

ADOPTED MAY 8, 2013

# Safety Element 2013



*This element establishes goals, objectives, and policies to assist the City of Camarillo in assuring that the community is safe from natural and man-made hazards.*

# CAMARILLO



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# 11.0 City of Camarillo Safety Element

**Adopted: May 8, 2013**

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# 11.0 City of Camarillo Safety Element

## 11.1 INTRODUCTION

The Safety Element describes potential hazards that exist in Camarillo and the measures that the City is taking to address them. Some naturally occurring hazards may be unavoidable, but their impacts on communities can be reduced through planning and preparation. Thus, the Safety Element addresses geologic, seismic, flood, and fire hazards. This Element also addresses hazards created by human activity: hazardous materials and waste, aircraft hazards, and incidents that require emergency response. Expecting that emergencies will occur even when precautions are taken against hazards, the Safety Element describes the City's efforts to prepare for and respond to emergencies.

### 11.1.1 Authority for Element

California Government Code Section 65302(g)(1) requires that a General Plan include:

“ . . . A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires . . . .”

### 11.1.2 Element Organization

This element has been organized to be consistent with the other General Plan Elements. As such, the goals, objectives, and policies are the essence of the element, providing declarative statements setting forth the City's approach to various issues. A definition of these key terms is provided below, along with a table explaining the hierarchy and numbering for the goals, objectives, and policies.

**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.

**Implementing Action:** A list of recommended actions necessary to achieve element goals, objectives, and policies; implementing actions are discussed in Section 11.6.



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Goal, Objective, and Policy Hierarchy and Numbering		Element Acronym Example	
1. Goal	Each goal number starts with the element acronym and is followed by the number of the goal	Goal SAF-1	Each goal statement follows the goal acronym and number and generally has one or more objectives associated with the goal.
2. Objective	Each objective number starts with the element acronym and is followed by the number of the goal and objective.	Objective SAF-1.1	Each objective statement follows the objective number and generally has a policy associated with the objective.
3. Policy	Each policy number starts with the element acronym and is followed by the number of the goal, objective, and policy.	Policy SAF-1.1a	Each policy statement is associated with a specific goal and objective

## 11.1.3 Relationship to Other General Plan Elements

The Safety Element supports the other General Plan elements and focuses on community safety. The elements of the General Plan that have the greatest relationship to the Safety Element are: Land Use Element, Circulation Element, Housing Element, and Open Space & Conservation Element. While the Safety Element has a less direct relationship with the remaining General Plan elements, each element is singularly important, and collectively, the elements form the framework of Camarillo's future.

### ***Land Use Element***

The Land Use Element of the General Plan identifies the classifications of land within the City. The Safety Element provides additional guidance on potential natural and man-made hazards as they relate to the siting and development of future land uses.

### ***Circulation Element***

The Circulation Element discusses road design and non-motorized mobility. The Safety Element considers the road system throughout the City for emergency response services.



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## ***Noise Element***

The Noise Element serves as a comprehensive program for controlling noise in the Camarillo Planning area. The Noise Element: 1) provides noise environment information in the form of CNEL contours so that noise may be effectively considered in the land use planning process; 2) includes noise standards, policies, and implementation measures to avoid incompatible land uses due to excessive noise; and 3) protects existing regions within Camarillo where noise environments are deemed acceptable and protect existing and future areas throughout Camarillo that are considered to be noise sensitive. The Safety Element considers the noise levels associated with the Camarillo Airport.

## ***Housing Element***

The Housing Element includes an identification and analysis of existing and projected housing needs, and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing; along with the identification of adequate sites for housing and the adequate provision for the existing and projected needs of all economic segments of the community. The Safety Element addresses hazards or nuisances that should be avoided in the location of housing, or mitigated in the construction of housing.

## ***Open Space and Conservation Element***

The Open Space and Conservation Element is the primary tool for the protection of the community's natural environment, providing critical input into the preparation of the Land Use and Circulation Elements. The Safety Element directly relates to topics of concern in the Open Space and Conservation Element, particularly with respect to natural hazards (i.e., seismic, flooding) and their correlation to areas identified for open space or conservation.

## **11.2 CAMARILLO SAFETY SETTING, REGULATIONS, AND RELATED DOCUMENTS**

### **11.2.1 Existing Setting**

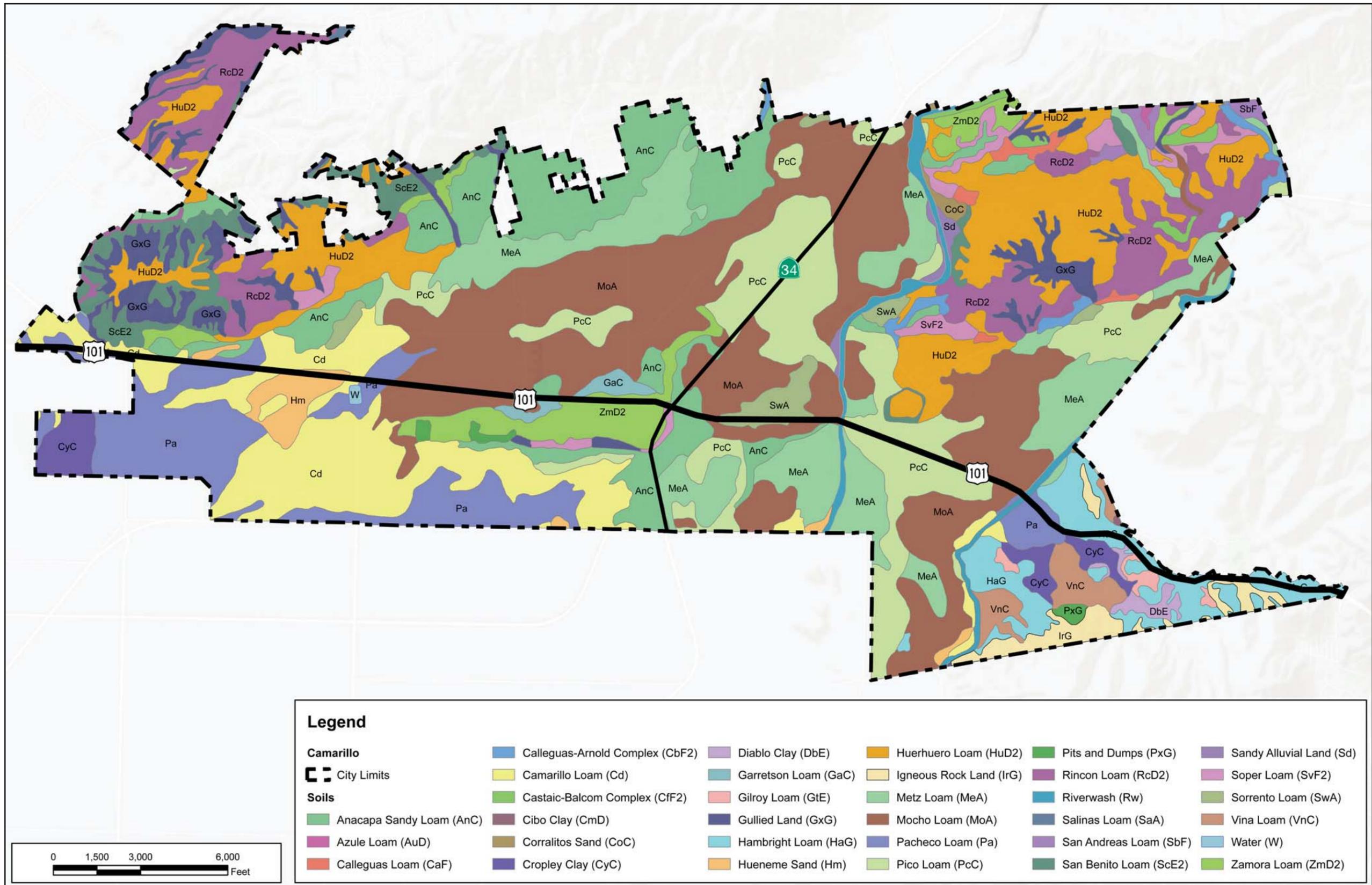
#### **SOILS**

There are many types of soils within Camarillo. Generally, soils in Camarillo are expansive in nature and have a high shrink-swell potential. Highly expansive soils are present in the east and west ends of the City of Camarillo. Less expansive soils are present in the core of the City. Below is a listing of the common soils in the eastern, western, and central portions of the City, as identified by United States Department of Agriculture Soils records and maps, and are shown on *Exhibit 11-1, Regional Soils Map*:



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- NAACP sandy loam and gravelly loam
- Azure loam
- Badland
- Calleguas shaly loam
- Calleguas-Arnold Complex
- Camarillo loam, sandy loam, and substratum
- Castaic-Balcom complex
- Cibo Clay
- Corralitos loamy sand
- Cropley Clay
- Diablo Clay
- Garretson loam
- Gilroy Clay loam and very rocky clay loam
- Gullied land
- Hambright very rocky loam and very rocky clay loam
- Hueneme loamy sand, sandy loam, and substratum
- Huerhuero very fine sandy loam
- Igneous rock land
- Metz loamy and loamy fine sand
- Mocho gravelly loam, clay loam and loam
- Pacheco silty clay loam
- Pico sandy loam and loam
- Rincon silty clay loam
- Riverwash
- Salinas clay loam
- San Andreas sandy and clay loam
- San Benito clay loam
- Sandy alluvial land
- Soper loam and gravelly loam
- Sorrento loam and silty clay loam
- Vina loam, gravelly loam and silty clay loam
- Zamora loam



Source: City of Camarillo GIS, USDA-NRCS Soil Data Mart Data dated 2006; ESRI Terrain Basemap.



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These expansive soils present potential hazards in Camarillo because they expand when wet and collapse or shrink when dry. The change in volume due to high shrink-swell potential can exert detrimental stresses on buildings and cause structural damage. In the past, damage has been recorded in the Camarillo Heights area and on the west side of the City. The residential areas on the east side of the City on Santa Rosa Road are also located in areas of highly expansive soils.

### **LOADING SETTLEMENT**

Loading settlement can be immediate or occur gradually over a long period of time. Immediate settlement is normally associated with loose granular soils when they are subjected to loads. These soils are generally found in young alluvium or loosely deposited materials.

### **SUBSIDENCE AND INUNDATION**

Subsidence is the ground settlement that results over time from the extraction of oil or groundwater. This process usually extends over a large area and occurs on a gradual basis so the settlement effects on a single site, relative to its immediate neighbors, may be negligible as the neighboring properties are also subsiding.

Inundation is a potential secondary effect of subsidence in Ventura County. Both the ocean and the Santa Clara River could flood into depressed areas of the Oxnard Plain. The Santa Clara River is building up sediments within its present course while no longer adding deposits to the remainder of the Oxnard Plain. If the old deposition consolidates, a flood could change the river course and thus inundate the lower land. Extraction of oil and/or water could increase the potential for such an occurrence and increase the area affected.

### **SEISMIC HAZARDS**

The City of Camarillo, like the rest of Southern California, is located within a seismically active region. Faults and earthquakes present direct hazards from fault rupture and ground shaking as well as indirect hazards, described below.

#### **FAULTS**

The most significant known active fault zones that are capable of seismic ground shaking and can impact Camarillo are discussed below, and are shown on *Exhibit 11-2, Camarillo Fault Map*.

**Simi/Santa Rosa Fault.** The Simi/Santa Rosa fault zone is a complex zone of faults that trends westward from the Santa Susana Mountains, along the northerly margin of the Simi and Tierra Rejada Valleys, along the southern slopes of the Las Posas and Camarillo Hills, to their westerly slopes of the Las Posas and Camarillo Hills, to their easterly termination at the western edge of Camarillo.



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**Bailey Fault.** This fault marks the boundary between the western margin of the Santa Monica Mountains and the Oxnard Plain and is located in the City of Camarillo. It extends from the Mugu Lagoon area northerly to an apparent intersection with the Camarillo Fault north of U.S. 101. The location of this fault is inferred based primarily upon water well data.

**Camarillo Fault.** The Camarillo fault extends in an east-west direction from the southern side of Camarillo High School to the Camarillo Airport. The trace of the fault is highlighted by the abrupt linear ridges that have been uplifted along the northern side of the fault in the southern portion of Camarillo.

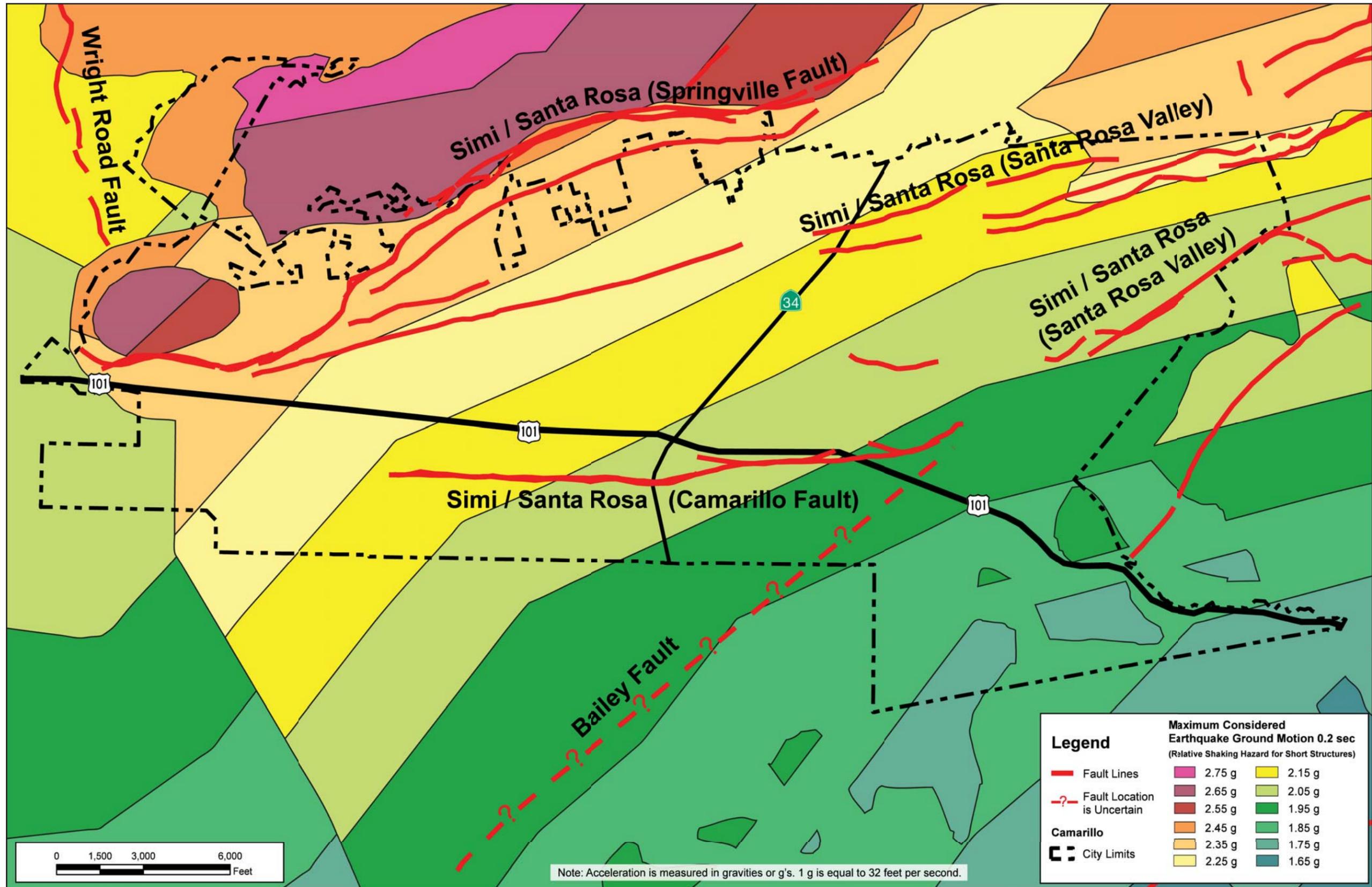
**Wright Road Fault.** This fault is located at the western end of Camarillo, and was named the “Wright Road fault” after its most prominent scarp across Wright Road. In 1998, CDMG zoned the Wright Road fault under the Alquist-Priolo Fault Hazard Zone Act after Treiman (1997) determined that it is an active, near-surface feature.

**Sycamore Canyon and Boney Mountain Faults.** These faults are the most prominent of a series of northeast-trending breaks extending from the Point Mugu and south coast area to the Thousand Oaks area. The presence of the faults is evident by surface exposures showing displacement of sedimentary and volcanic rocks of pre-Pleistocene age. The faults are designated as potentially active until more information is available for evaluation.

**Oak Ridge Fault System (Not Depicted on Exhibit 11-2).** The Oak Ridge fault is a major 35- to 56-kilometer-long, south-dipping reverse fault. The fault extends from the Santa Susana Mountains, westward to the Ventura area where it has been overridden by the Ventura-Pitas Point and Country Club faults. The fault system is considered active and a portion of the fault near the Bardsdale Cemetery in Fillmore (approximately 11 miles north of Camarillo) has been delineated as an Alquist-Priolo fault-hazard zone by the California Division of Mines & Geology.

**Ventura-Pitas Point and Country Club Faults (Not Depicted on Exhibit 11-2).** The Ventura fault has been mapped along the base of the hills south of Sulphur Mountain extending from north Saticoy westerly to the mouth of the Ventura River then westerly an unknown distance into the Santa Barbara Channel area, located approximately 11 miles from Camarillo, in the City of Ventura. The fault is referred to as the Pitas Point fault where it extends offshore.

**Red Mountain/San Cayetano/Santa Susana/San Fernando Fault System (Not Depicted on Exhibit 11-2).** This fault system consists of a major series of north-dipping thrust faults, which extend over 150 miles from Santa Barbara County into Los Angeles County. Geologic evidence suggests that the fault system should be considered active throughout its length is shown by location of earthquake epicenters. The system is associated with an intense zone of folded and faulted bedrock.



Source: City of Camarillo GIS Data dated October 31, 2001; ESRI Terrain Basemap.



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**Santa Ynez Fault (Not Depicted on Exhibit 11-2).** This fault extends from Point Conception in Santa Barbara County, across the central portion of Ventura County, to near the eastern County line. It is considered to be one of the major faults in the region and is about 90 miles long. Past displacement has been about 10,000 feet of the relative uplifting of the south side of the fault. The fault lies about 4 miles north of Ojai.

**North County Line Faults (Not Depicted on Exhibit 11-2).** Several large faults occur in the mountainous area north of the Santa Ynez fault and within Ventura County. The most significant of these faults are the Tule Creek, Munson Creek, Aqua Blanca, Frazier Mountain, and Big Pine faults. Of those, the more important appear to be the Pine Mountain Thrust and Big Pine faults (9 and 16 miles north of Ojai, respectively). Both of those faults are considered active.

**San Andreas Fault (Not Depicted on Exhibit 11-2).** The San Andreas is the longest and perhaps most important fault in California. That historically active fault has a length of over 960 kilometers and forms the tectonic boundary between the Pacific Plate to the west and the North American Plate to the east. Several major earthquakes have been recorded on the San Andreas fault, and it is generally considered to pose a significant earthquake risk to California. In its closest proximity to Camarillo, this fault is located 30-40 miles north of the City of Camarillo.

### FAULT RUPTURE

To assist cities and counties in avoiding the hazard of surface fault rupture, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults. The State has identified three Alquist-Priolo Earthquake Fault Zones within Camarillo, shown in *Exhibit 11-3, Alquist-Priolo Earthquake Fault Zone Map*. These zones are located along and just north of Las Posas Road, south of U.S. 101 just to the east of the airport, and north of U.S. 101 in the vicinity of Camarillo Road. To supplement the State-designated fault-rupture zones, the City of Camarillo has established several additional fault-rupture zones that also require fault investigations.

### SEISMIC SHAKING

The effects of seismic shaking on future structures and land development projects within the City may be mitigated by adhering to adopted building codes. *The California Building Standards Code* regulates the design and construction of foundations, building frames, retaining walls, excavations, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions.



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## **SECONDARY SEISMIC HAZARDS**

Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. A large portion of the City, primarily the western half, lies within a liquefaction hazard zone per the State of California; refer to *Exhibit 11-4, Liquefaction Susceptibility Map*. The process of liquefaction may also produce lateral spreading of soils on properties adjacent to creeks and drainages, such as Calleguas Creek and Conejo Creek.

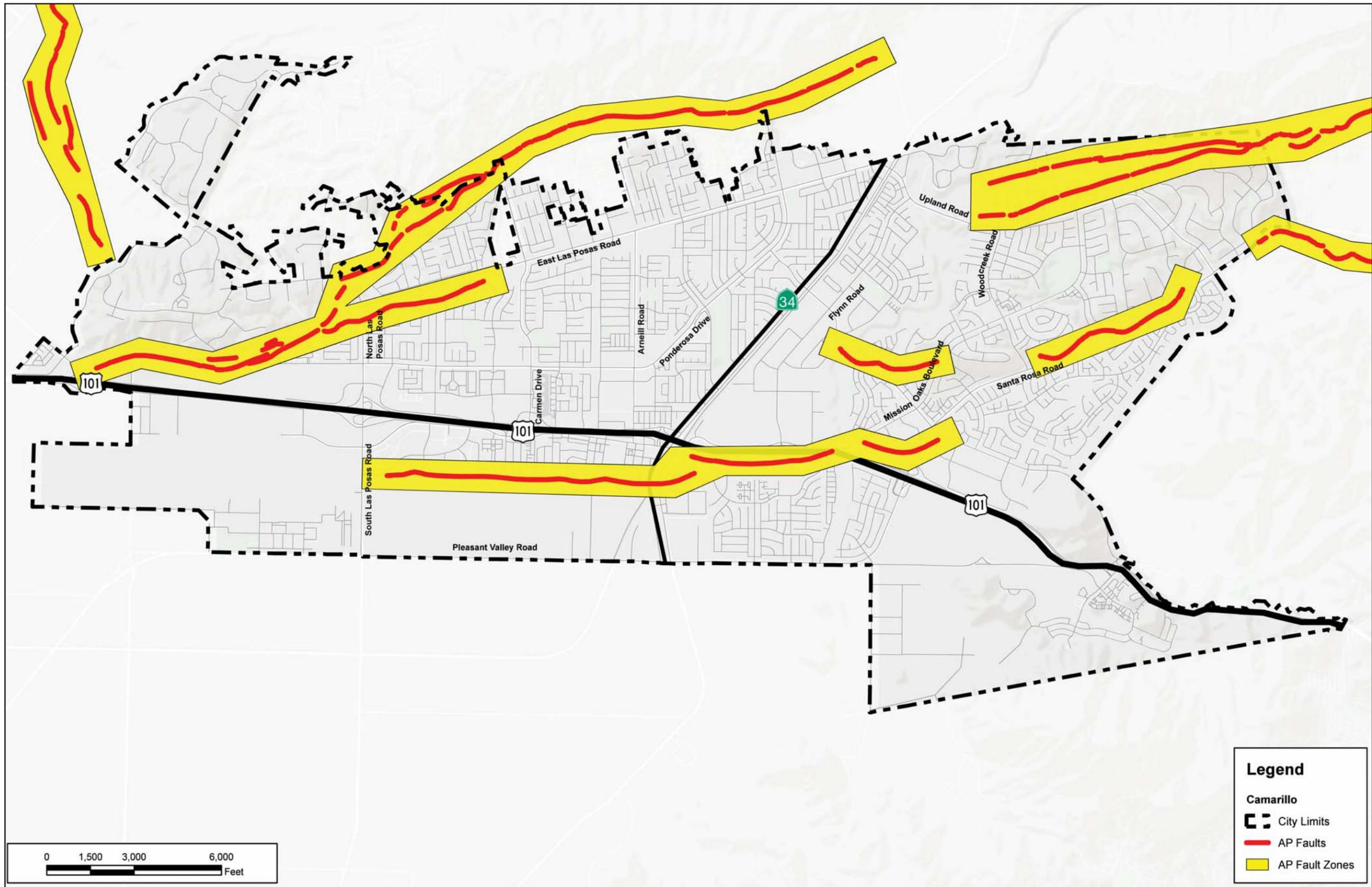
Active faults may develop fissuring along the fault trace during a significant seismic event or groundwater elevation change, which could lead to differential subsidence. If commercial water wells are installed within or near the subsidence zone, the potential for ground fissuring and differential settlement effects could be more noticeable.

Earthquake-related landslide potential within the City limits can be understood based on known conditions and published geologic maps. Landslides and potentially unstable slopes are especially common in hillside areas underlain by sedimentary bedrock of the Pico, Saugus, Santa Barbara, Monterey/Modelo and Rincon Formations. Those formations are generally soft and contain abundant silt and clay strata. Portions of the southern, eastern and western margins of the Camarillo Hills and the southwestern Santa Rosa Hills are present within the City. A few significant landslides are known to exist within those areas, and many slopes are only marginally stable. As in most other hilly terrain, landsliding can be caused by construction activities, unless stability considerations are incorporated in the design of development. Additionally, the potential for rock fall due to a seismic event or natural weathering and instability is also present in properties at the base of hillsides where rocks and boulders exist.

## **FLOOD HAZARDS**

### **CREEKS AND FLOODING**

The Calleguas and Conejo Creeks are both located within the eastern portion of the City of Camarillo, and the Beardsley Wash/Revolon Slough is located west of the City. Although extensive channel improvements have been constructed within the City, there are continuing efforts to reduce the flood risk east of Somis Road and off of Howard Road, along with building greater community resiliency through flood control project partnerships with the City and the Ventura County Watershed Protection District. Uses in the hazard areas are largely agricultural, with some residential and industrial development. Sections of U.S. 101 and rail lines of the Southern Pacific Railroad are also in the hazard zone. The Ventura County Watershed Protection District has designated Calleguas and Conejo Creeks and Beardsley Wash/Revolon Slough as District jurisdictional red line channels, and as such the District holds the right-of-way over the reaches of Calleguas and Conejo Creeks and Beardsley Wash/Revolon Slough and all other District jurisdictional red line channels within the current Camarillo city limits.



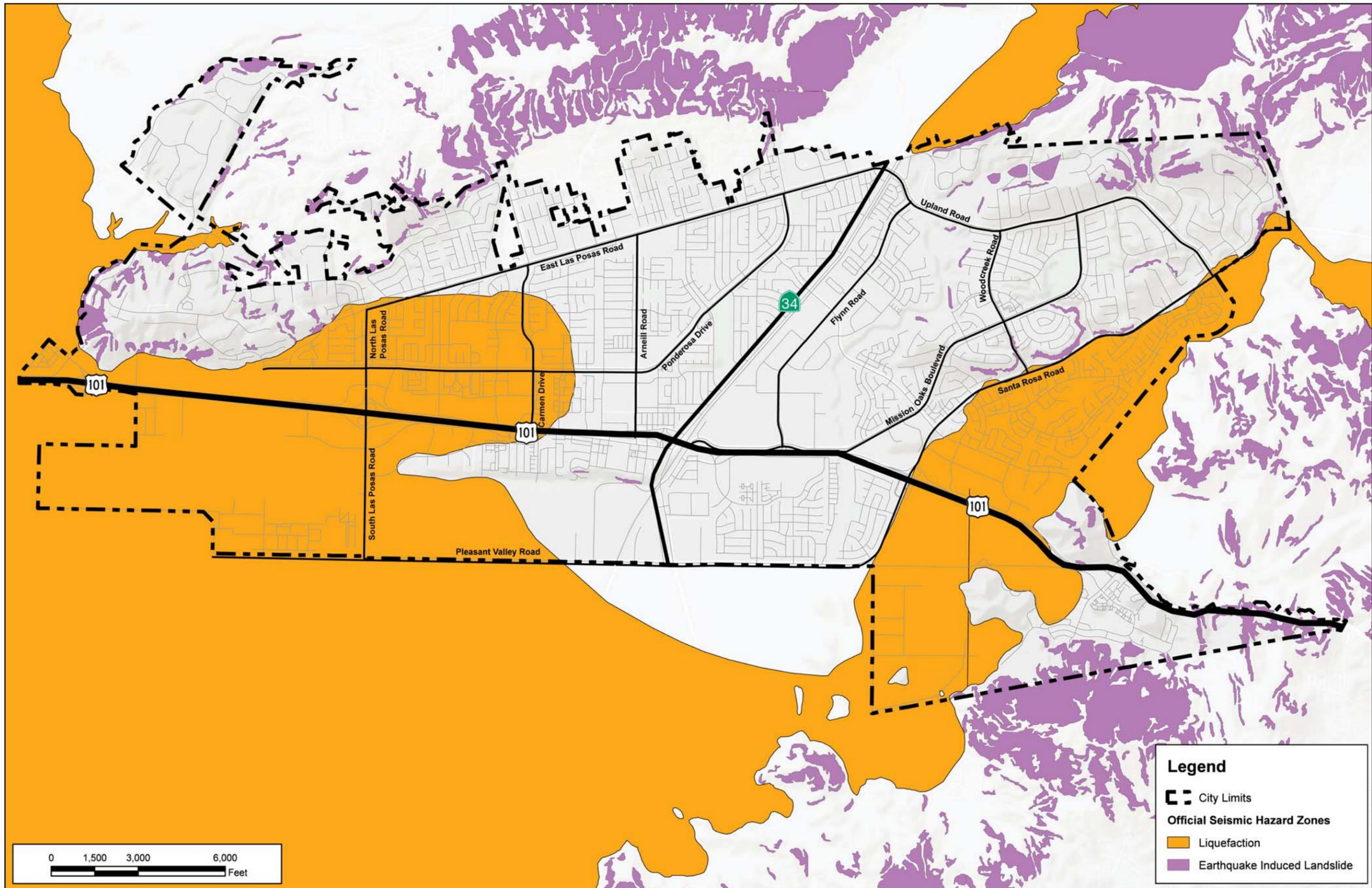
Source: City of Camarillo GIS Data dated November 8, 2002; ESRI Terrain Basemap.



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**Legend**

- City Limits
- Official Seismic Hazard Zones**
- Liquefaction
- Earthquake Induced Landslide

Source: City of Camarillo GIS Data dated September 27, 2002; ESRI Terrain Basemap.



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CAMARILLO SAFETY ELEMENT  
**Liquefaction Susceptibility Map**



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Flooding in special risk areas can occur rapidly or slowly, depending on the heaviness and severity of rainfall. According to the Ventura County General Plan Hazards Appendix, much of Camarillo lies outside identified 100-year flood zones. This has also been confirmed on FEMA Maps dated January 22, 2010, as shown in Exhibit 11-5, FEMA Flood Zones.

## DAM INUNDATION AREAS

According to the Ventura County General Plan Hazards Appendix, there are many dams within the County. Additionally, much of Camarillo is within an area subject to potential inundation. The City is within the vicinity of the Bard Reservoir, which holds approximately 11,000 acre-feet of water. In addition, potential dam inundation associated with failure of the Pyramid Dam could affect parts of the City. Potential dam inundation areas are shown on Exhibit 11-6, Dam Inundation Areas. Other dam inundation areas throughout the County are listed in Table 11-1, Dams within Inundation Potential in Ventura County.

**TABLE 11-1**  
**Dams with Inundation Potential in Ventura County**

Dam/Reservoir Name	Owner	Capacity Acre-Feet	Type	Flood Route	Impacted Areas In Ventura County	Special Features
Bard Reservoir (Wood Ranch)	Calleguas Municipal Water District	11,000	Earth	Arroyo Simi	Simi Valley, Moorpark, Camarillo	
Bouquet Canyon	Los Angeles City Dept of Water and Power (DWP)	36,500	Earth	Santa Clara River	Fillmore, Bardsdale, Santa Paula, El Rio, Oxnard, Pt. Mugu, Pierpoint Bay	Dam near S.A. Fault Zone (5 miles)
Casitas Dam	Bureau of Reclamation	254,000	Earth Fill	Coyote Creek Ventura River	Casitas Springs, Ventura Avenue	Short Time for Warming
Castaic Dam	California Department of Water Resources (CDWR)	325,000	Earth	Santa Clara River	Piru, Fillmore, Bardsdale, Santa Paula, Oxnard Plain	Hot Potential for Debris
Drink Water Reservoir*	Los Angeles City DWP	80	Earth	San Francisquito Canyon	Santa Clara River	River Drainage
Dry Canyon*	Los Angeles City DWP	1,140 (Maintained Empty)	Hydrofill	Santa Clara River	Immediate Vicinity of River	Hydrofill
Elderberry Flood Basin*	Los Angeles City DWP	33,000	Earth	Santa Clara River	Fillmore, etc.	Drains into Lake Castaic
Ferro Debris Basin*	V.C. Watershed Protection District	7,900	Earth	Beardsley Wash/Revolon Slough	Agricultural Area, Highway 118	
Lake Eleanor	Conejo Open Space and Conservation Agency	128	Constant Radius Arch	Eleanor Creek	Westlake Blvd. to Westlake	Concrete Arch (1881) Short time for Warming
Lake Sherwood	Murdock Development Company	2,694	Constant Radius Arch	Petrero Creek	Westlake area to Thousand Oaks	Concrete Arch (1904) Short time for Warming
Las Lajas Reservoir	V.C. Watershed Protection District	1,250	Earth	Las Lajas Canyon	Simi Valley (midsection)	
Las Posas Estates Debris Basin*	V.C. Watershed Protection District	42	Earth	Beardsley Wash		



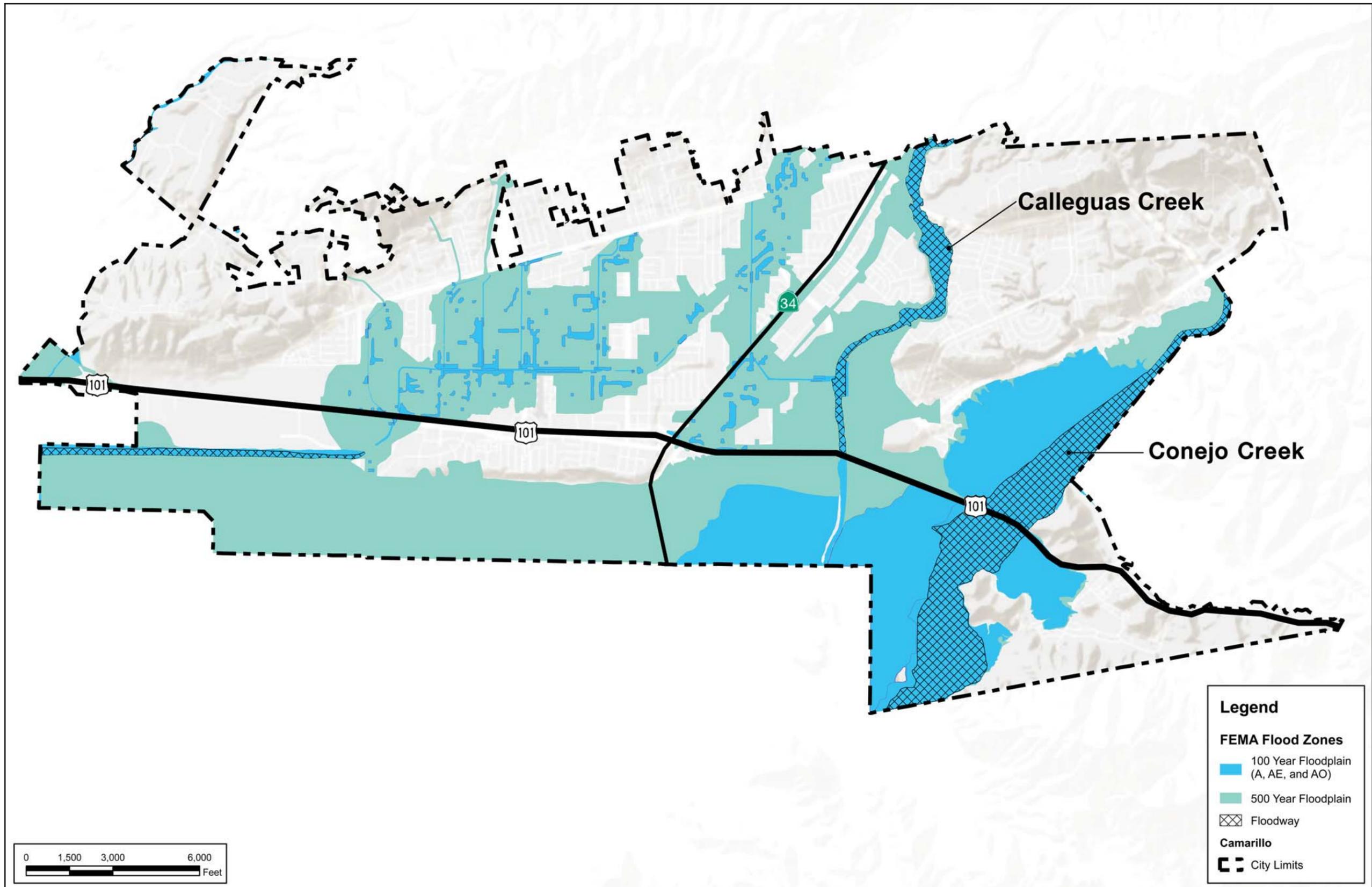
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**TABLE 11-1 [continued]  
Dams with Inundation Potential in Ventura County**

Dam/Reservoir Name	Owner	Capacity Acre-Feet	Type	Flood Route	Impacted Areas In Ventura County	Special Features
Matilija Dam	V.C. Watershed Protection District	1,800	Variable Radius Arch	Matilija Creek Ventura River	Matilija Hot Springs, Friends Ranch, County Dump, Live Oak Acres, County Honor Farm, Casitas Springs, and Ventura Riverbed	Dam Declared unsafe (Notch reduces storage capacity, monitored quarterly by VCFCO)
Meiners Oaks*	Meiners Oaks County Water District	15 (out of service)	Earth			
Sycamore Canyon*	V.C. Watershed Protection District	890	Earth	Arroyo Simi	Simi Valley	Inundated by Bard (Wood Ranch)
Pyramid Dam	CDWR	179,000	Earth Fill	Piru Creek, Santa Clara River	Piru, Bardsdale, Fillmore, Santa Paula, Oxnard Plain	Flows into Lake Piru (Santa Felicia Dam)
Runkle Debris Basin	V.C. Watershed Protection District	100	Earth	Runkle Canyon	Simi Valley (Midsection)	
Santa Felicia Dam (Lake Piru)	United Water Conservation District	100,000	Earth	Piru Creek, Santa Clara River	Piru, Bardsdale, Fillmore, Santa Paula, Oxnard, Pt. Hueneme	Short time to Piru
Senior Canyon Reservoir	Senior Canyon Mutual Water Co.	78	Earth	Senior Canyon, San Antonio Creek	Ojai	
Sinaloa Lake	Sinaloa Lake Home Owners Association	200	Earth	Oak Canyon Arroyo Simi	Simi Valley	Inundated by Bard (Wood Ranch)

\*Exempted by State Office of Emergency Services (OES) from preparing Dam Inundation Plans or Inundation Maps for Ventura County.

Source: Figure 2.11.1, Ventura County General Plan, June 28, 2011.



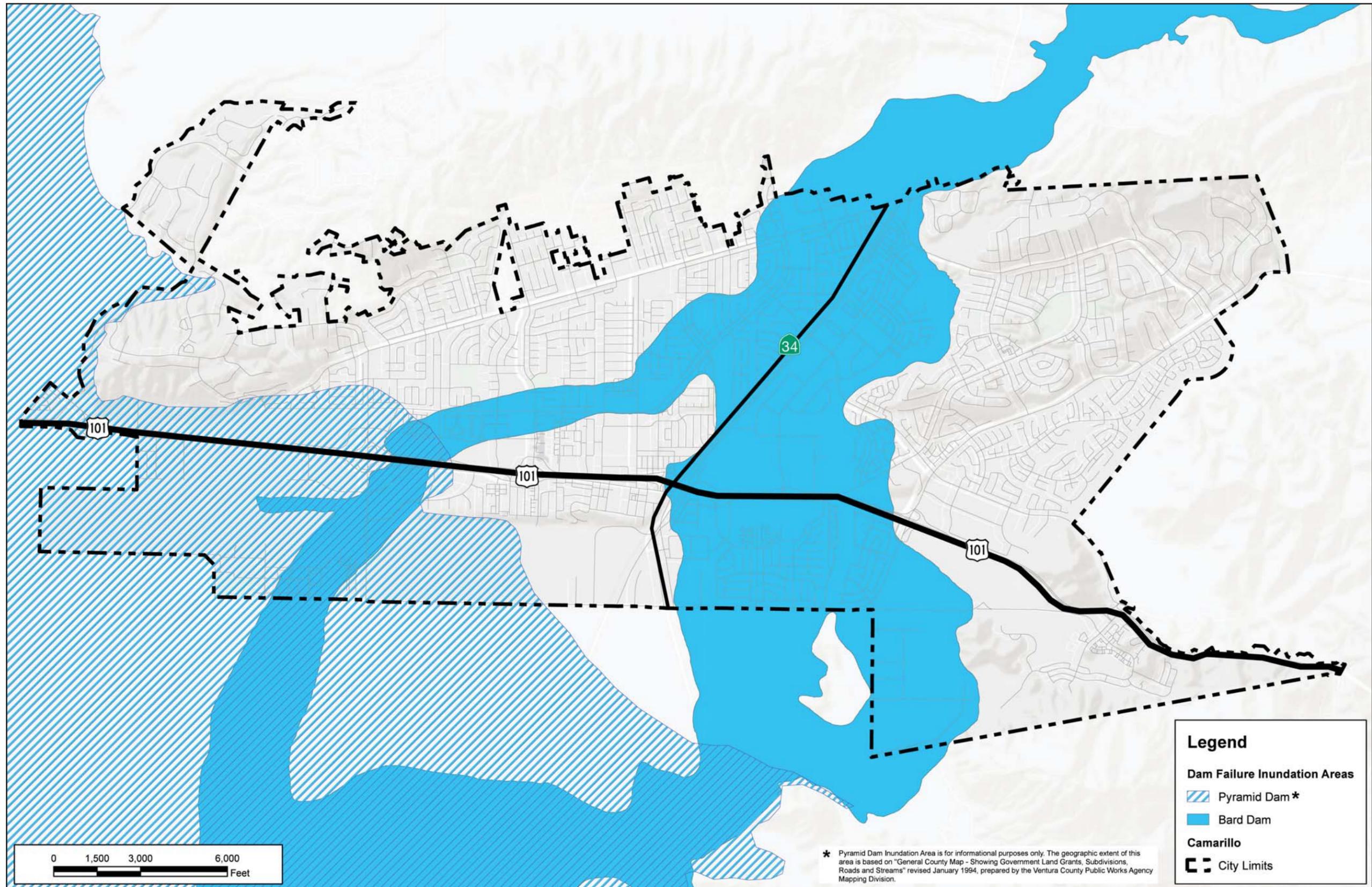
Source: City of Camarillo GIS Data dated January 22, 2010; ESRI Terrain Basemap.



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Source: City of Camarillo GIS Data dated August 28, 2012; ESRI Terrain Basemap.



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## FIRE HAZARDS

### ***WILDLAND FIRES***

A wildland fire is an uncontrolled fire spreading through vegetative fuels that may expose or consume structures. Although not located in a wilderness area, the threat of a wildland fire in or near Camarillo is high due to the wildland urban areas in and around the City, where structures and other human development meet or intermingle with wildland or vegetative fuels. The threat of wildfire is particularly significant during dry summer months and when there are strong Santa Ana winds. The fire season typically extends approximately five to six months, from late spring through fall. The aftermath of wildland fire produces new areas of potential landslide as burned and defoliated soils are exposed to winter rains.

The undeveloped hillside areas in and adjacent to the City present a potentially serious hazard due to the high potential for large-scale wildland fires, as shown in *Exhibit 11-7, High Fire Hazard Zones*. The hills along the northern and eastern boundaries of the City are notorious for their threat of wildland fires that move quickly through the area. According to the Ventura County Community Wildfire Protection Plan, these areas are within the “Very High” Fire Severity Zone. Other portions of land to the north and east are within the “Moderate” Fire Severity Zone.

There are a number of building criteria and site maintenance techniques available for the Ventura County Fire Department (also known as the Ventura County Fire Protection District) and property owners to use for areas within a Fire Severity Zone or areas described as Communities at Risk.

Communities at Risk include areas and Cities where structures and other human development meet and intermingle with undeveloped wildland or vegetative fuels. The various techniques are detailed in the California Building Standards Code, Chapters 7 and 7A, and the California Fire Code, Chapter 47 (California Code of Regulations, Title 24, Part 9), and address topics such noncombustible siding for buildings and 100-foot fuel modification (buffer) zones.

In addition, community planning, awareness, and involvement are proven elements of effectively reducing the occurrence of wildland fires and damage associated with them. Weed abatement notices are sent to property owners in Camarillo, and the Fire Department actively enforces weed abatement procedures. The Ventura County Community Wildfire Protection Plan also outlines a weed abatement procedure along Calleguas Creek. The purpose of this plan is to ensure that annual combustible plants such as Arundo and Tamarisk are removed to prevent fire hazards along the creek. Fire staff has confirmed that this program is in process and ongoing year-round as necessary.



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Creating Ignition-Resistant Structures through proper roofing materials, monitoring structural extensions and openings, and creating defensible space around structures are all proven methods for reducing potential wildfire hazards. Maintaining access to allow for firefighting equipment access also plays an important role in reducing wildfire hazards. The Fire Department has also published a Fire Hazard Reduction Program Plant Reference Guide.

### **URBAN FIRES**

No significant unusual urban fire hazards have been identified in Camarillo. Local high fire hazard zones are located in the wildland/urban interface areas, as described above. Management of hazardous materials that can cause fires is described in the Hazardous Materials Hazards section. Protection from urban fire hazards includes fire prevention and suppression, described in Fire Protection below.

### **FIRE PROTECTION**

Fire suppression and preventative services in Camarillo are provided by the Ventura County Fire Department. Mutual aid, automatic aid and other agreements with surrounding departments allow the Ventura County Fire Department to provide the fastest and highest level of service.

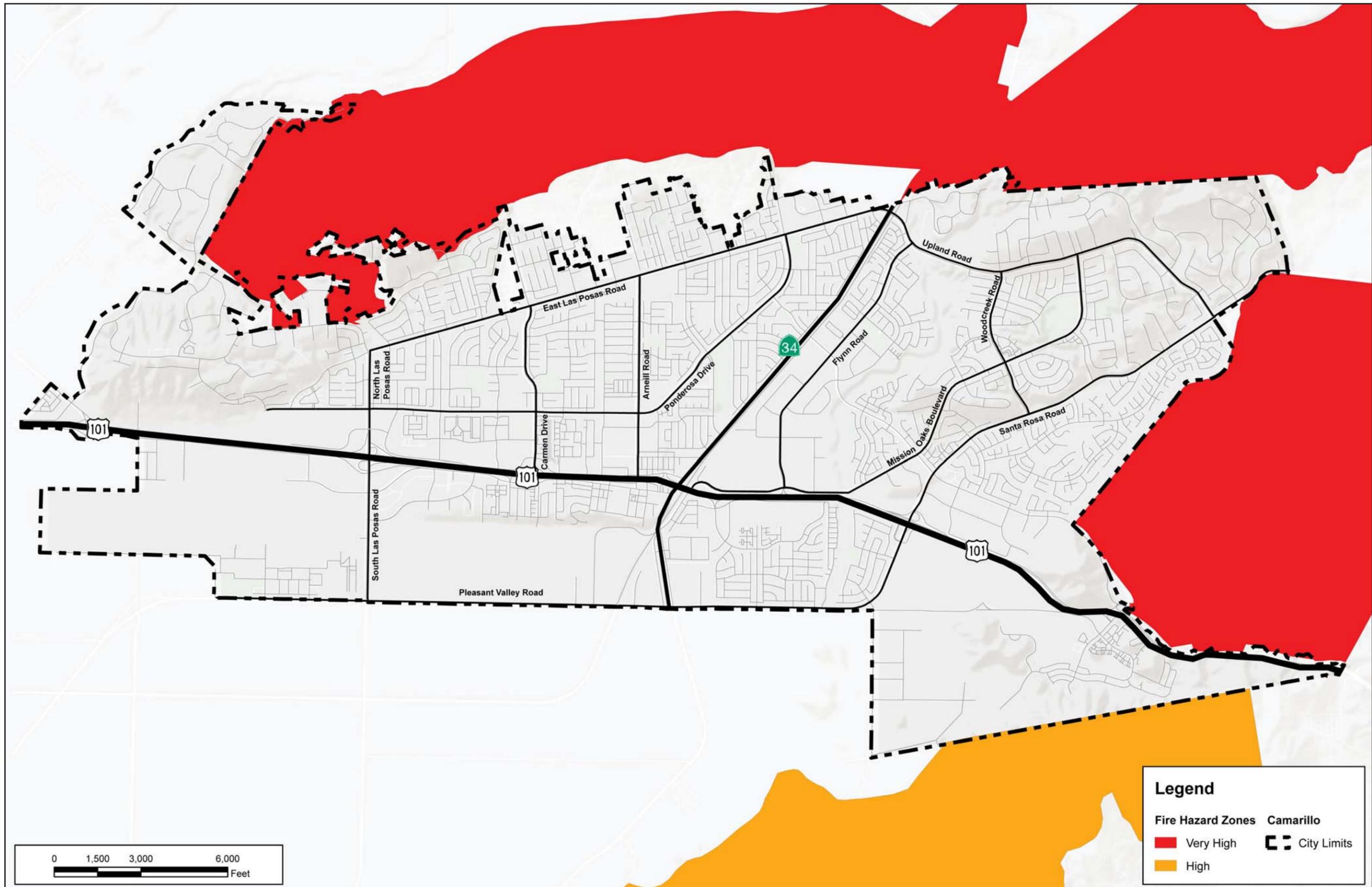
The County Fire Department has three fire stations located within the City of Camarillo, described below.

**Fire Station 50.** Located on South Las Posas Road, Fire Station 50 was completed in early 2001 and serves the Camarillo Airport, the western portion of the City of Camarillo and unincorporated portions of the Oxnard Plain. It is also the headquarters for Division 1.

This District's hazardous materials response unit and the District's Hazmat Officer are also assigned here. The aircraft fire/rescue vehicle also operates out of this Station.

In 2006, a Paramedic Squad with two Paramedic/Firefighters went into service at Station 50. The Station is staffed daily by five firefighters and houses an engine (Engine 50); a crash truck (Crash 50); a tractor-trailer HazMat unit (Hazmat 50); a squad (Squad 50); and a utility pickup (Utility 50). Also assigned to Station 50 are two De-Con trailers used for decontamination at HazMat incidents.

**Fire Station 52.** This Station is located on Santa Rosa Road and serves the eastern portion of the City of Camarillo and much of the Santa Rosa Valley. The Station was built in 1982 on land donated by the City to provide protection for the growth in the area. In 2002, the firefighter position was upgraded to Paramedic/Firefighter. This Station is staffed daily by three firefighters and houses a medic/engine (Medic/Engine 52); a reserve engine (Engine 152); and a brush engine (Engine 352).



Source: City of Camarillo GIS Data dated November 25, 2002; ESRI Terrain Basemap.



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**Fire Station 54.** Located at 2160 Pickwick Drive, this Station was built in 1995 to replace the old fire station and county building on Ventura Boulevard. Fire Station 54 serves the central area of the City of Camarillo and is the Battalion 1 Headquarters. Battalion 1 commands the Camarillo and Somis areas and the department's Special Operations activities. Special operations include hazardous materials mitigation, urban search and rescue services and specialized fire fighting activities such as shipboard and aircraft emergencies.

### ***EMERGENCY RESPONSE TIMES AND ISO RATINGS***

It is anticipated that average response times within Camarillo is 5 minutes or less. Insurance Services Offices (ISO) rates are not used by the Ventura County Fire Department.

### ***FIRE PREVENTION CODES***

The Fire Department engages in activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (California Code of Regulations, Title 24, Part 9). The Department provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. As described later in this Element, the Department also provides education and training in public safety and emergency preparedness.

Additionally, new development is subject to payment of a Fire Protection Facilities Fee. The Camarillo Municipal Code Section 16.50.010 states that new construction within the city will create a need for additional fire protection services and a corresponding need for additional or enlarged fire stations from which to provide those services. The Ventura County Fire Department, which provides fire protection services to the City, has the primary responsibility for providing the additional fire protection services, but its tax revenues are insufficient to provide the corresponding additional or enlarged fire stations and it is questionable whether the fire district has authority to directly impose a fee on new construction for such purposes. The City of Camarillo does have authority to impose such a fee and it is in the interest of the City to ensure that the Fire Department has sufficient funds to pay for the needed new or enlarged fire stations.

### ***FIRE PREVENTION PROGRAMS***

**Ready, Set, Go! -- Wildfire Action Plan.** Since Ventura County is so large and fires can be very prevalent, a county-wide program called "Ready, Set, Go" is a fire protection plan that is intended to protect residents from Urban and Wildfires. The purpose of the "Ready, Set, Go" program is to provide residents with a Wildfire Action Plan that serves as an educational tool informing residents about wildland/urban interface, defensible spaces, making their homes more fire resistant, fire preparation, and finally, in the event of a fire emergency, preparing to leave and evacuate to safety.



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## HAZARDOUS MATERIALS AND WASTE

A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quantity, concentration, or characteristics. Hazardous materials require special care in handling due to the hazards they pose to public health, safety, and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.

Hazardous materials are transported through the City, and businesses within the City handle, transport, and/or store hazardous materials. Other sources of hazardous materials include agricultural operations, illegal drug manufacturing, and clandestine dumping.

Existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within Camarillo.

Additionally, the County of Ventura's Environmental Health Hazardous Materials Program is a Certified Unified Program Agency (CUPA). The CUPA is a single local agency designated by the California Environmental Protection Agency as having regulatory authority for six environmental programs: Hazardous Waste, Hazardous Waste On-site Treatment, Spill Prevention Countermeasure Plan (aboveground tanks), Underground Storage Tanks, Hazardous Materials Business Plan and Inventory, and Risk Management Plan. The Ventura County CUPA enforces those programs throughout the County, except for the City of Oxnard. In addition to the CUPA Program, County staff responds whenever there is an accidental release of hazardous materials.

The program also includes the Leaking Underground Fuel Tank (LUFT) Program that oversees cleanup of leaky underground tank sites under contract to the State Water Board. Environmental Health Department Reference Documents include the following:

- California Health and Safety Code, Division 20
- California Code of Regulations, Title 19, Title 22 and Title 23
- Ventura County Ordinance, Chapter 5
- Ventura County Environmental Health Division

### **TRANSPORT OF HAZARDOUS MATERIALS**

Hazardous substance incidents are prone to occur within the City of Camarillo due to the presence of highways and railways. Transportation of hazardous materials/wastes is regulated by California Code of Regulations Title 26. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials, and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and



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routing). The California Highway Patrol and the California Department of Transportation enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons and are treated as Threat Assessment 2 through the Camarillo Multi-Hazard Functional Plan.

### ***HAZARDOUS MATERIALS SITES***

Certain businesses in the City of Camarillo incorporate hazardous materials into their production or service processes, and some generate hazardous waste. These businesses include automotive services, dry cleaners, photo processing, printing, lithography, and medical services. Additionally, the Multi-Hazard Functional Plan identifies the Equilon Pipeline Company Crude Oil Line, located in the northeast portion of the city east of Upland Road as an active and a potential threat, as well as transmission/distribution gas lines within and adjacent to the City.

Hazardous materials disclosure allows for the inspection of businesses that generate, store, and use hazardous materials. Through regular inspections, the CUPA can identify hazardous conditions and can obtain compliance through the fire code to provide for the safety of citizens and fire fighters in the event of a hazardous materials fire or release.

Furthermore, a Hazardous Materials Business Plan (HMBP) provides the Ventura County Certified Unified Program Agency (CUPA), local fire agencies, and the public with information on hazardous materials at businesses and most government facilities. The HMBP also incorporates California Health and Safety Code Chapter 6.95 and California Code of Regulations Title 19. The CUPA is responsible for HMBP program compliance within Camarillo.

### ***HAZARDOUS MATERIALS INCIDENTS***

The HazMat Unit of the Ventura County Fire Department responds to hazardous materials incidents, with further assistance provided by the County Department of Environmental Health. All Ventura County Fire Department personnel receive first responder operations training and are trained in hazardous materials decontamination procedures, so that they can determine that a problem exists, isolate the problem, and assist an advanced team when it arrives. From there, the County Department of Environmental Health Staff provides organizational assistance and supervision for cleanup and decontamination of hazardous materials incidents.

### ***HAZARDOUS WASTE***

Hazardous waste is waste with properties that make it dangerous or potentially harmful to human health or the environment. Camarillo and Ventura area landfills do not accept hazardous waste. However, households may bring hazardous waste to collection centers and collection events within the City of Camarillo, while businesses that generate hazardous waste



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are required by State and Federal Law to contract with registered hazardous waste transporters and disposers.

### AIRCRAFT HAZARDS

#### ***CAMARILLO AIRPORT***

Camarillo Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation reliever airport for the Los Angeles metropolitan area (FAA 1995, p. A-1 5).

Reliever airports play a key role in the nation's aviation system by providing an alternative to general aviation users in major metropolitan areas. Camarillo Airport is within the corporate limits of the City of Camarillo, three miles southwest of the City's central business district (CBD). The airport is situated less than one mile south of Ventura Freeway (U.S. 101) and seven miles east of the Pacific Ocean coastline. Access to the airport is provided by Pleasant Valley Road immediately south of the airport. The airport is bordered to the east by Las Posas Road, which links the airport to the Ventura Freeway and the City of Camarillo to the north as well as Naval Base Ventura County - Point Mugu and the Pacific Coast Highway (State Highway 1) to the south.

The Ventura County Airport Land Use Commission (VCALUC) adopts plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. The Airport Comprehensive Land Use Plan (ACLUP) for Ventura County establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Ventura County. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development. State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The principal compatibility concerns involve impacts related to Noise Compatibility, Safety Compatibility, and Airspace Protection and Heights.

For this purpose, both the ACLUP and the Camarillo Airport Master Plan are summarized below.



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## Noise

Noise is a common issue for development surrounding airports. Sensitive receptors such as residential or institutional uses (i.e., single-family houses, churches, schools, or hospitals) must be accounted for. The noise compatibility standards and ranges noted in Table 11-2, Adopted Land Use Compatibility Standards Related to Aircraft Noise for Ventura County Airports, are measured in decibels in the CNEL range and shown below.

## Safety Compatibility

The Camarillo Airport Master Plan states that ALUCs are somewhat limited in their enforcement power. The statute specifically says that ALUCs have no authority over either existing land uses or the operation of airports. Local general plans are the primary mechanism for implementing the compatibility policies set forth in the ALUC's plan. State law allows for the county board of supervisors to designate an existing body to fulfill the role of the ALUC instead of creating an entirely new entity. The Ventura County Transportation Commission (VCTC) has been designated by the Board of Supervisors to act as the ALUC for Ventura County.

On July 7, 2000, the VCTC adopted the Airport Comprehensive Land Use Plan for Ventura County (ACLUP). The ACLUP included the four airports located in the County. Exhibit 11-8, Airport Comprehensive Land Use Plan, presents the approved compatibility map associated with Camarillo Airport. This map and the recommendations for land use compatibility have subsequently been included in the City of Camarillo Zoning Code (Article VI, Chapter 19.170, Airport Protection Overlay Zone [AP]) as of March 2006. The compatibility map defines several zones and provides recommended land uses. A summary of the recommended land uses by zones are as follows:

- **Runway Protection Zone (RPZ).** Should be free of any land uses that will generate congregations of people on the ground. Unacceptable uses include residential, public/institutional, commercial, industrial (except utilities and automobile parking), and recreation/open space (with the exception of golf courses).

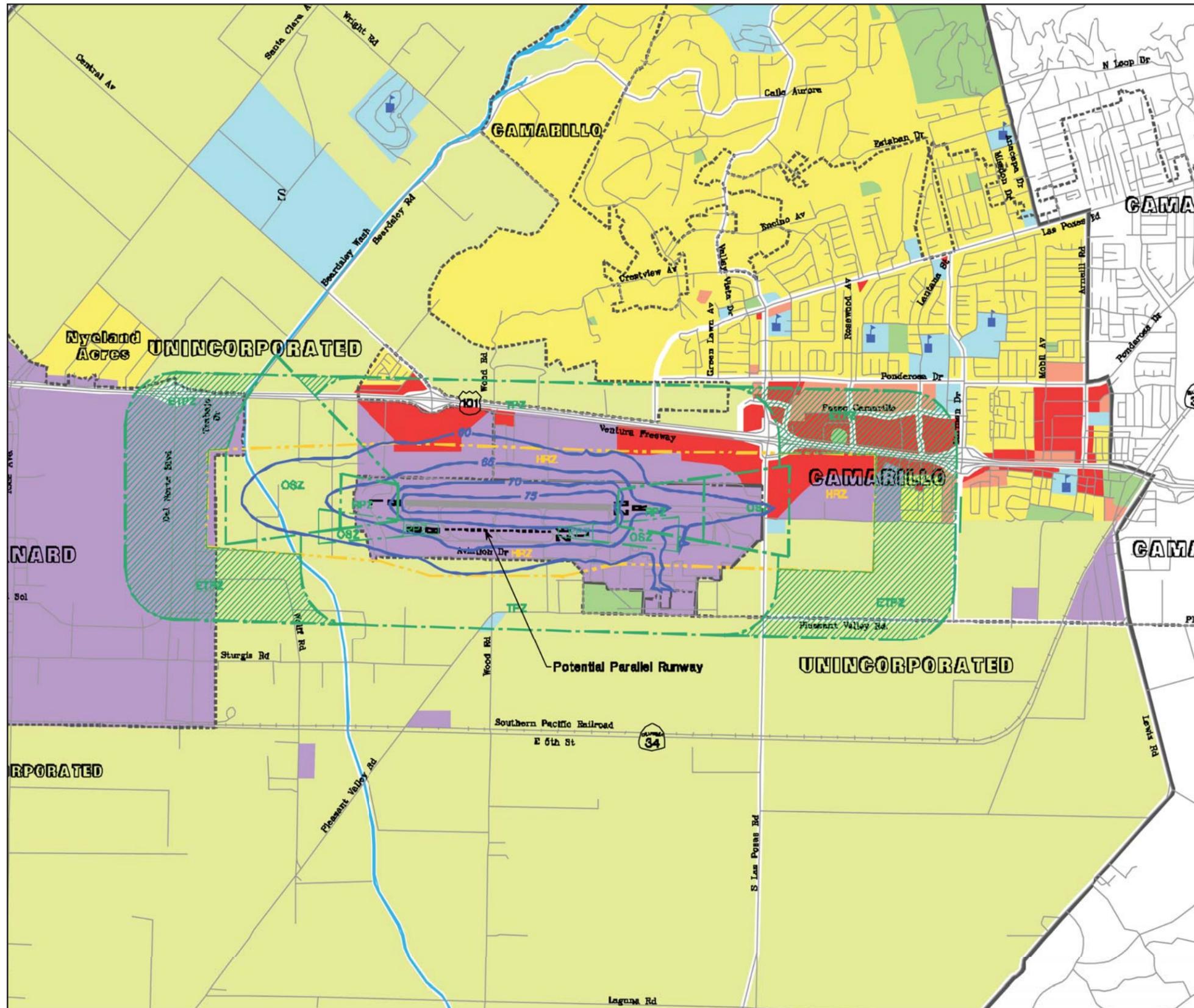
**Outer Safety Zone (OSZ).** Roughly corresponds to the 14 CFR Part 77 approach surface extending between the RPZ and the base of the 14 CFR Part 77 horizontal surface. The size of this area will differ based on the type(s) of instrument approach(es) and local operating procedures. For example, the Camarillo OSZ was enlarged to cover the area beneath a commonly used right turning flight track on Runway 26 departures. Residential and public/institutional uses are unacceptable in the OSZ. Some commercial, industrial, transportation, communication, utilities, recreation/open space uses are conditionally acceptable pursuant to meeting specific guidelines. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.



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**TABLE 11-2**  
**Adopted Land Use Compatibility Standards**  
**Related to Aircraft Noise for Ventura County Airports**

Land Use	CNEL Range (dB)				
	60-65	65-70	70-75	75-80	Over 80
<b>Residential [1]</b>					
Single Family	C [a]	U	U	U	U
Multi-Family	C [a]	U	U	U	U
Mobile Home Parks	U	U	U	U	U
<b>Public/Institutional</b>					
Hospitals/Convalescent Homes	C [a]	C [b]	U	U	U
Schools	C [a]	C [b]	U	U	U
Churches/Synagogues	C [a]	C [b]	U	U	U
Auditoriums/Theaters	C [a]	C [b]	C [c]	U	U
Transportation Terminals	A	A	C [d]	C [c]	C [f]
Communication/Utilities	A	A	C [d]	C [c]	C [f]
Automobile Parking	A	A	C [d]	C [c]	C [f]
<b>Commercial</b>					
Hotels and Motels	C [a]	C [b]	C [c]	U	U
Offices and Business/Professional Services	A	A	C [g]	C [h]	U
Wholesale	A	A	C [d]	C [e]	C [f]
Retail	A	A	C [g]	C [h]	U
<b>Industrial</b>					
Manufacturing – General/Heavy	A	A	C [d]	C [e]	C [f]
Light Industrial	A	A	C [d]	C [e]	C [e]
Research and Development	A	A	C [d]	C [e]	C [e]
Business Parks/Corporate Offices	A	A	C [d]	C [e]	C [e]
<b>Recreation/Open Space</b>					
Outdoor Sports Arenas	A	C	C	U	U
Outdoor Amphitheaters	U	U	U	U	U
Parks	A	A	A	U	U
Outdoor Amusement	A	A	A	U	U
Resorts and Camps	A	A	A	U	U
Golf Courses and Water Recreation	A	A	A	U	U
Agriculture	A	A	A	A	A
<b>Notes</b> A = Acceptable land use C = Land use is conditional upon meeting compatibility criteria (see footnotes) U = Unacceptable land use A fair disclosure covenant shall be recorded for all conditionally acceptable land uses. [a] New construction or development may be undertaken only after an analysis of noise reduction requirements and necessary noise insulation is included in the design. [b] Noise level reduction [NLR] from outdoor to indoor of at least 25 A-weighted decibels (dBA) must be achieved by incorporation of noise attenuation into the design and construction of the structure. [c] Noise level reduction [NLR] from outdoor to indoor of at least 30 dBA must be achieved by incorporation of noise attenuation into the design and construction of the structure. [d] Measures to achieve NLR of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low. [e] Measures to achieve NLR of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low. [f] Measures to achieve NLR of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low. [g] Noise level reduction [NLR] of 25 dBA is required. [h] Noise level reduction [NLR] of 30 dBA is required. [i] Noise level reduction [NLR] of 35 dBA is required. Source: Table 6A, Airport Comprehensive Land Use Plan for Ventura County, July 2000.					



**LEGEND**

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Potential Parallel Runway \*
- Composite CNEL Contour (2003,2018)
- RPZ Runway Protection Zone
- OSZ Outer Safety Zone
- HRZ Height Restriction Zone
- TPZ Traffic Pattern Zone
- ETPZ Extended Traffic Pattern Zone

**Future Land Use Per General Plan**

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial
- Agriculture
- Parks/Natural Open Space
- Public/Quasi-Public
- Schools
- Future School Site

Source: Future land use from City of Camarillo, 1998, City of Oxnard, 1990.

\* The parallel runway is being included in the CLUP for information purposes only.

Note: In January 2008, the Camarillo City Council adopted the Springville Specific Plan, which includes 1,350 residential units, 150,000 square feet of and commercial uses, and park uses on 173.5 acres. The plan area is bounded on the north by West Ponderosa Drive, on the east by South Las Posas Road, and on the south by the U.S. 101 (Ventura) Freeway.



Sources: Exhibit 1K, Adopted Airport Comprehensive Land Use Plan for Camarillo Airport, Camarillo Airport Master Plan, Coffman Associates, Inc., dated April 2010.  
 Exhibit 6A, Adopted Airport Comprehensive Land Use Plan for Camarillo Airport, Airport Comprehensive Land Use Plan for Ventura County Final Report, Coffman Associates, Inc., Adopted July 7, 2000.



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- **Traffic Pattern Zone (TPZ).** Roughly rectangular area centered on the airport. It is an area commonly traversed by low altitude aircraft overflights and touch-and-go traffic in the pattern. At Camarillo, the TPZ extends 3,400 feet to either side of the runway. Most land uses are conditionally acceptable in the TPZ including residential, commercial, and industrial uses; whereas, some uses are fully acceptable including transportation terminals, utilities, automobile parking, and most outdoor recreational/open space uses with the exception of those creating large gatherings of the public (sports arenas, amphitheatres, etc.). Public/institutional uses are unacceptable in the TPZ. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.
- **Extended Traffic Pattern Zone (ETPZ).** Based on the area which is beneath the extended traffic pattern on a typical or average busy day at the airport. All land uses are acceptable in the ETPZ; however, some uses are conditionally acceptable. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.

The ACLUP stipulates that for all conditionally acceptable land uses, the recording of an avigation easement, fair disclosure agreement, and covenant shall be required. *Table 11-3*, demonstrates the Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports.

*Exhibit 11-8, Airport Comprehensive Land Use Plan*, shows the noise level contours and air travel pattern zones as they relate to surrounding land uses. *Exhibit 11-9, Camarillo Airport Master Plan Concept*, shows the ultimate buildout of the airport and its runways.

### AIRSPACE PROTECTION AND HEIGHTS

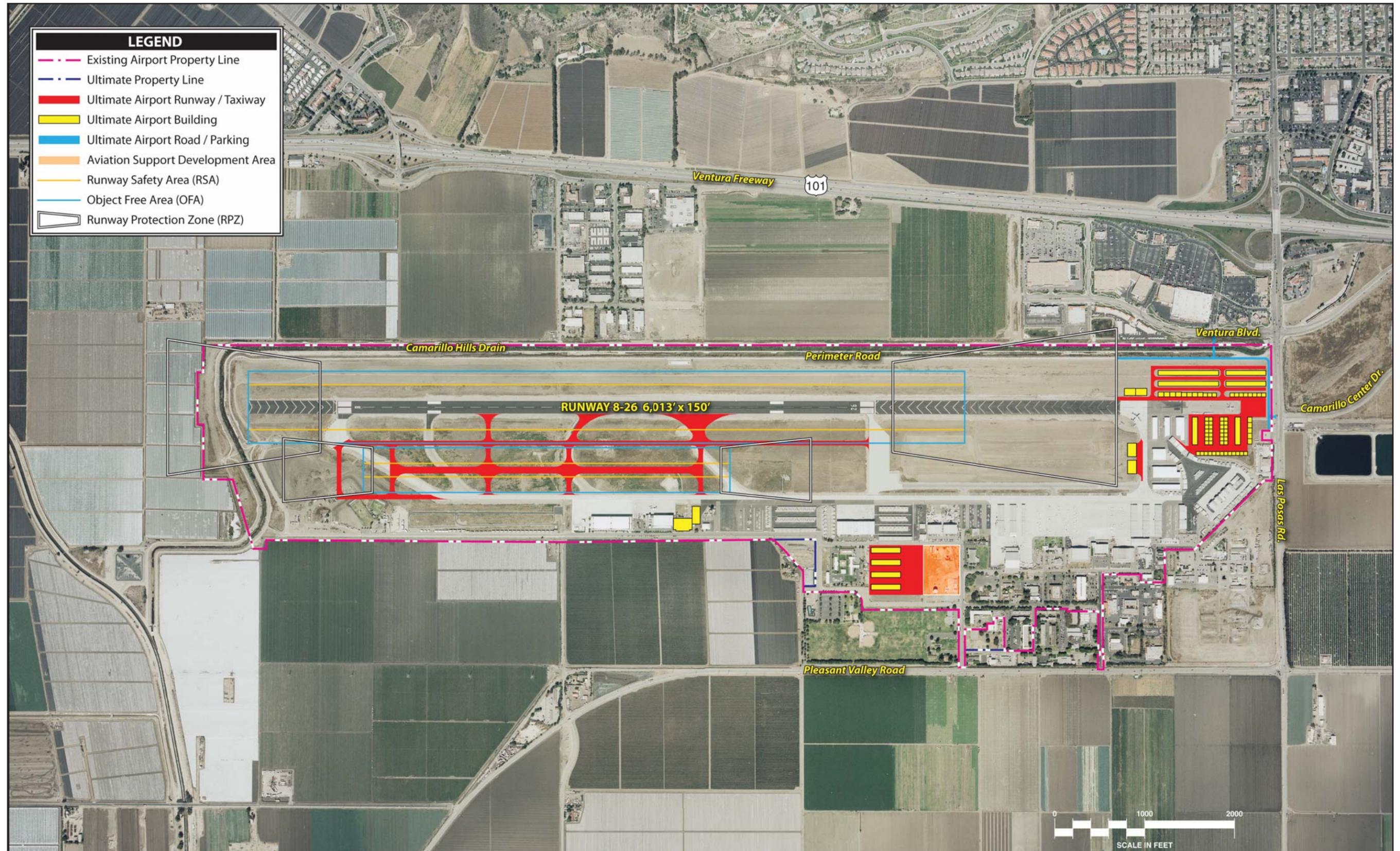
The Height Restriction Zone (HRZ) is essential to protecting airspace and structures from passing aircraft. The HRZ is established in accordance with Federal Aviation Regulation (F.A.R.) Part 77, which requires people proposing to construct certain tall structures (over 200 feet) or other structures near airports that would penetrate imaginary surfaces defined in Part 77 to notify the FAA of the proposed construction. The Federal Aviation Administration (FAA) will review the proposal and issue an acknowledgment stating that the proposal: 1) would not exceed any airspace protection surfaces defined on the airport's F.A.R. Part 77 Airspace Plan; or 2) would exceed a standard of the F.A.R. Part 77 Airspace Plan but would not be a hazard to air navigation; or 3) would exceed a standard of the F.A.R. Part 77 Airspace Plan and may be a hazard to air navigation pending a further aeronautical study. Within 30 days, the project sponsor may request the aeronautical study. Until an aeronautical study is completed, the proposed structure shall be presumed to be a hazard to air navigation.



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**TABLE 11-3  
Adopted Land Use Compatibility Standards in  
Safety Zones for Civilian Airports**

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
<b>Residential</b>				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
<b>Public/Institutional</b>				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
<b>Commercial</b>				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail	U	C [a, e]	C [c, e]	A
<b>Industrial, Transportation, Communication, and Utilities</b>				
Manufacturing – General/Heavy	U	C [a, e]	C [a, e]	A
Light Industrial	U	C [a, e]	C [a, e]	A
Research and Development	U	C [a, e]	C [a, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [a, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
<b>Recreation/Open Space</b>				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A
<p><b>Notes</b></p> <p>A = Acceptable land use            C = Land use is conditional upon meeting compatibility criteria (see footnotes)            U = Unacceptable land use</p> <p>[a] Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.</p> <p>[b] The placing of structures or buildings in the Runway Protection Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the Federal Aviation Administration (FAA) as not constituting a hazard to air navigation.</p> <p>[c] Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, structures should be located as far as practical from the runway.</p> <p>[d] Clubhouse is unacceptable in this zone.</p> <p>[e] An aviation easement is recommended and a fair disclosure agreement and covenant shall be recorded by the owner and developer of the property.</p> <p>Source: Table 6B, Airport Comprehensive Land Use Plan for Ventura County, July 2000.</p>				



Source: Exhibit 5A, Master Plan Concept, Camarillo Airport Master Plan, Coffman Associates, Inc., dated April 2010.



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In 2005, the Airport Land Use Commission amended the ACLUP to have the study areas also be known as the “Sphere of Influence,” which sets boundaries for the review of development projects. This boundary is depicted on *Exhibit 10a, Camarillo Airport Sphere of Influence*. Additionally, the following standard applies within the HRZ at all airports:

- Any structures proposed within the HRZ must remain below the Approach and Transitional Surface.
- Any structures proposed within any part of the F.A.R. Part 77 Airspace Plan which require a variance, conditional use, or special use permit because they exceed the permitted height requirements of the zoning ordinance shall be reviewed by the Airport Land Use Commission and the County of Ventura Department of Airports if the height of the proposed structure would penetrate any F.A.R. Part 77 surface.
- If the FAA reviews the proposed structure and finds that the structure would represent a hazard to air navigation, the proposal shall be disapproved. The proposal shall also be disapproved if the FAA finds that the structure would require the raising of approach minimums at any military or public use airport in the County.
- If the Federal Aviation Administration (FAA) reviews the proposed structure and makes a finding of “no hazard,” the structure shall be permitted, provided that it shall be marked and lighted in accordance with the recommendations of the FAA.

*Exhibits 11-10b and 11-10c, Camarillo Airport F.A.R. Part 77 Airspace Plan*, show the permitted airspace travel pattern for Camarillo Airport.

### AIR TRAFFIC INCIDENTS

As noted above, all development, land use, and operational FAA Regulations in place at the Camarillo airport are intended to protect residents from potential aircraft crash incidents. Compliance with all applicable FAA regulations severely reduces the potential for aircraft crash incidents. The various protection zones and height restriction zones are in place so that current and future development is not subjected to potential aircraft crash incidents. FAA Operational procedures must also be adhered to for arriving and departing aircraft. In the event that an incident does occur, Fire Station 50 has a specially trained Crash and Rescue unit that serves as a responder to aircraft crash incidents.



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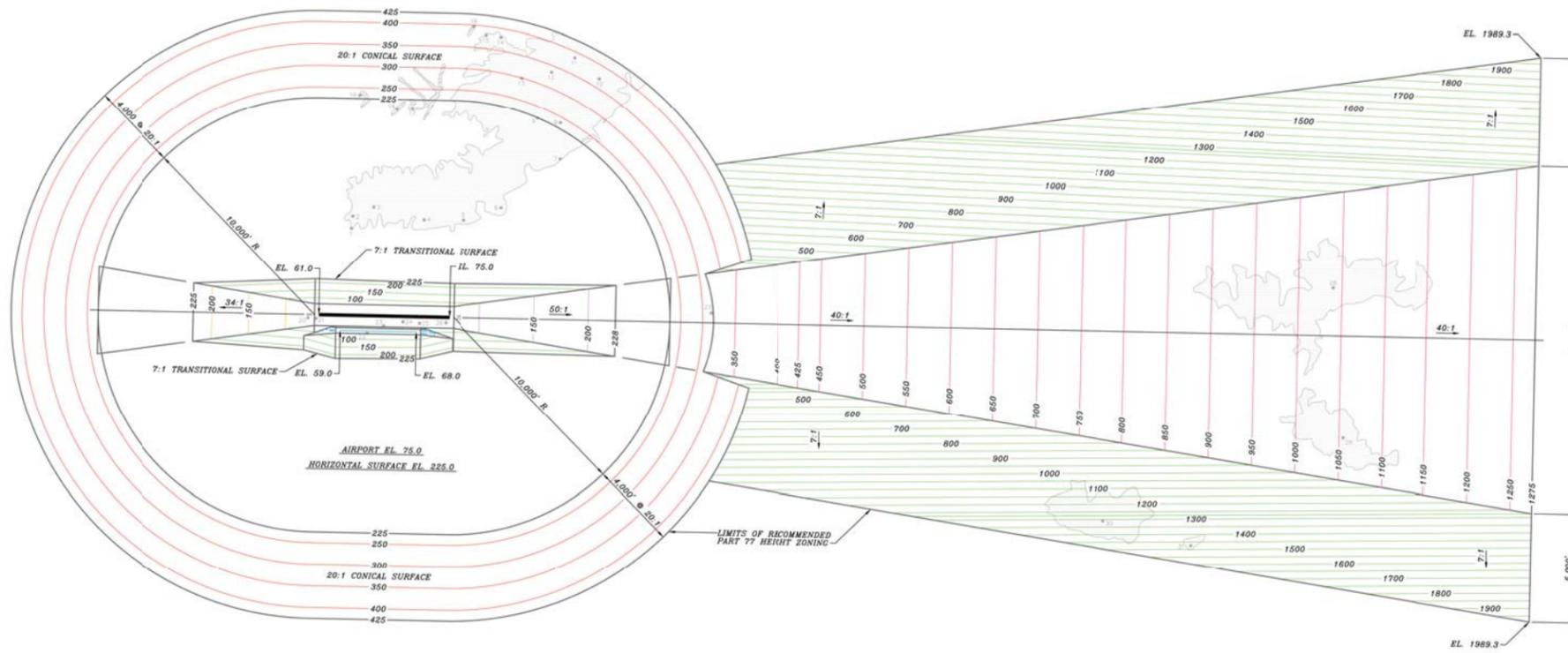




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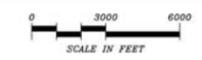
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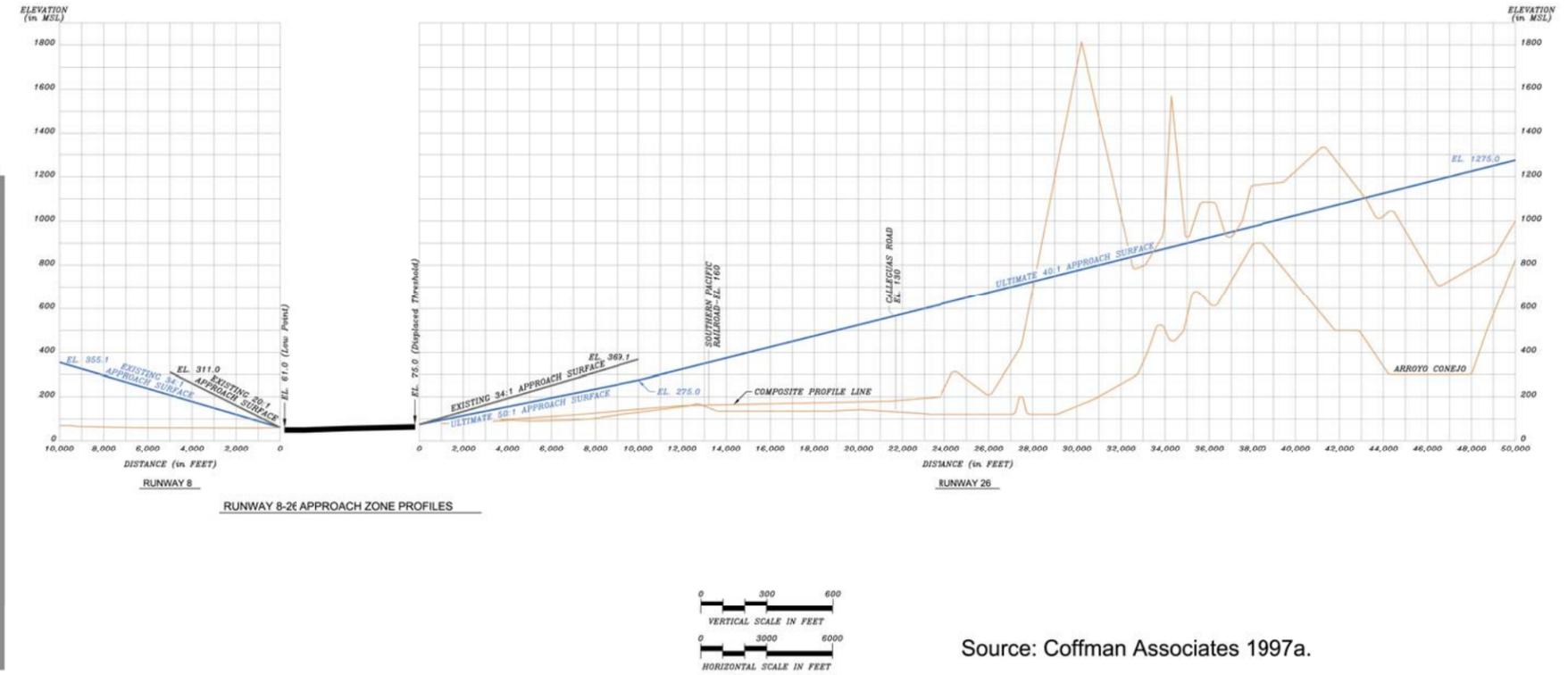


- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
  - Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 2 of these plans.
  - Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 2 of these plans.
  - Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, sheet 3 of these plans.
  - Additional obstruction data is illustrated on National Ocean Survey document OX 674, AIRPORT OBSTRUCTION CHART dated May 1991.
  - Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

OBSTRUCTION LEGEND	
	OBSTRUCTION
	GROUP or MULTIPLE OBSTRUCTIONS
	TOPOGRAPHIC OBSTRUCTION



OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. TOPOGRAPHIC	390 MSL	HORIZONTAL SURFACE	225 MSL	165'	REQUEST AERONAUTICAL STUDY
2. TREE	368 MSL	HORIZONTAL SURFACE	225 MSL	143'	REQUEST AERONAUTICAL STUDY
3. TREE	441 MSL	HORIZONTAL SURFACE	225 MSL	216'	REQUEST AERONAUTICAL STUDY
4. TREE	348 MSL	HORIZONTAL SURFACE	225 MSL	123'	REQUEST AERONAUTICAL STUDY
5. TREE	350 MSL	HORIZONTAL SURFACE	225 MSL	125'	REQUEST AERONAUTICAL STUDY
6. TREE	351 MSL	HORIZONTAL SURFACE	225 MSL	126'	REQUEST AERONAUTICAL STUDY
7. TREE	347 MSL	HORIZONTAL SURFACE	225 MSL	122'	REQUEST AERONAUTICAL STUDY
8. TREE	516 MSL	CONICAL SURFACE	238 MSL	278'	REQUEST AERONAUTICAL STUDY
9. TREE	518 MSL	HORIZONTAL SURFACE	225 MSL	293'	REQUEST AERONAUTICAL STUDY
10. TREE	614 MSL	CONICAL SURFACE	370 MSL	244'	REQUEST AERONAUTICAL STUDY
11. TREE	620 MSL	CONICAL SURFACE	386 MSL	234'	REQUEST AERONAUTICAL STUDY
12. TREE	586 MSL	CONICAL SURFACE	335 MSL	251'	REQUEST AERONAUTICAL STUDY
13. TREE	526 MSL	CONICAL SURFACE	299 MSL	227'	REQUEST AERONAUTICAL STUDY
14. TREE	442 MSL	CONICAL SURFACE	380 MSL	62'	REQUEST AERONAUTICAL STUDY
15. TREE	432 MSL	CONICAL SURFACE	380 MSL	52'	REQUEST AERONAUTICAL STUDY
16. TREE	431 MSL	CONICAL SURFACE	396 MSL	35'	REQUEST AERONAUTICAL STUDY
17. TREE	275 MSL	HORIZONTAL SURFACE	225 MSL	50'	REQUEST AERONAUTICAL STUDY
18. TREE	280 MSL	HORIZONTAL SURFACE	225 MSL	55'	REQUEST AERONAUTICAL STUDY
19. TREE	268 MSL	CONICAL SURFACE	233 MSL	35'	REQUEST AERONAUTICAL STUDY
20. WINDSOCK	71 MSL	34:1 APPROACH SURFACE	69 MSL	2'	FIX BY FUNCTIONAL PURPOSE
21. FENCE POST	64 MSL	PRIMARY SURFACE	61 MSL	3'	TO BE REMOVED
22. PIPE	70 MSL	PRIMARY SURFACE	62 MSL	8'	TO BE REMOVED
23. OL ON VOR/DME	86 MSL	PRIMARY SURFACE	68 MSL	18'	TO BE REMOVED
24. WINDSOCK	79 MSL	PRIMARY SURFACE	70 MSL	9'	FIX BY FUNCTIONAL PURPOSE
25. SWITCHBOX	72 MSL	PRIMARY SURFACE	71 MSL	1'	TO BE RELOCATED
26. WINDSOCK	90 MSL	PRIMARY SURFACE	74 MSL	16'	FIX BY FUNCTIONAL PURPOSE
27. POLE ON STANDPIPE	321 MSL	CONICAL SURFACE	225 MSL	96'	REQUEST AERONAUTICAL STUDY
28. TOPOGRAPHIC	1173 MSL	40:1 APPROACH SURFACE	1039 MSL	134'	REQUEST AERONAUTICAL STUDY
29. TOPOGRAPHIC	1338 MSL	40:1 APPROACH SURFACE	1054 MSL	284'	REQUEST AERONAUTICAL STUDY
30. TOPOGRAPHIC	1814 MSL	7:1 TRANSITIONAL SURFACE	1310 MSL	504'	REQUEST AERONAUTICAL STUDY
31. TOPOGRAPHIC	1571 MSL	7:1 TRANSITIONAL SURFACE	1475 MSL	96'	REQUEST AERONAUTICAL STUDY



Source: Coffman Associates 1997a.

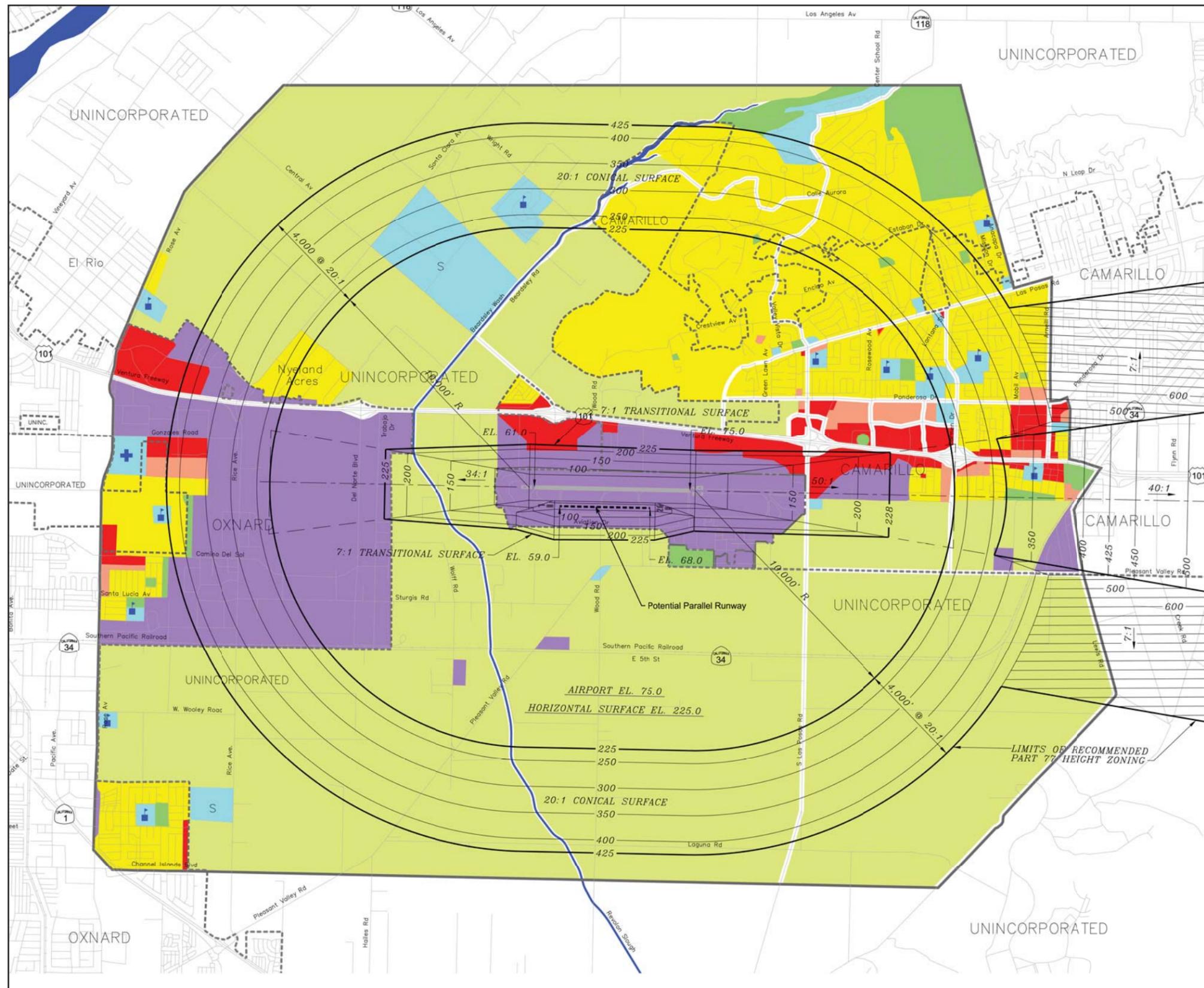
Source: Exhibit 6F, F.A.R. Part 77 Airspace Plan for Camarillo Airport, Airport Comprehensive Land Use Plan for Ventura County Final Report, Coffman Associates, Inc., Adopted July 7, 2000.



# 11.0 City of Camarillo Safety Element

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- LEGEND**
- - - - - Detailed Land Use Study Area
  - - - - - Municipal Boundary
  - - - - - Airport Property
  - - - - - Potential Parallel Runway \*

- Future Land Use Per General Plans**
- Low Density Residential
  - Medium/High Density Residential
  - Commercial
  - Industrial
  - Agriculture
  - Parks/Natural Open Space
  - Public/Quasi-Public
  - Schools
  - Future School Site
  - Hospital

Source: City of Camarillo, 1996;  
City of Oxnard, 1990.

\* The parallel runway is being included in the CLUP for information purposes only.

Note: In January 2008, the Camarillo City Council adopted the Springville Specific Plan, which includes 1,350 residential units, 150,000 square feet of and commercial uses, and park uses on 173.5 acres. The plan area is bounded on the north by West Ponderosa Drive, on the east by South Las Posas Road, and on the south by the U.S. 101 (Ventura) Freeway.



Source: Exhibit 6G, F.A.R. Part 77 Airspace Plan in Immediate Camarillo Airport Area, Airport Comprehensive Land Use Plan for Ventura County Final Report, Coffman Associates, Inc., Adopted July 7, 2000.



# 11.0 City of Camarillo Safety Element

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# 11.0 City of Camarillo Safety Element

## ***Naval Air Station Point Mugu***

Naval Air Station (NAS) Point Mugu lies approximately 6-1/2 miles southeast of the City of Oxnard on the Pacific coast. Access to the facility is provided by State Route 1, which defines the eastern boundary of the base. The NAS Point Mugu Study Area and Jurisdictional Boundaries (as shown on Exhibit 5A in the *Airport Comprehensive Land Use Plan for Ventura County*, adopted July 7, 2000) includes an area of approximately 88 square miles, which includes most of the City of Port Hueneme and the City of Oxnard, the south part of the City of Camarillo, and a small part of the City of Thousand Oaks.

Air traffic operations at NAS Point Mugu are classified as military, air carrier, and general aviation. The air carrier category includes special charter flights carrying military personnel. The general aviation category includes operations by contractors or rented aircraft. Flight tracks at NAS Point Mugu were developed for use in the 1990 Aircraft Noise Study (HMMH 1990), and are depicted on Exhibit 5E through Exhibit 5J in the *Airport Comprehensive Land Use Plan for Ventura County*, adopted July 7, 2000.

## **Airport Noise Exposure**

The CNEL noise contours for the NAS Point Mugu are shown on Exhibit 5L, 1990 Noise Exposure, NAS Point Mugu in the *Airport Comprehensive Land Use Plan for Ventura County*, adopted July 7, 2000. The shape of the noise pattern reflects the prevalence of arrivals and departures. The contours are long and narrow to the northeast, reflecting the arrivals to Runway 21. Near the facility, the contours balloon out, reflecting the traffic patterns and overhead approach flight tracks. The 60 CNEL contour extends nearly 42,000 feet northeast of the runway end, and encompasses a small portion of the City of Camarillo that is north and west of Pleasant Valley Road, east of Calle De La Rosa and Calleguas Creek, and south of U.S. 101.

## **EMERGENCY RESPONSE**

### ***EMERGENCY SERVICES***

#### **Emergency Dispatch**

The Ventura County Fire Department is considered the first responder for emergency situations, including fires. The even distribution and strategic placement of 31 stations (including the three discussed above in Camarillo) allow the Fire Department to locate fire protection services and equipment throughout the county, including the City of Camarillo. One of the greatest benefits of the new Fire Communications Center (FCC) is state-of-the-art technology that allows dispatchers to see the closest available fire vehicles and ambulances and send them where they're most urgently needed. Incoming 911 calls are displayed on computerized maps. Fire engines and ambulances are tracked with a Global Positioning System and dispatched according to location of the calls.



## 11.0 City of Camarillo Safety Element

Response levels are based on type of incident, location, weather conditions, existing or potential emergencies, resources available and ultimately the information the department is provided with. Staffing levels and the staffing of specialized resources are adjusted according to existing or potential conditions.

The closest available resource, plus the closest available resources of the type needed, respond to incidents. GPS (global positioning satellite) systems on the vehicles and CAD (computer aided dispatch) allow the Fire Department to identify and dispatch the closest available fire engine. One of the priorities of the first arriving personnel is to determine the incident's needs and adjust the response accordingly.

### Medical Services

Ventura County Firefighters are cross-trained to provide services for medical emergencies. All fire suppression personnel are trained to the level of Emergency Medical Technician Defibrillator (EMT-D). All engines carry a defibrillator. Some firefighters are also trained as paramedics. The Department's engine companies are equipped for paramedic service, and AMR, a private ambulance provider, can transport critically ill or injured persons to hospitals.

### Specialized Units

Specialized units with unique capabilities are available for response to incidents involving special hazards or needs. These units are not normally staffed. Personnel with the specialized training and qualifications will move from their regularly assigned units at the fire station and respond with these specialized units as needed. Often, these specialized units will respond and operate in conjunction with similar units from other fire departments to form a regional response to incidents that present unique challenges.

- **Crash/Rescue.** This unit is located in Camarillo at Fire Station 50. This unit responds to incidents involving flammable liquids, primarily aircraft crashes, oil field facility fires, flammable liquid storage and transportation emergencies. Crash 50 has the capability of extinguishing flammable liquid fires and securing spills.
- **Hazardous Materials.** The Haz Mat unit is based at Fire Station 50 in Camarillo and responds to incidents involving chemical, biological, radiological, etiologial hazards or any other unknown substances. The Haz Mat team will isolate, make entry into a hazardous area, identify and mitigate the hazard. They also perform decontamination of victims and emergency personnel.
- **Urban Search & Rescue.** Two USAR units respond to technical rescue incidents. One of the units is located at Fire Station 54 in Camarillo. These incidents involve victims who are trapped due to earthquakes, building collapse, cave-in, trench collapse, major transportation crash or other incidents where the entrapment exceeds the capabilities



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of the regular crews. The USAR team will stabilize the scene, make access to and extricate the victim.

- **Water Rescue.** Two rescue units respond to water rescue incidents that exceed the capabilities of land based units. One unit is located at Fire Station 54 in Camarillo. The team is capable of in water rescue and/or watercraft rescue. The team is trained in swiftwater, ocean and lake rescues.
- **Wildland/Aviation.** The Aviation Unit is based at the Camarillo Airport, but not actually at Fire Station 50. The Aviation Unit is located at a hangar further down the airport from the station. The Wildland Unit operates the Handcrew and bulldozer resources on wildland fires in the construction of fire control lines. The unit also operates with the Sheriff's Aviation unit on the helicopter's response to fire and rescue incidents. Staffing levels within the unit vary with the seasons and wildfire threat.

### ***EMERGENCY PREPAREDNESS***

#### Evacuation Routes

Evacuation routes in Camarillo are dependent upon the event and need for evacuation. During a breach of the Bard Reservoir, the only required evacuation route would be the movement onto high ground out of the flood plain, which is generally north of Ponderosa Road, westerly of Ponderosa and Las Posas Roads and easterly of Calleguas Creek northerly of the Ventura Freeway (U.S. 101). In the event of a major chemical spill or other significant disaster, the City would be evacuated using U.S. 101 for east and westerly traffic or Lewis Road for evacuating the residents to the north or south.

#### Emergency Incident Information

In the event of a major natural or man-made disaster, or other incident that could significantly affect the Camarillo area, the Emergency Alert System (EAS), formerly called the Emergency Broadcast System is in place in case television and other forms of information are rendered unusable. The primary radio stations in Ventura County for EAS broadcasts are KVEN (am) 1450, and KHAY (fm) 100.7.

#### *Law Enforcement*

Law enforcement and police protection services are provided in Camarillo by the Ventura County Sheriff's Office. The Sheriff's Office department strategy is as follows:

- To preserve peace
- Prevent Crime
- Apprehend Offenders



## 11.0 City of Camarillo Safety Element

- Facilitate problem solving community partnerships
- Enforce laws
- Provide and secure humane detention for persons lawfully entrusted to their care
- Display empathy and respect for the dignity of all individuals

The County Sheriff's office is comprised of four divisions. The Patrol Division services the County of Ventura and the five contract cities of Camarillo, Fillmore, Moorpark, Ojai, and Thousand Oaks, as well as the unincorporated areas of Ventura County. Within Patrol are also the Mounted Unit, K-9 Unit, Sheriff's Communications Center and the Office of Emergency Services.

The Detention Division is the largest of the four divisions in both personnel and budget. This includes all jobs related to inmate services such as reception, booking and classification, jail services, court room and pre-trial security. Currently there are three jail facilities: pre-trial detention facility, Todd Road Jail, and East County Jail.

The Special Services Division includes the Air Unit, Major Crimes, Narcotics, Intelligence, Bomb Squad, S.W.A.T., Hostage Negotiations, Forensic Science Laboratory, Information Systems and the Evidence Unit.

The Support Services Division includes important internal departments that are essential to the structure and operational needs of the Sheriff's Office across a wide variety of areas. These departments include the Business Office, Human Resources, Professional Standards Bureau, Records, and Training Academy Staff.

### Camarillo Disaster Assistance Response Team (D.A.R.T.)

The Camarillo D.A.R.T. responds in support of the City of Camarillo and the County of Ventura, under the direction of local law enforcement, in times of general need, emergency and declared disasters. To meet this objective, all D.A.R.T. members are trained in advanced medical intervention, traffic control, emergency radio communications, Incident Command, and skills necessary for light urban search and rescue operations. D.A.R.T. provided services during the Northridge earthquake, the La Conchita Mudslide, hazardous materials incidents, missing person searches, the Alaska FLT 271 plane crash and the Green Meadows Fire, where they assisted the Ventura County Fire Department. Members also assist the City and Ventura County Fire Department during CERT classes and training. The Camarillo D.A.R.T has members of all ages, backgrounds, professions, and talents.

### Community Emergency Response Team (CERT)

CERT instruction is provided by firefighters of the Ventura County Fire Department (VCFD). All Camarillo Area residents at least 18 years of age are eligible to participate in the training. Since 2006, over 500 residents have participated in CERT training.



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The CERT course includes instruction in triage, first aid, extinguishing fires, search and rescue, cribbing (to remove injured persons from beneath heavy objects), terrorism response, and more. During emergencies fire and law enforcement personnel may request the services of CERT-trained residents.

### Emergency Preparedness Information

The City's website provides information on its *Emergencies* webpage, such as emergency checklists, links to the CERT websites, and important emergency phone numbers. As in CERT training, residents are urged to prepare for at least a week of self-sufficiency.

### Emergency Operations Plan

The City's Emergency Operations Plan (EOP) is updated by staff every four years. Emergency management and preparedness is done in compliance with the CA Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

Camarillo has an EOP prepared in accordance with SEMS/NIMS standards. The Plan addresses the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the Standardized Emergency Management System and by extension, the National Incident Management System (hereafter referred to as SEMS/NIMS) and describes the overall responsibilities of the federal, state and county entities and the City for protecting life and property and assuring the overall well being of the population. A general clarification of the potential natural and man-made threats to Camarillo are addressed in the Threat Assessment section of the EOP in Part 1, pages 35-82. The EOP also provides the locations of the City's Emergency Operations Center (EOC) and alternate locations, as well as the Red-Cross pre-identified emergency shelters and alternate shelter sites throughout Camarillo.

### Mutual Aid Agreements

Incidents frequently require responses that exceed the resource capabilities of the affected response agencies and jurisdictions. When this occurs, mutual aid is provided by other agencies, local governments, and the State. Mutual aid is voluntary aid and assistance by the provision of facilities and services, including fire, police, medical and health, transportation, communications, utilities, and other assistance.

The California Master Mutual Aid Agreement is designed to ensure that adequate facilities, resources, and other support are provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. The City of Camarillo is part of Mutual Aid Region I. Inter-agency, multi-agency, and discipline-specific mutual aid system coordination is used by the City of Camarillo and other member jurisdictions of Ventura County for



# 11.0 City of Camarillo Safety Element

coordinating mutual aid. The Ventura County Fire Department is also part of the standard Countywide and Statewide mutual aid systems.

Volunteer and private agencies are also part of the City of Camarillo's mutual aid system. The American Red Cross is a significant organization of response to meet the care and shelter needs of disaster victims. Private sector medical/health resources are also an essential part of the medical response. Volunteer and private agencies mobilize volunteers and other resources through their own systems. They may also identify resource needs that are not met within their own systems that would be requested through the mutual aid system.

## 11.2.2 Regulatory Framework

Regulations in place at the Federal, State, and local level are intended to protect Camarillo and its residents from the possible hazards discussed above. These regulations, programs, or regulatory agencies are discussed below in the order of potential hazards that were discussed in existing conditions, above. It should be noted that these regulatory protocols and agencies already exist, and future development would be subject to them, in addition to the forthcoming Goals, Objectives, and Policies within this element.

### SOILS AND SEISMIC HAZARDS

#### **FEDERAL**

The purpose of the Federal Soil and Water Resources Conservation Act (1977) (16 United States Code Section 2001-2009) is to protect or restore the functions of the soil on a permanent sustainable basis.

#### **STATE**

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Chapter 7.5, Section 2621-2699.6) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as subsidence or liquefaction. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps.

The Seismic Hazards Mapping Act (SHMA) of 1990 (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes.



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California building standards are published in the California Code of Regulations, Title 24, known as the California Building Standards Code (CBSC). The CBSC applies to all applications for residential building permits. The CBSC consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure that development complies with the guidelines contained in the CBSC.

### ***CITY OF CAMARILLO***

The Camarillo Municipal Code Title 16 outlines protocols for new construction. Chapter 16.04 of this title states that the Uniform Building Codes are adopted by reference. Of note, Chapter 16.38 discusses the use of Geotechnical Studies for new construction.

### **FLOOD HAZARDS**

#### ***FEDERAL AND STATE REGULATIONS***

The Federal Emergency Management Agency (FEMA) performs the following: advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and state emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

#### ***VENTURA COUNTY***

The Ventura County Watershed Protection District has a Flood Mitigation Plan for Ventura County. The Plan notes that portions of Camarillo, particularly the eastern portion along Calleguas Creek, and the southern portion, are subject to flood inundation either from a dam failure or from local creek flooding during a storm event. The Plan identifies risk areas and flood hazard areas throughout the County, and also identifies Federal Agencies, Legal and Regulatory Resources, and additional Local Ordinances, Policies, Plans, Programs, Fiscal Resources, and a Mitigation strategy regarding subjecting current and future development to potential flood hazards. All Goals, Objectives, and Actions contained in the Mitigation Strategy and Implementation Strategy are anticipated to reduce local and county-wide flood hazards and potential flood dangers to the fullest extent feasible.

#### ***CITY OF CAMARILLO***

Camarillo Municipal Code Chapter 16.34 outlines requirements for Flood Damage Protection. Municipal Code Title 16 Code (in which Chapter 16.34 is located) incorporates the Uniform Building Code, adopted by reference. The purpose of this Chapter is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.



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## **FIRE HAZARDS**

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildland.

As previously discussed, the Ventura County Fire Department engages in activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (California Code of Regulations, Title 24, Part 9). The Department provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. As described later in this Element, the Department also provides education and training in public safety and emergency preparedness.

The Fire Department is responsible for the Publication of the Community Wildfire Protection Plan which has been prepared by the Ojai Valley Fire Safe Council. The Healthy Forest Restoration Act (HFRA) enacted by the U.S. Congress on Jan 7, 2003 established a protocol for the creation of a type of document that articulated a wildfire safety plan for communities at risk from wildland fires – a Community Wildfire Protection Plan (CWPP). The Ventura County CWPP serves as the implementation tool of the Healthy Forest Restoration Act.

Additionally, the Ready, Set, Go! Program is also implemented by the Ventura County Fire Department through a series of brochures. These brochures include protocols and fire defense mechanisms for homeowners, ranchers or farmers, and trail users.

## **HAZARDOUS MATERIALS AND WASTE**

The regulation of hazardous wastes is provided on both the Federal and State levels. The United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Applicable Federal, State, and local regulatory policies and law that apply to hazards and hazardous materials are discussed below.

### ***FEDERAL AND STATE REGULATIONS***

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal Federal law in the United States governing the disposal of solid waste and hazardous waste.

The responsibility for implementation of the Federal Resource Conservation and Recovery Act (RCRA) was given to California EPA's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law.



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In addition to the U.S. EPA and the DTSC, the Regional Water Quality Control Board (RWQCB), Los Angeles County Region (Region 4), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil, groundwater, and surface water bodies.

The California Accidental Release Prevention Program Law (CalARP Program) (California Health and Safety Code Section 25531-25543.3) provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs.

Transportation of hazardous materials/wastes is regulated by California Code of Regulations (CCR) Title 26, Toxics. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies.

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials.

The “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Program) was created in 1993 by California State Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA).

### **LOCAL REGULATIONS AND AGENCIES**

#### County of Ventura

The Ventura County Environmental Health Division protects public health and the environment by ensuring conformance with State laws and County ordinances pertaining to the following programs: food protection, hazardous materials, hazardous waste, individual sewage disposal systems, land use, medical waste, ocean water quality monitoring, recreational health, solid waste, underground fuel tanks, and vector control.

The Ventura County Certified Unified Program Agency (CUPA) provides regulatory oversight for the following six statewide environmental programs: Hazardous Waste, Hazardous Materials Business Plans, California Accidental Release Prevention Program, Underground Hazardous Materials Storage Tanks, Aboveground Petroleum Storage Tanks and Spill Prevention Control



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and Countermeasure Plans, and Onsite Hazardous Waste Treatment. The Ventura County CUPA implements State and Federal Laws and county ordinance codes, and local policies. Compliance is achieved through routine and follow-up inspections, educational guidance, and enforcement actions. The CUPA also is involved with hazardous materials emergency response, investigation of illegal disposal of hazardous waste and public complaints.

### City of Camarillo

Camarillo Municipal Code Section 19.54.085 delineates Hazardous materials and Hazardous waste management siting criteria. Furthermore, Municipal Code Section 9.04.010 defines hazardous waste as any waste materials or mixture of wastes defined as a hazardous substance or hazardous waste pursuant to RCRA, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) 42 U.S.C. Sections 9601 and following or as defined by the California Integrated Waste Management Board.

It is anticipated that hazardous materials incidents within the City of Camarillo would fall under the jurisdiction of Ventura County Fire and the Ventura County CUPA.

### **AIRCRAFT HAZARDS**

#### ***AIRPORT COMPREHENSIVE LAND USE PLAN***

The Ventura County Airport Comprehensive Land Use Plan (ACLUP) describes the legal authority of the document. The California Public Utilities Code Sections 21670 et seq. requires the County Board of Supervisors to establish an Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. The Code also sets forth the range of responsibilities, duties, and powers of the Commission. Instead of creating a new body to serve as the ALUC, State law allows the county board of supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. In Ventura County, the Board of Supervisors has designated the Ventura County Transportation Commission (VCTC) to act as the ALUC for the County.

Public Utilities Code Section 21675 requires the Airport Land Use Commission to formulate a comprehensive land use plan for the area surrounding each public use airport. The Commission may also formulate a plan for the area surrounding any federal military airport located in the County. Public Utilities Code Section 21675 also outlines the necessary components of an ACLUP; these components are addressed in the Ventura County ACLUP.

The Introduction chapter of the Ventura County ACLUP states that the document is intended to protect and promote the safety and welfare of residents near the military and public use airports in Ventura County, as well as airport users, while promoting the continued operation of those airports. Specifically, the plan seeks to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft



## 11.0 City of Camarillo Safety Element

accidents, and ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. Implementation of the plan would promote compatible urban development and restrict incompatible development in the vicinity of the County's airports.

### ***CAMARILLO AIRPORT MASTER PLAN***

The Master Plan for the Camarillo Airport notes that Camarillo Airport is owned by Ventura County and operated by the Ventura County Department of Airports, which is charged with the day-to-day operation, repair, maintenance, and administration of the airport. The airport is overseen by the Ventura County Board of Supervisors.

At the national level, the airport is included in the National Plan of Integrated Airport Systems (NPIAS). The Camarillo Airport is one of 191 general aviation airports in California included in the NPIAS. The Camarillo Airport has been designated by the NPIAS as a reliever airport for the region's commercial service airports. Reliever airports are high-capacity general aviation airports in major metropolitan areas. These specialized airports serve as attractive alternatives to using congested commercial service airports for general aviation aircraft. The Camarillo Airport is one of seven designated reliever airports in the southern California region.

At the state level, the airport is included in the California Aviation System Plan (CASP). The purpose of the CASP is to ensure that the state has an adequate and efficient system of airports to serve its aviation needs. The CASP defines the specific role of each airport in the state's aviation system and establishes funding needs. The CASP is updated every five years with the most recent revision being completed in 2003. Camarillo Airport is one of 244 general aviation and reliever airports within the state's aviation system plan.

At the regional level, Camarillo Airport is included in the Southern California Association of Government (SCAG) General Aviation System Plan (GASP). The GASP evaluates the region's capacity and ability to meet aviation demand. The Camarillo Airport is one of 44 general aviation airports included in the GASP, which SCAG considers important to meeting the region's demand for aviation services.

The California Department of Transportation Division of Aeronautics (Caltrans) actively participated in aviation planning and capital improvement projects in the state. The CASP is composed of ten Elements and Working Papers and is updated every five years. The CASP is developed in consultation with regional transportation planning agencies and is adopted by the California Transportation Commission. The CASP was updated in 2003 and includes minimum standards depending on the airport classification. The Camarillo Airport is classified as a metropolitan general aviation airport and it meets the minimum standards for this classification.



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## EMERGENCY RESPONSE

In addition to the Ventura County Emergency Dispatch Service discussed above, the City of Camarillo implements its Multi-Hazard Functional Plan (MHFP). The Plan's purpose is to the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the Standardized Emergency Management System and by extension, the National Incident Management System (hereafter referred to as SEMS/NIMS) and describes the overall responsibilities of the federal, state and county entities and the City for protecting life and property and assuring the overall well being of the population.

A Major Earthquake (a seismic hazard) is discussed within the plan as a Threat Assessment 1. Hazardous Materials Incidents are rated as a Threat Assessment 2. Flooding is rated within the plan as a Threat Assessment 3. Fire is rated within the Plan as a Threat Assessment 4. Dam Failure is rated as a Threat Assessment 5. A Major Air Crash is rated as a Threat Assessment 6. Landslides are rated as a Threat Assessment 10.

Finally, Terrorism is rated as a Threat Assessment 9.

The MHFP contains emergency procedures and protocols in the event that any of the emergency situations listed above should occur. Emergency response actions applicable to all common hazards are presented in the Checklist Actions in Part II of the MHFP.

It is anticipated that Ventura County Fire, Police, and even public employees would provide first response aid in major emergency situations. The Camarillo CERT team would also provide its services.

## 11.3 CONTEXT FOR SAFETY ELEMENT POLICY

The development of policies within the Safety Element is rooted in a broad understanding of the issues and hazards that affect the community and residents of Camarillo. The City prides itself in providing a high level of service to its residents and promotes education and outreach to community members in hopes of creating a safer environment. City promotes safety through education, engineering, enforcement, community design, and planning for hazards.

## GEOLOGIC AND SEISMIC HAZARDS

Site-specific geologic review is used to evaluate geologic and seismic hazards that may affect developments within particular areas of the City. The City requires geotechnical engineering reports for development within areas known for geologic or seismic hazards. In addition,



## 11.0 City of Camarillo Safety Element

issuance of grading permits, hillside development areas, and critical uses such as hospitals and utilities require additional study and evaluation to ensure the public's safety. The City may preclude development within hazard areas through the use of open space land use designations, where necessary.

### **FLOOD HAZARDS**

The Ventura County Watershed Protection District is charged with protecting the streams and creeks within Ventura County, including the City of Camarillo. Major drainages within the City include the Calleguas and Conejo Creeks, and Beardsley Wash/Revolon Slough. Calleguas and Conejo Creeks are located within the eastern portion of the City adjacent to developed and agricultural areas, these drainages have the potential to significantly affect the surrounding areas. In addition to these drainage courses, a large portion of the City is located within the 100 year and 500 year FEMA floodplains. This coupled with the potential Dam inundation areas that could affect the City indicate that a large portion of the City is at risk of potentially flooding.

Through the use of land use regulations and the City's development review process, all new developments will be required to mitigate potential flooding impacts. This in conjunction with potential flood control improvements will ensure that future impacts are reduced. In addition, the City will work closely with the Ventura County Watershed Protection District to ensure that regional improvements that benefit Camarillo as well as surrounding areas are completed on a timely basis, which will ultimately improve regional flooding and drainage impacts.

### **FIRE HAZARDS**

The City is currently served by the Ventura County Fire Protection District. The major fire concern for the City is the proximity of existing developments to high fire hazard areas within the eastern and northern portions of the City. In addition, other areas of the City may pose a threat due to proximity to the airport or adjacency to open space/agricultural areas. Effective management of these areas and implementation of proper development controls that reduce risk to fire hazards is an important component of this Element.

Working closely with the Fire Protection District, the City of Camarillo can emphasize the need for adequate training of fire fighting personnel to address the changing needs of the community. As part of this effort it will also be very important that the residents and businesses within the community understand their role in fire prevention and impact reduction activities that in the future could save lives.



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Preventive measures will continue to be an important part of fire protection in Camarillo, including conditions of development and weed clearance to deter the spread of wildland/urban interface fires, Fire Department review of site plans, and community education, engineering, and enforcement.

### **HAZARDOUS MATERIALS AND WASTE**

Protecting Camarillo residents and businesses from the harmful effects of hazardous materials and waste is a high priority. Through the promotion of effective handling, use, treatment, and disposal of hazardous materials and waste as well as the education of the Camarillo populace on these issues, the City is committed to maintaining a safe community for existing and future residents and businesses.

Through the entitlement review/approval process and adherence to current and future State and Federal regulations, new developments within the City are expected to incorporate the necessary protections and improvements that reduce the risk and exposure of hazardous materials release and minimize impacts if a release occurs. Prevention of future releases is of great importance due to the City's reliance on groundwater resources for drinking water and surrounding agricultural resources that are an important component of the economy.

Household hazardous waste collection events raise community awareness that items such as cleaning products, batteries, and paint should not be disposed of in the trash. The City and its waste services contractor should promote these events to divert household hazardous waste from landfills.

### **AIRCRAFT HAZARDS**

To reduce risk from aircraft operations in the southwestern portion of Camarillo, the City will continue to ensure that land use policies are consistent with the Camarillo Airport Master Plan, Ventura County Airport Comprehensive Land Use Plan, and applicable federal aviation regulations.

### **EMERGENCY RESPONSE**

#### ***EMERGENCY SERVICES***

The City of Camarillo has a strong desire to continue providing a high level of emergency response services to its residents. Working closely with the Ventura County Fire Protection District and Sheriff's Office, the City strives to promote safer development of the hillside areas and facilitate effective notification and response to emergency situations through their development review processes. Understanding that many aspects of the Fire Department's and



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Sheriff's Office operations are beyond City control, collaboration with these agencies on existing and future training and equipment needs will be a priority.

## **EMERGENCY PREPAREDNESS**

The Emergency Operations Plan (EOP) is the master document that organizes emergency preparedness and response efforts in Camarillo, and that provides a framework for coordination with other agencies at the regional and state levels. Each department involved in implementation of the EOP has the responsibility to internalize the plan in its own operations, as well as keep the plan up-to-date. Dedicated staff support for maintenance and implementation of the EOP would make this effort more likely to succeed. Staff training at all levels would also promote readiness to implement the plan.

Public awareness and education is a critical part of emergency preparedness. An educated public will know how to prevent injury and property damage during and after emergency events, and also know how to find and offer help to their neighbors. Through collaboration with the Ventura County Fire Protection District and promotion of educational programs like Community Emergency Response Team (CERT), community members would receive the training needed to be self sufficient during a major emergency. In addition to this, the City would also work to disseminate basic emergency preparation information to all of the residences and businesses in Camarillo. Education aimed at children has the potential to shift the expectations of an entire generation while also raising awareness among parents. The City will continue education about emergency preparedness through such avenues as presentations to residents, instruction in local schools, and the City's website.

## **11.4 GOALS, OBJECTIVES, AND POLICIES**

### **CITYWIDE SAFETY**

#### **Goal SAF-1**

*A community protected from natural and man-made hazards.*

#### **Objective SAF-1.1**

*Protect the public health, safety and general welfare of Camarillo Residents from hazards and potential disasters.*

#### **Policy SAF-1.1a**

Incorporate new and updated hazards information relevant to the City of Camarillo into the Safety Element, Emergency Operations Plan, and/or Local Hazard Mitigation Plan, as appropriate.



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## **Policy SAF-1.1b**

Review public safety infrastructure and staff resources as new development is planned or proposed within the City of Camarillo Planning Area.

## **Policy SAF-1.1c**

Encourage the dedication of open space areas where potential hazards (fault zones, floodplains, fire hazard areas, etc.) may be located.

## **Policy SAF-1.1d**

Investigate and pursue additional available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

## **Objective SAF-1.2**

*Inform the community of natural and man-made hazards, disaster preparedness and emergency response through education and public outreach efforts.*

### **Policy SAF-1.2a**

Conduct community education efforts via local media coordination, City sponsored activities and events and other methods to reach the broader community.

### **Policy SAF-1.2b**

Continue supporting the Community Emergency Response Team (CERT) administered through the Ventura County Fire Protection District.

### **Policy SAF-1.2c**

Coordinate with the Pleasant Valley and Oxnard Union High School Districts to incorporate emergency preparedness and hazards identification into school curriculums.

## **GEOLOGIC AND SEISMIC HAZARDS**

### **Goal SAF-2**

*A community that is aware of and has planned for existing and potential geologic and seismic hazards.*

### ***Geologic Hazards (Soils, Landslides/Mudslides, and Subsidence)***

#### **Objective SAF-2.1**

*Decrease the potential risks associated with geologic hazards within the City of Camarillo.*



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## **Policy SAF-2.1a**

Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and/or improvement projects.

## **Policy SAF-2.1b**

Require the preparation of a geologic/geotechnical investigation (performed by a Certified Engineering Geologist and/or Geotechnical Engineer) for all new development or redevelopment projects located in areas of potential hazards. That investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or their designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.

## ***Seismic Hazards***

### **Objective SAF-2.2**

*Reduce the potential effects of seismic hazards on existing and new developments within the City of Camarillo.*

### ***Fault Rupture***

#### **Policy SAF-2.2a**

Review development projects involving construction within Earthquake Fault Hazard Zones (as depicted on the State of California, Earthquake Fault Hazards Map for County of Ventura in accordance with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act and the policies and criteria established by the State).

#### **Policy SAF-2.2b**

Consider the designation of land located within Earthquake Fault Hazard Zones and potentially active fault areas for less dense or intensive uses, such as Open Space or Agricultural, where feasible.

#### **Policy SAF-2.2c**

Design roadways, streets, highways, utility conduits, and oil and gas pipelines, to avoid crossing active faults where feasible. When such location is unavoidable, the design should include measures to reduce the effects of any fault movement as much as possible.



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## **Policy SAF-2.2d**

Locate new critical facilities, special occupancy structures, or hazardous materials storage facilities outside of active fault zones unless demonstrated that the facility is not subject to fault rupture hazard.

## ***Seismic Shaking***

### **Policy SAF-2.2e**

Continue to adopt the most current version of the California Building Code to ensure the use of the most up to date seismic requirements within the State of California.

### **Policy SAF-2.2f**

Require roadway engineering standards that meet or exceed seismic requirements of the California Building Code to reduce potential damage and maintain emergency access in the event of an earthquake.

## ***Liquefaction***

### **Policy SAF-2.2g**

Require additional analysis for development within areas susceptible to secondary seismic impacts (liquefaction, landsliding, subsidence, etc.) to determine the potential risk to these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or their designee.

## **FLOODING**

### **Goal SAF-3**

*A community carefully planned and protected from flooding hazards.*

### ***Floodplain Hazards***

#### **Objective SAF-3.1**

*Provide adequate flood control mitigation to reduce the potential risk associated with floodplain hazards within the City of Camarillo.*

#### **Policy SAF-3.1a**

Design and construct appropriate surface drainage and flood control facilities as funding permits.



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### **Policy SAF-3.1b**

Prevent incompatible land uses and development within the 100-year and 500-year floodplains and prohibit residential development within the regulatory floodway.

### **Policy SAF-3.1c**

Limit land uses in the regulatory floodway to open space, agriculture, or passive to low intensity recreational uses, subject to the approval of the Planning Director, City Flood Plain Administrator, or their designee.

### **Policy SAF-3.1d**

Coordinate with the Ventura County Watershed Protection District or other appropriate watershed protection agencies to evaluate the effectiveness of existing regional and local flood control facilities and actively participate in the planning, design, and construction of regional improvement projects that affect the City and meet capacity demands.

### **Policy SAF-3.1e**

Identify natural drainage courses and designate drainage easements to allow for their preservation, or for the construction of necessary drainage facilities to protect community health, safety, and welfare.

### **Policy SAF-3.1f**

Develop and maintain floodplain inundation evacuation plans in cooperation with the Ventura County Watershed Protection District and Ventura County Fire Protection District.

### **Policy SAF-3.1g**

Promote low impact development techniques such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and storm water pollution.

### ***Dam Inundation Hazards***

### **Objective SAF-3.2**

*Ensure land use regulations and emergency response plans focus on reducing potential damage resulting from inundation associated with dam failure.*



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### **Policy SAF-3.2a**

Coordinate with the Ventura County Watershed Protection District, Army Corps of Engineers, and California Division of Safety of Dams on updated mapping of dam inundation areas within the City as new studies and projects are completed.

### **Policy SAF-3.2b**

Develop dam failure evacuation plans in cooperation with the Ventura County Fire Protection District and Ventura County Office of Emergency Services.

### **Policy SAF-3.2c**

Discourage critical and essential uses within designated dam inundation areas.

### ***Tsunami Hazards***

#### **Objective SAF-3.3**

*Support tsunami response and recovery efforts within Ventura County in the event of a tsunami occurring along the California coast line.*

#### **Policy SAF-3.3a**

Identify supporting activities and resources within the City's Emergency Operations Plan that can assist jurisdictions within the Ventura County Operation Area directly impacted by tsunami inundation.

#### **Policy SAF-3.3b**

Identify potential areas for emergency response and recovery coordination activities, as well as areas where affected populations can receive shelter and assistance, if necessary.

## **FIRE HAZARDS**

### **Goal SAF-4**

*A community that has planned for and is protected from hillside fire conditions.*

#### **Objective SAF-4.1**

*Ensure that development in high fire hazard areas is designed and constructed in a manner that minimizes risk to life and property.*



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### **Policy SAF-4.1a**

Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.

### **Policy SAF-4.1b**

Include fire-resistant building materials, fire-resistant vegetation, cleared firebreaks, and/or a long-term comprehensive fuel management program into the design of any project in a fire hazard area.

### **Policy SAF-4.1c**

Require that all new residential subdivisions provide adequate access for emergency vehicles and resident evacuation.

### **Policy SAF-4.1d**

Assess all new developments located in or adjacent to wildland areas to determine their vulnerability to fire and/or potential as a source of fire.

### **Policy SAF-4.2e**

Encourage the use of development features such as roads and fuel modification zones to buffer homes from wildland fire.

### **Objective SAF-4.2**

*Minimize risk associated with wildland and urban fires through preventive measures, maintenance, and education.*

### **Policy SAF-4.2a**

Promote weed abatement to reduce fire hazards on private properties.

### **Policy SAF-4.2b**

Educate residents on creating defensible space around homes.

### **Policy SAF-4.2c**

Promote public safety education programs through the Fire Protection District to reduce accidents, injuries and fires, as well as to train members of the public to respond to emergencies.



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### **Policy SAF-4.2d**

Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.

### **Policy SAF-4.2e**

Ensure dedicated open space and undeveloped areas meet specifications for fire safety.

### **Policy SAF-4.2f**

Promote the use of grazing animals to conduct weed abatement activities on public and private properties.

### **Objective SAF-4.3**

*Coordinate with the Ventura County Fire Protection District to maintain an adequate level of service and protection for fire and emergency response within the community.*

### **Policy SAF-4.3a**

Continue to coordinate fire protection services through the Ventura County Fire Protection District, CAL FIRE, and all other agencies and districts with fire protection powers.

### **Policy SAF-4.3b**

Ensure that Ventura County Fire Protection District provides adequate service and facilities for new developments as they occur.

### **Policy SAF-4.3c**

Coordinate with the Ventura County Fire Protection District to ensure adequate levels of fire suppression personnel and equipment are available for all areas of the City and all types of development.

### **Policy SAF-4.3d**

Coordinate with the Ventura County Fire Protection District on the maintenance and implementation of a Fire Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.



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## HAZARDOUS MATERIALS AND WASTE

### Goal SAF-5

*Residents and businesses are adequately protected from hazardous materials and hazardous waste.*

### Objective SAF-5.1

*Protect the community from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.*

#### **Policy SAF-5.1a**

Promote the handling of hazardous wastes and hazardous materials so that waste reduction through alternative technology is the first priority, followed by recycling and on-site treatment, with disposal as the last resort.

#### **Policy SAF-5.1b**

Coordinate with the Ventura County Fire Protection District on the response procedures associated with a release or threatened release of a hazardous material within the City.

#### **Policy SAF-5.1c**

Locate potentially hazardous facilities and operations in areas that would reduce exposure of the public to a significant risk of injury, loss of life, or property damage.

#### **Policy SAF-5.1d**

Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.

#### **Policy SAF-5.1e**

Promote the use of integrated pest management techniques to keep City properties free of herbicides and pesticides.

#### **Policy SAF-5.1f**

Encourage and educate residents and businesses to implement integrated pest management principles and reduce or discontinue the use of pesticides and herbicides on their property.



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## **Policy SAF-5.1g**

Review new development or redevelopment projects located on sites with known and/or potential hazards to ensure hazards have been identified and remediated in accordance with applicable regulatory requirements.

## **Objective SAF-5.2**

*Minimize threats to public health and safety and to the environment posed by a release of hazardous materials.*

## **Policy SAF-5.2a**

Require new development that will generate hazardous wastes or utilize hazardous materials to identify hazardous waste reduction, recycling, and storage areas on site plans.

## **Policy SAF-5.2b**

Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.

## **Policy SAF-5.2c**

Periodically review and amend the appropriate ordinances which regulate the storage and handling of hazardous materials to conform to the standards and definitions of the State and other regulatory agencies.

## **Policy SAF-5.2d**

Continue to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.

## **Policy SAF-5.2e**

Designate appropriate transportation routes for the movement and transport of hazardous materials within and through the City.

## **Policy SAF-5.2f**

Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent possible.



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### **Policy SAF-5.2g**

Actively coordinate with the operators of existing pipelines (oil, gas, etc.) to ensure existing development in close proximity to these facilities are protected from future incidents to the greatest extent possible.

### **Objective SAF-5.3**

*Promote Interagency Collaboration, Training, and Coordination of Hazardous Materials Response and Clean Up.*

### **Policy SAF-5.3a**

Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on freeways.

### **Policy SAF-5.3b**

Coordinate with Ventura County Fire Protection District to ensure personnel are trained and ready to operate at the level of Hazardous Materials First Responder, as deemed necessary.

### **Policy SAF-5.3c**

Work with the appropriate local, State, and Federal agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

### **Policy SAF-5.3d**

Develop an educational awareness program for residents and businesses about the dangers of hazardous materials and proper disposal methods.

### **Policy SAF-5.3e**

Maintain cooperative relationships with the chemical handlers, response agencies, and community representatives to ensure an informed and coordinated response to chemical emergencies.



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## AIRCRAFT HAZARDS

### Goal SAF-6

*A community thoughtfully planned and compatible with existing airport facilities.*

### Objective SAF-6.1

*Facilitate safe development within the vicinity of Camarillo Airport.*

#### **Policy SAF-6.1a**

Coordinate with the Ventura County Department of Airports and the Airport Land Use Commission (also known as the Ventura County Transportation Commission) on future development projects associated with or located in the vicinity of Camarillo Airport.

#### **Policy SAF-6.1b**

Review development and redevelopment projects for consistency with the Ventura County Comprehensive Airport Land Use Plan (ACLUP).

#### **Policy SAF-6.1c**

Refer discretionary development within the Airport Hazard Zones to the Airport Land Use Commission (also known as the Ventura County Transportation Commission) and the County of Ventura Department of Airports for consistency review with the Ventura County Airport Comprehensive Land Use Plan (ACLUP), as applicable per the study area boundaries shown on Exhibit 11-10a, Camarillo Airport Study Area.

#### **Policy SAF-6.1d**

Require development projects within the Airport Hazard Zones to comply with Part 77 of the Federal Aviation Regulations (objects affecting navigable airspace).

#### **Policy SAF-6.1e**

Ensure private airstrips and agricultural landing fields are sited outside of areas that would present significant hazard or an annoyance to existing or planned land uses and would not conflict with the flight paths of existing airports.



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## EMERGENCY RESPONSE

### Goal SAF-7

*A community fully responsive to emergencies and disasters.*

### Objective SAF-7.1

*Establish effective response and recovery efforts for major emergencies and/or disasters.*

#### **Policy SAF-7.1a**

Maintain an up-to-date Emergency Operations Plan (EOP) in partnership with Ventura County, the State of California, and other agencies.

#### **Policy SAF-7.1b**

Support a safe, secure, and technologically advanced Emergency Operations Center (EOC).

#### **Policy SAF-7.1c**

Conduct regularly scheduled disaster exercises with Police, Fire, City employees, and other agencies.

#### **Policy SAF-7.1d**

Conduct joint emergency and disaster preparedness exercises to test operational and emergency plans with other agencies.

## 11.5 IMPLEMENTING ACTIONS

The following list identifies recommended actions that the City, County Agencies, and private property owners can pursue in order to implement the Camarillo Safety Element.

- a. Continually review the Safety Element, Emergency Operations Plan, and Local Hazard Mitigation Plan to ensure that new information/mapping is being incorporated in a timely manner.
- b. Update the Emergency Operations Plan as needed to comply with federal, state, regional, and local requirements.
- c. Identify new grant or other funding sources on an annual basis to support future emergency response and hazard mitigation initiatives within the City.



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- d. Develop programs that inform and educate the community about potential risks, resources, roles, and responsibilities for addressing safety.
- e. Using the City's website, City publications, or other methods (such as pamphlets), provide public safety education/information, focusing on in-city natural or man-made hazards; the prevention of life or property-threatening events; and the appropriate preparation for and reaction to local or regional disasters by the public.
- f. On an annual basis, review local, State, and Federal building codes and requirements to ensure the most up to date information is enforced within the City. Update the City's Municipal Code to reflect current information/requirements and ensure appropriate review requirements are included within existing ordinances.
- g. Review the Ventura County Fire Protection District Fire Department Strategic Plan and provide comments/input, as appropriate.
- h. Monitor the Ventura County Fire Protection District's fire protection rating and cooperate with the Ventura County Fire Protection District in the correction of deficiencies.
- i. Continue to work with the Ventura County Fire Protection District to review current standards for wildfire prevention and improve standards and/or regulations where required. Coordinate infrastructure improvements aimed at reducing natural hazards and disasters with the Ventura County and City of Camarillo Capital Improvements Plans.
- j. Maintain and update, as appropriate, a Master Plan of Drainage for the City.
- k. As a component of the Emergency Operations Plan, develop evacuation plans for flooding/dam inundation, wildfire, earthquake, and hazardous material spill scenarios and coordinate these plans with the City's identified evacuation routes.
- l. Coordinate disaster planning efforts with neighboring jurisdictions in the County.
- m. Coordinate code enforcement activities with the Ventura County Fire Protection District to ensure that hazardous property conditions are adequately addressed to meet current fire safety standards.



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- n. Coordinate with the County of Ventura's Environmental Health Hazardous Materials Program, a Certified Unified Program Agency (CUPA), to update and maintain the County's hazardous materials database for all properties within the City that manufacture, store, and/or dispose of these materials. Coordinate with the County of Ventura's Environmental Health Hazardous Materials Program to annually update the list of sites contaminated with hazardous materials requiring cleanup activities (Brownfield Sites) within the City. Coordination with Environmental Protection Agency, Department of Toxic Substances Control, County of Ventura's Environmental Health Hazardous Materials Program, and Ventura County Fire Protection District when new sites are identified or cleanup activities are initiated/completed is recommended.
- o. Annually conduct emergency response drills and exercises with City staff and coordinating Agencies to ensure adequate preparations and response activities are in place prior to an actual event.
- p. Provide information on available non-hazardous product alternatives, proper storage, management, and disposal of hazardous wastes on the City's website, at City Hall, and other public facilities.
- q. Review any proposed updates or modifications to the Ventura County Airport Comprehensive Land Use Plan and/or Camarillo Airport Master Plan as they pertain to the City and provide comments/input, as appropriate.

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City of Camarillo General Plan Safety Element, November 28, 1989 and August 8, 1990.

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Thesis: Surface and Subsurface Geology of the Camarillo and Las Posas Hills area, Ventura County, California, Mary Clare Jakes, August 2, 1979.

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