

Chapter 5 — Urban Design and Streetscape Plan

INTRODUCTION

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

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

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



URBAN DESIGN

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

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

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

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

Mixed-Use Development

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

CIRCULATION AND PARKING

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

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

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

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

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

STREETSCAPE AND PUBLIC IMPROVEMENTS

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

Gateways and Public Signage

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

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

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

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

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

Streetscape Design

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

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



Gateway Intersection Treatment (Type 1)



Core Intersection Treatment (Type 1)



Secondary Intersection Treatment (Type 2)

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

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

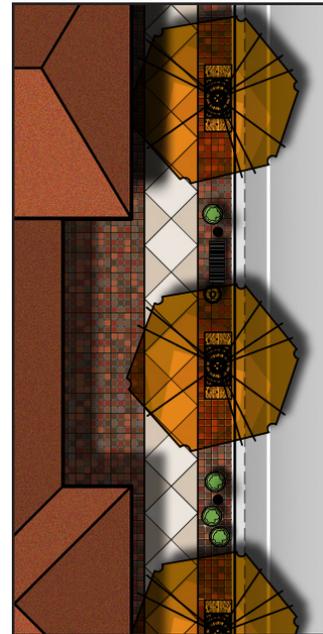
- Bike lanes on both sides of the street to provide convenient bike circulation.
- A raised median planted with evergreen trees to balance the large width of Arneill Road and denote the Camarillo Commons Plan Area.
- Special paving at crosswalks throughout the Plan Area to designate safe pedestrian circulation.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



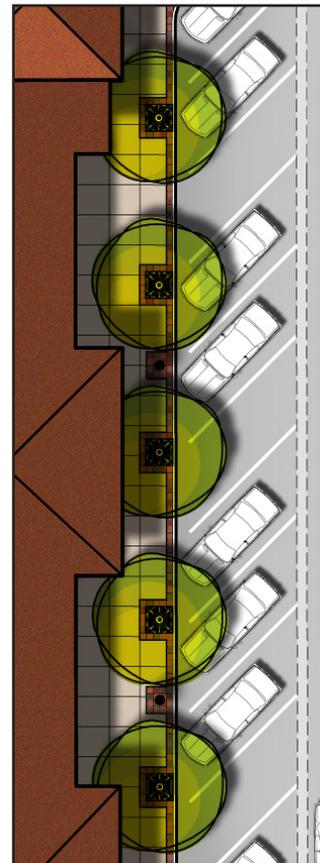
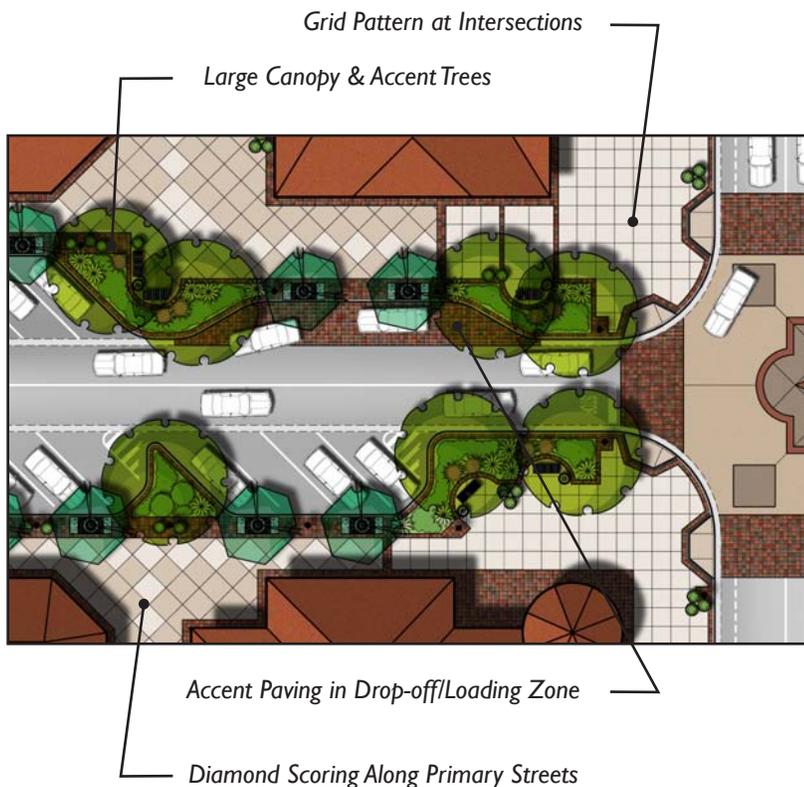
Furnishing Zone with planters, street trees, lighting, benches, bike racks, and trash receptacles.

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

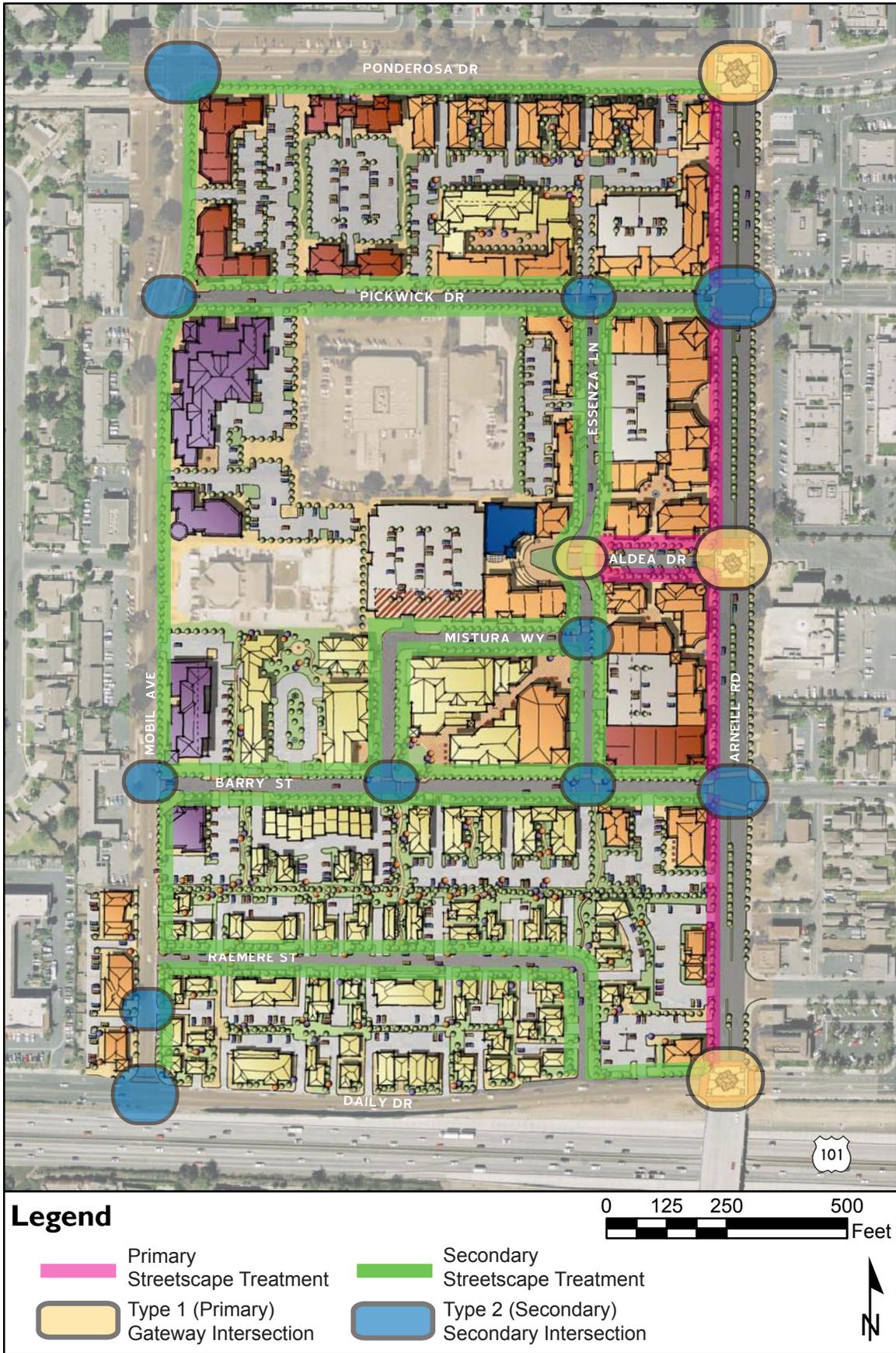
The street trees along Arneill Road and Aldea Drive will help further enhance the unique quality along those streets. All other streets will be lined with medium canopied trees that are different than those used on Arneill Road and Aldea Drive, but consistent with the overall character of the Plan Area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



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



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



STREETSCAPE TREATMENTS

FIGURE 5.1

Street Furnishings

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

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

Lighting

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

- Light fixtures should incorporate the latest energy-efficient technology for directing light and reducing glare.
- Consider the following factors to reduce light pollution:
 - (1) The wattage or brightness of the light;
 - (2) The installation of the fixture and use of shields to minimize light spill;
 - (3) The type of light – high pressure sodium lights are softer than metal halide type; and
 - (4) Placing lights on timers or motion sensors to limit their on-time, as appropriate.

Street lighting

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

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



Street Light

Pedestrian Lighting

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



Pedestrian Light

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

Tree lighting

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

Benches and Trash Receptacles

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

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



DuMor Bench



DuMor Receptacle

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

Tree Grates

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

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



Starburst Series 2, 4' x 12' Rectangular Grate



Starburst Series 2, 4' x 4' Square Grate

Planter Pot

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

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



Terra-Cotta pots

Bicycle Racks

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

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



DuMor Bike Racks

Paving Materials

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

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

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

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

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



12" Square Pavers

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

Bollards

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

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



Sternberg Bollard Model

Landscape Recommendations

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

Street Trees

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

The following is a list of street trees to consider.

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



Carrotwood

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

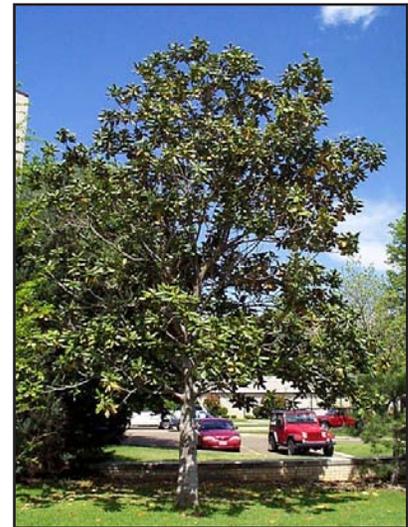


Ginkgo



Pistache

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



Magnolia 'Majestic Beauty'

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



Cape Myrtle

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

Shrubs and Groundcovers

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

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



Aldea Drive Enlargement Plan (not to scale)



Streetscape Plan

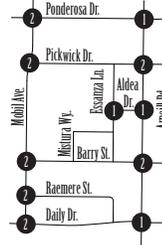


Street Tree Legend

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

Crosswalk Treatment Key Map

- Type 1 Crosswalk Treatment
- Type 2 Crosswalk Treatment



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

Pedestrian Lighting:
Environmental Lighting for Architecture, Model #L5860 Luminaire & #P-3027 Pole with black powder-coat finish

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

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

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

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

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

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



Camarillo Commons

City of Camarillo

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STREETSCAPE PLAN

FIGURE 5.2

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