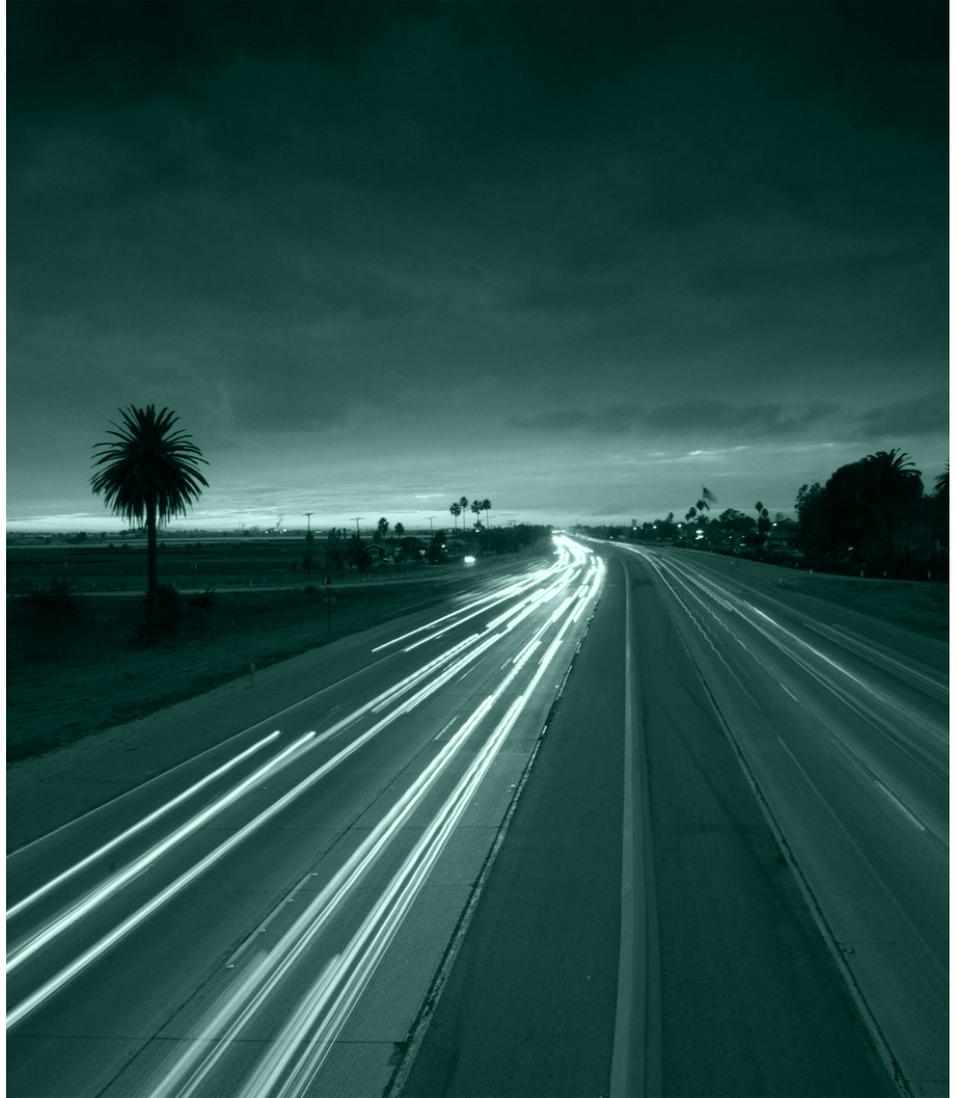


CIRCULATION ELEMENT 2014



This element provides goals, objectives, and policies which support safe, efficient, and accessible circulation throughout Camarillo.

CAMARILLO





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Adopted

April 23, 2014

Previously Adopted

January 12, 2000

Prepared by

RRM Design Group



Circulation Element



John Mueller Photography

Old Town Camarillo is a pleasant place to walk as extra wide sidewalks and landscaping separate pedestrians from vehicular traffic

5.1 INTRODUCTION

The City of Camarillo is a rural suburban community whose focus is on the people that live, work, and play within the city. Accordingly, the circulation system should provide safe, efficient, flexible, and accessible transportation.

Camarillo is well served by a diverse transportation system. The U.S. 101/Ventura Freeway runs conveniently through the southern portion of the city. Other forms of transportation include the Amtrak and Metrolink passenger trains that stop in Old Town and the bus transit provided by the Camarillo Area Transit (CAT). Plans are included to increase the already extensive bicycling and walking networks throughout the city to provide further options for travel within the city.

The Circulation Element is one of the mandatory elements of the City's General Plan. As stated in Section 65302(b) of the Government Code, the Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the General Plan.

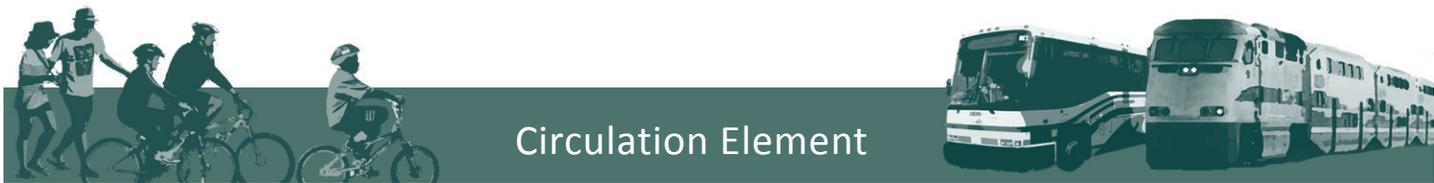
The primary function of the Circulation Element is to describe the circulation system for the safe and efficient movement of people, goods, and services within the community's existing and proposed land use patterns.



5.2 PURPOSE

The Circulation Element of the General Plan discusses the various forms of circulation, transportation and related facilities as they apply to the City of Camarillo and its environs. The purpose of the circulation element is to develop and maintain a comprehensive circulation and transportation system that will serve the city and its environs as efficiently and safely as possible. The circulation pattern within the city should be a pleasant one, with vistas and route design in harmony with the natural topographic characteristics of the area.

This Element addresses objectives and policies consistent with the goals and values of the community. In addition, the plan consists of mapped routes for major forms of circulation, such as streets, railways, and bikeways, which comprise a coordinated system of all modes of movement within Camarillo.



Circulation Element

5.3 GENERAL PLAN CORRELATION

The Circulation Element addresses current transportation related issues and future challenges associated with the growth posed by the General Plan. Since the General Plan must be internally consistent, the Circulation Element has been prepared and correlated with all General Plan Elements.

Correlation with Land Use Element

Although the Circulation Element is a separate element within the General Plan, it is linked to the entire General Plan. To accomplish this, the Circulation Element correlates with the demands of basic traffic needs projected by the land uses (as illustrated on the Land Use Element of the General Plan) as well as the restrictions of the Camarillo Urban Restriction Boundary (CURB), as set forth in Section 3.0 of the General Plan.

The Circulation Element is required by Section 65302(b) of the Government Code to correlate with the Land Use Element and other elements of the General Plan. To ensure that the basic traffic needs projected by the land uses (as shown on the Land Use Element of the General Plan) will be met, a traffic model was used to evaluate whether the Circulation Element street system is sufficient for the current General Plan land use designations. The traffic model showed no areas of insufficient capacity except on the U.S. 101/Ventura Freeway; however, it is important to examine each development application to ensure the amount of traffic generated can be adequately served.

When considering a land use change for a particular area under the Land Use Element of the General Plan, it is necessary to analyze the impacts of the project and the requirements of the Circulation Element. This review is necessary to make sure that the various classifications or intensities of development can be adequately served with the street systems planned for the immediate area. In addition, the residual impact of that project on the remaining system under the Circulation Element of the city should be examined. To assist in implementing the correlation between the Land Use Element and the Circulation Element, goals, objectives, and policies are provided in Section 5.5.



Correlation with CURB Element

The Camarillo Urban Restriction Boundary (CURB) preserves agriculture and open space surrounding the city and between Camarillo and adjacent cities. The Circulation Element correlates with the CURB Element as it provides for the widening of certain arterial streets and the U.S. 101/Ventura Freeway, but the circulation map does not propose or support the adding of any new inter-regional arterial roadways.

Correlation with Recreation Element

The Circulation Element correlates with the Recreation Element, which ensures that land areas and programs be established to provide a wide range of recreation that will serve the people of Camarillo and its environs with year round recreation, by incorporating the city's recreation locations within the Master Bikeway Plan and providing various forms of access to the designated recreation locations via streets, sidewalks, bikeways, and trails.

Correlation with Noise Element

The Circulation Element correlates with the Noise Element by setting goals, principles, and standards which aid in protecting existing regions within Camarillo where noise environments are deemed acceptable and existing or future areas throughout Camarillo that are considered to be noise sensitive. Since vehicular, train, and airport transportation are major causes of noise, standards have been established to ensure that within noise-sensitive locations; transportation impacts are kept to a minimum. An example of this is the goal to keep major transportation routes from going through residential neighborhoods.

Correlation with Community Design Element

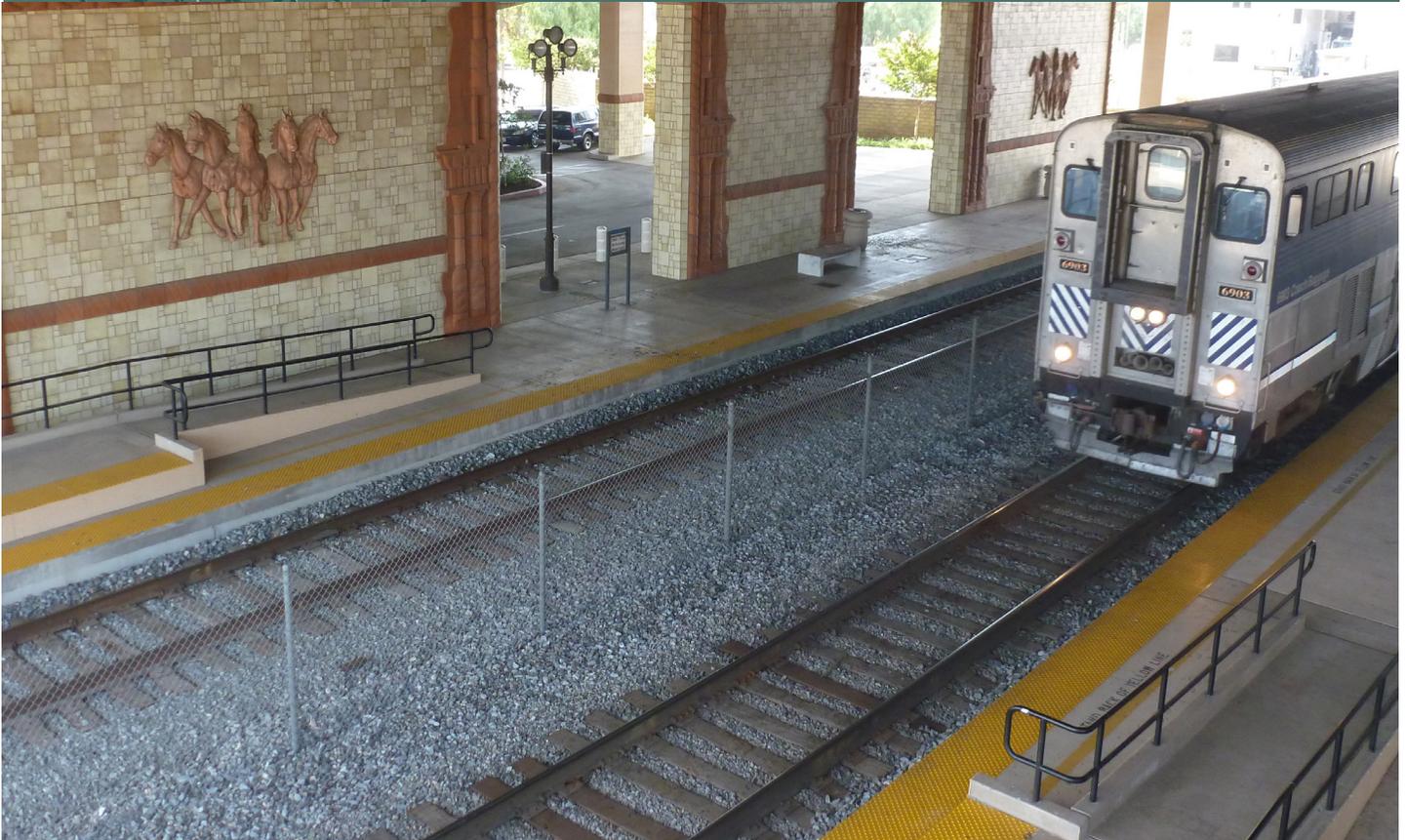
The Circulation Element correlates with the Community Design Element by ensuring clean, well maintained, and complete streets with sidewalks, roadways, and bikeways. It is the goal of the City to have well maintained trees along the streets to uphold the aesthetic quality of the community consistent with the Street Median and Parkway Landscape Master Plan. Just as the community design goal is to ensure pleasant vistas from the road, the Circulation Element contains goals to ensure that the road is pleasant to view as well. This is accomplished by planted medians on larger streets, and natural greenery along side the streets wherever feasible. Landscaping that is both attractive and functional will strengthen the overall appearance of Camarillo's streets. Refer to the Community Design Element for guidelines on landscape design and maintenance.

Correlation with Safety Element

The Circulation Element includes policies that ensure the planning, development, and maintenance of all forms of circulation provide safety for those using the various modes of transportation throughout the city. Through the coordinated effort of planning land uses and circulation, the adjacent land uses are protected, as well, by measures to ensure compatibility.



Circulation Element



Camarillo Metrolink Station

Correlation with Open Space Element

The Circulation Element correlates with the Open Space Element by ensuring that the goals of preservation of farmland and conservation of open space locations, within the city and its environs, is maintained by preserving the viability of the areas protected under greenbelt and open space policies. While transportation routes have been established to serve existing and future needs, the plan does not include any new routes which may otherwise compromise the longevity of the protected greenbelts.

Correlation with Housing Element

Finally, the Circulation Element correlates with the Housing Element by ensuring that the Circulation Element adequately serves the needs of the existing residential units as well as the units proposed for future housing needs. This is supported by maintaining a balance of housing, jobs, community services, and open space.



John Mueller Photography

City of Camarillo birds-eye perspective

5.4 EXISTING CONDITIONS

Camarillo is located in the center of southern Ventura County. The city is a rural suburban community which has benefited from a planned community philosophy over the years as it transitioned from a stop on the early railroad line. Today, the city is well served by a train line and regional automobile routes including the U.S. 101/Ventura Freeway. In addition, the city contains an extensive system of streets which serve the various land uses within the area. Going forward, the City looks to build upon the current multimodal system, to augment it with improvements, and to manage the ever increasing demand for transportation with a balance of mobility options.



5.5 CIRCULATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

The essence of the Circulation Element lies in its goals, objectives, and policies. These are declarative statements that set forth the City’s approach to various issues. The definitions below are intended to serve as a “reader’s guide” to the goals, objectives, and policies, 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.

ROADWAY NETWORK

GOAL 1 CORRELATE THE CITY’S CIRCULATION SYSTEM WITH THE POLICIES OF THE GENERAL PLAN LAND USE ELEMENT.

Objective 1.1 *Provide a circulation system which meets the needs of the community in an efficient and attractive manner commensurate with current and future land uses.*

Policy 1.1.1 Residential areas shall be protected from unsafe or incompatible traffic from other land uses so as to maintain quality residential areas through proper land use planning. Discourage parking of non-residential vehicles on residential streets.

Policy 1.1.2 Land use plans shall be designed to improve alternative modes of transportation, provide direct routes between uses, and strive to reduce the total vehicle miles traveled.

Policy 1.1.3 The City should explore opportunities for mixed land uses with increased density and intensity near the train station.



Policy 1.1.4 At time of development application submittal, traffic shall be analyzed. A traffic study may be required to evaluate traffic impacts and any potential mitigation measures.

Policy 1.1.5 City standards for street design and construction shall promote safety, convenience, and efficiency.

Objective 1.2 Provide adequate capacity for the City’s circulation needs while minimizing negative impacts.

Policy 1.2.1 A system of local and collector streets which serve residential neighborhoods should be established while protecting them from intrusion of cut through traffic.

Policy 1.2.2 Residential neighborhood streets should be designed to avoid creating local streets which will ultimately function as collectors.

Policy 1.2.3 Direct residential driveway access onto arterial streets should be avoided.

Policy 1.2.4 The City shall maintain circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades, and associated features such as medians and bicycle lanes.

Policy 1.2.5 The City shall continue to analyze level of service performance for existing streets, roads, and highways, and make improvement recommendations when performance falls below desired levels.

Policy 1.2.6 The City should maintain a level of service (LOS) of “C” or better on all streets and intersections. Brief periods of LOS “D” during peak a.m. and p.m. traffic hours may be tolerated where improving to LOS “C” would be unreasonably costly.

Policy 1.2.7 Design of circulation infrastructure shall consider minimizing environmental impacts including those related to adjacent land uses, habitat, and visual resources.

Policy 1.2.8 A project shall be responsible for providing improvements immediately adjacent to and between the limits of the project in accordance with the City’s pave-out policy. A project is also responsible for its fair share of improvements at other intersections, roadways, and highways where significant impacts are created or where the project contributes to cumulative impacts.



Circulation Element



Policy 1.2.9 On-site circulation patterns shall be examined to ensure that traffic will flow in a reasonable manner and not interfere with normal traffic movement adjacent to the project or on the subject site.

Objective 1.3 *Develop measures that would reduce motor vehicle emissions, consistent with regional air quality and transportation plan policies.*

Policy 1.3.1 The City shall estimate air quality impacts of motor vehicle trips generated by land use changes in accordance with Ventura County Air Pollution Control District (VCAPCD) guidelines.

Policy 1.3.2 The City shall identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips that are consistent with regional air quality and transportation plans.

Policy 1.3.3 New development shall mitigate air quality impacts, based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, through contribution of funds toward a Transportation Demand Management (TDM) plan.

Policy 1.3.4 The City shall encourage strategies to support the use of electric and other alternative fuel vehicles.



GOAL 2 PROMOTE A WELL-BALANCED, CONNECTED, ECONOMICALLY FEASIBLE, AND SUSTAINABLE MULTIMODAL TRANSPORTATION SYSTEM THAT PROVIDES FOR SAFE AND EFFICIENT MOVEMENT ON WELL-MAINTAINED ROADS WHILE MEETING THE NEEDS OF CAMARILLO RESIDENTS, BUSINESSES, EMPLOYEES, VISITORS, SPECIAL NEEDS POPULATIONS, AND THE ELDERLY.

Objective 2.1 Minimize the amount of conflict between all modes of transit (primarily automobiles, commercial vehicles, pedestrians, and bicycles) in order to promote safety and efficiency.

Policy 2.1.1 Streets shall be designed to provide for efficient circulation movement and safety through the proper use of controlled access points such as those on arterial roadways.

Policy 2.1.2 Streetscapes shall be improved to enhance access, lighting, safety, and the overall experience for pedestrians, bicyclists, transit users, and vehicles.

Policy 2.1.3 The City’s street design standards shall support public transit, bicycles, and walking where appropriate and feasible based on street types.

Policy 2.1.4 New developments shall provide for safe and efficient roadway operations through careful control of access, and overall street and development design. Strive to operate new and existing streets and intersections at accident rate levels below statewide averages.

Policy 2.1.5 Streets shall be well maintained with a citywide average pavement condition index above 80.



GOAL 3 PROVIDE A TRANSPORTATION SYSTEM THAT IS COORDINATED WITH REGIONAL AGENCIES AND ENCOMPASSES A VARIETY OF TRANSPORTATION MODES.

Objective 3.1 *Coordinate with local, regional, and state agencies to provide a comprehensive transportation system.*

Policy 3.1.1 The City shall work with other agencies to provide consistency among plans and policies, including the Ventura County Comprehensive Transportation Plan.

Policy 3.1.2 The City shall coordinate with the California Department of Transportation (Caltrans) to achieve timely construction and beautification of programmed freeway and interchange improvements.

Policy 3.1.3 Applicable county, regional, state, and federal transportation plans, programs, and proposals regarding traffic and circulation shall be monitored.

Policy 3.1.4 The City shall encourage coordination with adjacent jurisdictions to ensure that roadway projects adjacent to the city limits do not negatively impact city transportation systems, as well as, preserve and protect the character of Camarillo and open space protected by Save Our Agricultural Resources (SOAR).

Objective 3.2 *Provide transportation systems that serve a specific circulation function and provide adequate service to the community. These systems include freeways, arterials, collectors and local streets, walkways, trails, and bikeways.*

GOAL 4 PROVIDE ADEQUATE PARKING THAT IS ATTRACTIVE, CONVENIENT, EFFICIENT, AND APPROPRIATE IN CAPACITY WITHOUT OVERSHADOWING THE USES WHICH THE PARKING SUPPORTS.

Objective 4.1 *Ensure appropriate parking is provided and considers shared parking opportunities for uses with varied peak parking periods on a case-by-case basis.*

Objective 4.2 *Periodically evaluate parking standards to ensure that standards reflect existing parking demand and market trends. Include safety considerations in parking standards and design.*



PEDESTRIAN AND BICYCLE CIRCULATION

GOAL 5 PROVIDE A CITYWIDE SYSTEM OF SAFE, EFFICIENT, AND ATTRACTIVE BICYCLE AND PEDESTRIAN ROUTES FOR COMMUTER, SCHOOL, AND RECREATIONAL USE.

Objective 5.1 *“Complete Streets” should provide safe, comfortable, and attractive access for all users: pedestrians, motorists, bicyclists, and public transportation riders of all ages and abilities.*

- Policy 5.1.1** Provide for streetscapes which present an aesthetically pleasing appearance and promote ease of use for pedestrian and bicycle traffic while also ensuring public safety.
- Policy 5.1.2** The City shall support pedestrian and bicycle connectivity by providing a network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities.
- Policy 5.1.3** Commercial, industrial, and residential areas shall provide walkways and trails to promote walking where appropriate and consistent with the neighborhood character. Retrofit existing facilities where applicable and possible.
- Policy 5.1.4** The City should plan for providing “Complete Streets” where appropriate and feasible with bikeways, sidewalks, transit facilities, and enhanced parkway landscaping, with consideration for emergency vehicle operations. Make safety and convenience of bicycle riders a primary concern when planning for bicycle facilities.
- Policy 5.1.5** The City’s Street and Parkway Landscape Master Plan shall be maintained to provide details on the implementation of the planting and maintenance of trees along city streets.

Objective 5.2 *Safe, adequate, and attractive sidewalks should be provided throughout the city, especially between major uses, such as schools, parks, shopping areas, and transit.*

- Policy 5.2.1** Support national and state Safe Route to Schools goals and work with school districts to make walking and bicycling to school safer, and to increase the number of children who choose to walk and bicycle.
- Policy 5.2.2** Where pedestrian facilities are provided, they shall be accessible to persons with disabilities.
- Policy 5.2.3** Promote pedestrian-oriented features that create and sustain vibrant and active streets in major places of activity.



Circulation Element



Policy 5.2.4 Provide connections between residential and non-residential areas to encourage walking and biking.

Objective 5.3 *Maximize opportunities for bicycle use for transportation and recreation.*

Policy 5.3.1 Promote bicycle accessibility to public facilities, including schools, parks, and centers of activity.

Policy 5.3.2 Facilities for bicycle travel shall be developed as shown in Figure 5-8, Bikeway Network and the Camarillo Bikeways Master Plan.

Policy 5.3.3 Planting plans for street trees shall take into consideration shade and comfort for pedestrians and bicyclists. Tree types that significantly lift sidewalks should be avoided.

Policy 5.3.4 Businesses, public facilities, and multi-family residential developments should provide bicycle parking facilities.

Policy 5.3.5 The City shall encourage the development of amenities such as benches, shelters, trees, bicycle parking, and lighting along pedestrian and bike routes.

PUBLIC TRANSPORTATION

GOAL 6 MAINTAIN A SAFE AND EFFICIENT PUBLIC TRANSPORTATION NETWORK THAT PROVIDES MOBILITY TO ALL CITY RESIDENTS AND EMPLOYEES AS AN ALTERNATIVE TO AUTOMOBILE TRAVEL.

Objective 6.1 *Promote the use of public transportation for daily trips to public and quasi-public places, such as the library and city hall, as well as to workplaces, shopping, and entertainment.*

Policy 6.1.1 The circulation network should support public transportation for riders of all ages and abilities.

Policy 6.1.2 Bus turnouts should be considered in newly developed areas to allow for minimal disruption to traffic.

Policy 6.1.3 In conformance with federal and state requirements, the City shall continue to routinely evaluate the transportation needs of the public.

Policy 6.1.4 Support commuter rail (Metrolink) opportunities for both residents and employees in the City.



Objective 6.2 *Promote new development that encourages reduction in employee vehicle trips and facilitates provision or expansion of transit service.*

Policy 6.2.1 The potential for transit use shall be maximized by encouraging developers to work with transit service agencies.

Policy 6.2.2 The City shall encourage employers to reduce employee vehicular trips through programs such as employee incentives and/or coordinated trip management.

Policy 6.2.3 The City shall encourage new developments to include transit facilities such as bus shelters, pads or turnouts, where appropriate, within or in proximity to their development.

Objective 6.3 *Plan for the current and future impacts/needs of the City to and from the California State University at Channel Islands, including the consideration of different modes of transportation.*

Policy 6.3.1 Ongoing coordination with campus representatives regarding campus development and transportation alternatives shall be conducted to encourage a variety of transportation modes to serve the University.

Policy 6.3.2 Transit stops shall be situated at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

Policy 6.3.3 A multi-use trail should be developed in coordination with the City, county and state to link the university with key Camarillo locations such as Old Town and the train station.



AVIATION, RAIL, AND GOODS MOVEMENT

GOAL 7 MAINTAIN AND ENSURE LAND USE COMPATIBILITY WITH THE CAMARILLO AIRPORT.

Objective 7.1 *The Camarillo Airport shall continue to be limited as a general aviation airport.*

Policy 7.1.1 The Camarillo Airport shall not be utilized for regularly scheduled commercial passenger services.

Objective 7.2 *Maintain compatibility of Camarillo Airport operations with development in the surrounding area.*

Policy 7.2.1 The City shall continue to participate in efforts to ensure compatibility through compliance with the Airport Land Use Compatibility Plan and involvement in monitoring noise impacts upon the city.

GOAL 8 PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF GOODS.

Objective 8.1 *Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.*

Policy 8.1.1 The City shall identify truck routes that sustain an effective transport of commodities while minimizing the negative impacts on local circulation and on noise-sensitive land uses.

Policy 8.1.2 Clear signage shall be provided from freeways to truck routes into the City.

Policy 8.1.3 Rail lines and spurs shall be considered in support of commercial, industrial, and freight business needs.



GOAL 9 PROMOTE RAILROAD SAFETY.

Objective 9.1 *Promote safe railroad services to move goods, passengers, and commuters into and out of the Planning Area.*

Policy 9.1.1 The City should cooperate with regional agencies that improve rail safety within the city.

UTILITIES

GOAL 10 PROVIDE SAFE, RELIABLE, AND EFFICIENT UTILITY SERVICE WHILE MINIMIZING UTILITY IMPACTS AND HAZARDS.

Objective 10.1 *Ensure the provision of safe, reliable, efficient and economical electricity, gas, telecommunications, and similar services while minimizing potential land use conflicts, and health, safety, environmental, and aesthetic impacts.*

Policy 10.1.1 The City shall continue to coordinate with electric utility regulatory agencies on transmission line routing and electromagnetic field buffers.

Policy 10.1.2 The location of transformers and other above-ground utility devices shall be coordinated with the City.

Policy 10.1.3 The City shall encourage the co-location and consolidation of multiple transmission lines into common transmission corridors wherever possible. Secondary preferred locations are adjacent to freeway and railroad corridors.

Policy 10.1.4 Undergrounding of utilities shall be provided in accordance with City standards.

Policy 10.1.5 New transmission corridors shall be identified to the extent warranted in all master plans and specific plans created for new growth areas.

Policy 10.1.6 Wireless telecommunication facilities within the public right-of-way shall be designed to blend in with the surrounding environment and minimize visual impact. Antennas shall be installed on existing utility or light poles wherever feasible.



Circulation Element



- Policy 10.1.7** Utilities and wireless communication facilities located within the public right-of-way shall be designed so as to not adversely impact the use of the public right-of-way including the movement and visibility of vehicles and pedestrians.

- Policy 10.1.8** The City shall identify the locations of utility infrastructure for potential adverse conditions for pedestrians and bicyclists and make recommendations for improvement.



U.S. 101/Ventura Freeway on-ramp at Las Posas Road

5.6 CIRCULATION PLAN

This section presents the existing hierarchy of the streets throughout the city and provides solutions that balance vehicular circulation with bikes and pedestrians. It is important to establish a well-connected city with a safe system of streets and non-motorized facilities to encourage a variety of transportation methods.



5.6.1 Complete Streets

Assembly Bill 1358, The California Complete Streets Act, requires the California Office of Planning and Research (OPR) to provide guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements. As of January 2011, all cities and counties, upon the next update of their circulation element, must plan for the development of multimodal transportation networks. This network should consist of complete streets which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit.

This element introduces policies to provide streets, where appropriate and feasible, to be designed to accommodate all modes of travel. From a circulation perspective, this translates into transportation planning that responsibly manages capital infrastructure costs, and supports and creates a well-connected multimodal network to increase travel choices. This has many benefits besides providing a well-finished and complete system. It aids in the promotion of, and is a viable alternative to, vehicular transportation.

What Are Complete Streets?

Complete Streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users including pedestrians, bicyclists, motorists, movers of commercial goods, and public transportation users of all ages and abilities.

5.6.2 Hierarchy of Streets

This section defines and designates the various types of streets throughout the city. The designations provide for a clear vision of the purpose and intended capacity for each of the City's streets. The designations are as follows: arterials, both primary and secondary, major and minor collectors, industrial collectors, and local streets. Each designation serves a particular purpose and ensures that aesthetic and practical vehicular transportation needs of an area are met.

The level of service (LOS) designation of a roadway or an intersection indicates whether the capacity is adequate to handle the volume of traffic using the facility. LOS "A" indicates excellent service level, with minimal stacking of vehicles, while LOS "F" describes densely congested conditions. A description of service level categories is provided in Table 5-1.

U.S. 101/Ventura Freeway

The City of Camarillo and its environs are currently served by the U.S. 101/Ventura Freeway (U.S. 101), which runs in an east-west direction through the city. The U.S. 101 is also the primary vehicle route connecting Ventura county to Los Angeles and Santa Barbara counties. The California Department of Transportation (Caltrans) is responsible for maintenance and operation of U.S. 101. Access to U.S. 101 is provided at the following locations in Camarillo: Camarillo Springs Road, Santa Rosa Road/Pleasant Valley Road, Flynn Road, Petit Street, Lewis Road (via Daily Drive and Ventura Boulevard), Carmen Drive, Las Posas Road, Springville Drive, and Central Avenue.



Street Standards

To provide continuity that supports the functional hierarchy of streets, the following street standards for each type of road are provided on the following pages. It should be noted that variations of these standards may occur to accommodate turn lanes and special conditions.

5.6.3 Arterials

Arterial streets are intended to provide maximum movement of traffic to-and-from major traffic generators, such as commercial centers and industrial districts. They also collect and distribute traffic to-and-from freeways. This plan recognizes two classes of arterial streets: primary and secondary.

Table 5-1 - Level of Service Definitions

Level of Service	V/C Ratio*	Intersections	Arterials ADT**		
			2-Lane	4-Lane	6-Lane
A	0.00-0.60	EXCELLENT: No vehicle waits longer than one red light and no approach phase is fully used.	5,000	18,000	28,000
B	0.61-0.70	VERY GOOD: An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	8,000	21,000	32,000
C	0.71-0.80	GOOD: Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	10,000	24,000	36,000
D	0.81-0.90	FAIR: Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	12,000	27,000	40,000
E	0.91-1.00	POOR: Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	13,000	30,000	45,000
F	Greater than 1.00	FAILURE: Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	NOT MEANINGFUL		

* = Volume/Capacity

** = Average Daily Trips, “rule of thumb” only. These figures are affected by intersections (number and configuration), degree of access control, number of lanes, grades, design, geometrics, truck traffic, etc.



Circulation Element

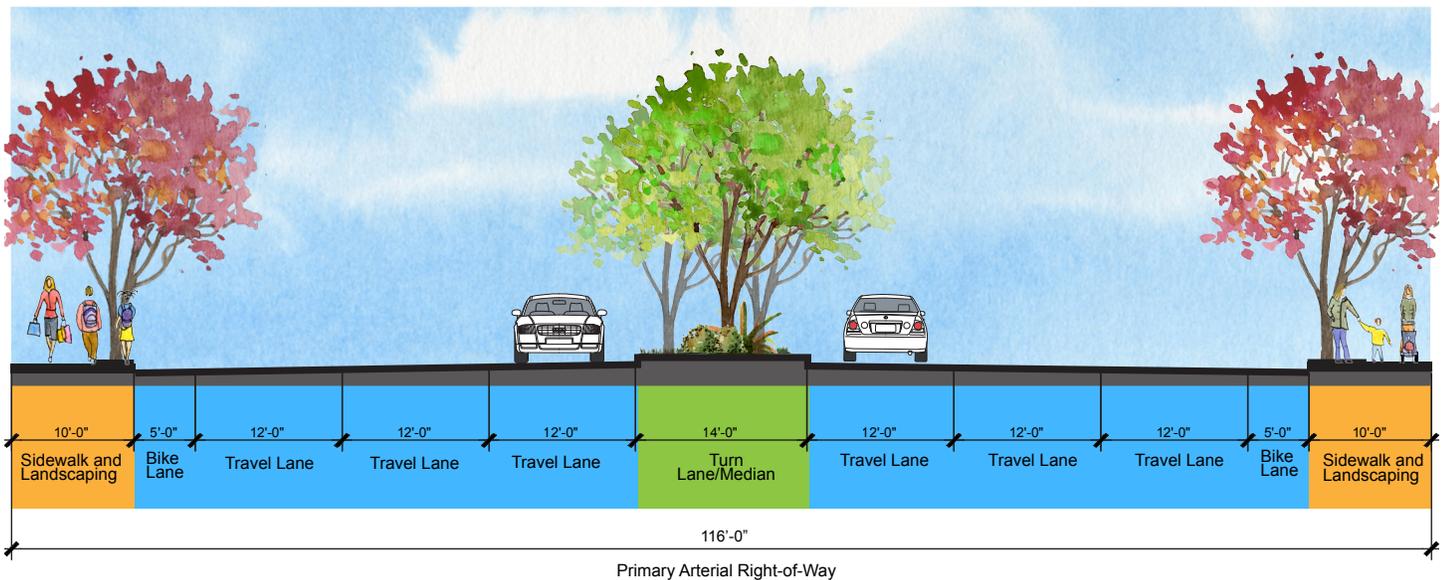


Primary Arterial Streets

Primary arterial streets are intended to provide for the movement of large volumes of traffic between major traffic generators. Direct vehicular access should be provided to and from these arterials at limited intervals, through the use of well-designed, controlled, and safe intersections. Parking should be limited to emergency parking. Bike lanes, bike paths, and bike routes where shown on the Bikeway Master Plan also need to be provided.

The primary arterial is designed to accommodate four to six lanes of traffic with a capacity of 30,000 to 45,000 ADT (Average Daily Trips). A LOS (Level of Service) of “C” can accommodate between 24,000 and 36,000 ADT. Refer to Table 5-1 for level of service definitions.

A median divider is required, which can provide a method to channel traffic, facilitate left turn movements, and improve the visual appearance of the arterial corridor. Median openings should only be allowed at intersections and major driveways.



Conceptual Primary Arterial Street
Additional Width May be Required for Turn Lanes

Figure 5-1 Conceptual Primary Arterial Street

The General Plan designates the following routes as primary arterial streets:

- **Las Posas Road** – From Pleasant Valley Road to Ponderosa Drive
- **Lewis/Somis Road** – From Pleasant Valley Road to northern city limit
- **Pleasant Valley Road** – From western city limit to the U.S. 101/Ventura Freeway
- **Santa Rosa Road** – From U.S. 101/Ventura Freeway to eastern city limit



Secondary Arterial Streets

Secondary arterial streets make up the bulk of the urban arterial circulation network within the City of Camarillo and its environs. Secondary arterials, therefore, are the foundation of an efficient, attractive, and safe circulation system. The Street Median and Parkway Landscape Master Plan provides a unique streetscape theme for a major portion of the city’s street medians and parkways. Implementation of this document is nearly complete which helps create a unified streetscape theme for major streets and intersections. Bike lanes, bike paths, and bike routes where shown on the Bikeway Master Plan also need to be provided.

Secondary arterial streets provide for the movement of vehicles to and from collectors streets, primary arterial streets, and freeways. They usually have four lanes (two lanes in each direction) and a landscaped median divider. Median openings in secondary arterials should be limited to intersections and major driveways.

The secondary arterial can accommodate approximately 24,000 ADT at a LOS of “C.” Capacity is approximately 30,000 ADT at level of service “E.” Refer to Table 5-1 for level of service definitions.

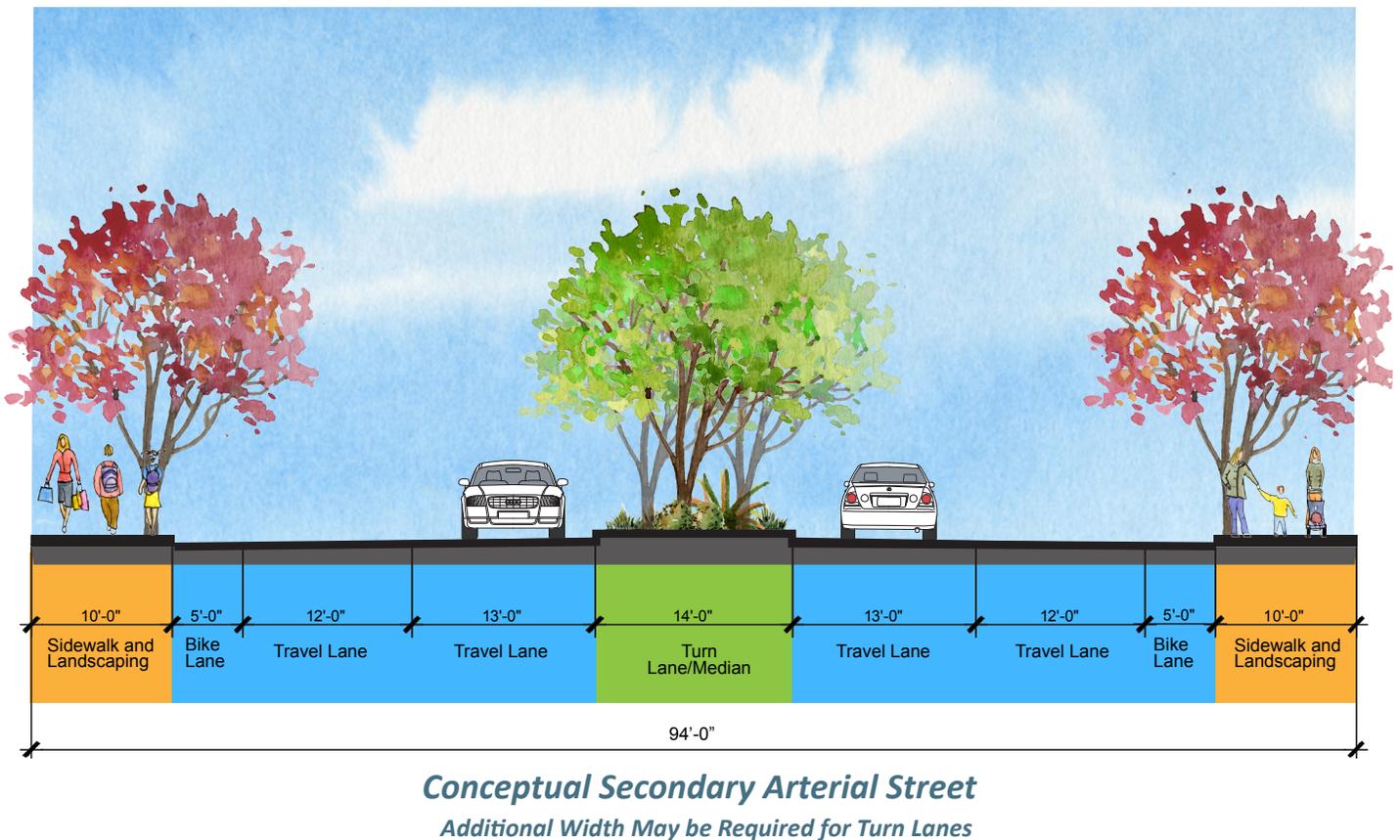


Figure 5-2 Conceptual Secondary Arterial Street



Circulation Element



The following are designated as secondary arterial streets:

- **Adolfo Road** – From Ponderosa Drive to Camarillo Springs Road and U.S. 101/Ventura Freeway interchange
- **Arneill Road** – From Las Posas Road to Ventura Boulevard
- **Camarillo Springs Road** – From U.S. 101/Ventura Freeway to the Camarillo Springs Golf Course
- **Carmen Drive** – From Las Posas Road to Pleasant Valley Road
- **Central Avenue** – From the westerly city limit to Verdulera Street
- **Dawson Drive** – From Petit Street to Mission Oaks Boulevard
- **Earl Joseph Drive** - From West Ponderosa Drive to Las Posas Road
- **Flynn Road** – From Adolfo Road to Upland Road
- **Las Posas Road** – From West Ponderosa Drive to Lewis Road
- **Mission Oaks Boulevard** – From Dawson Drive to Upland Road
- **Petit Street** – From Dawson Drive to Village at the Park Drive
- **Ponderosa Drive** – From Antonio Avenue to Central Avenue
- **Ridgeview Street** – From Camarillo Springs Road to Pleasant Valley Road
- **Springville Drive** - From West Ventura Boulevard to West Ponderosa Drive
- **Upland Road** - From Lewis Road to Santa Rosa Road
- **Ventura Boulevard** - From Lewis Road to Las Posas Road
- **Verdulera Street** - From West Ventura Boulevard to Central Avenue
- **Village at the Park Drive** - From Petit Street to Village Commons Boulevard
- **West Ventura Boulevard** - Las Posas Road to Verdulera Street



5.6.4 Collectors

Collector streets are intended as the intermediate route to convey traffic between local area streets, which contain either origins or destinations, and arterial streets. This plan recognizes three types of collector streets: major, minor, and industrial.

Major Collectors

The major collector street system is intended as the intermediate route to accommodate traffic between intra-regional travel corridors, such as shopping centers, parks, and schools. This system includes those streets which provide for traffic movements within larger areas other than minor collectors. Traffic using the major collector streets should have either an origin or destination within the larger local area or routes with higher classification. Bike lanes, bike paths, or bike routes should be provided where shown on the Bikeway Master Plan.

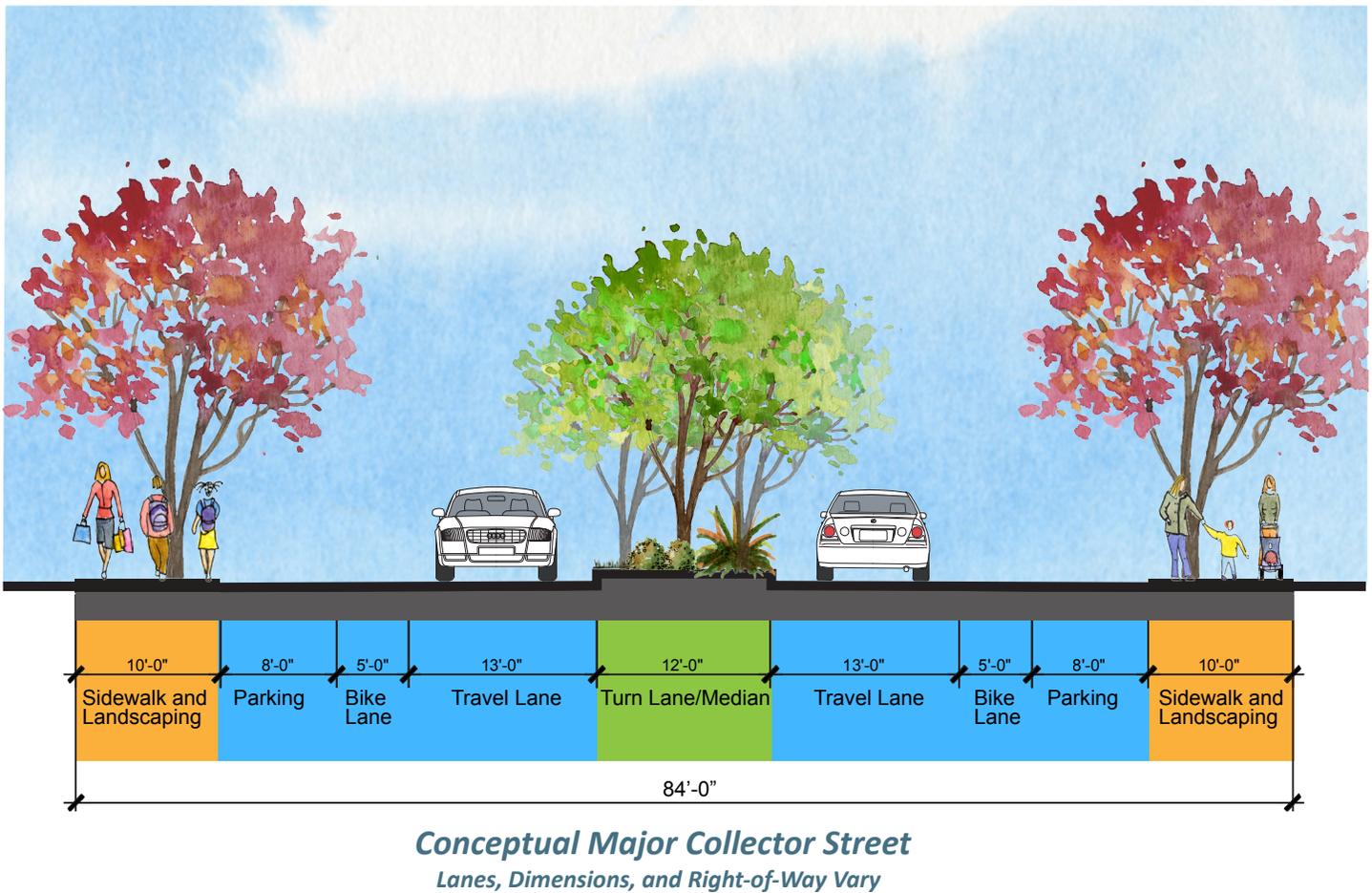


Figure 5-4 Conceptual Major Collector Street



Circulation Element



The following are designated as major collectors:

- **Camarillo Center Drive** – From Las Posas Road to Ventura Boulevard
- **Crestview Avenue** – From Las Posas Road to Valley Vista Drive
- **Daily Drive** – From Las Posas Road to Lewis Road
- **Los Pueblos Drive** – From Santa Rosa Road to Adolfo Road
- **Oak Canyon Road** – From Santa Rosa Road to Mission Oaks Boulevard
- **Rosewood Avenue** – From Las Posas Road to Daily Drive
- **Temple Avenue** - From Las Posas Road to Lewis Road
- **Verdugo Way** - From Santa Rosa Road to Camino Ruiz
- **Village Commons Boulevard** - From Pleasant Valley Road to Village at the Park Drive
- **Woodcreek Road** - From Santa Rosa Road to Upland Road



Minor Collectors

The minor collector street system is intended as the route to accommodate traffic between locally important traffic generators. This system includes those streets which provide for traffic movements within a relatively small area, such as a residential neighborhood. Traffic using the minor collector streets should have either an origin or destination within the local area. Bike lanes, bike paths, or bike routes should be provided where shown on the Bikeway Master Plan.

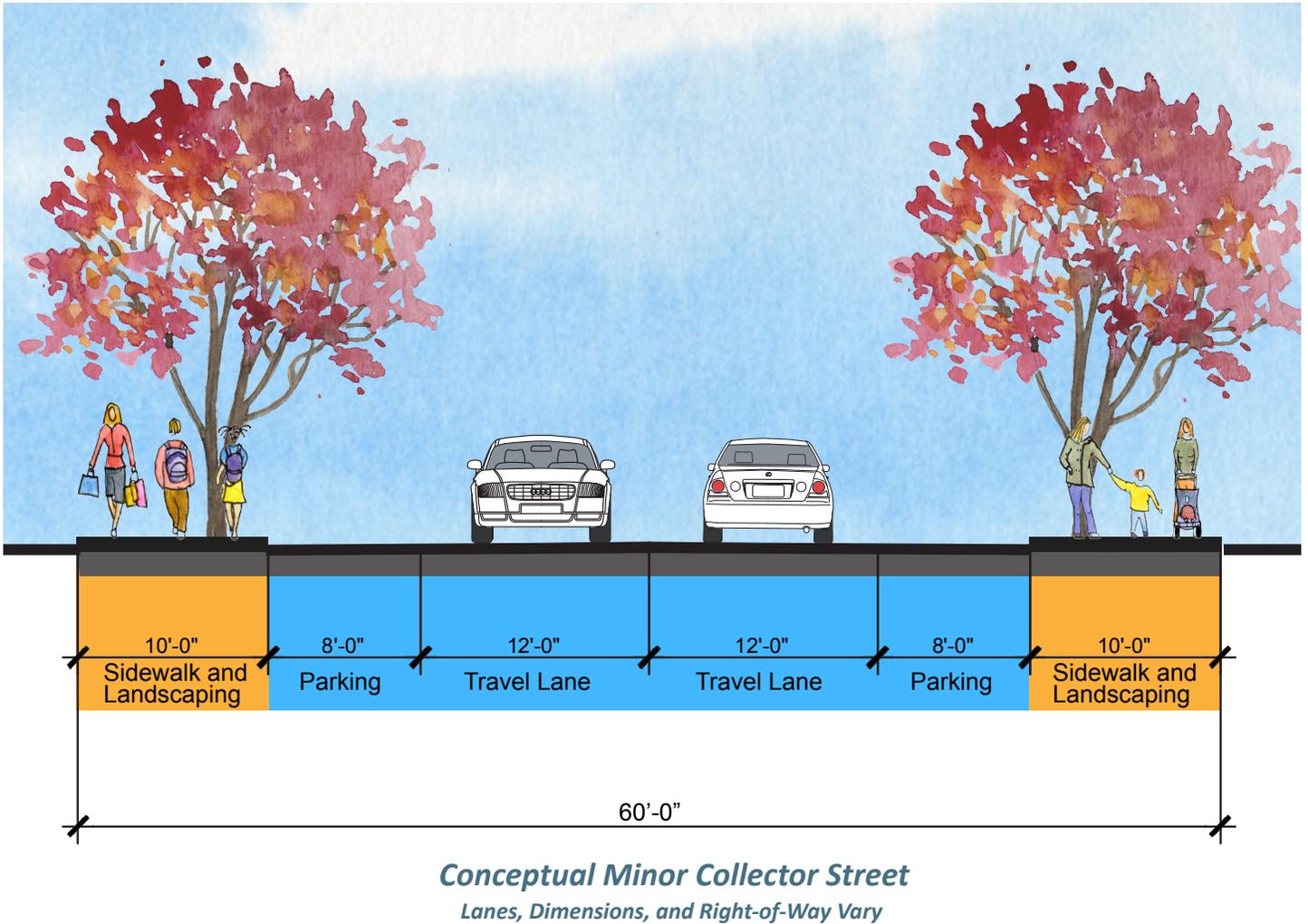


Figure 5-3 Conceptual Minor Collector Street



Circulation Element



The following are designated as minor collectors:

- **Avenida Acaso** – From Adolfo Road to Flynn Road
- **Avenida de Aprisa** - From Ponderosa Drive to Crestview Avenue
- **Beardsley Road** – From Ramona Drive to Central Avenue
- **Bridgehampton Way** – From Pleasant Valley Road to Davenport Street
- **Crestview Avenue** – From Valley Vista Drive to Avenida de Aprisa
- **Davenport Street** – From Bridgehampton Way to Village at the Park Drive
- **Fieldcrest Drive** – From Mission Oaks Boulevard to Woodcreek Road
- **Lantana Street** – From Daily Drive to Las Posas Road
- **Mobil Avenue** – From Daily Drive to Dunningan Street
- **Modesto Avenue and Dunnigan Street** - From Carmen Drive to Arneill Road
- **Mission Drive, West Loop Drive, North Loop Drive, East Loop Drive and Loma Drive** - North of Las Posas Road
- **Paseo Camarillo** - From Carmen Drive to Rosewood Avenue
- **Pickwick Drive and Hartnell Street** - From Mobil Avenue to Temple Avenue
- **Rancho Calleguas** - From Adolfo Road to Mission Oaks Boulevard
- **Temple Avenue** - From Las Posas Road to Amber Drive
- **Valley Vista Drive, Calle Aurora, Camino Corcordia, Ramona Drive** - From Crestview Avenue to Beardsley Road
- **Verdugo Way** - From Camino Ruiz to Camino Carillo
- **Village at the Park Drive** – From Village Commons Boulevard to Davenport Street



Industrial Collectors

The industrial collector street system is intended as the intermediate route to accommodate traffic between local industrial streets and arterial streets. This system includes those streets that provide for traffic movements within a relatively small area, such as a commercial or industrial zone. Traffic using the collector street should have either an origin or destination within the local area. Individual streets are designed specifically to facilitate truck traffic, which is an element of the industrial district. The accommodation of larger and heavier vehicles, which may be necessary in this area, requires that lanes be wider than normal (13 feet) and pavement be thicker. Parking should not be permitted on industrial streets in order to maintain adequate clearance for truck traffic. Bike lanes, bike paths, or bike routes should be provided where shown on the Bikeway Master Plan.

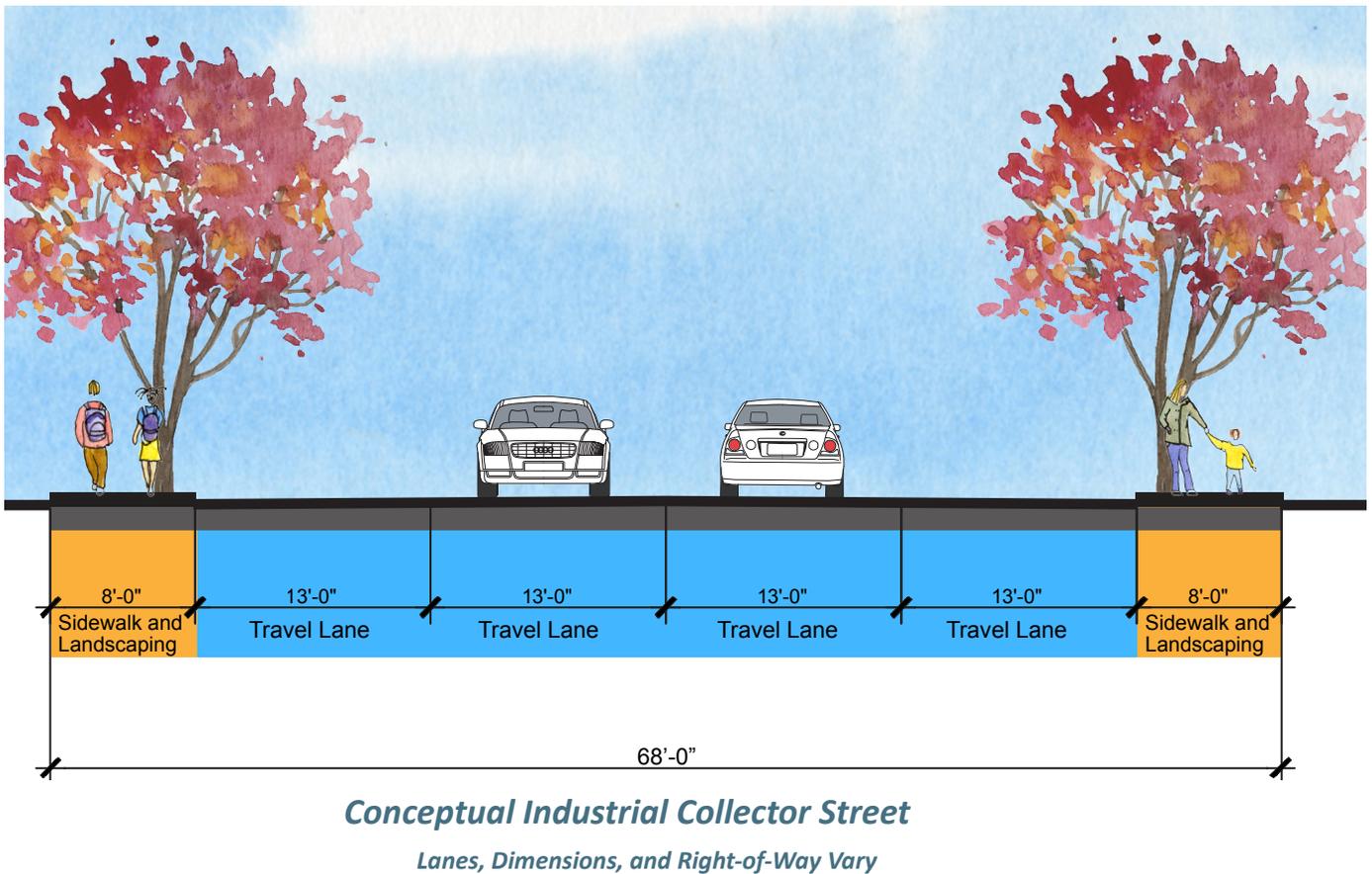


Figure 5-5 Conceptual Industrial Collector Street



Circulation Element



The following are designated as industrial collectors:

- **Adohr Lane** – From Pancho Road to Ridgeview Street
- **Flynn Road** – From Mission Oaks Boulevard to Adolfo Road
- **Pancho Road** – From Pleasant Valley Road to Howard Road



5.6.5 Local Streets

The primary functions of local streets are to provide vehicular access to abutting properties and to move smaller amounts of traffic in and out of specific neighborhoods. Local streets should not carry through traffic or buses and heavy trucks, except in commercial and industrial districts. Higher-density residential areas and commercial areas should not use local roads for access where they go through lower-density residential neighborhoods.

The basic design of the Local Street is to encourage slower traffic speeds through neighborhoods and discourage through traffic.

Parking is an auxiliary function of the local street. On-street parking is generally provided but may need to be restricted for specific reasons such as safety or visibility in limited situations.

Local streets are not individually identified in this plan; however, all are recognized as an integral part of the circulation system.

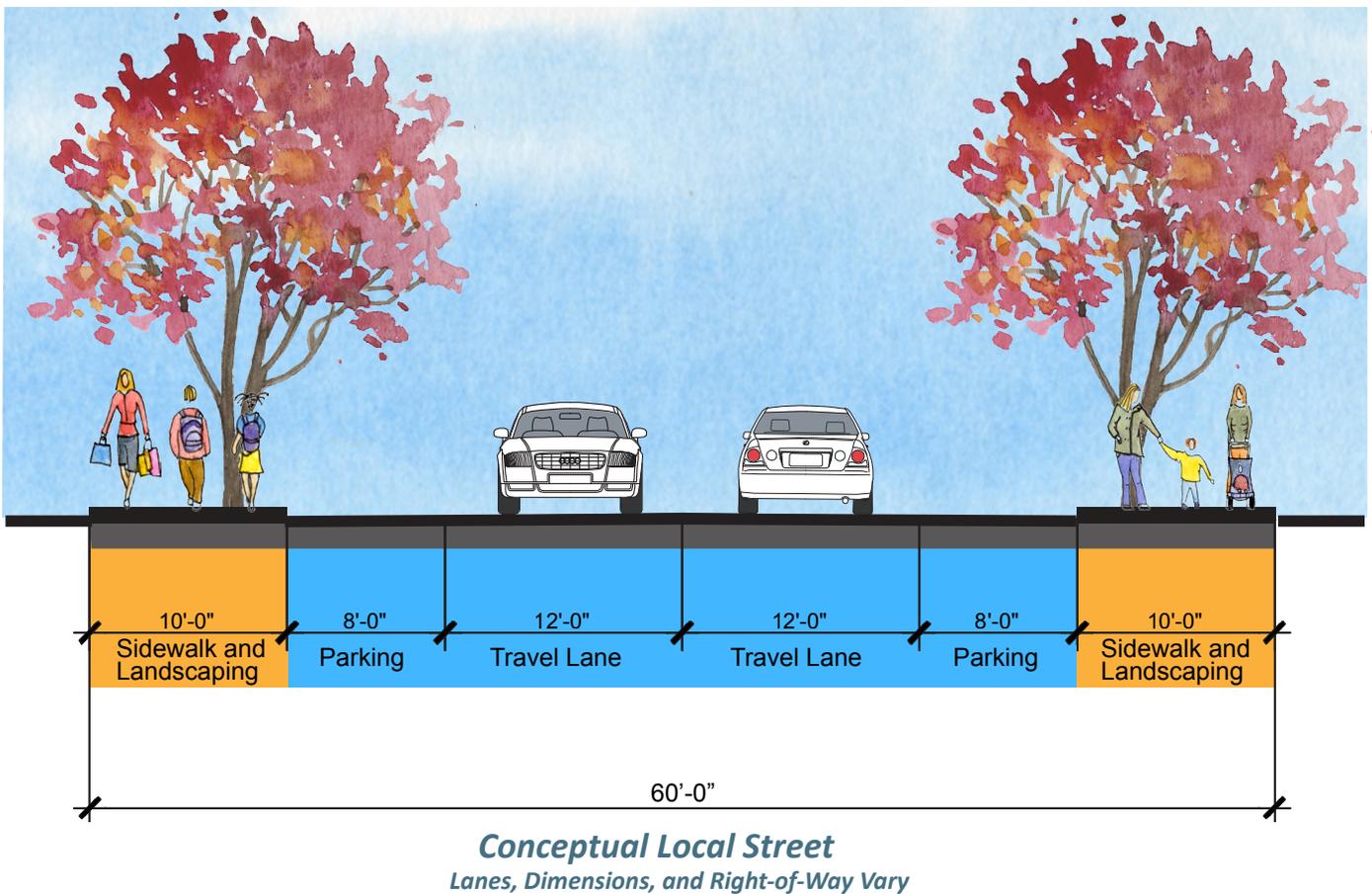


Figure 5-6 Conceptual Local Street



5.7 PROGRAMS

Traffic Mitigation Fee

To maintain circulation efficiency and capacity throughout the City of Camarillo, it is necessary to improve the street system to accommodate growing use and demand. The widening of a road, extension of a street, development of a bridge, and other capital improvement projects all require funding and are necessitated by the development that occurs within the city; therefore, the City has instituted a traffic mitigation fee. The mitigation fee aids in funding and building the infrastructure necessary to sustain the levels of service the City maintained prior to any new development occurring. This impact fee is required of any new development. The fee is assessed by calculating the fair share that a particular development should pay based on the amount of impact that a particular development will have on the street system. The traffic impact fee allows the capital improvements to be made as efficiently and economically as possible, while requiring each development to contribute to the circulation system on an equitable basis.

Traffic Forecast Model

The City utilizes a computer model that evaluates the Circulation Element in conjunction with the Land Use Element to make sure that they are compatible. Existing land use and street system data are placed within the model and the outcomes are tested against existing traffic volumes collected in locations throughout the city. After the model mimics this empirical data, future General Plan Land Use and Circulation Element data are entered into the model and processed to validate that the elements are compatible.

State Bill 375

Senate Bill 375 was passed by the state in 2008, and is in keeping with the state's goals to decrease greenhouse gas emissions, as set by the Global Warming Solutions Act of 2006 (Assembly Bill 32). Senate Bill 375 requires that every Municipal Planning Organization, including Southern California Association of Governments (SCAG), must create a Sustainable Community Strategy (SCS) which will provide a plan for their region to decrease greenhouse gas emissions produced by passenger vehicles by decreasing the vehicle miles traveled through future land use planning.

Capital Improvement Plans (CIP)

The City of Camarillo monitors the street system and regularly updates a list of capital improvements that, through modeling and street studies, show the projects are essential for the street system to continue to meet the transportation needs of the city.



5.8 PLANNED IMPROVEMENTS

The circulation network shown in Figure 5-7 identifies the functional classifications of key routes at build-out. To achieve the standard dimensions and capacity assumptions made in the circulation network diagram, as well as a balance between existing and future land use and roadway service, improvements to the roadway network will be needed. New arterial and collector roads will provide access to the residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. New local roads in neighborhoods will serve those residents. The new roadways will continue the street network that currently characterizes Camarillo’s circulation network, following the spacing and access opportunities in a similar manner, and creating connections between new development areas and established neighborhoods, employment centers, shopping centers, and other destinations.

Additionally, intersection improvements will be required at major intersections along new roadways and improved roadways, including but not limited to turn channelization, signalization, and construction of pedestrian and bikeway facilities. Street improvements include both the construction of new streets in specific plan areas as well as improvements to existing roadway segments within the current urbanized area.

The future circulation network is included in Figure 5-7. No General Plan amendment is required if the general location, anticipated level of service, and connections to street network are maintained.

Designs for the proposed roads should conform to the typical street widths and design elements defined in Section 5.6. All street designs are subject to review and approval by the Public Works Department and the City Engineer.



Circulation Element

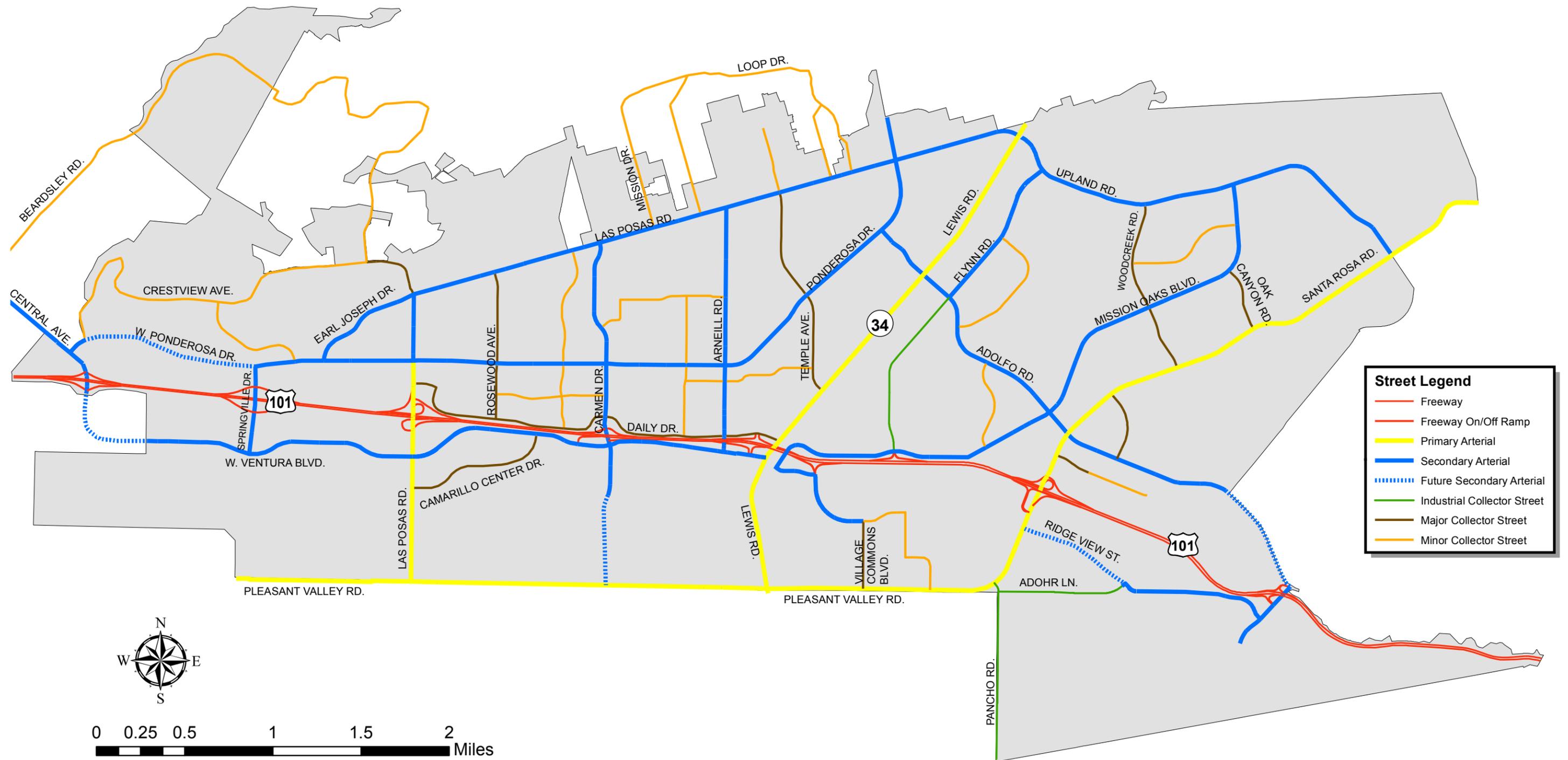


Figure 5-7 Circulation Network



Circulation Element



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Scenic Class III bike route

5.9 MODES OF TRANSPORTATION

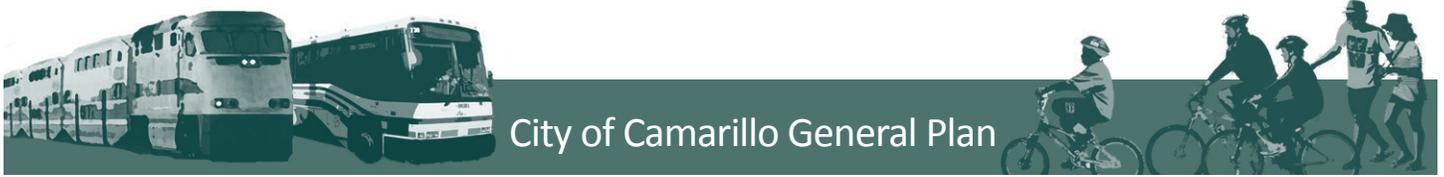
5.9.1 Circulation Safety

The City of Camarillo places great importance on pedestrians and cyclists and their contribution to a living and thriving environment. In order to promote increased usage of these modes of transportation, a safe transportation network should continue to be developed. Where practical, the network should include multi-use trails, separate bike lanes, bridges, and overpasses that increase separation between bike traffic and vehicular traffic.

5.9.2 Pedestrian Circulation

Walking is a healthy and sustainable form of transportation being enjoyed by a growing number of people everyday. The primary reasons for walking include: health, exercise, pleasure, and as the most basic mode of transportation. Therefore, it is a goal of the City to provide safe, adequate and attractive sidewalks. It is also critical for these walkways to be built in accordance with state and federal guidelines.

A system of pedestrian walkways should be established in new neighborhoods, taking into consideration the provision of pathways as access routes to sources of employment, shopping, and recreation, and interconnects to allow for access throughout the community. Walkways should be separated from vehicle traffic (except where street crossing is required) and should be of sufficient dimension to allow, at minimum, two persons to walk side-by-side and to accommodate the disabled. Lighting should be considered and be designed to enhance the visual quality of the area. Special study should be given to the hillside and rural areas to determine the need and design of walkways.



Opportunities to provide landscaped parkway focal points should be explored, which may include areas for pedestrian rest stops, trail heads, landscape enhancements, community art, parking, or other similar accent features. These areas would include widened parkways, small remnant parcels or other unique features that would be functional and/or decorative. More information is provided in the Community Design Element (Section 10.6.2).

5.9.3 Trails

Trails provide a recreational form of circulation for hiking or exercising. Currently, the City maintains trails within the “F” Canyon area and along a portion of Calleguas Creek. These are popular locations for the residents in the area. It is proposed that additional trails be established, including multi-use trails, in concert with open space areas and flood control areas, such as Calleguas Creek and Conejo Creek. Ultimately, a trail system leading to CSUCI is recommended. Since most of the recommended trail system is in the County unincorporated area, multi-agency coordination will be required. In the meantime, as opportunities arise, additional trail segments are desired so long as maintenance and security issues can be addressed.

5.9.4 Bikeway System

Camarillo enjoys a fine setting and climate for increasing the use of bikeways as a mode of transportation, as well as continuing to support recreational use of the city’s bikeway infrastructure. The Circulation Element identifies a network of bikeways to serve as a circulation system between housing, schools, recreation, and commercial areas based on the City’s Bikeway Master Plan. The City of Camarillo promotes bicycling as a cost-effective and achievable means of reducing traffic congestion and improving air quality in Camarillo. This Chapter outlines four types of bikeway facilities per the Camarillo Bikeway Master Plan and welcomes other innovative bikeway solutions that encourage safe biking and are consistent with the intent of the Circulation Element and the Bikeway Master Plan.

The Bikeway Master Plan was originally adopted in 1999 and then updated in 2008. The Bikeway Master Plan incorporates a mixture of Class I bike paths, Class II bike lanes, Class III bike routes, and shoulder bike routes within the city. Locations of these bikeway facilities are shown in Figure 5-8, Bikeway Network.

Class I – Bike Paths

Bicycle or multi-use paths are separated from roadways with at-grade or grade-separate roadway crossings. Bike paths are typically located beside long, uninterrupted corridors, such as rivers, creeks, flood control channels, railroad rights-of-way, on properties with schools and parks, and in areas where separate bike paths have been committed for development in adopted plans. These paths should be placed along scenic areas for recreational riders as well.

Class II – Bike Lanes

Bike lanes provide a striped lane for one-way travel on the right of each direction of vehicle traffic along a roadway. Bicycle lanes are four feet (4’) to six feet (6’) wide. They are typically located along collector and arterial roadways that provide direct connections through the city’s street system.



Circulation Element



Class III – Bike Routes

Bike routes are those in which bicycles share the roadway with automobiles and are only identified by bike route signs. In Camarillo, bike routes are typically on low-volume, residential streets for travel to-and-from bike lanes or schools.

Shoulder Bike Routes

Shoulder bike routes are shared roadways, with no bikeway signing, that provide continuous striped shoulders to improve safety and convenience for bicyclists. The shoulder bike routes are typically located along state routes and long collector streets.

Figure 5-8 is the adopted Bikeway Network from the Camarillo Bikeway Master Plan.

5.9.5 Public Transit

Public transit is an important part of the transportation program and provides services to meet the mobility demand within the city.

At the present time, the City of Camarillo operates an intracity public bus transit system. The City owns the buses and contracts with a private company to provide drivers and maintenance. One bus is operated on a fixed schedule and fixed route from Leisure Village to Camarillo’s community center. It operates every day of the week, with the exception of Sunday. Pamphlets of the route and schedule are available at City Hall and online at the City’s website. The other buses are used within the City of Camarillo’s Dial-A-Ride service, which accommodates the needs of American Disabilities Act (ADA)-defined disabilities, and is a general service Dial-A-Ride, transporting patrons any where within the city limits. Camarillo Area Transit (CAT) carries a ridership of approximately 8,000 a month and 1,200 of that ridership is on the fixed-route bus.

In addition, the Ventura County Transportation Commission provides several Vista bus system local stops in Camarillo. These buses provide intercity transportation throughout Ventura County; specifically, the cities of Thousand Oaks, Moorpark, Simi Valley, Camarillo, Oxnard, and Ventura. The Vista system also has a Coastal Express connection to Santa Barbara and Goleta, as well as a route that makes several runs a day from the city’s Metrolink station to California State University Channel Islands.



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Circulation Element

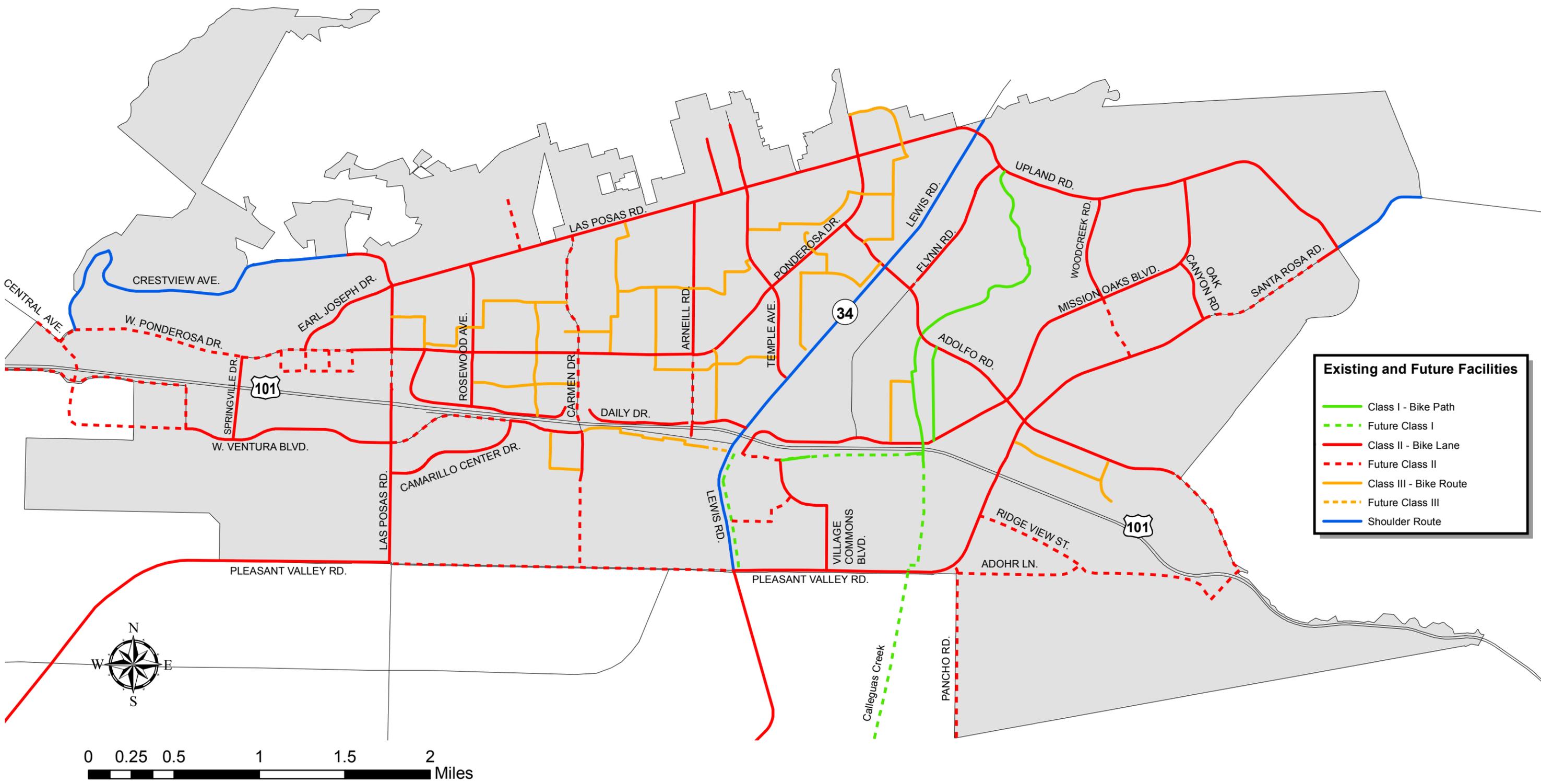


Figure 5-8 Bikeway Network



Circulation Element



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John Mueller Photography

Tank car on a spur line in Camarillo

5.9.6 Rail Transportation

Union Pacific Railroad tracks traverse the City of Camarillo providing both freight and passenger service. Camarillo is served by Metrolink-Southern California Regional Rail Authority's regional passenger train system. The Camarillo train station is located at the intersection of Lewis Road and Ventura Boulevard. What was once a temporary stop, made available by funds through the Federal Emergency Management Agency (FEMA) after the Northridge earthquake in 1994, has become a permanent station and valuable asset to Camarillo.

Camarillo's Metrolink station serves as a stop for Amtrak's Pacific Surfliner Route, which stops in Camarillo as it travels to-and-from San Luis Obispo and San Diego; Amtrak's Coast Starlight, which travels between Los Angeles and Seattle; and Metrolink's Ventura County Line, which stops in Camarillo as it travels to-and-from Los Angeles Union Station and Ventura.



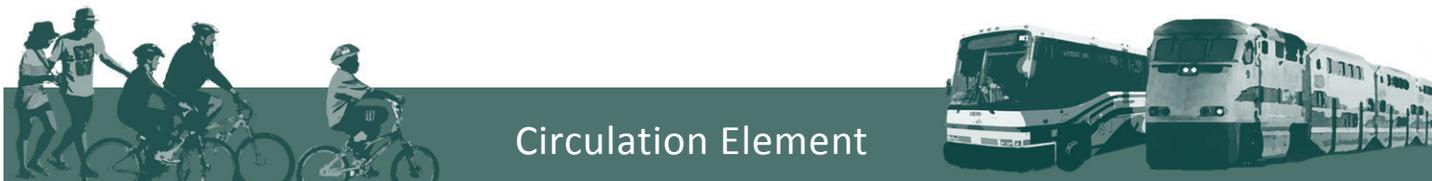
Camarillo Airport

5.9.7 Air Transportation

The Camarillo Airport is located at the southwest portion of the city and is owned by the County of Ventura. It is operated by the County of Ventura Department of Airports. The airport lies within the city limits and a Joint Powers Agreement (JPA) is in place between the City and the County to jointly oversee airport operations and development. The airport operates as a general aviation reliever airport for the Los Angeles Basin for use by private aircraft along with charter aircraft, aircraft maintenance, and flight training activities. It also is home to World War II aircraft, and has a separate runway for ultralight aircraft.

An updated Airport Master Plan was completed in 2010. The Airport Compatibility Land Use Plan provides control measures for achieving compatible land uses in and around the Camarillo Airport. Monitoring programs to ensure compatibility between the airport and its surrounding uses include: community participation, noise abatement, aircraft operator training, and noise monitoring. An aircraft control tower has been installed in order to monitor flight patterns and to assist in safe flying activities.

The nearest commercial airport facility is the Oxnard Airport which is also operated by the County of Ventura Department of Airports. The Oxnard Airport is an FAA FAR Part 139 airport with limited commuter air service and general aviation activities. Additional airport facilities which serve Camarillo include: Los Angeles International Airport, Hollywood/Burbank Airport (Bob Hope Airport), Santa Barbara Airport, and many small airfields located throughout the Ventura-Los Angeles region.



Circulation Element

5.9.8 Trucking/Goods Movement

Within the City of Camarillo, a significant amount of truck traffic is received for commercial centers and industrial zones. The movement of goods and services is essential to the success of the city, but the noise impacts and congestion of truck traffic are undesirable and inconvenient for other types of traffic. Therefore, it is essential that trucking and goods movement be organized and be separated from the various other forms of traffic, as possible. As the hierarchy of streets has been established to provide for more efficient mobility throughout the city and its environs, these classifications of streets can also be used to indicate what streets large trucks and the movement of goods should primarily use — unless the destinations unavoidably require otherwise. Large trucks should remain on arterials and industrial collectors. Residential collectors and local streets should not be used by large trucks.

5.9.9 Parking

The Circulation Element addresses parking in relation to its effect on the circulation of traffic throughout the city. Issues, such as on-site parking deficiencies, can increase traffic congestion by the recirculation of parking seekers, which reduces capacity for thru-traffic. The City requires new development to be in compliance with the Parking Ordinance.

Since parking cannot be considered a primary function of streets of any type, on-street parking should be regulated on the basis of existing conditions such as land use, right-of-way, and traffic flow. However, Old Town from the intersection of Carmen Drive and Ventura Boulevard to the intersection of Lewis Road and Ventura Boulevard is an area where the City supports on-street parking, since the streets then accommodate a pedestrian-focused, market atmosphere and less thru traffic. This area has been reviewed as part of a separate study and will continue to be monitored for longer-term improvements.

The City requires that all new development and redevelopment provide adequate off-street parking facilities in order to reduce the need for on-street parking. With regard to public parking, the City should investigate the possibility of building parking structures and lots at strategic locations throughout the city, and specifically, within Old Town.



5.10 COORDINATION WITH OTHER JURISDICTIONS

The City of Camarillo is interested in supporting inter-regional goals to accomplish a more efficient circulation network that serves Camarillo and its environs. This means coordinating efforts with neighboring cities, such as Thousand Oaks and Oxnard, as well as working with Ventura County and Southern California Association of Governments (SCAG), the region’s metropolitan planning organization.

As the City of Camarillo recognizes that the U.S. 101/Ventura Freeway is the main inter-regional route through Ventura County, and very few viable options exist to create alternative routes, the City acknowledges the need to preserve the remaining space on either side of the U.S. 101/Ventura Freeway that runs through Camarillo, in preparation for potential freeway expansions in the future, and to continue to accommodate regional traffic and the needs of the city.

The City of Camarillo also has interest in working with Caltrans in the beautification of State Route 34/Lewis Road, per the Camarillo Community Design Element.

5.10.1 SCAG Regional Transportation Plan

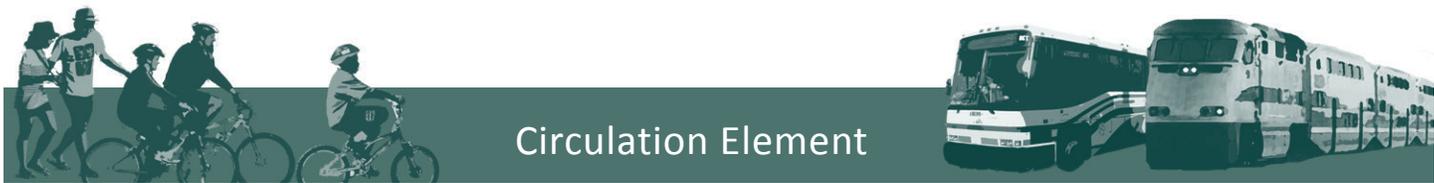
The Regional Transportation Plan (RTP), developed by SCAG, is a multimodal, long-range planning document. SCAG presented their 2012-2035 RTP which contains its vision for this region through the year 2035. With the primary goal of increasing mobility for the region’s residents and visitors, the 2012-2035 RTP emphasizes sustainability and integrated planning. The 2012-2035 RTP includes a significant consideration of the interrelationships between the economy, the regional transportation system, and land use.

The passage of Senate Bill 375 directs SCAG with an additional area of responsibility and provides the region with an opportunity for integrated planning for the future. Because greenhouse gas emissions in the transportation sector are closely related to vehicle miles traveled (VMT), SCAG is tasked with devising a regional plan and a series of strategies that will produce a per capita reduction in VMT over the next 25 years.

Senate Bill 375 calls for the 2012-2035 RTP to include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas emissions from passenger vehicles, as determined by the California Air Resources Board at two points in the future - 2020 and 2035.

5.10.2 Ventura County Circulation Element

The Circulation Element of the Ventura County General Plan identifies the system of regional arterial streets and bikeways in unincorporated portions of the planning area. This Circulation Element correlates with the current and proposed (2020) Regional Road Network set forth in the Ventura County Circulation Element.



Circulation Element

5.11 EVACUATION PLAN

The City recognizes that circulation will come under the most demand during times of emergency. Therefore, the circulation infrastructure must be designed to handle the normal demand of traffic and that emergency evacuation and detour plans are kept and updated to ensure that this system can be most efficiently used during times of natural disasters or catastrophes. The City's Emergency Operations Center (EOC) will coordinate with the appropriate agency during an emergency. Additional safety information can be found in the City of Camarillo General Plan Safety Element.

5.12 COMMUNITY FACILITIES

According to the State General Plan Guidelines, the Circulation Element is not simply a transportation plan, but an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications. Therefore, this section will address the circulation of public utilities. The City of Camarillo's public utilities are monitored and assessed to ensure that they meet the needs of the city and coincide with the goals, objectives, and standards in the General Plan. These public utilities are: water, storm drainage, law enforcement, fire protection, schools, major medical facilities, electricity, gas, trash, and waste treatment.

5.12.1 Water

The City of Camarillo's water supply is obtained from both local groundwater sources and imported water sources. Two major water purveyors for the City of Camarillo are the City of Camarillo Water Division and the Camrosa Water District. The Camarillo Water Division supplies close to 9,600 acre feet of water to the city each year. The City of Camarillo Water Division receives approximately 42 percent of its water from groundwater sources obtained from the Fox Canyon Aquifer System. The city's imported water is obtained from the Metropolitan Water District of Southern California and is purveyed to the city by the Calleguas Municipal Water District, which also delivers to the cities of Thousand Oaks, Simi Valley, and Oxnard. The City's Water Department maintains six reservoirs with a total capacity of 13,375,000 gallons.

The Camrosa Water District obtains about 35 percent of its water from the groundwater sources with 65 percent being imported. It operates three reservoirs which serve the city and have a total capacity of 5,250,000 gallons.

Several smaller agencies also supply water to portions of the city. These agencies include the Pleasant Valley Mutual Water, Crestview Mutual Water Company, and California American Water Company. These smaller agencies obtain most or all of their water from either groundwater sources or imported water sources.



The annual average per capita water use rate for the City of Camarillo in 2010 was 0.22 acre feet which is approximately 71,698 gallons per person, per year or 200 gal/day. The per capita rate not only includes water use by residents in their homes, but a proportionate share of water consumed by industry, businesses, and public agencies which indirectly benefit those residents. The city's future water needs will rely heavily upon imported state water from the Calleguas Municipal Water District, as increases in groundwater sources are expected to be limited. The Metropolitan Water District indicates that sufficient water exists to meet all domestic water demands for the area in the foreseeable future; however, restrictions placed on state water imported by Metropolitan Water District forced their Metropolitan Supply Allocation to its member agencies to a Level 2 reduction. Since Camarillo's water allocation is based on previous water allocations, this reduction requires the City to ensure that every future development can provide proof that current water supply is sufficient for the new use, or demonstrate that their water needs can be mitigated.

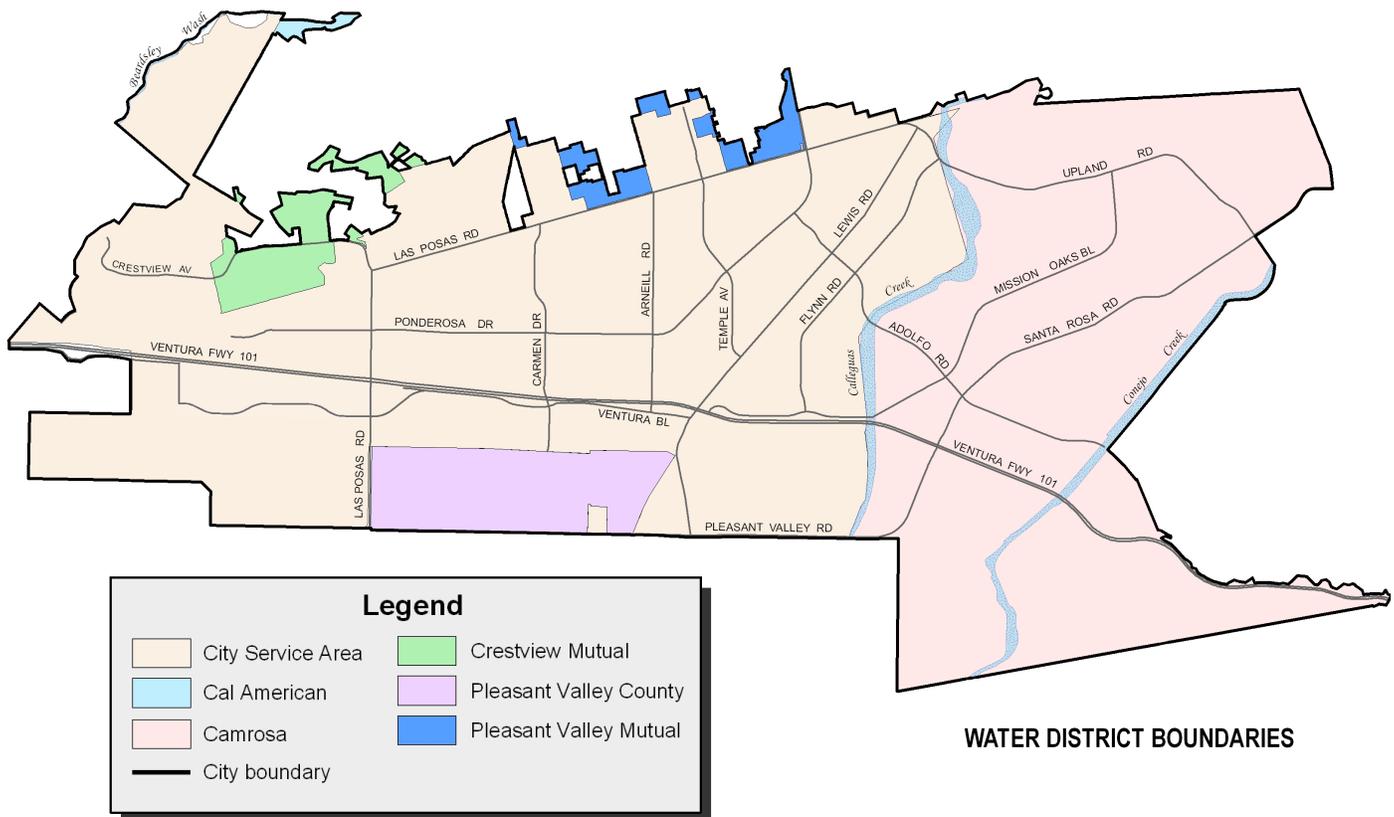
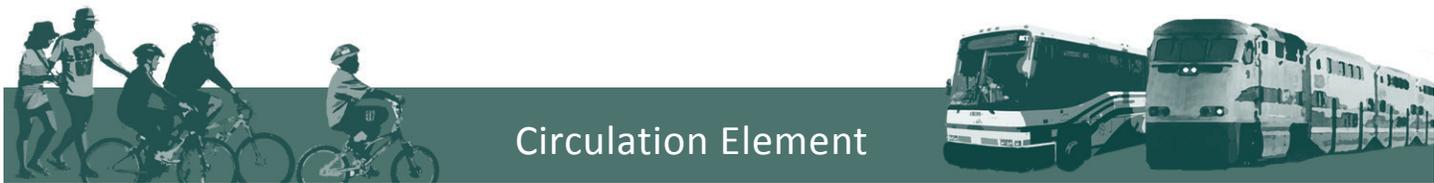


Figure 5-9 Water District Boundaries



Circulation Element

5.12.2 Storm Drains

The City of Camarillo has a comprehensive storm drain system throughout the city. The system collects stormwater runoff and funnels it to the Revolon Slough/Beardsley Wash, or to the Calleguas, or Conejo Creeks, depending on which watershed the water runoff originates. Calleguas and Conejo Creeks and Revolon Slough are Ventura County Watershed Protection District jurisdictional red line channels with existing limited capacity, and that the Watershed District owns and operates those reaches of the channels that are located within the city limits. The City maintains this public storm drain system by inspecting over 1,400 City-owned catch basins at least annually and cleaning those that contain 25 percent, or more, debris. Approximately 20 tons of debris are removed each year from these catch basins. In addition, the City has installed trash excluders and waste receptacles in high-trash generating areas.

Camarillo is subject to and complies with the Ventura County Municipal Stormwater NPDES Permit for stormwater and urban runoff. The City supports helping maintain our creeks and oceans as clean as possible and attempts to do this through the installation of the trash excluders, maintenance of the storm drain system, and inspections and outreach to the construction, residential, and business communities. In addition, the City requires all new development and redevelopment to mitigate their stormwater runoff from their site, so as to remove pollutants from any runoff before it reaches the storm drains, creeks, and ocean. Where feasible, this includes requirements for green streets which incorporate a wide variety of design elements including street trees, permeable pavements, bioretention, and swales in order to provide source control of stormwater, limit its transport and pollutant conveyance to the storm drain system, restore predevelopment hydrology to the extent possible, and provide environmentally enhanced roads.

5.12.3 Waste Treatment

The City of Camarillo is served by the Camarillo Sanitary District and the Camrosa Water District. The Camarillo Sanitary District water reclamation plant has a designed capacity of 7,250,000 gallons per day. It is a tertiary treatment facility where biosolids are anaerobically digested and dewatered in drying beds. Dried biosolids and grit are beneficially reused for various land applications. The treatment plant presently generates approximately 1,343 tons of biosolids as of 2009.

The sanitary treatment facility recently underwent a number of modifications and improvements in order to provide tertiary treatment capability and beneficially reuse the treated effluent.

The Camarillo Sanitary District was one of the first facilities in the county to provide reclaimed water for agricultural irrigation. Approximately 1 million gallons per day of the Camarillo Sanitary District effluent is used for agricultural irrigation.

The Camrosa Water District wastewater treatment plant is operated by the Ventura Regional Sanitation District and is located near California State University Channel Islands, about one-half mile east of Calleguas Creek. The designed capacity of the secondary treatment plant is 2,500,000 gallons per day. The biosolids at that treatment plant are also treated by anaerobic digestion, and the dried biosolids and grit are beneficially reused.

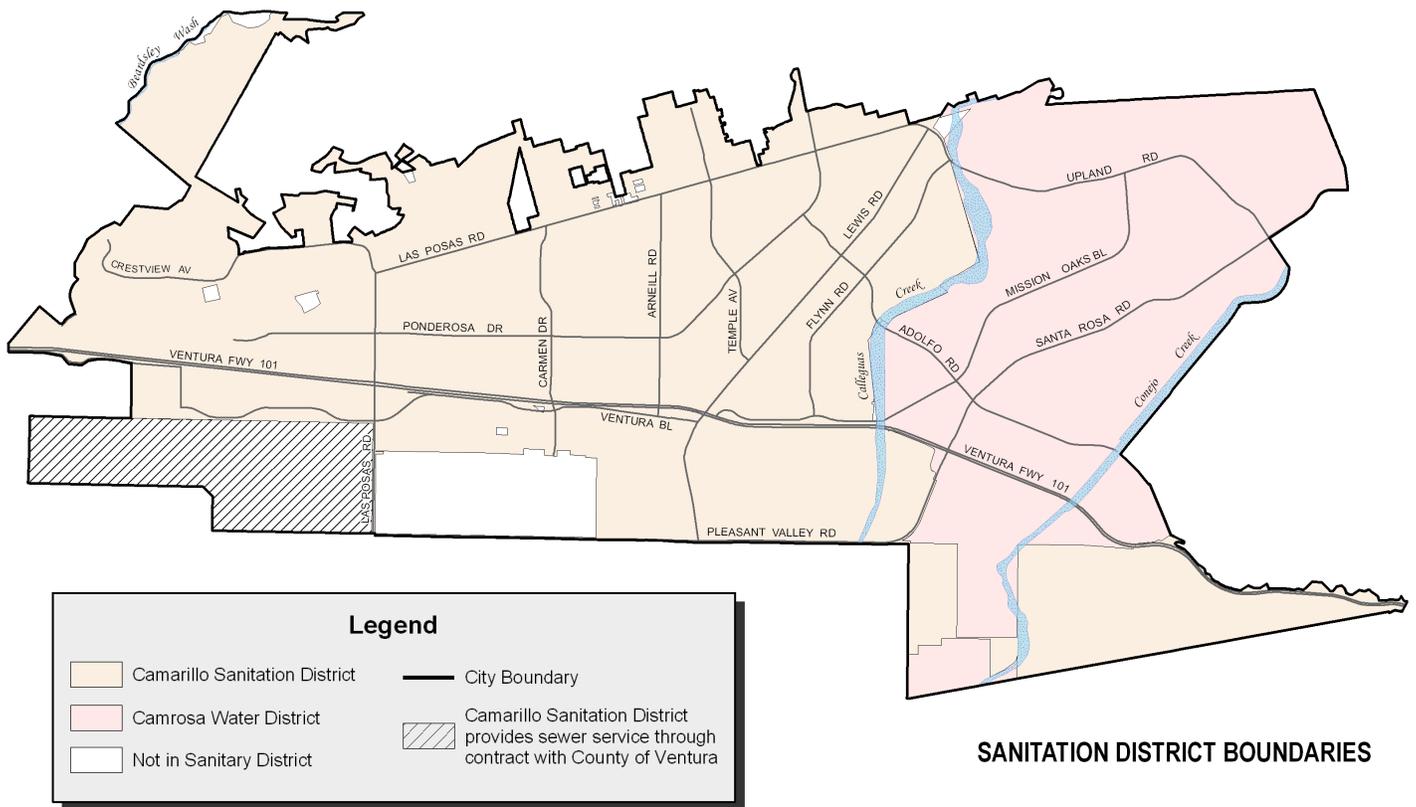


Figure 5-10 Sanitation District Boundaries

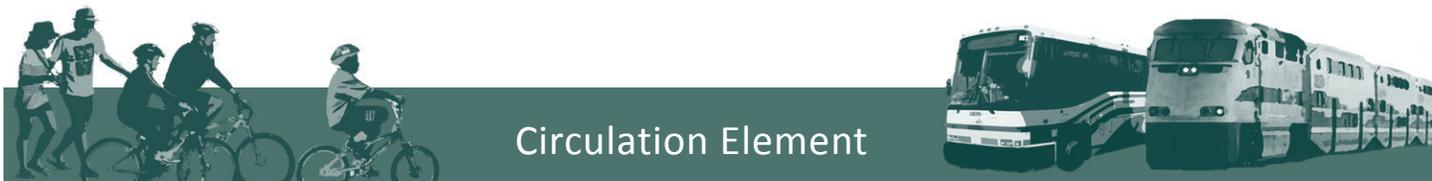
5.12.4 Solid Waste Disposal

The City of Camarillo’s waste disposal service is provided by several private contracts. The refuse disposed of consists of industrial/commercial and residential waste, greenwaste, recyclables, and hazardous waste. Although non-exclusive contracts can be made for roll-offs for particular locations and for an indefinite amount of time, the bulk of the city’s waste disposal is carried out through two, main 10-year contracts: one for commercial and industrial waste disposal, and the second for residential waste disposal. A third, five-year contract, hires a company that provides a drop-off facility for hazardous waste.

Since the City promotes the recycling of reusable goods, not only does it provide bins for recycling through its contracted disposal service, but it also has permitted redemption buy-back centers throughout the city.

5.12.5 Electricity

The City of Camarillo is served by the Southern California Edison Company which operates two plants along the coastal area in or near the City of Oxnard. One distribution substation serving the Camarillo area is located on Adolfo Road, west of Santa Rosa Road, in the City of Camarillo.



Circulation Element

5.12.6 Gas

The city is also served by the Southern California Gas Company which has major distribution lines in Las Posas Road, east of Arneill Road, and along Lewis Road and Mission Oaks Boulevard.

5.12.7 Communication/Media

The supply of cable, internet, and phone services are not operated, monitored, nor maintained by the City. Although multiple vendors are available through various sources, the lines which run through the city are either owned by Time Warner or Verizon FIOS, as of 2013. Multiple companies, as well as Verizon, also own antennas throughout the city to provide signal strength to cell phones.

5.12.8 Law Enforcement

The City of Camarillo has its police protection contract with the Ventura County Sheriff's Department. The contract, which began in 1965, provides a full range of law enforcement services for the city. The Camarillo station is a 27,000 square foot facility at 3701 Las Posas Road.

5.12.9 Fire Protection

The Ventura County Fire Protection District provides fire protection, fire suppression, rescue, and emergency-related services for the City of Camarillo. The Fire Protection District has three stations located within the city and has two additional stations located in the nearby unincorporated areas, which help to serve the needs of the Camarillo Planning Area.

5.12.10 Schools

The Pleasant Valley Elementary School District serves the city and its unincorporated areas: Camarillo Heights, Las Posas Estates area, and Santa Rosa Valley. In the 2013-14 school year, the district was budgeted for a total average daily attendance of 6,725 students. Seven elementary schools within the district include: Camarillo Heights (K-5), Dos Caminos (K-5), El Descanso (K-5), La Mariposa (K-5), Las Posas (K-5), Rancho Rosal (K-5), and Tierra Linda (K-5) Elementary Schools.

Two intermediate schools include Las Colinas Middle School (6-8) and Monte Vista Middle School (6-8).

Schools that are both elementary and intermediate include: Los Primeros School of Sciences and Arts (K-8) and Santa Rosa Technology Magnet School (K-8).

The Oxnard Union High School District (OUHSD) provides high school facilities for the City of Camarillo. The city is served by two high schools: Adolfo Camarillo High School (9-12) and Rio Mesa High School (9-12). A third high school, Camarillo Academy High School and Performing Arts Center, is planned to accommodate future growth. Additionally, a continuation high school, Frontier, is located at the nearby Camarillo Airport.

Charter schools include: Camarillo Academy of Progressive Education (CAPE), ACE school which focuses on architecture, construction and engineering and University Charter Schools at CSU Channel Islands.



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Schools administered by Ventura County Office of Education include: Phoenix School, (6-12) (special education at the airport), Gateway School, (6-12) at the airport, Phoenix - Los Nogales School, (K-5) special education, and Triton Academy for autistic students.