

Chapter 4 - Circulation Plan

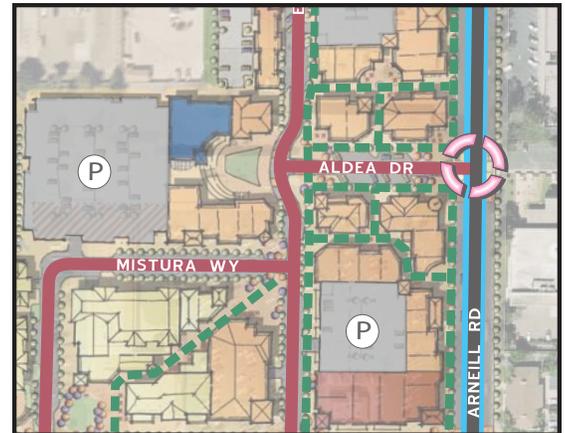
INTRODUCTION

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

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

Street System

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



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

Street Improvements

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

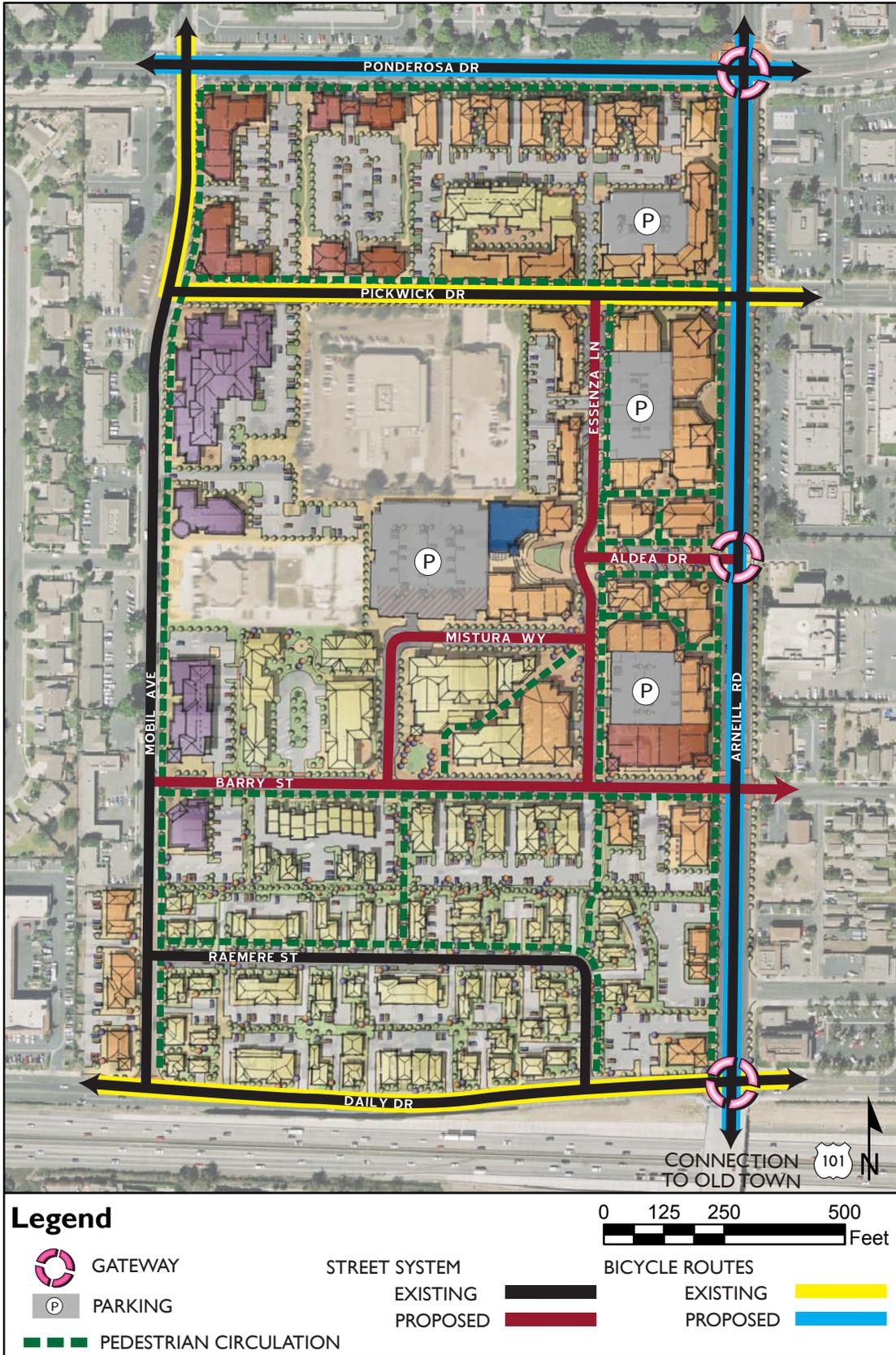


FIGURE 4.1

CIRCULATION PLAN

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

Intersection Improvements

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

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

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

Traffic Calming Elements

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

Medians can help improve the overall appearance of streets

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

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

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

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

Pedestrian Circulation

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

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

Bike Travel

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

Parking Strategies

Parking strategies for different lengths of time and varied users will be important for the viability and success of the Plan Area. The design and location of parking areas are intended to reduce the dominance of automobiles and help create a safe and aesthetically pleasing pedestrian environment. Parking areas should be sufficiently buffered from view and tucked underneath residential structures and

behind retail and mixed-use development. Diagonal parking should be provided along the street edge fronting retail uses on internal streets. Shared parking and reciprocal access is strongly encouraged between adjacent developments and businesses. New off-street parking areas are to be developed to allow for longer term parking and for visitors, residents, and people who live and work in the Plan Area (refer to Parking Standards in this chapter). The potential public parking locations are shown on the Circulation Plan in Figure 4.1.

Transit Strategies

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

Post Office Circulation Realignment

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

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

back up onto Pickwick Drive. A specific traffic study was performed to help relieve the congestion in the area and an alternative layout was generated. The following illustration shows both the existing layout and a proposed layout which effectively separates the travel lanes to the parking area

and to the drop boxes. This recommended layout should help relieve the traffic concerns. The following graphics illustrate the existing and alternate layout of the parking lot and drop-off area at the Post Office.

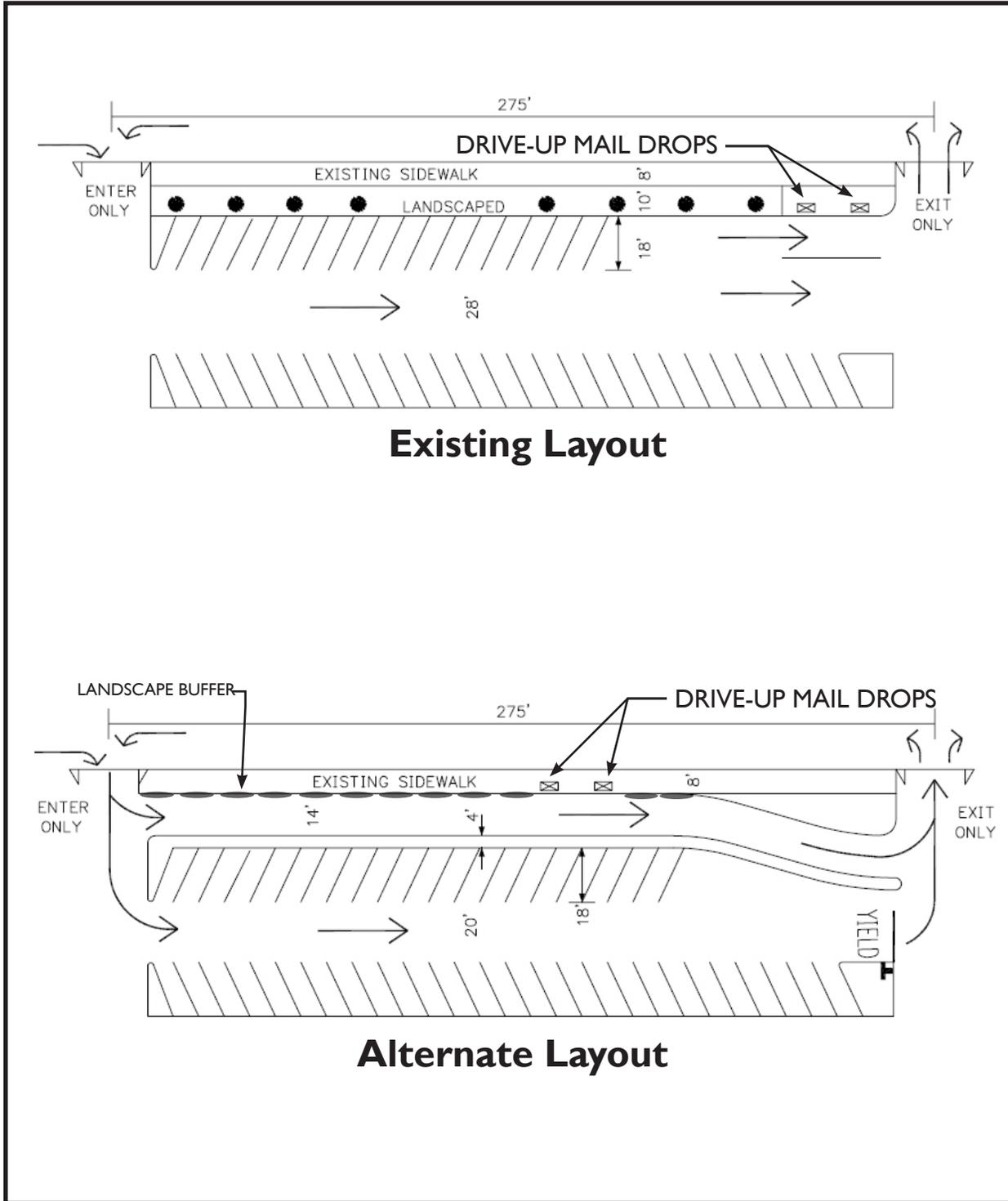


FIGURE 4.2

POST OFFICE PARKING AND DROP-OFF

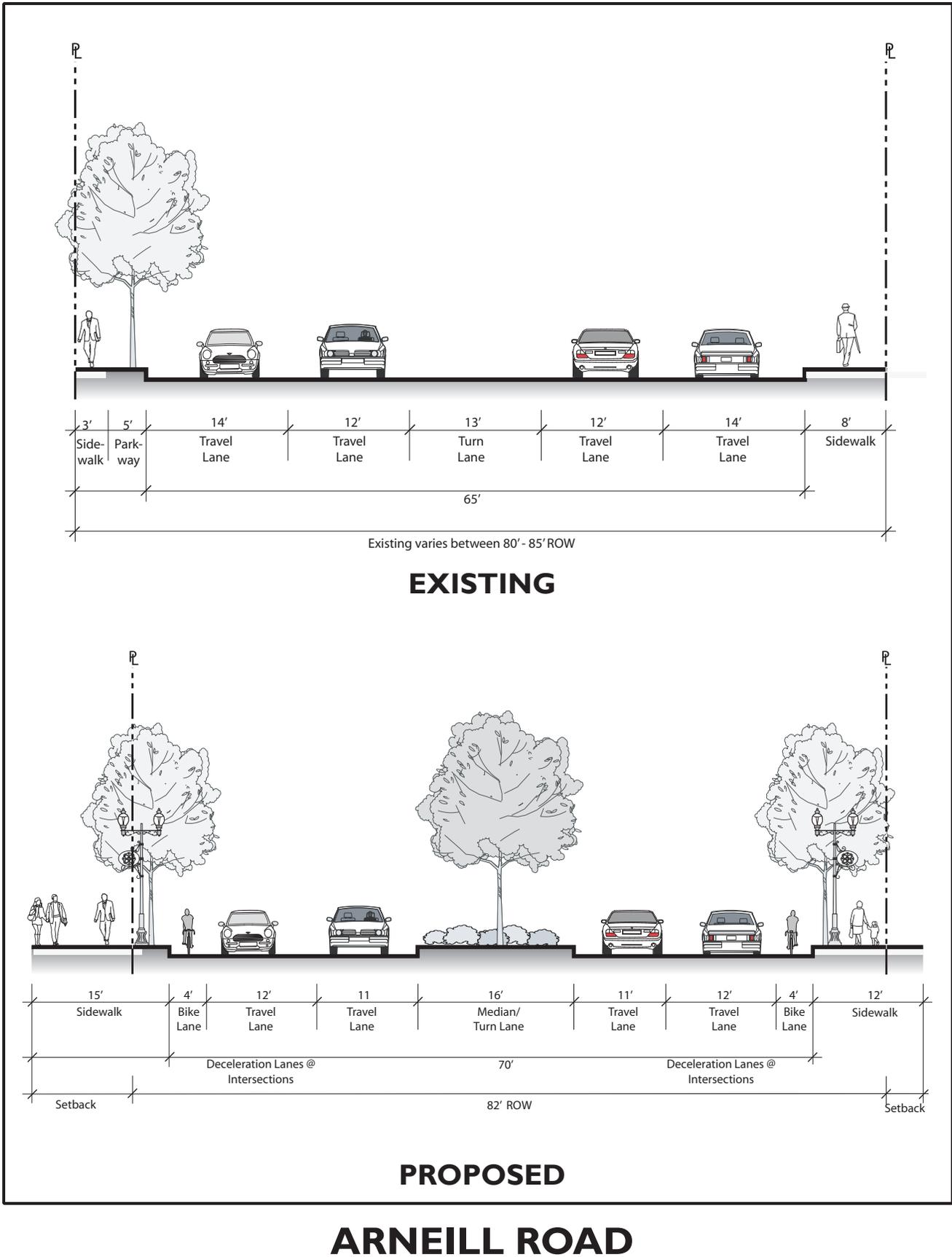
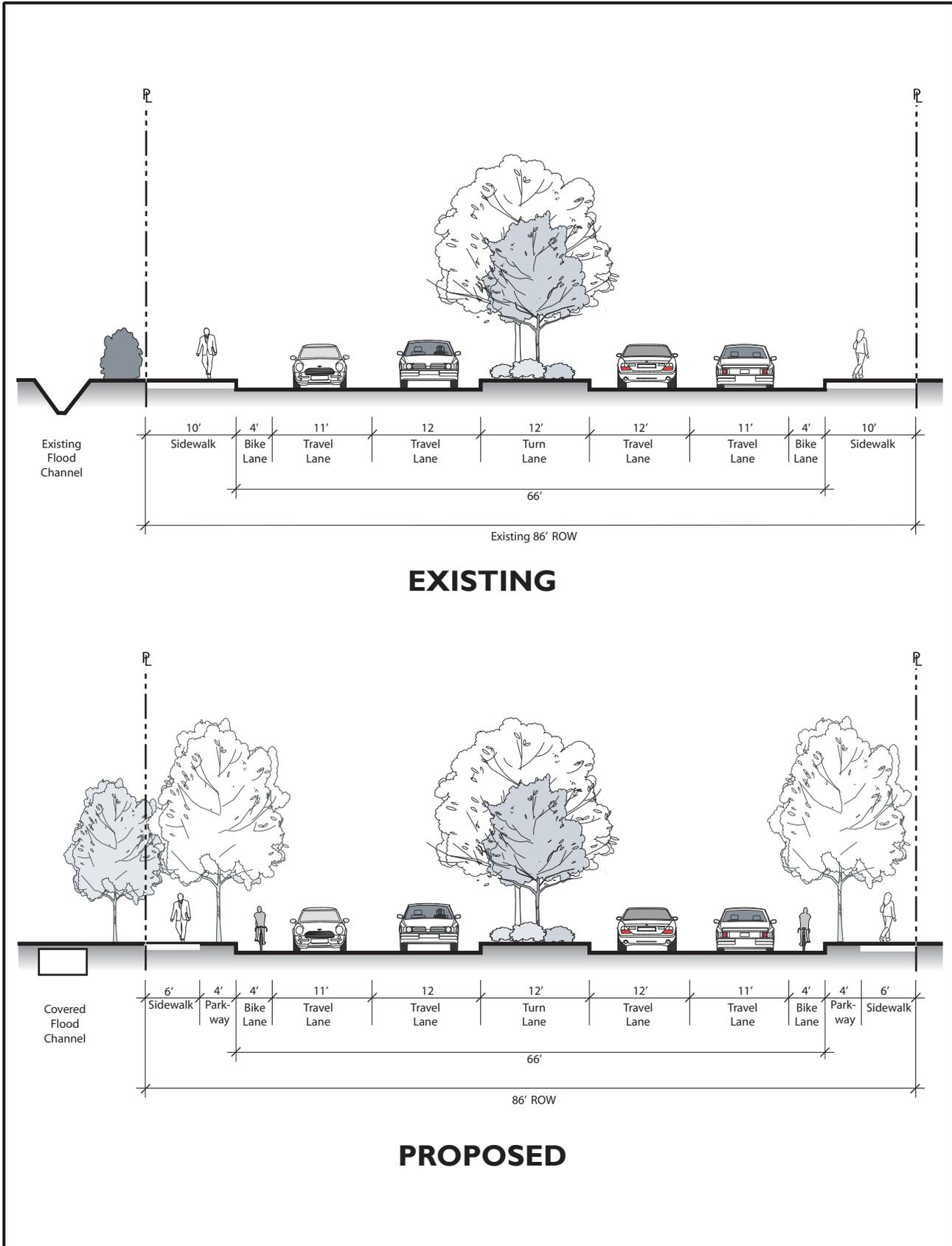


FIGURE 4.3

CIRCULATION

ARNEILL ROAD



PONDEROSA DRIVE

FIGURE 4.4

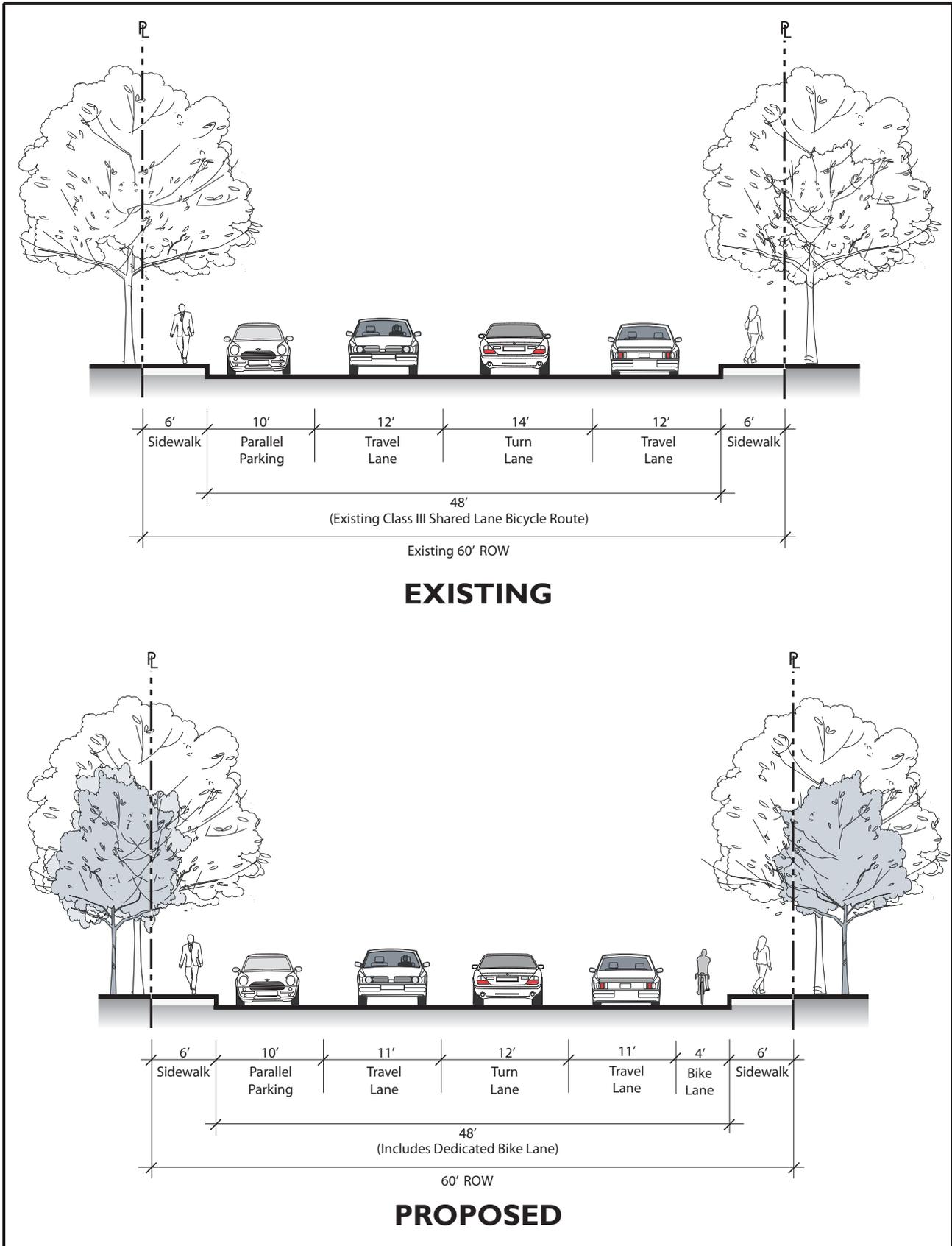
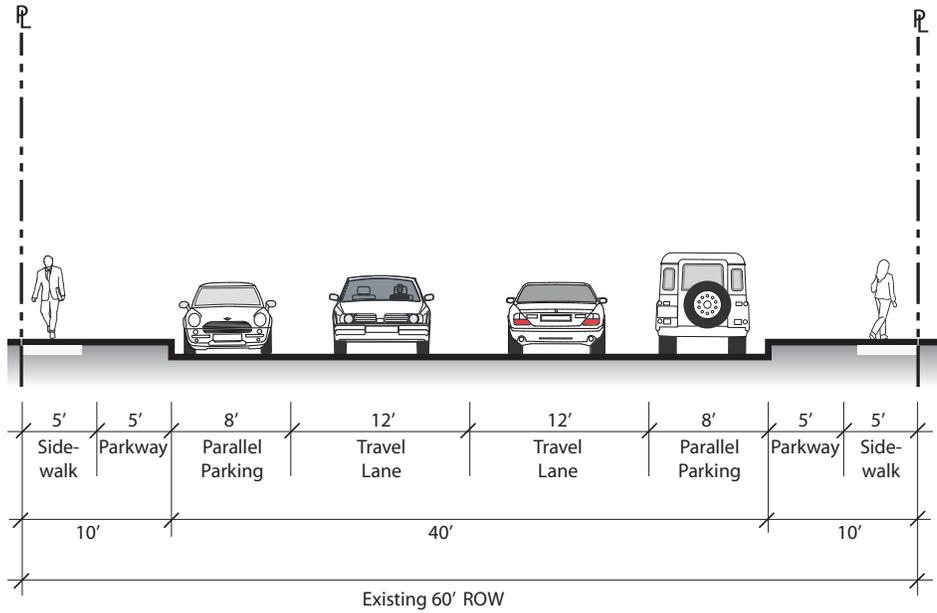


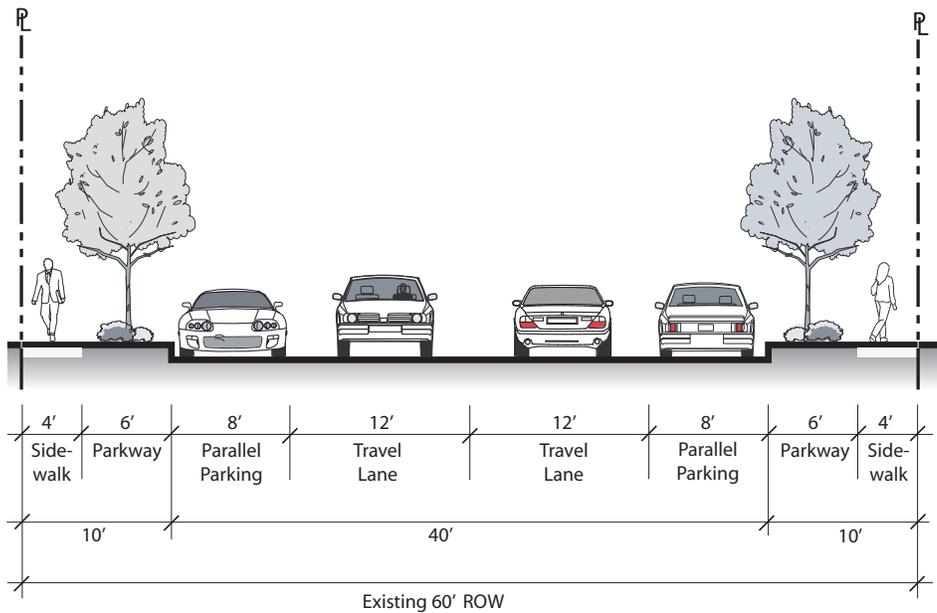
FIGURE 4.3

PICKWICK DRIVE

CIRCULATION



EXISTING



PROPOSED

RAEMERE STREET

FIGURE 4.4

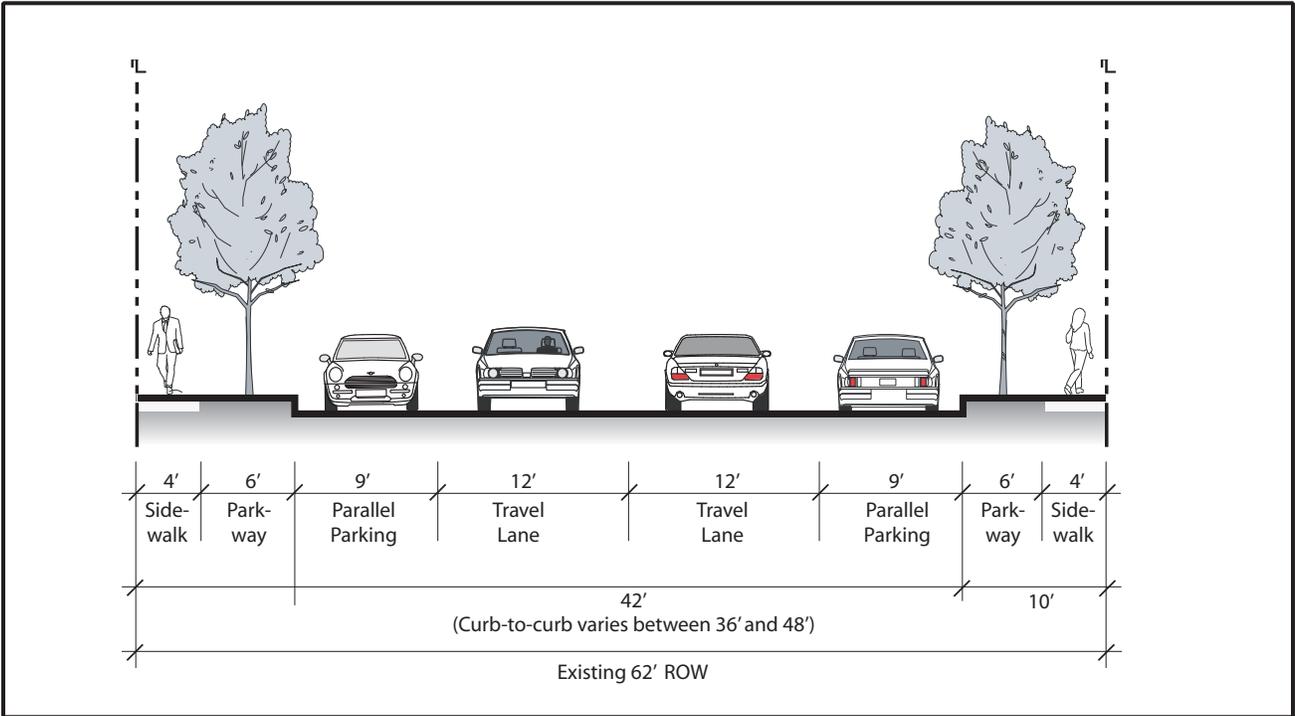


FIGURE 4.5

MOBIL AVENUE

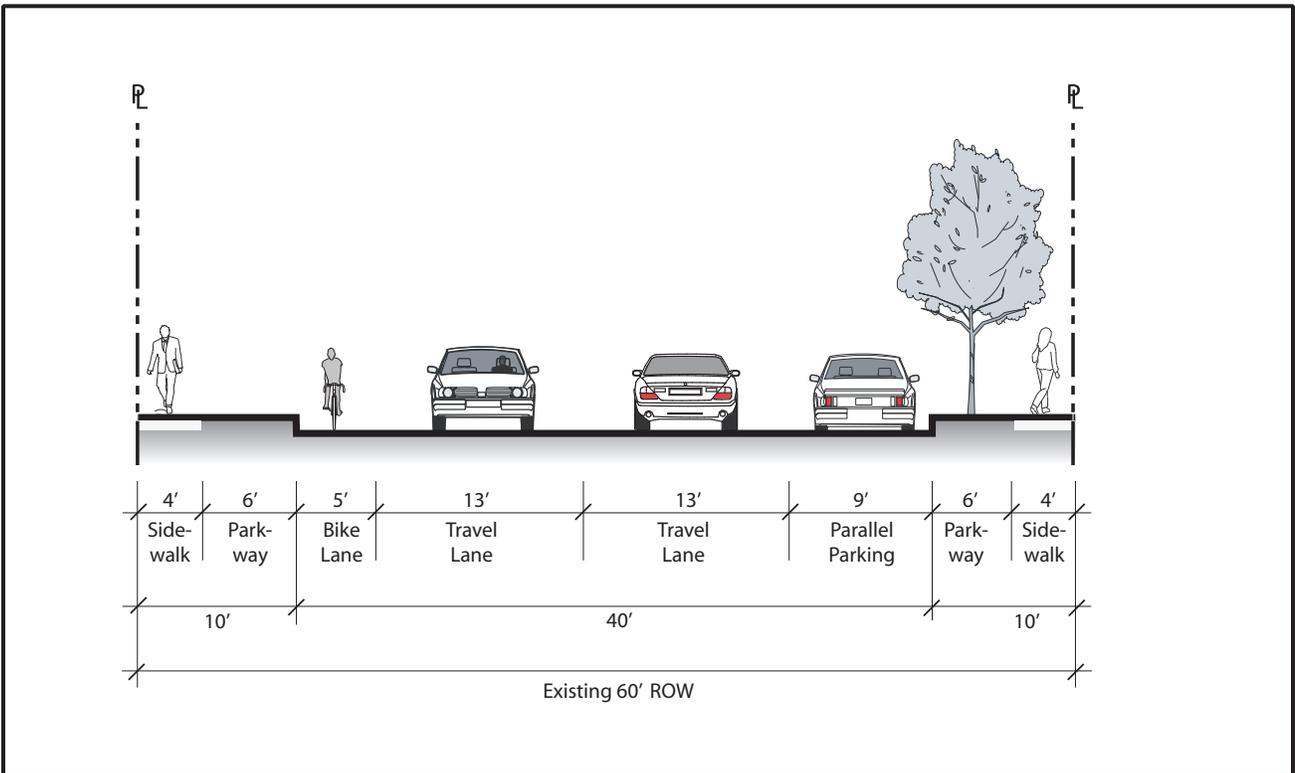


FIGURE 4.6

DAILY DRIVE

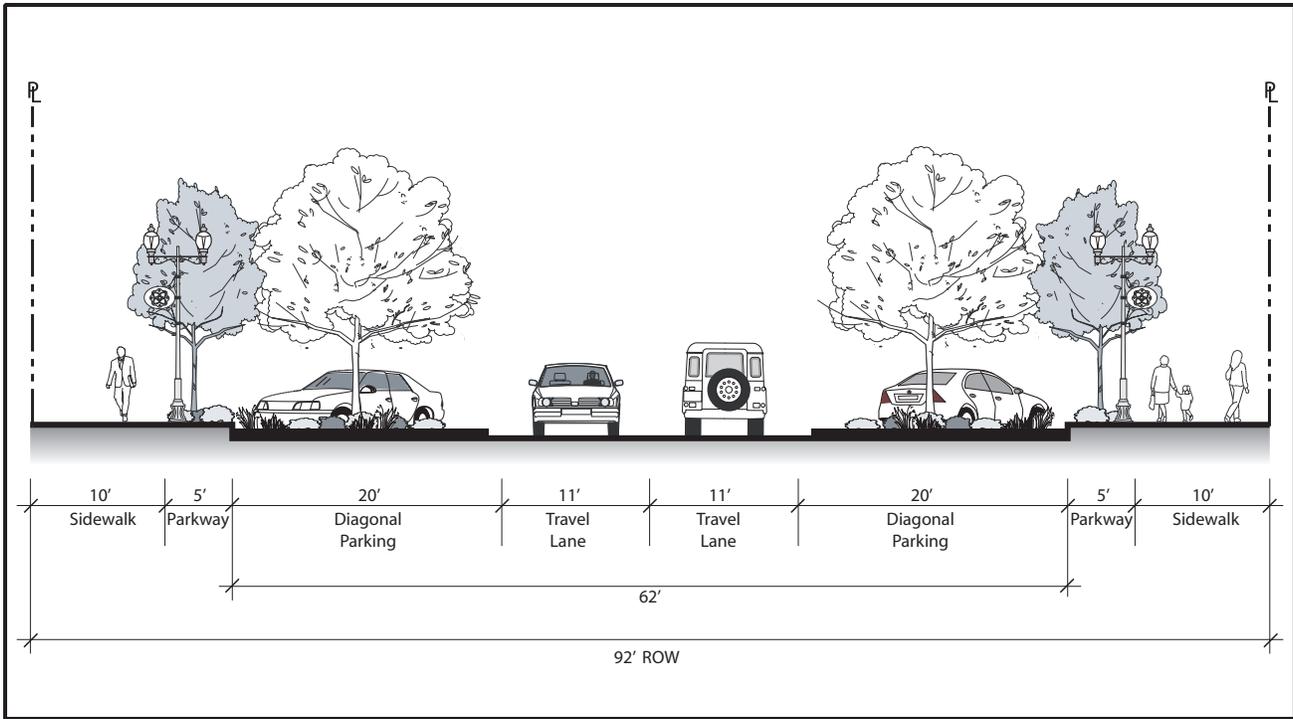


FIGURE 4.7

ALDEA DRIVE
(new street)

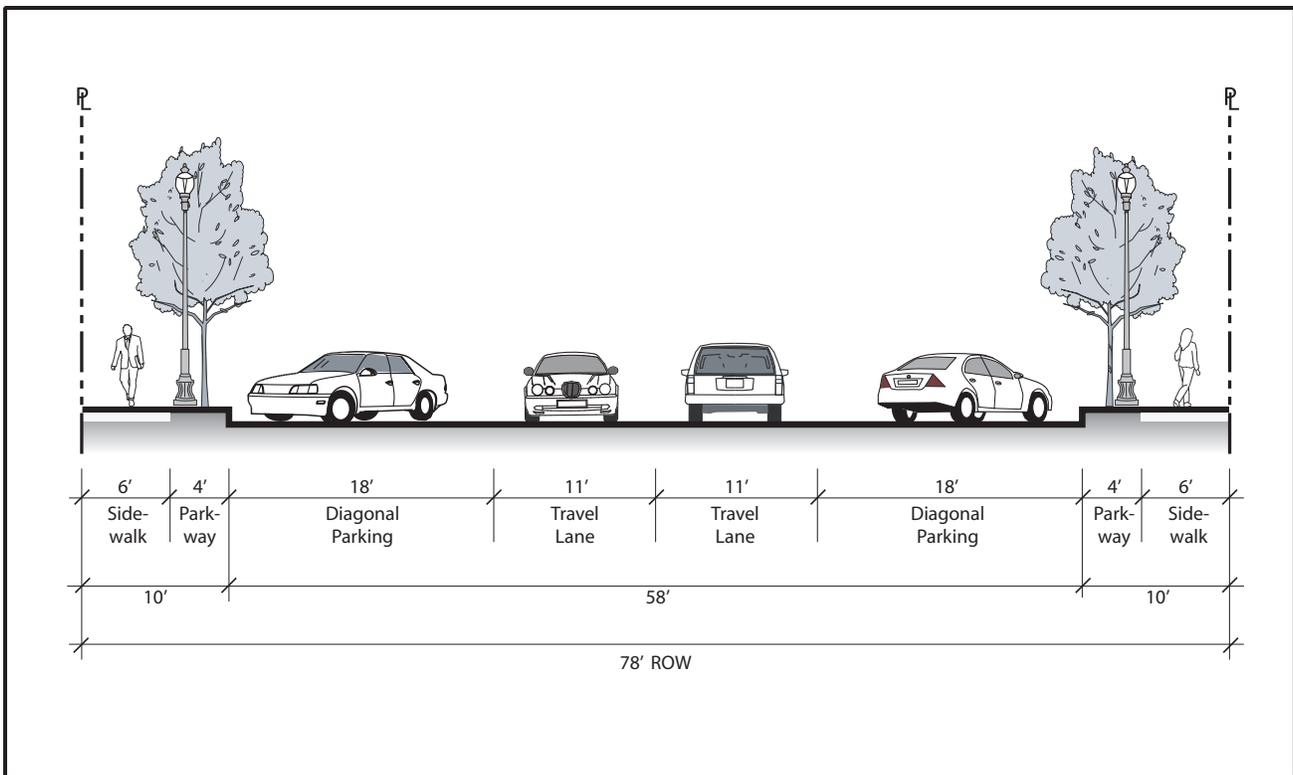


FIGURE 4.8

ESSENZA LANE
(new street)

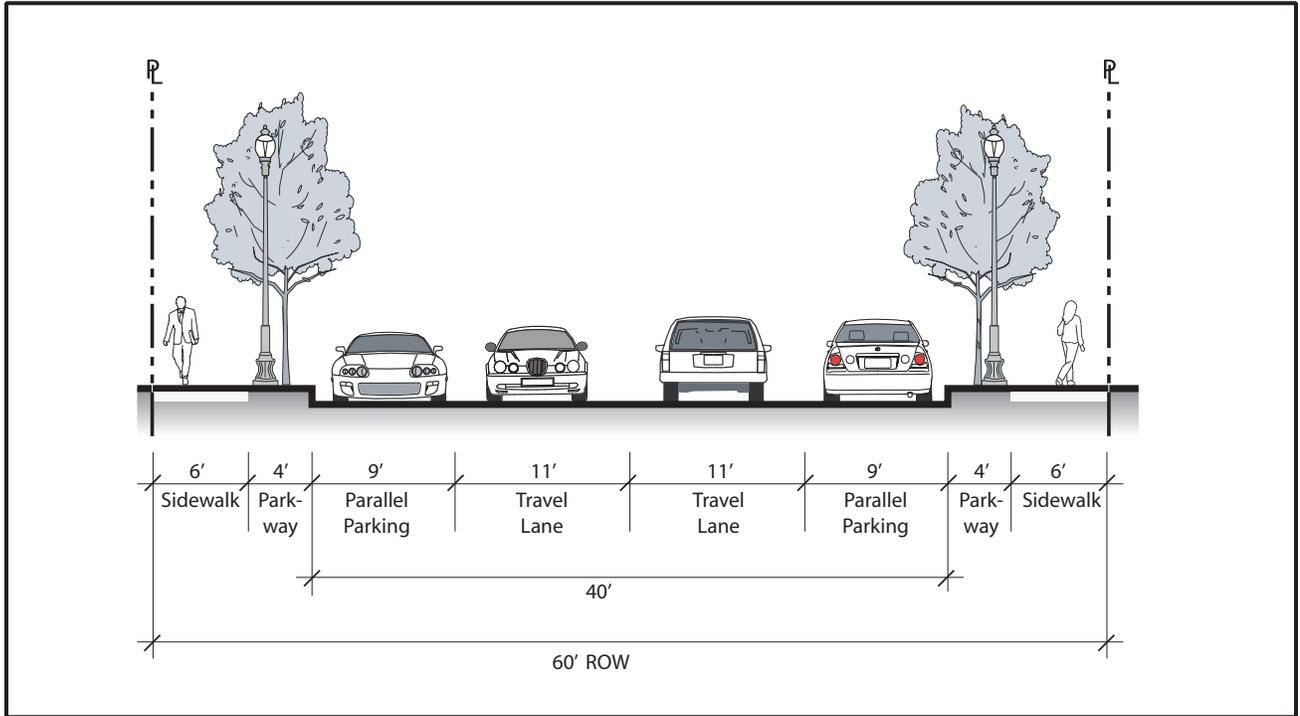


FIGURE 4.9

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

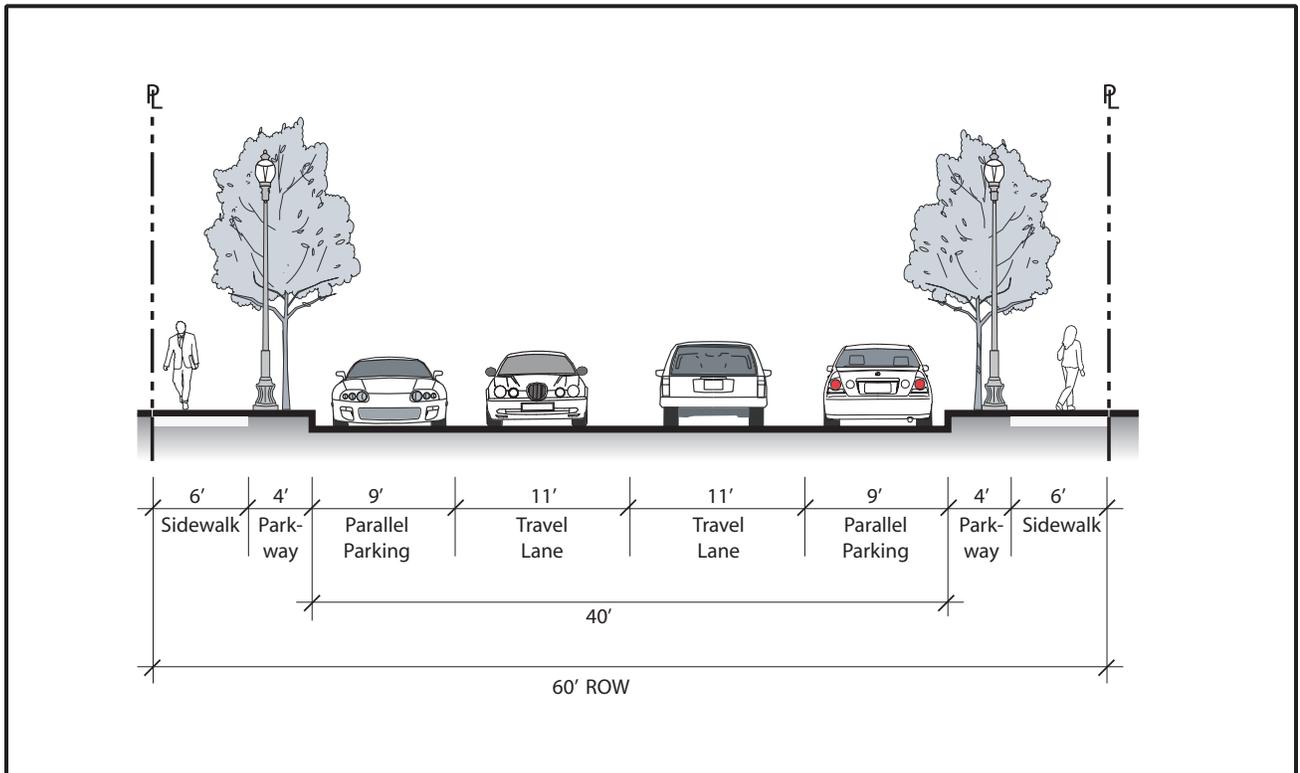


FIGURE 4.10

MISTURA WAY
(new street)