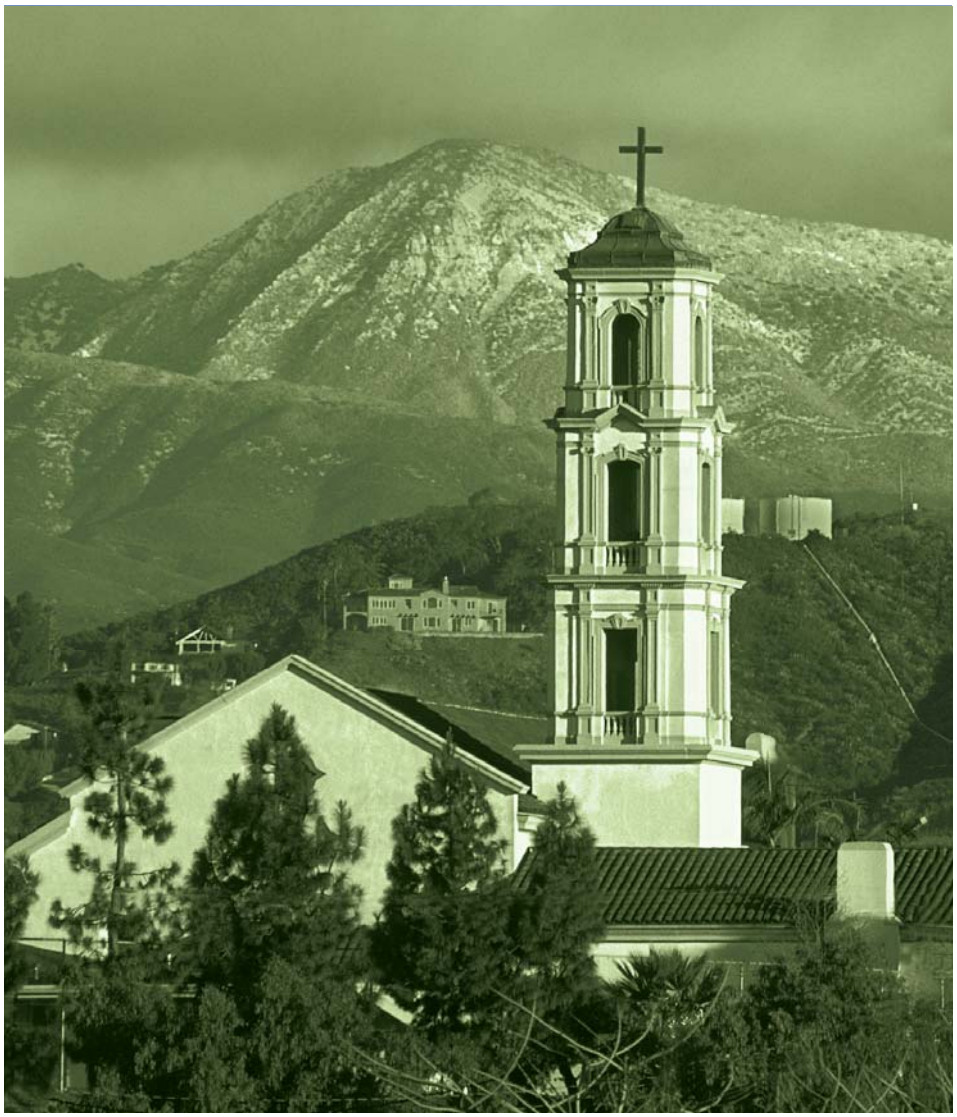
COMMUNITY DESIGN ELEMENT 2012



This element establishes goals, policies and guidelines which will assist the City of Camarillo in the preservation and enhancement of its unique physical and visual character.

CAMARILLO

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Adopted
June 27, 2012

Previously Adopted
Sept 12, 1984

Prepared By
RRM Design Group

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City of Camarillo
Community Design Element

10.1 INTRODUCTION

The Community Design Element is an element of the General Plan and is formatted as a stand-alone document. This element establishes a design framework for community development, includes design guidelines for new projects and addresses the maintenance of existing projects while protecting the city's positive characteristics. The Community Design Element guides public and private improvements to create a functional and attractive community with a distinct sense of place.

When developing a community design element, it is of paramount importance to identify the city's character. More specifically, what makes Camarillo unique compared to other communities? Camarillo's character is tied to its history through its agriculture, mild climate, proximity to California State University Channel Islands (CSUCI) and Highway 101, and geological features.

Old Town Monument

10.1.1 Purpose

The City of Camarillo has always encouraged quality development and protection of the environment. The purpose of the Community Design Element (CDE) is to establish goals, objectives, policies and design guidelines which will assist the City of Camarillo in the preservation and enhancement of its unique physical and visual character. The CDE addresses site features, architectural elements and environmental factors that affect the community image. The Community Design Element will assist landowners, architects, engineers, City officials and other persons in the design and maintenance of development and enhancements in Camarillo.

Camarillo Business Center

Table 10-1 provides a summary on how to apply the contents of the CDE and the steps one would take to propose a development project in Camarillo.

Table 10-1 - How to Use the Community Design Element (CDE)

Step	CDE Page	Reference Document	Required Action by Applicant
1 - Identify General Plan Land Use Designation	NA	City Land Use Map	Land use maps are available online at the City's website and from the Community Development Department at City Hall.
2 - Identify Zone	NA	City Zoning Map	Zoning maps are available online at the City's website and from the Community Development Department at City Hall.
3 - Identify Specific Plan Area	110		If your project falls within a Specific Plan Area you must use the design guidelines and development standards found in that document as well as the guidelines found herein. All other projects shall use the CDE.
4 - Heritage Zone	16		Determine if your project falls within the Heritage Zone. If so, incorporate the requirements described on page 16 as well as the design guidelines found herein. If not, utilize the design guidelines found herein.
5 - Community Design Element Design Guidelines	15-103		Use the design guidelines appropriate for your land use.
6 - Additional Requirements		City Zoning and General Plan	Apply zoning standards such as parking and signage from the City's Municipal Code (Title 19). Check for project consistency with the General Plan.
7 - Architectural Review	NA	CDE and other applicable design guidelines	Projects are subject to staff review for consistency with the City's General Plan, Zoning Ordinance, applicable Specific Plan and other design guidelines. For projects requiring approval by the Planning Commission, plans are to be reviewed by the Architectural Review Committee.

10.1.2 Element Organization

The essence of the CDE lies in its goals, objectives and policies. These are declarative statements that set forth the City's approach to various issues. The definitions below and in Figure 10.1, on the following page, are intended to serve as a "reader's guide" to the goals, objectives, policies, design guidelines and implementing actions of this Element.

Goal

A general statement of desired community outcome

Objective

A subset of a goal, an objective is more specific and provides measurable strategies

Policy

Policies are actions that a community will undertake to meet the goals and objectives

Design Guideline

Guidelines act as a tool to assist in both design and review; suggests or encourages specific action, but is not mandatory

Implementing Action

A list of physical improvements and recommended actions necessary to achieve element goals, objectives and policies; implementing actions are discussed in Section 10.12.

Goal Diagram

Goal Numbering
Each goal number starts with the element acronym and is followed by the number of the goal (e.g., RA-1 = Residential Areas, first goal).

Goal
Each goal follows the goal acronym and number and generally has one or more objectives associated with the goal.

Objective Numbering
Each objective number starts with the element acronym and is followed by the number of the goal and objective (e.g., RA-1.1 = Residential Areas, first goal, first objective).

Objective
Each objective follows the objective number and generally has a policy associated with the objective.

Policy Numbering
Each policy number starts with the element acronym and is followed by the number of the goal, objective and policy (e.g., RA-1.1.1 = Residential Areas, first goal, first objective, first policy).

Policy Statement
Each policy statement is associated with a specific goal and objective.

Design Guidelines
Guidelines act as a tool to assist in both design and review. A guideline suggests or encourages specific action, but it is not mandatory.

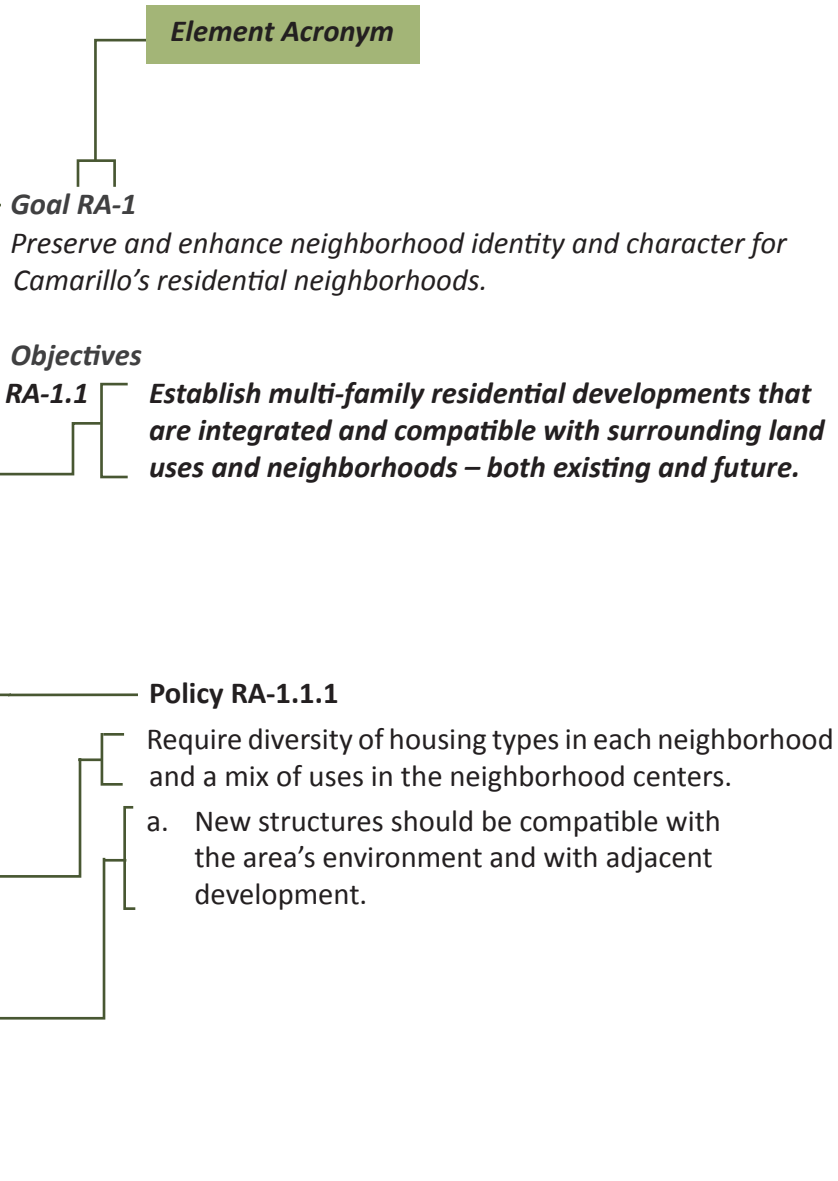


Figure 10.1 - General Plan Goal Diagram

10.1.3 Relationship to Other General Plan Elements

The Community Design Element supports the other General Plan elements and focuses on the aesthetic aspects of design. The elements of the General Plan which have the greatest relationship to the Community Design Element include the Land Use, Circulation and Recreation Elements.

Land Use Element

The Community Design Element presents design guidelines to guide future development as designated in the Land Use Element. It also considers the relationship of uses through the use of landscaping and other means to transition between types of land uses. The Land Use Element also designates land for agriculture and open space purposes. The Community Design Element supports the retention of open space lands to preserve the scenic qualities of hillsides, agriculture areas and waterways.

Circulation Element

The Circulation Element discusses road design and non-motorized mobility. The Community Design Element considers the views to and from the roadway, building features and the overall appearance that would be presented as viewed from street corridors. It also considers the pedestrian areas, pedestrian connections and the landscaping of parking areas.

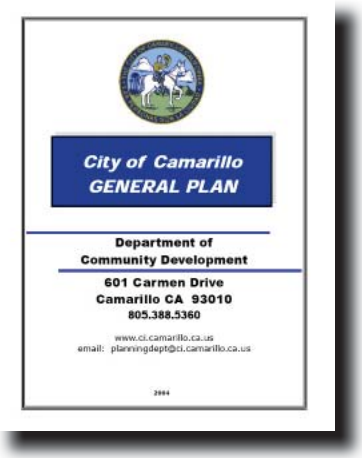
Recreation Element

The relationship between the Community Design Element and the Recreation Element is that while the Recreation Element addresses the functional aspect of the parks and the benefit of recreational opportunities, the Community Design Element addresses the linkages between park lands and residential areas. It also addresses the benefits of recreational lands within the urban environment and developed areas.

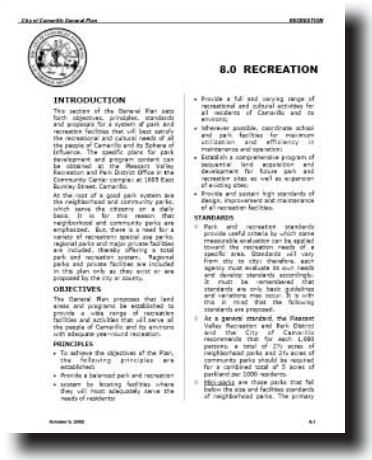
Other Elements

While the Community Design Element has a less direct relationship to the Noise Element, Housing Element, Open Space and Conservation Element, Safety Element and the Camarillo Urban Restriction Boundary (CURB) Element, each element is singularly important and, collectively, the elements form the framework of Camarillo's future.

Section 10.11, Existing Regulations and Documents, provides a summary of the existing codes, regulations, Specific Plans, guidelines and due process that support the implementation of the Community Design Element.



City of Camarillo General Plan


8.0 RECREATION

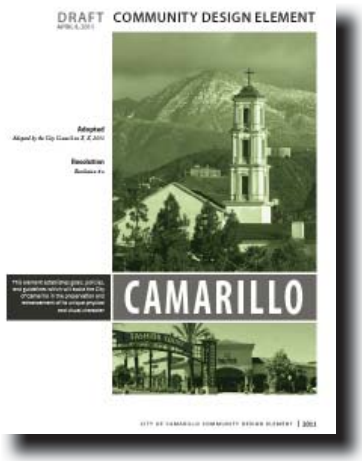
INTRODUCTION

OBJECTIVES

PRINCIPLES

STANDARDS

City of Camarillo Recreation Element



Community Design Element

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Bougainvillea is commonly found in Camarillo

10.2 CAMARILLO COMMUNITY CHARACTER

10.2.1 Introduction

Camarillo draws its identity from a history rich in agriculture, its location on Highway 101, the Southern Pacific Railroad line, regional shopping opportunities and the beauty of its natural environment, including mountain backdrops, agricultural fields and creeks. A key element of Camarillo's character is the contrast between the intensity of the urban area and the openness and scenic beauty of the surrounding environment. As Camarillo matures, new development, which is timeless in design, complements the community's historic architecture and respects the natural backdrop of open space, is consistent with the unique identity the community has embraced.

Adolfo Camarillo House

Camarillo's first structures were influenced by the rancheros who first settled there and built churches and homes in the Spanish style. These structures were built substantially of stone, brick and smooth stucco. A significant factor in the location of the city was the Southern Pacific Railroad Company's decision to lay the tracks of the main coastal railroad through the vicinity in 1898. A depot was constructed in 1910, and the town site of Camarillo was laid out that same year by William Fulton. Camarillo was established on 40 acres adjacent to and west of the Rancho Calleguas, at the Southern Pacific Railroad tracks and Ventura Boulevard. In the mid 1950s, the completion of Highway 101 facilitated easy access to Los Angeles and points south allowing for rapid growth. Housing tracts were built where orchards once stood and large industries began moving into the area. However, despite Camarillo's development, the town maintains an aura of Old California.

Agriculture helps define Camarillo's history

Calleguas Mountains provide dramatic backdrop for the city

Single-family residential in Camarillo

10.2.2 Overall Community Character

The following features combine to create Camarillo's unique character:

- Camarillo's history in agriculture
- Camarillo's small town/hometown atmosphere with big-city amenities
- Camarillo's Heritage Zone which helps create community identity and a sense of place
- The Spanish-style architecture prevalent from the Highway 101 viewshed
- The high quality and timeless design appeal of key buildings and landscape within Camarillo
- Camarillo's setting, surrounded by open space that is protected by SOAR, CURB initiatives and CURB Element
- The Camarillo Hills, Calleguas Mountains, and Conejo Mountain which provide a dramatic backdrop for the city
- City streets that are visually pleasing with mature trees, landscaped medians and well-maintained parkways
- Bougainvillea plants characteristic of Camarillo's landscape palette

The City's primary land uses are described as follows:

Single-Family Residential

Camarillo's residential neighborhoods are primarily made up of single-family homes with elementary schools and parks. These neighborhoods are generally built on a modified grid pattern with tree lined streets served by large arterial roads. The homes are a variety of styles that include mostly one- and two-story structures on ±5,000 sf to ±7,000 sf lots.

Hillside Residential

Residential neighborhoods including Spanish Hills and Las Posas Estates are considered to be hillside residential. These homes are typically constructed on larger lots and are not uniform in lot size. A variety of architectural styles are found within the hillside residential areas.

Multi-Family Residential

Multi-family residential units are dispersed throughout the community. This residential type is typically made up of apartments, townhomes and condominiums, and contains on-site amenities such as pools, common green spaces, walking paths, tennis courts and recreation rooms. Many units are within walking distance to parks, schools, public transportation and commercial centers.

Multi-Family Residential

Regional Commercial

The regional commercial shopping centers located south of Highway 101 provide retail outlets that serve all of Ventura County and beyond. These centers are anchored by several large national tenants, have wide sidewalks, plazas, areas for outdoor dining and well-maintained landscaping.

Commercial and Office

Commercial and office areas located outside of Old Town and the Highway 101 regional shopping centers are suburban scale shopping centers, typically with supermarkets as anchors, and some strip commercial development along primary arterial roadways. These areas are generally automobile-oriented and are physically separated from nearby residential areas. There are also some campus-style office parks such as the Camarillo Business Center that have strong pedestrian connections linking buildings, parking areas and plazas.

Camarillo Corporate Plaza

Industrial

The industrial areas located east of Lewis Road and north and south of Highway 101 provide a strong and diversified economic base for Camarillo. These areas have relatively low-intensity warehouse, research and development, distribution and manufacturing facilities located on large parcels with some flex-office/flex-tech space.

Old Town

Old Town can be accessed by Ventura Boulevard which serves as the community's "Main Street." Old Town is considered to be the historical heart of the city. There are numerous buildings of importance that enhance the city's identity as well as walkable streets with wide sidewalks, attractive landscaping, public art and a small town, urban fabric.

The Lewis and Sons building in Old Town has undergone several re-uses

Pleasant Valley Park

Parks

Camarillo parks are operated and maintained by the Pleasant Valley Recreation and Park District, with the exception of Constitution Park and Dizdar Park which are owned by the City. The District maintains over 300 acres of parkland, open space and recreation areas that provide a wide array of opportunities for area residents. These include passive picnic areas, walking paths, equestrian arenas, athletic fields, a community pool, water slide and a splash pad.

Combined, these elements contribute to what Camarillo residents call a "small town/hometown feel." This is a general term used to define the quiet residential neighborhoods where children can play in the streets and people know their neighbors, a circulation system that provides easy access to goods, services and jobs in cities near and far, an Old Town that has a quaint, historic character, and an abundance of parks and schools that serve as focal points of community life.

Pitts Ranch Park

10.2.3 Overall Community Character Goal, Objectives, and Policies

GOAL CD-1
PROMOTE A HOMETOWN COMMUNITY WITH A STRONG SENSE OF IDENTITY.

Objective CD-1.1
Provide a pleasant experience for residents and visitors, emphasizing vistas, view corridors and natural features.

Objective CD-1.2
Preserve and enhance community identity and character in concert with the historic agricultural and Spanish architectural roots.

Policy CD-1.2.1

Through community engagement and design review, ensure that new development and redevelopment is of high-quality design, is aesthetically pleasing and contributes to a positive image for Camarillo.

Policy CD-1.2.2

Take into account Camarillo's coastal climate in site layout, building design, and trees and landscaping.

Springville Park

Policy CD-1.2.3

Require that the architecture and site design of new developments are compatible with the surrounding context.

Sidewalk dining helps to activate the streetscape and create visual interest

Objective CD-1.3

Create pedestrian access and connectivity opportunities as well as human-scaled gathering places.

Policy CD-1.3.1

Require new developments to create pleasing transitions to surrounding development.

Objective CD-1.4

Define distinctive architectural styles, streetscapes and public space design themes.

Policy CD-1.4.1

All new development and redevelopment shall adhere to the basic principles of quality and timeless architecture, urban design and landscape architecture, including but not limited to human-scaled design and pedestrian orientation where appropriate, interconnectivity of street layout and siting buildings to hold corners.

Distinctive architectural themes help identify streetscape character

Policy CD-1.4.2

Enhance design for all new development and redevelopment through application of materials and design elements including:

a. Richness and authenticity of material surface and texture

b. Muted earth tone colors (such as off-whites, ochres, siennas, umbers, beiges, tans, browns or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents

c. Significant wall articulation (insets, canopies, wing walls, trellis features, arcades, colonnades)

d. Full-sloped roofs, multi-planed roofs (combination of pitched and flat roofs)

e. Roof overhangs, articulated eaves and parapets

f. Window configurations compatible with the design of the building

Gardens help support community wellness

Significant wall articulation and prominent features enhance design

g. Articulated building mass and form

h. Landscape elements, which include plantings and hardscape that complement the style of architecture, enhance building and site design and are integrated into the surrounding context

i. Timeless designs, colors and materials

j. Utilization of 360-degree architecture (articulation of all facade elevations) when visible from a public street or other property

k. Allow for architectural and landscape variation between neighborhoods, but maintain common citywide street furnishings and street signage

Landscape entry and signage enhance overall character and experience

Objective CD-1.5
Beautify streets and corridors with unifying landscaping and materials.

Objective CD-1.6
Protect hillside viewsheds and open space/agricultural lands that surround Camarillo.

Objective CD-1.7
Support community wellness through arts and cultural experiences, recreation, parks, trails, community gardens and other resources for healthy living.

Objective CD-1.8
Preserve, protect and enhance historic buildings, landmarks, sites, landscapes and areas of historical, cultural and urban design significance.

Articulated building mass and form

Objective CD-1.9
Landscaping shall be maintained in a manner that provides for a natural appearance, requires less maintenance and considers plant health.

GOAL CD-2
PROTECT GREENBELTS CONSISTENT WITH THE CURB ELEMENT AND THE OPEN SPACE AND CONSERVATION ELEMENT.

10.2.4 Citywide Character Design Guidelines

The following guidelines should be considered in reviewing development and redevelopment with regard to citywide character:

a. Integrate prominent design features existing in the immediate area (e.g., trees, landforms, historic landmarks)

b. Complement existing and planned development, buildings and structures

c. Respect the natural environment (e.g., hillsides, washes, native vegetation, community landscaping)

d. New structures should be compatible with the area's environment and with adjacent development

e. Setbacks from streets and adjacent properties should be in proportion to the structure and function of the street

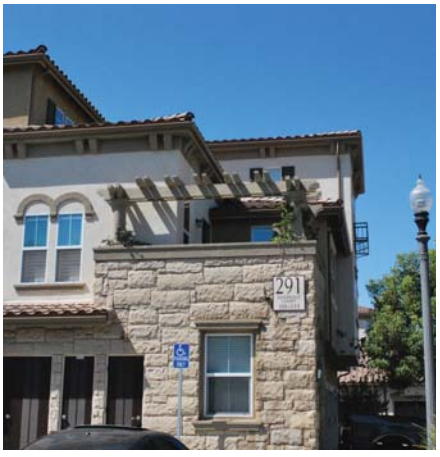
f. Multi-story structures should be made less imposing by physically stepping portions of the upper stories back from street level

g. New development and redevelopment should provide connectivity and linkages for pedestrians, bicycles and vehicles to nearby land uses and public amenities

h. Site plans should balance the need to provide adequate vehicular access with the need to eliminate unnecessary driveway entrances by providing reciprocal access points that are coordinated with adjacent properties

Desirable historic character in Camarillo

New development should be compatible with the desired character of Camarillo



Changes in setbacks and stories help make buildings less imposing

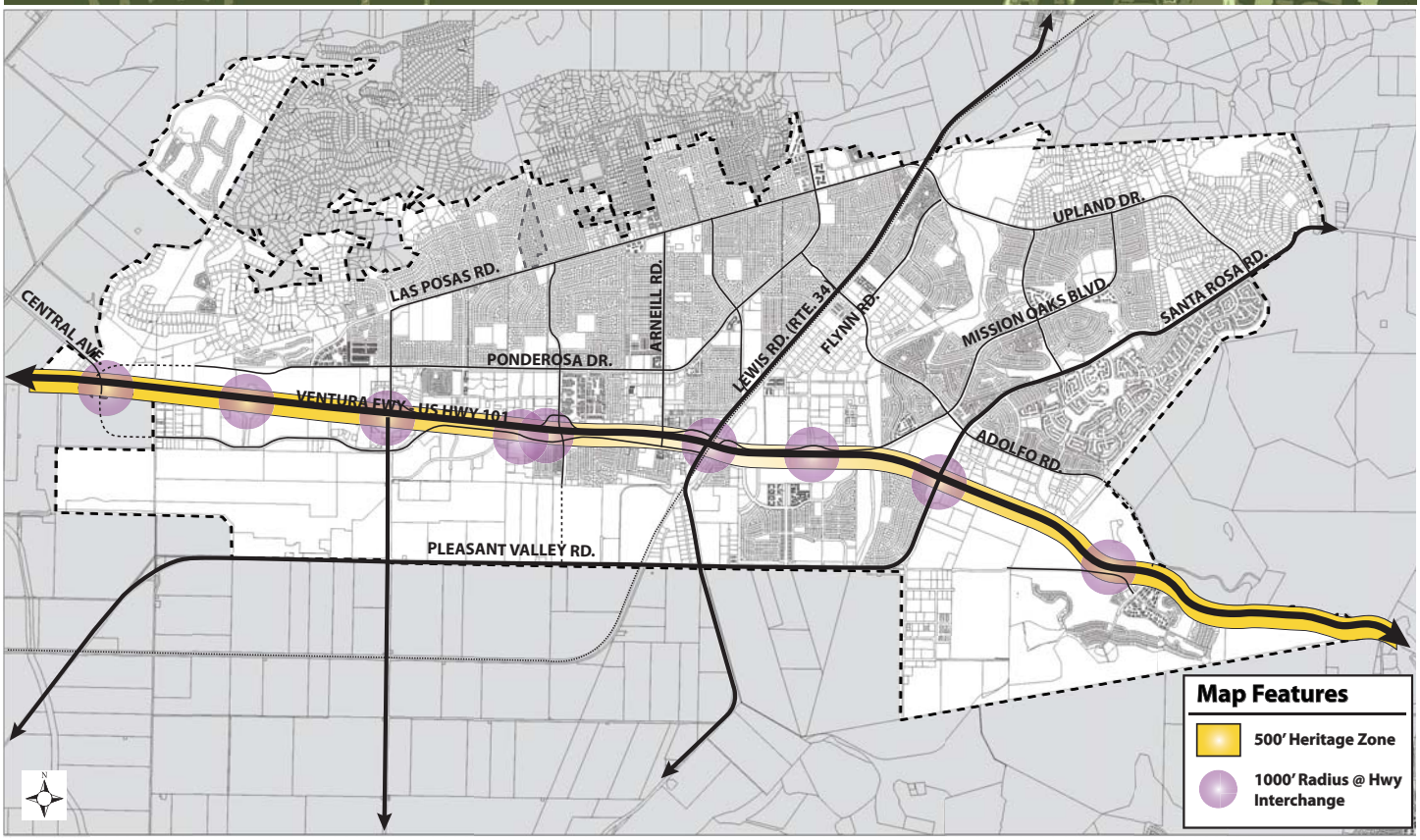


Figure 10.2 - Heritage Zone Map

10.2.5 Heritage Zone

Example of a building with Spanish-style architecture located within the Heritage Zone

Developments within proximity to the freeway have been classified as being in the Heritage Zone area of the city. The Heritage Zone requires developments within 500 feet of the freeway and 1,000 feet of freeway interchanges to have a particular design theme. The Heritage Zone is measured from the outer boundary of the Caltrans right-of-way. Architectural styles that would be appropriate within the Heritage Zone could include the following: Mission, Monterey, Early California, Spanish, Mediterranean or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials, their colors and textures and the scale of the architectural elements within the building design. Building materials may include the use of stucco, wood, glass, tile, textured blocks and other similar materials. The building materials should be appropriate to the architectural style of the building. Specific Plans are allowed to broaden the Heritage Zone architectural pallet to utilize other styles that reflect historic buildings in Camarillo such as the Boy Scout Headquarters.

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. The building should be broken up wherever possible. Building clustering will allow parking to be segmented into numerous smaller lots. The Camarillo Business Center is a strong example of the Heritage Zone architectural style. The Heritage Zone provides the traveler with an initial view of the city and sets forth the character of the community. It also provides for design continuity along the most heavily traveled corridor in the city, the Ventura Freeway, Highway 101.

The Camarillo Business Center is representative of the desired architectural character in Camarillo

10.2.6 Architectural Character

Architectural design not only addresses the functions of buildings, it also addresses the building style through its materials, detailing, colors, textures and configuration of the building. While no single architectural style is dictated in Camarillo, the Spanish style of the Heritage Zone is prominent throughout Camarillo.

Though the consistency of the Mission style helps unify the image of Camarillo, Craftsman, Ranch and Victorian styles can be integrated in development outside of the Heritage Zone. Mission, Mediterranean, Craftsman, Ranch and Victorian architecture all have historic roots in Camarillo. Civic buildings, however, may be designed to have an architectural character unique to the Camarillo architectural palette. This can be an effective and appropriate way to distinguish important civic buildings.

Spanish, Mission and Mediterranean style is desired in the Heritage Zone

St. Mary Magdalen Church

10.2.7 Historical Buildings and Features

There are several buildings which reflect the early character of Camarillo and provide texture to the present image of the community. The following buildings provide an identifiable asset to the community design of Camarillo:

St. Mary Magdalen Church on Ventura Boulevard

The church reflects California's Mission heritage with a white stucco exterior, red tile roofing, outdoor patio surrounded by lush gardens and a series of arches, colorful stained glass windows

Evangelical Free Church on Ventura Boulevard

The church building was constructed in 1891. At that time, it was Pleasant Valley Baptist Church.

Adolfo Camarillo House on Mission Oaks Boulevard

The Camarillo House was built in 1892 by Adolfo Camarillo and others using the services of architects Franklin Ward and Herman Anlauf. This 3-story, 14-room home was built in the Victorian, Queen Anne style.

Adolfo Camarillo House

St. John's Seminary

Juan Camarillo, Jr. donated 100 acres from his Rancho Calleguas on March 3, 1927 with the specific desire to have the land used for a seminary named for St. John the Evangelist. On January 14, 1938, John J. Cantwell announced the planned construction of the seminary.

Griffin residence on Daily Drive

The Griffin residence was built in 1931 by Wendell Phillips Daily. The property was sold to the Griffin Family in 1951 and is now operated as a mortuary.

Charles Daily House (Boy Scout Headquarters)

The Charles Daily House is a craftsman-style house built in 1911 and is accompanied by a barn. The structures are the former residence of county pioneer Charles J. Daily.

Charles Daily House (Boy Scout Headquarters)

Every attempt should be made to preserve the buildings mentioned above. Adjacent developments should complement these buildings through scale and massing. Additions to buildings having a historical benefit should reflect the architectural elements and materials of the main structure. Freestanding buildings on the same site may be simpler in detail so as not to compete with the main building.

These historic buildings are the architectural foundation for the Spanish style of the Heritage Zone. New projects looking to incorporate Spanish-style architecture should take visual queues from the historic buildings listed above.

Historic restoration and preservation shall be in conformance with Chapter 16.42 of the City's Municipal Code.

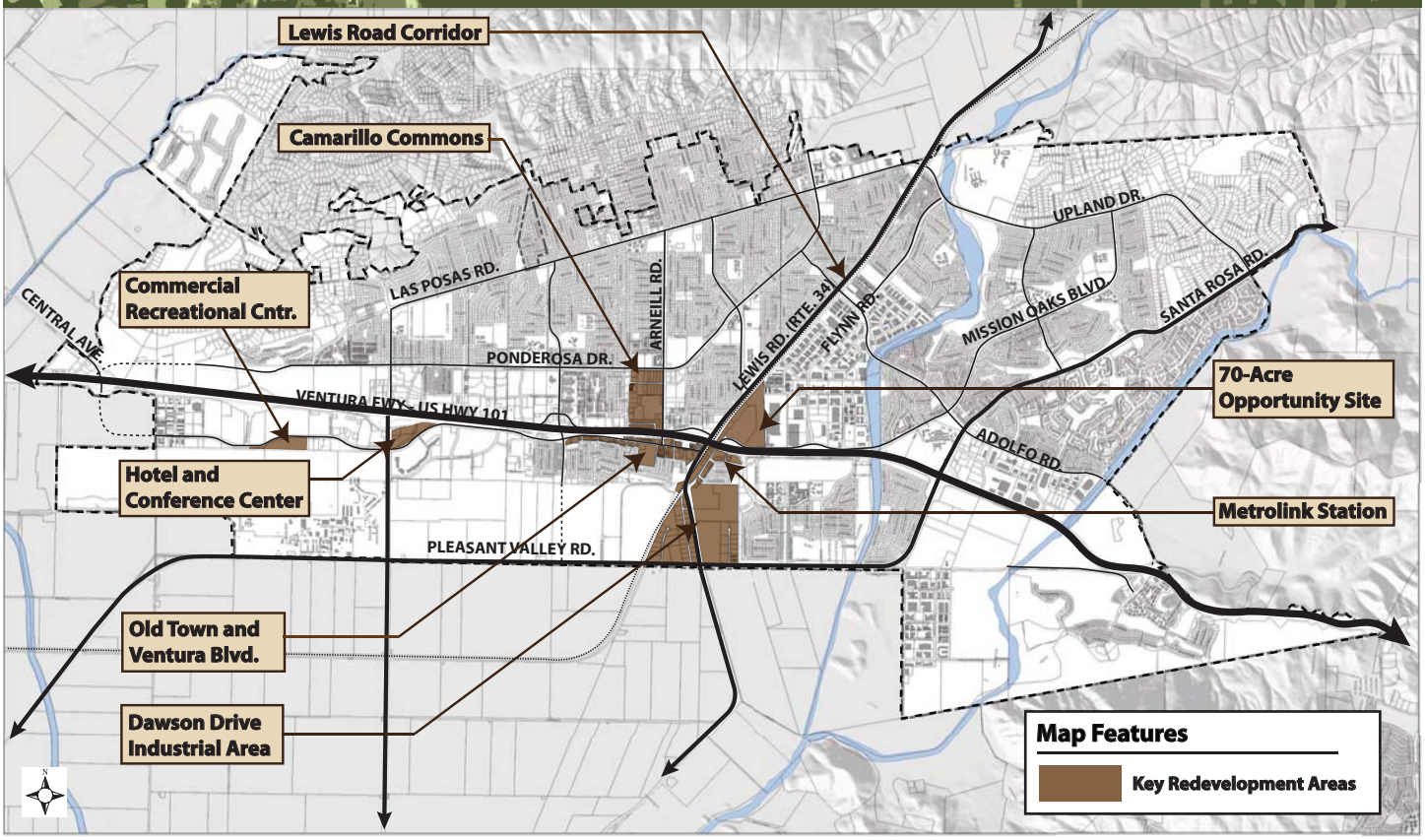


Figure 10.3 - Key Redevelopment Areas

10.2.8 Key Redevelopment Areas

The following opportunity sites are noted for their potential to further enhance Camarillo.

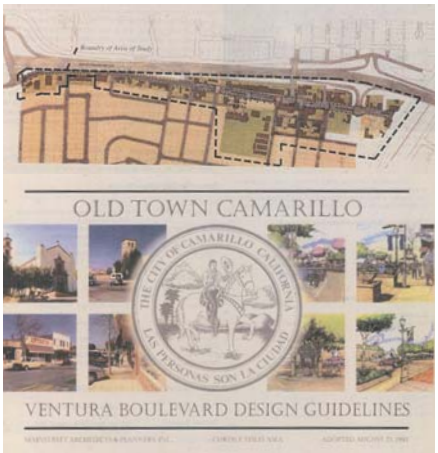
Dawson Drive Industrial Area

The approximately 180-acre Dawson Drive Industrial Area is located east of Old Town. It houses many of the city's industrial businesses, large vacant parcels and underutilized lands. The Dawson Drive Industrial Area Concepts and Design Guidelines establishes a set of design standards and improvements that will guide its redevelopment into a vibrant district. Of special importance is to enhance signage, circulation and access that integrates this area into Old Town and central Camarillo. As implemented over time, the concepts and design guidelines will encourage property owners, residents and businesses to improve existing properties and create new infill development that will help unify the area and connect it to central Camarillo.

The Southern Gateway to Camarillo: Dawson Drive Industrial Area Concepts and Design Guidelines

Public art at the Camarillo Metrolink Station

Camarillo Commons Strategic Plan concept plan



Old Town Camarillo Ventura Boulevard Design Guidelines

Metrolink Station

The Metrolink station is located within the North Dawson Drive subsection of the Dawson Drive Industrial Area Specific Plan. With its proximity to Old Town, Dawson Drive Industrial Area, Village at the Park and the Amtrak station, and its relationship to California State University Channel Islands, this historic railroad area caters to both nearby residents and commuters. Consistent with the Heritage Zone, this area is envisioned to be developed/redeveloped with a design theme reminiscent of turn-of-the-century railroading. The Specific Plan calls for uses such as restaurants, fresh produce/local food markets, nurseries, flower shops, galleries, service offices and other small scale retailers within the Dawson Drive area. This plan will also improve connectivity across the Southern Pacific Railroad tracks. The station itself has benefited from the addition of public artwork, including horse relief murals. Additional artwork may be considered at this location.

70-Acre Opportunity Site

The 70-Acre Opportunity Site is located on the north side of Mission Oaks Boulevard, east of Lewis Road and west of Flynn Road. The site presents a possible opportunity for rehabilitation of the existing industrial uses or reuse of the site to a variety of other uses including a Transit Oriented Development (mixed-use areas designed to maximize access to public transportation).

Camarillo Commons

The Camarillo Commons Plan Area is within walking distance of the historic Camarillo Old Town. The Camarillo Commons Strategic Plan recommends an appropriate mix of land uses, urban design concepts and architectural design guidelines, and establishes a framework to guide implementation of the plan's vision which ultimately intends to replace the 1960s-style development. This area is ideal for redevelopment due to its central location, many underutilized and single-story structures, and large parking areas.

Old Town and Ventura Boulevard

Ventura Boulevard, as it proceeds through Old Town, is considered by many to be the "heart" of Camarillo. Historically, Ventura Boulevard served as the primary commercial boulevard for the community, and as a main transportation highway for the region. Development along the Boulevard represented a mix of traditional community-serving and highway-oriented businesses, constructed over several decades and

in varying architectural styles. A majority of the existing development occurred while the Boulevard served this dual purpose. In the 1950s, the highway was expanded and realigned to bypass Old Town, becoming what is now known today as the Ventura Freeway.

Of special note is the development of the Evangelical Free Church of Camarillo (1869, formerly Pleasant Valley Baptist Church) and the St. Mary Magdalen Chapel (1913). These churches serve as visual icons for Ventura Boulevard and are representative of the Spanish-style architecture desired by the community.

Evangelical Free Church of Camarillo

A handful of vacant and underutilized parcels remain in Old Town which, when developed, could further transform Old Town into a vibrant community destination. The adjacency to Highway 101 offers the opportunity to attract visitors with signage and enhanced landscaping and architecture along Highway 101.

The Old Town Camarillo Ventura Boulevard Design Guidelines were adopted in 1997. This document provides two primary areas of improvement and investment recommendations including streetscapes (primarily public realm) and building facades (primarily private realm). The City implemented the recommendations by preparing the Ventura Boulevard Streetscape Program and the Facade Improvement Rebate Program.

Old Town building that benefited from the Facade Improvement Rebate Program

The goals of the streetscape program promote a pedestrian-friendly environment conducive to retaining and attracting businesses, retailers and patrons. The establishment of this Program improved infrastructure, streets, sidewalks, streetscape, landscaping, street lighting and accent planting along Ventura Boulevard between Arneill Road and Lewis Road. The Carmen Drive improvements entail roadway, sidewalk, landscaping, street lighting and accent planting improvements along Ventura Boulevard east of Carmen Drive. These improvements were designed to collectively create an entry feature for Old Town Camarillo.

In the past, many buildings were improved as a result of the Facade Improvement Rebate Program initiated by the Camarillo Community Development Commission. This Program encouraged property owners to rehabilitate their buildings and building facades in accordance with the Old Town Camarillo Design Guidelines in an effort to increase the economic viability of Old Town Camarillo.

Old Town building

Lewis Road corridor

Lewis Road corridor with excessive right-of-way

Lewis Road Corridor

The Lewis Road corridor is one of the most important roads in the city as it connects the city's largest industrial areas to Highway 101 and State Route 118. It is also the primary route to CSUCI to the southwest and many residential subdivisions to the east. Lewis Road is also known as State Route 34 and is owned and maintained by Caltrans. Improvements to this corridor must be compliant with Caltrans' requirements. Due to the high volume of vehicle traffic on this corridor, the City should work with Caltrans to beautify and enhance the street edges. This corridor could benefit from improved sidewalks, bike lanes, gateway signage, utility undergrounding, full paveout, landscaping and street furnishings.

Hotel and Conference Center

The City is pursuing opportunities to provide a hotel/conference center facility that can accommodate a large number of people located south of the 101 Freeway, east of Las Posas Road, on the north side of Ventura Boulevard.

Commercial Recreational Center

An approximate 12-acre property, located on West Ventura Boulevard, north of the Camarillo Airport and just east of Springville Drive, provides an opportunity to develop a commercial recreational center, which may include a bowling alley and a two-sheet ice hockey rink.

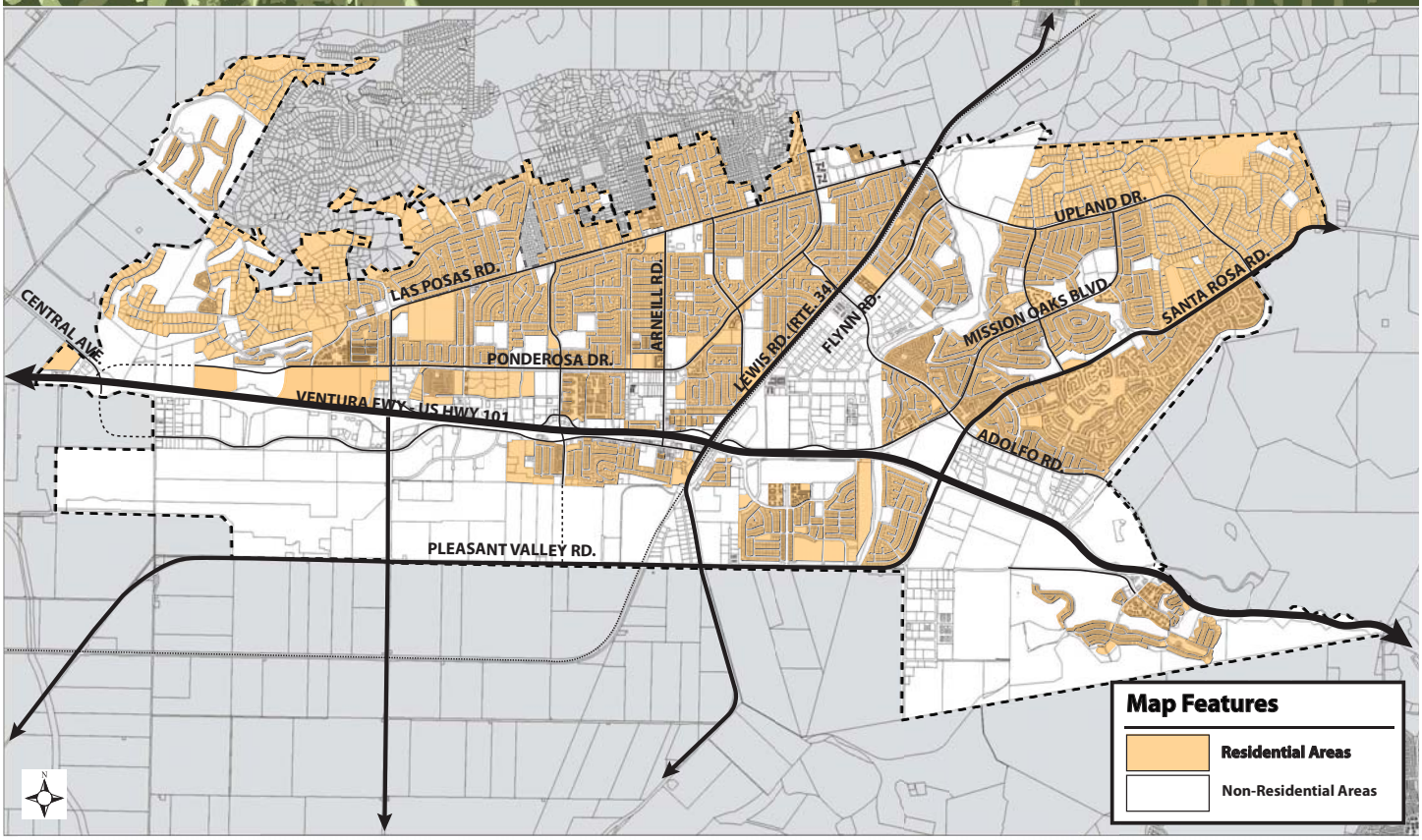


Figure 10.4 - Residential Areas

10.3 RESIDENTIAL AREAS

10.3.1 Introduction

Camarillo's residential areas are defined by neighborhoods that make up the larger community. Neighborhoods are comprised of 150 to 500 residential units, emphasize a relationship to public spaces and balance vehicular circulation with pedestrian mobility.

Residential projects, whether single-family or multi-family, should include visual interest and variety. The size, scale, proportion, color, placement and detailing of architectural features should be carefully considered. The overall massing and scale of the single-family or multi-family projects should include landscaping and architecture that is complementary and creates neighborhood identity. Historically, the character of Camarillo included Spanish-style architecture with the first buildings constructed substantially of smooth stucco, stone and brick. The first residential units built in Camarillo were primarily small, one-story houses.

Residential development should be at a scale and quality consistent with Camarillo's character

Quality building elements and details enhance neighborhood character

Context and scale should be appropriate to each neighborhood

Encourage walkability and linkages

10.3.2 Residential Areas Goals, Objectives and Policies

GOAL RA-1
PRESERVE AND ENHANCE NEIGHBORHOOD IDENTITY AND CHARACTER FOR CAMARILLO'S RESIDENTIAL NEIGHBORHOODS.

Objective RA-1.1
Maintain a high quality of craftsmanship in development through the use of building details, design elements and materials.

Objective RA-1.2
Respect surrounding context and scale of adjacent buildings.

Objective RA-1.3
Multi-family residential developments should be integrated and compatible with surrounding land uses and neighborhoods – both existing and future.

Objective RA-1.4
Respect and enhance the site's natural form, viewsheds and environmental attributes.

Objective RA-1.5
Provide for safe and secure neighborhoods.

Policy RA-1.5.1
Encourage walkable neighborhoods with sidewalks, street trees and linkages to common areas.

Objective RA-1.6
Further energy conservation and sustainability.

Objective RA-1.7
Enhance and maintain the city's aesthetic beauty and visual character.

Policy RA-1.7.1
Protect and enhance the unique identities of residential neighborhoods.

Policy RA-1.7.2
Promote cleanliness and regular maintenance of all neighborhoods and public places.

Policy RA-1.7.3
Create common open space areas and enhanced landscaped focal points.

Policy RA-1.7.4

Provide high-quality architecture with emphasis on facades that are visible from public streets.

Enhanced landscaped focal point

Objective RA-1.8

Provide bicycle facilities within residential neighborhoods.

GOAL RA-2
PROMOTE DESIGN EXCELLENCE FOR INFILL AND REDEVELOPMENT SITES.

Objective RA-2.1

For new infill development, match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other developments that front onto a public street to be shared with the proposed new project.

Policy RA-2.1.1

Integrate new infill development into the existing neighborhood pattern and, where applicable, extend or complete the existing street network.

Policy RA-2.1.2

Workforce and affordable housing shall be well designed and attractive and is to be compatible with surrounding properties.

Enhance neighborhoods with pedestrian-oriented elements to create unique identity and connectivity

GOAL RA-3
INTEGRATE TRANSIT ORIENTED DEVELOPMENT (TOD) WITH PUBLIC TRANSPORTATION.

Objective RA-3.1

Examine opportunities for transit-oriented development (mixed-use areas designed to maximize access to public transportation).

Policy RA-3.1.1

Ensure transit is supportive of land uses.

Policy RA-3.1.2
Increase density around transit stations.

Policy RA-3.1.3
Create pedestrian- and bicycle-oriented design.

Policy RA-3.1.4

Make each station a hub for activity.

Provide for opportunities for workforce and affordable housing

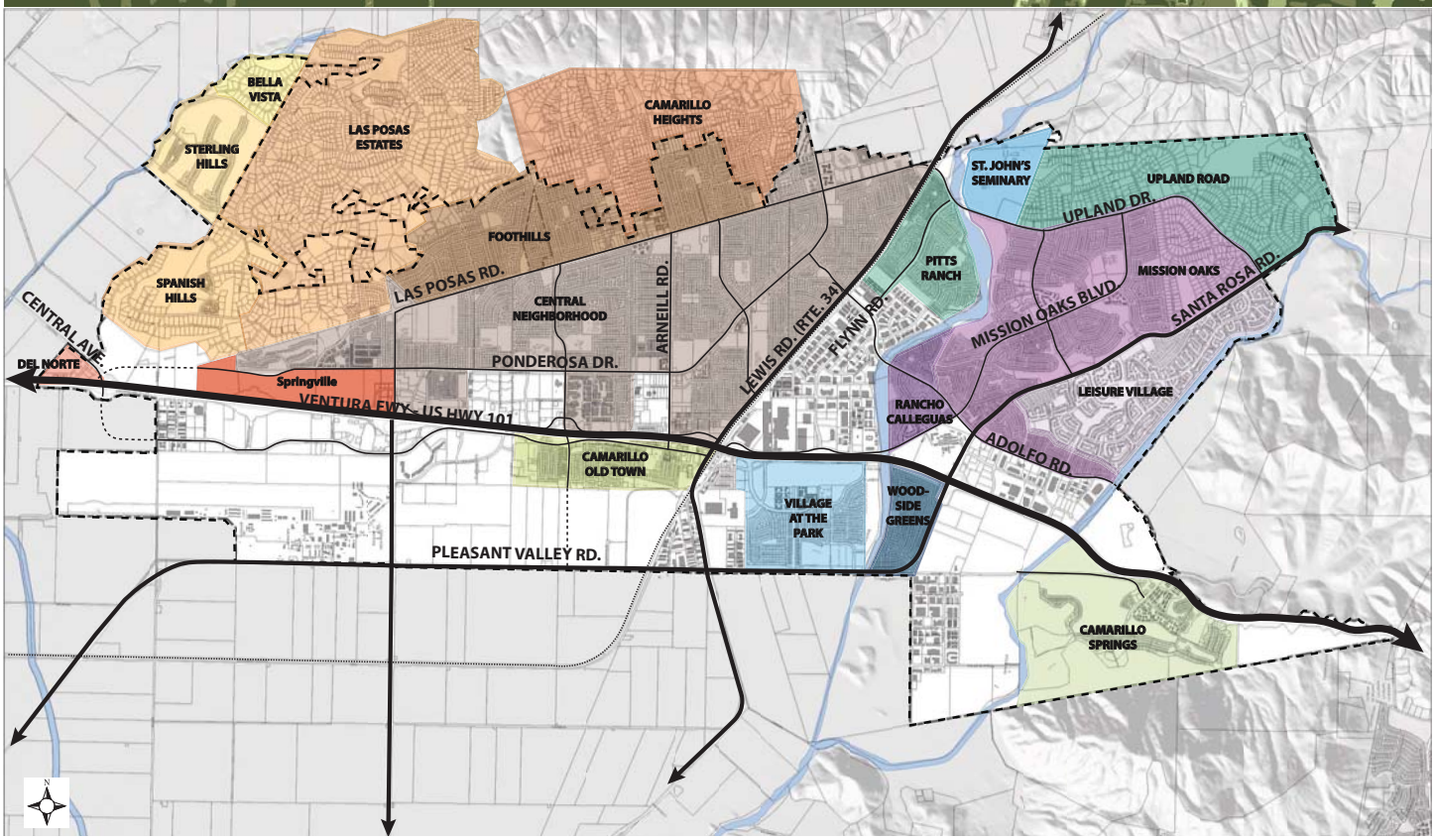


Figure 10.5 - Residential Neighborhoods

Street patterns and landscaping enhance the pedestrian experience

10.3.3 Residential Neighborhoods

Approximately 30 established residential neighborhoods can be found in Camarillo. These neighborhoods are distinct in identity, characterized by design elements such as their street patterns, architecture typologies, landscaping, public realm elements and other attributes that support Camarillo's sense of place. Figures 10.4 and 10.5 highlight the city's residential neighborhoods.

Camarillo's residential neighborhoods also vary with respect to community design. Street patterns are an important component of the urban form which impact not only circulation and community access but also community layout and character. Neighborhood streets such as those in the Las Posas Estates and on Upland Drive exhibit an organic, semi-rural street pattern, while the Foothills and Village at the Park neighborhoods are loosely based on a grid pattern. Development within residential neighborhoods such as Village at the Park, Springville and Camarillo Commons are guided by the standards and guidelines provided in their respective Specific Plans.

Architectural typologies are common among many of the neighborhoods, as well as other design elements and features. Many of Camarillo's neighborhood sidewalks meander along the street edge and are shaded by mature trees. Fencing materials, including slump block and wood, are found along the edges of most residential subdivisions. Landscaping in the city's residential neighborhoods is colorful, textured and well maintained which helps to enhance the pedestrian experience.

10.3.4 Residential Design Guidelines

The following guidelines should be considered in reviewing development and redevelopment of residential areas:

Site Design

a. Minimize the visual dominance of the garage through use of alleys. Recessed or detached garages located at the rear of the lot are encouraged.

b. Open street patterns that create a network of circulation connections with multiple points of access are encouraged.

c. When cul-de-sacs are provided, they shall be open-ended to create pedestrian connections to adjacent neighborhoods, commercial areas, trails and open space.

d. Varying building setbacks and lot widths are encouraged.

e. Sidewalks should be provided within the street right-of-way to enhance the walkability of each neighborhood.

f. Parkways with street trees should be provided between the curb and sidewalk.

g. Orient streets and residential units to maximize solar orientation.

h. Create opportunities for small gathering spaces, common areas and pocket parks.

i. Encourage use of complete street strategies in the design of new residential streets. Complete streets enable safe access for all pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

j. Incorporate recreational amenities, such as walking trails/ paths, into the design of new residential projects.

Building Form

a. Dwellings should include front porches, trellises, landscaping and other features to create a traditional neighborhood street scene not dominated by garage doors.

b. Architectural features such as porches, balconies, chimneys, door placement, window proportions, dormers, detailing and color scheme shall be used to complement the overall building design, site and neighborhood context.

Various forms of circulation patterns and connections are encouraged

Varying massing and form enhance visual interest

Front porches enhance traditional neighborhood street scene

Incorporate indoor and outdoor spaces and linkages

Attached units should provide a variety of setbacks, staggered planes, and varying compatible architectural styles

Multi-family should be in scale and design with neighboring single-family

c. Include a variety of architectural details, elevations and setbacks to create visual interest on streets. One design should not be repeated so frequently that the homes appear "cookie cutter."

d. A variety of architectural styles found within the city of Camarillo should be integrated to reflect the overall character of the community.

e. Vary building orientations to avoid monotony and long garage door corridors.

f. Simple, clean projections of stairways should be used to complement the architectural massing and form of multi-family structures. Stairways should be constructed of smooth stucco, plaster or wood with accent trim of complementary colors. Thin-looking, open metal, prefabricated stairs are discouraged.

g. Design homes to incorporate a relationship between indoor and outdoor spaces.

h. Emphasize the front entry through the use of contextually relevant elements such as porches, stoops, courtyards, enhanced lighting and landscaping.

i. Multi-family units shall be compatible in scale and design with neighboring single-family detached and/or attached homes.

j. To the extent possible, each attached unit should be individually recognizable. Methods to break up massing could include:

    1) Varying front setbacks within same structure;

    2) Staggering unit wall planes; and

    3) Varying details to appear as separate units, while still remaining part of the whole building and maintaining overall architectural style.

k. Raised multi-family or hillside homes with parking underneath should utilize stucco, brick or masonry veneers on foundation wall surfaces below the main floor of the house.

l. A combination of quality materials such as stone, stucco and wood should be used in the construction of residential unit exteriors.

Massing

Mass is defined as a three-dimensional form, such as a cube, box, cylinder, pyramid or cone. Appropriate building massing can change the appearance of the street and the building and make them more interesting and less imposing.

a. Large projects should be broken up into groups of structures of various heights.

b. Several smaller, compact building footprints, rather than one large building, should be used to provide an intimate scale and a more efficient envelope for optimizing daylighting and passive solar heating and cooling functions.

c. Building designs should include a combination of the following techniques:

    1) Variation in the wall plane (projecting and recessed elements)

    2) Variation in wall height

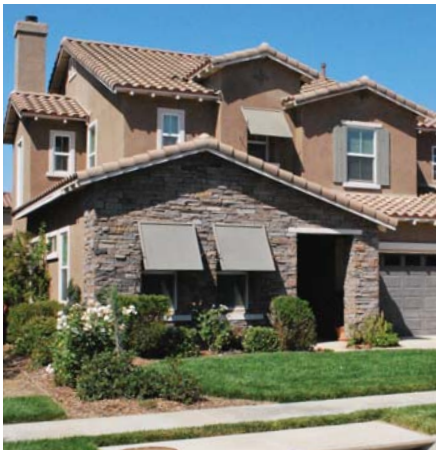
    3) Variation of roof heights

d. Where appropriate, the upper stories of new multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards or open space areas.

e. Structures with greater height should include additional setbacks and steps within the massing to create a transition in height from adjacent properties and to avoid dominating the character of the neighborhood.

f. Multi-family units shall be designed and detailed to complement the neighboring single-family detached and/or attached homes and commercial centers. The architecture should incorporate the best features of the neighboring units.

g. Vertical elements such as towers may be used to accent horizontal massing and provide visual interest.



Variation in wall plane, wall height and roof heights are encouraged

Additional setback to second stories helps transition height and massing

Encourage use of vertical elements

Varying roof planes and porches helps create visually interesting architectural attributes

Balconies, decks and clerestory windows should avoid direct sight-lines to neighbors' livable spaces.

Walkways and landscaping provides a buffer between buildings

Roofs

a. Roofs should reflect a residential appearance through roof pitch and material selection.

b. Varied roof pitches, porches and overhangs provide visual interest and increase the architectural character of the dwelling unit, while reducing the bulk and size of the structure.

c. Roofs covering the entire building such as hips and gables are preferred over mansard roofs. Segmented pitched roofs should be applied at the building edge.

d. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.

e. A variety of roof tiles and colors consistent with the architectural style of the home helps enhance the diversity and character of the community.

Privacy

a. Dwellings built on lots without direct frontage on the public street should be situated to respect the privacy of adjacent homes and to create usable yard space for the dwelling(s).

b. Windows on walls adjacent to a neighbor's home should be offset to prevent direct views into neighbor's windows.

c. Balconies and decks should avoid direct sight lines to neighbor's windows or livable outdoor areas.

d. Use clerestory windows or translucent glass to interrupt direct sight lines to neighbor's windows and livable outdoor spaces.

e. Use landscaping or garden features, where appropriate, to provide a buffer or screening between properties.

f. The use of large blank walls as a result of trying to address privacy concerns is not acceptable.

Signage

Sign type, size and location shall comply with applicable sign provisions in the Zoning Code.

a. Signage contributes to the development's identity as a unique environment. Professionally designed, creative signage is strongly encouraged, especially for gateways, internal directions and building identification.

b. Clear legible entry signage should be provided to identify the development. Internal circulation signage and visitor parking areas should also be clearly indicated.

c. Building numbers and individual unit numbers shall be readily visible, in a consistent location, well lit at night and compatible with the overall design of the development.

Entry signage and monuments provide strong identity and character

Utilitarian Aspects

All utilitarian equipment and features should be integrated into the site plan and should either be aesthetically screened from view or designed to complement the architectural style of the project. Utility service areas should be part of the early site design process, rather than an afterthought at the construction document phase.

a. Landscaping, screens or aesthetic walls should minimize impact of trash cans and mechanical enclosures.

b. Any equipment, whether on the side of a structure or ground, should be screened. The method of screening should be architecturally compatible in material, color, shape and size. The screening design should blend with the building design, which may include a continuous screen.

c. Any outdoor equipment, whether on a roof, side of a structure or on the ground, should be appropriately screened from view and should not be placed adjacent to public ways and trails. The method of screening should be architecturally integrated with the adjacent structure in terms of material, color, shape and size.

d. The trash and recycling enclosure should be consistent with the design of the project and building architecture. The same or similar materials should be used on the enclosure as the buildings. Architecturally designed roof structures should be used to create a finished-looking structure.

Utility areas should be integrated into building design

Mailbox enclosures should complement the building character

Landscaped parkways help provide a separation between pedestrian and vehicular circulation

Water-efficient landscaping and irrigation systems are encouraged

Landscape elements provide shade and define seating areas

e. For single-family residential lots, air conditioning units are not permitted within the required side yard setback. Air conditioning and heating equipment must be located in the rear yard of a lot and must be visually screened from view of the public street. Screening should extend from the existing grade to the top of the equipment and should be located behind a wall.

f. Common mailbox enclosures should be similarly designed in form, material and color to the surrounding buildings.

Residential Landscaping

Plants should be used to define building entrances, parking lots and the edges between use areas. Plants should also be used to buffer and screen neighboring properties. Consideration of safety, environmental impacts and accent elements is important when selecting and locating landscaping features.

a. Within the right-of-way of local streets, a landscaped parkway and street trees shall provide a separation between vehicle and pedestrian circulation patterns.

b. Street trees shall be provided along the street edge and along driveways to reduce heat and provide shade for pedestrian thoroughfare. Refer to City-approved Tree List for appropriate species.

c. Public spaces which require visibility shall use transparent or permeable screens and planting.

d. Within all required landscaped areas, an automatic water-efficient irrigation system shall be installed upon initial construction of any building or substantial alteration to any building or site.

e. Low-water use plantings shall be utilized to the extent possible.

f. The use of synthetic turf shall be minimized on single-family lots and shall be in conformance with the requirements found in the City of Camarillo Landscape and Irrigation Guidelines.

g. Meandering sidewalks are encouraged along arterial roads.

h. A variety of plant materials should be used for color, texture and contrast.

Hillside Development

Hillside areas must have special consideration in planning for development. Good hillside design will coordinate the housing with the topography, using the slope of the land as the basis for design of the structure whenever possible. Excessive grading for lots into pads is discouraged. In addition to Chapter 18.100 (Hillside Development) of the Camarillo Municipal Code, the following guidelines should be adhered to in the development of hillside areas:

Split-level home eliminates the need for extensive grading

a. In subdivisions with standard lots, split-level designs eliminate the unsightliness of stilt houses and eliminate the need for flat building pads involving extensive grading.

b. Where site pads are created, they should be softened by finish-grade sculpturing after the mass grading is completed.

c. Harmony of streets with mountain topography can be attained by alignments that follow ridges and valleys.

d. Rear property lines should be at the top of a slope to provide for proper slope maintenance responsibility.

e. Streets should run diagonally across contours rather than perpendicular to slopes in order to reduce grading.

f. Cluster housing, where dwellings are concentrated in relatively compact groups, should be encouraged to preserve a maximum amount of usable open space and wildlife corridors.

g. All structures should be closely related to their sites, treating the site as an architectural element.

h. Housing designs should take advantage of the best orientation for view, shade, sun, breeze and privacy.

i. Limit grading and removal of important landscape features such as barrancas. Soil export and import should be minimized.

j. Consider impact on views from public roads and scenic corridors.

k. Structures should be designed to blend in with the existing topography.

l. Preserve ridgelines by avoiding the placement of structures on top of ridgelines.

Structures should be placed below ridgelines to preserve views and blend with existing topography

Natural drainage courses should be incorporated into the design

10.3.5 Landform Grading

The purpose of this section is to provide design guidelines for grading projects within Camarillo and is meant to supplement the standards set forth by the City Public Works Department. These guidelines are intended to create landforms that work together with the surrounding topography, existing vegetation, circulation and land features, as well as other elements of the total project site.

a. Development shall consider the constraints and opportunities of the site and adjacent property.

b. The project grading should be sensitive to the existing site topography.

c. The view of the graded landform from private properties and public areas should reflect the natural landform character and minimize a manufactured appearance.

d. Significant natural features shall be incorporated into developments including, but not limited to, rock outcroppings, natural drainage courses, trees and other visual assets of the site to the extent possible.

e. Excessive grading should be avoided and removal of vegetation shall be limited to the minimum necessary.

f. Pads shall not be significantly "built up" above existing topography, unless no feasible alternative exists given engineering constraints.

g. The overall architecture shall complement and reinforce the existing topography.

h. Rather than using extensive grading to create one large pad, projects should create smaller pads, gradually terracing up hillsides where feasible. This produces smaller slopes that are more easily revegetated, visually less obtrusive and more suitable for slope contouring and blending.

i. Long, continuous slopes that have hard edges, sharp, angular forms and no transition areas at the top or toe of the slope shall be avoided. "Natural" landform contour grading smoothed to blend with the surrounding natural terrain and with rounding and blending at the top and toe of the slope shall be used to create a more natural appearing slope.

j. Homes should be located below the ridgeline.

k. The use of retaining walls should be minimized. High retaining walls are not permitted.

10.3.6 Safety, Security, and Fencing

Incorporation of Crime Prevention Through Environmental Design (CPTED) measures may be provided as necessary to reduce fear and crime. CPTED principles may be provided to promote safer environments. CPTED provides the following recommendations:

a. Design projects with defensible space that will serve as a means to discourage and to deter crime through the location of physical features, activities and people to maximize visibility.

b. Define clear boundaries between public, semi-public/private, and private spaces.

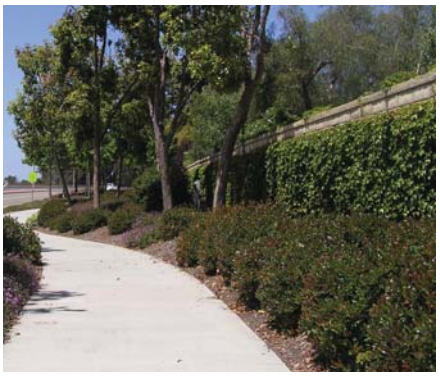
c. Promote regulations, programs and practices that result in the proper maintenance of the measures employed for CPTED surveillance, access control, and territoriality.

Provide safe linkages and visibility to semi-public/private spaces

Fencing and Walls

Residential fences and walls are very visible design elements and have a strong impact on a community's character. There are numerous locations throughout Camarillo where homeowners have extended the height of their rear or side walls backing onto public rights-of-way. Along major corridors, these wall extensions have created a cluttered appearance with a variety of fencing materials at a variety of heights. Uniform walls and fences will significantly improve the aesthetic environment for motorists traveling along Camarillo's vehicular corridors. In addition, the provision of vines and landscaping adjacent to the fencing and walls will soften their hard appearance. Refer to Section 10.8 Gateways, Streets and Corridors for fencing and wall guidelines along public corridors.

Clear boundaries between public spaces is encouraged



Vines and landscaping should be placed adjacent to walls in order to soften the appearance

Walls and fences should be compatible with building materials

Fences and walls less than three feet are appropriate in front yards

Fencing provides privacy and transparency for surveillance

The following guidelines have been established to help enhance the character of Camarillo's residential areas:

a. Walls and fences used to delineate property limits of backyards shall be compatible with the architectural styles and character in a neighborhood and shall be consistently applied throughout that development.

b. Hedges and other landscaping in place of walls and fencing are encouraged.

c. Walls, fences and hedges shall be in conformance with Section 19.38.020 of the City of Camarillo Municipal Code.

d. Fences that do not obstruct views should be used for developments adjacent to open space.

e. Fences and walls taller than three feet should not be located in front yard setback or within corner site visibility restricted areas. The design, scale and installation of walls and fences should be coordinated throughout new developments.

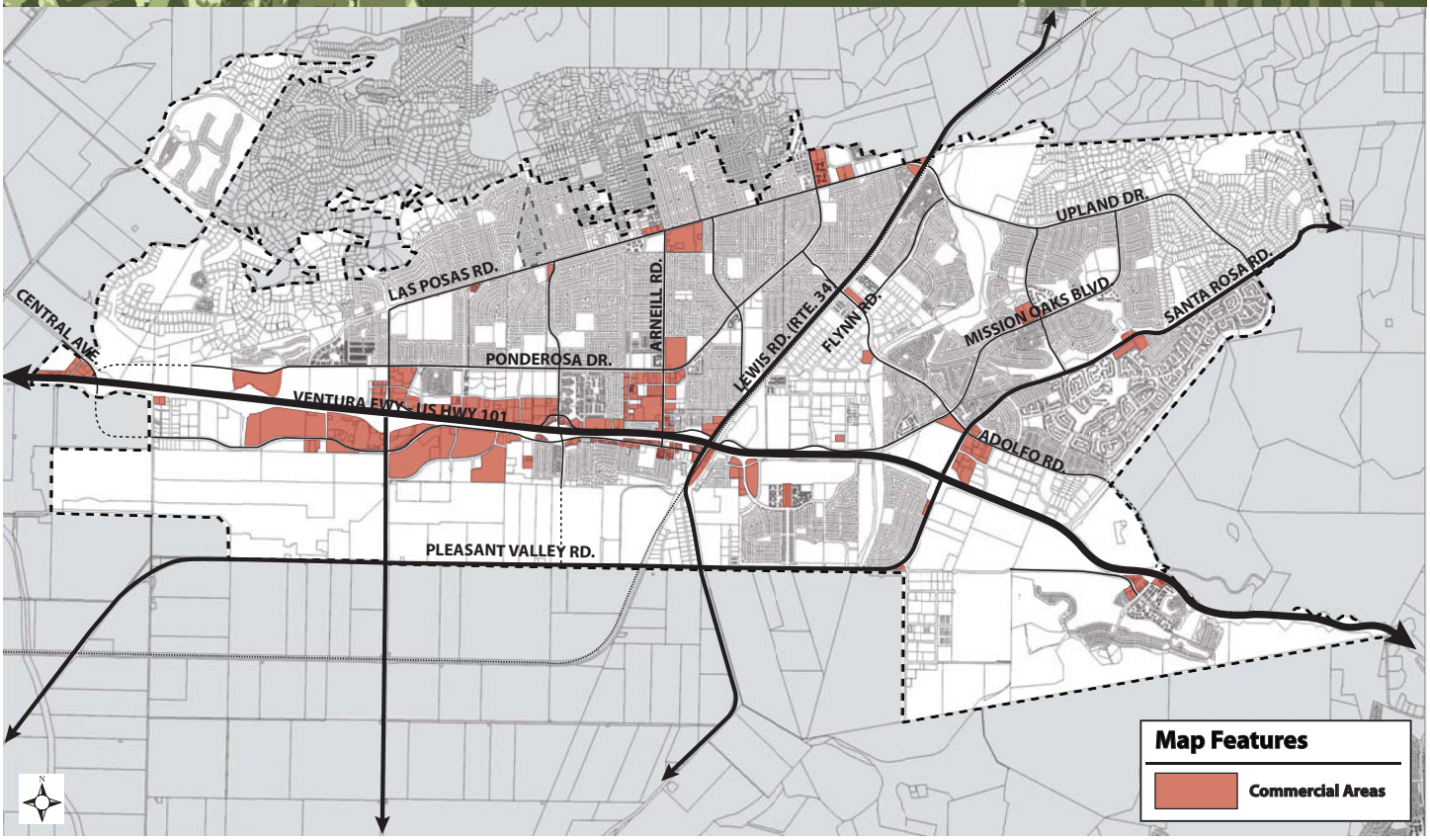


Figure 10.6 - Commercial Areas

10.4 COMMERCIAL AREAS

10.4.1 Introduction

The environment of a commercial area can act as a magnet to draw people in, or, if negative, can repel potential customers or development. Commercial areas not only provide for shopping and dining activities, they also act as a focal point by providing walkways, seating, and gathering spaces for pedestrians.

Water features act as focal points within commercial plazas

Within the city of Camarillo, there are a variety of commercial areas. These include individual businesses on separate parcels, small commercial centers, neighborhood shopping centers, commercial office complexes and specialty commercial areas. Most commercial uses are within commercial centers or individual pockets of commercial areas. Some commercial developments include a mix of commercial and office uses, as can be found in the Dos Caminos Plaza or Paseo Camarillo development. The newer commercial centers have provided for adequate areas of parking, landscaping and attractively designed buildings. Earlier commercial developments have lacked sufficient landscaping screening of parking and loading areas, adequate parking, attractively designed buildings and master sign programs. The present standards for commercial centers provide for an attractive, pedestrian-friendly retail settings with plazas, appropriate parking and other conveniences to serve the needs of the customer.

The Promenade Camarillo Premium Outlets

The Camarillo Commons Strategic Plan proposes converting surface parking lots and underutilized structures along Arneill Road and Ponderosa Drive into a mixed-use shopping, entertainment and residential hub for the community. The Ventura Boulevard corridor in Old Town is an example of an area that has benefited from good planning and revitalization efforts and continues to offer great redevelopment potential for existing buildings and underutilized parcels. Other older commercial areas have similar opportunities for improvement.

Office development, such as that found in the Camarillo Business Center, exemplifies the design opportunities that can be utilized. The Civic Center block, for example, includes extensive landscaping, common parking areas, fountains, walkways, well-designed buildings and other features. This area has become a focal point within the community and has a strong visual prominence from the Ventura Freeway.

The Promenade is an attractive and vibrant development

Historically, the commercial character of Camarillo included Spanish-style architecture with the first buildings constructed substantially of smooth stucco, stone and brick.

10.4.2 Commercial Area Goal, Objective and Policies

GOAL CA-1
CREATE AND MAINTAIN ATTRACTIVE AND VIBRANT COMMERCIAL DEVELOPMENTS.

Objective CA-1.1
Commercial centers should emphasize strong street definition by creating active front facades with outdoor seating, parking that is located on the side and behind buildings, maximization of entrances and transparent building facades.

The Village Commons is a successful mix of uses

Policy CA-1.1.1

Building architecture along Highway 101, primary collectors and secondary collectors shall be of the highest quality.

Policy CA-1.1.2

Encourage property owners to improve facades and landscaping surrounding existing buildings.

Objective CA-1.2
Both horizontal and vertical mixed-use development is encouraged where appropriate. Vertical mixed-use consists of residential or office uses located above retail within the same building. Horizontal mixed-use integrates residential and commercial uses in separate structures on the same site.

Objective CA-1.3

Encourage the redevelopment of outdated and underutilized commercial properties.

Policy CA-1.3.1

Develop incentives that encourage commercial property owners to improve tenant spaces, facades, parking areas and common outdoor spaces.

Parking areas should be screened with trees, shrubs and berms

10.4.3 Commercial Design Guidelines

The following guidelines should be considered in reviewing development and redevelopment of commercial areas:

Site Design (Parking, Loading Areas)

a. Commercial areas should provide pedestrian and bicycle connections to adjacent neighborhoods, parks and public facilities.

b. Commercial developments should be pedestrian-oriented with clearly marked sidewalks, street furniture, landscaping, display windows, plazas, parkway focal points, lighting and signage.

c. Buildings along primary corridors should incorporate landscaped setbacks.

d. Commercial areas should provide for adequate building setbacks, and landscaping when adjacent to residential uses.

e. The use of common parking areas, pedestrian accessways and landscaping programs should be utilized to tie commercial areas together both aesthetically and functionally.

f. Parking should be adequate and appropriately located based on the type of commercial center or district.

g. Parking lots on corner sites should not be placed adjacent to the street edge.

h. Parking should not be provided in one large lot that can be characterized as “a sea of cars.” Parking lots should be broken up into a series of smaller connected lots for visual interested and to reduce “heat island” effects.

i. Reciprocal access between adjacent parking areas should be provided so that vehicles are not required to enter the street in order to move from one area to another on the same or adjacent sites.

Pedestrian accessways and landscaping help break up expansive parking lots

Trees shade vehicles and pedestrian accessways

The massing of this building has been broken up by giving the appearance of several buildings joined together

Special emphasis should be given to building entrances and corners

Tower feature adds emphasis to the building's corner

Curvilinear forms may be appropriate for angled parcels

Appropriate building materials

j. A landscaping buffer, landscaped berm or low wall should be provided between parking areas and public rights-of-way.

k. Parking areas should be planted with trees to provide shade and reduce the "heat island" effect.

l. Loading areas shall be screened from view of public streets. Screening can be accomplished through location, building features, landscaping, fencing or walls.

m. Buildings should be oriented to create pedestrian plazas, pathways, courtyards and eating areas to enhance the quality of the outdoor environment.

n. Due to the high visibility of corner properties, extra care should be given to building orientation and articulation. Significant buildings with prominent architectural features should be located near corners and intersections whenever possible.

o. Building site plans shall incorporate public spaces.

Form and Massing

a. Commercial projects located within the Heritage Zone should apply Spanish-style architecture and include the use of natural materials.

b. The configuration of the buildings should avoid strictly linear planes. A variety of building heights, setbacks and differences in configuration should be encouraged to add interest and scale to the development.

c. Commercial buildings that are not complementary and do not relate to the surrounding environment should be discouraged.

d. Specialty types of retail activities, such as service stations, garages or drive-through restaurants which have precise functional requirements, should be properly designed to incorporate those features, while minimizing the dominance of drive isles and paving. Their functional requirements include maneuvering area, stack-up space, parking and loading areas.

e. Sites at the end of street vistas, particularly those of primary arterial streets, are much more visible than other sites. Design of these sites and structures should create an architectural terminus with architectural elements such as towers, interesting roof forms or articulated entries.

f. All sides of the building should receive appropriate enhancement through building forms, details, fenestration and architectural elements.

g. New development should express its own uniqueness complementary of Camarillo's Spanish-style architecture, and not as a copy of a generic building type or national tenant architecture.

h. Building bulk and mass should be reduced as much as possible by various vertical and horizontal elevation changes.

i. Varying heights and setbacks on buildings increases the visibility of anchor stores and individual tenants while contributing to the overall design of the buildings.

Commercial uses oriented toward the street enhance pedestrian traffic

Appropriate building articulation and features enhance the architectural character

Building orientation creates pedestrian plaza

Varying heights and delineation increases visibility of anchor stores

Entries, windows and awnings should be compatible with building architecture

Appropriate base materials enhance building character

Mixed-Use Structures

Mixed-use structures should be designed to correspond to the circulation of surrounding neighborhoods, providing easy accessibility by both vehicle and pedestrian traffic. It is envisioned that the commercial uses will be oriented toward the street for a pedestrian-friendly design. Pedestrian-scaled buildings with parking areas located away from the street and out of view from the surrounding residential is a preferred design approach.

a. Buildings and entrances should front the street or sidewalk where a strong pedestrian circulation system is present.

b. Loading areas should be located at the rear of a site as opposed to the front where it would be difficult to adequately screen them from view.

c. When residential properties are located directly adjacent or above commercial properties, loading and delivery facilities should be located to avoid noise and circulation conflicts and screened with mature vegetation and/or berming.

d. Site design, building orientation and placement shall carefully integrate pedestrian connections to adjoining residential neighborhoods in ways that maximize ease of access and ensure the safety and security of both commercial and residential uses.

e. Trash and recycling enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

f. Architectural form and massing should be designed at a pedestrian scale.

g. Horizontal mixed-use projects should provide recreation/ open space amenities for residential units.

h. Drive-through uses are prohibited in mixed-use structures that include residential units.

Materials, Colors, and Finishes

a. Changing materials and colors, roof planes and setbacks as well as architectural elements can help reduce building mass and bulk of buildings.

b. Entries, roof overhangs, display windows, awnings and arcades should all be complementary to the building design to create inviting public spaces.

Appropriate architectural details help accentuate roofs

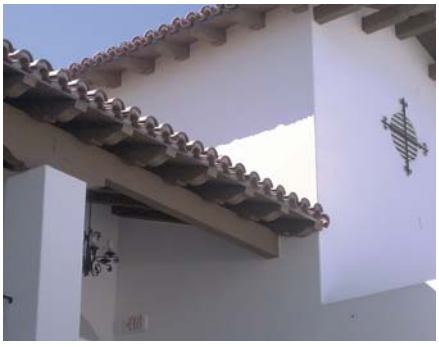
Overhangs and eaves accentuate entrance

Vertical elements such as towers accentuate the horizontal massing and provide visual interest

c. Use high-quality base materials and cornice or molding elements to anchor the building to the ground plane.

d. Permanent shading devices such as awnings and canopies on south-facing facades should enhance the building façade, while assisting in cooling the building during the summer months.

e. All sides of the building should receive appropriate enhancement through details, materials, colors, and finishes.



Roof form complements architectural character

Roofs

Roof forms should be varied to break up building massing and define the architectural character of the building.

a. Multi-form roof, gable roof and shed roof combinations should be used to create an interesting and varying roof that will lessen the mass of the building and add visual appeal.

b. Roof materials and colors should be consistent with the architectural style.

Tower feature used at building entrance enhances building form

Sidewalk cafes add vibrancy to outdoor spaces

c. Long, unbroken, horizontal roof lines are discouraged.

d. Deep roof overhangs are encouraged to create pedestrian arcades, verandas and passive solar benefits.

e. Use of exposed rafter tails should have appropriate massing and width.

f. All roof equipment shall be located below a parapet wall and screened from public view.

g. Roof-mounted equipment shall be fully screened from public view and located below the parapet. In addition, placement and screening shall be considered when visible from higher elevation roads such as the Conejo Grade.

Pedestrian Amenities

Landscape plazas provide an inviting atmosphere

a. Adequate areas for pedestrian activities should be provided and should include a variety of sizes to encourage different types of usage of those spaces.

b. Pedestrian links should be provided between buildings on the same site, public open spaces and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls and/or distinctive paving. Pedestrian links should be consistent with Title 24 of the California Code of Regulations accessibility requirements.

c. Pedestrian walkways to building entries shall be prominent, clear and readily identifiable.

d. Clear and direct pedestrian linkage from parking areas to building entries should be provided.

Pathways provide a colorful and textured walking experience

e. Pedestrian walkways should be physically separated from vehicular areas to ensure safety.

f. Pathways and walkways should be used to link plazas and gardens and access to all buildings.

g. The use of a variety of enriched textures and paving for walking surfaces is encouraged.

h. A clear pedestrian link to existing or proposed bus stops should be provided.

i. Design of public spaces should incorporate space for public gatherings and smaller, intimate meeting areas.

j. Stores and restaurants should provide a vibrant street scene and front public spaces.

k. Display windows should be provided to encourage pedestrian interaction and visual interest.

Outdoor dining and landscaping creates a pleasant experience

Landscaping

a. Landscaping areas should be utilized to screen parking areas, accent pedestrian areas and soften walls of buildings.

b. Planting should be used to screen less desirable areas from public view (e.g., trash enclosures, parking areas, storage areas, loading areas, public utilities and mechanical equipment).

c. Appropriate pedestrian furniture, such as seating, lighting, water features and/or public art should provide a safe, friendly and comfortable environment.

d. Landscaping should include a mix of trees, shrubs, and ground cover. In commercial areas, larger box-sized trees should be installed.

e. Sidewalks should incorporate tree wells or planters to provide shade and create an urban street scene.

f. The use of landscaping and water features should be used to address street noise when public spaces abut busy streets.

Sidewalk dining not located adjacent to the building edge should allow ample room for pedestrians to pass

Lighting

a. Light fixtures should complement the character and style of the development.

b. Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used. Cut-off lighting is preferred.

c. Lighting should be incorporated into the landscape and theme of the buildings.

Trellis and trees provide shade for pedestrians

Lighting style should complement the building architecture

Lighting should be architecturally compatible with the main structure

Spot lighting is an elegant alternative to back-lit, box-style lighting

d. Fixtures enhancing the creative style and theme of the project are encouraged.

e. Fixtures must be of high-quality design, vandal resistant and durable.

f. Innovative use of night lighting should be used to add to the character of the buildings, while minimizing light and glare (e.g., lighting of footpaths, fountains and other water elements, landscaping elements and the buildings themselves).

g. Lighting shall be controlled by a timer. Within one hour after closing, lighting in the parking areas should be reduced to a minimal level necessary for safety and security; and the illumination of signs and landscaping shall be curtailed.

h. Energy-efficient lighting shall be used to the extent possible.

Commercial Signage

Signs play an important role in the success of any business by providing necessary identification and advertising. Signs integrated into the building design provide a personal quality that contributes to the ambiance of the commercial complex or streetscape, especially the more unique signs. Conversely, signs can intrude upon pleasant surroundings when applied as an afterthought. These guidelines are intended to balance the legitimate advertising needs of businesses with the need to prevent visual clutter.

a. Signs should be in scale with and in proportion to the primary building façade so that the signs do not dominate the facade.

b. Sign colors, materials and design should be compatible with that of the primary building façade.

c. Signs shall be constructed of durable materials that are compatible in appearance to the building identified by the sign.

d. The method of attaching the sign to the building should be integrated into the overall sign design.

e. Signs on canopies and awnings are prohibited.

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

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

h. Flush-mounted signs should be positioned within architectural features such as the window panel above the storefront or flanking the doorway.

i. Energy-efficient lighting should be used to light commercial signs.

Example of an appropriately integrated commercial sign

Mechanical Equipment

a. Mechanical equipment, including rooftop mounted units, is required to be located below the parapet wall and screened from public view. Screening shall be designed as an integral element of the building.

b. Any outdoor equipment, whether on a roof, side of a structure or on the ground should be appropriately screened from view and should not be placed adjacent to public ways and trails. The method of screening should be architecturally integrated with the adjacent structure in terms of material, color, shape and size.

Hanging Sign

c. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades or architectural elements designed to screen roof-mounted mechanical equipment. The screening should be architecturally compatible in color, shape, size and material with the primary building and should be carefully integrated into the overall building design.

d. Transformer units, backflow units and air compressors mounted on the ground area should be adequately screened by walls or landscaping and should be located outside setbacks and away from prominent public areas.

Wall Sign

e. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design. Utility companies should be able to access meters and utility equipment even when screened.

f. Roof access should be provided from the interior of the building. Exterior roof access ladders should be avoided if possible.

Loading and delivery areas should be screened with landscaping and walls

Loading and delivery areas should be architecturally consistent with the main building

Trash enclosures must be covered and should compliment the design of the adjacent architecture

g. Stealth-mounted applications for wireless communication facilities should be used whenever possible, whereby the facility is aesthetically integrated into the surrounding environment so as not be readily seen or recognized as a communication facility.

Trash Enclosures

a. Support features, such as loading spaces and trash enclosures, should be provided and considered in the initial design of the project.

b. The trash and recycling enclosure should be consistent with the design of the project and building architecture. The same or similar materials should be used on the enclosure as the buildings. Architecturally designed roof structures should be used to create a finished-looking structure.

Loading Areas

a. Loading facilities shall be designed as an integral part of the building which they serve and shall be located in the most inconspicuous location possible.

b. Loading facilities should be oriented and designed where they will not be visible from any adjacent public street.

c. No loading facility, including incidental parking and maneuvering areas, shall extend into any required minimum yard setback.

d. Loading, storage and service facilities shall be screened from view by a combination of walls and landscaping.

Redevelopment and Infill of Existing Commercial Centers

a. Infill and redevelopment of existing commercial centers should include structures located on the street edge, avoidance of large parking areas, pedestrian connectivity between buildings and architectural compatibility with Camarillo's Spanish style.

b. All buildings and their elements (including lighting and signage) must be consistent with the architectural character of the area and compatible with neighboring buildings.

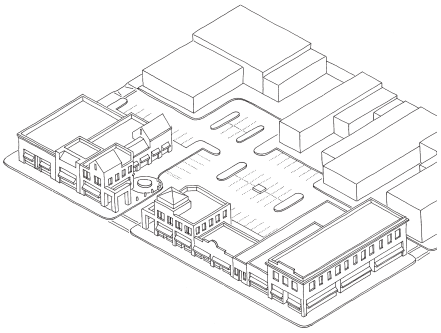
Camarillo Commons Strategic Plan Concept Plan

c. Infill buildings should fill the entire vacant space between neighboring buildings to create a continuous block of facades. If the vacant space is large, the infill building's façade should be divided into several facades of approximately the same length of neighboring buildings façades.

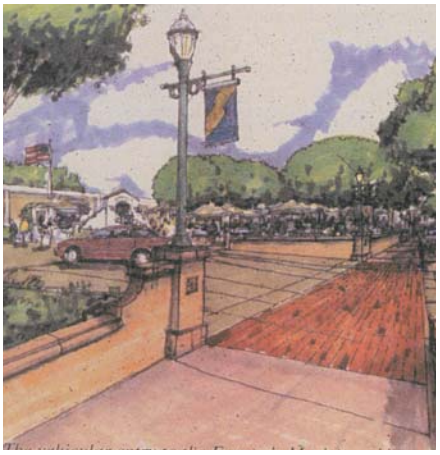
d. Scale should be pedestrian-oriented and appropriate to the orientation of the street.

e. Infill buildings should contribute to the harmony of the street's appearance by using complementary colors and materials.

f. Infill buildings should be designed to maintain a unified appearance with adjoining buildings. However, exact duplicates of neighboring buildings are discouraged.



Revitalized shopping center with new buildings at the street edge



Old Town Camarillo
Ventura Boulevard Design Guidelines

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Figure 10.7 - Industrial Areas

10.5 INDUSTRIAL AREAS

10.5.1 Introduction

Camarillo has some of the finest industrial developments in the county. These are generally located in the newer industrial parks and feature high quality design concepts including landscaping, parking and adequate building setbacks. The buildings are well designed and make use of a variety of building materials, colors and textures with good proportions and massing.

Historically, citrus, walnuts and lima beans were the predominant agricultural crops near Camarillo; therefore, the main industries were packing and shipping. The Southern Pacific Railroad allowed for the growth of Camarillo's agricultural and industrial operations as it allowed produce to be shipped to faraway markets.

Buildings should be well designed and incorporate a variety of architectural materials, colors and styles

Architectural massing is broken into distinct elements

Incorporation of a variety of materials and colors

Employee break areas should be integrated into the site design

Most of the activities within the newer industrial developments take place inside the building. The limited type of activities which occur outside of a building are provided with proper screening and landscape treatment. The developments make use of common access drives, sign programs and landscape treatment and provide a well-designed environment for manufacturing, technology and office uses.

Camarillo also has locations of older industrial developments which include developments that lack landscaping, proper building setbacks and on-site parking and that have numerous uses conducted outside of the buildings, such as the storage of vehicles and equipment. These areas are considered to lack the environmental and design characteristics consistent with the image of the community and newer industrial developments. The addition of landscaping, adequate structural setbacks, off-street parking, good architectural design and appropriate sign graphics can transform these areas into assets to the community.

Recently constructed industrial developments that are representative of high-quality architecture, massing and articulation can be found within the Airport North Specific Plan Area and Flynn Road Business Park. Further, the Dawson Drive Industrial Specific Plan includes adopted concepts and design guidelines to improve this area.

10.5.2 Industrial Area Goal, Objectives and Policies

Second floor balconies help to break up building massing

Planters and landscaping enhance public spaces

GOAL IA-1
PROVIDE WELL-MAINTAINED, COMPATIBLE AND ATTRACTIVE INDUSTRIAL AREAS THAT ARE ABLE TO MAINTAIN THEIR VALUE OVER TIME.

Objective IA-1.1
Enhance and update the visual quality of industrial areas within the city.

Objective IA-1.2
Guide future developments in a direction that will improve the aesthetics, functionality and economy of the community.

Objective IA-1.3
Design to respect the scale and development character of adjoining sites and work to mitigate the negative visual and functional impacts that arise from the scale, bulk and mass inherent to larger industrial developments.

Objective IA-1.4
Strengthen the usability and connectivity of the pedestrian environment by enhancing access to transit, adjoining development, the public realm of the street and/or open space features.

Objective IA-1.5
Allow for flexibility to respond to the unique characteristics and constraints inherent to different users, specific sites and associated contexts.

Objective IA-1.6
Promote building designs, systems and practices that are sustainable and adaptable to multiple uses in the interest of extending the building life cycle.

Policy IA-1.6.1

The industrial performance standards contained in the Zoning Ordinance are to be complied with to insure that the use will not be detrimental to other adjoining land uses.

Policy IA-1.6.2

The City shall continue to apply the standards contained in the L-M, M-1 and M-2 zoning regulations.

Building orientation should maximize northern and southern exposure

Loading areas should be oriented toward the back of the building

Policy IA-1.6.3

Orient openings to maximize northern and southern exposure.

Policy IA-1.6.4

Orient openings to maximize natural cross-flow ventilation.

Policy IA-1.6.5

Provide landscaping that will provide shade throughout the summer and allow for the use of winter sun.

Objective IA-1.7

Work to minimize, and mitigate where necessary, a development's negative impacts on adjoining areas.

Incorporating loading areas below the building helps reduce its visual impact

10.5.3 Industrial Design Guidelines

The following guidelines should be considered in reviewing development and redevelopment of industrial areas:

Site Design (Parking, Loading Areas, Employee Break Areas)

a. Appropriate setbacks should be provided. A variety of setbacks should be encouraged along the street and buildings with greater heights should have greater setbacks.

b. When manufacturing use abuts other types of land uses, appropriate transitional features such as landscaping, walls and greater building setbacks should be provided.

c. Ensure compatibility between uses located within the same development through use of design criteria such as enhanced setbacks, transitions and building/site design.

d. Adequate parking should be provided to serve the needs of the development.

e. Proper access for parking areas and loading areas should be provided. The use of common accessways should be encouraged and driveways along the developments should be limited.

f. Adequate loading spaces should be provided with appropriate maneuvering space. The loading operation should be screened from view from the street and major entrances to the building.

g. Employee break areas should be incorporated into the project and include amenities such as flowers, shrubs, shade trees, seating/dining areas with chairs, shade structure/umbrellas, lighting and/or sound attenuation fence or wall.

Form and Massing

a. The design of the buildings shall complement the area and shall promote good architectural design through the use of building proportions, massing, materials, textures and colors.

b. Surface detailing should not serve as a substitute for distinctive massing.

Significant architectural materials and massing denote entry

A variety of vertical and horizontal elements helps reduce the overall massing

Corner treatment creates visual interest

Varying roof planes helps to decrease massing and form

Pedestrian walkway identifies building entrance

Parking areas should provide pedestrian accessways to entries

c. Desirable massing includes:

   1) Variation in the wall plane (projecting and recessing elements)

   2) Variation in wall height

   3) Roofs located at different levels

d. Exterior wall planes should be varied in depth and/or direction. Wall planes should not run in one continuous direction for more than 50 feet without a significant offset.

e. The height of the building should be varied so that it appears to be divided into distinct massing elements.

f. Minimize the vertical emphasis of architectural design elements by incorporating features such as horizontal bands, reveals, trims, awnings, eaves, overhangs or other ornamentation along different levels of the wall surface. Minimize blank walls by:

   1) Adding window openings, entrances and other relief

   2) Changing color and texture along the wall surface

   3) Varying the planes of the exterior walls in depth and/or direction

   4) Adding trims, projections and reveals along different wall surfaces

   5) Articulating the building façade by varying juxtaposition of building elements

   6) Using natural materials such as brick and stone

Roofs

Roof forms should be varied to break up building massing and define the architectural character of the building.

a. Long, unbroken, horizontal roof lines are discouraged. A roof line at the top of the structure should not run in a continuous plane for more than 50 feet without offsetting or jogging the roof plane.

b. Piecemeal mansard roofs that are placed only on a portion of the building perimeter should not be utilized.

c. Rooftop equipment shall be screened from public view and located below the parapet. The method of screening should be architecturally compatible with the main buildings on the site in terms of material, color, shape and size.

d. The roof design should be considered as a component of the overall architectural design theme.

e. Flat roofs should utilize "cool" roof design to reduce solar heat gain.

Trees and shrubs should screen buildings where appropriate

Pedestrian Access

a. Parking areas should be designed so that cars and pedestrians are separated.

b. The need for pedestrians to cross parking aisles should be minimized.

c. Landscape island walkways should be used to connect parking and building entries.

d. Access between transit stops and building entrances should be clearly defined.

e. The on-site pedestrian circulation system should be directly connected to offsite public sidewalks.

Landscape berms, trees and shrubs soften and screen parking

Landscaping and Screening

a. Use of landscaping along property lines and adjacent to buildings should be provided to help screen buildings, parking, storage and loading operations.

b. Activities that might disturb neighbors should take place inside of a building. The types of uses that would occur outside of a building as permitted by the Zoning Ordinance should be provided with walls and landscaping to screen outdoor storage and activities.

c. Landscaping can be used to soften the impact of large buildings and to screen loading and service areas.

Landscape berms decrease impact of loading areas and mechanical equipment

Apron wall helps screen loading areas

Signs should be placed to provide direction for visitors

Vines and shrubs should be utilized to screen mechanical areas and walls

Industrial Signage

Building signage can either enhance the building façade or completely diminish the aesthetic appeal of a building. Provisions for sign placement, sign scale in relationship with the building and the readability of the sign should be considered in developing the overall signing concept.

a. Signs shall be in conformance with the City of Camarillo Municipal Code, Title 17 - Signs.

b. Signs should coordinate with the building design, material, color, size and placement.

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

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

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

f. The industrial site should be appropriately signed to give directions to loading and receiving, visitor parking and other special areas.

Mechanical Equipment

a. Mechanical equipment shall be properly screened and integrated into the design of the building. Roof-mounted equipment shall be located below the parapet and shall not be visible from public view.

b. Exterior storage should be confined in portions of the site least visible to public view and should be screened.

c. Transformers should be located underground where feasible.

d. All utility equipment, including, but not limited to, electric and gas meters, electrical panels, cable boxes and junction boxes, should be located in a utility room within the building.

e. Utility lines from the service drop to the site should be underground.

f. Where screening is required, a combination of elements should be used, including solid masonry walls, berms and landscaping.

g. Any outdoor equipment, whether on a roof, side of a structure or on the ground, should be appropriately screened from view and should not be placed adjacent to public ways and trails. The method of screening should be architecturally integrated with the adjacent structure in terms of material, color, shape and size.

h. Where screen walls are used at property frontages or to conceal storage and equipment areas, the walls should be designed to blend with the site's architecture.

i. Where allowed, outdoor storage must be fully screened from public view.

j. Stealth-mounted applications for wireless communication facilities should be used whenever possible, whereby the facility is aesthetically integrated into the surrounding environment so as not be readily seen or recognized as a communication facility.

Trash and recycling enclosures should complement the building character

Trash and Recycling Enclosures

The trash and recycling enclosure should be designed consistent with the project and building architecture and carefully sited and screened to minimize the visual impact.

Each property should provide both trash and recycling enclosures

k. The trash and recycling enclosure should be consistent with the design of the project and building architecture. The same or similar materials should be used on the enclosure as the buildings. Architecturally designed roof structures should be used to create a finished-looking structure.

l. Every property should provide an enclosure that is capable of handling the refuse, recyclables and green waste generated by that site.

m. At least half of the trash and recycling area should be dedicated to recycling containers.

n. A pedestrian entrance to the trash enclosure should be provided so that the large access gates do not have to be opened as often.

o. Trash and recycling enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

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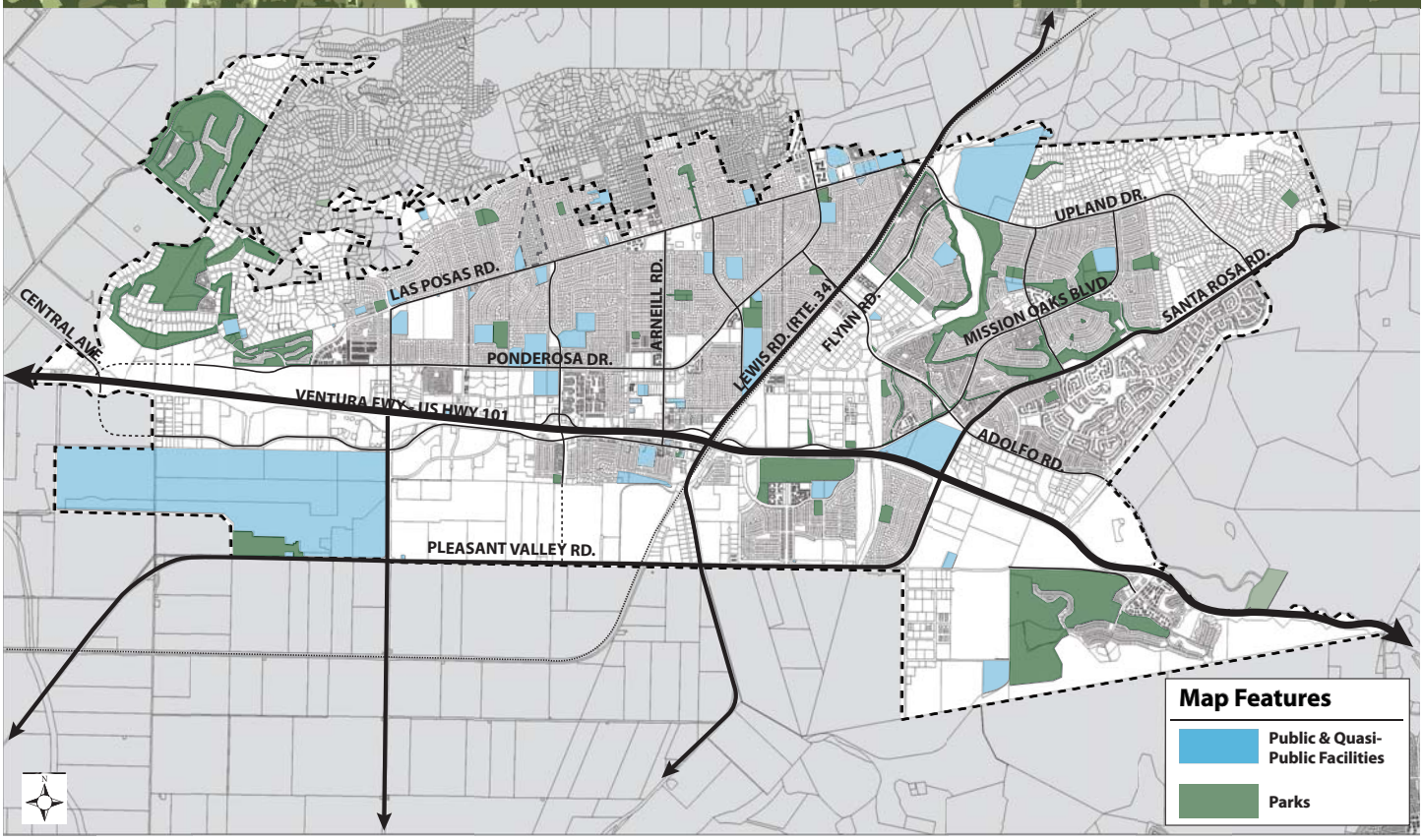


Figure 10.8 - Public and Quasi-Public Facilities

10.6 PUBLIC AND QUASI-PUBLIC FACILITIES

10.6.1 Introduction

Public and quasi-public facilities, such as libraries, recreation centers, schools, parks and hospitals, add to the character of the community by creating places for social interaction, leisure, quiet and relaxation in the urban environment.

Camarillo Library on Las Posas Road

These facilities represent the positive contributions that local government and organizations can make to the everyday lives of citizens. Some of the most pleasant areas in Camarillo are the parks, public spaces and schools. These areas provide gathering places to bolster community interaction and enhance the community's small-town character.

Some of these public and quasi-public facilities have stemmed from history. Adolfo Camarillo loved fiestas, horses, rodeos and barbecues. The community continues to host these colorful activities in the form of the Camarillo Fiesta and Street Fair. Future facilities should embrace Adolfo Camarillo's vision of bringing the community together to celebrate its heritage.

The following public facilities/items have been identified through public outreach as important contributors towards Camarillo's character and sense of place.

Old Town Cruise Night is a highlight within the community

Civic structures should include a focal element such as a tower feature or rotunda

Farmers market

Civic/Public Buildings and Facilities

The City should continue to pursue development of civic/public buildings and programs that further the community's cultural, social and recreational opportunities.

Community Center - Burnley Road

The Pleasant Valley Recreation and Park District's existing Community Center has trained recreation staff to assist citizens of all ages in pursuit of leisure activities such as instructional classes, special activities and programs, athletics, workshops and clinics, trips, social activities and community meetings. Future programs should include those that further Camarillo's history and culture.

Events/Activities

The city hosts several annual events that add definition to the community's "hometown" feel. These events not only contribute to the city's heritage, but also generate income for local restaurants, shops, hotels and other businesses.

The library has a desirable architectural character

University Connection

The City of Camarillo and California State University Channel Islands (CSUCI) have a unique opportunity to partner on projects that are mutually beneficial. One such opportunity is the development of a bicycle and pedestrian trail system that links the community to the university. This proposed route includes a multi-use trail located adjacent to Calleguas Creek, connecting to the Village at the Park neighborhood and beyond. Another opportunity would be to provide a multi-use trail and enhanced landscaping adjacent to Lewis Road which would effectively link the university to the Old Town area.

A multi-use trail system could provide students a direct route to neighborhoods within the community

Historic Buildings

Camarillo's historic structures date back to 1892. Only a handful of historic structures remain, therefore it is imperative that they be preserved, maintained and/or restored to their original status. Historic structures shall be identified, protected and enhanced per Section 16.42 of the City Municipal Code.

The historic Camarillo Ranch House

Civic structures should have a distinctive architectural character

Public art should be integrated into plaza space and landscaped areas surrounding buildings

Grand entry plaza at Camarillo Public Library

10.6.2 Public and Quasi-Public Facilities Goals, Objectives and Policies

GOAL PQPF-1
PROVIDE COMMUNITY FACILITIES AND SERVICES THAT MEET THE PHYSICAL, SOCIAL AND CULTURAL NEEDS OF CAMARILLO'S POPULATION.

Objective PQPF-1.1
Provide distinctive civic architecture, landmarks and public facilities.

Policy PQPF-1.1.1

Public buildings should present a good architectural character based on style, color, material and texture.

Policy PQPF-1.1.2

Public buildings should be arranged to maximize the opportunities for providing landscaped plazas and usable open space.

Policy PQPF-1.1.3

Public schools should take full advantage of their opportunity to enhance the physical appearance of the neighborhood and increase the education and activity base of the community.

Policy PQPF-1.1.4

Public buildings within the "civic" area should promote the concept of an activity center through the use of architectural elements, open space areas and functions.

Policy PQPF-1.1.5

Public art should be integrated into public buildings and spaces such as building façades, bridges, bus shelters, sidewalks, plazas and parks. Art should be strategically located along established sight lines.

Policy PQPF-1.1.6

Consider artistic, cultural and social activities unique to the neighborhood and varying age groups that can be incorporated into the space.

Policy PQPF-1.1.7

Develop each public space with a unique character, specific to its site and use.

Policy PQPF-1.1.8

Design public spaces to accommodate a variety of artistic, social, cultural and recreational opportunities including civic gatherings such as festivals, markets, performances and exhibits.

Policy PQPF-1.1.9

Expand opportunities for healthy and active living through the provision of community gardens, farmers markets, pedestrian trails, bicycle paths and other recreational opportunities.

Policy PQPF-1.1.10

Areas that have excess right-of-way, such as at the west entrance to Old Town, should be utilized to create enhanced parkway focal points with landscaping, public art and pedestrian amenities.

Policy PQPF-1.1.11

Public art and/or monuments should be used in gateway designs.

GOAL PQPF-2
IDENTIFY AND PRESERVE CULTURAL AND HISTORIC RESOURCES.

Sculptural elements in the landscape can enhance the community's identity

Public art can add a unique character to public spaces

The community can participate in creating forms of public art such as mosaics

Parks within the civic area become activity centers and public gathering spaces

Public art helps to preserve a community's heritage and character

Example of a landscaped parkway focal point at the intersection of Carmen Drive and Ventura Blvd.

Public Spaces
Community Plazas and Parkway Focal Points

Throughout the community, private plazas and landscaped parkway focal points of a variety of sizes shall be incorporated to reinforce the community's "hometown" feeling. These public gathering spaces shall serve to establish a sense of place and identity and provide space for private outdoor socializing, events and streetside entertainment. Public plazas and landscaped parkway focal points within Camarillo should connect to the pedestrian circulation system and should adhere to the following guidelines:

a. Well-designed public space should provide ongoing opportunities for human activities that create an interactive environment, build a sense of community and create opportunities for events, entertainment and gatherings.

b. Public spaces should be designed with flexibility for physical use and should be located to accommodate a range of desired activities such as outdoor seating, entertainment and festivals.

c. A plaza should have an articulated edge (buildings, benches, landscaping, etc.) to define the plaza and create a comfortable space.

d. Plazas should provide pedestrian amenities including seating, lighting, planters, fountains, drinking fountains, distinctive paving, public art, landscaping and bicycle racks. They should also incorporate focal points such as sculptures, clocks, interactive water features and community fountains.

e. Soft landscaping as well as hard-surfaced areas shall be incorporated into the overall plaza design. Color, form and texture are an integral part of the design of these public spaces.

f. Landscaped parkway focal points are areas with enhanced pedestrian amenities and occur within parkways or where excess right-of-way exists. They can be utilized to include amenities such as enhanced landscaping, artwork, benches or street furnishings. Parkway focal points may also include passive amenities such as drought-tolerant demonstration gardens, community gardens, water features, plants, shrubs, flowers, trees, walking paths, lighting, split-rail fencing and interpretive signage.

Trails and Bikeways

Camarillo currently has several pedestrian and bicycle systems. The three basic types of systems include Class I bike trails, Class II bike lanes and Class III bike routes. The public right-of-way accommodates pedestrian-oriented sidewalks. Large through streets have incorporated bicycle lanes to encourage recreational and convenience cycling.

Picnic structures in parks and open space areas become a gathering space

Parks and Open Space

a. A conscientious attempt should be made to create positive, identifiable physical ties from the neighborhood to open space areas. This may be accomplished by creating a special landscape treatment along walkways and roadways.

b. Pocket parks should be incorporated into developments or vacant parcels where large city parks are not within walking distance.

c. Parks and trails should include a well-developed living environment for all age groups.

d. The General Plan Recreation Element designates the location for park sites and the function within each type of park facility.

Trail systems enhance public parks and open space

Drainage Basins

a. The main purpose of drainage basins is to collect, filter and release stormwater. Basins are seasonally wet and are designed with gentle slopes and an evenly graded base to allow for a variety of uses, including open playfields and seasonal agriculture.

b. Drainage basins should be designed to allow for alternative uses during the dry seasons.

Detention basins are designed to collect, filter and release stormwater

Golf Courses

a. The four golf courses found within the community serve as important visual, recreational and cultural amenities. These facilities should continue to be operated and maintained with a goal of maximizing available resources while providing the highest quality visual and landscape elements.

b. Where appropriate, replace areas that have excessive fairway turf with drought-tolerant grasses.

Civic buildings should form the focal point for neighborhoods

10.6.3 Civic Architecture and Landmarks

a. Treat and locate civic architecture and landmark institutions prominently.

b. Where feasible, provide distinctive public open space, greens and/or plazas around civic buildings such as courthouses, libraries, post offices and community centers to enhance the character of these civic and public buildings. Such civic and public buildings should form the focal point for neighborhoods.

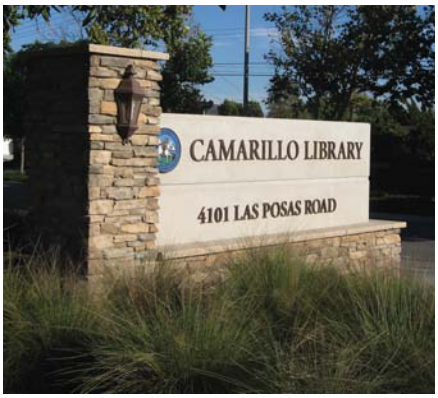
c. Incorporate sustainable building principles into building design.

d. Civic buildings at prominent locations, such as sites fronting open space, sites framing a public vista and those affording a silhouette against the sky, should exhibit notable architecture.

e. Encourage innovative designs that distinguish civic and public buildings and landmarks from the surrounding neighborhood as a means of identifying their role as focal points for the community.

f. Support the preservation of community landmarks.

Plazas and seating areas should be located around civic buildings



Signs should distinguish civic buildings from the surrounding neighborhood

10.6.4 Public Art

Public art can provide visitors and residents of Camarillo with a visual landmark, large or small, that inspires a sense of identity, history, pride and creativity. The City has sponsored a handful of bronze sculptures within the community including "Don Adolfo Camarillo" at Dizdar Park, "Two Eagles" in front of the former Camarillo Courthouse/farmers market, and "Walter Brennan" and "Joel McCrea" on Ventura Boulevard between Elm Drive and Arneill Road. Other examples of public art within the city include carved wood doors, blue vases, a ceramic tile fountain at the Camarillo Public Library and the Old Town entry pilasters on the Arneill Road bridge.

Public art creates a visual landmark

Public art would significantly contribute to the arts and cultural resources of the city of Camarillo. Public art can be geared toward "cultural representations" of the area, which focus on the historic and agricultural character of Camarillo. Public art presents an opportunity not only to facilitate desirable public spaces and aesthetically improve streetscapes and other public corridors, but also to celebrate the city's historic character and cultural diversity. By recognizing key historic individuals and events, public art could introduce the area's cultural heritage into the everyday life. Whether in a public park or a small community plaza, or through incorporation of bougainvilleas on the back of street signs, public art contributes to providing a sense of place. The repetition of public art would enhance the city's image and offer another element to unify the city.

Sculptural pieces can be used to commemorate people such as Joel McCrea

Public Art Design Guidelines

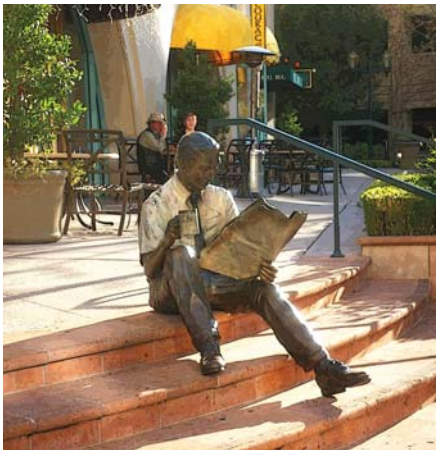
a. Use public art and cultural amenities to celebrate Camarillo's diversity, history and unique character.

b. Take advantage of opportunities to emphasize, through art, the cultural connections between Camarillo, CSUCI and local arts groups.

c. Use public art and cultural amenities to help commemorate local history and culturally significant places.

d. Support artworks and cultural activities that explore and reflect the diverse facets of Camarillo life.

e. Encourage larger projects (construction > 25,000 sf) to incorporate public art.



Public art provides a sense of place

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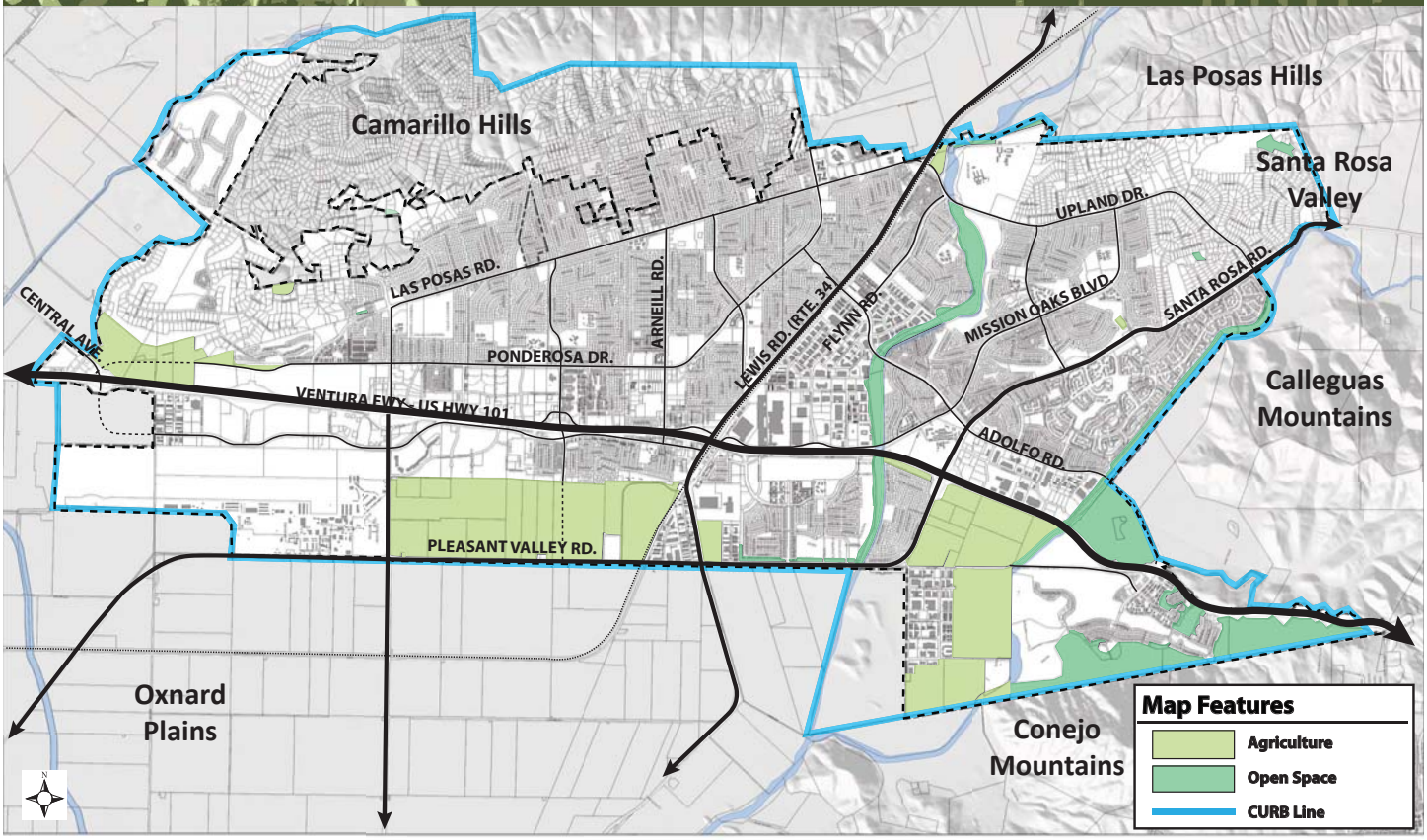


Figure 10.9 - Agriculture and Open Space Areas

10.7 OPEN SPACE AREAS

10.7.1 Introduction

Camarillo open space areas include agricultural lands, hillside areas and waterways. The open spaces help form the perimeter of the city and provide viewscapes to create a visual relief and a backdrop to the city. The Oxnard Plains to the south of Camarillo, the Conejo Mountain and Santa Monica Mountains to the southeast, the Camarillo Hills, Las Posas Hills and Santa Rosa Valley along the northern and eastern boundaries and agricultural lands provide open space lands. The waterways through the city, including the Calleguas Creek and the Conejo Creek, provide an opportunity for linear paths and linkages within the community.

The Santa Monica mountains create a visual backdrop to the city

The City has made great progress towards protection of its scenic open spaces. In 1998, Camarillo amended the City's General Plan by adding the voter-approved SOAR (Save Open space and Agricultural Resources) Ordinance. The ordinance created the Camarillo Urban Restriction Boundary (CURB) Element which promotes the formation and continuation of a cohesive community by defining city boundaries and by helping to prevent urban sprawl. SOAR ordinances have been adopted by the County of Ventura and other neighboring cities as well.

Open space areas are an asset to Camarillo

Open space should be integrated into the community

10.7.2 Open Space Areas Goal, Objectives and Policies

GOAL OSA-1
PROTECT THE VISUAL BENEFITS AND NATURAL CHARACTERISTICS OF CAMARILLO'S OPEN SPACE AREAS.

Objective OSA-1.1

Integrate open space, including parks, community gardens, natural areas and agriculture, into the community to strengthen the connection to Camarillo's agricultural heritage and provide a sense of openness.

Policy OSA-1.1.1

New developments should incorporate appropriate public open space into site designs.

Policy OSA-1.1.2

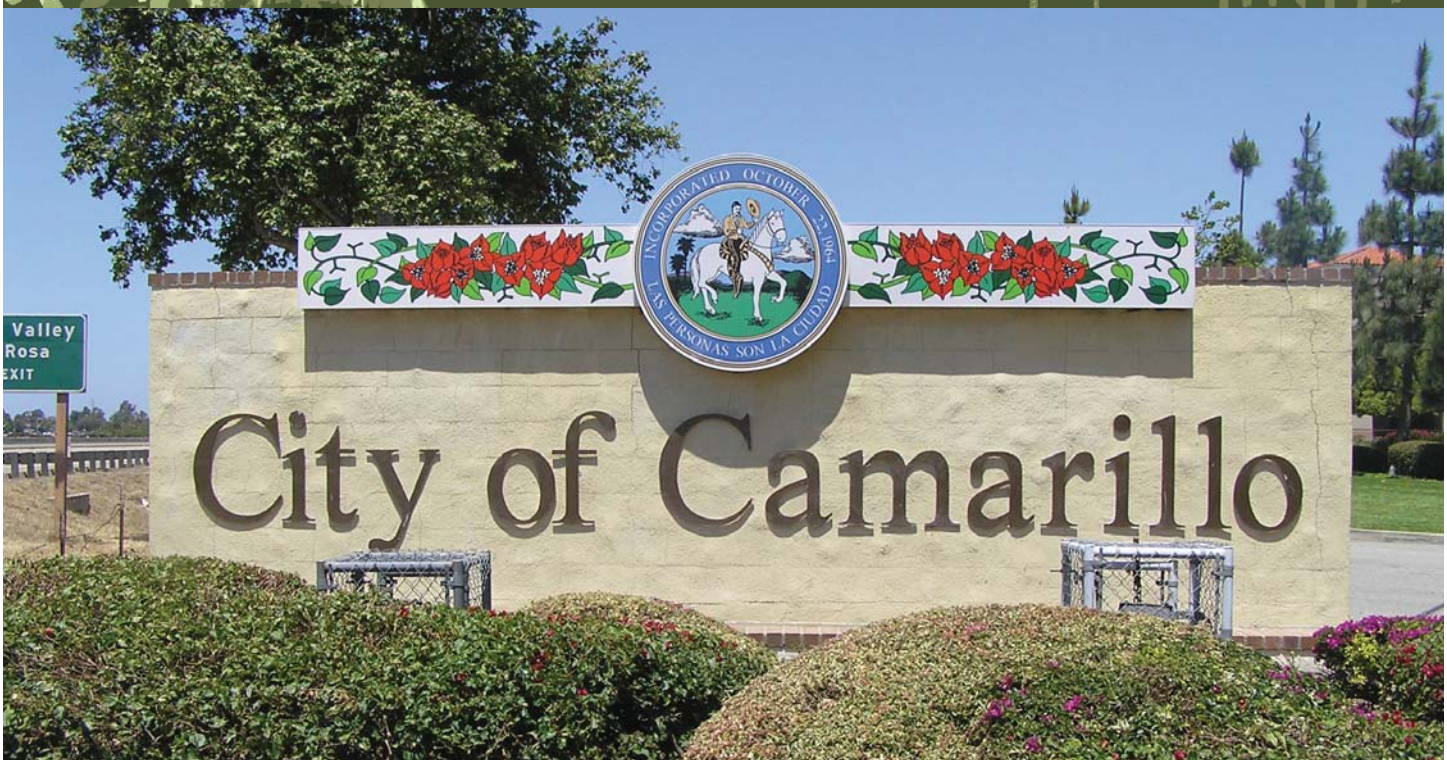
Integrate bicycle and pedestrian trails adjacent to open spaces to enhance connectivity throughout the city and the region.

Objective OSA-1.2

Maintain greenbelts, which include open space and prime agricultural lands which surround the community.

Policy OSA-1.2.1

Ensure new development is consistent with City greenbelt agreements, including the City of Camarillo General Plan CURB Element and SOAR initiative.



Gateways promote community character and sense of place

10.8 GATEWAYS, STREETS AND CORRIDORS

10.8.1 Introduction

Streets, gateways and corridors make up a significant portion of the urban environment in Camarillo. The Community Design Element directs its attention towards the development of property which abuts public roads, city entries and the visual qualities of major driving corridors.

Streets with large trees provide visual interest

Streets

Streets should be designed or redeveloped so that the resulting viewscape from the road and the pedestrian's view will be attractive. Residential streets should be designed to be wide enough to serve local traffic and visitor parking, yet narrow enough to be considered pedestrian friendly. They should be landscaped with trees that provide shade and are scaled appropriately for the street width. Residential blocks should be short (400 foot-long blocks as a typical maximum) and/or curvilinear in order to relieve a uniform, monotonous building setback. The roadway improvements identified in the Circulation Element should integrate the roadway beautification concepts identified herein.

Gateways

Gateways leading into the Camarillo area should trigger the perception that Camarillo is a community that has a quality environment and a strong sense of character. The coordination of design features along gateways is extremely important. Well-designed street graphics, signs, street lighting, community welcome signs and well-maintained landscaping add a distinctive element to the quality of the entire community.

Highway 101 is an area that could benefit from enhancement

Lewis Road is an area that could benefit from enhancement

Corridors

The main corridor through Camarillo is Highway 101 (Ventura Freeway). The freeway extends through the community and gives travelers a first impression of the community's character. The city's Heritage Zone provides a unified, architectural character that helps Camarillo establish a sense of place. Travelers on Highway 101 can "peek" into adjacent commercial and office developments as well as portions of Old Town. The Highway 101 corridor could benefit from additional landscaping, especially at on/off ramp locations. Special attention to site planning should be conducted to address the interface of buildings backing/fronting onto the highway and ensure that the project is aesthetically pleasing and compatible with the Heritage Zone.

The Lewis Road (Highway 34) corridor bisects the community in a north-south route that links the community to State Route 118 (Los Angeles Avenue) and to California State University Channel Islands (CSUCI). This corridor provides many opportunities for streetscape beautification, addition of Class II bicycle facilities and improvements to pedestrian walkability.

Other significant corridors within the community include Las Posas Road, Upland Drive, Santa Rosa Road and Pleasant Valley Road. In addition to beautifying the rights-of-way within these corridors, equally important is the protection and enhancement of view corridors.

10.8.2 Gateways, Streets and Corridors Goals, Objectives and Policies

GOAL GSC-1
MAJOR CORRIDORS AND GATEWAYS WITHIN THE CITY SHOULD PROVIDE FOR ATTRACTIVE VIEWSCAPES FROM THE ROAD TO PROMOTE A QUALITY ENVIRONMENT WITH A DISTINCT SENSE OF PLACE.

Objective GSC-1.1

Preserve and frame viewsheds to and from mountains as seen from major corridors. Minimize visual impacts of development through appropriate building placement orientation, height, bulk, style and color selection.

Policy GSC-1.1.1

Preserve the visual and physical connection to agriculture by protecting views from streets, parks and open spaces to agriculture and hillsides. Where new streets are extended adjacent to agriculture, encourage hillside and open space views by maintaining agricultural activities at the road edge.

Policy GSC-1.1.2

Use public streets or pathways to form the edge of developed areas, allowing views of open space from streets.

Policy GSC-1.1.3

Buildings located adjacent to Highway 101 should be aesthetically pleasing and in conformance with the Heritage Zone requirements. Parking areas that are visible from Highway 101 should be screened to the extent possible.

Well-maintained landscapes and uniquely designed gateway elements create a strong sense of character

Objective GSC-1.2

Enhance city gateways.

Policy GSC-1.2.1

Existing city entries should be enhanced with landscaping, signage and public art.

Policy GSC-1.2.2

Ensure that key gateways into the city receive special, character-defining treatments and landscaping.

Policy GSC-1.2.3

Encourage use of "complete street" strategies for new streets and redesign of older, existing streets. Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities.

Median landscaping helps to improve the visual quality of the streetscape

Policy GSC-1.2.4

Enhance Lewis Road between Highway 101 and Las Posas Road by taking advantage of the areas with excess right-of-way. With Caltrans' approval, these areas should be redeveloped with sidewalks, landscaping, street furnishings, lighting, and gateway treatments.

Where landscaping is not possible, use natural materials such as sandstone

Medians help to beautify the street corridor

10.8.3 Street and Corridor Guidelines

The following guidelines should be considered in reviewing development and redevelopment of streets and corridors:

Landscaping

Each street includes a palette of trees, shrubs, groundcover, vines to screen walls and fences or additional walls. Landscaping that is both attractive and functional strengthens the overall appeal of these roadway corridors. Carefully planned landscape planting, along with the proposed median planting, will promote a "green corridor" look, helping these roadways incorporate more of the natural environment found in outlying undeveloped areas. The landscaped parkways are strongly encouraged in commercial and industrial areas, as well as residential areas, to create roadways that are aesthetically pleasing and pedestrian friendly.

Plants with contrasting foliage, flower color and texture make a strong visual statement

Landscaping Design Guidelines

a. Primary and secondary arterials should include landscaped planters/parkways between the sidewalk and street. In commercial areas, raised planters with pockets of seating should be incorporated where possible. This will help buffer the pedestrian traffic from the busy vehicular traffic.

b. Landscaping should be in conformance with the City's Water Efficient Landscape Ordinance (Chapter 14.14).

c. Encourage drought-tolerant and native species.

d. Choose species that are hardy and not easily affected by varying temperatures, light, water supply or handling. Near pedestrian traffic, it is important to anticipate some amount of damage to plants and irrigation, and tougher plant materials will help to maintain an attractive streetscape appearance.

e. Use plants with contrasting foliage, color and texture, and scented varieties for highly visible areas such as near seating area entries and at intersections.

f. Be aware of necessary sight distance lines for passing traffic and safety issues. At crosswalks and driveways, keep plant material below 30 inches for pedestrian visibility.

g. Utilize reclaimed water where possible.

h. Choose species that need minimal maintenance and tend to look good all year to ensure a clean and healthy appearance.

Median planting promotes the look of a green corridor

i. Minimize the use of turf on medians and parkways.

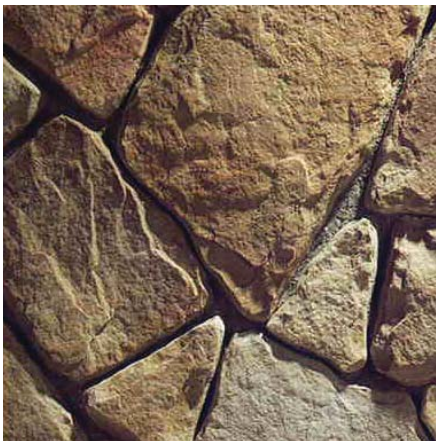
j. Bougainvillea plants are characteristic of Camarillo and should be integrated into landscaping away from pedestrian areas.

k. Natural pruning maintenance techniques should be used instead of formal pruning. Natural pruning is a method of only pruning the unwanted growth from the plant. This would include awkward growth, crossing branches, and deadwood. The goal is to keep the natural look of the shrub and help promote plant health.

Well-maintained medians imply a clean, inviting streetscape

Medians

Roadway medians are found on many of Camarillo's existing primary and secondary arterial streets. The consistent treatment of medians can be a strong unifying element citywide. Future medians or modifications to existing medians should extend the existing plant palette and hardscape materials in order to create one cohesive citywide look and feel. Medians also provide a place for roadway-approach street signs and directional signage at key intersections as part of the City's signage program. Updating and maintaining planted medians should be considered a long-term objective for citywide beautification.



Red-toned sandstone

Median Design Guidelines

a. Consistent median treatments help create an identity that unites the community through the use of natural rock, directional signs and plant materials.

b. Select median trees that have high-branching structure to avoid interference with truck and vehicle traffic, provide safe sight lines and minimize conflicts in maintaining median trees.

c. Use plant materials that are under three feet tall at maturity to maintain sight distance lines for passing vehicles. At crosswalks and pedestrian refuge islands, use plant material that has a mature height no greater than 18 inches for pedestrian visibility.

d. Choose species that need minimal maintenance to ensure a clean and healthy appearance.

e. Provide a minimum 12-inch to 18-inch wide paving strip at the perimeter of the median area for maintenance workers to walk on and to provide a buffer between plant materials and traffic lanes.

Example of a median located within a residential neighborhood

Outdoor dining

Planters and bollards create pedestrian separation from vehicles

Landscaping at the street edge makes pedestrians feel more comfortable

f. Avoid plants that are easily hedged. Avoid trimming plants into box hedges or geometric shapes. This maintains a natural look.

g. Intersection designs shall incorporate a median with no less than four feet of width when combined with a left-turn lane. Minimally, this leaves sufficient room for a pedestrian refuge island, directional signs and landscaping or textured sandstone treatment.

h. Medians with turning lanes or tapered ends should be enhanced with special paving.

i. Keep street medians well maintained.

j. Where landscaping is not possible, use materials such as natural red-toned Santa Barbara sandstone and boulders. The sandstone treatment should be irregular, rough-cut stone with relief.

Sidewalks and Walkways

Sidewalks and walkways can enhance a neighborhood and the overall community character of Camarillo. Sidewalk design should incorporate an appropriate walkway width, safety lighting, pleasant walking surface texture, benches and a landscaped separation of pedestrian and vehicular traffic to create a pleasurable walking experience.

Sidewalks in Residential Neighborhoods

A network of sidewalks should be established to interconnect residential areas with schools, parks and commercial areas. In higher density areas, sidewalks within developments serve to connect residential units to open space areas, garages and neighboring units. In hillside areas, a sidewalk should be provided on at least one side of the road.

Sidewalks in Commercial Areas

Sidewalks in commercial areas provide access from parking to shops and offices. Carefully-designed and located sidewalks can guide the movement of pedestrians and direct their attention to, or prevent their intrusion into, certain areas. Consideration should be given to the texture and safety of the walking surface, utilizing materials that are both comfortable, safe and aesthetically pleasing. Sidewalks can be patterned, textured and/or colored. A change in color or texture can cause a feeling of transition from space to space. Sidewalks in commercial areas should be at least six feet wide.

Sidewalks in Industrial Areas

The site planning of industrial developments should provide sidewalks leading from parking areas to the building entrances and at street edges. In larger developments, sidewalks should be incorporated into parking areas through the use of special pavement textures.

Sidewalks and Walkways Design Guidelines

a. Design features such as enhanced paving on sidewalks and crosswalks, landscaping and pedestrian-scaled lighting shall be used to distinguish the pedestrian route from the vehicular route.

b. Sidewalk widths should be appropriately sized to accommodate the adjacent use.

c. Crosswalks with accent paving should be located at key intersections.

d. Sidewalk and crosswalk surfaces shall be stable, firm, smooth and slip-resistant.

e. Sidewalks shall have a "through pedestrian zone" that is kept clear of any fixtures and/or obstructions. A minimum of four feet shall be reserved to allow for two people to walk comfortably side by side and in accordance with the Americans with Disabilities Act (ADA) requirements.

f. Where sidewalk coloring and texture is used, color should be integrally applied as opposed to a surface application which requires excessive maintenance.

g. Planting areas, bike racks, street lighting, news racks and other street furniture shall be contained in the area between the sidewalks and street to keep the "through pedestrian zone" free for walking.

Benches and trash cans should be integrated into the overall streetscape design

Benches and trash cans can help to establish the character of the city

Outdoor dining

Example of appropriate bench style

Street Furniture

Street furniture is an element in outdoor spaces that helps establish human scale and create a sense of community cohesiveness. Street furniture includes benches, trash cans, signs, lights, mailboxes, drinking fountains, planters, bike racks, bus stop structures, trellis features and fountains. The design, selection and placement of street furniture can either add or detract from the overall continuity of outdoor spaces and streets.

Street furniture can play an important role in establishing the community character and in bringing a sense of a unified design approach throughout the city. This is especially important for benches, trash receptacles and transit structures.

Example of an appropriate trash can

Street Furniture Design Guidelines

a. Street furniture should be unique and reflect Camarillo's Spanish style.

b. Street furniture shall be located along the street edge of the sidewalk. Provisions to accommodate persons with disabilities shall be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.

c. To create a more organized and efficient use of sidewalk space, furnishings shall be grouped together rather than scattered. Trash and recycling cans shall be located near benches. A greater frequency of the number of furnishings should be located in higher-use pedestrian traffic areas.

d. Items should be securely anchored to the sidewalk, and a graffiti-resistant coating shall be applied to street furniture elements to ensure a longer-term appearance.

e. Advertising is not permitted on street furniture.

Example of appropriate bench in black metal

Example of appropriate bench in wood and metal

Benches

Benches designed to invoke a traditional historic style that will complement the Spanish architectural style of the Heritage Zone, as well as the other styles encouraged in Camarillo, should be placed at high-traffic pedestrian locations. The benches will be clustered with trash receptacles and other key furnishing elements. Advertising is prohibited on benches within Camarillo.

Example of appropriate trash can style in bronze

Example of a bike rack

Example of appropriate urn style trash can

Trash Cans

Trash receptacles should be placed at high-traffic pedestrian areas to provide convenient waste disposal locations. The receptacles will be clustered with benches and at bus shelters, as well as other key locations. The design is consistent with the traditional historic bench style.

Bike Racks

Bike racks shall be located near transit stops, throughout commercial areas, civic areas, parking lots and locations on private property. These amenities will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along Ventura Boulevard, bike racks should be provided on every block and should be consistent in style to trash receptacles and benches.

Transit Shelters

Bus shelters and transit stops are an important element for circulation within Camarillo. They should be conveniently located at parking areas, shopping areas and civic areas. Because bus shelters and stops are located throughout the community, they need to have a clean and uncluttered appearance. Advertising is prohibited on transit shelters within Camarillo.

Bus shelters that are integrated into a project should reflect the project architecture. Other transit shelters should incorporate simple forms that complement the desired Spanish architecture of Camarillo while having a timeless sophisticated character.

Transit shelter

Lighting

Lighting serves a number of functions including security lighting, safety lighting, lighting to provide visibility along roadways and accent lighting on buildings, signs and landscaping.

Streets and corridors within Specific Plan areas have designated street lights to help identify the Specific Plan neighborhood. Most other streets and corridors should continue to use the standard cobra street light. In key locations that have high pedestrian activity, special lighting can help create a pedestrian-friendly character.

Transit shelter

Commercial Area Lighting

Lighting in commercial areas must be efficient and adequate for the safety and welfare of pedestrians and vehicular traffic. Commercial area lighting can often be too bright and may contain lighting standards which are out of scale with the architecture or surroundings. Steps should be taken to rectify this problem in areas where intrusions into residential areas exist and to prevent its occurrence in newly developed areas. Crosswalks should be provided with special protective lighting. Alleys should be lit either by street lights or by private area lighting.

Commercial light fixture

Residential light fixture

Residential Area Lighting

In residential neighborhoods lighting should be appropriately shielded to provide for safety without intruding on the living atmosphere.

Pedestrian lighting should be more human in scale, spaced at more frequent intervals, lower in height and lower in intensity of light than that used for commercial, industrial and major roadway intersections.

Lighting Design Guidelines

a. Lighting should be shielded and directed away from adjoining properties or streets to avoid any nuisance or hazard.

b. For private developments, the style, size and shape of lighting fixtures should be a complement to the design of the development.

c. The intensity and the type of lighting (e.g. mercury vapor, sodium vapor) should be appropriate for the location of lighting. High speed roadways require bright lighting to avoid traffic hazards at intersections, but the same type of lighting would not be appropriate for a pedestrian way.

d. Lighting fixtures that are energy efficient, such as LED lighting, should be used.

Historic-style light fixture

e. Lighting fixtures should be vandal resistant and properly maintained.

f. The height of pole-mounted lights in parking lots and storage yards should not be excessive. Additional fixtures should be provided instead of trying to light a larger area with fewer fixtures.

g. Lighting for pedestrian areas should be provided to ensure safety.

h. Lighting type and style of fixture should be a “full cut off” style per the standards set by the Illumination Engineering Society (IES).

i. Street and project lighting should be compatible with the requirements set forth by the County of Ventura Department of Airports and the City of Camarillo Airport Master Plan.

Fencing and Walls

Fences and walls along public corridors are very visible and have a strong impact on a community's character. This section establishes guidelines to create consistent treatments for walls and fences citywide.

Uniform walls and fences will significantly improve the aesthetic environment for motorists traveling through Camarillo's vehicular corridors.

The following guidelines have been established to help enhance the character of Camarillo's public corridors.

Open, agrarian-style fence

Fencing and Walls Design Guidelines

a. Fence and walls located along public corridors shall incorporate timeless, appropriate styles, materials and finishes:

   1) Decorative stucco walls with wall cap and bougainvillea vines

   2) Decorative stone walls with wall cap

   3) Solid, six-foot high fence

   4) Open, agrarian-style fence

   5) Wrought iron with pilasters

b. Hedges and landscaping in place of walls and fencing are encouraged.

c. Climbing vines are strongly encouraged to be planted at the base of rights-of-way fences and walls at reasonable intervals. Vines would help to visually break up large expanses of walls and provide added greenery and color to corridors.

d. Walls, fences and hedges in residential neighborhoods shall not exceed six feet in height. Non-residential walls and fences shall not exceed eight feet in height unless required by acoustic analysis.

e. Open fences that do not obstruct the views should be used adjacent to open space.

f. Fences and walls taller than 30 inches high should not be located within corner site visibility-restricted areas. The design, scale and installation of walls and fences should be coordinated throughout new developments.

g. Climbing vines can be planted at fence posts to add color and texture.

h. Two- and three-rail fences are consistent with the rural yet sophisticated character of Camarillo.

Short stone wall with cap

Tall stone wall with cap

Backflow preventers should be screened with landscaping or fencing

A mechanical room has been incorporated into the overall building design

Solar panels should be screened from public view wherever possible or integrated into the roof

Utilities

Utilities, including utility lines, backflow preventers, telecommunication infrastructure, above ground irrigation boxes and mechanical equipment, provide for a functional requirement in the urban environment. However, they need not be as obtrusive as in the past.

Overhead power and telephone lines extending across and along public rights-of-way interrupt views and detract from the overall aesthetic experience of corridors throughout the city of Camarillo. The City's Municipal Code requires that power lines and overhead cables less than 33 KV be installed underground. In addition, utilities should be placed underground for new developments, whether on the urban fringe or within an established area of the city. Utility undergrounding has also been conducted as part of the City's Capital Improvement Program. Whenever possible, existing power and cable lines should be placed underground to reduce visual clutter.

Utility Design Guidelines

a. Power lines and overhead cables less than 33 KV shall be installed underground.

b. Backflow preventers should be screened with landscaping, incorporated into the landscape or building.

c. The placement of transformer boxes and other substructure utility requirements should be reviewed to insure that they are integrated into the development plans, rather than being highly visible at intersections and in front yard areas.

d. Mechanical equipment within developments should be properly screened behind building walls, roofs and such so as to not take away from the character of the buildings.

e. Rooftop equipment shall be properly screened from views onto the roof from hillside areas or higher buildings. Roof-mounted equipment can be screened behind sloping roof areas, trellis features or parapet walls.

f. When placed on roof slopes, solar panels should be designed into the roof forms. For example, flush-mounted panels should be located on pitched roofs and should not be visible from public view on flat roofs.

g. Stealth-mounted applications for wireless communication facilities should be used whenever possible, whereby the facility is aesthetically integrated into the surrounding environment so as not be readily seen or recognized as a communication facility.

Public Signage

Though the basic function of all signage should be to communicate a message, it is important that signs are also aesthetically pleasing. In most instances, the oversigning and competition between signs and lights conveys only a sense of visual clutter. When the environment becomes overloaded with graphic displays, the cumulative effect is negative; the viewer actually sees less, not more.

A smaller number of well-designed street signs can do a better job of communicating than a multitude of gaudy graphics competing with one another for the viewer's attention. Public signage can be a strong, unifying element for a neighborhood and community.

Wayfinding signage

The two primary types of signs include informational signs and advertising signs. Informational signs, such as traffic signs, historical markers, directional signs, warning signs and the like, serve a useful purpose and generally do not lead to clutter except when there are large numbers of haphazardly placed signs. Camarillo has effective, roadway approach signs located in medians throughout the city. These signs help unify Camarillo and create an identity with the bougainvillea. Development of a comprehensive signage program is recommended to update the look and image of roadway approach signs and to unify Camarillo's signage and gateways.

District signage

Advertising signs come in a variety of types including business name signs, price signs, sale signs and billboard signs. Most signs are "on-site" (they are located where the business they advertise is situated). "Offsite" signs, such as billboards, do not directly relate to the site and are not permitted with the exception of directional signs for temporary sales.

Public Signage Design Guidelines

a. Continue to regulate and control the location, type, size, number of signs, sign colors, materials and the design of signs.

b. A citywide signage program (wayfinding) should be implemented to create an updated, coordinated and unifying signage system.

c. The City's program for street name signs at major intersections and along major roadways should continue to be utilized to aid motorists in identifying streets.

d. Public information signs should continue to be installed at key intersections to help identify public facilities and to help direct access to such facilities. The City's sign program should continue to be utilized for the design of informational signs.

Commercial directional signage

Meandering sidewalks should be provided along arterial roadways

Residential Parkways

Many of the city's existing residential neighborhoods have landscaped parkways. Each new or improved parkway should include a palette of trees, shrubs, groundcover and vines to screen walls and fences. Landscaping that is both attractive and functional will strengthen the overall appeal of these roadway corridors. Also, carefully planned landscape planting, along with the proposed median planting, will promote a "green corridor" look, helping these roadways incorporate more of the natural environment found in outlying undeveloped areas. The landscaped parkways are strongly encouraged in commercial and industrial areas, as well as residential areas, to create roadways that are aesthetically pleasing and pedestrian friendly.

Parkway Design Guidelines

a. Street trees should be planted to frame the street, add to the aesthetics of the street and create a "green corridor."

b. A minimum five-foot parkway should be planted between the curb and the sidewalk in all new residential developments.

c. Trees should not be planted any closer than 10 feet from any driveway.

d. The general tree character should be compatible with adjacent existing street trees and, if possible, provide a large canopy of shade for pedestrians and bicyclists.

e. Street trees should incorporate the following characteristics: drought tolerant, minimal fruit drop, non-invasive root systems and high canopies (seven feet above grade).

f. Refer to the Drought Resistant Landscaping Materials within the City's Landscape and Irrigation Guidelines for a list of recommended trees and landscaping to be used along specific corridors.

g. Keep parkways well maintained.

h. Landscaping should have a natural appearance by utilizing a natural pruning approach to maintenance.

i. Sidewalks should meander where possible.

Parkways separate pedestrians from vehicle traffic

Parkways make the walking experience more pleasurable

10.8.4 Interchange Beautification

Freeway Beautification

Figure 10.10 delineates the roadways within or bordering Camarillo that are designated as "freeways." These include Highway 101 and State Route 34. Though these are both State highways and under the jurisdiction of the California Department of Transportation (Caltrans), the City is encouraged to work with Caltrans on beautifying these corridors. These corridors are especially important since they create a lasting impression of the area as motorists enter or drive by the city of Camarillo. Interchanges should have enhanced treatments. Beautifying these freeway corridors with landscaping, berming, fencing and gateway monuments will help create an identifiable character that unifies and enhances Camarillo.

Landscaped berm

Freeway On- and Off-Ramp Design

Priority should be given to landscaping Camarillo's primary entrances and interchange areas. Freeway on- and off-ramps are typically the first and last impressions a motorist receives as they enter and exit the city, thus special consideration should be taken regarding their design. As motorists enter the city, they will experience a progression of beautification improvements beginning with freeway landscaping, progressing to gateway scenes at the freeway on- and off-ramps and reinforced at major intersections.

Shrubs and trees beautify the freeway corridor

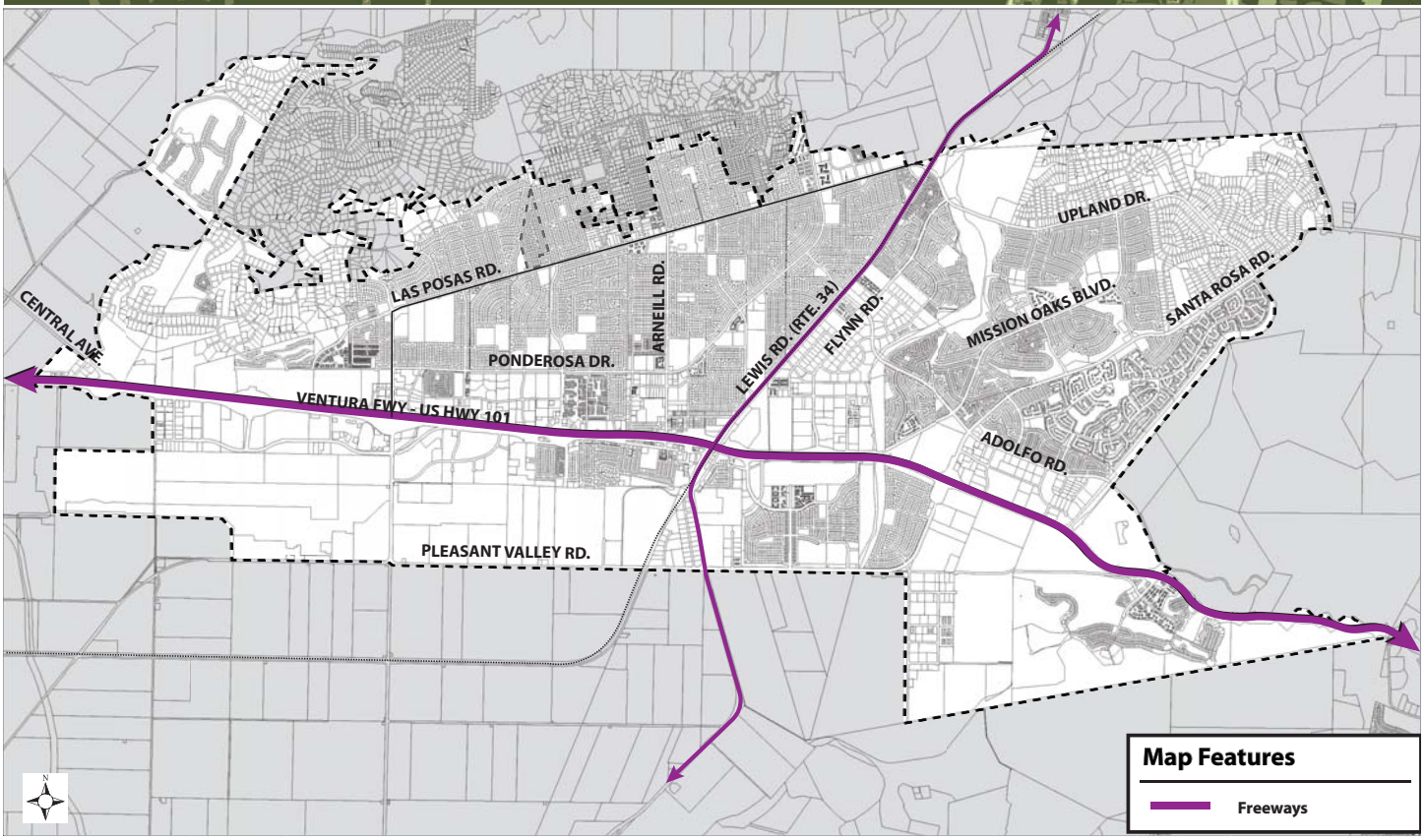


Figure 10.10 - Freeways

Freeway On- and Off-Ramp Design Guidelines

a. Freeway on- and off-ramps should be well landscaped with drought-tolerant planting.

b. Off-ramps at primary gateways must incorporate all of the elements described in Section 10.8.5 Gateways.

c. The use of Mediterranean and drought-tolerant plants in conjunction with an efficient and long-term water system should be utilized for the establishment and maintenance of a drought-tolerant landscape.

d. Trees and shrubs should be located and spaced to allow for mature and long-term growth. Trees and shrubs should be carefully located to avoid sight distance conflicts.

e. Materials may include stone, filter fabric (to reduce weed growth) and boulders at strategically placed locations.

f. Irrigation systems and controls should be placed underground or screened from public view.

Bridges

Bridges provide a unique opportunity to experience and view landscapes and street scenes. Since multi-use bridges can be found throughout Camarillo, they provide an excellent opportunity to enhance and unify the city. The implementation of public art such as on the Arneill Road bridge should be continued where allowed.

Bridges should include enhanced details where possible

Bridge Design Guidelines

a. Bridges along Highway 101 should use similar forms, but may vary slightly from one another to convey the impression that all were not built at the same time and that the community has developed over time.

b. Bridges should include enhanced details where possible.

c. Barrier rails on bridge structures should appear to be integral with the structure.

d. Bridge abutment walls should receive a pattern that is compatible with the wall and bridge treatments.

e. Pilasters, light standards and fencing on the bridge structures are visually prominent features and should complement the aesthetic of the structure.

f. Slope paving occurs at overcrossings, undercrossings, alongside ramps and other areas adjacent to major road structures that are too narrow for landscaping. Surfaces of the slope paving should be treated to complement the bridge abutment walls.

Public art helps to establish a sense of entry into the community

Pilasters help to create a sense of identity

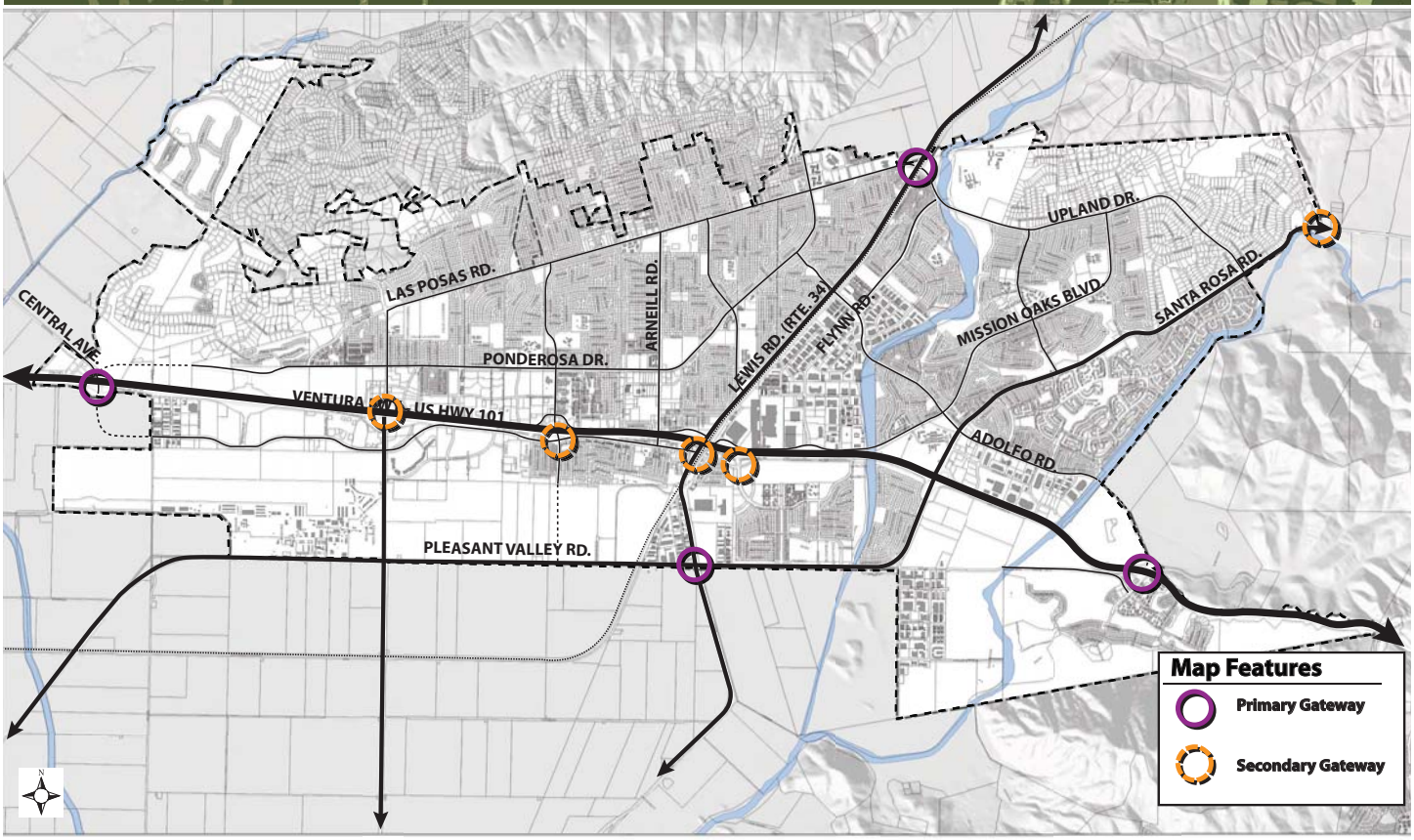


Figure 10.11 - Gateway Locations

Example of a City monument sign

10.8.5 Gateways

Gateways are intended to identify primary entrances into the city of Camarillo with "gateway scenes." Gateway scenes will not only signify entry into the city, but enhance and announce the identity of Camarillo as a whole. The composition of elements and materials in the gateway monumentation should function as a visual anchor. The specific design may vary at different gateways; however, the elements of the design scene should be repeated. Refer to Section 10.8.2 and 10.8.3 for gateway goals, objectives, policies and design guidelines.

Gateway Design Guidelines

a. The gateway designs should reflect natural elements and materials found within the Camarillo Valley and the surrounding area.

b. The gateways should be of significant scale to clearly identify these areas as major city entries and should be easily legible to motorists.

c. Monument signs should be lighted and have well-maintained landscape surroundings.

d. The following gateway locations have been identified in Figure 10.11 and have been categorized as primary and secondary gateways. Gateway designs and improvements at the following locations should be coordinated with the California Department of Transportation (Caltrans), relevant Specific Plan(s) or private landowners as appropriate.

Gateway Sketch
Highway 101 at Central Avenue

Primary Gateways

Primary gateways provide city identification signage:

1) Central Avenue at Highway 101
2) Lewis Road at Las Posas Road/Upland Drive
3) Camarillo Springs Road at Highway 101
4) Lewis Road at Pleasant Valley Road

Example of existing City monument sign

Secondary Gateways

Secondary gateways announce special districts or neighborhoods:

1) Ventura Boulevard at Carmen Drive
2) Las Posas Road at Highway 101
3) Petit Street at Highway 101
4) Lewis Road at Ventura Boulevard and Highway 101
5) Santa Rosa Road at eastern city limits

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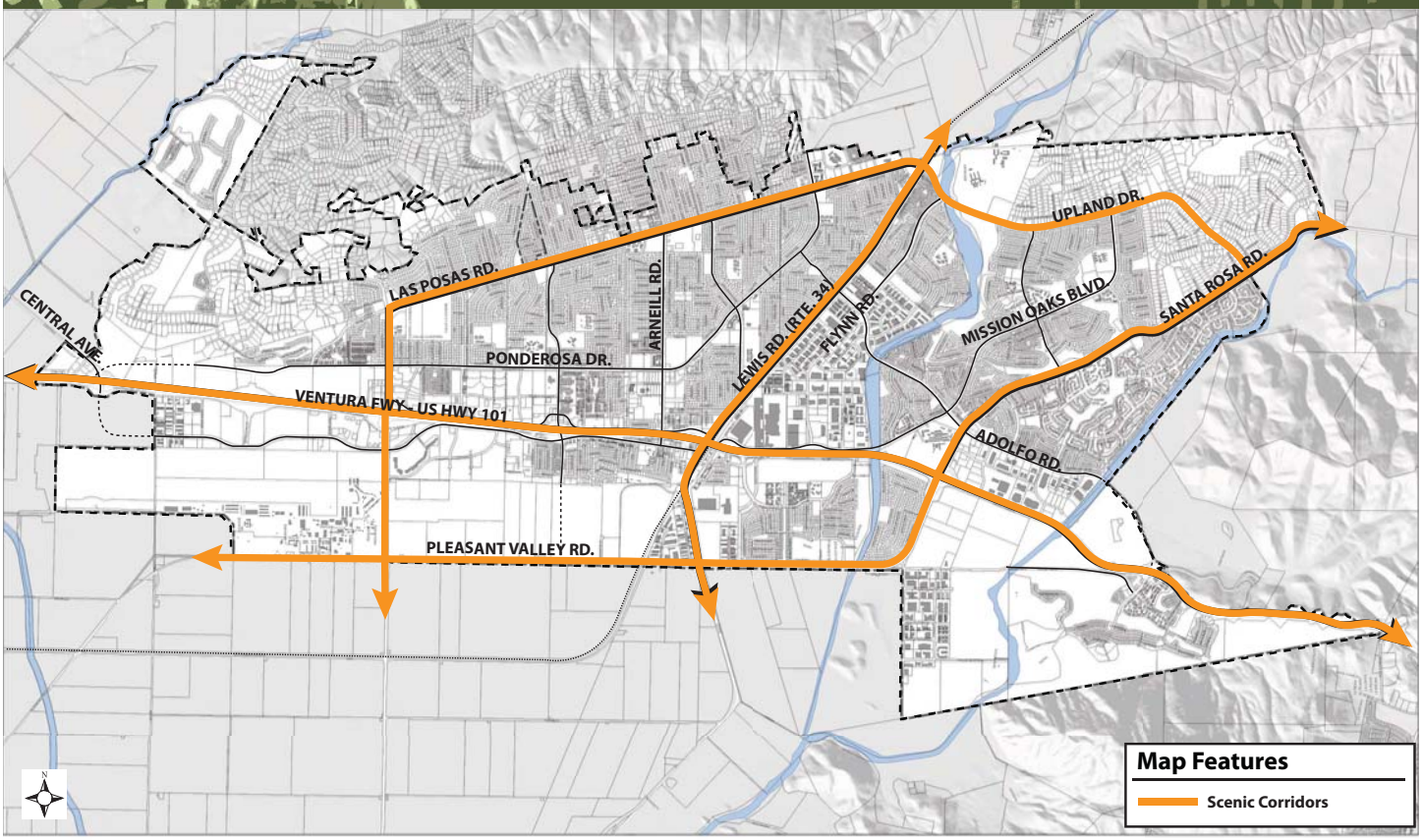


Figure 10.12 - Scenic Corridors

10.9 SCENIC CORRIDORS

A scenic corridor consists of land that is visible from, adjacent to and outside the highway right-of-way, and is comprised primarily of scenic and natural features.

Much of what forms the visual image of Camarillo comes from what is seen from motor vehicles. The city's primary corridors provide a variety of views including commercial centers, residential neighborhoods, industrial developments, open space, agriculture, and mountain ridgelines.

The intent of establishing scenic corridors is the preservation of public views of important scenic resources. Four scenic corridors have been identified as described and shown on Figure 10.12. The following routes have been recognized for their contributions towards Camarillo's high quality of life and are intended to highlight, promote and preserve the community's scenic and environmental characteristics and help reflect the community's character:

- Highway 101
- Lewis Road
- Las Posas Road/Upland Drive
- Pleasant Valley Road/Santa Rosa Road

Landscaping on berm

View of Calleguas Mountains

View South on Las Posas Road

Santa Rosa Road

Upland Drive

10.9.1 Scenic Corridors Goals, Objectives and Policies

GOAL SC-1
MAINTAIN THE VISUAL QUALITY AND SCENIC VIEWS ALONG DESIGNATED CORRIDORS WHERE THEY CONTRIBUTE AND BECOME AN ESSENTIAL PART OF THE COMMUNITY'S URBAN FABRIC.

Objective SC-1.1

Enhance existing view corridors along scenic corridors. Maintain the visual quality and scenic views along designated corridors.

Policy SC-1.1.1

The following roadways shall be maintained and preserved as major or minor scenic corridors with key entry points as shown in Figure 10.12:

a. Highway 101

b. Lewis Road

c. Las Posas Road/Upland Drive

d. Pleasant Valley Road/Santa Rosa Road

Policy SC-1.1.2

Bridges, culverts, drainage ditches and other roadway ancillary elements shall be of an appropriate design quality for visual corridor functions.

Policy SC-1.1.3

Side slopes, walls, and earthen berms adjacent to roadways shall be natural in appearance to minimize visual impacts along scenic corridors.

Policy SC-1.1.4

All landscaping located within designated scenic corridors shall be designed in accordance with established design guidelines herein as well as the Street Median and Parkway Master Plan.

Objective SC-1.2

Ensure that development is sited and designed to protect scenic corridors and open space/landscape areas, blending man-made and man-introduced features with the natural environment.

Policy SC-1.2.1

Development shall provide compatible landscaping themes with the visual character of the designated scenic corridors.

Policy SC-1.2.2

Review the heights and setbacks of all structures to ensure the preservation of visual corridors and the maintenance of an open, scenic quality within each corridor.

Policy SC-1.2.3

Review the size, height, numbers and type of on-premise signs to minimize their impact to scenic corridors.

Policy SC-1.2.4

Locate new and relocated utilities underground when possible. All others should be placed and screened when feasible to minimize public viewing.

10.9.2 Scenic Corridor Design Guidelines

In addition to the design guidelines identified in Section 10.8.3 (Street and Corridor Guidelines), the following design guidelines shall apply to scenic corridors:

a. There should be increased vegetation and attention to wall and fence design along scenic corridors.

b. The planting of climbing vines is encouraged along fences and walls.

c. Existing native vegetation should be retained and enhanced to the greatest extent possible, except to provide proper sight distance.

d. Plant species and densities should be consistent with the surrounding landscape character of the specific location.

e. Encourage landscaping at the street edge and adjacent to large buildings to reduce the visibility of commercial and industrial structures.

f. Encourage the use of landscaped berms where feasible along Highway 101 when adjacent to residential development.

g. Encourage fencing that does not interfere with public views.

h. Chain link fences along scenic corridors should be discouraged.

i. Straight, uninterrupted walls should not exceed 150 feet in length. Walls greater than 150 feet in length should be jogged, provide landscape pockets and include pilasters.

j. Trash containers, loading docks, transformers and large mechanical and/or electrical equipment should be screened from view with materials and/or colors that are compatible with primary structures.

k. Vehicle entrances and exits along scenic corridors should be limited. Encourage the use of shared driveways and parking for commercial development wherever possible.

l. Wireless communication facilities, such as cell towers, are to be hidden and blend in with the surrounding environment. Stealth-mounted applications should be used whenever possible.

m. Preserve distant views by discouraging development on ridge tops and encouraging landform grading.

Conceptual Lewis Road improvements including landscaping, additional travel lanes, separated sidewalk, and bike lanes

Lewis Road Improvements

The Lewis Road corridor is one of the most important visual corridors in the city as it is the primary north/south route through town. However, it currently is one of the least visually appealing corridors in the city due to excessive pavement/right-of-way, overhead utilities, intermittent pedestrian facilities, incompatible fencing, poorly screened walls and unarticulated industrial structures.

The City should work with Caltrans to beautify and enhance the street edges with improved sidewalks, gateway signage, utility undergrounding, elimination of paved street right-of-way where possible, full paveout of street right-of-way where required, creation of a linear park and multi-use path in excess right-of-way areas, landscaping, wall screening and provision of street furnishings.

Lewis Road - Before

Lewis Road improvements should include the following:

- Four (4) travel lanes
- Landscaped median
- Class II bike lanes on both sides of Lewis Road
- Multi-use path on north side that is separated from the vehicle ROW with landscaping
- Enhanced landscaping adjacent to railroad tracks

McGrath Farm, Camarillo

Drip Irrigation

10.10 SUSTAINABLE DESIGN

The City is committed to leading by example through its ability to design and construct environmentally friendly public buildings and public streets. The following core policies identify the overall sustainable design goals rooted in New Urbanism and Smart Growth policies, and the Green Building and Sustainable Design Concepts developed by the United States Green Building Council (USGBC) for the LEED (Leadership in Energy and Environmental Design) rating system. The policies and guidelines in this chapter are designed to guide a project from early site planning stages through building design and construction.

10.10.1 What is Sustainable Design and How Can it be Measured?

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. A sustainable design approach can be defined by a variety of green building practices and the availability of

pedestrian-oriented amenities. The essential components that make up a successful sustainable development have been identified by various green building organizations as well as the California Green Building Code. These programs recognize that the layout and design of the built environment influences the way residents and visitors experience a neighborhood, and it can impact their quality of life and sense of community.

The following sustainable design criteria should be employed to examine future development proposals within the community and to ensure that low impact alternatives are integrated into projects.

Village at the Park mixed-use

10.10.2 Sustainable Design Goals and Policies

GOAL S-1
ENCOURAGE DEVELOPMENT LOCATIONS THAT ARE CONNECTED WITH GOODS, SERVICES, NEIGHBORING USES AND TRANSIT.

Developments should incorporate pedestrian linkages

Policy S-1.1

Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity.

Policy S-1.2

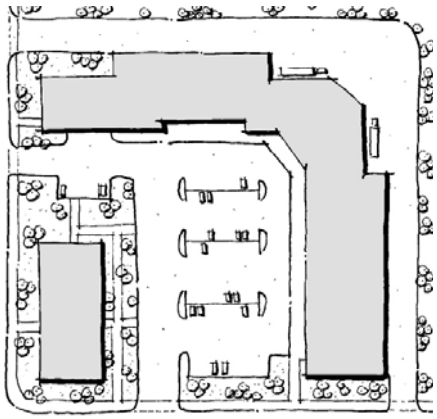
Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project.

Policy S-1.3

Minimize erosion to protect habitat and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state.

Policy S-1.4

Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities (locate parking at the side or rear of buildings leaving building frontages and streetscapes free of parking facilities where feasible).



Buildings should be oriented toward the street with loading behind

Projects should encourage pedestrian connectivity and recreational areas

Policy S-1.5

New development should consider the natural and financial resources required for construction and maintenance of infrastructure.

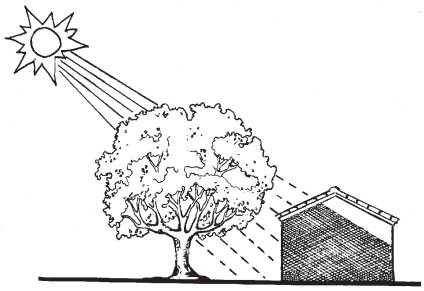
GOAL S-2
PROMOTE THE USE OF GREEN BUILDING PRACTICES IN NEIGHBORHOOD PATTERN AND DESIGN.

Policy S-2.1

Encourage the design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options.

Policy S-2.2

Provide direct and safe connections for pedestrians, bicyclists and drivers to key components of a project, local destinations and neighborhood centers.



Tree helps shade in summer

Policy S-2.3

Encourage the design and construction of buildings to utilize green building practices.

Policy S-2.4

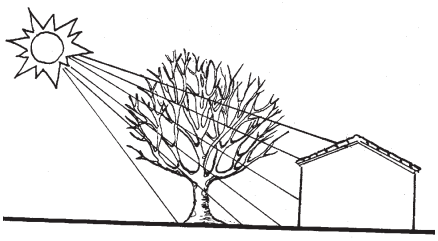
Preserve existing tree canopy, native vegetation and pervious surfaces.

Policy S-2.5

Preserve community livability, transportation efficiency and walkability.

Policy S-2.6

Provide appealing and comfortable pedestrian street environments in order to promote pedestrian activity.



Deciduous tree allows solar gain in winter

Policy S-2.7

Promote bicycling and transportation efficiency.

GOAL S-3
PROMOTE DEVELOPMENT TO USE GREEN CONSTRUCTION AND TECHNOLOGY PRACTICES. THIS REFERS TO STRUCTURES THAT USE ENVIRONMENTALLY RESPONSIBLE PROCESSES AND THAT ARE RESOURCE-EFFICIENT THROUGHOUT A BUILDING'S LIFE-CYCLE; FROM SITING TO DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE, RENOVATION AND DEMOLITION.

Solar shade structure

Policy S-3.1

Encourage the design and construction of energy-efficient buildings to reduce air, water and land pollution and environmental impacts from energy production and consumption.

Policy S-3.2

Reduce the impact of "heat islands" by providing shade structures and trees that can produce large canopies to provide shade. In addition, choose roof and paving materials that possess a high level of solar reflectivity.

Policy S-3.3

Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies.

Policy S-3.4

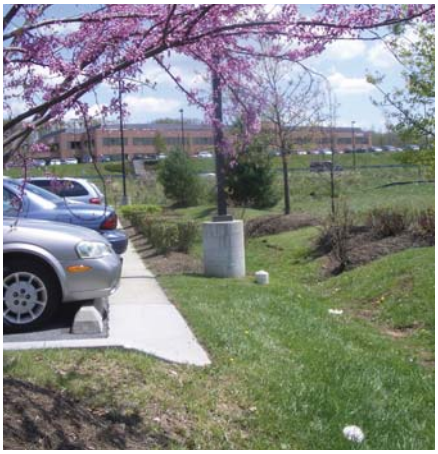
Use recycled and other environmentally-friendly building materials whenever possible.

10.10.3 Sustainable Design Guidelines

The efficient layout of the built environment presents an opportunity to enhance the quality of life within the Plan Area while reducing the development's ecological footprint to help protect the environment. Both compact neighborhood design and infill developments are strongly encouraged. In general, compact neighborhood design refers to a development that offers a diverse mix of land uses that are well-connected, both internally and to surrounding neighborhoods. Infill development includes building in a previously developed area or an area adjacent to existing development. Infill development also preserves the need for extending expensive and resource-depleting infrastructure to remote areas.

The following guidelines examine the potential impacts related to site planning and building design and the corresponding sustainable solutions that should be implemented to reduce those impacts.

Solar panels



Swales help infiltrate pollutants

Sustainable Site Planning Guidelines

a. The project site should be designed to maintain natural stormwater flows by promoting infiltration. Pervious paving and other measures to minimize impervious surfaces are encouraged. Stormwater should be reused for non-potable uses such as landscape irrigation.

b. Impervious paving should be minimized, increasing on-site infiltration and reducing or eliminating pollution from stormwater runoff and contaminants.

c. Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation.

d. Minimize the impact of light pollution through the use and placement of appropriate lighting technology.

e. Building placement should be sensitive to site topography and should be integrated seamlessly with minimal impact.

f. Site drainage should be designed integrating a decentralized system that distributes stormwater across a project site to replenish groundwater supplies. In addition, various devices that filter water and infiltrate water into the ground should be considered.

g. Constructed surfaces on the site should be shaded with landscape features and utilize high-reflectance materials and other materials to reduce the heat absorption of hardscape.

h. Ensure consistency with the Ventura County Municipal Stormwater Permit ("MS4 Permit") which requires specified new development and redevelopment projects to control pollutants, pollutant loads and runoff volume emanating from impervious surfaces by specifying an Effective Impervious Area (EIA) site limitation and a fixed runoff volume to be retained on-site.

i. Low Impact Development (LID) techniques that emphasize conservation and use of on-site natural features to protect water quality should be utilized. These features replicate the pre-development water flows through infiltrating, filtering, storing, evaporating, and detaining runoff.

10.10.4 Streetscape/Landscape Design

The following guidelines discuss the importance of a project's relationship to the streetscape and integration of landscape features.

Sustainable Streetscape/Landscape Design Guidelines

a. Limit the use of potable water or other natural surface or subsurface water resources available on or near the project site for landscape irrigation.

b. Drought-tolerant landscaping is encouraged. Plant selection should be based on the climate and environment of the area as well as site characteristics such as exposure, light intensity, soil analysis, site drainage and irrigation. Proper plant selection based on site characteristics should enhance the plants' likelihood of becoming established in the site and reduce potential incidences of low vigor, excessive maintenance, disease or death. Native species are preferred for natural landscapes.

c. Permeable paving should be used in parking lanes, alleys and paving surfaces in plazas where feasible.

d. All permeable paving surfaces must be ADA-accessible.

e. Swales to convey stormwater should be provided along the edges of streets along parkways where feasible.

f. Where infiltration is possible, swales should be designed with a subsurface infiltration trench to allow infiltration.

Porous concrete has a higher reflectance than porous asphalt

Non-potable water can be utilized for irrigation

10.10.5 Description of Sustainable Techniques

Cool Roofs

Cool roofs are roofs consisting of materials that effectively reflect the sun's energy from the roof surface.

Cool roofs reduce the roof surface temperature, thereby reducing the heat transferred into the building below. This helps to reduce energy costs (by keeping attics and ducts cooler), improve occupant comfort, cut maintenance costs, increase the life cycle of the roof and reduce urban "heat islands."

Utilize low water-requiring plants

Reflective material on buildings reduces heat absorption

Solar Panels

Solar panels make use of the sun's energy by harvesting sunlight and actively converting it to electricity. Solar cells, or photo voltaic cells, are arranged in a grid-like pattern on the surface of the solar panels and collect sunlight during the daylight hours. Solar power provides consistent, low maintenance electricity and any excess solar power from a home or business can potentially be sold into local electricity grids, further reducing a building's electricity costs. Unlike non-renewable energy sources, solar power does not pollute the air or water. It replaces electricity generated from facilities powered by coal, natural gas and other non-renewable fuels, eliminating threats to public health such as carbon monoxide, particulate and toxic chemical emissions from those facilities. The design, construction, and installation of solar photo voltaic systems on buildings shall be regulated by Title 24 of the California Building Standards Codes.

Solar panels transfer sunlight into energy

Permeable Paving

Permeable paving typically refers to pavers, porous concrete or, in some cases, a pathway material such as decomposed granite. These materials are generally effective for stormwater infiltration to help prevent excess runoff. Depending on soil types, recommended permeable materials may include pervious concrete, which has a permeability rate of 12 inches per hour and has the appearance of exposed aggregate concrete; unit pavers/ bricks/stone that provide a durable and attractive surface, have been spaced to expose a permeable joint and placed on a permeable base; crushed aggregate that provides a wide variety of aggregate types and which must be bounded by a rigid edge; turf blocks; and flagstone which is suited for low traffic areas.

Permeable paving may be used in appropriate locations including sidewalks, plazas, pedestrian paseos, parking spaces, and driveways. This method will allow water to infiltrate the ground where it lands and will help to mitigate new development impacts.

Permeable paving

Bio-swales

The use of bio-swales represents an evolution in the conventional civil engineering solutions addressing stormwater runoff. While acting as a functional stormwater management system, the bio-swales redesign traditional curbs and gutters to redirect stormwater into planter strips, rather than capturing runoff in pipes and diverting it to a remote location. These low impact techniques maximize efficiency by irrigating landscaping and filtering and reducing stormwater runoff.

Subsurface Irrigation Systems

Subsurface irrigation systems may be used as an alternative to sprinkler and other types of mainstream irrigation systems. These irrigation systems employ "green" technology that uses gravity and a concept called "capillary rise" to irrigate, while using approximately 60 percent less water on average that traditional sprinklers. Beneath the turf lies a special layer of sand and gravel, and below this layer are multiple plastic liner pans. Water is stored in these pans and the system relies on capillary flow to wet the root zone of the plants. The pans maintain a level of approximately three inches of water, either from harvested rain water or another non-pressurized water irrigation source. When the water level in the pans drops too low, a sensor automatically refills the water in all of the chambers. Through this technique, water is not lost into the subsoil and is only used when needed.

Bio-swale

Anticipated benefits using a subsurface irrigation system include:

- Reduced water use of approximately 60 percent
- Increased drainage capacity
- Generally lower maintenance costs compared to sprinkler irrigation
- Lower operational costs
- Effluent use without public exposure issues
- Reduction of environmental pollution
- The capture and recycling of water

Subsurface irrigation system

Subsurface liner

Irrigation systems should have efficient flow and coverage

Water Efficient Irrigation

Employing water-efficient irrigation techniques is a simple and effective way to conserve water. A drip irrigation system should be used to water trees, shrub beds and areas of groundcover to eliminate evaporation losses. Plants should be grouped based upon similar water requirements into common zones to match precipitation heads and emitters. Controllers should be selected that offer adjustable watering schedules and moisture sensors to account for seasonal variations, and should be calibrated appropriately. Automatic water controllers should be scheduled for night irrigation to reduce losses due to evaporation and wind drift. If efficient irrigation techniques are implemented, water use can be reduced significantly.

Landscaping

Trees are an effective means to reducing the heat island effects. They help to keep areas cool by providing shade and consequently keeping streets, parking areas and building surfaces cooler. In addition, trees use evapotranspiration to cool themselves and the surrounding air. Evapotranspiration is the process by which trees "perspire" from both their leaves and the root systems. The result: as the water evaporates, it dissipates the heat in and around the tree which leads to cooler air in the area encompassing the tree.

Plants help cool the environment around them

The leaves on a tree can also help reduce air pollution by "capturing" airborne particles, such as nitrogen dioxide (NO2), nitrogen oxide (NO), and sulfur dioxide (SO2), while at the same time releasing oxygen (O2). In addition, trees intercept and absorb rain through their leaves and roots, thus reducing the amount of water falling on the pavement and hard surfaces, thus reducing stormwater runoff.

Leaves capture airborne particles and convert them into oxygen

Dawson Drive Area Concepts and Design Guidelines

10.11 EXISTING REGULATIONS AND DOCUMENTS

10.11.1 Introduction

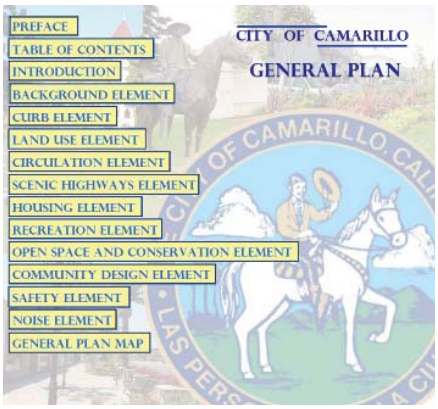
The goals, objectives and guidelines detailed in the Community Design Element guide citywide development, creating a consistent, unified image to enhance and preserve the overall character of Camarillo.

There are existing regulations and documents that also guide and regulate future development and improvements. These documents and regulations include the following:

General Plan, Zoning Ordinance, Sign Ordinance, Grading Ordinance, CURB Ordinance, planned development permits, architectural review, Subdivision Ordinance, Specific Plans, historical preservation, environmental review, Hillside Ordinance and the Street Median and Parkway Landscape Master Plan.

The various development standards and controls promote the application of the General Plan goals including its various elements.

Springville Specific Plan



City of Camarillo
General Plan Elements

10.11.2 City of Camarillo Planning Commission Design Review Guidelines

The purpose of the Planning Commission Design Review Guidelines is to assist the implementation of Specific Plans and other design guidelines when reviewing projects. They support the preservation and enhancement of the character of the city of Camarillo consistent with the Community Design Element.

The Architectural Review Committee shall interpret the guidelines and recommend approval, conditional approval, modification, or denial if the design does not comply with the established standards.

Old Town Camarillo
Ventura Boulevard Design Guidelines

10.11.3 Old Town Camarillo Ventura Boulevard Design Guidelines

Adopted in 1997, the Old Town Camarillo Ventura Boulevard Design Guidelines encourage and guide improvements, both public and private, within the area of the city commonly known as “Old Town.” These guidelines illustrate the design objectives of the community, including business and property owners within the Old Town area.

All proposed structural or façade changes, as well as new public or private construction within the Old Town area should be designed to be consistent with these Design Guidelines.

Public and private investments along Ventura Boulevard have rejuvenated Old Town, creating an inviting, pedestrian-oriented commercial district that is home to restaurants and specialty retailers.

Old Town Camarillo
Ventura Boulevard Design Guidelines

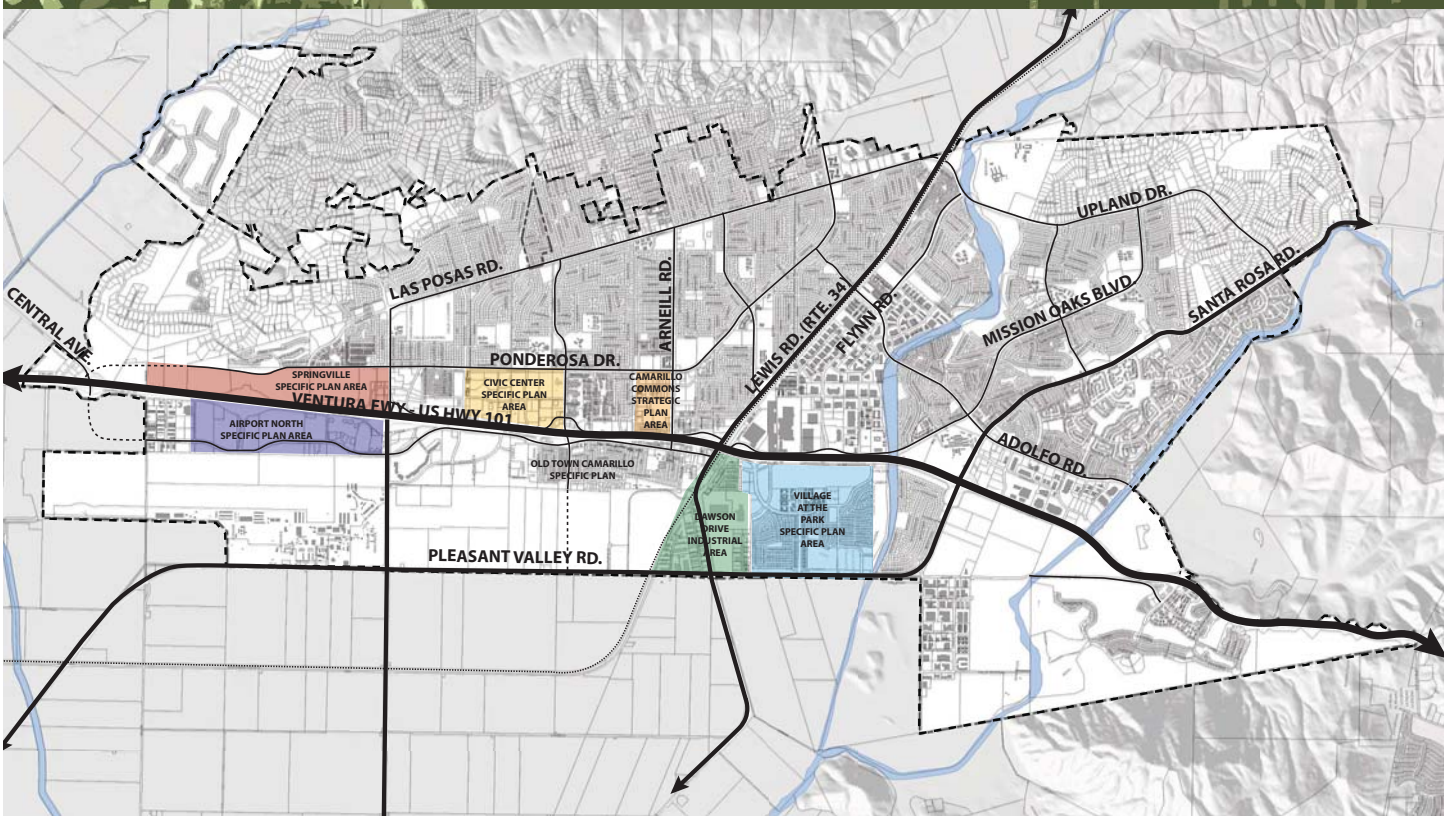


Figure 10.13 - Specific Plan Area Map

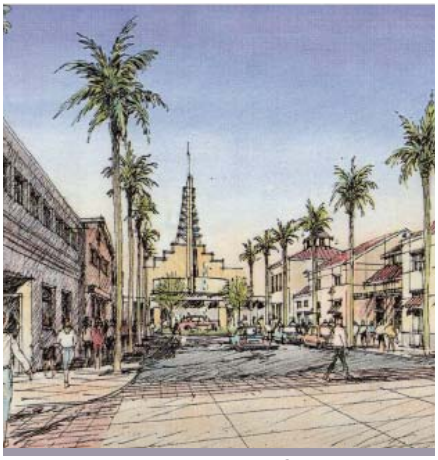
10.11.4 Village at the Park Specific Plan

The Village at the Park Specific Plan, provides the City of Camarillo with a comprehensive planning program to direct the orderly development of the Village at the Park site. The Specific Plan provides a conceptual land use plan, regulations, guidelines and programs to ensure that this area of the city is developed in a manner consistent with the goals, objectives, principles and policies of the City of Camarillo General Plan.

This Specific Plan allows development of a wide variety of residential, commercial, recreational and institutional uses within the 330-acre Specific Plan Area.

The majority of this Plan Area is built out. Remaining development areas should be constructed consistent with the goals, objectives, policies and design guidelines found in the Specific Plan.

Village at the Park development



Springville Specific Plan sketch

10.11.5 Springville Specific Plan

The Springville Specific Plan provides the City of Camarillo with a comprehensive planning program to direct the orderly development of the Springville site located at the western gateway to the city. The Specific Plan provides a conceptual land use plan, regulations, guidelines and programs to ensure that this area of the city is developed in a manner consistent with the goals, objectives, principles and policies of the City of Camarillo General Plan.

The Specific Plan allows development of a variety of uses, including residential, mixed use and recreational, within the 173-acre Specific Plan Area. As this area develops, special consideration should be given to the following:

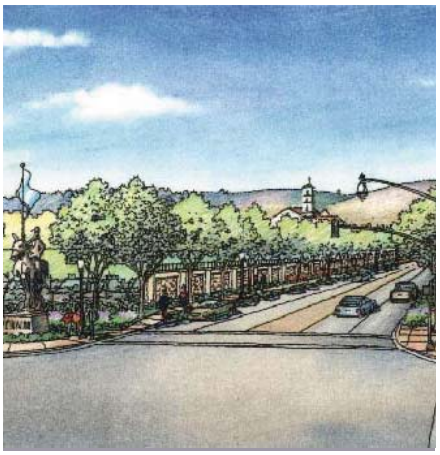
Springville Specific Plan Village Center Master Plan Layout

- Interface with Highway 101 – Provide an attractive sound berm with landscaping
- Consider providing a city gateway monument at the western boundary of the project area
- Ensure architectural compliance with the Heritage Zone
- Incorporation of public art and enhanced bridge treatment into bridge design
- Enhance on-ramp and off-ramp with landscaping

Dawson Drive Industrial Area Concepts and Design Guidelines

10.11.6 Dawson Drive Industrial Area Concepts and Design Guidelines

The approximately 180-acre Dawson Drive Industrial Area houses many of the city's industrial businesses, in addition to large parcels of vacant and underutilized land such as the Imation and EJM properties. While centrally located, the area is not easily accessible by vehicle, foot or bicycle. Lewis Road, Highway 101, Dawson Drive and the railroad tracks crisscross the area, making it very difficult to navigate, particularly from east to west.



Dawson Drive Industrial Area Concepts and Design Guidelines

The Dawson Drive Industrial Area Concepts and Design Guidelines establish a set of design standards and improvements that will guide its redevelopment into a vibrant district. Key components of the plan are to:

- Enhance signage
- Improve circulation and access
- Improve existing properties
- Create new infill development
- Create unity within the Plan Area through quality design

10.11.7 Camarillo Commons Strategic Plan

The Camarillo Commons Strategic Plan establishes a long range plan for the revitalization of the 55-acre Camarillo Commons Plan Area. The plan articulates a vision for the Plan Area and provides development standards and guidelines for new development and redevelopment. It establishes a framework for development within the area with a new 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. The plan includes a mixed-use component to infuse a vibrant atmosphere on a more continuous 24/7 basis. This plan supports the goals and objectives of the City's General Plan.

Camarillo Commons Strategic Plan

10.11.8 City of Camarillo Landscape and Irrigation Guidelines

The purpose of the guidelines is to assist in the preparation of landscape plans and water conservation measures to ensure that they satisfy the City of Camarillo landscape requirements and State of California water conservation requirements. It is also the intent of the guidelines to provide the landscape architect with as much latitude as possible when designing the project landscaping, while at the same time meeting water conservation requirements and the City's landscaping standards.

10.11.9 Street Median and Parkway Landscape Master Plan

The Street Median and Parkway Landscape Master Plan was adopted in April of 2001. The purpose of the Master Plan is to develop a unique streetscape theme for the major streets and intersections of the city. All recommendations of the Master Plan are restricted to the space within the boundaries of the city street rights-of-way. The major entrances to the city and certain key intersections are designated as "focal points" which are areas that include enhanced landscaping, paving materials and street furniture to accent these key areas. The following streets are included in the Master Plan:

- Las Posas Road
- Ponderosa Drive
- Carmen Drive
- Adolfo Road
- Arneill Road
- Temple Avenue
- Santa Rosa Road
- Upland Drive

10.11.10 Camarillo Municipal Code

Stormwater Quality Ordinance (Title 9)

The Stormwater Quality Ordinance implements the Federal Clean Water Act and California Water Code by prohibiting the discharge of pollutants to the city's stormdrain system and local waterways. The Ordinance implements requirements established in the city's Municipal Stormwater Permit, including standards for new development and redevelopment.

Zoning Ordinance (Title 19)

The Zoning Ordinance is the most comprehensive tool in establishing development standards. The Zoning Ordinance establishes permitted uses, building coverages, lot areas, setbacks, height limitations and similar restrictions. The standards contained in the Zoning Ordinance work together with other Municipal Code requirements to ensure the appropriate development and proper use of land in accordance with the General Plan.

Parking Code (Chapter 19.44)

The Parking Ordinance establishes development standards for the minimum amount of parking required for various types of uses. The Parking Code (Chapter 19.44) also addresses the development standards for parking lot landscaping. In conjunction with the requirements for loading spaces, the parking and loading ordinances address the minimum number of loading zones, their location and their minimum size.

Sign Ordinance (Title 17)

The Sign Ordinance for the City of Camarillo establishes controls to regulate the location, type and number of signs, colors, materials and the design of signs. It sets forth the permitted types of signs within the various land uses and contains principles for effective sign programs. The maintenance and the abatement of nonconforming signs has been effective in removing signs which were classified as nonconforming. The City should continue with the provisions of the Sign Ordinance to restrict both on-site and offsite advertising signs and to ensure that signs are appropriate and aesthetically pleasing.

Hillside Development Standards (Chapter 18.100)

The Hillside Development Standards regulates changes in the topography of the land, development of the hills, mountains and natural land forms within the city. It also ensures the maintenance of open space, the retention of scenic resources and addresses grading design. Grading design includes cut-and-fill slopes, soil stabilization and drainage to enhance development in hillside areas.

Any cutting or filling of land requires review by the City. The review considers the existing topography, existing facilities or features, existing vegetation and proposed changes. The proposed grading can be required to retain existing features such as rock outcroppings or mature vegetation.

The grading should also incorporate features to blend into the existing environment through design of the grading plan. Preliminary grading information should accompany proposed development plans at the time of consideration by the Planning Commission.

Subdivisions (Title 18)

It is the purpose of this title to regulate and control design and improvement of subdivisions within the city and to implement and supplement the provisions of the Subdivision Map Act concerning the design, improvement and survey data of subdivisions, the form and content of all maps provided for by the Subdivision Map Act and the procedure to be followed in securing approval (from the City Council, Planning Commission, Director of Engineering Services/City Engineer, Director of Planning and Community Development and Planning Department) regarding such maps. To accomplish this purpose, the regulations outlined in this title are determined to be necessary for the preservation of the public health, safety and general welfare, to promote orderly growth and development, to provide for housing needs of the region, to promote open space, conservation, protection and proper use of land, and to ensure provision for adequate traffic circulation, utilities and services.

10.11.11 Development Controls

Accessibility Standards

Title 24 of the State of California Administrative Code sets forth regulations known as the Architectural Barriers Law. The regulations affect the development of building through standards for buildings and site development and are enforced by the Department of Building and Safety. The Architectural Barriers Law promotes the use of ramps and other facilities to encourage accessibility for handicapped persons. The City's development standards also promote the use of ramping and handicapped parking facilities.

Planned Development Permit

The Zoning Ordinance requires Planning Commission review and approval of planned development permits for developments in most zones. The exceptions are the open space and agricultural zones and the rural and R1 single-family residential zones. The zones that require Planning Commission review set forth precise findings in approving projects so that they are adequately served by streets and utilities, consistent with the General Plan and surrounding uses, and are not detrimental to the environment. The review by the Planning Commission involves the site planning of projects, their relationship to adjoining uses and the design and style of the proposed buildings. In approving planned development permits, the Planning Commission should not only consider them with regard to ordinance requirements, but the project should also be compatible with the principles contained in the General Plan and its elements.

Architectural Review

The purpose of an architectural review committee is to review development plans for the parameters of architectural design, exterior building materials, landscape materials, graphics and signage. The Architectural Review Committee is comprised of two Planning Commissioners. The Review Committee aids in the review of projects to ensure that buildings conform to design standards, such as in Specific Plans and the Community Design Element, so that they are complementary to surrounding buildings and environmental features.

Public Lands and Easements

The City has the opportunity and the directive to ensure that lands under public ownership be properly managed and that they complement the area and the character of the community. In the management of public lands, unique qualities within the community should be protected and provide for public purposes, such as park lands, viewscapes or other environmental purposes. Should any public land be sold or exchanged, appropriate restrictions should be considered to carry out the intent of the Community Design Element. The acquisition of lands should be considered for public use for lands which would enhance the character of the community.

Maintenance Controls

The maintenance of both developed and undeveloped lands is important in promoting a positive image and quality environment. There are a variety of maintenance controls including housing code, fire prevention programs, litter controls, weed and insect controls and water pollution controls. These are in addition to the Municipal Code requirements which set forth standards for the maintenance of lands in conformance with the ordinance provisions. The enforcement of these provisions with mandatory abatement of persistent violations should be of primary importance.

Specific Plans

Specific Plans generate more precise land use patterns, development standards, street alignments, utility improvements and design themes for particular areas. Specific Plans can be utilized to coordinate planning among various parcels. Specific Plans can also be beneficial in coordinating development of new areas which may have otherwise been restricted from development because of access, property lines, lack of utilities, etc.

Public Improvements

Public improvements, such as streets, public buildings and utilities, should be reviewed in terms of their design, location, function and surrounding areas to ensure that the projects are compatible with the existing environment and surrounding land uses. In addition, they should be of a high quality design and promote the character of the city.

Environmental Guidelines

The City of Camarillo has adopted guidelines for the preparation of environmental impact reports which are consistent with the California Environmental Quality Act. The first policy of the state legislature in requiring environmental review of development is to develop and maintain a high-quality environment now and in the future, and to take all action necessary to protect, rehabilitate and enhance the environmental quality of the state. Additionally, actions necessary to provide the people of the state with clean air and water, enjoyment of aesthetic, natural scenic and historic environmental qualities and freedom from excessive noise should be taken.

The application of the environmental guidelines is to identify any and all potentially significant environmental impacts and to identify various alternatives and mitigating measures that could be required in the approval of a project. The intent is to provide decision makers more information to render a decision on a project to ensure that the highest quality environment will result.

SOAR

In an effort to help control development within its sphere of influence, Camarillo amended the City's General Plan in 1998 by adding the SOAR (Save Open space and Agricultural Resources) Ordinance. The ordinance created the Camarillo Urban Restriction Boundary (CURB) line to encourage efficient growth patterns and protect agriculture, natural resources and other open space uses by confining development within urban limits. A SOAR ordinance has been adopted by the County of Ventura and other neighboring cities to help prevent the loss of watershed, subdivision of prime agricultural land and exploitation of resources of lands in the county.

Camarillo Urban Restriction Boundary (CURB)

The City of Camarillo General Plan CURB element discusses the unique character of the city of Camarillo and the quality of life that city residents depend on, as well as the protection of a substantial amount of open space, natural resources and agricultural lands. The protection of such lands not only ensures the continued viability of agriculture, but also contributes to flood control and the protection of wildlife, environmentally sensitive areas and irreplaceable natural resources. The adoption of the CURB around the city of Camarillo promotes the formation and continuation of a cohesive community by defining the boundaries and by helping to prevent urban sprawl. The CURB promotes efficient municipal services and facilities by confining urban development to defined development areas. CURB restrictions remain in effect until December 31, 2020.

Ventura County Municipal Storm Sewer System Permit (MS4 Permit)

Camarillo is subject to the Ventura County Municipal Stormwater Permit (MS4 Permit) for stormwater discharges and urban runoff. The Ventura County Watershed Protection District is the principal permitter and the City of Camarillo is a co-permittee along with the County of Ventura and all of the other cities within the county. In addition to the MS4 Permit requirements, the Countywide Stormwater Technical Guidance Manual and related Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) were prepared to describe in detail all activities subject to regulation, management measures, schedules for implementation of measures and specific standards against which success is measured within Ventura County.

Camarillo Airport Master Plan

Owned and operated by Ventura County, Camarillo Airport serves as a vital economic asset for Ventura County and the region. As such, the Camarillo Airport Master Plan (February 2010) ensures the careful and thoughtful planning of development in a manner which matches the developmental goals of the community. An important result of the Master Plan is to ensure a comprehensive development plan that is tailored to meet future facility needs. A comprehensive and proactive development plan protects surrounding development areas and ensures that they will be readily available when required to meet future needs.

Historic Preservation

The preservation of buildings having historical significance and other environmental features helps to tie generations together and fit into the fabric of the community. They are also beneficial in promoting the theme and character of the area and offer a richness that often cannot be duplicated. Attempts should be made to preserve and properly maintain those significant features. Surrounding developments should be a complement to historical buildings.

10.12 IMPLEMENTING ACTIONS

The following list identifies physical improvements and recommended actions that the City, private property owners, or non-profit organizations can pursue in order to implement the Community Design Element.

a. Continue to look for opportunities to provide public art.

b. Update the Street Median and Parkway Landscape Master Plan.

c. Select appropriate plant materials so higher levels of maintenance are not required. Where plants require less pruning this can reduce maintenance costs, green waste and allow plants to grow healthier.

d. Construct gateway monuments consistent with Figure 10.11.

e. Prepare a study regarding the potential location for enhanced parkway focal points within the community.

f. Update Citywide Wayfinding Signage Program.

g. As a major corridor through the city, improve Lewis Road to its full right-of-way section as a complete street with landscaping, bike and pedestrian paths.

h. Improve the following scenic corridors:

    1) Lewis Road

    2) Highway 101 interchanges

    3) Highway 101 median and shoulders

i. Prepare a street furniture program to adopt criteria for selecting street furniture within the city.

j. Develop an incentive program to encourage the renovation of outdated commercial shopping centers.

k. Explore redevelopment opportunities that may be available to further enhance Camarillo.

l. As the city matures, additional events that further the city's character and agricultural heritage should be promoted.

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