

City of Camarillo

*2022 General Plan
Annual Progress Report*



Department of Community Development

4/1/2023

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ATTACHMENTS

- 1 - STATE OF CALIFORNIA, DEPARTMENT OF FINANCE, E-5 POPULATION AND HOUSING ESTIMATES FOR CITIES, COUNTIES AND THE STATE — JANUARY 1, 2021-2022
- 2 - CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT DATA TABLES
- 3 - CAMARILLO DEPARTMENT OF COMMUNITY DEVELOPMENT MONTHLY REPORT, DECEMBER 2022
- 4 - SB 341 ANNUAL REPORT: CAMARILLO HOUSING SUCCESSOR REPORT FOR FY 2021-2022: LOW- AND MODERATE-INCOME HOUSING ASSET FUND

Introduction

Government Code Section 65400 mandates that cities and counties submit an annual report on the status of the General Plan and progress in its implementation to their governing bodies, the Governor’s Office of Planning and Research (OPR), and the Housing and Community Development (HCD) by April 1 of each year.

In accordance with Government Code Section 65400, the City of Camarillo Community Development Department prepared the *2022 General Plan Annual Progress Report* (“annual report”) to inform the public, the City Planning Commission, and the City Council of the achievements in implementing the General Plan. The City Council received and filed the annual report on March 22, 2023, and directed staff to forward the report to OPR and HCD.

The annual report describes the status of the City’s General Plan and the City’s progress in implementing the plan and associated elements from January 1, 2022, through December 31, 2022. It also describes the City’s development activity and progress in meeting its share of regional housing needs allocation (RHNA) and removing governmental constraints to housing maintenance, improvement, and development.

As shown in Table 1, the General Plan includes nine elements, seven mandatory elements (with the mandatory Conservation and Open Space elements combined into one), and three optional elements. The City has also adopted ten community plans (Table 2) to help implement the adopted goals and policies of the General Plan.

Table 1 – General Plan Elements

Mandatory Elements	Year Adopted	Last Comprehensive Update
Land Use	1969	October 2003
Open Space and Conservation	1984	July 2006
Housing	1969 ¹	October 2022
Circulation	1984	April 2014
Noise	1970	September 2015
Safety	1989 ²	May 2013
Optional Elements		
C.U.R.B.	1998	November 2016
Recreation	1984	October 2002
Community Design	1984	June 2012

Source: City of Camarillo, Community Development Department

¹ 2021-2029 Housing Element Update was adopted by City Council on 10/12/2022 and anticipates HCD certification in 2023.

² The safety element is currently being updated as required by SB 379 and it is expected that it will be adopted in fall 2023.

Table 2 – Community Plans

Community Plans	Year Adopted	Last Comprehensive Update
Airport North Specific Plan	1986	September 2016
Camarillo Commons Specific Plan	2007	N/A
Civic Center	1976	N/A
Dawson Drive Area Concepts	2010	August 2016
Koll Leonard	1985	March 1991
Pitts Ranch	1989	August 1997
Prado De Las Posas	1995	August 2005
Rancho Calleguas	1988	N/A
Springville Specific Plan	2008	November 2020
Village at the Park Specific Plan	2001	2013

CAMARILLO URBAN RESTRICTION BOUNDARY (CURB)

Introduction

The unique character of the City and the quality of life of City residents depends on the protection of a substantial amount of open space, natural resources, and agricultural fields. The Camarillo Urban Restriction Boundary (CURB) around the City promotes the formation and continuation of a cohesive community by defining boundaries and helping to prevent urban sprawl. Such a boundary also promotes efficient municipal services and facilities by confining urban development to defined development areas.

The CURB generally restricts the City of Camarillo from allowing any development that would require the expansion or creation of community sewers, result in the creation of residential lots less than 10 acres, or result in the establishment of non-agricultural or mineral production-related commercial or industrial uses outside of the boundary designated by the CURB line. The CURB includes certain exemptions for roadways, water facilities, public schools, public parks, or other governmental facilities, and development projects with a vested right.

On November 3, 1998, Camarillo voters approved an initiative measure establishing the CURB, entitled the Save Open-Space and Agricultural Resources (SOAR) measure limiting development outside of the CURB. The measure and its substantive provisions as adopted by the voters in 1998 were inserted as Chapter 3.0 of the General Plan. The CURB Ordinance was set to expire on December 31, 2020.

At the November 8, 2016, General Municipal Election, the City of Camarillo Measure J - Ordinance No. 1134, was passed by the voters of the City of Camarillo. The ordinance, known as Camarillo 2050 Save Open Space and Agricultural Resources (SOAR) Land Use Voter Participation General Plan Amendment, amended the General Plan, Chapter 3 – CURB, to add development restrictions within an area designated *Conejo Creek Voter Participation Area*, and to extend the life of development restrictions outside of CURB to December 31, 2050. *Conejo Creek Voter Participation Area* has been identified as a particularly sensitive area on the southeasterly edge of the City of Camarillo and calls for voter participation in most decisions.

Implementation

The CURB is established coterminous with, and in the same location as, the Sphere of Influence line established by the Local Agency Formation Commission (LAFCo), as it existed as of January 1, 1998, except that the CURB line additionally encompasses:

- That certain parcel of 135.2 acres immediately outside the western edge of the influence line south of the U.S. Highway 101/Ventura Freeway, easterly of, and at the intersection of Central Avenue, and easterly of the Greenbelt line in that general location, currently designated commercial/office/research and development on the General Plan Map. A General Plan referral was submitted in 2022 for changes to the designated land uses for this property.

- That certain parcel of approximately 300 acres immediately outside of the City's Sphere of Influence line that is located south of Pleasant Valley Road, east of Calleguas Creek, north of the westerly extension of Howard Road, and west of Pancho Road.

Until December 31, 2050, the City will restrict urban services and urbanized uses of land to within the CURB, except for the purpose of completing roadways designated in the Circulation Element of the General Plan, construction of public water or sewer facilities, additions to public schools already in existence or new public schools deemed necessary and appropriate by the state, public parks, or other governmental facilities.

The CURB may not be amended, altered, revoked, or otherwise changed prior to December 31, 2050, except by the vote of the people, or by the City Council, pursuant to the procedures set forth in Chapter III Section V, of the General Plan.

Projects

In 2019, the City of Camarillo began construction of The North Pleasant Valley Desalter Facility project. This project was approved in 2017 for a location that is outside the CURB but is exempt from procedural requirements of the CURB because the facility is necessary for the delivery of essential public services. The property for construction of the desalter totaling 7.81 acres was annexed into the City in 2019. Construction of the facility was completed and began delivering water in late 2022.

LAND USE ELEMENT

Introduction

Land Use Element identifies the classifications of land within the city and includes definitions, principles, and proposals for each land use classification. The purpose of the Land Use Element is to establish a pattern for compatible land uses and to guide future development. The location and generalized boundaries for each land use classification are shown on a General Plan Land Use Map. The City Council originally adopted the element in 1969, and the last comprehensive update was adopted on October 8, 2003.

General Plan Amendment (GPA) Referrals

Each year, at its second meeting in January, the City Council considers requests for amendments to the City's General Plan Land Use Element. If approved, the requests are referred for study and possible future consideration for a GPA. The City Council has full discretion to either refer the request to the Planning Commission for further study or decline to refer the request, thus denying the applicant's request for a General Plan Amendment.

In 2022, the City of Camarillo considered one non-City-initiated GPA referral request in accordance with the City's GPA referral policy. The City Council referred the request from Dennis Hardgrave of DPS, Inc on behalf of the property owner to redesignate 135.2 acres from General Commercial to Industrial/Commercial (30.2 acres), Office to Research & Development (16.6 acres) and Research & Development to Industrial (23.4 acres). The remainder would retain the existing designation. The site is south of U.S. 101 just west of the City limits, but within the CURB line.

General Plan Amendments (GPA)

On February 9, 2022, the City Council approved a General Plan Amendment (GPA 2020-2) from Darling Development to change the General Plan Land Use designation from Quasi-Public to Industrial to accommodate the future redevelopment of the subject site for a multi-tenant industrial project, located at the northwest corner of Pleasant Valley Road and Airport Way.

Change of Zone (CZ)

On February 9, 2022, the City Council approved a Change of Zone (CZ-332), from Rural Exclusive Residential (RE) to Light Manufacturing (M-1) to accommodate the future redevelopment of the subject site for a multi-tenant industrial project, located at the northwest corner of Pleasant Valley Road and Airport Way.

- On September 28, 2022, the City Council adopted Ordinance 1199 rezoning 1,942.94 square-feet of land to Rural Exclusive Residential Zoning in preparation for a proposed annexation of said property to widen an existing 26-foot-wide driveway by 5 feet.

Zoning Ordinance Amendments

In 2022, the City of Camarillo City Council approved three ordinance amendments to Title 19-Zoning of the Camarillo Municipal Code, as follows:

- On September 14, 2022, the City Council adopted Ordinance 1196 amending the Camarillo Municipal Code to create a Director level Conditional Use Permit (DCUP) procedure and allow certain uses with a DCUP.
- On October 12, 2022, the City Council adopted Ordinance 2001 to amend and restate the Camarillo Municipal Code, Chapter 19.56 - Accessory Dwelling Units (ADUs), and incorporate State legislation Assembly Bill ("AB") 881, AB 68, and Senate Bill ("SB") 13, based on direction from the State of California Housing and Community Development Department (HCD).
- On October 12, 2022, the City Council adopted various building standards and local amendments to such building standards otherwise known as the 2022 California Building Standards Code (Title 24) with an effective date of January 1, 2023.
- On November 9, 2022, the City Council approved Ordinance 2002 to create a public initiation procedure for a zoning ordinance text amendment.

Land Use Element Goals and Implementation Residential Land Uses

Goal: To continually improve the areas as places for living by ensuring that those portions of the City, which are best suited for residential uses, will be developed and preserved as healthful, safe, pleasant, and attractive neighborhoods, where all citizens are served by a full range of appropriate community facilities.

Implementation: The City of Camarillo reviews all residential projects for consistency with the General Plan, provides conditions of approval, and completes project compliance activities to ensure that project conditions and the goals of the General Plan are met. The City reviews all residential projects of five or more dwelling units through the Residential Development Evaluation process. Typically, allocation awards are granted for 400 units per year to projects that meet the evaluation criteria with exemptions allowed for low-income units. The Housing Crisis Act (SB330) became effective January 1, 2020, and prevents the City from enforcing the allocation ordinance until January 1, 2025. SB 8 extended the temporary prohibition for an additional 5-year period, concluding on January 1, 2030. In 2022 there were no new housing projects approved.

A detailed list and a location map of current residential projects are included in Attachment 3 – Department of Community Development Monthly Report, December 2022. Further discussion of the projects is discussed in the Housing Element section of this report.

Commercial Land Uses

Goal: The general placement and massing of commercial structures should consider the area and scale of the City and promote quality design in keeping with the community environment. The commercial areas of the City include the business district along Ventura Boulevard,

community shopping centers along Carmen Drive, Las Posas Road, Mission Oaks Boulevard, and Arneill Road, several neighborhood convenience centers, the highway-oriented uses along the freeway, and all other commercial and business areas of the City of Camarillo.

Implementation: The City of Camarillo reviews all commercial projects for consistency with the General Plan, provides conditions of approval, and completes project compliance activities to ensure that project conditions and the goals of the General Plan are met. In 2022, one major modification and one commercial planned development was approved as shown below in the table below.

Project	Description	Approved
CPD-5M(28), Carmen Plaza	Façade remodel for 453 Carmen Drive within the Carmen Plaza Shopping Center. The proposed façade remodel will update the architecture of the building by creating a new tower element in the façade to enhance the entrance to the tenant space.	June 22, 2022
CPD-6M(23), Central Plaza	Demolition of 112,000 square foot commercial building, construction of new 64,000 square foot commercial building, new 3,000 square foot convenience store & gas station, new 3,500 square foot drive through and remodel of the remaining shopping center.	February 15, 2022
CPD-252, Ralph's Fuel Center	A ten-pump gas station and 179 square foot sales kiosk.	November 1, 2022

A detailed list and a location map of current commercial projects is included in Attachment 3 – Department of Community Development Monthly Report, December 2022.

Industrial Land Uses

Goal: The goals, which were developed and adopted by the City Council, indicated the desire that all industrial proposals be analyzed and based primarily on existing and projected demand for industrial land and environmental considerations.

Implementation: The City of Camarillo reviews all industrial projects for consistency with the General Plan, provides conditions of approval, and completes project compliance activities to ensure that project conditions and the goals of the General Plan are met. In 2022, two new industrial projects and a major modification were approved, as shown in the table below.

Project	Description	Approved
IPD-53M(11) Rexford Industrial	A major modification to include demolition of an existing 52,500-square-foot office building, construction of a new 117,358-square-foot multi-tenant industrial building (Building A), and a 55,766-square-foot addition (Building B) to an existing 407,623 square-foot industrial building.	February 1, 2022
InSite Storage Insite Property Group	Conversion of second-story office space to self-storage located at 5300 Adolfo Road and covert parking into RV storage.	August 1, 2022
IPD-5M(1), Isagholian Family Trust	Update to the façade and landscaping located at 575 Dawson Drive.	September 19, 2022
IPD-406 Dawson Storage	Construction of a three-story, 64,743-square-foot self-storage facility with tuck-under parking.	August 16, 2022
IPD-408 Darling Development	Demolition of existing on-site structures except for the water tower and the construction of three multi-tenant industrial buildings, totaling 40,407 square feet.	September 9, 2022

A detailed list and a location map of current industrial projects are included in Attachment 3 – Department of Community Development Monthly Report, December 2022.

Public Land Uses

Goal: In order to assist in the implementation of the Land Use Element, the following general principles are established for public uses: locate facilities where they provide maximum service with the greatest efficiency; utilize public funds with care to assure the maximum service for the tax dollar; welcome cooperation from the private sector in all community enterprises; whenever possible and feasible, attempt to secure state and federal assistance in the development of public uses.

Implementation: The City of Camarillo reviews all public-use projects for consistency with the General Plan, provides conditions of approval, and completes project compliance activities to ensure that project conditions and the goals of the General Plan are met. In 2022 there was one public land use project approved.

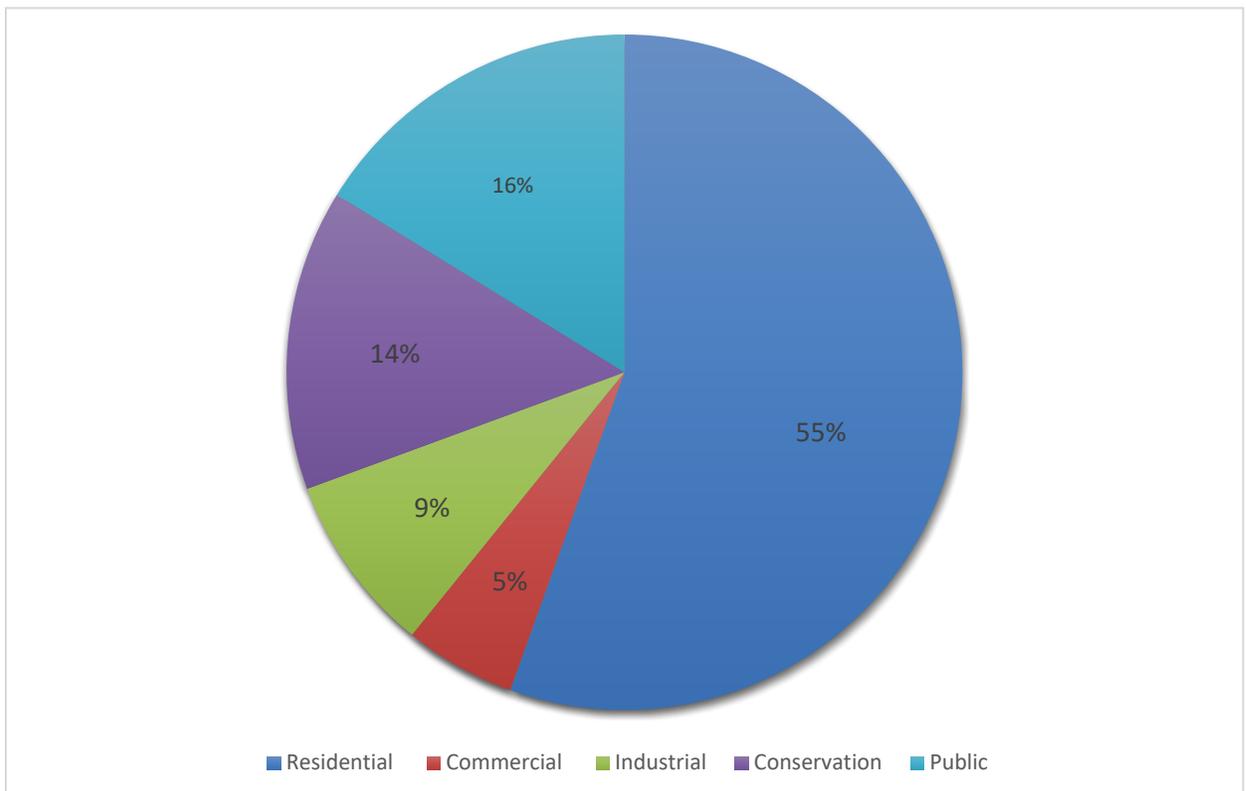
Project	Description	Approved
CUP-412 KidSTREAM	Adaptive reuse of the existing 16,750-square-foot former library building into a new children’s museum, including the construction of a new 19,000-square-foot outdoor exhibit space and expansion of the existing parking lot within Bob Kildee Park.	December 6, 2022

A detailed list and a location map of current institutional projects are included in Attachment 3 – Department of Community Development Monthly Report, December 2022.

Land Area by Land Use Category

The City’s General Plan includes various residential, commercial, industrial, conservation, and public land use categories. As shown below in Figure 1 and Table 3- Land Area by Land Use Category, 56 percent of the City’s land is designated for residential uses, 16 percent for public uses, 14 percent for conservation uses, 9 percent for industrial uses, and 5 percent for the commercial uses.

Figure 1 – Land Area by Land Use Category



Source: City of Camarillo, GIS and Community Development Department (February 2022)

Table 3 – Land Area by Land Use Category

Category	General Plan Areas	Acres	Percent
Residential		6,430	55.5%
	Rural Density	1,952	16.8%
	Low Density	2,706	23.4%
	Low-Medium Density	1,109	9.6%
	Medium Density	207	1.8%
	High Density	308	2.7%
	Mobile Home	148	1.3%
Commercial		618	5.3%
	General Commercial	492	4.2%
	Office	67	0.6%
	Commercial Mixed-Use	59	0.5%
Industrial		995	8.6%
	Industrial	846	7.3%
	Industrial/Commercial	4	0%
	Research and Development	143	1.2%
Conservation		1,668	14.4%
	Agriculture	1,152	9.9%
	Natural Open Space	518	4.5%
	Urban Reserve	0	0%
Public		1898	16.2%
	Public	740	6.4%
	Institutional/Semi-Public	2	0%
	Mini Park	3	0%
	Neighborhood Park	93	0.8%
	Community Park	97	0.8%
	City-Wide Park	59	0.5%
	Special Use Park	4	0%
	Elementary School	91	0.8%
	Middle School	52	0.4%
	High School	89	0.8%
	Quasi-Public/Utility	328	2.8%
	Historic Site	11	0.1%
Waterway Linkage	310	2.7%	
Subtotal		11,588	100%
Major Streets		1,033	
TOTAL		12,621	

Source: City of Camarillo, GIS and Community Development Department (February 2023)

CIRCULATION ELEMENT

Introduction

The Circulation Element serves as a guide for the implementation of street circulation systems within the City, includes design criteria for various classifications of streets, and includes a bikeway plan for recreation or commuter use. The Circulation Element complies with Assembly Bill (AB) 1358: The California Complete Streets Act, which requires the City to plan for the development of a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The City Council originally adopted the element on June 27, 1984, and the last comprehensive update was adopted on April 23, 2014.

Review of Goals and Objectives

Together, these parts form the blueprint for the development of the City. The goals of the Circulation Element are the over-arching statements that express community values and the desired outcomes. Based on these goals, the objectives and policies provide measurable strategies by which to achieve these goals.

Roadway Network

Goal 1: Correlate the City's circulation system with the policies of the General Plan Land Use Element.

Goal 2: Promote a well-balanced, connected, economically-feasible and -sustainable, and multimodal transportation system that provides for safe and efficient movement on well-maintained roads, while meeting the needs of Camarillo residents, businesses, employees, visitors, special needs populations, and the elderly.

Goal 3: Provide a transportation system that is coordinated with regional agencies and encompasses a variety of transportation modes.

Goal 4: Provide adequate parking that is attractive, convenient, efficient, with appropriate capacity without overshadowing the uses which the parking supports.

Pedestrian and Bicycle Circulation

Goal 5: Provide a citywide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use.

Public Transportation

Goal 6: Maintain a safe and efficient public transportation network that provides mobility to all City residents and employees as an alternative to automobile travel.

Aviation, Rail, and Goods Movement

Goal 7: Maintain and ensure land use compatibility with the Camarillo Airport.

Goal 8: Provide for the safe and efficient movement of goods.

Goal 9: Promote railroad safety.

Utilities

Goal 10: Provide safe, reliable, and efficient utility service, while minimizing utility impacts and hazards.

Public Transit

Camarillo residents have three public transit bus services at their disposal, including fixed routes, Dial-a-Ride (DAR), and VCTC Intercity service. The Camarillo Area Transit (CAT) is a low-cost and convenient service that provides two fixed routes and Dial-a-Ride service. VCTC Intercity is a countywide service, which connects Camarillo with Thousand Oaks, Oxnard, Ventura, Simi Valley, Moorpark, and California State University-Channel Islands.

The City operates two, fixed-route bus services, Fixed Route A and Fixed Route B, and a citywide origin-to-destination Dial-a-Ride service. The Dial-a-Ride service is available to all residents. Both services charge a nominal fee for transportation. The City’s Dial-a-Ride service offers same-day service with a minimum of two hours notice; however, same-day service cannot be guaranteed as it is dependent on bus availability and scheduling.

Fixed Route A

Fixed Route A services Leisure Village, Pleasant Valley Hospital, and Community Center Park with convenient stops in between. There are *Next Bus* display signs at four (4) prominent bus stops along Fixed Route A, which alert riders to the expected time of arrival of the bus and allow transportation officials to monitor the on-time performance. The *Next Bus* system is funded by the VCTC.



Fixed Route B

Fixed Route B (formerly the trolley route) services the Old Town Camarillo area and provides connections to various shopping centers in town. Fixed Route B operates Sunday through Thursday, from 10 a.m. to 6 p.m.; and on Friday and Saturday, from 10 a.m. to 9 p.m. The Route starts at the Metrolink train station, runs west on Daily Drive, turns south onto Las Posas Road, and turns east on Ventura

Boulevard, before returning to the Metrolink station. The buses stop at shopping centers along the route on a 30-minute schedule. Riders can also flag down the buses to board anywhere along the route.

Freeway

The U.S. Highway 101/Ventura Freeway bisects the City and runs east/west. There are eight freeway interchanges located in Camarillo, from Camarillo Springs Road at the east end to Central Avenue at the west end.



Air Transportation

Adopted in July 2000, the Airport Comprehensive Land Use Plan for Ventura County is intended to protect and promote the safety and welfare of residents near the military and public-use airports in the County, as well as airport users, while promoting the continued operation of those airports. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. Projects are reviewed for consistency with the Airport Comprehensive Land Use Plan, prior to review by the Planning Commission and/or City Council.



Rail Transportation

The City of Camarillo has a Metrolink rail station, located on the east side of Lewis Road at Ventura Boulevard, which extends north beneath the U.S. Highway 101/Ventura Freeway to Daily Drive. The parking lot and station include decorative public improvements, such as landscaping and lighting that complement the Camarillo Old Town area. The station also has

murals, which were installed on freeway-support columns. In keeping with the City's General Plan designation of the site as a transit center, the area also serves as a Ventura County Transit

bus stop/Park-and-Ride for the California State University – Channel Islands (CSUCI) campus.

Streets

The Public Works Department routinely maintains the public roadways through regular repairs and overlays. Annual overlays and slurry seals are completed based on the five-year Pavement Management Plan.

The City Annual Overlay/Slurry Seal Program in 2022 restored pavement in a systematic manner to minimize major reconstruction and extend pavement life span.

Parking

The City continues to require developments to provide adequate on-site parking according to adopted standards. Updated parking provisions and standards were adopted by the City Council in 2010. The off-street parking requirements for guest parking in townhouse, condominium or other multifamily ownership projects was amended in 2015.

Walkways

As part of the Circulation Element, a complete system of pedestrian walkways has been established, and all projects are required to provide walkways to serve the needs of the development.

The Circulation Element emphasizes providing a balanced, multimodal, transportation network that meets the needs of all users, including pedestrians of all ages and abilities. The design of complete streets emphasizes the balance between multiple functions and users of the street while enhancing the character of the community. Policies include providing for streetscapes that present an aesthetically pleasing appearance and promote ease of use for pedestrians while ensuring public safety.

Bikeways

The City has adopted a Bikeways Master Plan and continues to improve and expand bikeways around the City.

The Circulation Element shows new bikeways that have been completed since the last adopted Circulation Element and includes areas through Village at the Park, along Calleguas Creek, and Ponderosa Drive, west of Las



Posas Road. The updated map added the different bikeway classifications for Class I (separated from the street), Class II (striped lane on the street), Class III (shared roadways with signage), Shoulder Routes (shared roadways that are not signed), and Future Bikeways.

Improvement plans for the Class I bikeway from Springville Drive to Central Avenue that will be constructed along the future berm parallel to the U.S. 101 is currently in plan check. Construction will be completed as part of the Lennar Homes development in Springville.

Ramp and bike trail improvements at various locations in the City were approved as part of the 2021-2026 Five-Year CIP to improve pedestrian safety and implementation of the Bikeway Master Plan and the General Plan Circulation Element.

HOUSING ELEMENT

Introduction

Housing Element addresses housing needs, types, quantity, and distribution in the City. The City Council adopted the current element (2021 to 2029) on September 29, 2021, and a revised version on October 12, 2022, in response to State Department of Housing and Community Development comments. The City received a letter from the State Department of Housing and Community Development on December 22, 2022, notifying the City that no further revisions to the Housing Element are required, but the City must implement Program 21 – By-Right Affordable Housing Projects, in order to achieve final certification. The City is currently in the process of adopting by-right standards for the identified Housing Element sites and plans to have completed the necessary zoning amendments by the end of March 2023.

State law requires the preparation of a Housing Element as part of a jurisdiction’s General Plan (*Government Code* §65302(c)). The Element is required to consist of 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. It is also required to identify adequate sites for housing and to make adequate provisions for the existing and projected needs of all economic segments of the community (§65583).

The guidelines adopted by the Department of Housing and Community Development (HCD) are also to be considered in the preparation of the Element (§65585). Periodic review of the Element is required to evaluate: (1) the appropriateness of its goals, objectives, and policies in contributing to the attainment of the state housing goals; (2) its effectiveness in attaining the City’s housing goals and objectives; and (3) the progress of its implementation (§65588).

Regional Housing Needs Assessment (RHNA)

Regional Housing Needs Assessment (RHNA) is a state-mandated process to identify the total number of housing units by affordability level that each jurisdiction must accommodate in its Housing Element. As part of this process, the California Department of Housing and Community Development (HCD) projects the total housing need during a Housing Element cycle by region. The Regional Council of Southern California Association of Governments (SCAG) must then develop a methodology to distribute this need to local governments.

On March 4, 2021, SCAG adopted the final allocation for the 6th cycle RHNA allocation plan which covers the planning period October 2021 through October 2029. The plan was amended on July 1, 2021. The final RHNA Allocation Plan identifies the City’s RHNA allocation of 1,376 housing units distributed among very low-, low-, moderate- and above moderate-income categories. These numbers have been integrated into the Housing Element.

To comply with State law, the City’s adopted 2021-2029 Housing Element provides a land inventory of sites within the City that are zoned for and are appropriate for residential development. Based on the allowed density on each site, the land inventory specifies the

number of units each site can accommodate by income category. Table 4 shows the number of units that are required in the 6th RHNA cycle by income category.

Table 4 – 2021-2029 RHNA and 2021-2029 Housing Element Land Inventory

Income Category	RHNA (units)	Land Inventory (units)
Low/Very Low	597	689
Moderate	271	548
Above Moderate	508	663
Total	1,376	1,900

Source: 2021-2029 Housing Element, City of Camarillo, Community Development Department

The City is required to demonstrate that it has sufficient sites that are zoned for and are appropriate for residential units to meet its RHNA allocation. The City is not required to achieve construction of these units as the market conditions are the primary factor in product type and the volume of construction. However, HCD uses RHNA as the housing production goal and reviews the City’s housing production relative to the City’s RHNA. Tables 5 and 6 show the City’s housing production compared to the City’s RHNA allocation for the start of the 6th Cycle.

Housing Production / RHNA Progress

Building Permits Issued

Table 5 demonstrates the number of residential units permitted thus far in the 6th RHNA cycle. As the current cycle has just begun, limited data is available. The sixth cycle Housing Element covers a planning period of October 15, 2021, through October 15, 2029, however, the RHNA planning period for this Housing Element begins June 30, 2021, and runs through October 15, 2029. Housing units constructed or permitted prior to July 1, 2021, are therefore not included. As discussed in the section above, the City is not required to produce the number of units per RHNA allocation, however, RHNA is used as a housing production goal.

Table 5– 2021-2029 RHNA and 2021-2029 Permitted Units

Income Category	RHNA	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total	% of RHNA
Very Low/Low	597	0	0	0	0	0	0	0	0	0	0	0
Moderate	271	0	25	0	0	0	0	0	0	0	25	9.2%
Above Moderate	508	1	20	0	0	0	0	0	0	0	21	4.1%
Total	1,376	1	45	0	46	3.3%						

Source: 2021-2029 Housing Element, City of Camarillo, Community Development Department; City of Camarillo, Building and Safety Department.

Units Built

Table 6 demonstrates the number of residential units built thus far (i.e., finalized permits) in the 6th RHNA cycle. As discussed in the section above, the City is not required to produce the number of units per RHNA allocation, however, RHNA is used as a housing production goal.

Table 6– 2021-2029 RHNA and 2021-2029 Built Units

Income Category	RHNA	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total	% of RHNA
Very Low/Low	597	0	0	0	0	0	0	0	0	0	0	0
Moderate	271	3	18	0	0	0	0	0	0	0	21	7.7%
Above Moderate	508	47	131	0	0	0	0	0	0	0	178	3.5%
Total	1,376	50	149	0	0	0	0	0	0	0	199	1.4%

Source: 2021-2029 Housing Element, City of Camarillo, Community Development Department; City of Camarillo, Building and Safety Department.

Affordable Housing Income Categories and Income Limits

For purposes of this annual progress report, affordable housing is divided into four household income categories: very low, low, moderate, and above moderate. The 2022 Ventura County household income limits by income category are shown in Table 7.

Table 7 – Ventura County 2022 Household Income Limits

Income Category	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person
Area Median Income (AMI)	80,800	92,300	103,850	115,400	124,650	133,850
Very Low (50% of AMI)	43,900	50,200	56,450	62,700	67,750	72,750
Low (80% of AMI)	70,250	80,300	90,350	100,350	108,400	116,450
Moderate (120% of AMI)	96,950	110,800	124,650	138,500	149,600	160,650

Source: California Department of Housing and Community Development, State Income Limits for 2022 Memorandum (May 13, 2022).

Approved Residential Development

In December 2022, four projects were under construction, six projects were approved but no grading or building permits have been issued, and six projects were pending approval of entitlements, as summarized in Table 8 below. Attachment 3 – Department of Community Development Monthly Report, December 2022, provides additional detail and a location map for each of these residential projects.

Table 8 – Housing Development Status

Development Applications	General Location	Status	Comments
Lennar Homes - RPD-195	Northwest corner of US 101 and Springville Dr (Springville)	Approved	Single family detached housing, 159 units
Hiji Investment Co. – CUP-307M(2)	Between Village at the Park Dr and Westpark Ct (Village at the Park)	Pending	Mixed-Use rental, 10 units
Williams Homes - RPD-189M(2)	West of Village at the Park Dr between Petit St and Westpark Ct (Village at the Park)	Under Construction	Apartments, 96 units 20 units completed
Shea Homes - RPD-198	Northeast corner of Somis and Upland Roads	Under Construction	Senior Housing, 281 units 255 units completed
Camino Ruiz – RPD-201	Southeast corner of Camino Ruiz and Verdugo Way	Approved	385 rental apartments (20 very low and 20 moderate income)
Thomas Construction – RPD-202	Southeast corner of Glenn Dr and Chapel Dr	Approved	8 rental units (1 low income)
Agbelusi – CUP-391	99 South Glenn Dr	Approved	Mixed use, 12 rental units (2 very low)
NUWI Camarillo – RPD-204	791 Camarillo Spring Rd	Pending	248 senior for sale housing units
Palmera – RPD-196	Northeast corner of Pleasant Valley and Lewis Roads	Under Construction	285 for sale Townhomes (29 moderate income units)
Camarillo Village Homes - CUP-369	Northeast corner of Pleasant Valley and Lewis Roads	Under Construction	24 mixed-use rental apartments (3 low income)
Area Housing Authority Barry Street – RPD-205	2800 Barry St	Approved	60 rental apartments and 8 for-sale condo units (67 affordable units)
Arneill Mixed Use – CUP-400	246, 262, 268, 276 Arneill Rd	Pending	Mixed-use apartments (9 very low-income)

Development Applications	General Location	Status	Comments
Harris – LD-547	111 Mission Dr	Pending	Lot split of single lot into two separate lots
Finnerty - RPD-206	Southwest corner of Petit and Camarillo Streets	Approved	1,594 sq. ft. two-story single-family home
Camarillo Mobile Home Estates Expansion- CUP-4M(5)	236 Hughes Dr	Pending	Camarillo Mobile Home Estates 40-unit expansion
Wickford – RPD-207	Northwest terminus of Wickford Place	Pending	Wickford Homes, 36-units

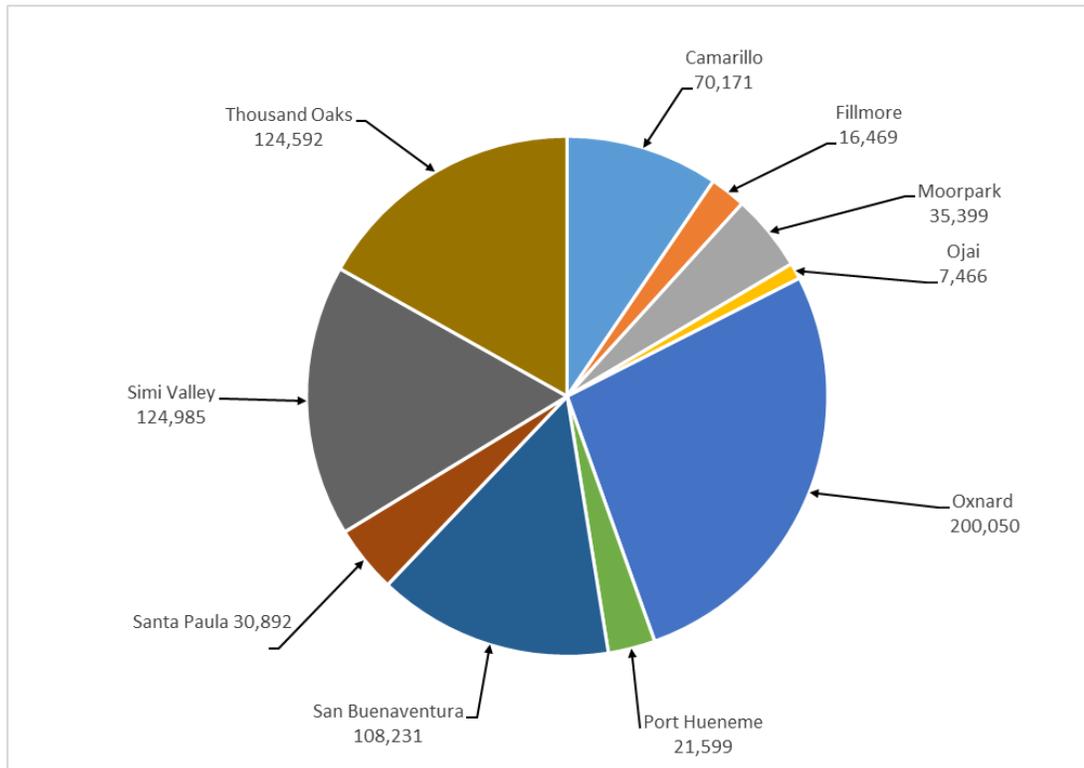
Source: 2022 December Monthly Report, Department of Community Development, City of Camarillo.

Population, Dwelling Units, and Household Size

The City’s total population and the number of dwelling units have steadily increased over the years; however, the household size has declined. Estimates for 2022 have the population decreasing since the prior year by 584 to 70,171. The total number of dwelling units within the City has increased from 27,828 in 2020 to 28,025 dwelling units in 2022, and the average household size has decreased from 2.63 in 2020 to 2.59 persons per dwelling unit in 2022 continuing a downward trend. Attachment 1 - State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2022, provides the City’s population, number of dwelling units, and average household size for each year with a baseline of 2020 based on 2020 U.S. Census data. Sacramento, California, May 2022.

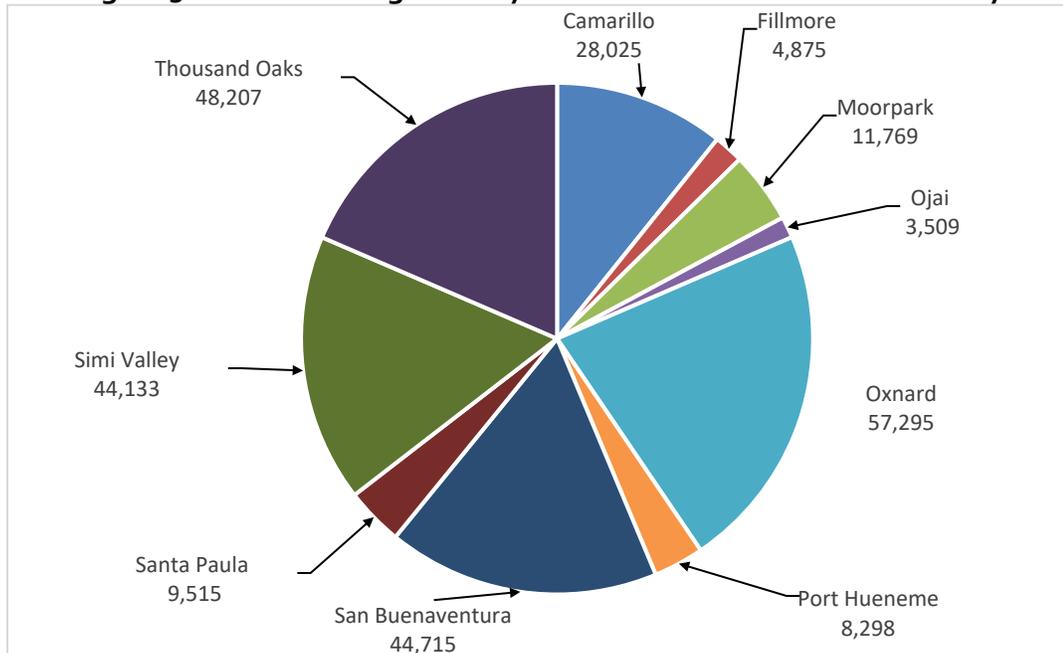
In comparison to the other nine cities within Ventura County (i.e., Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, Thousand Oaks), the City of Camarillo ranks fifth in population size and fifth in the total number of dwelling units, however, the City of Camarillo has the third smallest household size with the average of only 2.59 persons per dwelling unit. The two cities with a smaller household size are the City of Ojai with 2.30 and the City of Ventura with 2.52 persons per household. Figures 2, 3, and 4 show the total population, total dwelling units, and household size by jurisdiction within Ventura County, respectively.

Figure 2 – 2022 Population by Jurisdiction within Ventura County



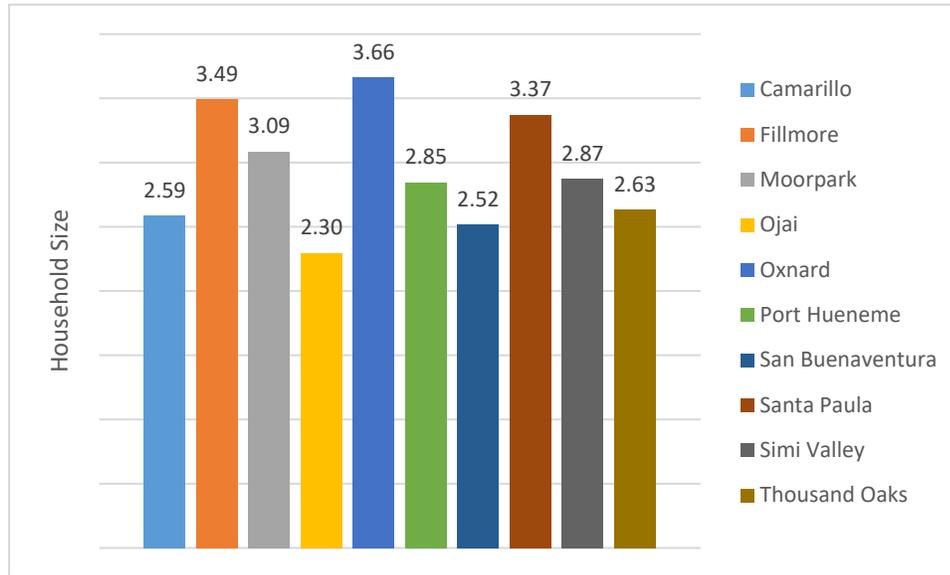
Source: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2021-2022 with 2020 Benchmark*. Sacramento, California, May 2022

Figure 3 – 2022 Dwelling Units by Jurisdiction within Ventura County



Source: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2021-2022 with 2020 Benchmark*. Sacramento, California, May 2022

Figure 4 – 2022 Household Size by Jurisdiction within Ventura County



Source: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2021-2022 with 2020 Benchmark*. Sacramento, California, May 2022

Housing Element Program Implementation Status

Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community. California’s local governments meet this requirement by adopting Housing Elements as part of their General Plan to serve as a blueprint for how the city and/or county will grow and develop. The law mandating that housing be included as an element of each jurisdiction’s general plan is known as “housing-element law.”

California’s housing-element law acknowledges that, in order for the private market to adequately address the housing needs and demand of Californians, local governments must adopt plans and regulatory systems that provide opportunities for (and do not unduly constrain), housing development. As a result, housing policy in California rests largely upon the effective implementation of local General Plans and the local Housing Element. Furthermore, the law requires that the Housing Element be updated on an 8-year cycle.

The currently adopted 2021-2029 Housing Element contains various programs to implement the goals of the Housing Element. Attachment 3 – HCD Data Tables, includes a detailed program-by-program review of implementation status as of February 1, 2023.

Redevelopment Activity

Pursuant to ABx1 26 (the “Dissolution Act”), all California Redevelopment Agencies (RDAs), including the RDA for Camarillo (“Camarillo Community Development Commission”) were eliminated on February 1, 2012. In accordance with ABx1 26, in January 2012, the Camarillo City Council elected to serve as the Successor Agency to the Camarillo Community Development Commission for redevelopment purposes and to have the City retain the housing assets and functions previously performed by the Camarillo Community Development Commission.

Senate Bill 341 (SB 341) amended Health and Safety Code Section 34176 to address particular provisions and functions relating to former redevelopment agencies and new successor agencies. Specifically, SB 341 requires each successor agency to prepare and submit an annual report on the Low- and Moderate-Income Housing Asset Fund to both the State Controller and the State Department of Housing and Community Development. SB 341 also prescribes that certain successor agency financial information be included within the General Plan Annual Progress Report. Attachment 4 – Housing Successor Annual Report addresses the SB 341 reporting requirements.

RECREATION ELEMENT

Introduction

Recreation Element reviews the need for various types of recreational facilities in the City and their sizes. The Recreation Element provides a guide for the establishment of parks and the classification of parks to serve the various needs within the City. The City Council originally adopted the element in 1984, and the last comprehensive update was on October 9, 2002.

Review of Goals and Objectives

The Recreation Element sets forth the following principles in order to provide for a system of park and recreation facilities that will best satisfy the recreational and cultural needs of all the people of Camarillo and its Sphere of Influence.

- Provide a balanced park and recreation system by locating facilities where they will most adequately serve the needs of residents.
 - The Pleasant Valley Recreation and Park District (PVRPD) operates 20 neighborhood parks, six community parks, and one Special Use Park within the City of Camarillo. In addition, the City of Camarillo owns and operates Dizdar Park, Constitution Park, and the Camarillo Public Library. In 2022, the City transferred the former library site to kidSTREAM for reuse as a children’s interactive museum. Just outside City limits, but serving many Camarillo Residence, is Camarillo Grove Park, operated by the Pleasant Valley Recreation and Park District.
- Provide a full and varying range of recreational and cultural activities for all residents of Camarillo and its environs.
 - A variety of recreational facilities are provided within the City including a senior center, indoor aquatic center, community center, dog parks, ball fields, tennis courts, pickleball courts, running track, roller hockey rink, BMX track, walking path, soccer fields, hiking trails, picnic shelters, play equipment including adaptive equipment, skate park, barbeques, and exercise equipment.
- Wherever possible, coordinate school and park facilities for maximum utilization and efficiency in maintenance and operation.
 - There are several school and park facilities located adjacent to one another that provides for greater utilization of parks. This includes Valle Lindo Park, which is within walking distance to both CAPE School and Monte Vista Middle School. Bob Kildee Park is adjacent to the Boys and Girls Club and Pleasant Valley School of Engineering and Arts. The Community Center Park is adjacent to the University Preparation Charter School. Mission Oaks Park is adjacent to Las Colinas Middle School. Tierra Linda School is adjacent to Woodcreek Park.
 - Establish a comprehensive program of sequential land acquisition and development for future park and recreation sites as well as expansion of existing sites.

- The City of Camarillo General Plan recommends that for each 1,000 persons, a total of 2 ½ acres of neighborhood parks and 2 ½ acres of community parks should be required for a combined total of 5 acres of parkland per 1,000. New development is required to provide for the dedication of parkland or payment of fees in lieu of land dedication. Currently, the District operates 256 acres of parkland for over 70,171 constituents. Accordingly, the District should have 351 acres of parkland to meet this requirement which means there is currently a deficiency of 95 acres.
- The applicant for the pending Camino Ruiz apartment project consisting of 385 units has agreed to voluntarily pay a contribution of \$1,771,314 to PVRPD to mitigate the impacts of the new residents on parkland in the City. The project includes a Village Park that will preserve the mature trees along Verdugo Way and Camino Ruiz while providing open space for the residents and surrounding businesses. GPA 2017-1 was approved by the City Council on December 9, 2020. Related RPD-201 was approved by the Planning Commission after a public hearing on February 2, 2021.
- On November 4, 2020, the City Council approved GPA 2018-1 and TT-5671-2M(3), which includes the relocation of a future 5-acre park site within the Springville Specific Plan area. The developer is required to dedicate the park site to PVRPD and complete all improvements to the park prior to the issuance of the 100th unit within the tract. The subdivision also includes a 0.3-acre private recreation lot and an 8.2-acre open space lot for walking, hiking as well as biking on a new class one bike path.
- On May 27, 2020, the City Council approved the Concept Plans for the expansion and renovation of Dizdar Park, which will include a renovated playground, bandshell, and the redevelopment of the former Courthouse building for parking and passive park space. The City will hold a public workshop in March 2023 for community feedback on the plans.
- On October 27, 2021, the City Council approved an affordable housing development at 2800 Barry Street, that is conditioned to pay a \$313,508 in-lieu park fee.
- The City has adopted an ordinance establishing park impact fees on new residential development not subject to a subdivision and on new and expanded non-residential development. The park impact fees will be set by resolution of the City Council, be imposed by the City on applicable new development, and be used by the District to mitigate park impacts in accordance with a memorandum of understanding between the District and the City. The purpose of the fees is to address the impacts associated with such new development and pay the costs of public recreation and park facilities pursuant to the authority of Government Code section 66001, Article XIII C, Section 1 of the California Constitution, and Article XI, Section 7 of the California Constitution.
- Provide and sustain high standards of design, improvement, and maintenance of all recreation facilities.
 - Since December 2016, an Ad Hoc Committee comprised of two City Council Members and two PVRPD Board Members has been working on a community-wide Senior and Multi-Generational Recreation Facilities Study. Both the City Council and the PVRPD Board have agreed to support the Plan 2 concept, and the City Council has agreed to an

\$8M million capital contribution. An estimated cost of the Plan 2 concept was too high, at \$30M. This prompted the City Council and Board to enter into a new Cooperative Agreement to hire a new architect and cost estimator to refine the Plan 2 concept and its costs. PVRPD issued an RFP in late 2018. An architect and cost estimator have been chosen, and both agencies entered into a Cooperative Agreement to further develop Plan 2 and to draft four concept designs to include cost estimations. On September 16, 2019, the City Council and the PVRPD Board jointly approved Option D (Stand Alone) facility with approximately 30,728 square foot addition and directed the Liaison Committee to further refine the next phases of the project and identify funding sources. Due to the COVID-19 pandemic, this was put on hold in 2020. The Liaison Committee held meetings in 2021 to discuss possible financing options and to prepare updated cost estimates.

- Since 2017 the District has spent over \$8M in park infrastructure to include re-modeling playgrounds, restrooms, Aquatic Center, baseball fields, picnic shelters, as well as adding amenities to various parks and facilities.
- Arneill Ranch Park was completed redone in 2022, an investment of \$1.7 million.
- A pickleball complex and stadium are currently in the design and entitlement phase at Freedom Park. \$1.4 million has been committed to this project.

General Standards

The Recreation Element recommends a standard of 2.5 acres of neighborhood and 2.5 acres of community parks per 1,000 persons. In 2019, there were approximately 3.67 acres of total parkland per 1,000 persons (256 acres of parkland for over 70,171 residents). Accordingly, the District should have 351 acres of parkland to meet this requirement which means there is currently a deficient of 95 acres. The Pleasant Valley Recreation and Park District (PVRPD) operates 20 neighborhood parks and six community parks within the City of Camarillo (see Table 9 and Table 10).

In addition, the City of Camarillo owns and operates Dizdar Park and Constitution Park, and the Camarillo Public Library (located at 4101 Las Posas Road).

Typically, Freedom Park hosts over 14 tournaments a year. It also houses a BMX track, roller hockey rink, and a remote-control car track. The Bob Kildee Aquatic Center has over 120,000 swimmers per year and contains a skate park, tennis courts, pickleball courts, playground, and handball courts. Mission Oaks Park has over 200,000 participants using the softball fields, tennis courts, dog park, and pavilions per year. Pleasant Valley Fields uses reclaimed water and over 800,000 people visit this 55-acre sports park for soccer tournaments, softball, and kickball league play per year.

The Outdoor Interpretive Nature Center was completed at Camarillo Grove Park in April 2015. Funds for the project were received from the Land and Water Conservation Fund, the National Recreation and Park Association, and the American Water Charitable Foundation. This interactive, nature-based learning facility is open for use by the public, school, and community groups, as well as available for private rentals.

Table 9 – Neighborhood Parks

Name	Address
Adolfo Park	3601 Adolfo Road
Arneill Ranch Park	1301 Sweetwater Avenue
Birchview Park	5564 Laurel Ridge Lane
Calleguas Creek Park	675 Avenida Valencia
Carmenita Park	1506 Sevilla Street
Charter Oak Park	325 Charter Oak Drive
Dos Caminos Park	2198 N. Ponderosa Road
Encanto Park	5300 Avenida Encanto
Foothill Park	1507 Cranbrook
Heritage Park	1630 Heritage Trail
Laurelwood Park	2127 Dexter Street
Lindo Park	889 Aileen Street
Lokker Park	848 Vista Coto Verde
Mel Vincent Park	668 Calistoga Road
Nancy Bush Park	1150 Bradford Avenue
Quito Park	7013 Quito Court
Springville Park	801 Via Zamora
Trailside Park	5462 Cherry Ridge Drive Valle
Woodcreek Park	1200 Woodcreek Road
Woodside Park	247 Japonica Avenue

Source: City of Camarillo, Community Development Department

Table 10 – Community Parks

Name	Address
Bob Kildee Community Park	1030 Temple Avenue Community
Center Park	1605 E. Burnley Street
Freedom Park	275 E. Pleasant Valley Road
Mission Oaks Park	5501 Mission Oaks Boulevard
Pitts Ranch Park	1400 Flynn Road
Pleasant Valley Fields	152 Westpark Court

Source: City of Camarillo, Community Development Department

Bikeway Linkages

Both the Rancho Calleguas and the Pitts Ranch Specific Plans incorporate a system of bicycle trails, including a linear bike trail along Calleguas Creek, which is intended to serve cyclists on a local and regional scale. Phase I of the Calleguas Creek Bike Trail linear park extends from the terminus of the Pitts Ranch Park pathway to Mission Oaks Boulevard. Phase II runs from Adolfo Road to Mission Oaks Boulevard on the east side of Calleguas Creek, where it connects with Phase I improvements and then crosses under the U.S. Highway 101/Ventura Freeway and joins with Village at the Park bikeway improvements. Phase III of the Calleguas Creek Bike Trail was completed on the west side of the creek from U.S. 101 to Pleasant Valley Road. Additionally, the bike trail across the north side of the Pleasant Valley Fields Sports Park, parallel to U.S. 101 from Westpark Court to Village at the Park is complete.

The bikeway connection along Upland Road connects between Stacy Lane and Paseo Noche. And the Sterling Hills project, in the west portion of the City, provides a pedestrian/equestrian linkage to Beardsley Road.

In 2020, Shea Homes completed a new trailhead at the northeast corner of Upland Road and Somis Road, which includes a parking lot, benches, landscaping, lighting, and signage. The trailhead provides a connection to the City's Calleguas Creek bike path.

Park Design and Review

The Recreation Element recommends new or replacement equipment emphasizing sensory-motor integration, design measures to prevent park vandalism, use of professional consultants, and community review. These are ongoing measures of the PVRPD Board.

Programs and Marketing

The Recreation Element encourages expansion and improvement of the various recreational programs and utilization of marketing and/or public relations techniques. The District has added a digital marquee sign which provides the District with the opportunity to communicate information on a more consistent basis as well as the ability to share information in real-time. The PVRPD continues to expand the number and type of recreational programs offered to the community. The programs are advertised in an activity guide that goes out to over 32,000 homes, three times per year. Additionally, PVRPD offers "Fun Free Events" in July to promote events and/or recreational activities for the community. This program was suspended in 2020 due to the COVID-19 pandemic but was brought back in 2021 in a limited format.

Future Park Considerations

At the time of consideration of conversion of any land use designation, attention is given to the recreational needs of the area to be developed, with site selection and size based on the type of activities to be conducted and ease of pedestrian and vehicular access.

A planned future 5-acre neighborhood park will be located in the Springville Specific Plan that will be owned and operated by the PVRPD. The City Council approved GPA 2018-1 on November 4, 2020, which relocated the park site from the westerly end of the Specific Plan to the southwest corner of Ponderosa Drive and Springville Drive. The park will include grass turf, sports courts, playground equipment, and restrooms.

Commercial and Industrial Projects

Commercial and industrial areas are encouraged to provide passive and active recreational space to supplement the need for employee recreation.

Multi-Family Residential

Various types of recreational uses are currently incorporated into multi-residential projects as part of the development review, including pools, tennis courts, jogging paths, and open space for active and passive recreation. The inclusion of these recreational elements is part of the open space requirement of the City's Residential Planned Development (RPD) Zone.

The approved Camino Ruiz apartment project consisting of 385 units will include a tot-lot, community center with a pool and gym, dog park, 27,000-square foot internal park with bocce ball courts seating areas, BBQs, and open grass areas, and walking/jogging path around the perimeter of the project site.

The approved affordable housing project at 2800 Barry Street will include a playground and community center within the development.

OPEN SPACE AND CONSERVATION ELEMENT

Introduction

Open Space and Conservation Element addresses the need for preserving certain types of open space, which would consist of agriculture, waterways, natural hillsides, and the means by which the areas can be conserved. The purpose of this Element is to define the policies for those parcels or areas of land to be conserved or preserved as open space. The City Council originally adopted the element in 1984, and the last comprehensive update was on July 12, 2006.

Review of Goals/Objectives

Hillside Development Ordinance

The Hillside Ordinance was adopted in May 1988, establishing a means for preserving unique areas and vistas. It also requires the review of geotechnical characteristics that may affect future development and requires grading practices that will maintain the general character and quality of life in the City. Shea Homes, TT-5979/RPD-198 senior single-family, cluster, and townhome development comprising of 281 units was approved by the Planning Commission on February 6, 2018. As of December 2022, 255 units had been built and the remaining 26 were under construction. The project was subject to and complied with all development standards with the Hillside Development Ordinance. No new projects were approved in 2021 that are subject to the Hillside Development Ordinance.

Air Quality

The City continues to follow Air Pollution Control District (APCD) guidelines for the preparation of environmental documents. Various projects were required to provide mitigation measures for short- and long-term impacts, in accordance with the APCD Environmental Guidelines.

Environmental Review

Notice of Exemptions. During 2022, eight notices of exemption were filed.

- IPD-406, Dawson Storage: for construction of a three-story, 64,743-square-foot self-storage facility with tuck-under parking.
- CPD-252, Ralph's Fuel Center: for construction of a new Ralph's branded automotive fuel station, with no repair services.
- CUP-412, kidSTREAM: for adaptive reuse of an existing 16,750-square-foot former library building into a new children's museum, including the construction of a new 19,000-square-foot outdoor exhibit space and expansion of the existing parking lot.
- CZ-333, A-114: for rezoning of a 5 foot wide section of property in the County of Ventura in preparation for annexation in order to widen a driveway.
- Four additional notices for new wireless telecommunications base stations at various locations throughout the City.

Negative Declarations. A negative declaration is utilized where there is no substantial evidence that a project may have a significant effect on the environment. During 2022, no negative declarations were filed.

Mitigated Negative Declarations (MND). MNDs are utilized where a project, which may have a potential impact can be adequately mitigated through the implementation of mitigation measures. During 2022, two mitigated negative declaration were adopted:

- MND 2020-8, Rexford Industrial (IPD-53M[11]), for demolition of an existing 52,500 square-foot office building on the southern portion of the project site, construction of two new multi-tenant industrial building, one 117,358 square-foot building and one 55,766 square-foot addition to an existing industrial building.
- MND 2020-7, Central Plaza (CPD-6M[23]), for demolition of a 111,850-square-foot commercial building is an existing shopping center and construction of a new 63,642-square-foot supermarket, a new 3,000-square-foot convenience store and gas station, a new 3,500-square-foot drive through pad building, and a new 3,500-square-foot retail building and facade renovations.
- MND 2020-11, Darling Development (IPD-408), to demolish the existing structures on the subject site, and the construction of three multi-tenant industrial buildings, totaling 40,407 square feet.

COMMUNITY DESIGN ELEMENT

Introduction

Community Design Element establishes a program to enrich the beauty and character of the community. The Community Design Element is an optional element that establishes a design framework for community development. It includes policies for promoting quality development while protecting the City's positive visual character.

The City Council originally adopted the element in 1984. In June 2012, the City adopted a major update to the Community Design Element, which integrated the Scenic Highways Element into the Community Design Element.

Goals Review

The Community Design Element contains policies and guidelines that relate to the development of (1) overall community character; (2) residential areas; (3) commercial areas; (4) industrial areas; (5) public and quasi-public facilities; (6) open space areas; (7) gateways, streets, and corridors; and (8) scenic corridors to ensure development that is consistent with the City of Camarillo's character. The Community Design Element also contains policies and sustainable design guidelines to encourage the use of low-impact development alternatives. The guidelines address environmental, architectural, and aesthetic components of development.

Overall Community Character

The Camarillo Community Character section provides the setting and context for community design in the City and a description of the City's primary land uses. The section contains guidelines that should be considered in reviewing development and redevelopment to ensure compatibility with the environment and adjacent development, respect for the natural environment, and provide for connectivity between land uses.

Goal CD-1: Promote a hometown community with a strong sense of identity.

Goal CD-2: Protect greenbelts consistent with the Camarillo Urban Restriction Boundary (CURB) Element and the Open Space and Conservation Elements.

Heritage Zone

The Heritage Zone was developed with the idea that a person's perception of the built environment is shaped by transportation corridors. This Zone encompasses all development within 500 feet of the freeway corridor, or within 1,000 feet of a freeway interchange. The purpose of the Heritage Zone is to give the City a cohesive appearance from the freeway through similar architectural styles. The development that occurs in the Heritage Zone should be of a Mission, Spanish, or Mediterranean style, or any modern interpretation that incorporates elements from these styles. The materials, colors, textures, and scale of architectural elements are seen as the most important aspects of implementing the Heritage Zone.

Residential projects: In 2022, residential projects located within the Heritage Zone include the following: RPD-195, Lennar Homes (approved); CUP-400, City of Camarillo (pending); RPD- 201, Camino Ruiz (approved); RPD-204, NUWI (pending); and RPD-205, Area Housing Authority (approved).

Commercial projects: In 2022, commercial projects under construction within the Heritage Zone include the following: CPD-246/CUP-384 Hotels and Conference Center and CPD-250, Finney's Craffhouse.

Industrial projects: In 2022, industrial projects within the Heritage Zone include the following: IPD-53M(11), Rexford Industrial (approved in 2022 and under construction) and IPD-390M(1), Trojan Storage (under construction).

Historic Buildings and Features

Several buildings reflect the early character of Camarillo and enrich the present image of the community. This section identifies St. Mary Magdalene Church, Evangelical Free Church, Adolfo Camarillo House, St. John's Seminary, Griffin Residence, and Charles Daily House as buildings that should be preserved. Adjacent developments should complement these buildings through scale and massing.

Key Redevelopment Areas

This section identifies opportunity sites for their potential to further enhance Camarillo through redevelopment efforts. These sites provide opportunities for improved circulation, redevelopment of underutilized lands, transit-oriented development, commercial recreational facility, and a hotel/conference center.

Residential Areas

The residential section contains principles for the design of new residential development, which considers such elements as compatibility with adjoining land uses, environmental context, vehicular access, pedestrian access, noise attenuation, and building materials. The residential component also contains sections dealing with designing for privacy, including relationships to interior and exterior spaces, and designing areas that encourage interaction between residents, while fostering a sense of community. Standards for hillside development are also discussed.

Goal RA-1: Preserve and enhance neighborhood identity and character for Camarillo's residential neighborhoods.

Goal RA-2: Promote design excellence for infill and redevelopment sites.

Goal RA-3: Integrate transit-oriented development with public transportation.

Commercial Areas

The commercial section contains policies for the development of new commercial projects. These policies address individual businesses on separate parcels, small commercial centers, commercial office complexes, and a variety of other commercial areas. These policies contain recommendations regarding lot coverage, inclusion of areas for pedestrian activities, avoidance

of linear development plans, landscaping, provision of adequate parking, and screening of mechanical equipment and transformers.

The City reviews projects to ensure compliance with the Community Design standards and inspects the projects at completion to ensure compliance with conditions of approval.

Goal CA-1: Create and maintain attractive and vibrant commercial developments.

Industrial Areas

The industrial section contains policies intended to ensure that the industrial areas have the same aesthetic appeal as the City's commercial and residential areas. These policies include the provision of adequate parking and loading areas, enhanced landscape setbacks, appropriate screening of loading areas, transformers and mechanical equipment, common access driveways (when warranted to ease access to parking and loading areas), proper transitioning when industrial areas abut less intensive uses, as well as the incorporation of proper architectural treatments to the buildings.

Goal IA-1: Provide well-maintained, compatible, and attractive industrial areas that can maintain their value over time.

Public and Quasi-Public Facilities

Public and quasi-public facilities provide the community with areas for cultural and leisure pursuits. Public buildings and spaces should be placed throughout the City to maximize access for all of the City's residents.

Goal QQPF-1: Provide community facilities and services that meet the physical, social, and cultural needs of Camarillo's population.

Goal QQPF-2: Identify and preserve cultural and historic resources.

On September 20, 2022, the Planning Commission approved IPD-408, the Darling Development which will preserve the water tower on the airport site. The water tower serves as an airport beacon, a visual landmark for pilots, and is a recognizable feature of the Camarillo skyline.

Open Space

Open space areas include agricultural lands, hillside areas, and waterways. Open spaces help form the perimeter of the City and provide viewscapes that create a visual relief and backdrop. The City has made progress toward the preservation of the scenic open spaces that surround it through the adoption of the CURB Element of the General Plan, which protects open space and agricultural lands surrounding the City from urban encroachment. Policies in the Community Design Element seek to preserve open space views along major corridors and incorporate appropriate public open space into site designs.

Goal OSA-1: Protect the visual benefits and natural characteristics of Camarillo's open space areas.

Gateways, Streets, and Corridors

Streets, gateways, and corridors make up a significant portion of the urban environment in

Camarillo. The Community Design Element directs its attention to the development of property that abuts public roads, city entries, and the visual qualities of major driving corridors. Streets should be designed to be attractive through the use of landscaping while remaining functional and accommodating for all users. Gateways are those points that lead into the Camarillo area and should trigger the perception of a community with a quality environment and strong sense of character. Corridors are those major thoroughfares that bisect the City and give travelers a first impression of the community's character. Special attention should be given to projects that interface with these major corridors.

Goal GSC-1: Major corridors and gateways within the City should provide for attractive views from the road to promote a quality environment with a distinct sense of place.

Scenic Corridors

A scenic corridor consists of land that is visible from, adjacent to, and outside of, the right-of-way that contributes to Camarillo's scenic character. The following routes have been identified as scenic corridors:

- U.S. Highway 101/Ventura Freeway
- Lewis Road (Hwy-34)
- Las Posas Road/Upland Road
- Pleasant Valley Road/Santa Rosa Road

Goal SC-1: Maintain the visual quality and scenic views along designated corridors, where they contribute and become an essential part of the community's urban fabric.

Sustainable Design

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. The policies and guidelines in this section are intended to guide a project from the early site planning stages through building design and construction.

Goal SD-1: Encourage development locations that are connected with goods, services, neighboring uses, and transit.

Goal SD-2: Promote the use of green building practices in neighborhood pattern and design.

Goal SD-3: Promote development to use green construction and technology practices. This refers to structures that use environmentally responsible processes and that are resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

Architectural Review

In 1986, the City adopted the architectural review policy, which details standards for new development and rehabilitation of older development. In conjunction, the City has also adopted landscape guidelines for the review of landscape plans. The City amended its landscape policy to further address state-mandated requirements for water conservation.

Signage

The Sign Ordinance is an important tool in enhancing the appearance of all zones throughout the City. The Sign Ordinance regulates the location, type, size, design, and number of signs that a particular use may have, thereby reducing the potential for conflicting or confusing signs or visual blight caused by the use of numerous or inappropriate signs.

Zoning Ordinance

The Zoning Ordinance is the legal tool by which policies contained in the General Plan are implemented. This includes those policies contained in the Community Design Element. The Zoning Ordinance sets the basic standards such as setbacks, building height and coverage, landscaping, parking, and loading requirements. The Zoning Ordinance is amended, as necessary, to continue to implement those policies contained in the Community Design Element.

Implementation

The overall implementation of the Community Design Element is an ongoing process. Each project is considered individually, as well as in conjunction with adjoining projects. Policies are incorporated into individual projects, as necessary, to create a unified design theme for the City. The Community Development Department continues to implement the design review process and routinely reviews the design of projects through the planned development review process. Zoning Ordinance standards, General Plan policies, and Specific Plan requirements are used as the basis for the review.

The following list of physical improvements and recommended actions to achieve the goals in the Community Design Element have been identified as follows:

- Continue to look for opportunities to provide public art.
 - Individual development applications are reviewed on a case-by-case basis for opportunities to provide art such as focal points, fountains, and other landscape features.
 - The public art approved in 2021 for Trojan Storage is being installed in 2022 and will be complete in 2023.
 - Staff is reviewing public art for the Mian Hotel Conference Center and Camino Ruiz Apartments that will be brought for review in 2023.
 - Modification applications for Rexford Industrial and Central Plaza were approved in 2022 and both include public art. Installation of the approved pieces are anticipated to begin in 2023.
- Update the Street Median and Parkway Landscape Master Plan.

- The Street Median and Parkway Landscape Master Plan was adopted on January 9, 1985. The City has not completed a recent update of the plan; however, the City complies with the State requirements regarding the median and parkway landscape.
- Select appropriate plant materials, so higher levels of maintenance are not required. Where plants require less pruning, this can reduce maintenance costs, green waste, and allow plants to grow healthier.
 - Implemented as part of the landscape plan check review of individual development projects.
- Construct gateway monuments consistent with Figure 10.11 of the Community Design Element of the General Plan.
 - On May 27, 2020, the City Council approved the final concept 2 plan for Dizdar Park, which provides an opportunity for an enhanced gateway monument. The City will hold a public workshop in March 2023 for community feedback on the plans.
 - Palmera Townhomes located adjacent to the city limits north of Pleasant Valley Road where Lewis Road enters the City is under way and will add gateway monumentation on the east side of Lewis Road to complete the gateway monumentation on the west side of the street.
- Prepare a study regarding the potential location for enhanced parkway focal points within the community.
 - Implemented as part of the project processing and review of individual development applications.
- Update Citywide Wayfinding Signage Program.
 - The City has continued to study locations and designs for a wayfinding signage program.
- As a major corridor through the City, improve Lewis Road to its full right-of-way section as a complete street with landscaping, bike, and pedestrian paths.
 - The Community Design Element provides a sketch of what Lewis Road would look like with the full improvements. Palmera Townhomes is under construction and will complete improvements in Lewis Road from the southerly City boundary at Lewis and Pleasant Valley to Mike Loza Drive.
 - The pending affordable housing project at 2800 Barry Street proposes improvements, including new sidewalks and landscaping that will enhance the streetscape along Lewis Road.
 - There is currently no funding for additional improvements; however, the City will seek opportunities should they become available.

- Improve the following scenic corridors: Lewis Road, U.S. Highway 101 interchanges, U.S. Highway 101 median and shoulders.
 - The City will continue to seek opportunities for improvements as opportunities for funding become available.
- Prepare a street furniture program to adopt criteria for selecting street furniture within the City.
 - The Community Design Element provides Street Furniture Design Guidelines that will be used when selecting street furniture within the City.
- Develop an incentive program to encourage the renovation of outdated commercial shopping centers.
 - Camarillo Village Square had a partial renovation to the façade to create a new space for Rite Aid within the shopping center. The old Rite Aid location has been renovated and Ross has moved into the space. A former dance studio has moved to an alternate location in the shopping center and its former space has been occupied by Ace Hardware who is performing additional façade renovations and adding a garden center to the back of the building.
 - The Carmen Plaza shopping center submitted a request for façade modifications to accommodate a new tenant. The application included a proposed update to the sign program. The façade modifications were administratively approved and interior work on the tenant space is anticipated to begin in 2023.
 - The Central Plaza shopping center was approved on February 15, 2022, for a complete renovation of the shopping center to include demolition of the old K-Mart building, construction of new in-line retail space, new stand-alone buildings, and a gas station.
 - The City will continue to explore other opportunities, as they become available.
- Explore redevelopment opportunities that may be available to further enhance Camarillo.
 - In 2017, the City acquired the 0.36-acre property at 246, 262, 268, and 276 Arneill Road for a mixed-use affordable housing development. The application is being processed and is anticipated for approval in early 2023.
 - The City will continue to explore opportunities as they become available.
- As the City matures, additional events that further the City's character and agricultural heritage should be promoted.
 - In 2022, the Camarillo Old Town Association hosted the 1st Annual, Heritage Days in Old Town. The City of Camarillo provided in-kind services.
 - The Camarillo Airport hosted the Camarillo Airshow.
 - The City will continue to explore opportunities as they become available.

SAFETY ELEMENT

Introduction

Safety Element addresses the general characteristics of properties and analyses in relation to hazardous waste, fault zones, subsidence, liquefaction, and other geologic features needed to be considered prior to development. The City Council originally adopted the element in 1989, and the last comprehensive update was on May 8, 2013. The Safety Element update began in the Spring of 2022 and will take approximately 16 months to complete. Simultaneously, the City is working on a related Climate Action Plan.

The California Government Code requires the preparation of a Safety Element for the protection of the community from various natural disasters common to the Southern California area. Included in the Element are evacuation plans and emergency accessibility guidelines. The City of Camarillo has prepared a Multi-Hazard Functional Plan (MHFP), which addresses planned responses to extraordinary emergencies associated with natural disasters, technological incidents, and national security emergencies. The MHFP is adopted by the City Council and provides an overview of operational concepts, identifies components of the City's emergency management organization within the Standardized Emergency Management System (SEMS), and by extension, the National Incident Management System (NIMS). Emphasis is also placed on mitigation measures to reduce losses from disasters, including the development and enforcement of appropriate land use, design, and construction regulations. The MHFP was revised and adopted in 2010, to include the most up-to-date information relevant to the City, including provisions of the NIMS. Part One of the MHFP describes the general conditions existing in Camarillo and identifies specific potential hazards. Part Two of the MHFP contains specific actions to be taken in response to an emergency, as well as a description of the Ventura County Multi-Jurisdictional Hazard Mitigation Plan (HMP), which Camarillo has put into action to promote safety of the community.

Ventura County updated the HMP in June of 2022. The update was a multi-jurisdictional effort overseen by the Ventura County Sheriff's Office of Emergency Services in coordination with 10 incorporated cities including the City of Camarillo, County Watershed Protection District, the Ventura County Office of Education, various special-purpose districts.

Fault Displacement

Goal SAF-2 of the Safety Element calls for a combined program of site investigation, no development on active fault lines, modification of existing structures within hazard zones, adoption of current California Building Code standards, and participation in cooperative studies with other agencies. These are ongoing City practices.

Earthquakes and Ground Shaking

Goal SAF-2 of the Safety Element calls for a combined program of ongoing site investigations, adoption of current standards, participation in cooperative studies, and structural evaluation of

all existing public buildings and buildings used for public assembly.

- Upon submittal, all projects are reviewed for compliance with the current building codes. In 2022, no new projects were approved within an earthquake fault.

Goal SAF-2 of the Safety Element maintains the preparation of a disaster plan and increase of a countywide systematic review process.

- The City has an auxiliary generator at the police department and a mobile generator that can be set up at City Hall. The MHFP is being implemented through periodic training sessions for all personnel involved in emergency response. The City's disaster preparedness program is developed under guidance from the California Emergency Management Agency (CalEMA) program, coordinated by the Ventura County Sheriff's Office of Emergency Services (OES).

Flooding

Goal SAF-3 calls for open space or agricultural designations in undeveloped floodplain areas. The Land Use Element is consistent with this recommendation. The objective also calls for the prevention of incompatible land use within the 100-year and 500-year flood plains and discourages the development of public facilities in the flood hazard area. Chapter 16.34 of the Flood Damage Protection ordinance requires siting and design measures for the protection of buildings, public or otherwise, and water and sewer systems from flood hazards. Prior to submittal, the Flood Damage Protection ordinance requires a review of the projected flood limits affecting a building and encourages the construction of flood mitigation projects.

Liquefaction

Goal SAF-2 calls for continued participation in cooperative studies that more accurately determine areas of potential soil liquefaction hazards. However, the City requires such analysis of development projects, which lie in areas having moderate- to high-liquefaction potential, as part of the environmental document for the project and/or specific plan.

Subsidence

In 1983, the County of Ventura adopted the Water Conservation Management Plan that addresses groundwater management. The City is presently implementing the measures identified in the Plan to minimize subsidence in Camarillo.

Expansive Soil

The City requires soil tests for expansive soils and other natural features, as part of reviewing a building or other development permit request. In addition, a soils report is required to be submitted with each new subdivision application under the Subdivision Ordinance.

Fire

Goal SAF-4 calls for a comprehensive fuel management program, brush clearance/weed abatement, and planting of fire-resistant plant materials. The Ventura County Fire Protection District is presently implementing this program in their weed abatement program, along with their review of new construction. Weed abatement is an ongoing priority of the City's Code

Compliance program and is addressed bi-annually. The potential for wildfires in Ventura County has created a greater awareness of the fire danger inherent in brush growth. The Department of Community Development continues to encourage the planting of riparian vegetation on major riverways and creeks, and the planting of fire-resistant plant materials in development areas. The Safety Element calls for residential development controls in high-fire hazard zones, including setbacks, vegetation replacement, fuel breaks, and/or fuel management programs, as a condition of approval of tentative tract maps. The Department of Community Development continues to apply these measures where applicable.

Hazardous Materials

The City has coordinated with the County of Ventura in the implementation of the Hazardous Waste/Materials Management Plan. Part of the Plan's implementation included the amendment of the Zoning Ordinance and industrial/commercial performance standards to address the storage, use, and disposal of hazardous materials. In addition, the City will review the Plan at three-year intervals to ensure that appropriate technology is addressed and will also establish siting criteria for industrial users that use highly toxic hazardous materials. The City has reviewed new projects and new uses for compliance with the previously adopted performance standards to address the Hazardous Waste/Materials Management Plan provisions.

Aircraft Hazards

Goal SAF-6 calls for facilitating safe development within the vicinity of the Camarillo Airport. The City coordinates with the Ventura County Department of Airports and the Airport Land Use Commission on future development projects associated with or located in the vicinity of the airport. Projects are reviewed for consistency with the Ventura County Airport Comprehensive Land Use Plan (ACLUP). Development projects within the Airport Hazard Zones are required to comply with Part 77 of the Federal Aviation Administration Regulations (objects affecting navigable airspace). The City also ensures that private airstrips and agricultural landing fields are sited outside of areas that would present significant hazards or annoyance to existing or planned land uses and would not conflict with the flight paths of existing airports.

The hotels and conference center currently under construction at the northeast corner of Las Posas Road and Ventura Boulevard has been reviewed by the Camarillo Airport and conditioned appropriately to ensure compliance with these regulations.

Miscellaneous

Various City personnel have been trained in safety procedures, including life-saving practices, such as Cardio-Pulmonary Resuscitation (CPR) and the use of defibrillators. This training will be ongoing to ensure continued proficiency.

NOISE ELEMENT

Introduction

The Noise Element provides a comprehensive program for including noise control in the City of Camarillo planning area. The fundamental goals of the Element are to provide noise information in the form of Community Noise Equivalent Level (CNEL) contours, to develop noise standards and implementation measures to avoid incompatible land uses due to noise, and to protect existing and future noise sensitive regions within the City. The City Council originally adopted the element in 1970, and the last comprehensive update was on September 9, 2015.

Goals Review

Noise and Land Use Planning Integration

GOAL 1: Camarillo's Land Use Pattern Is compatible with current and future noise levels.

- The City has adopted appropriate noise limits for various land use classifications throughout the community.
- The City requires developers to submit noise assessment reports with mitigation measures during the project planning process to identify and address potential noise impacts to their own developments and on nearby residential and noise-sensitive land uses.
- The City, through the Department of Building and Safety, requires that new, single-family, and multifamily structures comply with the State's noise insulation standards for exterior-to-interior party walls, and that floor/ceiling noise control be applied.

Transportation Noise Control

GOAL 2: Noise impacts affecting noise-sensitive land uses from transportation sources are minimized.

- The City has required the use of sound walls, berms, or other noise barriers to mitigate roadway and rail line noise emissions in order to mitigate transportation-related noise to adjacent residential developments.
- RPD-195, Tract 5671-2, was approved in 2021 and will include the construction of a berm west of Springville Drive to shield the residential uses from freeway noise. Construction of the project is expected to start in 2023.
- The City requires contractors to incorporate appropriate noise mitigation measures, such as limiting the hours of construction for new and upgraded roadway projects, when adjacent to nearby noise-sensitive land uses. Examples include the restriction of construction hours from 7 a.m. to 7 p.m., Monday through Saturday (holidays excluded).

- The City works closely with the Ventura County Department of Airports, which operates Camarillo Airport, to keep pilots informed of the guidelines for noise reduction, including identification of “noise-sensitive areas” where over-flight should be avoided, as well as the avoidance of flights between 10 p.m. and 7 a.m. The City also coordinates the review of all development projects with the Ventura County Department of Airports to ensure proper and effective mitigation of airport-related noises relevant to development projects.

Community Noise Control

GOAL 3: Construction, maintenance, and nuisance noise in residential and noise-sensitive land uses is reduced.

- The City has reviewed and adopted a Noise Ordinance that controls unnecessary, excessive, and annoying noise in the City, including the hours of use for powered yard and gardening equipment, machinery, and other noise disturbances.

City Operations

GOAL 4: The quality of life in the community is improved through efforts on the part of the city to reduce noise impacts.

- The City coordinates among the appropriate agencies involved in noise abatement, including the Camarillo Airport.
- The City observes all state and federal occupational safety and health noise standards.

Recommended Noise Element Implementation Measures

Table 11 lists the measures contained in the Noise Element for implementation of the goals and policies, and the status of implementation.

Table 11 – Noise Element Measures for Implementation of Goals and Policies

Program	Status
Measure 1. The City should regularly review and, when necessary, update the Noise Ordinance, and enforce the provisions of its Noise Ordinance that set appropriate noise limits for non-transportation system related noise sources within various land use classifications.	Ongoing
Measure 2. The City should require developers of commercial and industrial projects with noise-producing activities that seek to locate near residential or noise-sensitive land uses to submit to the City noise study reports prepared by experienced persons with demonstrated expertise in noise control engineering. The noise study report shall include appropriate noise- mitigating measures, as necessary, to be incorporated into the proposed development that would reduce noise levels at noise-sensitive receptors to acceptable levels as defined in the City’s Noise Element and Municipal Code.	Ongoing, as needed

Program	Status
<p>Measure 3. The City should require developers of new noise-sensitive land uses in areas that would be exposed to noise exceeding the “normally acceptable” level for the proposed use(s) to submit to the City noise study reports prepared by experienced persons with demonstrated expertise in noise control engineering. The noise study report shall include appropriate noise-mitigating measures, as necessary, to be incorporated into the proposed development that would reduce noise levels at noise-sensitive receptors to acceptable levels, as defined in the City’s Noise Element and Municipal Code.</p>	<p>Ongoing, as needed</p>
<p>Measure 4. The City should investigate non-transportation source noise complaints received from the public, and notify and/or cite violators, consistent with its authority. Complaints regarding non-transportation noise sources received by the City during normal Ongoing, as needed work hours should be referred to the City’s Department of Community Development, and the Police Department after normal work hours.</p>	<p>Ongoing, as needed</p>

Source: City of Camarillo, Community Development Department

Review of Acoustical Reports

The City conditions various projects that may expose receptors to excessive noise levels with the requirement to submit acoustical reports, in accordance with these guidelines. The subdivisions and residential projects outlined in the Housing Element are required to submit the reports as part of their plans for the issuance of permits where projects are located near highways, airports, railroads, or other uses that may generate excessive noise levels. The development plans are then required to incorporate the necessary attenuation measures.

The two hotel sites currently under construction and located adjacent to the U.S. 101, (Home 2 Suites and Embassy Suites), incorporate construction specifications to ensure compliance with the City’s Noise Ordinance.

ATTACHMENT 1

Population, Dwelling Units, and Average Household Size 1995-2022

Date	Population	Dwelling Units	Persons/ Dwelling Unit
January 1, 1995	58,027	20,146	2.90
January 1, 1996	58,215	20,375	2.90
January 1, 1997	59,501	20,633	2.88
January 1, 1998	60,339	20,974	2.93
January 1, 1999	61,533	21,344	2.94
January 1, 2000	57,079	21,439	2.62
January 1, 2001	58,800	22,213	2.64
January 1, 2002	60,266	22,696	2.65
January 1, 2003	60,546	22,696	2.65
January 1, 2004	61,907	23,397	2.66
January 1, 2005	62,739	23,617	2.66
January 1, 2006	64,034	24,259	2.64
January 1, 2007	65,872	24,905	2.64
January 1, 2008	65,453	24,975	2.63
January 1, 2009	66,149	25,109	2.62
January 1, 2010	65,201	25,702	2.64
January 1, 2011	66,368	25,985	2.66
January 1, 2012	66,609	25,987	2.67
January 1, 2013	66,968	25,987	2.69
January 1, 2014	67,194	25,987	2.70
January 1, 2015	67,496	26,135	2.69
January 1, 2016	68,134	26,461	2.69
January 1, 2017	68,370	26,628	2.68
January 1, 2018	68,741	26,723	2.69
January 1, 2019	69,880	27,439	2.66
January 1, 2020	70,755	27,828	2.63
January 1, 2021	70,739	27,890	2.62
January 1, 2022	70,171	28,025	2.59

Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2022. Sacramento, California, May 2022.¹

¹This data has been adjusted for a new 2020 baseline per the 2020 Census.