be incorporated into new architecture.

1. Lot Layout

The orientation or placement of residential structures should be strategically planned to be energy efficient and improve the streetscape with front doors and porches facing the street and garages and parking pulled behind the buildings to reduce their dominance.

Guidelines:

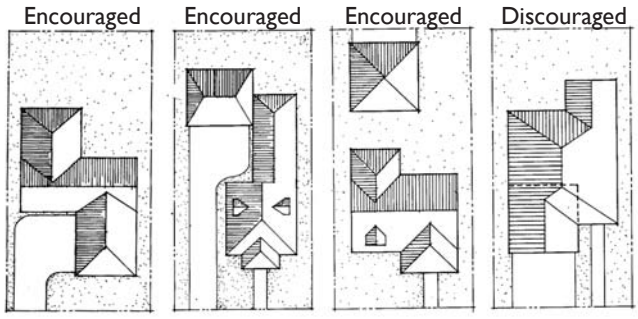
a. Buildings should be oriented toward the street, with front porches on the street façade.

b. Varied setbacks are encouraged with new construction to add variety to the street scene.

c. Homes should be designed to give individuals maximum privacy within and outside homes. Site layout techniques for privacy include alternating the placement of windows, rear yard outdoor patio areas, and entrances.

d. Climate factors such as prevailing winds, shade trees, window and door orientation and the positioning of buildings on the site should be taken in order to maximize energy conservation.

e. Garages, carports, and parking spaces should be located at rear of lot.



Street Facing Garages are Discouraged

f. A common open space area in the form of an active or passive park should be integrated into the Raemere Street neighborhood to encourage interaction between residents and help develop a sense of community.

g Pedestrian connections between Raemere Street and Barry Street are encouraged. Homes should be oriented toward pedestrian connections with doors, porches and windows.

Homes Oriented Toward Pedestrian Connections

2. Building Form

The scale and massing of additions and new homes should be sensitive to the scale of existing adjacent structures. Building form and massing should be designed to create interesting architecture that, is oriented to Raemere Street, Mobil Avenue, and Daily Drive, and minimizes the appearance of unarticulated box-like structures.

Guidelines:

a. Massing should accentuate the entry and minimize the garage prominence.

b. Building massing should include variation in wall planes (projections and recesses) and wall height (vertical relief) as well as roof forms and heights (silhouettes) to reduce the perceived scale of the building.

c. Building form and massing should prohibit blank walls on elevations visible to the public.There should be a change in wall plane on facades visible from a public street, pedestrian parkway connection, or the Camarillo Commons Plan Area.

d. Massing should articulate individual units or clusters of units by varied height and setback.

e. The second story of a house should be designed in such a way as to reduce the appearance of the overall scale of the building. Reduction in scale can be accomplished in a number of ways, including:

- Variation in upper story setbacks should be provided along the streetscape to prevent forced repetition created by regular or consistent setbacks;
- Variation in wall and roof forms; and
- Building articulation (see articulation section).

f. Surface detailing, such as score lines, should not serve as a substitute for distinctive massing.

3. Roof Form

Roof forms should be used to distinguish various building forms, create an interesting roof line, and help to break up the building massing. Roof forms should reflect a residential appearance through pitch and use of materials.

Guidelines:

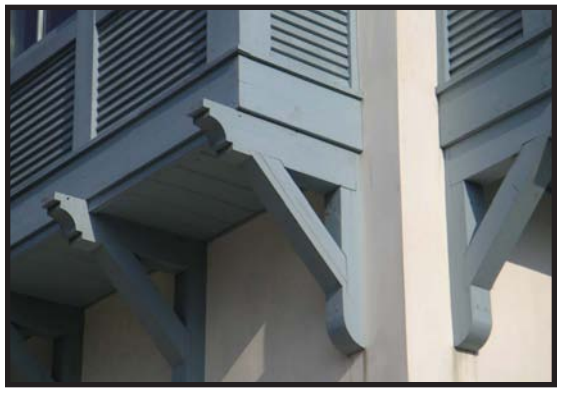
a. Multi-form roofs combinations are encouraged to create varying roof forms and break up the massing of the building.

Varied Roof Forms

b. Varying roof forms/changes in roof plane should be used on all building elevations visible from a public street, pedestrian parkway connection, or the Camarillo Commons Plan Area.

c. Roof overhangs are encouraged to create shadow and add depth to facades. Where applicable to the architectural style, roof eves should extend a minimum of 24" from primary wall surface to enhance shadow lines and articulation of surfaces.

d. Exposed structural elements (beams, rafter tails, etc.) are encouraged as roof overhang details.



Exposed Structural Elements

e. Continuous mansard roofs are discouraged. When used, mansard roofs should have a roof pitch that is high and deep enough to look like a true roof.

f. Roof parapets should be finished with a cap, three-dimensional, and of substantial size to appear authentic. They should include one or more of the following detail treatments: pre-cast elements, continuous banding or projecting cornices, dentils, caps, corner details, or variety in pitch (sculpted).

g. Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen.

h. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

4. Articulation

Ensure quality single-family and multi-family residential structures are well articulated on all sides.

Guidelines:

a. Though the highest level of articulation will occur on the front façade, building should incorporate 360-degree architecture. 360-degree architecture is the full articulation on every building elevation. This includes variation in massing, roof forms, and wall planes, as well as surface articulation.

Buildings should be well Articulated on All Sides

b. Acknowledging sensitivity to budget, it is expected the highest level of articulation will occur on the

front façade and facades visible from public streets; however, similar and complementary massing, materials, and details should be incorporated on all sides.

c. Architectural elements that add visual interest, scale, and character such as projecting balconies, trellises, recessed windows, window detailing, and door detailing, should be incorporated to create shadow patterns and help articulate façades and blank walls.

d. Stairways should be designed as an integral part of the overall architecture of the building. Stairways should complement the building's mass and form. Stairwells should be solid; prefabricated metals stairs are strongly discouraged.

e. Porches should be a minimum of 6' deep and supported with simple post and beam details.

f. Chimneys should be exposed as architectural features rather than hidden within a wall surface.

Clearly Defined Main Entrances

5. Windows, Doors, and Entries

The main building entrance should be distinguished from the rest of the building and easily recognizable. Window, doors, and entries should help to capture the desired architectural style of the building.

Guidelines:

a. The main entrance to a home should be clearly identifiable and should be articulated with a roof or porch form. On multi-family buildings, each unit's entry should be easily identifiable, distinguishable, and oriented toward the street whenever possible.

b. Building entrances should be emphasized using lighting, landscaping, and architecture.

c. Window and door type, material, shape, and proportion should complement the architectural style of the building.

d. Where appropriate to the architectural style, windows should be generously inset from building walls to create shade and shadow detail. The minimum inset should be 3".

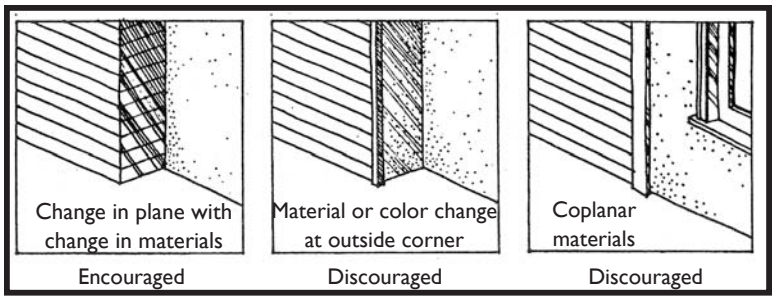
e. Faux shutters should be proportionate to the windows to create the appearance of a real and functional shutter.

f. Windows should be articulated with accent trim, sills, kickers, shutters, window flower boxes, balconies, awnings, or trellises authentic to the architectural style of the building.

g. Long, monotonous balconies and corridors that provide access to multiple units should be avoided. Instead, access points should be clustered.

h. Windows and skylights should be located to maximize day lighting and reduce the need for indoor lighting.

i. To enhance privacy, windows on side elevations should be staggered whenever possible so as not to be positioned directly opposite of the windows in the adjacent structure.



6. Materials and Colors

Single-family and multi-family structures should appear to be made of high quality, authentic, and timeless materials. In addition, the use of durable materials requiring low maintenance is strongly encouraged.

Guidelines:

a. Material changes should occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect such as a chimney, pilaster, projection, or fence line.

Coplanar Materials are Discouraged

b. Materials and colors should be consistent with the desired architectural style.

c. Materials and colors should be used to enhance different parts of a building's façade.

d. Where appropriate to the architectural style, materials and textures should vary between the base and body of a building to break up large wall planes and add visual base to the building. Heavier materials should be used lower on the building elevation to form the building base.

A Combination of Materials and Architectural Elements such as Balconies add Desired Articulation

e. Colors used on exterior façades should be harmonious. Varying colors are encouraged to accentuate details such as trim, windows, doors, and key architectural elements.

f. Recommended Façade materials include:

- Clapboard siding;
- Exterior plaster (smooth troweled preferred);
- Cut stone, rusticated block (cast stone), stone tile, and precast concrete;
- New or used face-brick;
- Ceramic tiles;
- Board and baton siding; and
- Timber used in trellises, roof overhangs, and other architectural details.

g. Façade Materials that are discouraged include:

- Mirrored glass and heavily tinted glass;
- Windows with "tape on" divisions/mullions;
- Vinyl and aluminum siding;
- Painted or baked enamel metal awnings;
- Rough "Spanish lace" stucco finish;
- Plywood siding; and
- Corrugated fiberglass.

h. Recommended roof materials include:

- Terra cotta and other red/earth tone roof tiles;
- Clay or integrally colored concrete roof tiles;
- "Mission" or "Barrel" shaped roof tiles;
- Roof tiles can be grouted or ungrouted; and
- All ridge and hip caps should coordinate with field colors.

i. Roof materials that are discouraged include:

- Highly reflective or brightly colored material (high gloss tile);
- Synthetic shingles and shakes; and
- Simulated clay tile roofs in metal.

7. Walls and Fences / Screening

Minimize the impact of fences and walls along public streets.

Guidelines:

a. Walls and fences should be designed with materials and finishes that complement project architecture and should be planted with vines, shrubs, and trees.

Walls Should be Designed to Complement the Character of the Site

b. All non-transparent perimeter walls and/or fences should be architecturally treated on both sides and should incorporate landscaping whenever possible.

c. All fences and walls required for screening purposes should be of solid material. Chain link or similar metal wire fencing with slats are prohibited for screening purposes.

d. Fences and walls should be minimized along public streets and constructed as low as possible while still performing their screening, noise attenuation, and security functions.

e. Fences placed adjacent to a street should be screened with a landscape buffer.

f. To bring continuity to the overall street scene, similar elements such as columns, materials, and cap details should be incorporated on perimeter walls that transition from one development to another.

8. Garages and Ancillary Structures

Garages and carports should be integrated into the overall design of the project and should not dominate the street scene.

Guidelines:

a. Garages and carports should incorporate similar or complementary roof pitch and materials as the main building, and be integrated into the building design.

Windows on Side of Garage Help Integrate it into the Building Design and Reduce its Dominance

b. If common mailbox enclosures are used they should be designed similar or complementary in form, material, and color to the surrounding residential buildings.

Common Mailboxes should be Designed to Complement the Character of the Neighborhood

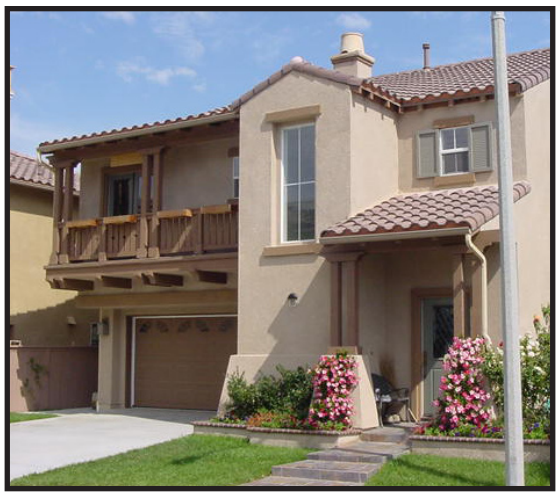
c. Garage doors facing the street should be set back from the face of the main house to help reduce their visual dominance.

d. Garage doors should incorporate panels and/or windows to articulate their large planes.

e. Garage doors should be recessed a minimum of six inches from the face of the garage.

f. A maximum of two garage bays should face the street unless located at the rear of the lot.

g. Roof forms, trellises, and balconies should be located directly above the garage door to help minimize their impact on the street scene.



Balconies Reduce the Impact of Garages

h. The ratio of garage frontage to the width of the house should not be greater than 50 percent.

9. Utilities

Utilitarian aspects of the project should be aesthetically screened from view.

Guidelines:

a. Transformers should be placed underground to maximize safety and minimize visual impacts. Where this cannot be achieved, they should be well screened and placed in the rear or side yard area minimizing visibility from public right of way.

b. Mechanical equipment including gas and electrical meters, cable boxes, junction boxes, and irrigation controllers should be located within a utility room, along with the fire riser and roof access ladder. Where this cannot be achieved, they should be designed as an integral part of the building on a rear or side elevation and screened from public view.

c. Double detector check valve assemblies (backflow preventers) for landscape irrigation and domestic water should not be located at visually prominent locations (such as the end of drive aisles or at site entries) and should be well screened with shrubs, berming, or low screen walls.

Check Valve Assemblies should be well Screened

d. All vents, gutters, downspouts, flashing, and electrical panels should be painted to match the surface to which attached, unless used as a major design element, in which case the color is to be consistent with the overall color scheme of the building.

e. Gutters and downspouts should be decorative, designed to integrate with the building façade, and should not appear as a "tacked on" afterthought.

10. Lighting

Lighting levels should be sufficient for the safety of site occupants and visitors but should not spill onto adjacent properties.

Guidelines:

a. Light fixtures should be architecturally compatible with building design.

Architecturally Compatible Fixtures are an Important Detail

b. All building entrances should be well lit.

c. Parking areas, pedestrian walkways and pedestrian connections should be illuminated with a minimum of 1 footcandle to ensure safe nighttime conditions.

d. Light fixtures should be sited, directed, and/or shielded to prevent spot lighting, glare, or light spillage beyond property lines.

e. Low-voltage / high efficiency lighting should be used in the landscape whenever possible.

f. Incorporate timers and sensors to avoid unnecessary lighting.

g. Pedestrian light poles along sidewalks or pathways within a project should be between 12' to 15' high.

h. Lighting fixtures should be shown on the landscaping plans.

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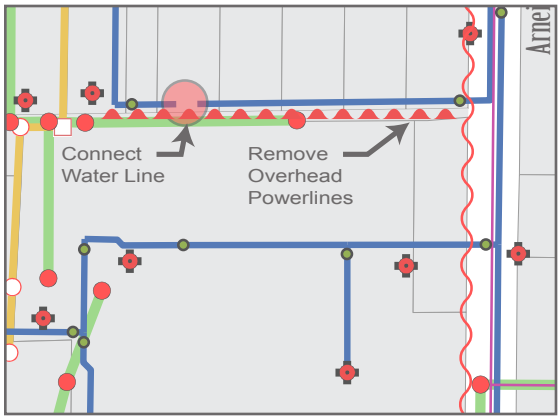
Chapter 7 - Infrastructure and Utilities

INTRODUCTION

This chapter addresses issues concerning dry utilities, water, storm water/drainage, and other public services within the Plan Area. This chapter includes an analysis of existing infrastructure and notes the areas that can be improved to support new development in the Plan Area. Considering the Plan Area currently houses many uses, the infrastructure and utilities required to serve this new development are largely in place.



EXISTING INFRASTRUCTURE

Roadways

Arneill Road — Arneill Road is classified as a Secondary Arterial Street. Secondary Arterial Streets provide the primary circulation within the City of Camarillo. Arneill Road is considered to be one of the most highly traveled streets within the City. It currently consists of 4 lanes (two in each direction) and a landscaped median divider. Due to the high traffic into and out of the Plan Area, it appears that deceleration lanes into the area would be beneficial to aid the flow of traffic.

The condition of the existing pavement, curb, gutter and sidewalk are poor in some areas. The roadway is lined with beautiful landscaping, trees and detached sidewalks. Although the City has done a good job of maintaining the landscaped areas, it appears that the root system of the trees has encroached into the concrete areas, thus deteriorating the integrity of the flatwork. Evidence of such encroachment is the uplifting and cracking of roadway sidewalks and curbs.

Discussions with the City landscape maintenance personnel suggest that the City has recently updated their streetscape tree and planting list and they no longer plant trees that impact the adjacent roadways and concrete. It is the opinion of City staff that most likely the trees along Arneill Road will be removed and/or replaced with more suitable varieties.

It appears that the roadway has had a number of overlays and/or slurry seals over time, which has lead to an increased slope to the crown of the roadway. The median looks to have been added at a later time than the initial construction of the roadway. The street should be reconstructed to remove the crowns and return the street to a standard cross slope.

Most of Arneill Road has rolled curbs as opposed to standard curb and gutters. The rolled curbs should be replaced with city standard curb and gutters.

Daily Drive — Daily Drive is also classified as a Secondary Arterial Street, although it is not currently configured as a typical Secondary Arterial (two lanes in each direction). It appears that Daily Drive is currently being upgraded, as the new development at the intersection of Daily Drive and Arneill Road includes a widened street section that tapers down as it heads west away from the intersection and ties into the existing road width adjacent to

older development. This widened street section is consistent with the City's current plan, as the City's long-range circulation improvement plan designates Daily Drive as a three lane roadway between Mobile Avenue and Arneill Road.

Mobil Avenue — Mobil Avenue is classified as a Collector Street. The collector street system in the City is intended as the intermediate route to handle traffic between local streets and arterial streets. The street is bounded on the east side by primarily retail, commercial and office buildings, while the west side hosts a combination of retail and residential lots. Due to the abundance of driveways and drive approaches along this portion of Mobil Avenue, traffic occurs to flow rather inconsistent, with stop and go traffic. In addition, the intersection of Pickwick Drive and Mobil Avenue contains a unique configuration that adds to the inconsistent flow of traffic (intersection discussed in greater detail in the Pickwick Drive section of this report). Through this particular intersection, Mobil Avenue physically jogs to the east as it heads north through the intersection.

The width of Mobil Avenue is not consistent from Ponderosa Drive to Daily Drive. The southern portion becomes narrower than the northern portion. The southern portion should be widened to match the width of the northern portion and help the flow of traffic.

The pavement section on Mobil Avenue appears to be weathered and worn throughout the majority of the roadway. There are isolated sections of newer paving adjacent to new or recent construction. During a recent field visit, it was observed that new construction was underway at the intersection of Mobil Avenue and Ponderosa Drive. Due to the stage of the construction, it was unclear as to the extent of proposed roadway improvements adjacent to the site at that time.

Ponderosa Drive — Ponderosa Drive is classified as a Secondary Arterial Street and appears to be highly traveled throughout the Plan Area. The roadway is a major pedestrian thoroughfare as well. Much like Arneill Road, Ponderosa Drive is a 4-lane roadway lined with landscaped medians and streetscapes. On the south side of the street, adjacent to the sidewalk area is an open storm water channel with fencing, intermittent with an underground culvert system. The width of the channel and size of the culverts varies throughout the Plan Area. It appears as though the original design was an open channel and that portions have been under grounded by subsequent development. In areas with underground culverts, the streetscape is lined with grassy mounds and landscaping.

Overhead Utilities Between Ponderosa North and Ponderosa Center off of Arneill Road.

Traffic congestion at the intersection of Ponderosa Drive and Arneill Road has been noted by City staff as a current problem in the area. Discussions with staff indicate that the congestion could be eliminated by the construction of two left turn lanes from Ponderosa Drive (heading east) onto Arneill Road north. Subsequent research into the City's long-range circulation improvement plan for Ponderosa Drive provides for a dual left-turn lane at Arneill Road.

Portions of Ponderosa Drive consist of rolled curbs as opposed to standard curb and gutters. Where rolled curbs exist, the rolled curbs should be replaced with city standard curb and gutters.

Example of Rolled Curb on Ponderosa Drive

Pickwick Drive — Pickwick Drive is classified by the City as a Collector Street. As in the case with Mobil Avenue (also a Collector Street), traffic congestion and traffic flow are current issues. On the south side of Pickwick Drive, approximately half way between Mobil Avenue and Arneill Road is a newer development that houses the local Fire Department and Post Office. During a current field visit to the site, a constant flow of steady traffic was observed driving into the Post Office. It appeared that the majority of the traffic was directed to the series of "drive up" mail boxes adjacent to the Post Office. At times, the traffic was backed up and cars were forced to stop in Pickwick Drive.

The immediate area is further impacted by a substandard intersection at Pickwick Drive and Mobil Avenue. It is well noted by City staff that minor traffic instances are common at the intersection due to its current design. Due to the unique alignment at the intersection, the City had been forced to install a stop sign in the middle of the road. It is documented by the City that the stop sign is routinely run into, prompting the need for repair and/or replacement. As is, the intersection adds to the congestion to the local traffic condition and poses an ongoing safety hazard to motorist and pedestrians. The City is currently looking at options to improve the intersection. The most popular proposal is the incorporation of a "roundabout" at the intersection. The proposal is currently under review and should be considered as a possible solution to the current issue.

The pavement section, sidewalk, curb and gutter appear to be in fair condition. The street appears to be worn and should be replaced and/or repaired to bring it back into an acceptable condition. For a portion of the roadway, the streetscapes are lined with landscaping and mature trees. The trees should be protected where possible.

Barry Street—Barry Street tees into Arneill Road on the east side of the Plan Area. Proposed plans for this area show the extension of Barry Street through the Plan Area as a future street. A recent field visit to the site revealed this alignment to be a viable future street, as much of the traffic into the Plan Area uses the paved area of the parking lots as a thoroughfare from Arneill Road to Mobil Avenue.

Barry Street will need to be reconstructed to meet the proposed traffic volumes. Reconstruction should included curbs, gutters, sidewalks and various utilities to serve the proposed redevelopment.

Raemere Street — Raemere Street is located in the southern most portion of the Plan Area and is the local residential street for the existing single family housing development. A recent field visit to the area verified the street section on Raemere Street to be in need of repair. There are a number of potholes in the existing pavement section and the majority of the roadway shows signs of weathering, cracking, and deterioration. The adjacent sidewalk, curb and gutter were also in need of repair and/or replacement.

EXISTING UTILITIES

Sewer

Existing sewer infrastructure is provided for the entire Plan Area by the Ventura Regional Sanitation District. Sewer atlas's for the area were obtained from the City and reviewed.

At this time, no studies exist as to the condition of the existing infrastructure or the current capacity of the system, other than the verification of service. During a recent site visit, no sign of any existing sewer infrastructure issues were discovered. Discussions with City staff did not indicate any noted current sewer issues.

Studies should be conducted prior to any redevelopment that would determine the existing sewers capacities and it's ability to handle the proposed increase. Should the study show that the current system is inadequate, then improvements to the sewer main should be provided.

Water

Existing water service is provided for the entire Plan Area by the City of Camarillo. Water atlas's for the area were obtained from the City and reviewed.

Discussions with City staff indicated that the current system is functioning properly and only a few areas of improvement should be needed. Currently the water main in Pickwick Drive does not extend to Arneill Road. An 8" water main should be extended in Pickwick Drive to connect to the water main in Arneill Road.

On the south side of the Fire Station and Post Office a water main extends East and West. The water line is not continuous along this area and should be connected together to provide better water pressures during periods of fire flow needs.

Spacing of fire hydrants for fire fighting needs should be added where needed to meet the standards of the local fire department.

Storm Drain System

Existing storm water service is provided for the entire Plan Area. Storm drain system atlas's for the area were obtained from the City and reviewed.

Research was conducted as to the condition of the existing infrastructure and the existing conditions during storm events. Field verification and discussions with the City Public Works staff did not reveal any major flooding problems reported for the area.

During field visits no flooding or storm drain issues were observed, however all field visits were conducted during clear to fair weather, not during storm events. Discussions with City staff indicated no noteworthy current issues. The area is relatively flat and susceptible to regional temporary flooding; however discussions with staff did not indicate any flooding issues, other than the occasional standing water in Arneill Road.

Existing Storm Water Channel Along Ponderosa Drive

The existing storm water channel on the north side of the project conveys storm water during storm events and appears to be sufficient for the current development. As noted earlier in this report, a portion of the storm water channel has been diverted to culverts and the storm water conveyed underground. There are no signs of system failure adjacent to the channel or underground culverts. Where the open channel exists along Ponderosa Drive, it should be covered with a permanent surface as discussed in the Cities CIP plan for the storm drain system.

There is some evidence of localized ponding of water in the parking lots of the retail shopping area as indicated by water stains and pavement failure. In the future, during new construction, this can be prevented by maintaining adequate slopes in the pavement area. This localized ponding of water does not appear to pose a safety hazard to the adjacent businesses nor the motorist or pedestrians that visit the area.

There are numerous factors that affect an areas demand for storm drainage infrastructure, such as rainfall volume and landscape permeability. Hard surfaces such as asphalt and concrete typical of an urban environment decrease permeability and increase storm drainage. A review of the existing conditions in the Plan Area finds a vast amount of' existing hard surfaces (large parking lots with little or no landscaping features). As a result, the recommended redevelopment of this site should have an insignificant impact on the storm drainage systems and no detention should be needed.

The proposed storm drain systems throughout the project site should meet the current National Pollutant Discharge Elimination System (NPDES) standards for discharge. This can be implemented by installing filter systems at all storm drain basins or by use of a regional stormwater filter vaults on stormdrain systems at the point of discharge to the main system. Also a requirement for scheduled parking lot sweeping should be required to minimize the deposits of pollutants into the system.

Dry Utilities

Utility services are provided for the Plan Area by the following companies:

Cable TV — Time Warner

Electricity — Southern California Edison Company

Gas Service — Southern California Gas Company

Telephone Service — Verizon

Refuse/Recycling Collection — E.J. Harrison & Sons

The majority of the Plan Area's services are provided for by overhead lines and services. As a condition of future development in the area, it is required that all overhead lines must be placed underground.

No detailed research was conducted as to the condition of the existing infrastructure or the current capacity of the utilities at this time, other than verification of service and field observation of existing conditions. During a recent site visit, no sign of existing infrastructure issues were observed. Discussions with City staff indicated no noteworthy current issues.

A future issue regarding utilities will arise during the revitalization of the streetscapes adjacent to the existing roadways in the Plan Area and/or the future widening of streets. It was noted during a field visit that a majority of the underground vaults for utilities were adjacent to the curb in the street right-of-ways. These underground vaults and their respective utilities will need to be relocated during future construction that involves disturbing their current location.

Discussions with City staff indicated that at a minimum, streetscapes are scheduled for

future upgrades and sidewalks relocated. In either case, these utility vaults will have to be verified as to falling outside of the area or relocated at the time. In more aggressive discussions, streets are proposed to be widened and additional turn lanes constructed. There is also the possibility of additional signalization that will require additional underground vaults to be constructed.

SUMMARY

The Plan Area is typical of an older retail center development. Although the area is currently being utilized, by today's standards it is safe to say that there exists the possibility of increased utilization. The infrastructure overall appears to be adequate, however in some instances it is marginal and in need of attention as described above.

The most prominent existing issue noted in this report is the substandard traffic infrastructure. The inconsistent flow of traffic in the area can be greatly improved by implementing some of the City's proposed traffic upgrades such as additional turn lanes and the widening of streets. As with all future developments, whether remodels or new construction, a traffic study has been conducted to adequately evaluate the impact of the proposed development on the area and offer mitigating measure to minimize traffic congestion and maximize safety.

Although this report finds few instances of substandard infrastructure to the area, as with all older pipes, pavement, wiring, vaults. etc.; there exists the imminent need for upgrading. During the construction document phase of public street improvements, a more thorough review of all existing infrastructure may show some areas where upgrades or replacements of utilities are warranted. In other areas it might be optional but wise to improve the utility prior to constructing a new street section.

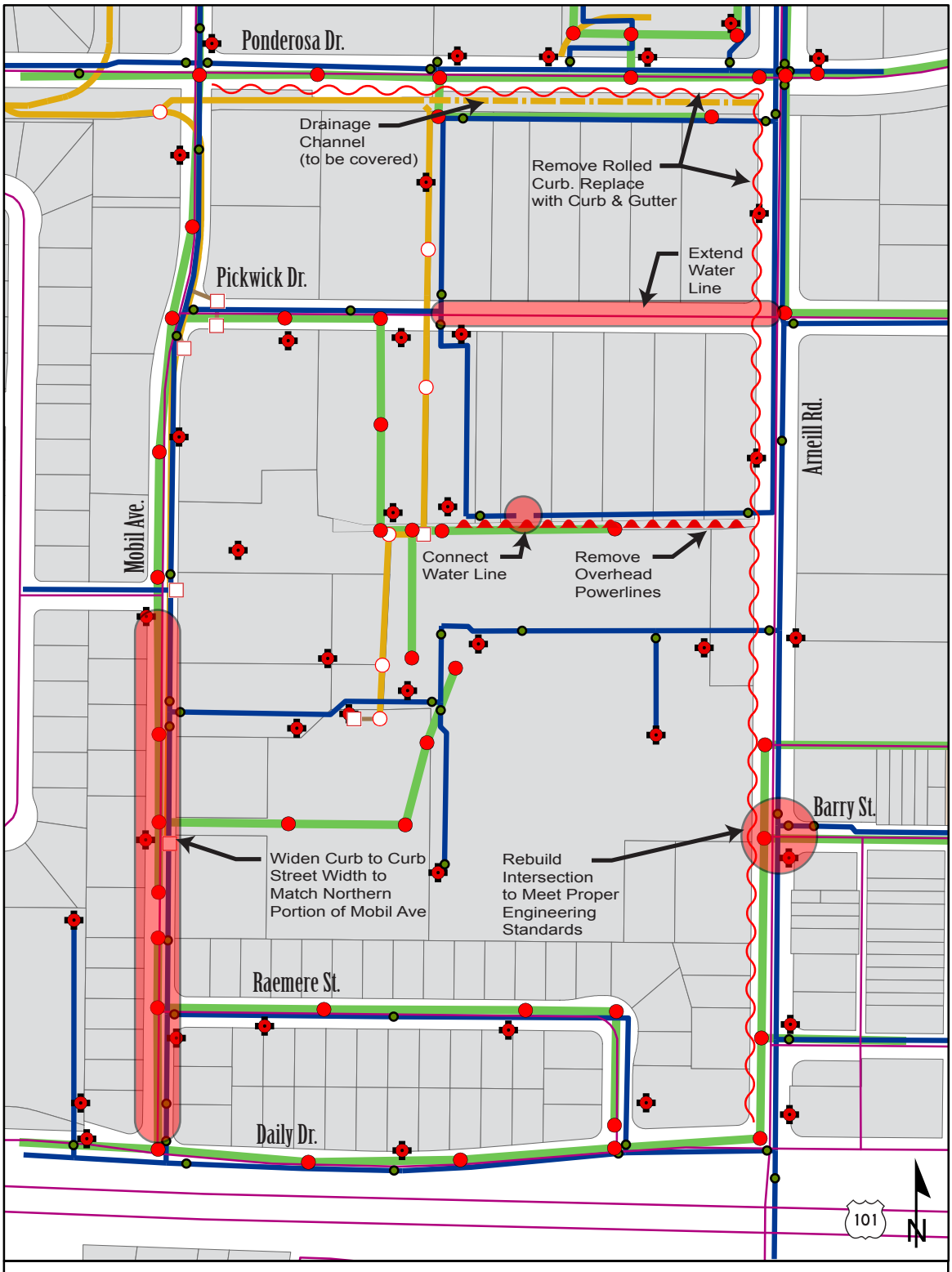


FIGURE 7.1

EXISTING & PROPOSED INFRASTRUCTURE

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Chapter 8 — Implementation

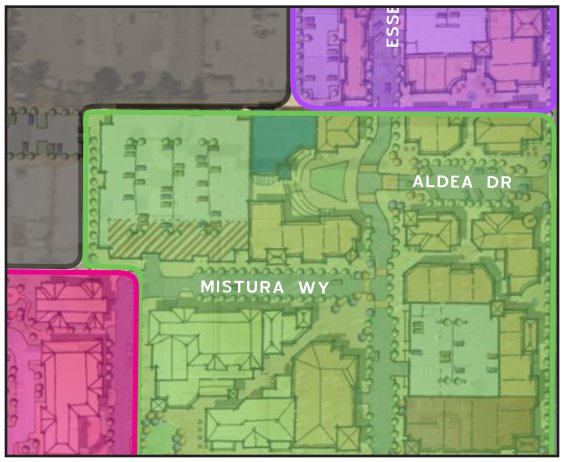
INTRODUCTION

This chapter addresses the actions that are necessary to implement the Camarillo Commons Strategic Plan (Plan) by both the City and private investment in order to achieve the goals and proposals outlined in the Strategic Plan document. The Plan is a tool to create positive change in this area of Camarillo seeking to establish a mixed-use neighborhood and a true community destination. The implementation plan is supported by an analysis of economic conditions (Chapter 1) to present a realistic plan for the future. The implementation "action plan" outlined in this chapter contains a summary of actions proposed by the Plan. Each of these actions will be guided and in some cases carried out by various City departments over time and included in the capital improvement program. Therefore, benefits to the community from the changes to Camarillo Commons, will be institutionalized as a part of the on-going operation of the City. In certain cases further study and analysis may be required to find realistic and timely solutions to implementation recommendations.

The contents of this Chapter include:

- An overview of how a strategic plan can bring about economic investment;
- A summary description of Plan recommendations including capital projects and programs;
- The Implementation Action Plan which prioritizes actions, assigns oversight responsibility, and suggests potential funding sources; and
- A summary of potential funding sources that may be available to the City for implementation of various Plan recommendations.

Implementation of the Plan will require a coordinated program of public and private actions. Each of the actions listed below will be carried out by the private sector as development occurs over time and by the City through additional policy initiatives, regulatory guidance, administrative programs, and capital investments. Monitoring of the effectiveness of the implementation program will be conducted commensurate with the City's established bi-annual budget cycle.



Public improvements are especially important, as they add value to the area and signal to the private sector that the City is committed to improving the Camarillo Commons Plan Area (Plan Area). Public improvements thus lay a foundation for future private sector investment, in a sense "priming the pump", encouraging property owners, merchants, and investors to do the same.

HOW THE STRATEGIC PLAN CAN BRING ABOUT PRIVATE ECONOMIC INVESTMENT

An implementation plan must involve both the public and private sectors to be effective. Whereas development of the specific allowable land uses and creation of selected development standards envisioned for a plan area is often initiated by the public sector, the ultimate goal of this type of planning effort is to attract desired private investment. Broadly speaking, there are two major ways that a municipality can facilitate desirable private development:

a. By creating a "conducive development environment" that is consistent with prevailing market demand for various land uses. This may include the following types of actions or policies:
   - Zoning that is responsive to forecasted market needs;
   - Allowing increased density through specialized form and standard based development standards to encourage redevelopment of underutilized and deteriorated properties;
   - Creating incentives in the form of new zoning, streamlined permitting, density bonuses and flexibility in development standards through the Planned Development Permit process that rewards creative projects that support the vision and goals of the Plan;
   - Area-wide infrastructure and "amenities" (e.g., drainage improvements, streetscape and landscape) investments;
   - Marketing of the Plan Area both to consumers, developers and prospective business tenants; and
   - Enhanced code enforcement to improve the visual appeal and function of the urban environment.

b. By providing direct or indirect financial incentives to area businesses, property owners, and key development projects. This can involve the following types of initiatives:
   - Providing loans and/or grants for various business and property improvement purposes such as building façade renovations (applies only to areas along the west side of Mobil Avenue and the east side of Arniell Road); and
   - Investing in site- or project-specific infrastructure.

Other options that may be investigated

In many cases one of the biggest challenges to redevelopment is acquiring the necessary land to create a viable project. While these are actions that the City's Redevelopment Agency can assist with, there are a number of constraints that must be considered to ensure it is a positive and desirable method of public assistance. For instance utilization of public funds will establish the need for all project costs to be subject to prevailing wage rates, a cost increase of up to 25%. There are many other considerations to be made when involving the powers of the Redevelopment Agency as described below.

- Assisting in land assembly for private developments;
- Land cost write downs;
- Reducing various local fees; and
- Affordable Housing Assistance.

SUMMARY OF STRATEGIC PLAN RECOMMENDATIONS

The following list is a summary of the recommended regulatory actions, capital projects, programs and initiatives for the Strategic Plan area. These actions have been developed during the planning process and are outlined in greater detail throughout the Strategic Plan document.

Regulatory actions:

Prepare and adopt new zoning designation and amend General Plan:

To implement and regulate the recommendations of the Plan, the City will need to amend the General Plan for the Raemere Street residential neighborhood of the Plan Area from a Medium Density Residential Planned Development (18DU/Acre) to a High Density Residential Planned Development (30DU/Acre) and rezone the majority of the Plan Area from Commercial Planned Development to Camarillo Commons Mixed-Use. This designation complements the existing Village Commercial Mixed Use designation but is tailored specifically to support the desired development pattern and characteristics of the Camarillo Commons Plan Area. The provisions of this new zone are focused on:

allowing residential uses in both vertical and horizontal formats at somewhat higher densities, adjusting and fine tuning building height, step-backs, setbacks, coverage, open space requirements, and parking requirements for specific areas. The new zoning will also include a provision to pair commercial development with residential development ensuring desired non-residential uses are constructed at the same time as residential development as outlined in Chapter 3.

Development Review and Monitoring Program: Ensure that the Plan regulations and guidelines are carried out pursuant to City procedures. Prepare a system to monitor and track the quantity of new development in the Plan Area such that target densities specified in the Plan are maintained and changes made where deviations are desired.

Capital Projects:

The Plan identifies numerous capital improvements to be made within the Plan Area. These include capital improvement projects such as enhancements to existing public rights-of-way, new public streets, new public spaces, and facilities. It is the intent of the City to implement these improvements through the efforts of private sector redevelopment activity with city assistance only on a case by case basis. These improvements need to be fully coordinated with future private development and the City's overall capital improvement program to ensure that streetscape amenities work with planned infrastructure requirements. Throughout the Plan Area there are; upgrades to existing utilities and infrastructure; rerouting, extension and construction of new water, sewer and storm drain systems; under grounding of overhead utilities; placement of new fire hydrants, and other facilities. All new infrastructure must comply with City engineering standards and where applicable other jurisdictional standards i.e. Ventura County Flood Control District.

Post Office Access:

Specific analysis was conducted by the Plan traffic engineer at the Post Office to assess measures to minimize vehicular turning and traffic conflicts. The recommendations concerning the Post Office in Chapter 4 of the Plan should be implemented through cooperative discussions between the City and the Post Office property owner. Because this is a traffic problem that currently exists, correction of this problem should be initiated at the earliest possible time.

Improvements to Arneill Road, Pickwick Drive, Mobil Avenue, Ponderosa Drive, and Raemere Street:

These street improvement projects initiated by the City may include a range of activities from the preparation of plans, specifications and estimates, to actual construction of proposed street improvements for various portions of these streets. It is recommended that these street improvements and ROW dedications are implemented by adjacent new development, as street frontage requirements for new projects. The City may chose to assist in the implementation of these projects for areas not directly associated with new development.

Per the design and land-use recommendations of the Plan (Chapters 4, 5, and 7), these projects will include: public outreach and coordination with affected property owners and businesses, traffic control at selected intersections, street reconfiguring, lane geometry and re-striping, lane transitions, transit stops and bus shelters, curb, sidewalk and street engineering modifications, drainage systems/NPDES compliance, utilities, landscaping, and irrigation improvements as necessary.

In addition the streetscape improvements will include such elements as special sidewalk paving, furnishings, lighting, and other amenities as specified by the Plan, and, if applicable, medians; mid-block crossings, etc. All street improvements listed above shall be constructed concurrent with and by adjoining private development and will need to be phased appropriately to ensure a fully functioning street system at all times.

Specific Improvements:

Arneill Road:

Based on existing conditions analysis, improvements to Arneill Road should include elimination of the rolled curb along portions of the north side of the street, re-engineering the crown of the street due to multiple repaving activities, addition of street trees and sidewalk enhancements, and installation of raised medians and other streetscape improvements recommended by the Plan.

Pickwick Drive:

Based on existing conditions analysis, improvements to Pickwick Drive should include connection of an 8" water main to the water main in Arneill Road, improvement of storm drain facilities, and reconfiguration of Post Office access and drop-off area.

Mobil Avenue:

Based on existing conditions analysis, improvements to Mobil Avenue should include selected widening of the street between Daily Drive and Ponderosa Drive. The width of Mobil Avenue is narrower in the southern section eliminating needed on street parking and turn lanes at the approach to Daily Drive. Thus, in the area of the intersection of Daily Drive and Mobil Avenue the street should be widened to match the street section to the north. Improvement of the intersections of Pickwick Drive and Mobil Avenue, and Daily Drive and Mobil Avenue should be followed per Plan recommendations.

Ponderosa Drive:

Based on existing conditions analysis, improvements to Ponderosa Drive should include elimination of sections of the existing rolled curb along portions of the western side of the street and the improvement of the intersection of Arneill Road and Ponderosa Drive per Plan recommendations. Additional access between Arneill Road and Mobil Avenue off of Ponderosa Drive to the Plan Area may be considered during project development including an analysis to alleviate traffic and access impacts. Such consideration shall be made on a case by case basis.

Barry Street:

Barry Street is an existing access easement that must be improved to public road standards as recommended in the Plan. In addition it is recommended to eliminate the exaggerated drainage swale at Barry Street and Arneill Road.

Under Grounding Utilities and the Camarillo Drain:

There are overhead utilities that traverse a portion of the Plan Area behind Ponderosa North and Ponderosa Center. These lines should be placed underground concurrent with redevelopment of the Plan Area and coordinated with other new infrastructure improvements. One of the more significant infrastructure investments is to cover over the Camarillo Storm Drain along the eastern boundary of the Plan Area adjacent to Ponderosa Drive. Portions of this Drainage system that parallels Ponderosa Drive have already been covered over and provide areas for parking, business access and landscaping which assists in beautifying the Ponderosa Drive corridor. Covering the remaining segment is important to complete street landscaping improvements and to assist redevelopment of the adjoining parcels within the Plan Area. It is recommended that this improvement is implemented by both adjacent new development as a street frontage requirement and the City due to its regional nature.

Public parking facilities participation:

Concurrent with early development within the Plan Area, the City may chose to participate with private development to study, design, and construct one or more public parking facilities in the area. The need for public parking facilities, the location, size and type will be dependent upon completion of a detailed parking study as outlined below. The City in consultation with the private sector will determine the most beneficial method of participation and financing to accomplish the goals of this Plan.

Prepare Camarillo Commons Logo:
Creating identity for this area of Camarillo is a goal of the Strategic Plan. The City should administer preparation of a logo for use in all identity and branding in the Plan Area. This logo will be used at entrance monuments, street signs, directional signage, gateways, banners, and other branding materials.

Public Plaza:
A key public space within the Plan Area is the development of a public plaza at the terminus of the new Aldea Drive. The City will work with the developers of Area D (See Opportunity Development Areas, Figure 8.1) to generate a preliminary facility program, conceptual design, quantify site requirements, determine infrastructure needs, define precise site location within the selected Site Development area, and review and assist in preparing design and development plans. The City in consultation with the private sector will determine the most beneficial method of participation and financing to accomplish the goals of this Plan.

Performing Arts / Activity Center (to be determined):
The Strategic Plan identifies a future performing arts/ activity center adjacent to the central plaza at the terminus of Aldea Drive. The exact program and facility configuration is unknown at this time. The City will work with community members and developers of Area D to generate a financial viability analysis, preliminary facility program and conceptual design, to affirm the range of users and space utilization, quantify building and site requirements, determine infrastructure needs, define precise site location within development area, and review and assist in preparing design and development plans.

Programs, studies and initiatives:

Prepare a comprehensive parking management and facility study: Provision of adequate parking within the retail and office districts of the Plan Area is a key element to assist in successful revitalization of this area. However due to the high cost of parking all efforts should be made to maximize the use of all existing parking as a priority measure. Thus, the purpose of this study is to outline methods to effectively use all existing parking within the Plan Area as a priority to constructing new parking facilities, either surface lots or structures. The study will also evaluate the projected demand for parking necessary to support expected new development, and the location and methods to finance and fund parking. This study should include the following:

a. Analyze existing parking conditions within the Plan Area; public parking, private parking, on- and off- street, quantities, locations, peak hours of use, duration of occupancy of spaces, and other parking attributes;
b. Forecast projected parking demand at Plan build out and identify on- and off-street quantity and confirm locations, peak hours of use, duration of parking, priority zones within Plan Area for additional parking, shared parking opportunities, and others;
c. Prepare plans and negotiations to acquire land and construct facilities for parking pursuant to findings determined in the study; and
d. Analyze potential for creation of a privately run parking district utilizing in-lieu fees or parking assessment for the purpose of funding parking.

Development Incentives:
Investigate possible incentives to spur development investment with elements such as: permit streamlining, selected processing and permit fee adjustments, façade improvement loans/grants, and assistance with the implementation of selected area wide improvements such as infrastructure, traffic improvements, under grounding overhead utilities, etc. These evaluations will likely occur on a case by case basis through negotiations with individual developers.

Transit service:
In order to minimize traffic impacts and to better connect Camarillo Commons to surrounding City neighborhoods and destinations the City should study transit service enhancements to Camarillo

Commons through the preparation of a transit study. The study should consider establishment of a trolley with loop service to areas surrounding the Plan Area. The transit study should consider expansion or alteration of the existing city transit services to this area.

Sign and Way-finding program:
Prepare a way-finding directional sign program for the Plan Area. Program shall include incorporation of City logo or other Camarillo Commons identity brand, informational and directional sign designs to facilities such as public parking, public facilities, and other important destinations. The program should include sign hierarchy, conceptual designs and shall be prepared with community involvement and be consistent with the guidelines and recommendations of the Plan (Chapter 5).

Wireless High Speed Internet Infrastructure:
It is a goal of the City to work with internet service providers to create a wireless access zone for the Camarillo Commons area upon redevelopment. The City should pursue discussions with responsible communications entities early in the redevelopment process to assist in bringing wireless internet and web access to the Plan Area.

Public Art:
Develop and implement a public art program including guidelines for inclusion of public art in new development projects and art in new public improvement projects.

Post Office and Fire Station potential relocation study:
During the preparation of the Strategic Plan it was recognized that long term relocation of both the Post Office and Fire Station may have several advantages for the City. The Post Office currently provides full service delivery, sorting, and customer services from this facility. While it is desirable to retain the retail aspect of the postal services in the Plan Area the balance of the postal functions might very well be better suited located in another location with enhanced access and a differently sized facility. Likewise, moving the Fire Station to another location may allow for expansion and improved area access, which has merits for further study. To this end the City should engage in a comprehensive study to determine if and when relocation of these two facilities would be beneficial to the institutions themselves and how this might best occur in terms of service enhancements, programming, site evaluations, conceptual facilities design, timing, funding, financing, and management

Relocation Assistance Program:
The City should evaluate opportunities and costs associated with relocation assistance of existing residents, businesses, and property owners to mitigate relocation impacts. The relocation program should consider the level of financial assistance, effects of public financial assistance on the private sector, and establish criteria to be met that would warrant participation of the Redevelopment Agency and methods to determine the scope of relocation assistance.

Raemere Street Special Study:
Upon completion of the Strategic Plan, the City should undertake a special study of the Raemere Street residential neighborhood to evaluate various property development options, circulation and access improvements, parking solutions, and other factors to achieve the vision spelled out in this Plan.

IMPLEMENTATION ACTION PLAN

A number of implementation steps are key to beginning the revitalization of the Plan Area. These include adoption of new zoning designation and development standards for this area and working with property owners and developers to assist in redevelopment of key sites in the area.

Adopting the Strategic Plan

By adopting the Strategic Plan (design for development) significant incentives will be given to area property owners and developer/investors. The Strategic Plan provides incentives in the form of:

- New zoning by allowing significant new residential, commercial, and mixed uses in selected areas based on a comprehensive assessment of market conditions. Zoning is supported by supplemental development standards that assist in achieving a higher quality of development thus improving long term investment values.
- Application of the City's Planned Development Permit process which rewards creative and high quality projects that support the goals of the plan while allowing some flexibility in meeting the development standards and guidelines required by the Plan. Flexibility to achieve the goals is a key ingredient in an incentive based plan.

Coordinating with property owners and Developers to redevelop key sites

The City should take a proactive role to work with and guide new development applications. This can be accomplished by providing leadership in the review and comment on submittals, assisting in application of incentives as outlined in the following action plan, and coordinating with responsible agencies such as Ventura County Flood Control to obtain approvals. In general the City should create a conducive development environment and work proactively to ensure that resulting development meets or exceeds the expectations enumerated in this Plan and represents a valuable long term investment for the City of Camarillo. The Development Zone Diagram (Figure 8.2) indicates potential redevelopment site areas to be considered.

Near term

The following sites appear to have relatively high near term redevelopment potential due to the following factors:

- Low existing FAR;
- Older building stock;
- Good street, utilities and infrastructure access; and
- High net increase in potential building intensity and mix of uses.

Opportunity Development Area B: Pickwick Drive NE

This 5-acre area consists of 6 existing parcels and is developed with approximately 57,000 square feet of commercial retail and office space. It is bounded by Pickwick Drive to the south, Arneill Road to the east, Mobil Avenue to the west, and Ponderosa Drive to the north and has very good access to streets and utilities. The Camarillo Drain runs along the eastern border of the site parallel with Ponderosa Drive. The Plan suggests both commercial and residential uses in vertical and horizontal formats with mixed-use development (residential over retail) fronting Arneill Road, Ponderosa Drive, and Pickwick Drive with residential uses located internally in the Plan Area.

Opportunity Development Area C:

Pickwick Drive SE This 3-acre area consists of 4 parcels and is developed with approximately 23,000 square feet of commercial retail and office space. This site is bordered by Pickwick Drive on the north, the City Fire station to the west, Arneill Road to the east and the Ponderosa Center to the south. The Plan suggests a mix of stand alone commercial and office space with mixed-use retail, office, and residential occupying the majority of the site.

Opportunity Development Area D:

Barry Street /Aldea Drive

This 10.5-acre area consists of 2 parcels and is developed with approximately 128,000 square feet of commercial retail and office space. This site is one of the largest opportunity sites and is bounded by Barry Street to the south, Arneill Road to the east, and the bowling alley to the west. The Plan suggests a mix of both stand alone residential in various densities from town houses to apartments, stand alone commercial, live/work lofts and mixed use retail, office and residential occupying the Arneill Road frontage area. A small plaza and a performing arts facility are part of the suggested land uses for this area.

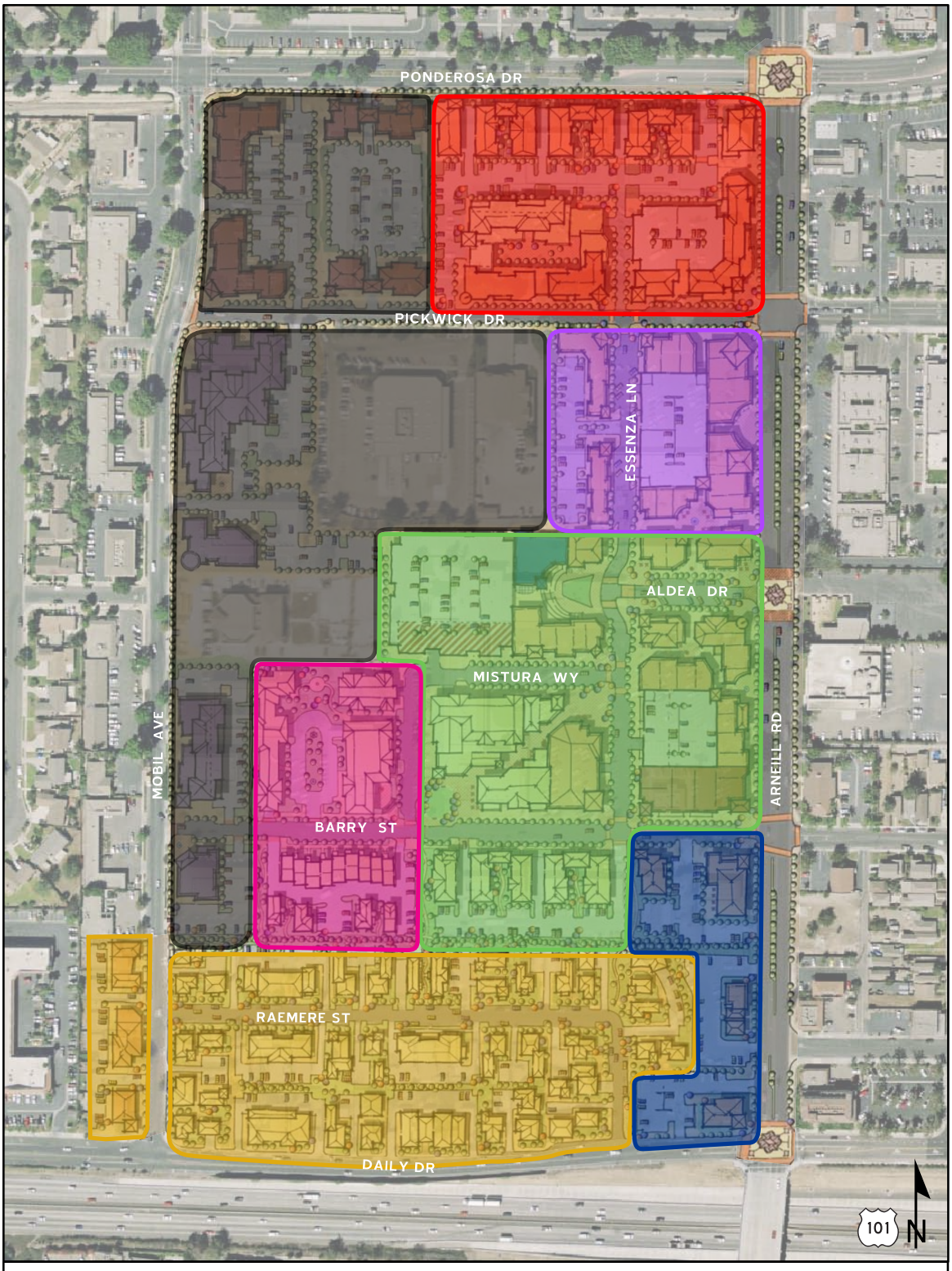


FIGURE 8.1

OPPORTUNITY DEVELOPMENT AREAS

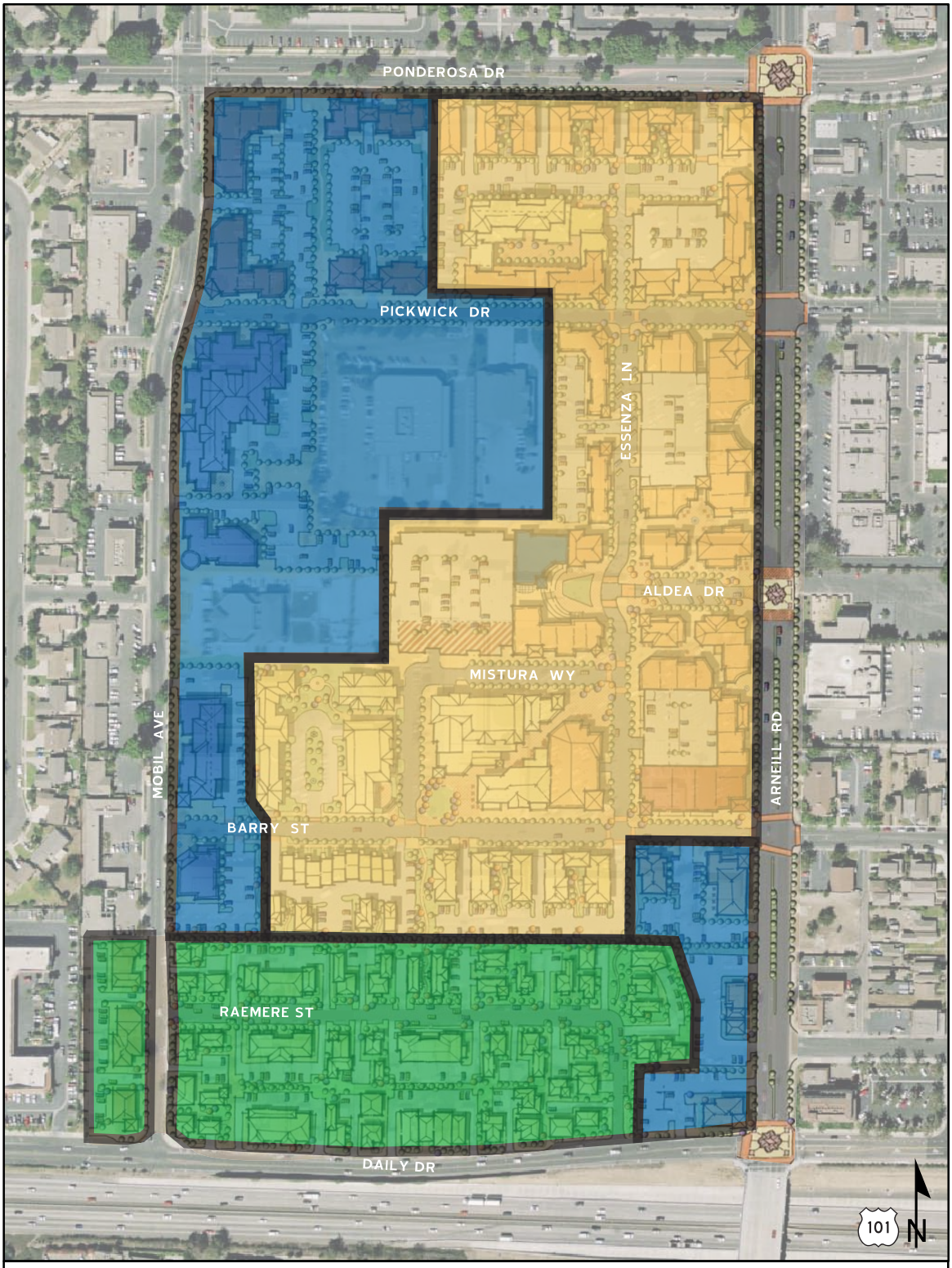


FIGURE 8.2

DEVELOPMENT ZONE DIAGRAM

Opportunity Development Area F: Bowling Alley

This 3.5 acre area consists of 1 parcel and is developed with approximately 24,000 square feet of a single use commercial recreation facility (bowling alley). This site is land locked with access via an easement along Barry Street, located interior to the Plan Area. The Plan suggests a mix of stand alone medium and high density residential town houses, condos and apartments.

Mid-term

Opportunity Development Area G: Raemere Street Residential Neighborhood

Opportunity Development Area E: Arneill/Daily Drive frontage

These sites appear to have constraints that would deem them candidates for mid-term redevelopment potential due to the following factors:

- Multiple residential ownerships and limited ability to control a larger project area;
- Fast food pad on a high volume, major intersection;
- Newer building stock including a new gas station; and
- More moderate increase in potential building intensity and mix of uses.

Long term

Opportunity development area A: Mobil Avenue and Pickwick Drive area

These sites appear to have relatively low near term redevelopment potential due to the following factors:

- Standard existing FAR;
- Newer building stock;
- Multiple ownership of individual office condo units;
- Post office, fire station, church, office buildings, and high quality building conditions;
- Commercial and office centers that are in good condition and have higher lease rates; and
- More moderate net increase in potential building intensity and mix of uses.

Implementation Action Plan

The vision and goals presented in the Camarillo Commons Strategic Plan (Plan) are supported by the following Implementation Action Plan. The Action Plan provides a summary of Plan recommendations and is presented in a table format providing a clear listing of the major actions needed for implementation. The table also identifies the responsible agency or party, suggested timing of the actions and a list of potential funding sources to assist in implementing each action. It should be noted that all actions listed in table 8.1 below must be authorized and initiated by the City Council and/or Community Development Department by policy decision.

TABLE 8.1: IMPLEMENTATION ACTION PLAN

Timing: 1 = Short Range (1st year) 2 = Mid-Range (2-5 years) 3 = Long-Range (5+yrs)
Responsibility: CD = Community Development, PW = Public Works, RA = Redevelopment Agency, PR= Parks and Recreation, Con= Consultant

	Timing	Responsibility		Funding Sources
		Lead	Support	
REGULATORY ACTIONS				
Adoption of Strategic Plan: Adoption of the Strategic Plan puts into place a new vision for the redevelopment of Camarillo Commons including; recommended land uses and intensities, development standards, design guidelines and other proactive policies designed to spur economic investment and visual enhancement of the area.	Now	CD	RA	General Fund/Tax Increment
Prepare general plan amendment and adopt new zoning ordinance: To implement and regulate the recommendations of the Plan, the City will need to create a new zoning designation for this area.	1	CD	RA	General Fund/Tax Increment
Development Review and Monitoring Program: Ensure Strategic Plan regulations and guidelines are carried out pursuant to City procedures.	1	CD	RA/PW	General Fund/Tax Increment
Enhance Code Enforcement: Adopt a proactive code enforcement program focused on signage and beautification.	1	CD	PW	General Fund/Tax Increment
IMPROVEMENT PROJECTS				
Post Office Access: Coordinate with property owner of the Post Office facility to make recommended access and drop-off modifications.	1	PW	CD/RA/ USPS	Development Contributions/General Fund/Tax Increment
Arneill Road Improvements: Survey, design development, and selected improvement plans as coordinated with adjoining private development.	1	PW	CD/RA	Development contributions/ SAFETEA-LU/CMAQ/ CDBG/Gas Tax/Tax increment

Mobil Avenue Improvements: Survey, design development, and selected improvement plans as coordinated with adjoining private development.	3	PW	CD/RA	Development contributions/ SAFETEA-LU/CMAQ/ CDBG/Gas Tax/Tax increment
Pickwick Drive Improvements: Survey, design development, and selected improvement plans as coordinated with adjoining private development.	3	PW	CD/RA	Development contributions/ SAFETEA-LU/CMAQ/ CDBG/Gas Tax/Tax increment
Raemere Street Improvements: Survey, design development, and selected improvement plans as coordinated with adjoining private development.	3	PW	CD/RA	Development contributions/ SAFETEA-LU/CMAQ/ CDBG/Gas Tax/Tax increment
Ponderosa Drive Improvements: Elimination of rolled curb	3	PW	CD/RA	Development contributions/ SAFETEA-LU/CMAQ/ CDBG/Gas Tax/Tax increment
Under Ground Overhead Utilities and Cover Over Camarillo Drain: Prepare studies and engineering for the covering over of Camarillo Storm Drain concurrent with adjoining private development activity.	2	PW	CD/RA	Development contributions/Gas Tax /Tax increment/Rule 20A funds
Public parking facilities participation: Concurrent with early development, the City may choose to assist in the provision of parking facilities. Study parking financing and participation strategies to determine if this would be a benefit to the City. The City will not be responsible for collecting the funds to run such a program.	1	CD	PW/RA	Development contributions/ CDBG/ Tax increment/Parking District Fund
Prepare Camarillo Commons Logo: Create Camarillo Commons Logo for use on signs, banners, monuments, marketing, and promotional materials and other media.	1	CD	PW	Tax Increment/ General Fund/PBID

Public Plaza: Preliminary facility program, conceptual design, quantify site requirements, determine infrastructure needs, define precise site location within the selected Site Development area, review and assist in preparing design, and development plans.	2	CD	PW/RP/ RA	Development contributions/ Development Impact fees/ Tax increment/ Donor/ General Fund/ Quimby Fees
Performing Arts / Activity Center: Preliminary facility program and conceptual design, to affirm the range of users and space utilization, quantify building and site requirements, determine infrastructure needs, define precise site location within development area, and review and assist in preparing design and development plans.	2	CD	PW/ PR/ RA	Development contributions/ Tax increment/Donor/ General Fund
PROGRAMS, STUDIES AND INITIATIVES				
Prepare a comprehensive parking management and facility study: Prepare a parking analysis including: review of parking supply, estimated demand and time of use, management of existing parking, shared parking opportunities and recommended parking strategies. (i.e. in-lieu fees, shared parking policies, etc.)	1	RA	PW/ CD	General Fund/Tax increment/ CDBG/ Development Impact Fees
Formation of PBID: Investigate the formation of a property owners and business based improvement district that would include both business and residential properties.	1	RA	PW/ CD	General Fund/Tax Increment
Development Incentives: Investigate possible incentives to spur development investment with elements such as: permit streamlining, selected processing and permit fee adjustments, façade improvement loans/grants, etc.	1	CD	RA/ PW	General Fund/Tax Increment

Transit Service: City should study transit service enhancements to Camarillo Commons through the preparation of a transit study.	3	PW	RA/ Transit Provider	General Fund/Tax increment/ Gas Tax/ CQMA/Development Impact Fees
Storefront and Façade Improvement Program: The City should prepare a new storefront and façade improvement program for the Plan Area. Funding for storefront and façade improvement projects may be provided through provision of grants and/or loans in compliance with adopted and/or modified program	1	CD	RA	Tax Increment/CDBG/ General Fund/PBID
Sign and Way-finding program: Prepare a way-finding directional sign program for the Plan Area.	2	RA	CD	Tax Increment/PBID
Wireless High Speed Internet Infrastructure: The City should pursue discussions with responsible communications entities early in the redevelopment process to assist in bringing wireless internet and web access to the Plan Area.	2	CD	PW/RA / Service provider	N/A
Relocation Assistance Program: The City should evaluate opportunities and costs associated with relocation assistance of existing residents, businesses, and property owners to mitigate relocation impacts.	1	RA	CD	Tax Increment/General Fund
Raemere Street Special Study: Upon completion of the Strategic Plan, the City should undertake a special study of the Raemere Street residential neighborhood to evaluate various property development options, circulation and access improvements, parking solutions and other factors to achieve the vision spelled out in this Plan.	1	RA	CD	Tax Increment/General Fund

Public Art: Develop and implement a public art program including guidelines for inclusion of public art in new development projects and art in new public improvement projects.	2	CD	RA	Tax Increment/ Developer Cost/ Grants/PBID
Post office and Fire Station relocation study: City should engage in a comprehensive study to determine if and when relocation of these two facilities would be beneficial to the institutions themselves and how this might best occur in terms of service enhancements, programming, site evaluations, conceptual facilities design, timing, funding, financing, and management.	3	RA	CD/PW	Tax Increment

POTENTIAL FUNDING MECHANISMS

Several major categories of funding mechanisms are potentially applicable to the Plan Area:

Potential Funding Sources:

1. Redevelopment Tax Increment Funds available through the Redevelopment Agency. Tax increment funds are typically used to fund redevelopment projects as specified in the adopted redevelopment plan. Tax increment funding includes a 20% set aside for investment in housing programs and projects. In many cases capital reserves are leveraged through bond indebtedness to fund larger redevelopment initiatives thereby adding new tax increment revenue to the Redevelopment Agency from new development projects. Tax increment financing is one of the most powerful and accessible forms of funding and financing available to local government. The Agency must assess its future earnings to determine capacities for new bond funding.
2. Development Impact Fees (AB1600) for city wide public projects such as water, sewer, drainage, traffic improvements, and others where there is a demonstrated need for project funding to serve new development and a clear nexus and demonstrated benefit to new development.
3. Development Contributions to public improvements through conditions of approval, Development Agreements, or other exactions and agreements.
4. Assessment Districts: community facilities district i.e. Mello-Roos, LLMD, CSD, etc. established by voter approval are used to supplement capital and Operation and Maintenance costs associated with public benefit projects. Lighting and Landscape Districts to assist in covering initial capital costs and on-going maintenance and operations of selected improvements related to a geographic area of benefit. Establishment of a Lighting and Landscape District requires voter approval for inhabited areas.
5. Formation of a Property owner based Camarillo Commons Improvement District (PBID) In 1994, California State legislation authorized, for the first time, the formation of business improvement districts through property owners. A PBID may be formed for up to five years, and may be renewed continually for additional five-year periods. The mandatory assessment, if voted upon by a majority of the property owners, is based upon a formula not connected

with the actual assessed value of the property. Usually, the formula is based on lot area, improvement floor area, street frontage length, and the level of benefits which will flow to the particular location of the property. PBIDs may have gross assessment collections ranging from $50,000 to more than $2.2 million per year in contemporary Southern California experience. A "norm" is usually more than $200,000 per year.

The principal activities funded by a PBID, which may also include residential properties and higher density districts and corridors, include the following:

- "Clean and safe" program (i.e. Supplement standard City services to clean the public realm and augment police services with on-site public security);
- District marketing and targeted tenant and business capture outreach;
- Seasonal/calendar of events and special attraction initiatives; and
- Maintenance of unique signage, banners, landscape materials.

It is not common for PBIDs to enter into public infrastructure financing obligations, high cost street lighting or street furniture and replacements, or direct financial partnerships in property rehabilitation/facade improvements/ public space or public parking partnerships development costs.

More recently, as infill housing has been added to already existing PBID districts, the renewal formulas and participation have changed to accommodate the property owners, residential condominium owners, and other interests engaged as direct owners. This may also include commercial condominiums. In a "new urbanism" development area, usually as a redevelopment initiative, it is becoming more common to blend the property based improvement district as a mix of land users because all owners must be represented and are assessed. All must agree on the district management plan.

6. Transportation Enhancement Activities through SAFETEA-LU a federal funding program focused on transportation enhancements such as street landscaping alternative transportation, bike and pedestrian enhancements, street beautification efforts etc.
7. Congestion Management Air Quality funds for alternative transportation, bicycle, and pedestrian enhancements and other programs and projects to improve air quality, as promoted by the local Air Quality Management District.
8. Local gasoline tax revenues for improvements to local roads and streets.
9. Community Development Block Grant (CDBG) funds are another source of annual grant money that accrue to the City on annual basis for the purposes of investing in a variety of eligible community projects designed to benefit low and moderate income neighborhoods and to provide opportunities for affordable housing. Projects include a range of improvements from street and façade improvements to housing projects.
10. California Tax Credit Allocation Committee. This entity, now in practice for more than a decade, provides the allocation of tax credits to developer entities seeking to create low and moderate income and affordable housing. The tax credits can be resold to sophisticated firms and organizations seeking tax relief by purchase of the tax credits. The funds which are generated from sale of tax credits are then used to cover the "gap financing" of the proposed low and moderate income housing development. This technique, which is intensely competitive, goes through two rounds of applications each year. Use of these funds by developers would need to be directed toward the provision of low and moderate income housing units within residential developments and mixed-use projects within the Plan Area.
11. California Infrastructure and Economic Development Bank (IBANK) This institution is relatively recent, roughly five years old. It provides loan funding to public agencies

seeking lower interest rates for good quality public infrastructure and for which the city or public agency can pay back the amortization obligations. The program is focused toward cities and entities that do have financial problems but can reasonably forecast and commit to timely, durable amortization schedules. The principal intent is to fund infrastructure which will generate permanent jobs. The IBANK also provides somewhat lower interest loans to firms seeking expansion that are committed to employment retention, growth, and opportunities in "under employment" areas. Thus, the IBANK has several programs.

Camarillo might be an eligible applicant for infrastructure funds via a loan should it be able to confirm the employment retention/growth in the Camarillo Commons program development. The California IBANK website provides much more explicit detail.

12. General Fund allocations for planning efforts, capital improvement projects and program administration. General Fund revenues are monies collected by the city from property taxes, sales and use tax, transit occupancy tax, and other forms of revenue and are used by the City to fund municipal operations such as fire, police, development services, public works, recreation, and a wide variety of other municipal services.
13. General obligation bonds for city wide purposes, a portion of which may be eligible for necessary upgrades of the Plan Area, to be used as financing mechanisms by local government to pay for various public improvements.
14. Donor programs. Some of the proposed improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used very successfully in many cities in the United States for providing funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations. Many improvements could be funded by donor gifts for items such as: benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display such as a "wall of fame" with donors' names.

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APPENDIX A:
MARKET ANALYSIS

ARNEILL ROAD PLAN AREA
CONTEMPORARY CIRCUMSTANCES

INTRODUCTION

In order to establish the framework for consideration of possible options for the redevelopment of the nearly 55-acre Arneill Road Plan Area, it is important to define the contemporary circumstances which exist in the area and may or may not be altered by the initiatives the property holders and the Redevelopment Agency and the City may take over the next 10 to 20 years. Historically, the Plan Area began as the core of Camarillo in the late 1950s and early 1960s. The Ponderosa Plaza was one of the very first community-scale shopping centers which provided significant convenience concerning household goods, groceries, and urban services for a rapidly growing Camarillo which was principally developed on the north side of the 101 freeway.

Thus, Ponderosa Plaza, completed in 1963, is a significant portion of the overall existing development, and has been in operation and evolution and tenant change outs for more than 43 years. Besides the retail convenience, significant office space was built adjacent to Mobil Avenue on the west side, and continues in operation today with multiple office tenancies, an existing church, and some modest mix of retail services and commercial services. Except for the two public streets (Pickwick Drive and Raemere Street), the 55-acre space is principally surrounded by Arneill Road, Ponderosa Drive, Mobil Avenue, and Daily Drive.

SCOPE

The entire study area inside the quadrangle, formed by arterial, and collector street boundaries is roughly 55 acres. On the south, there are 43 residential lots, primarily developed as single-family homes, which form a boundary of land use between Dailey Drive and the southerly portion of Ponderosa Plaza and adjoining commercial uses. Thus, the adjusted gross area for commercial use is nearly 44 acres. If Pickwick Drive, the fire station, and very active post office, and the church on Mobil Avenue are deducted from the nearly 44 acres, the net commercial land area is roughly 36 acres.

In order to establish a new redevelopment of the space, and to provide for appropriate public access and easements, there may need to be a dedication of an additional 5 or more acres for new interior public streets, creating an estimated revised net land area of 31 to 32 acres. Alternatively, the residential properties along Raemere Street might also be redeveloped and become a part of the new mixed use concepts which are being considered. Thus, a revised net development space might become approximately 40+ acres.

EXISTING DEVELOPMENTS

In a combination of data estimated by the consultants and confirmed by additional data sources and review by the City of Camarillo, it appears that presently the on-site commercial use floor space is 376,580 square feet, or a floor area ratio of approximately 0.24 on the current 36.15 net acres of plan area in commercial use before any new plan concepts and additional public rights-of-way are defined.

Existing commercial uses in the area are composed of a wide variety of commercial retail, including the 99¢ Store, as well as the medium-scale food market. Service commercial activities, auto repairs, supplies, and services, some commercial recreation (bowling alley), and offices are also distributed throughout the area. The offices are primarily aligned along the east side of Mobil Avenue.

OWNERSHIPS

The total of assessor parcels in the area include 63 parcels in commercial use, and 43 residential lot parcels on the southerly end. In the commercial property area, there are 28 owners of individual properties, as well as an additional 18 owners of a commercial office condominium property on a single prior development (several of the commercial office condominiums are combined by individual owners). Sixty-three of the parcels/condominiums are held by owners with addresses in the City of Camarillo. There are 5 parcels in public use, including 2 held by Ventura County Fire Protection District for the Fire Station, 1 by Ventura

County Flood Cont rol, which is the channel on the south side of Ponderosa Drive, and 2 parcels held by the United States Postal Service. Additionally, there are 3 parcels which appear to be in religious ownership, including 2 held by God's Grace Fellowship, and 1 held by Religious Science.

RETAIL SALES VOLUMES

Research data provided by the City and further analysis by the consultant, indicate that the Ponderosa Plaza and adjoining commercial properties in the Plan Area generate approximately $30 million annually in taxable retail sales. From 2003 to 2004, that sales volume went up by approximately 2 percent, or roughly $600,000. When measured against total City of Camarillo taxable retail sales, the Plan Area generates between 4.6 percent and 5.0 percent of total City taxable sales. This suggests a scale of roughly 5 percent of all retail sales taxes received by the City of Camarillo annually. Note, however, that the area has probably been roughly static in terms of activity, as compared to the intense growth which has recently been seen in Camarillo capture of taxable retail sales. For example, 2004 saw a 21 percent increase in the sales in home furnishings and appliance stores, and a 17 percent year-over-year growth for building materials stores. Overall, the City of Camarillo enjoyed a 10 percent taxable sales volumes increase in 2004 over 2003.

Note, of course, that the City has many neighborhood- and community scale shopping centers, especially concentrated on the north side of the 101 freeway. During the past 10 years, however, significant big box clusters of stores have been developed west of Los Posas and the Camarillo Premium Outlets have grown through four phases since the mid 1990s, south of the freeway, east of Los Posas.

Hence, the Plan Area, which is adjoined by other convenience commercial shopping centers including Central Plaza, has maintained the convenience character, but is probably somewhat flat in terms of any growth. The reader should note, however, that more than 25 percent of existing floor space in the Plan Area is devoted to office space, with very little vacancy.

ESTIMATED CURRENT EMPLOYMENT IN THE AREA

By using a somewhat conservative employment per floor space ratio of 1 employee for 600 square feet, it is reasonable to estimate that the Plan Area could have roughly 628 employees. Because many are engaged in retail, it is likely that there are a larger number of what are called “FTE,” which means full-time equivalent, or multiples of jobs because they are part time. Note, however, that probably one fourth of this estimate would be office employees who may be much more efficient in terms of floor space usage, possible at one employee per 300 to 400 square feet of building floor space.

Note that these numbers do not count the Fire Station or the Postal Service. By another ratio concept, if we divided the 628 employees by the 36 net commercial acres, the result is approximately 17 employees per acre. That is a very modest employment density, but it is primarily based upon very large surface parking lots and principally single-story structures among the retail stores clusters.

ACCESS AND VISIBILITY

Prior to the year 2002, there was direct freeway on- /off-ramp access to Arneill Road, and, thus, somewhat greater ease in reaching Ponderosa Plaza and the adjacent commercial space. Relocation of the freeway ramps further to the east has changed the pathfinder challenge of finding Ponderosa Plaza by freeway travelers. This does not mean that access has actually been diminished in terms of Camarillo residents or those familiar with the stores, the offices, and the specialties which are mixed in the existing location.

The Arneill Road Plan Area is not visible from the 101 freeway, because the freeway is below grade at that portion of its alignment. Arterial road access is adequate. Users/shoppers/clients reach the Plan Area from Arneill Road, from Ponderosa Drive, and from Dailey Drive. Accessibility is also reachable through Mobil Avenue. The Plan Area is

more clearly connected now to Ventura Bouelvard/"Old Town" on the south side of the 101 freeway via the all-new and improved Arneill Road bridge across the freeway.

ECONOMIC DEVELOPMENT STATUS

The Plan Area was a part of the redevelopment project plan ordinance adopted by the City of Camarillo in 1996. Next year, in 2007, the redevelopment project will reach its 11th year of implementation activity, which, under state law (SB1290), will obligate the agency to redistribute higher amounts of redevelopment tax increment to the other taxing jurisdictions, thus, the earnings of tax increment will flatten somewhat for several years into the future.

In the 12th year of redevelopment project implementation, by 2008, again under state law, the potential use of condemnation/eminent domain expires. Camarillo had condemnation as an authorized activity in its redevelopment plan, and is considering a plan ordinance amendment to further extend that authority. Overall, Ponderosa Plaza and the adjoining retail, office, and commercial services which are clustered in the Plan Area, remain as one of the more recognized community-scale shopping and convenience locations. This is substantially the case because of the existence of the United States Postal Service offices which provide significant convenience for the core of the City of Camarillo.

CITY OF CAMARILLO
ARNEILL ROAD PLAN AREA
SUMMARY/OVERVIEW OF MARKET CIRCUMSTANCES

I. OVERVIEW

Scale

- Gross Area — 55± acres
- Properties and existing streets to remain 15 acres
- Potential redevelopment of 40 acres
- Net land of 35± acres and 5± acres of new streets/public right-of-way and easements

II. "BLIGHT"

- Essentially economic obsolescence, not significant property deterioration
- Given the recent Kelo decision by the U.S. Supreme Court, it is somewhat unlikely that eminent domain will be used by the Agency in the near term.

III. CONCEPT FOR REDEVELOPMENT IMPLEMENTATION

- Existing property owners may participate, with the equity of the redevelopable net land space.
- Interested investors/developers may enter based upon opportunities they see.
- The Agency may participate in terms of public infrastructure improvements.

IV. PHASING

- May take 8 to 15 years.
- May occur on a series of the largest existing properties, and accumulations of adjacent properties, thus reflecting existing property lines — at least initially.
- Start and continue at scales of 4 to 8 acres per development in order to achieve financial viability.

V. SOME REALITIES — WHAT STAYS

- For the near- to mid-term: Pickwick Street with Fire Station and Post Office in the middle of the Plan Area
- The church facing Mobil Street
- The bowling alley indicates it has no intention to go away (at this time).

VI. MARKET VIABILITY ISSUES (November 2005)

- Recent real estate analysis shows housing purchase price values have made it possible for "mixed use" first floor commercial uses to meet contemporary/acceptable lease/rent rates. Without the high value housing, stacked mixed use is very difficult.
- We have endured two years of construction materials costs inflation and also price competition with Asia — it is not over.
- Residential pricing is flattening, especially for condominiums.
- Land price expectations for virtually all new real estate products have continued to rise, have not yet flattened.
- "Soft costs" have risen, in part to provide for costs escalations by creating larger contingency factors.
- Construction financing, permanent financing, and residential mortgage interest rates have risen and will not decline. There may be additional interest rate increases.
- Housing, of virtually any product type, does remain very valuable, at high prices, in all of Ventura County. This, to some degree, moderates part of the multiple inflationary impacts defined above.

VII. A PLAN AND THE EVOLVING MARKETPLACE IN CAMARILLO

- The City is getting new residential density products in the "Village" area, south of the freeway, but not significant vertical mixed use.
- Recent DoF (State Department of Finance) data does not show additional condos in 2004 and 2005 estimates.
- The redevelopment enthusiasm for Arneill Road is going to be an evolving phased effort that will take time because of both market demand adjustments and the complexity of reusing already built out occupied ownerships and tenancies.
- A successful "pioneer" first project development will be necessary to ignite the believability of the overall plan strategy and credible implementation.
- Land use density entitlements will drive the process, so long as parking requirements costs can be included in the viability solutions.
- The City and Agency must take care not to offer residential only as the first entitlements. They would be snapped up, and the mixed-use strategy intentions could be delayed and possibly seriously compromised or lost.

VIII. TESTING THE WATERS

- If the plan concept is to move forward, the current owners must have knowledge and opportunities for input and possibly opportunity to determine their options (land/property sale; hold and pledge in as equity partners; undertake direct private redevelopment; obtain marketable entitlements; obtain limited City and Agency assistance; etc., etc.)
- Relocation of business tenants may prove to be very expensive.
  The Agency may become financially responsible for some of the costs. This could divert Agency funds away from infrastructure improvements, etc.
- Agency assistance might trigger "prevailing wages" obligations concerning construction labor costs (about 20.1 percent above normal non-prevailing-wage costs).
- All existing owners have first right to rehab/redevelop/adaptively reuse their existing properties under California State redevelopment law
  (and the City's redevelopment ordinance and accompanying "Owner Participation Rules." The same may be somewhat true for tenants, depending on how the redevelopment project ordinance and accompanying rules were defined.)

IX. MARKETS NOW (November 2005)

- Camarillo Premium Outlets will expand by 240,000 s.f. very soon, adding 140,000 s.f. of outlet stores and 100,000 s.f. of "lifestyle" retail and restaurants.
- The City/Agency is negotiating to develop a new hotel in the Southeast corner of the 101 Freeway and Las Posas Road.

- The "Village" is building out (up to 1,200± units – check this), south side of 101 Freeway.
  - The City's growth management ordinance (continually reaffirmed by public ballot) limits City growth to 400 dus/year.
  - The "Ponderosa Corridor" Specific Plan area (west of Las Posas Road, and north of the 101 Freeway) is moving toward plan finalization and entitlements, possibly late next year, with perhaps 1,000± homes and small convenience retail – on the west end of town. It is somewhat subject to City partnership with the State (CALTRANS) on the proposed Springville/101 Freeway Interchange development.
- Overall, the City is growing south and west.
- It will take quite sometime before CSUCI becomes annexed into Camarillo – if that is the actual future intent (not known by ERA). Land surrounding CSUCI would tend to grow urban if annexation occurred.
  - Camarillo Springs, to the east, and below the Conejo Grade, is still infilling and building out.

X. MARKET POSITION OF ARNEILL ROAD PLAN AREA

- Based upon Camarillo development history, this area has been the convenience shopping location for more than four decades, and remains so.
- Options in the market (not driven by redevelopment initiatives) would probably be as follows:
  - A) "Stay as is," with further development and tenanting toward "more affordable" retail goods, services, offices, etc.
  - B) "Dress Up" to improve tenancies by making a village with landscaping, more shade, place brand signing, pedestrian ways, improved organization of surface parking layouts, and formation of a Business Improvement District.
  - C) Sequential property change outs, with allowable densities and uses available under the General Plan, zoning designations, and the existing redevelopment plan. Larger individual properties might be rebuilt at higher densities with affordable structure parking.
- What may be the most obvious redevelopment strategy market uses?

A) Convenience Commercial Retail:

+ Affordable furnishings
+ Bakery/catering
+ Educational materials store
+ Upgraded chain drug store
+ Grocery – More up market
+ Chain bookstore
+ Party store
+ Niche cosmetics retail
+ Children's apparel
+ Family restaurant/new branch
+ Sports/recreation retail
+ Next hardware chain
+ Wine store

B) Convenience Commercial Services:

+ FedEx/Kinko (already there?)
+ Business/office supplies
+ Auto leasing firm
+ Event furniture rental firms
+ Financial services
+ Communications/technology services

C) Unique Possibilities:

+ Computing training enterprise
+ CSUCI Extension education
+ New branch library (very electronic)?
+ "Camarillo Families and Friends" meetings and small event space (an enterprise)

D) Office Tenants Mixes:

+ "The usual": insurance, real estate, stocks/securities, lawyers, accountants, etc.
+ Associations support services
+ Design/engineering/development/planning consultants, etc.
+ Non-lab medical offices
+ Research and reporting firms
+ Property management firms

E) Retaining/Relocating internally the firms who wish to stay:

+ Many office occupants

+ Retailers wishing to stay, who will accept temporary relocation within the plan area before moving into all new or renovated spaces.
+ Convenience services providers who must stay to remain in their business niche.

XI. THE PROPOSED RESIDENTIAL COMPONENT

- Camarillo presently has about 4,500 condominiums, about 5,000 apartment units, and 1,058 mobile homes. Condominiums make up about 1/6th of all housing units in the City. More will be built; however, very few were entered as new net additions in 2004 and 2005 estimates by the State Department of Finance.
- There are no significant mixed-use developments with upper story residential uses in the City as yet. This is a market to be tested.
- ERA is not aware of any condo developments of greater than 25 dus per net acre in the City. This must be verified.
- The range of residential product types which might be proposed in the Arneill Road Plan Area could be as follows:
  A) Condominiums — ownership
  B) Live/work units — ownership
  C) "Lofts" — ownership
  D) Work Force Housing (affordable) — same ownership
  E) Apartments
  F) Low and Moderate Income Housing (perhaps up to 15% of all new housing, as generally required in a redevelopment project area) — some ownership
     + 15% of 389 units = 58 units
     + 15% of 604 to 665 units = 91 to 100 units

- Generally, the City will want to emphasize housing unit ownership.
- Density ranges are potentially as follows for:
  A) Standalone housing: 24 to 30 dus and 28 to 35 dus/net acre
  B) Housing in vertical mixed use: 28 to 35 dus and 32 to 40 dus/net acre

  Such densities "make the market" for new build, adaptive uses, and rehab of community cores.
- There will clearly be a sustaining market for standalone medium high density; there is a modest challenge of "pioneer" product for vertical mixed-use upper story housing in Camarillo. The challenge has several components:
  A) Need for substantive economy of scale to be viable (50 to 80 units plus commercial space and parking).
  B) Need for housing units allocation from the City's annual-managed growth cap.
  C) Inclusion of some affordable housing.
  D) Successful pre-construction marketing and unit reservation funds deposits.
- Any new condo, or vertical mixed-use condo will compete within the market resales dynamics of resales of already existing condos in Camarillo.

XII. CUMULATIVE MARKET DEMAND AND POTENTIAL ABSORPTION

- Not easily provable since virtually all of the product types are "pioneer new" in Camarillo (vertical mixed use with residential), mid-medium to high medium density housing, modest floor space retail and office tenancies of probably 2,000 to 12,000 square feet.
- Distributed in a viable scale likely to require 4 to 8 acres per development (at a minimum) in order to achieve some economy of scale and sales proceeds capable of covering parking costs.
- Anticipate "doable" market demand at about:
  - A) 60 to 80 residential units per development, mixed with
  - B) 25,000 to 40,000 square feet of retail/offices/commercial services, requiring:
  - C) Parking scales of:
    - + 2.25 spaces/du = 135 to 180 spaces for residential
    - + 4 spaces/1,000 s.f. (net) commercial = 100 to 160 spaces
    - + Totaling 235 to 340 spaces!!
  - D) Such a development would take a year to build and a year to sell and/or lease. This translates into 15 percent to 20 percent of combined likely residential annual allocations and 12 percent to 17 percent of probable annual commercial "new build".
- Depending upon market energies and the effectiveness of marketing of the new product types, this "doable" scale could be doubled during some years, depending on residential growth management allocations, and whether the low/mod housing units were waived from the allocation caps.
- This conceptually viable scale of initiatives equates to 7 to 9 years of property conversions and redevelopment build out, possibly starting in mid-2007, with first occupancies in mid-2008.
- ERA believes the residential market demand will come from professionals, from empty-nester couples moving within Camarillo, and from young people seeking first ownerships. About 50 percent of new residents will have some form of "enterprise at home" economic activity.
- The developments should invite, but not depend upon occupancies generated by CSUCI.
- Both residential and commercial condominiums will be popular in the new product market.

XIII. FUNDING SOURCES

- The City and Agency are challenged to find an evolving "mix" of incentives funds and techniques to stimulate the market and engage the owners and developers. A preliminary "menu" is defined next, which includes some techniques not yet used in Camarillo.
- Redevelopment tax increment financing. This technique will be appropriate, but will be dependent upon actual on-site Arneill Road plan area performance, and not be highly viable for 3 to 4 early years. Also note that 2007 is the year that the Camarillo redevelopment project area will begin to deliver significantly more tax increment to other taxing jurisdictions ("the eleventh year"), thus reducing the net amount available to the Agency.

- California Infrastructure and Economic Development Bank ("I-BANK"), which can provide loans to the City/Agency for necessary infrastructure.
- Camarillo Capital Improvement Program (5-year "CIP") to also assist in sequential public infrastructure. There would obviously be phased funding from regular city revenue resources.
- Assessment districts (with caution, so as not be too significant a market burden), which may include a CFD, an LLMD, and a CSD. Be aware that a CFD cannot pay for street maintenance, thus requiring a CSD. Also note that any O&M annual costs coverage assessment district should include an "enduring gap" technique to cover costs escalation and inflation.
- California Tax Credit Allocation Committee (low-mod housing tax credits which help fund gaps to achieve affordable housing).
- ERA is uncertain about whether Camarillo qualifies for U.S. Department of Treasury New Markets Tax Credit (NMTC). Probably not.
- Formation of combination BID and HOA — as a "Village Improvement District" for purposes of effective and all-inclusive town center district management and marketing — for the entire 55 acres.

ARNEILL ROAD VISION/CONCEPT PLAN
MARKET DEMAND

The City of Camarillo desires a strategic redevelopment of its first commercial town center. A 21st century new urbanism concept has been advanced. This is necessary in order to reposition a core place which has been entirely diluted by significant multiple peripheral convenience retail community and neighborhood-scale shopping centers.

Accordingly, the City is pursuing a concept for change that can be energized by evolving market demand for new living style and attractive mixes of uses. The time frame for private and public partnerships to recreate the nearly 40-acre town center space may be 2008/2009 to 2016/2018. It will be based upon market demand for higher density residential and mixed use commercial/residential developments at viable scales requiring 4 to 8 acres per development.

The design intent is to create a major town core experience which is sustainable and can be built incrementally because of the simultaneous qualities of the following:

- Consistent welcoming pedestrian friendly pathways and linkages
- Tree and shade canopies which spread a ramada theme throughout
- Distributed housing developments that cumulatively become a distinctive high energy neighborhood
- Vertical densities which provide both landmark recognition quality and occupant privacy
- Jobs-housing connectivity in the plan area
- Secure and affordable parking for all use types

While recognizing that the vision concept is a group of new real estate product types which will replace the 1960s existing frameworks, it is important to mix the uses so that they are cumulatively supportive of each other. Accordingly, the “Design for Development” team has crafted the following mix of use scales:

- **Commercial Floor Spaces**

Retail stores and shops	110,000 to 120,000 sq. ft.
Restaurants	50,000 to 60,000 sq. ft.
Commercial services	40,000 to 44,000 sq. ft.
Offices	190,000 to 104,000 sq. ft.
Other	40,000 to 42,000 sq. ft.
Total	430,000 to 470,000 sq. ft.

- **Residential Units**

Residential condos	275+
Live/work condos	110 +
Market rate rental apartments	82 +
Low and moderate income condos	28 +
Low and moderate income rental Apartments	55 +
Total	550 units

The vision concept, as presently defined, is about 3 times the current scale of development which presently occupies the planning area, largely due to the introduction of residential units at medium to high medium density. The planning team believes the housing component helps to make the market and the financial viability of the strategic initiatives. Essentially, the negotiated land use entitlements and development performance conditions will be the key components of viability. The consultant team has been cautious in projecting phased potential buildout, while also focusing on the necessary scale of site area and product density needed to initiate and carry forward the development sequence from 2008 to 2016 or 2018.

It will also be necessary to define the next steps and initiatives the City and the Redevelopment Agency will take to facilitate the vision concept plan. This program is much more ambitious than any prior redevelopment venture previously defined and implemented. Project management will be the essential driver, along with limited but sequential commitments of City and Agency incentives and public infrastructures resources.

If the market demand can be proactively generated over the next two years, and appropriate scales of housing allocations under the City's Measure A can be committed, it is anticipated that annual development volumes of new construction could be roughly 80 to 100 dwelling units per year, accompanied by 80,000 to 100,000 square feet of new commercial space mixes. It is vital that the City require simultaneous housing and commercial floor space development in order to sustain mixed use construction and market viability.

ARNEILL ROAD VISION CONCEPT PLAN
FISCAL REALITIES

1. MUST SELECT THE PLAN THAT WORKS

A) Market

B) Traffic generation/accommodation

C) Viable landowner property groups

2. REVENUES FOR CITY AND AGENCY

A) City

- Sales tax revenues at .98%
- Property tax — very modest, "frozen base" AV, because of redevelopment project
- Business license tax — very modest
- Utility user tax — none
- VLF — adjusted by October 2004 formula that does add "make up" from population growth and assessed valuation growth (this formula may be temporary).

B) Agency

- Receives most of property tax (increment) due to AV increases.
- 20% off the top for low-mod housing fund.
- After 2007, other taxing jurisdictions will receive 40%+ of tax increment.
- Agency "net" tax increment will be reduced from 60% to 40%± after 2007.

3. ARNEILL ROAD PLAN AREA SALES TAX

A) The Study Area earns $290,000 to $310,000 in retail and restaurant sales taxes annually, or about 4.5% of overall City sales tax revenue.

B) This may be somewhat reduced or remain about the same depending upon the Vision Concept Plan allocation of floor space types and the re-attraction of the customer base to a somewhat higher end mix of stores and restaurants.

C) In the meantime, additional retail sales dilution should be expected because of both growth and repositioning of all other retail centers in the City.

4. RESIDENTIAL GROWTH

A) If 550 new dwelling are added, and average household size is 2.0 persons, the new population would be 1,100 residents, and possibly more. Increased residential population generates limited State subvention revenues, and also requires municipal services (costs).

OPTION: RETAIN THE "5 PARCELS" DEVELOPMENT PROGRAM AND RETAIN EXISTING OFFICE AND RETAIL ON MOBIL AND AT MOBIL/ PONDEROSA (These are estimates by ERA)

A) Cumulative "5 Parcels"

Commercial uses	315,000 s.f.	1,260 parking spaces
Residential uses		
550 dus	660,000 s.f.	1,238 parking spaces
	975,000 s.f.	

B) Existing on Mobil and Mobil/Ponderosa

Commercial uses	136,192 s.f.	300 to 420+ existing spaces
		(ERA estimate, City should verify)
Total estimates	1,111,192± s.f.	2,798-2,918± parking spaces

C) Potential Commercial Use Allocations/Distribution

Cumulative "5 Parcels" @	315,000 s.f.	Estimated Existing on Mobile @	136,192± s.f.
• Retail stores and shops	82,800 s.f.	• 26,000-30,000 s.f.	
• Restaurants	44,600 s.f.	• 10,000- 9,000 s.f.	
• Commercial services	31,800 s.f.	• 10,000-12,000 s.f.	
• Office	124,000 s.f.	• 80,000-75,000 s.f.	
• Other	31,800 s.f.	• 10,000-10,000 s.f.	
	315,000 s.f.	36,000±s.f.	

D) Consolidated

• Retail stores and shops	108,800-112,800 s.f.
• Restaurants	53,600- 54,600 s.f.
• Commercial services	41,800- 43,800 s.f.
• Office	204,000-199,000 s.f.
• Other	41,800- 41,800 s.f.
	450,000-452,000 s.f.

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APPENDIX B:
TRAFFIC REPORT

ARNEILL ROAD REDEVELOPMENT PROJECT

Traffic Analysis

April 2006

AUSTIN-FOUST ASSOCIATES, INC.

DRAFT

ARNEILL ROAD REDEVELOPMENT PROJECT
TRAFFIC ANALYSIS

Prepared by:

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April 11, 2006

ARNEILL ROAD REDEVELOPMENT PROJECT
TRAFFIC ANALYSIS

The Arneill Road Redevelopment Project consists of redevelopment of properties within and surrounding the Ponderosa North and Ponderosa Shopping Centers in the City of Camarillo. This report summarizes the findings of a traffic analysis prepared to identify potential impacts to the surrounding circulation system.

ANALYSIS

The proposed redevelopment area is located in the central portion of the City of Camarillo, bounded by Ponderosa Drive on the north, Daily Drive on the south, Mobil Drive on the west, and Arneill Road on the east as illustrated in Figure 1. The project consists of 490 multi-family units, 7,000 square feet of civic center space, 329,000 square feet of retail uses, and 80,000 square feet of office space in the Camarillo Commons area and 81 additional multi-family units in the Raemere Street neighborhood. The concept plan is illustrated in Figure 2.

EXISTING CONDITIONS

The study area contains a mixture of commercial, office, public, and multi-family residential uses including the post office and a county fire station. The City's General Plan designates all of the area for general commercial development with the exception of the medium density residential area in the southernmost portion of the project area (Raemere Street neighborhood). The study area, with the exception of the existing Raemere Street residential neighborhood, is within the Camarillo Corridor Redevelopment Project area.

Arneill Road, Daily Drive, and Ponderosa Drive are identified as secondary arterials on the City's General Plan Circulation Element. Mobil Avenue and Pickwick Drive are designated as collector streets. The Arneill Road bridge, which crosses over the Ventura Freeway (US-101) south of the project area, was recently rebuilt as part of the Caltrans 101/134 Lewis Road Interchange Reconstruction Project and provides a direct connection between Ventura Boulevard/Old Town Camarillo and the study area.

Peak hour intersection volumes were counted at key intersections in the project vicinity in 2005 and 2006. These counts were collected after the completion of the recent ramp and bridge modifications

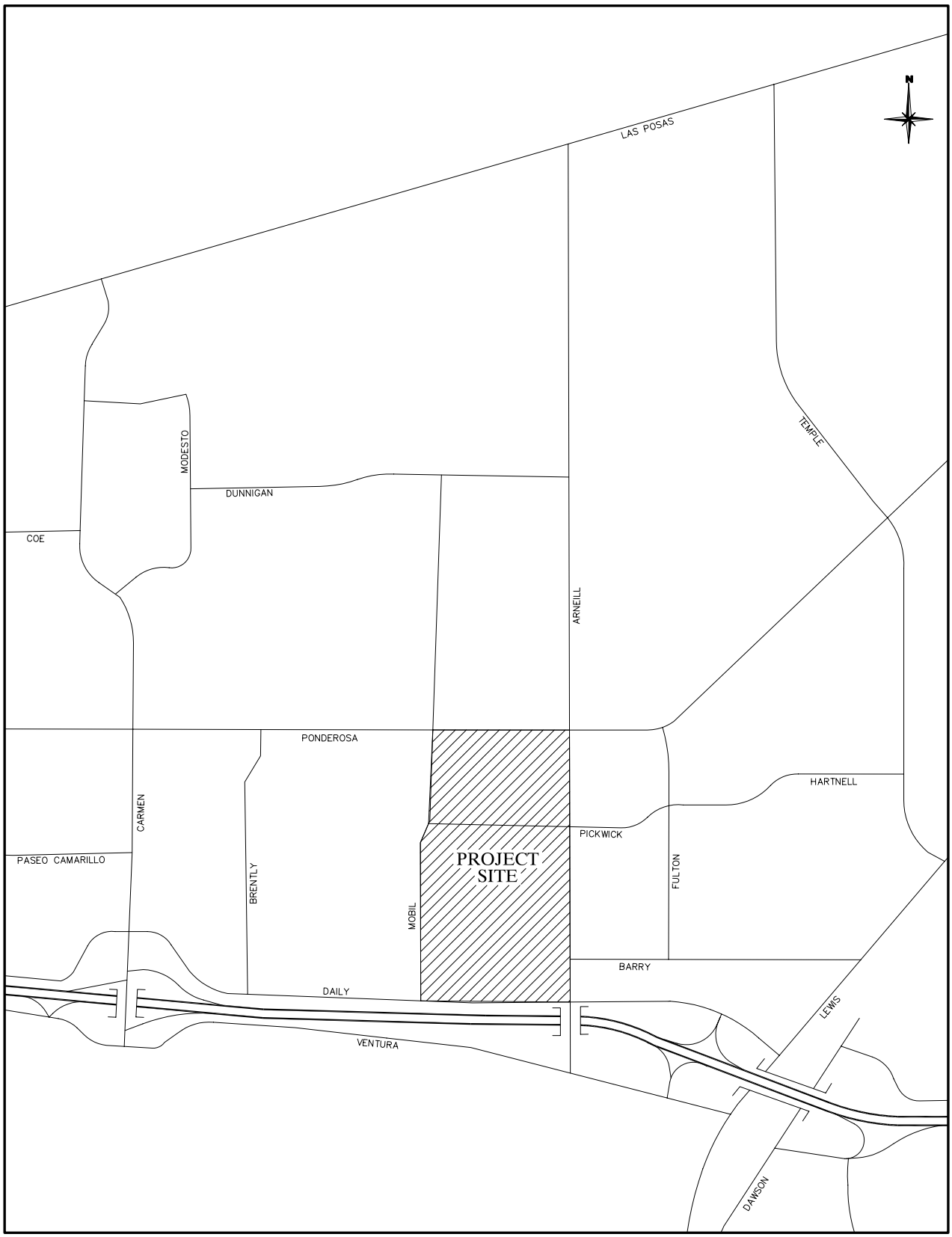


Figure 1

PROJECT LOCATION

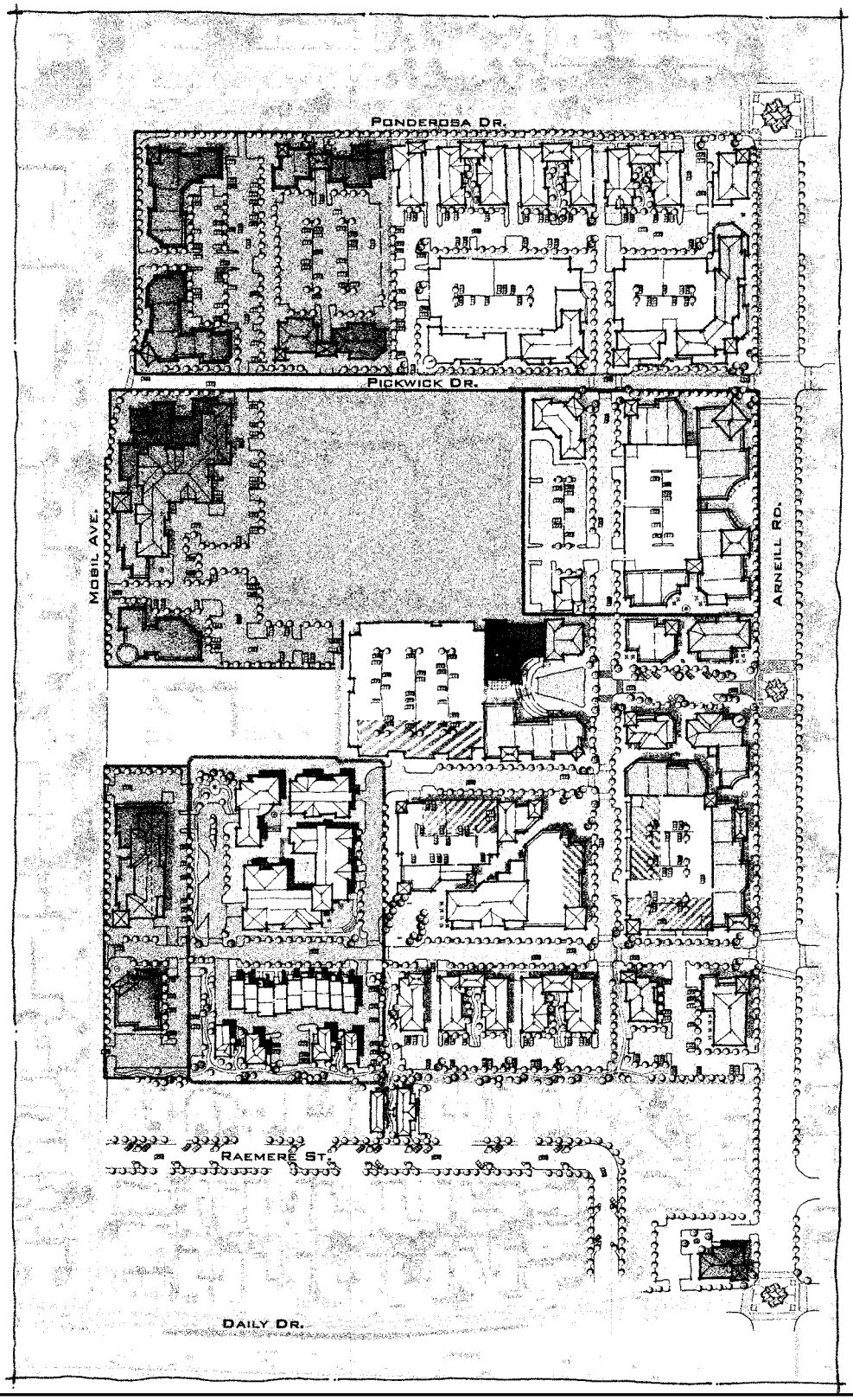


Figure 2

PROPOSED CONCEPT PLAN

and represent existing conditions against which the proposed project will be analyzed. Existing AM and PM peak hour intersection volumes are illustrated in Appendix A.

TRIP GENERATION

Trip generation rates for the proposed redevelopment area were obtained from the Brea Downtown Area mixed-use development project. The project consists of mixed uses of residential, retail, and office components. Table 1 summarizes the land use and trip generation for the proposed project.

As the trip generation summary table indicates, the Camarillo Commons area will generate a total of approximately 23,000 trips daily, of which 870 will occur during the AM peak hour and 2,240 will occur during the PM peak hour. The Raemere Street neighborhood will generate approximately 1,300 trips daily, with 110 generated during the AM peak hour and 140 generated during the PM peak hour. The mixed-use nature of the project will result in an eight percent reduction for internal trips. The proposed project will replace some, but not all, of the existing uses in the project area. Without details of which uses will be replaced or the trips currently generated by these uses, a conservative estimate was made that the existing uses to be replaced currently generate one-third the amount of traffic as the proposed project. Therefore, the total amount of new traffic added to the surrounding circulation system is approximately 14,700 trips daily, of which 580 are generated during the AM peak hour and 1,430 are generated during the PM peak hour.

Trip distribution for the project trips was determined from the Camarillo Area Traffic Model and is illustrated in Figure 3. Project traffic was assigned to the surrounding circulation system according to this distribution. Project-generated peak hour trips are illustrated in Appendix A. The project-generated traffic was added to existing volumes presented in the previous section to obtain existing-plus-project volumes. Existing-plus-project peak hour intersection volumes are illustrated in Appendix A.

IMPACT ANALYSIS

Intersection capacity utilization (ICU) values were determined for existing and existing-plus-project conditions based on existing lane configurations, and the results are presented in Table 2 (actual ICU calculation sheets are included in Appendix B). This table also summarizes the project contribution at each study intersection. The acceptable level of service (LOS) for the City of Camarillo is LOS “D+” (ICU value of .83). A significant project impact is defined as an increase of 30 or more project trips in

Table 1

PROJECT LAND USE AND TRIP GENERATION SUMMARY

LAND USE CATEGORY	AMOUNT	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Medium Density Res	DU	.15	.49	.64	.54	.28	.82	8.01
High Density Res	DU	.09	.42	.51	.43	.20	.63	6.47
Civic Center	TSF	3.47	.60	4.07	1.88	5.07	6.95	47.00
General Commercial	TSF	.84	.38	1.22	2.55	2.55	5.10	54.50
General Office	TSF	1.70	.21	1.91	.32	1.54	1.86	14.03
TRIP GENERATION								
Camarillo Commons								
Medium Density Res	298 DU	45	146	191	161	83	244	2,387
High Density Res	192 DU	17	81	98	82	38	120	1,242
Civic Center	7.0 TSF	24	4	28	13	35	48	329
General Commercial	329.0 TSF	277	125	402	839	839	1,678	17,932
General Office	80.0 TSF	136	17	153	26	123	149	1,122
Sub-Total		499	373	872	1,121	1,118	2,239	23,012
Internal Trips (8%)		-40	-30	-70	-90	-90	-180	-1,841
Credit for Existing Uses		-153	-115	-268	-344	-343	-687	-7,062
Raemere Neighborhood								
Medium Density Res	165 DU	25	81	106	89	46	135	1,322
Internal Trips (8%)		-2	-6	-8	-7	-4	-11	-106
Credit for Existing Res	84 DU	-13	-41	-54	-45	-24	-69	-672
Total Trip Generation		**316**	**262**	**578**	**724**	**703**	**1,427**	**14,653**

Source: Tri-City Traffic Model (Brea Downtown Area)

Abbreviations: ADT – Average Daily Trips
DU – Dwelling Units
TSF – Thousand Square Feet

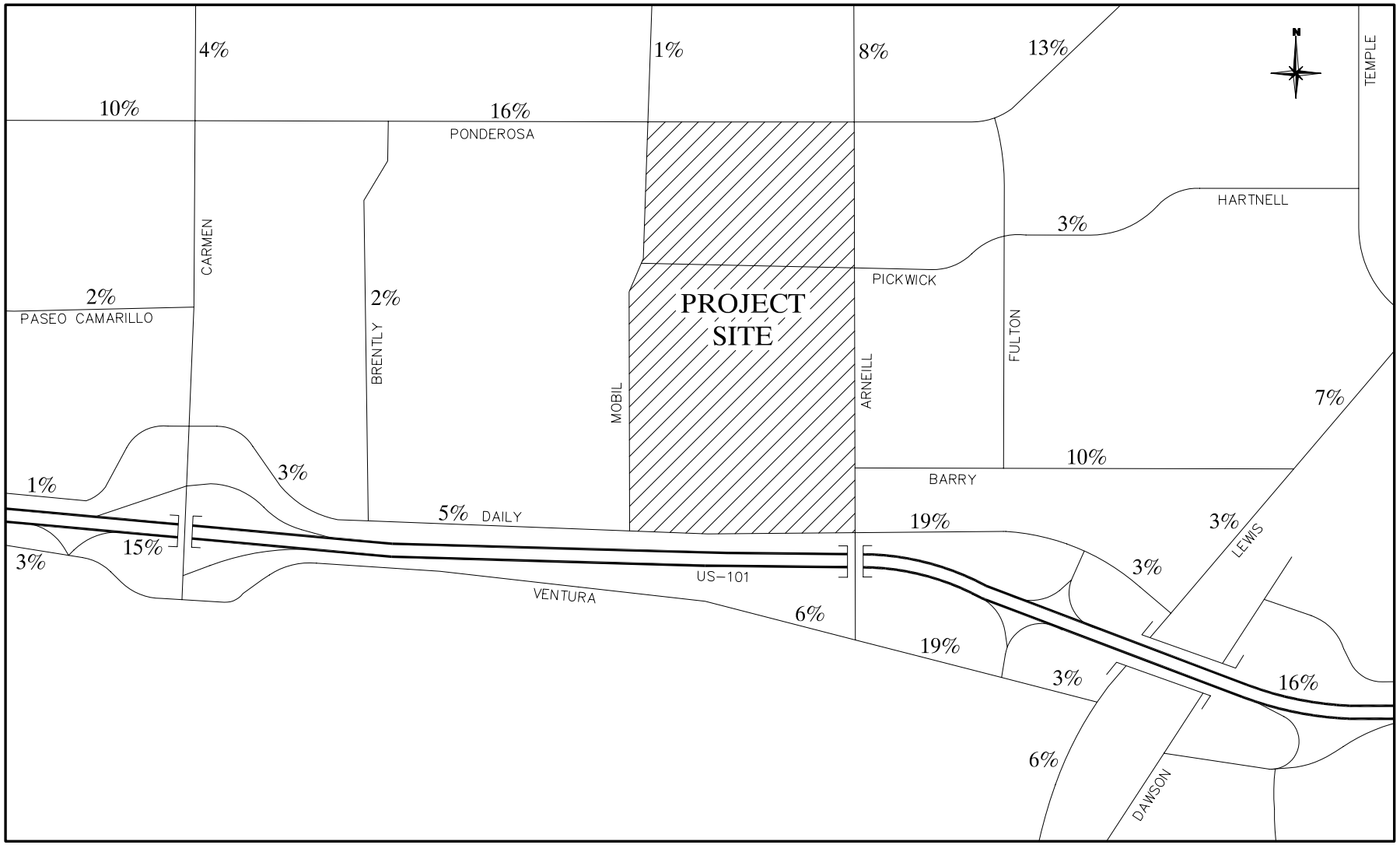


Figure 3

GENERAL PROJECT DISTRIBUTION

Table 2

EXISTING-PLUS-PROJECT ICU AND PROJECT IMPACT SUMMARY

INTERSECTION		EXISTING	EXISTING + PROJECT	PROJECT TRIPS IN CRITICAL MOVEMENT	PROJECT IMPACT ABOVE LEVEL OF SIGNIFICANCE
1. Carmen & Ponderosa	AM	.61	.63	38	No
	PM	.66	.68	92	No
2. Carmen & Daily	AM	.69	.69	4	No
	PM	.90*	.90 *	12	No
3. Carmen & US-101 NB	AM	.45	.45	2	No
	PM	.55	.56	6	No
5. Carmen & Ventura	AM	.41	.41	8	No
	PM	.54	.55	19	No
6. Mobil & Ponderosa	AM	.43	.49	103	No
	PM	.61	.68	171	No
7. Mobil & Pickwick	AM	.29	.32	40	No
	PM	.60	.66	100	No
8. Mobil & Daily	AM	.40	.44	48	No
	PM	.64	.72	133	No
10. Arneill & Ponderosa	AM	.50	.54	133	No
	PM	.71	.77	186	No
11. Arneill & Pickwick	AM	.48	.52	158	No
	PM	.76	.85 *	198	Yes
12. Arneill & Daily	AM	.50	.51	76	No
	PM	.70	.79	212	No
13. Arneill & Ventura	AM	.44	.46	60	No
	PM	.54	.60	157	No
14. US-101 NB & Daily	AM	.40	.41	64	No
	PM	.53	.57	108	No
15. US-101 SB & Ventura	AM	.78	.81	43	Yes
	PM	.77	.84 *	121	Yes
17. Lewis & Daily	AM	.52	.53	11	No
	PM	.49	.49	0	No
18. Lewis & Ventura	AM	.50	.51	17	No
	PM	.58	.59	17	No

* City intersection exceeds LOS “D+” (ICU .83)

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

the critical movement at an intersection which operates at LOS "D", an increase of 20 or more project trips in the critical movement at an intersection which operates at LOS "E", or an increase of 10 project trips in the critical movement at an intersection which operates at LOS "F".

As the ICU table indicates, two intersections are significantly impacted by the project. The project will add more than 30 peak hour trips to the critical movements at Arneill Road and Pickwick Drive and at US-101 southbound ramps and Ventura Boulevard which will operate at LOS "D" during the PM peak hour. The project will be responsible for mitigation of short-range impacts at these locations.

INTERSECTION IMPROVEMENTS

The proposed project will have a significant impact on the intersection of Arneill Road and Pickwick Drive during the PM peak hour. Recommended intersection improvements to mitigate project impacts at this location consist of adding a southbound right-turn lane and adding an eastbound right-turn lane. These intersection improvements will result in LOS "C" during the PM peak hour.

The recommended improvement to mitigate project impacts at the intersection of US-101 southbound and Ventura Boulevard consists of widening the westbound approach to provide a defacto right-turn lane onto the southbound on-ramp. The recommended improvement will result in LOS "C" at this location.

In addition to the mitigation measures discussed in this section, the project will be responsible for improving Arneill Road along the project frontage to provide a southbound right-turn lane at Barry Street and at the project entrance midway between Pickwick Drive and Barry Street. The lane configurations at each street exiting the project at Arneill Road site shall consist of an eastbound left-turn lane, an eastbound through lane, and an eastbound right-turn lane.

Internal Circulation

Based upon the proposed land use and trip generation and distribution as outlined by individual zones (as shown in Figure 4) an internal assessment of circulation and roadway capacity was conducted. The total trip generation for each zone was determined and assigned based upon the overall areawide trip distribution pattern. The results indicate the following daily trips can be anticipated on the site's internal street system.

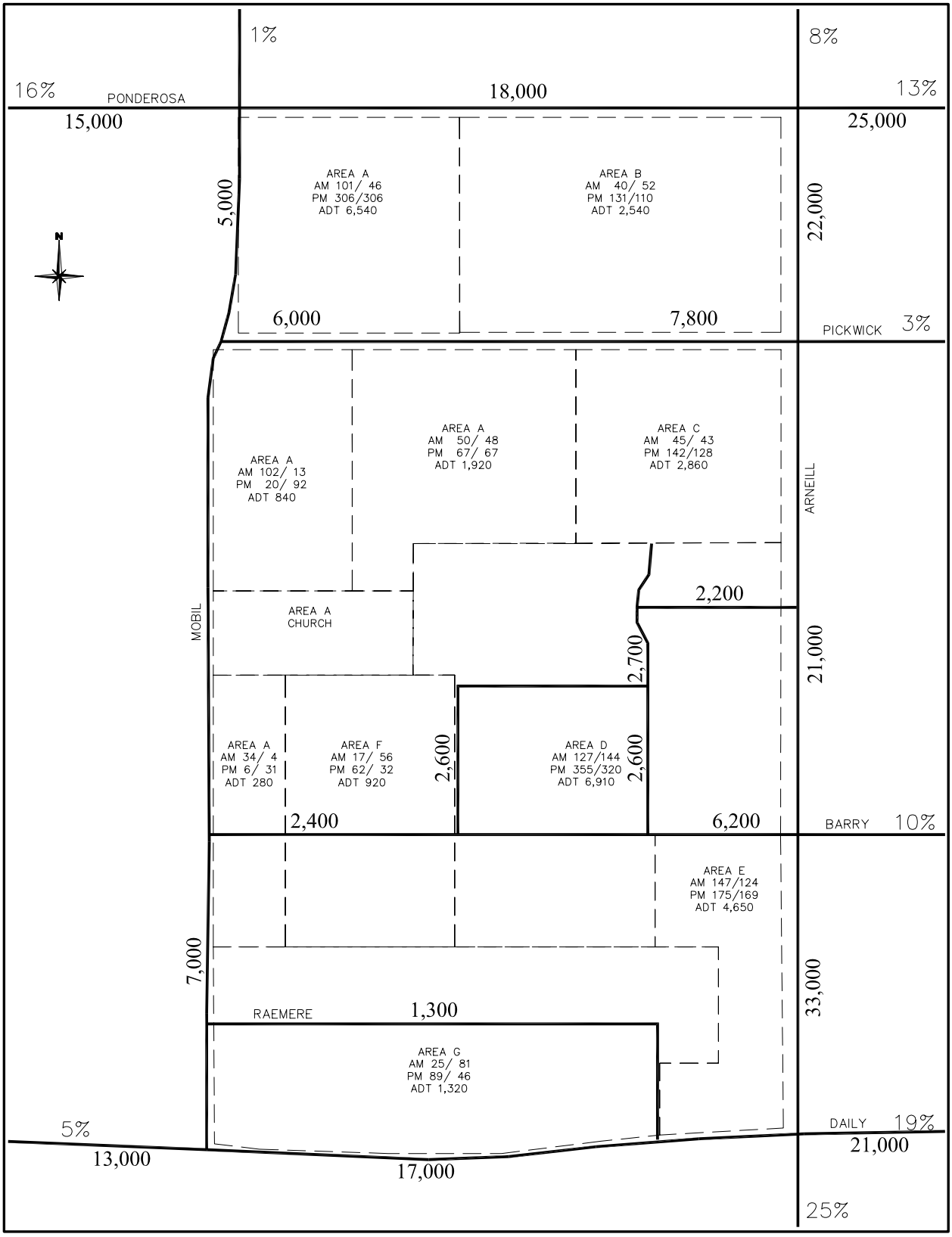


Figure 4

BUILDOUT ADT VOLUMES

Street	ADT Range
Pickwick	6,000 – 7,800
Barry	2,400 – 6,200
Raemere	1,300
Arneill Entrance	2,200
Area D Roads (3)	2,600

The two main internal roadways, Pickwick Drive and Barry Street, are both two lane roadways with a center left turn lane. Their typical roadway cross-section includes a left-turn lane, one through lane and a separate right-turn lane at their signalized intersection with Arneill Road. With this lane configuration the capacity of both Pickwick Drive and Barry Street are estimated at about 12,000 to 15,000 ADT. With projected daily traffic of less than 8,000 ADT on both Pickwick Drive and Barry Street, the level of service, even during peak hour, is expected to be LOS "B" or better. Such volumes will require signalization (which currently exists) at the two intersections on Arneill Drive. In addition, the intersection of Mobil Avenue and Pickwick Drive is also expected to need signalization. The intersection of Barry Street and Mobil Avenue is expected to operate satisfactorily under one-way stop control but signalization would complete a system around the entire Arneill Road development area and enable traffic to flow smoothly on Mobil Avenue and enter and exit Barry Street safely and efficiently.

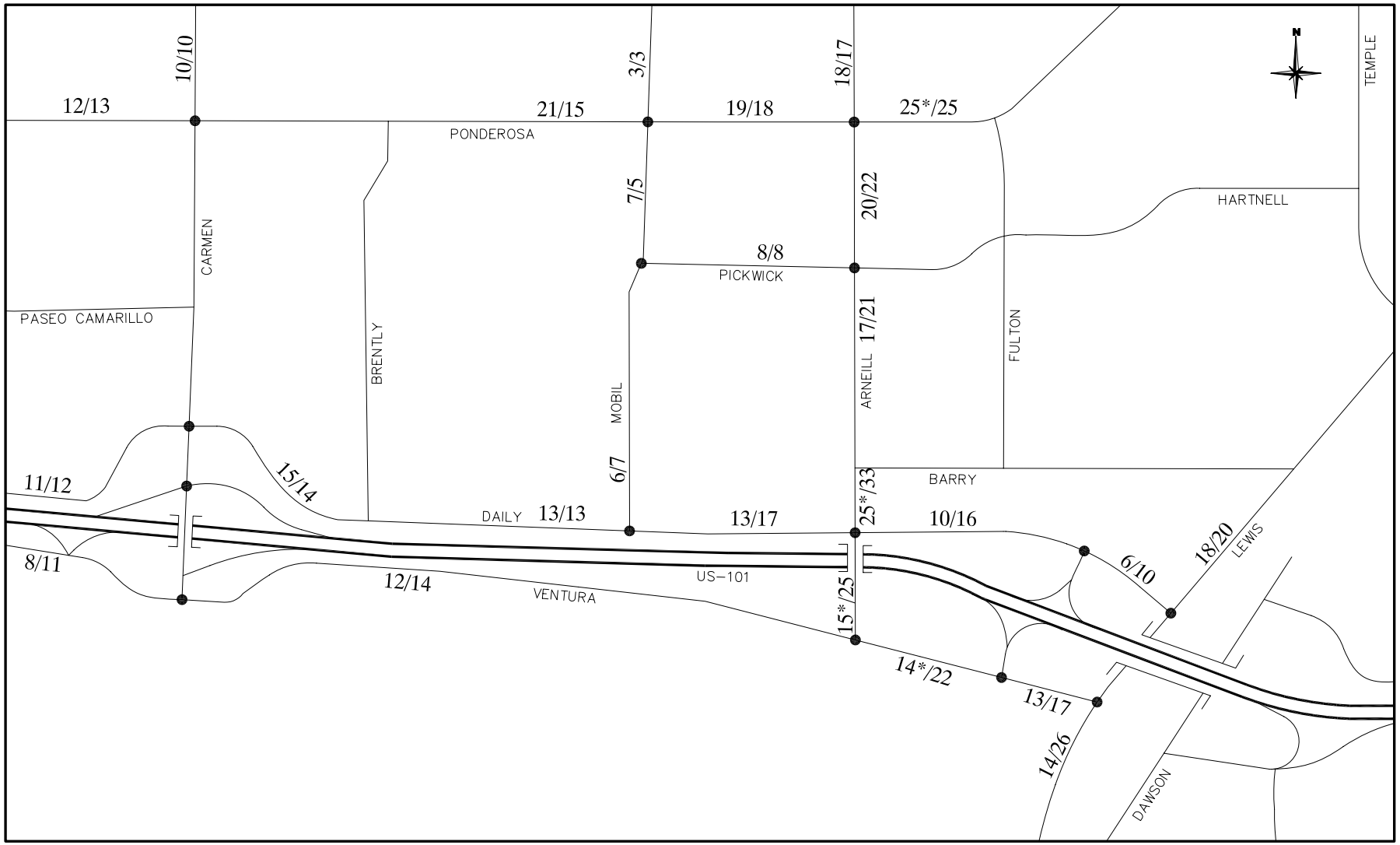
There is one internal intersection on Barry Street immediately east of Area D where all-way stop control may be required. Otherwise, the remaining internal intersection will be adequately served through the installation of stop sign control only on the side streets – i.e., Pickwick Drive and Barry Street will be designated as through routes.

CONCLUSION

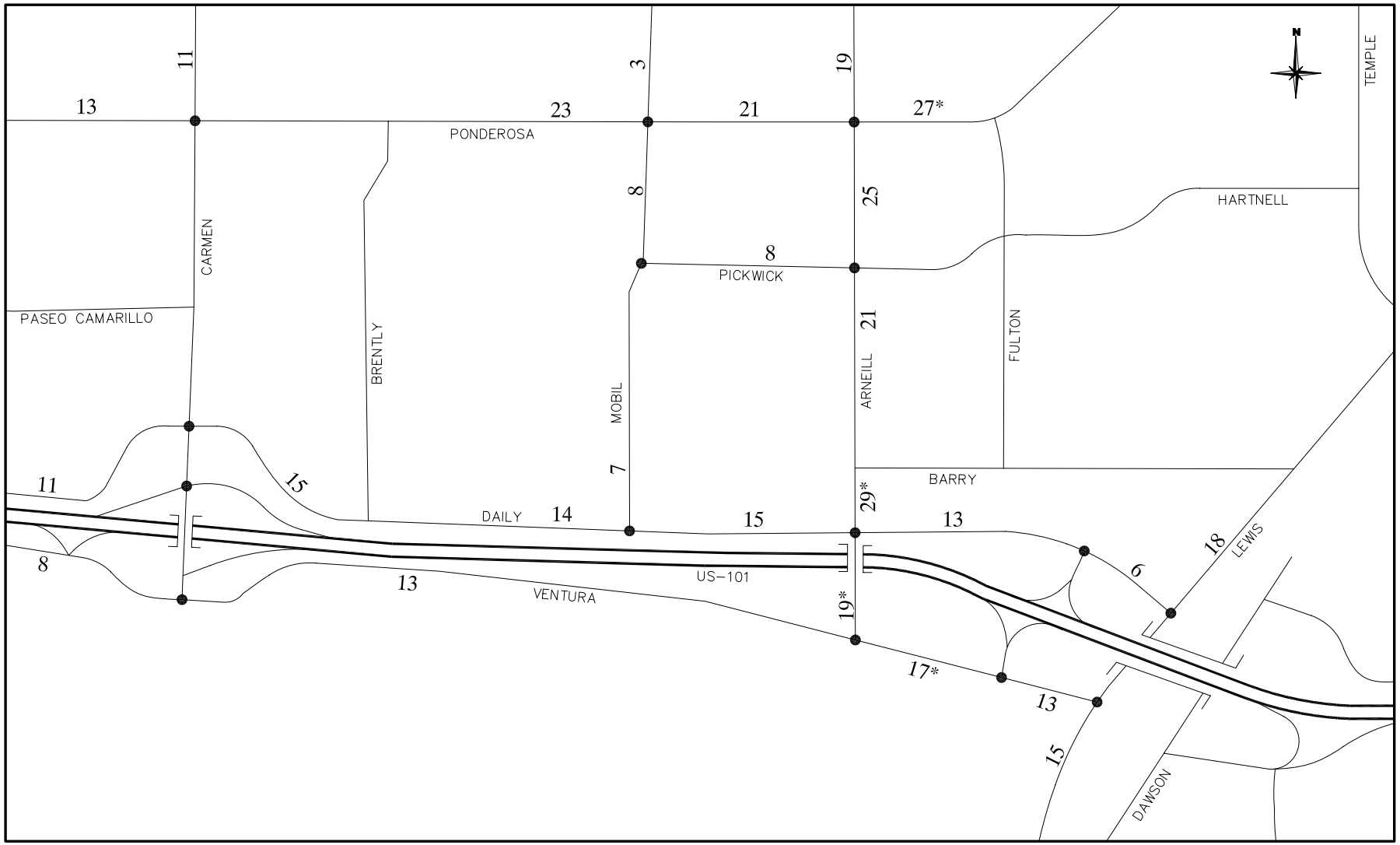
The proposed project consists of redeveloping the area bounded by Ponderosa Road, Arneill Road, Daily Drive, and Mobil Avenue with a mix of retail, office, and residential uses. The proposed project will result in an increase of approximately 14,700 daily trips on the surrounding circulation system, of which 580 are generated during the AM peak hour and 1,430 are generated during the PM peak hour. The project was found to have a significant impact on two intersections in the study area under existing conditions, and appropriate mitigation measures were recommended which result in an acceptable level of service (LOS "C") at each location.

APPENDIX A

PEAK HOUR INTERSECTION VOLUMES



Legend	Figure 1
XX/YY Existing/2020 ADT volume with Project (000s) * Indicates estimated existing count	ADT VOLUMES (000s)



Legend

XX Existing + Project ADT volume (000s)
* Indicates estimated existing count

Figure 2

EXISTING + PROJECT
ADT VOLUMES (000s)

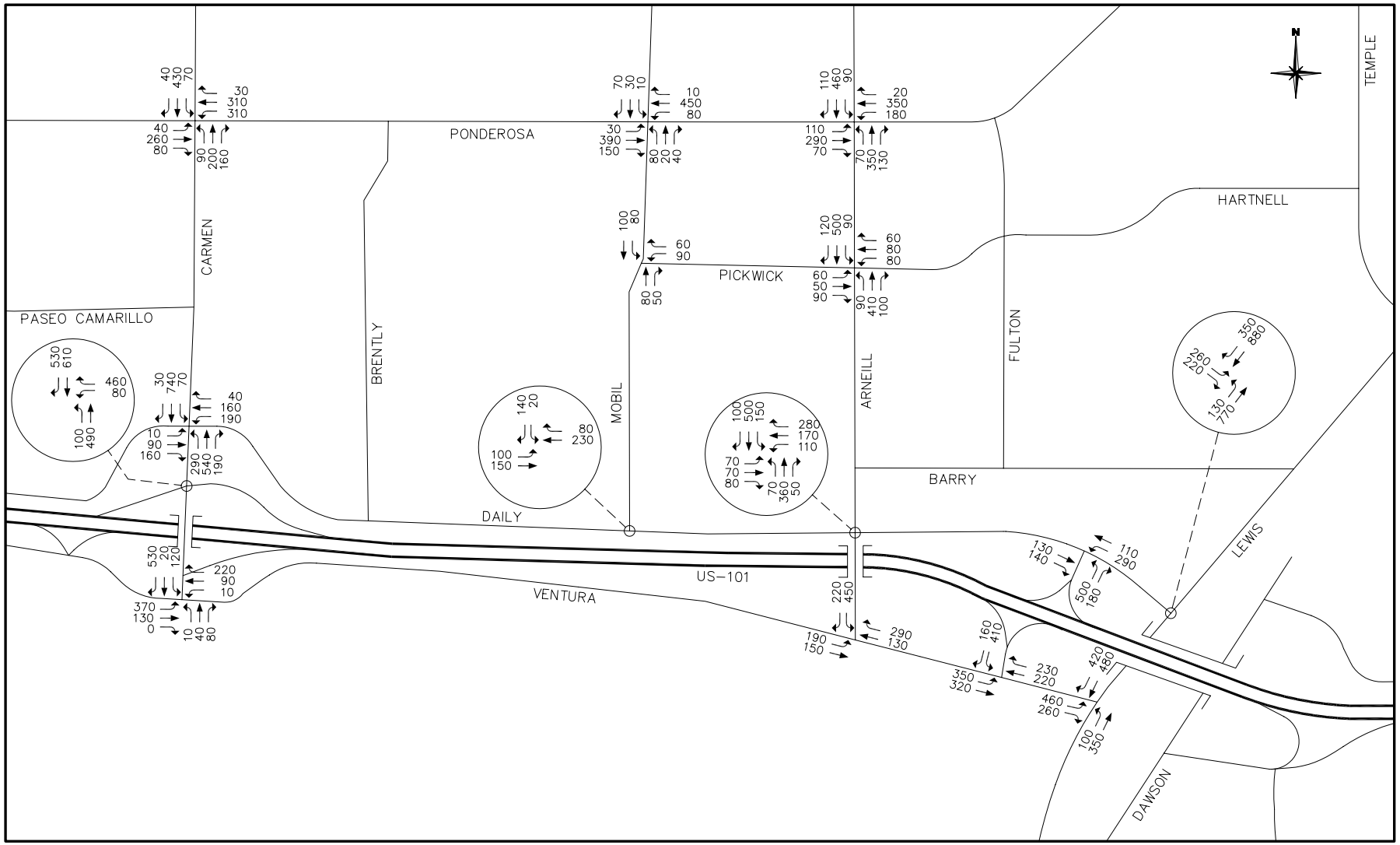


Figure A-1

EXISTING AM PEAK HOUR VOLUMES

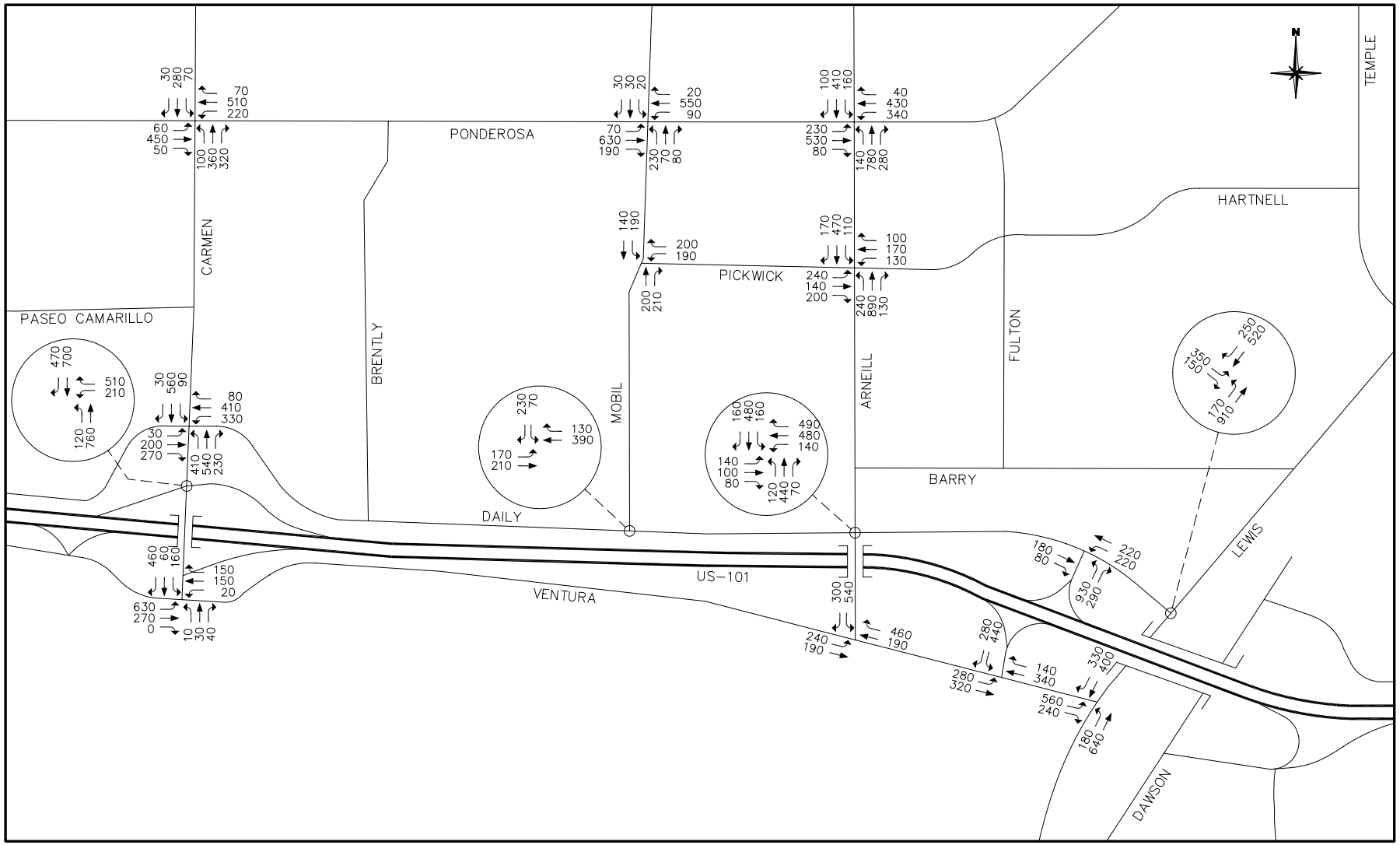


Figure A-2

EXISTING PM PEAK HOUR VOLUMES

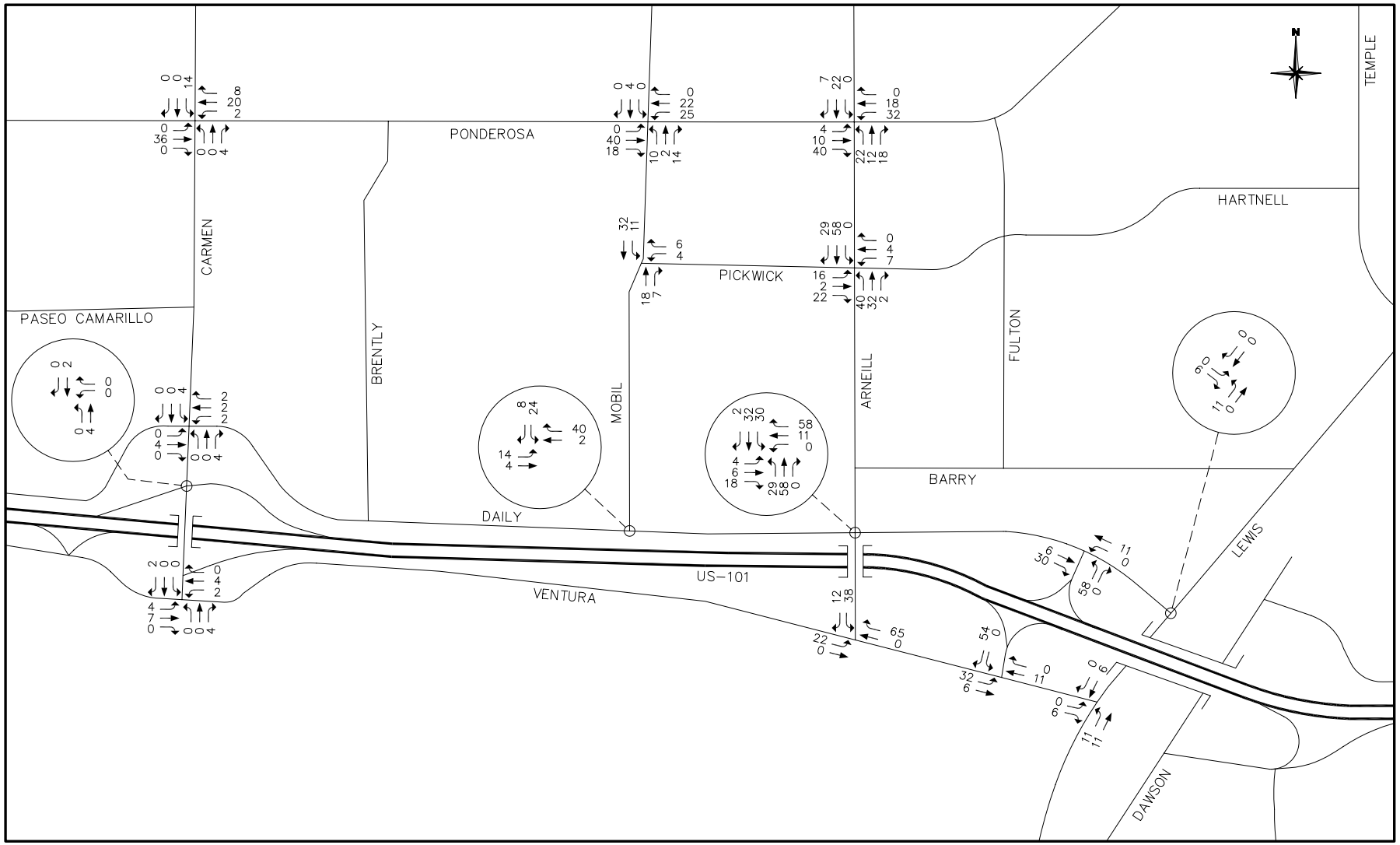


Figure A-3

PROJECT-GENERATED AM PEAK HOUR TRIPS

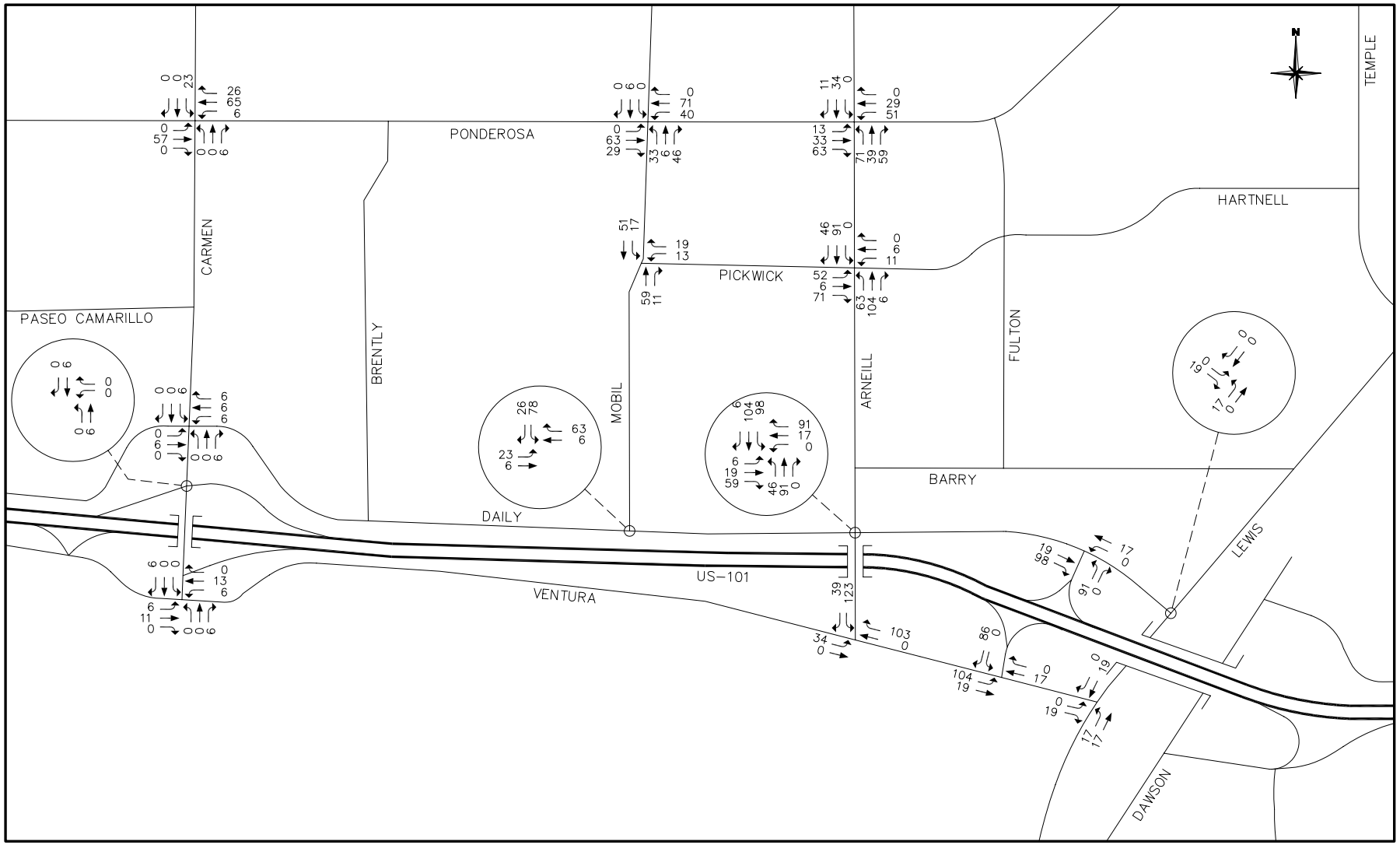


Figure A-4

PROJECT-GENERATED PM PEAK HOUR TRIPS

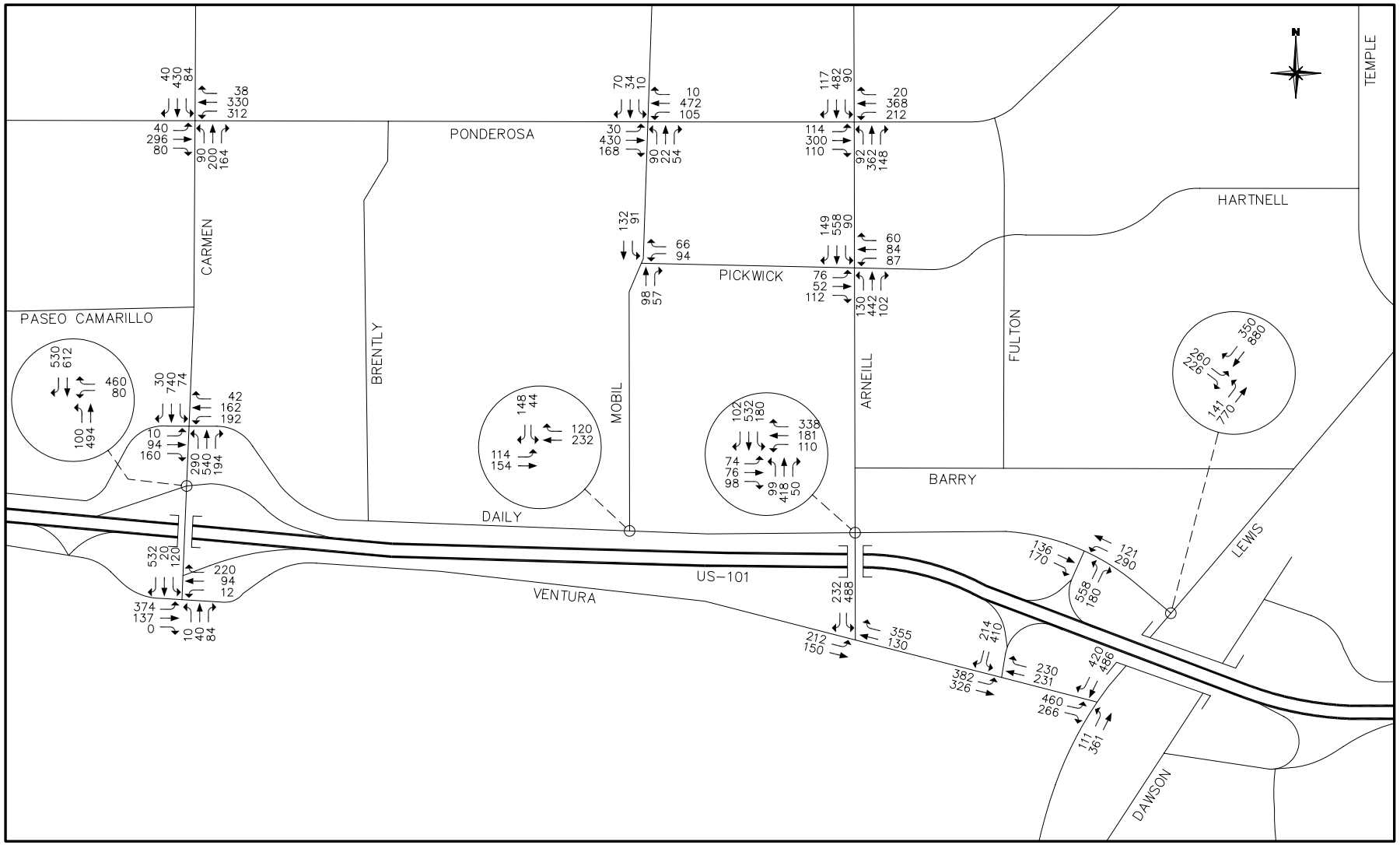


Figure A-5

EXISTING PLUS PROJECT
AM PEAK HOUR VOLUMES

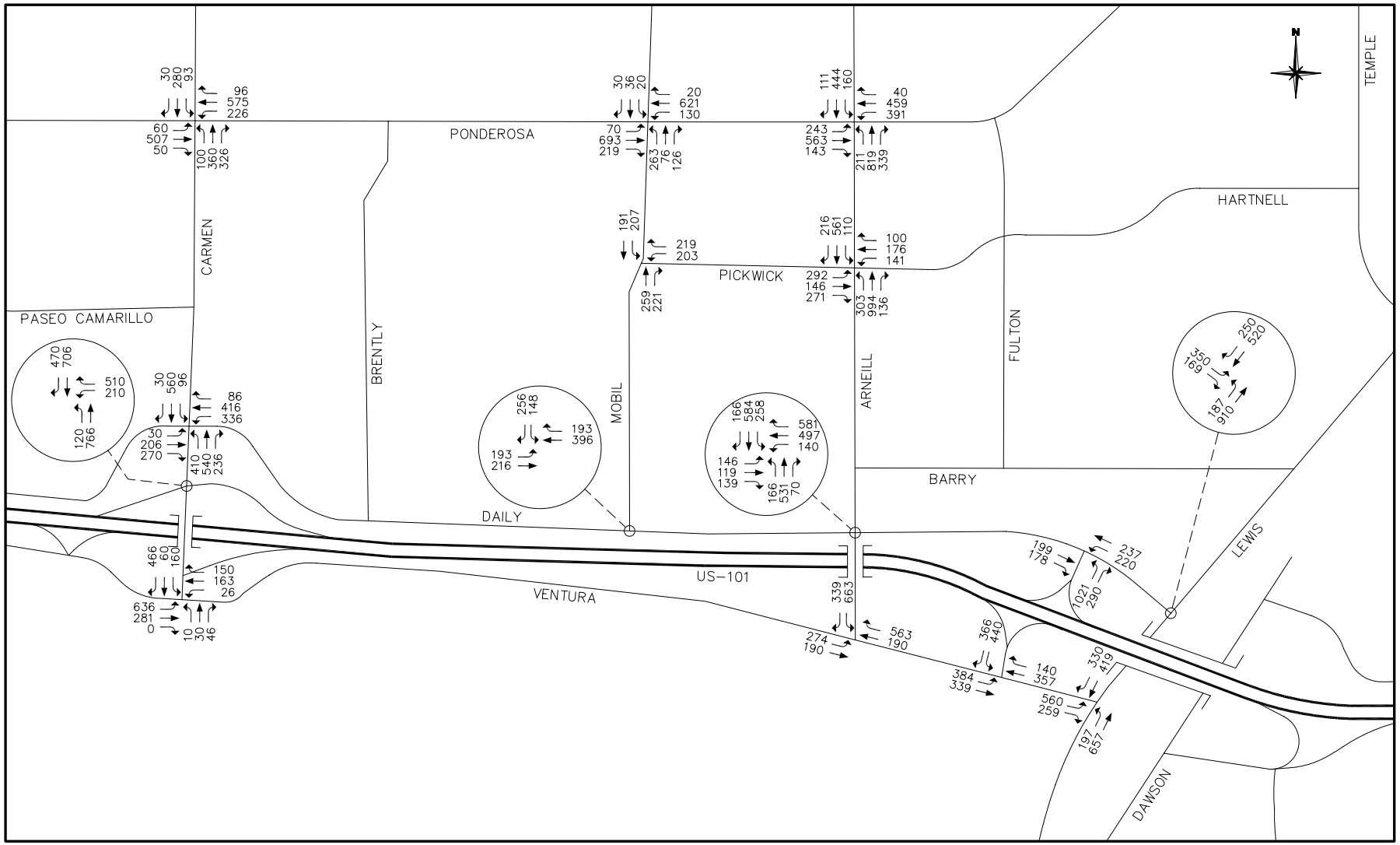


Figure A-6

EXISTING PLUS PROJECT
PM PEAK HOUR VOLUMES

APPENDIX B

INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure B-1. For simplicity, signalization is assumed at each intersection. Precise ICU calculations of existing non-signalized intersections would require a more detailed analysis.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A capacity of 1600 vehicles per hour (VPH) per lane is assumed together with a .10 clearance interval. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both thru and right-turn traffic (typically with a width of 19 feet from curb to outside of thru-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)

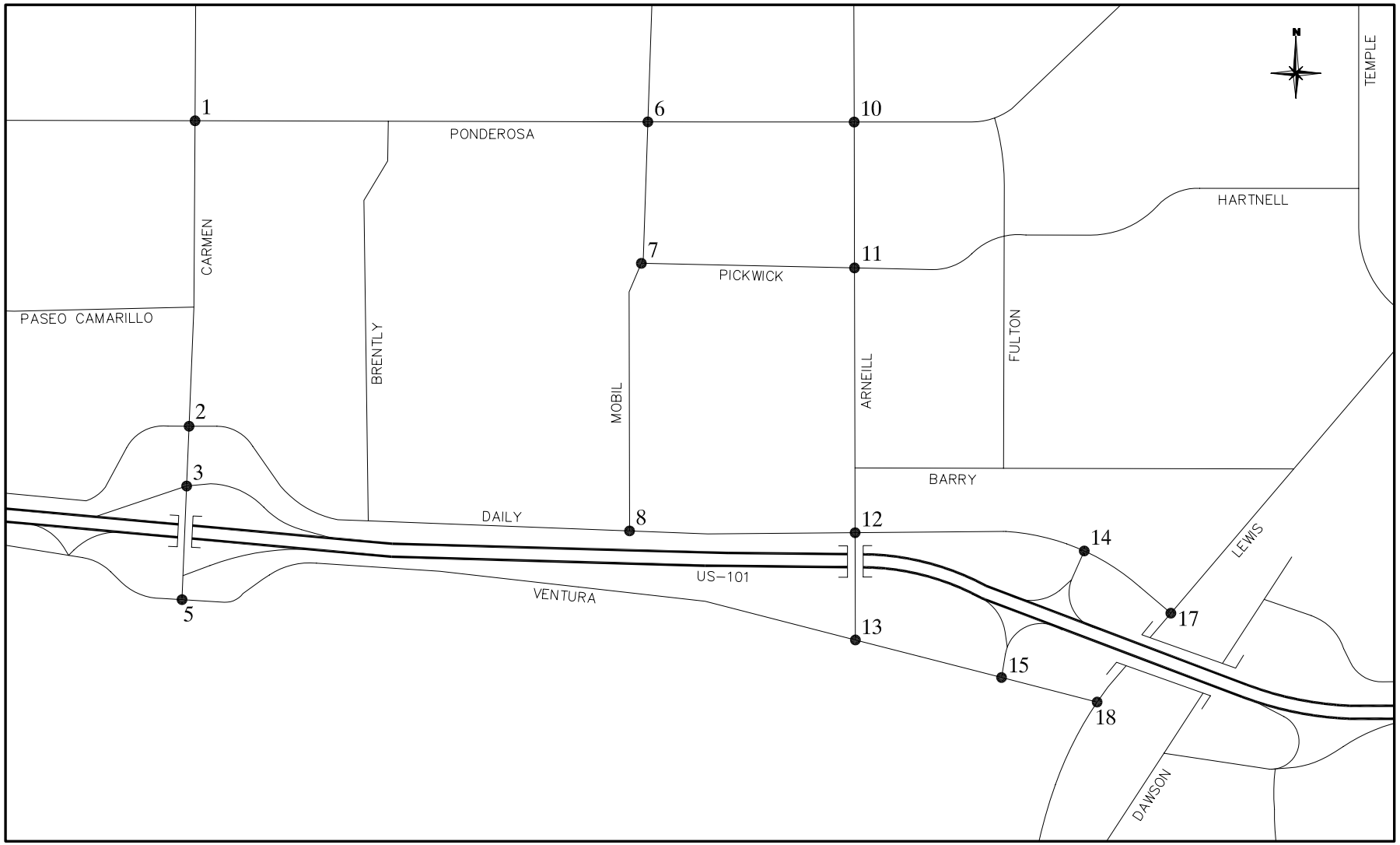


Figure B-1

STUDY INTERSECTION LOCATIONS

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (75%)

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/thru, thru/right, left/thru/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example for Shared Left/Thru Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$\text{ALV (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$\text{ALV (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and thru V/C ratios for this case are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Thru) is greater than ALV then full dedication to the thru approach is warranted, and left-turn and thru V/C ratios are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Thru) are both less than ALV, the left/thru lane is assumed to be truly shared and each left, left/thru or thru approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/thru V/C ratio is calculated as follows:

$$\text{V/C (Left/Thru)} = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Capacity (including shared lane)}}$$

This V/C (Left/Thru) ratio is assigned as the V/C (Thru) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Thru) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

V/C (Left) = V/C (Thru)

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared thru/right lanes. If full dedication of a shared thru/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the thru/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/thru and thru/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

Several intersections currently operate with protected/permitted left-turn phasing. These left-turn movements are adjusted assuming 100-second cycle lengths and one and one-half vehicles turning left during the permitted left-turn phase. The left turn volumes at such locations have been reduced accordingly.

1. Carmen & Ponderosa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	100	.06
NBT	2	3200	200	.11	360	.21*
NBR	0	0	160		320	
SBL	1	1600	70	.05	70	.05*
SBT	2	3200	430	.15*	280	.10
SBR	0	0	40		30	
EBL	1	1600	40	.05	60	.05
EBT	2	3200	260	.11*	450	.16*
EBR	0	0	80		50	
WBL	1	1600	310	.19*	220	.14*
WBT	2	3200	310	.11	510	.18
WBR	0	0	30		70	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.61**		**.66**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	100	.06
NBT	2	3200	200	.11	360	.22*
NBR	0	0	165		328	
SBL	1	1600	91	.06	104	.07*
SBT	2	3200	430	.15*	280	.10
SBR	0	0	40		30	
EBL	1	1600	40	.05	60	.05
EBT	2	3200	314	.12*	535	.18*
EBR	0	0	80		50	
WBL	1	1600	313	.20*	230	.14*
WBT	2	3200	340	.12	608	.22
WBR	0	0	42		109	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.71**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	100	.06
NBT	2	3200	200	.11	360	.21*
NBR	0	0	164		326	
SBL	1	1600	84	.05	93	.06*
SBT	2	3200	430	.15*	280	.10
SBR	0	0	40		30	
EBL	1	1600	40	.05	60	.05
EBT	2	3200	296	.12*	507	.17*
EBR	0	0	80		50	
WBL	1	1600	312	.20*	226	.14*
WBT	2	3200	330	.12	575	.21
WBR	0	0	38		96	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.68**

2. Carmen & Daily

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	410	.26*
NBT	2	3200	540	.23	540	.24
NBR	0	0	190		230	
SBL	1	1600	70	.05	90	.06
SBT	2	3200	740	.23*	560	.18*
SBR	1	1600	30	.05	30	.05
EBL	1	1600	10	.05*	30	.05*
EBT	1	1600	90	.06	200	.13
EBR	1	1600	160	.10	270	.17
WBL	2	3200	190	.06	330	.10
WBT	1	1600	160	.13*	410	.31*
WBR	0	0	40		80	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.90**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	410	.26*
NBT	2	3200	540	.23	540	.24
NBR	0	0	195		238	
SBL	1	1600	75	.05	98	.06
SBT	2	3200	740	.23*	560	.18*
SBR	1	1600	30	.05	30	.05
EBL	1	1600	10	.05*	30	.05*
EBT	1	1600	95	.06	208	.13
EBR	1	1600	160	.10	270	.17
WBL	2	3200	193	.06	340	.11
WBT	1	1600	163	.13*	420	.32*
WBR	0	0	43		90	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.91**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	290	.18*	410	.26*
NBT	2	3200	540	.23	540	.24
NBR	0	0	194		236	
SBL	1	1600	74	.05	96	.06
SBT	2	3200	740	.23*	560	.18*
SBR	1	1600	30	.05	30	.05
EBL	1	1600	10	.05*	30	.05*
EBT	1	1600	94	.06	206	.13
EBR	1	1600	160	.10	270	.17
WBL	2	3200	192	.06	336	.11
WBT	1	1600	162	.13*	416	.31*
WBR	0	0	42		86	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.90**

3. Carmen & US-101 NB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	120	.08*
NBT	2	3200	490	.15	760	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	4800	610	.24*	700	.24*
SBR	1.5		530		470	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	80		210	
WBT	1	1600	0	.05*	0	.13*
WBR	2	3200	460	.14	510	.16
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.55**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	120	.08*
NBT	2	3200	495	.15	768	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	4800	613	.24*	710	.25*
SBR	1.5		530		470	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	80		210	
WBT	1	1600	0	.05*	0	.13*
WBR	2	3200	460	.14	510	.16
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.56**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	120	.08*
NBT	2	3200	494	.15	766	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	4800	612	.24*	706	.25*
SBR	1.5		530		470	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	80		210	
WBT	1	1600	0	.05*	0	.13*
WBR	2	3200	460	.14	510	.16
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.56**

5. Carmen & Ventura

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.05	10	.05
NBT	2	3200	40	.05*	30	.05*
NBR	1	1600	80	.05	40	.05
SBL	1	1600	120	.08*	160	.10*
SBT	1	1600	20	.05	60	.05
SBR	f		530		460	
EBL	2	3200	370	.12*	630	.20*
EBT	1	1600	130	.08	270	.17
EBR	1	1600	0	.00	0	.00
WBL	1	1600	10	.05	20	.05
WBT	1	1600	90	.06*	150	.09*
WBR	1	1600	220	.14	150	.09
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.08*		.10*
TOTAL CAPACITY UTILIZATION				**.41**		**.54**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.05	10	.05
NBT	2	3200	40	.05*	30	.05*
NBR	1	1600	85	.05	48	.05
SBL	1	1600	120	.08*	160	.10*
SBT	1	1600	20	.05	60	.05
SBR	f		533		470	
EBL	2	3200	375	.12*	638	.20*
EBT	1	1600	141	.09	287	.18
EBR	1	1600	0	.00	0	.00
WBL	1	1600	13	.05	30	.05
WBT	1	1600	96	.06*	169	.11*
WBR	1	1600	220	.14	150	.09
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.08*		.10*
TOTAL CAPACITY UTILIZATION				**.41**		**.56**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.05	10	.05
NBT	2	3200	40	.05*	30	.05*
NBR	1	1600	84	.05	46	.05
SBL	1	1600	120	.08*	160	.10*
SBT	1	1600	20	.05	60	.05
SBR	f		532		466	
EBL	2	3200	374	.12*	636	.20*
EBT	1	1600	137	.09	281	.18
EBR	1	1600	0	.00	0	.00
WBL	1	1600	12	.05	26	.05
WBT	1	1600	94	.06*	163	.10*
WBR	1	1600	220	.14	150	.09
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.08*		.10*
TOTAL CAPACITY UTILIZATION				**.41**		**.55**

6. Mobil & Ponderosa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	230	.14*
NBT	1	1600	20	.05*	70	.09
NBR	0	0	40		80	
SBL	1	1600	10	.05	20	.05
SBT	1	1600	30	.06*	30	.05*
SBR	0	0	70		30	
EBL	1	1600	30	.05	70	.05
EBT	2	3200	390	.17*	630	.26*
EBR	0	0	150		190	
WBL	1	1600	80	.05*	90	.06*
WBT	2	3200	450	.14	550	.18
WBR	0	0	10		20	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.43** **.61**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	95	.06*	279	.17*
NBT	1	1600	23	.05	80	.14
NBR	0	0	61		148	
SBL	1	1600	10	.05	20	.05
SBT	1	1600	35	.07*	38	.05*
SBR	0	0	70		30	
EBL	1	1600	30	.05	70	.05
EBT	2	3200	449	.20*	723	.30*
EBR	0	0	177		233	
WBL	1	1600	117	.07*	150	.09*
WBT	2	3200	483	.15	657	.21
WBR	0	0	10		20	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.50** **.71**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	263	.16*
NBT	1	1600	22	.05	76	.13
NBR	0	0	54		126	
SBL	1	1600	10	.05	20	.05
SBT	1	1600	34	.07*	36	.05*
SBR	0	0	70		30	
EBL	1	1600	30	.05	70	.05
EBT	2	3200	430	.19*	693	.29*
EBR	0	0	168		219	
WBL	1	1600	105	.07*	130	.08*
WBT	2	3200	472	.15	621	.20
WBR	0	0	10		20	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.49** **.68**

7. Mobil & Pickwick

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	80	.08*	200	.26*
NBR	0	0	50		210	
SBL	1	1600	80	.05*	190	.12*
SBT	1	1600	100	.06	140	.09
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	90	.06*	190	.12*
WBT	0	0	0		0	
WBR	1	1600	60	.05	200	.13
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.29**		**.60**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	107	.11*	288	.32*
NBR	0	0	61		227	
SBL	1	1600	96	.06*	215	.13*
SBT	1	1600	148	.09	217	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	96	.06*	209	.13*
WBT	0	0	0		0	
WBR	1	1600	69	.05	229	.14
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.33**		**.68**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	98	.10*	259	.30*
NBR	0	0	57		221	
SBL	1	1600	91	.06*	207	.13*
SBT	1	1600	132	.08	191	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	94	.06*	203	.13*
WBT	0	0	0		0	
WBR	1	1600	66	.05	219	.14
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.32**		**.66**

8. Mobil & Daily

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	20		70	
SBT	1	1600	0	.10*	0	.19*
SBR	0	0	140		230	
EBL	1	1600	100	.06*	170	.11*
EBT	1	1600	150	.09	210	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	230	.14*	390	.24*
WBR	1	1600	80	.05	130	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.40**		**.64**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	56		187	
SBT	1	1600	0	.13*	0	.29*
SBR	0	0	152		269	
EBL	1	1600	121	.08*	204	.13*
EBT	1	1600	155	.10	218	.14
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	233	.15*	400	.25*
WBR	1	1600	139	.09	223	.14
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.77**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	44		148	
SBT	1	1600	0	.12*	0	.25*
SBR	0	0	148		256	
EBL	1	1600	114	.07*	193	.12*
EBT	1	1600	154	.10	216	.14
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	232	.15*	396	.25*
WBR	1	1600	120	.08	193	.12
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.44**		**.72**

10. Arneill & Ponderosa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	16	.05*	86	.05
NBT	2	3200	350	.11	780	.24*
NBR	1	1600	130	.08	280	.18
SBL	1	1600	36	.05	106	.07*
SBT	2	3200	460	.18*	410	.16
SBR	0	0	110		100	
EBL	2	3200	110	.05*	230	.07
EBT	2	3200	290	.11	530	.19*
EBR	0	0	70		80	
WBL	2	3200	180	.06	340	.11*
WBT	2	3200	350	.12*	430	.15
WBR	0	0	20		40	
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.50** **.71**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	49	.05*	193	.12
NBT	2	3200	368	.12	838	.26*
NBR	1	1600	157	.10	368	.23
SBL	1	1600	36	.05	106	.07*
SBT	2	3200	492	.19*	461	.18
SBR	0	0	121		117	
EBL	2	3200	116	.05	249	.08
EBT	2	3200	305	.14*	579	.24*
EBR	0	0	129		173	
WBL	2	3200	228	.07*	417	.13*
WBT	2	3200	377	.12	473	.16
WBR	0	0	20		40	
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.55** **.80**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.05*	157	.10
NBT	2	3200	362	.11	819	.26*
NBR	1	1600	148	.09	339	.21
SBL	1	1600	36	.05	106	.07*
SBT	2	3200	482	.19*	444	.17
SBR	0	0	117		111	
EBL	2	3200	114	.05	243	.08
EBT	2	3200	300	.13*	563	.22*
EBR	0	0	110		143	
WBL	2	3200	212	.07*	391	.12*
WBT	2	3200	368	.12	459	.16
WBR	0	0	20		40	
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.54** **.77**

11. Arneill & Pickwick

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	36	.05*	186	.12
NBT	2	3200	410	.16	890	.32*
NBR	0	0	100		130	
SBL	1	1600	36	.05	56	.05*
SBT	2	3200	500	.19*	470	.20
SBR	0	0	120		170	
EBL	1	1600	60	.05	240	.15
EBT	1	1600	50	.09*	140	.21*
EBR	0	0	90		200	
WBL	1	1600	80	.05*	130	.08*
WBT	1	1600	80	.05	170	.11
WBR	1	1600	60	.05	100	.06
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.48** **.76**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	95	.06*	279	.17*
NBT	2	3200	458	.18	1046	.37
NBR	0	0	103		140	
SBL	1	1600	36	.05	56	.05
SBT	2	3200	586	.23*	606	.26*
SBR	0	0	163		238	
EBL	1	1600	84	.05	318	.20
EBT	1	1600	53	.11*	150	.29*
EBR	0	0	123		307	
WBL	1	1600	91	.06*	147	.09*
WBT	1	1600	85	.05	178	.11
WBR	1	1600	60	.05	100	.06
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.56** **.91**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	76	.05*	249	.16
NBT	2	3200	442	.17	994	.35*
NBR	0	0	102		136	
SBL	1	1600	36	.05	56	.05*
SBT	2	3200	558	.22*	561	.24
SBR	0	0	149		216	
EBL	1	1600	76	.05	292	.18
EBT	1	1600	52	.10*	146	.26*
EBR	0	0	112		271	
WBL	1	1600	87	.05*	141	.09*
WBT	1	1600	84	.05	176	.11
WBR	1	1600	60	.05	100	.06
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.52** **.85**

Existing + Project w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	76	.05*	249	.16
NBT	2	3200	442	.17	994	.35*
NBR	0	0	102		136	
SBL	1	1600	36	.05	56	.05*
SBT	2	3200	558	.17*	561	.18
SBR	1	1600	149	.09	216	.14
EBL	1	1600	76	.05*	292	.18*
EBT	1	1600	52	.05	146	.09
EBR	1	1600	112	.07	271	.17
WBL	1	1600	87	.05	141	.09
WBT	1	1600	84	.05*	176	.11*
WBR	1	1600	60	.05	100	.06
Clearance Interval				.10*		.10*

Note: Assumes N/S Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.42** **.79**

12. Arneill & Daily

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	16	.05*	66	.05*
NBT	2	3200	360	.13	440	.16
NBR	0	0	50		70	
SBL	1	1600	96	.06	106	.07
SBT	2	3200	500	.19*	480	.20*
SBR	0	0	100		160	
EBL	1	1600	16	.05*	86	.05*
EBT	1	1600	70	.09	100	.11
EBR	0	0	80		80	
WBL	1	1600	56	.05	86	.05
WBT	1	1600	170	.11*	480	.30*
WBR	1	1600	280	.18	490	.31
Clearance Interval				.10*		.10*

Note: Assumes N/S, E/W Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.50** **.70**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	59	.05*	134	.08
NBT	2	3200	446	.16	576	.20*
NBR	0	0	50		70	
SBL	1	1600	141	.09	252	.16*
SBT	2	3200	548	.20*	636	.25
SBR	0	0	103		170	
EBL	1	1600	21	.05*	94	.06*
EBT	1	1600	79	.12	129	.19
EBR	0	0	107		168	
WBL	1	1600	56	.05	86	.05
WBT	1	1600	186	.12*	505	.32*
WBR	1	1600	366	.23	626	.39
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.06*		.10*

Note: Assumes N/S, E/W Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.52** **.84**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	43	.05*	112	.07
NBT	2	3200	418	.15	531	.19*
NBR	0	0	50		70	
SBL	1	1600	126	.08	204	.13*
SBT	2	3200	532	.20*	584	.23
SBR	0	0	102		166	
EBL	1	1600	20	.05*	92	.06*
EBT	1	1600	76	.11	119	.16
EBR	0	0	98		139	
WBL	1	1600	56	.05	86	.05
WBT	1	1600	181	.11*	497	.31*
WBR	1	1600	338	.21	581	.36
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.08*		.10*

Note: Assumes N/S, E/W Prot/Perm Phasing

TOTAL CAPACITY UTILIZATION **.51** **.79**

13. Arneill & Ventura

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	450	.14*	540	.17*
SBT	0	0	0		0	
SBR	1	1600	220	.14	300	.19
EBL	1	1600	190	.12*	240	.15*
EBT	1	1600	150	.09	190	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	130	.08*	190	.12*
WBR	1	1600	290	.18	460	.29
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.06*
TOTAL CAPACITY UTILIZATION				**.44**		**.54**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	507	.16*	725	.23*
SBT	0	0	0		0	
SBR	1	1600	238	.15	358	.22
EBL	1	1600	222	.14*	291	.18*
EBT	1	1600	150	.09	190	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	130	.08*	190	.12*
WBR	1	1600	386	.24	613	.38
Right Turn Adjustment			WBR	.04*	WBR	.09*
Clearance Interval				.06*		.01*
TOTAL CAPACITY UTILIZATION				**.48**		**.63**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	488	.15*	663	.21*
SBT	0	0	0		0	
SBR	1	1600	232	.15	339	.21
EBL	1	1600	212	.13*	274	.17*
EBT	1	1600	150	.09	190	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	130	.08*	190	.12*
WBR	1	1600	355	.22	563	.35
Right Turn Adjustment			WBR	.03*	WBR	.07*
Clearance Interval				.07*		.03*
TOTAL CAPACITY UTILIZATION				**.46**		**.60**

14. US-101 NB Off (Lewis) & Daily

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	500	.16*	930	.29*
NBT	0	0	0		0	
NBR	1	1600	180	.11	290	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	130	.05*	180	.06
EBR	1	1600	140	.09	80	.05
WBL	2	3200	290	.09*	220	.07
WBT	1	1600	110	.07	220	.14*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.40**		**.53**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	586	.18*	1066	.33*
NBT	0	0	0		0	
NBR	1	1600	180	.11	290	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	139	.05*	209	.07
EBR	1	1600	185	.12	226	.14
WBL	2	3200	290	.09*	220	.07
WBT	1	1600	126	.08	245	.15*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.42**		**.58**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	558	.17*	1021	.32*
NBT	0	0	0		0	
NBR	1	1600	180	.11	290	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	136	.05*	199	.06
EBR	1	1600	170	.11	178	.11
WBL	2	3200	290	.09*	220	.07
WBT	1	1600	121	.08	237	.15*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.41**		**.57**

15. US-101 SB (Lewis) & Ventura

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.05*	10	.05*
NBR	0	0	10		20	
SBL	2	3200	410	.13*	440	.14*
SBT	0	0	20		0	
SBR	1	1600	160	.10	280	.18
EBL	1	1600	350	.22*	280	.18*
EBT	1	1600	320	.20	320	.20
EBR	1	1600	50	.05	30	.05
WBL	1	1600	70	.05	30	.05
WBT	1	1600	220	.28*	340	.30*
WBR	0	0	230		140	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.77**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.05*	10	.05*
NBR	0	0	10		20	
SBL	2	3200	410	.13*	440	.14*
SBT	0	0	20		0	
SBR	1	1600	240	.15	408	.26
EBL	1	1600	398	.25*	436	.27*
EBT	1	1600	329	.21	349	.22
EBR	1	1600	50	.05	30	.05
WBL	1	1600	70	.05	30	.05
WBT	1	1600	236	.29*	365	.32*
WBR	0	0	230		140	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.82**		**.88**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.05*	10	.05*
NBR	0	0	10		20	
SBL	2	3200	410	.13*	440	.14*
SBT	0	0	20		0	
SBR	1	1600	214	.13	366	.23
EBL	1	1600	382	.24*	384	.24*
EBT	1	1600	326	.20	339	.21
EBR	1	1600	50	.05	30	.05
WBL	1	1600	70	.05	30	.05
WBT	1	1600	231	.29*	357	.31*
WBR	0	0	230		140	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.84**

Existing + Project w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	10	.05*	10	.05*
NBR	0	0	10		20	
SBL	2	3200	410	.13*	440	.14*
SBT	0	0	20		0	
SBR	1	1600	214	.13	366	.23
EBL	1	1600	382	.24*	384	.24*
EBT	1	1600	326	.20	339	.21
EBR	1	1600	50	.05	30	.05
WBL	1	1600	70	.05	30	.05
WBT	1	1600	231	.14*	357	.22*
WBR	d	1600	230	.14	140	.09
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.66**		**.75**

17. Lewis & Daily

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08*	170	.11
NBT	2	3200	770	.24	910	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	880	.26*	520	.16
SBR	0	0	350		250	
EBL	2	3200	260	.08*	350	.11*
EBT	0	0	0		0	
EBR	1	1600	220	.14	150	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.52**		**.49**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	146	.09*	195	.12
NBT	2	3200	770	.24	910	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	880	.26*	520	.16
SBR	0	0	350		250	
EBL	2	3200	260	.08*	350	.11*
EBT	0	0	0		0	
EBR	1	1600	229	.14	179	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.53**		**.49**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	141	.09*	187	.12
NBT	2	3200	770	.24	910	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	880	.26*	520	.16
SBR	0	0	350		250	
EBL	2	3200	260	.08*	350	.11*
EBT	0	0	0		0	
EBR	1	1600	226	.14	169	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.53**		**.49**

18. Lewis & Ventura

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	180	.11
NBT	2	3200	350	.11	640	.20*
NBR	0	0	10		10	
SBL	1	1600	10	.05	10	.05*
SBT	2	3200	480	.15*	400	.13
SBR	1	1600	420	.26	330	.21
EBL	2	3200	460	.14*	560	.18*
EBT	0	0	10		10	
EBR	1	1600	260	.16	240	.15
WBL	0	0	10		10	
WBT	1	1600	10	.05*	20	.05*
WBR	0	0	10		20	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.50**		**.58**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	116	.07*	205	.13
NBT	2	3200	366	.12	665	.21*
NBR	0	0	10		10	
SBL	1	1600	10	.05	10	.05*
SBT	2	3200	489	.15*	429	.13
SBR	1	1600	420	.26	330	.21
EBL	2	3200	460	.14*	560	.18*
EBT	0	0	10		10	
EBR	1	1600	269	.17	269	.17
WBL	0	0	10		10	
WBT	1	1600	10	.05*	20	.05*
WBR	0	0	10		20	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.51**		**.59**

Existing + Project (Reduction for Exist Uses)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	111	.07*	197	.12
NBT	2	3200	361	.12	657	.21*
NBR	0	0	10		10	
SBL	1	1600	10	.05	10	.05*
SBT	2	3200	486	.15*	419	.13
SBR	1	1600	420	.26	330	.21
EBL	2	3200	460	.14*	560	.18*
EBT	0	0	10		10	
EBR	1	1600	266	.17	259	.16
WBL	0	0	10		10	
WBT	1	1600	10	.05*	20	.05*
WBR	0	0	10		20	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.51**		**.59**

APPENDIX C

LAND USE AND TRIP GENERATION

ADT AND PEAK HOUR TRIP RATE SUMMARY

	Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
1	Low Density Residential	DU	0.19	0.55	0.74	0.66	0.35	1.01	9.55
2	Medium Density Residential	DU	0.15	0.49	0.64	0.54	0.28	0.82	8.01
3	High Density Residential	DU	0.09	0.42	0.51	0.43	0.20	0.63	6.47
4	Civic/Cultural Center	TSF	3.47	0.60	4.07	1.88	5.07	6.95	47.00
5	General Commercial	TSF	0.84	0.38	1.22	2.55	2.55	5.10	54.50
6	Fast Food w/Drive-Thru	TSF	28.43	27.22	55.65	19.00	17.54	36.54	632.12
7	General Office	TSF	1.70	0.21	1.91	0.32	1.54	1.86	14.03
8	Post Office	TSF	2.29	2.20	4.49	3.06	3.06	6.12	87.12
9	Fire Station	TSF	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	Church	TSF	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EXISTING ARNEILL RD REDEV ZONAL LAND USE AND TRIP GENERATION

Zone		Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
1	5	General Commercial	120.00 TSF	101	46	147	306	306	612	6540
	7	General Office	80.00 TSF	136	17	153	26	123	149	1122
	8	Post Office	22.00 TSF	50	48	98	67	67	134	1917
	9	Fire Station	10.00 TSF	0	0	0	0	0	0	0
	10	Church	25.00 TSF	0	0	0	0	0	0	0
		SUB-TOTAL		287	111	398	399	496	895	9579
2	5	General Commercial	57.00 TSF	48	22	70	145	145	290	3107
		SUB-TOTAL		48	22	70	145	145	290	3107
3	5	General Commercial	23.00 TSF	19	9	28	59	59	118	1254
		SUB-TOTAL		19	9	28	59	59	118	1254
4	5	General Commercial	128.00 TSF	108	49	157	326	326	652	6976
		SUB-TOTAL		108	49	157	326	326	652	6976
5	6	Fast Food w/Drive-Thru	4.00 TSF	114	109	223	76	70	146	2528
	7	General Office	15.00 TSF	26	3	29	5	23	28	210
		SUB-TOTAL		140	112	252	81	93	174	2738
6	5	General Commercial	24.00 TSF	20	9	29	61	61	122	1308
		SUB-TOTAL		20	9	29	61	61	122	1308
7	2	Medium Density Residential	84.00 DU	13	41	54	45	24	69	673
		SUB-TOTAL		13	41	54	45	24	69	673

EXISTING ARNEILL RD REDEV LAND USE AND TRIP GENERATION SUMMARY

	Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
2	Medium Density Residential	84.00 DU	13	41	54	45	24	69	673
5	General Commercial	352.00 TSF	296	135	431	897	897	1794	19185
6	Fast Food w/Drive-Thru	4.00 TSF	114	109	223	76	70	146	2528
7	General Office	95.00 TSF	162	20	182	31	146	177	1332
8	Post Office	22.00 TSF	50	48	98	67	67	134	1917
9	Fire Station	10.00 TSF	0	0	0	0	0	0	0
10	Church	25.00 TSF	0	0	0	0	0	0	0
	TOTAL		635	353	988	1116	1204	2320	25635

PROPOSED ARNEILL RD REDEV ZONAL LAND USE AND TRIP GENERATION

Zone		Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
1	5	General Commercial	120.00 TSF	101	46	147	306	306	612	6540
	7	General Office	80.00 TSF	136	17	153	26	123	149	1122
	8	Post Office	22.00 TSF	50	48	98	67	67	134	1917
	9	Fire Station	10.00 TSF	0	0	0	0	0	0	0
	10	Church	25.00 TSF	0	0	0	0	0	0	0
		SUB-TOTAL		287	111	398	399	496	895	9579
2	2	Medium Density Residential	58.00 DU	9	28	37	31	16	47	465
	3	High Density Residential	25.00 DU	2	11	13	11	5	16	162
	5	General Commercial	35.00 TSF	29	13	42	89	89	178	1908
		SUB-TOTAL		40	52	92	131	110	241	2535
3	2	Medium Density Residential	17.00 DU	3	8	11	9	5	14	136
	3	High Density Residential	42.00 DU	4	18	22	18	8	26	272
	5	General Commercial	45.00 TSF	38	17	55	115	115	230	2453
		SUB-TOTAL		45	43	88	142	128	270	2861
4	2	Medium Density Residential	108.00 DU	16	53	69	58	30	88	865
	3	High Density Residential	125.00 DU	11	53	64	54	25	79	809
	4	Civic/Cultural Center	7.00 TSF	24	4	28	13	35	48	329
	5	General Commercial	90.00 TSF	76	34	110	230	230	460	4905
		SUB-TOTAL		127	144	271	355	320	675	6908
5	5	General Commercial	39.00 TSF	33	15	48	99	99	198	2126
	6	Fast Food w/Drive-Thru	4.00 TSF	114	109	223	76	70	146	2528
		SUB-TOTAL		147	124	271	175	169	344	4654
6	2	Medium Density Residential	115.00 DU	17	56	73	62	32	94	921
		SUB-TOTAL		17	56	73	62	32	94	921
7	2	Medium Density Residential	165.00 DU	25	81	106	89	46	135	1322
		SUB-TOTAL		25	81	106	89	46	135	1322

PROPOSED ARNEILL RD REDEV LAND USE AND TRIP GENERATION SUMMARY

	Land Use Type	Units	-- AM Peak Hour -- In	Out	Total	-- PM Peak Hour -- In	Out	Total	ADT
2	Medium Density Residential	463.00 DU	70	226	296	249	129	378	3709
3	High Density Residential	192.00 DU	17	82	99	83	38	121	1243
4	Civic/Cultural Center	7.00 TSF	24	4	28	13	35	48	329
5	General Commercial	329.00 TSF	277	125	402	839	839	1678	17932
6	Fast Food w/Drive-Thru	4.00 TSF	114	109	223	76	70	146	2528
7	General Office	80.00 TSF	136	17	153	26	123	149	1122
8	Post Office	22.00 TSF	50	48	98	67	67	134	1917
9	Fire Station	10.00 TSF	0	0	0	0	0	0	0
10	Church	25.00 TSF	0	0	0	0	0	0	0
	TOTAL		688	611	1299	1353	1301	2654	28780

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APPENDIX C:
VISION POSTER

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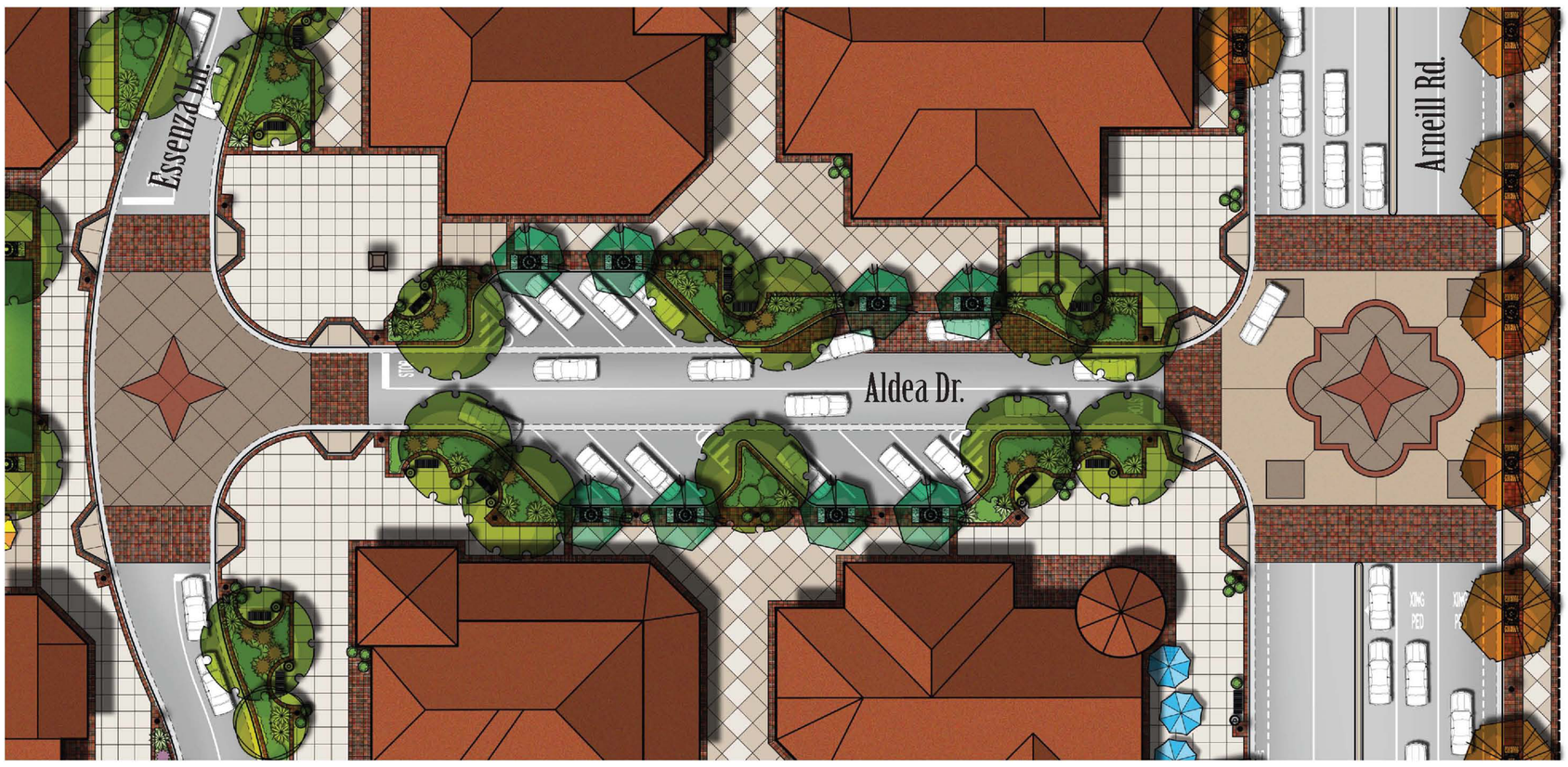

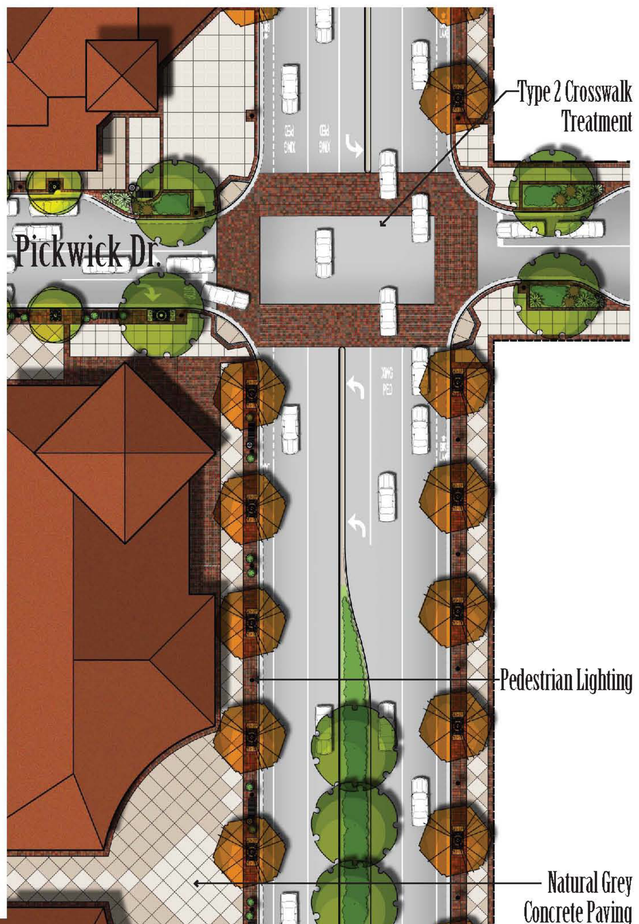

Aldea Drive Enlargment Plan (not to scale)

Bench:
DuMor Site Furnishings 58 Series with black powder-coat finish

Pedestrian Lighting:
Environmental Lighting for Architecture, Model #L5860 Luminaire & #P-3027 Pole with black powder-coat finish

Trash Receptacle:
DuMor Site Furnishings – Receptacle 107, with black powder-coat finish.

Bollard:
Sternberg, Model #3901, with black powder-coat finish.

Bike Rack:
DuMor Site Furnishings – 'Loop Bike Rack', Model #83-00 with black powder-coat finish

Planter Pots:
Custom terra-cotta pots in assorted shapes and sizes

Accent Paving:
12"x12" concrete pavers in brick reds, tans, and grays.

Tree Grates:
Ironsmith – 'Starburst Series 2 Boulevard', 48" by 120" rectangular cast-iron round tree grate with black powder-coat finish & removable light cover & frame.
Ironsmith – 'Starburst Series 2', 48" by 48" square tree grate with black powder-coat finish.
Each with 3/8" maximum slot widths for ADA compliance and pedestrian safety.

Streetscape Plan

30' 0' 30' 60' 120'

Scale

Street Tree Legend

- Accent Tree
- Medium Canopy Deciduous Tree
- Medium Canopy Evergreen Tree
- Large Canopy Evergreen Tree

Crosswalk Treatment Key Map

1. Type 1 Crosswalk Treatment
2. Type 2 Crosswalk Treatment

Camarillo Commons

City of Camarillo

rrmdesigngroup
creating environments people enjoy℠

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APPENDIX E:
CITY COUNCIL APPROVAL
RESOLUTION NO. 2007-19

RESOLUTION NO. 2007-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMARILLO APPROVING AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN AND THE CAMARILLO COMMONS STRATEGIC PLAN FOR THE REDEVELOPMENT OF 55 ACRES, FURTHER DESCRIBED AS GENERAL PLAN AMENDMENT 2007-1

The City Council of the City of Camarillo resolves as follows:

SECTION 1: The City Council finds and declares as follows:

A. To consider a request for an amendment to the Land Use Element of the city's General Plan and a Strategic Plan for the redevelopment of a 55-acre area located north of Daily Drive, south of Ponderosa Drive, west of Arneill Road and east of Mobil Avenue, and including the area at the northwest corner of Daily Drive and Mobil Avenue (hereinafter "Amendment"), in accordance with the procedure established by Ordinance.

B. A duly-noticed public hearing was held by the City of Camarillo Planning Commission on the 16th day of January, 2007, who has forwarded a recommendation for approval of the Amendment to the General Plan Land Use Element as depicted on Exhibit A.

C. The City Council has reviewed the General Plan Amendment and received testimony at a duly-noticed public hearing on the 14th day of February, 2007, and finds that the Amendment be approved based on the following findings:

1. The proposed Strategic Plan is consistent with the goals and objectives of the City of Camarillo's General Plan and the Camarillo Corridor Redevelopment Project. The Strategic Plan provides for the framework for the redevelopment of the 55 acres into a mix of retail, restaurant, office, and residential uses.

2. Mitigated Negative Declaration (MND) 2006-34 was prepared and circulated for the proposed project. The MND concluded that all environmental impacts associated with the redevelopment of the area can be mitigated. The Redevelopment Plan will foster an overall improvement of the environment for the 55-acre area.

3. The site is adequately served by streets and utilities of sufficient size and capacity to accommodate the proposed Strategic Plan, or would be adequately served by improved streets and utilities as set forth in the Strategic Plan in the future. Improvements to the area will be accomplished as project development requirements and capital improvements.

4. The Strategic Plan will accommodate approximately 500 residential units, which will provide the community with a range of housing types, and will help to provide

housing opportunities for the city and region consistent with the Housing Element and the mandates from the State of California.

5. The Strategic Plan provides a range of implementation measures to ensure success, including adoption of a zoning code that will contain the development standards provided within the Strategic Plan and will require the rezoning of the property to a zoning code consistent with the objectives of the Strategic Plan.

SECTION 2: The City Council approves General Plan Amendment 2007-1, the Camarillo Commons Strategic Plan dated November, 2006, a copy of which is on file with the City of Camarillo Department of Community Development, the office of record.

SECTION 3: The City Council determines that this General Plan Amendment shall be filed with the County Clerk of the County of Ventura. The record of proceedings upon which this decision is based is located in the office of the City Clerk, who is the custodian of records for the same.

PASSED AND ADOPTED this 14th day of February 2007.

Jeanette L. McDonald
Mayor

ATTEST:

jamadland, deputy
City Clerk

I, Deborah A. Harrington, hereby certify that the foregoing Resolution 2007-19 was duly adopted by the City of Camarillo at a regular meeting thereof held on the 14th day of February 2007, by the following vote of the Council:

AYES: Councilmembers: Kildee, Morgan, Waunch, Mayor McDonald
NOES: Councilmembers: None
ABSENT: Councilmembers: Craven

jamadland, deputy
City Clerk

c: Community Development
G.S., Information Systems Division