

CITY OF MOORPARK GENERAL PLAN 2050



Revised Public Hearing Draft | May 3, 2023





MADE BY MOORPARK  General Plan **2050**



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Revised Public Hearing Draft | May 3, 2023



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General Plan
2050



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Introduction



1.1 INTRODUCTION

General Plan 2050 is a long-range policy document or "constitution" for decision-making and resource allocation for guiding growth and development in the city of Moorpark. The topics that are addressed, or "elements," are required by State of California legislation and described in Government Code section 35300 et seq. While the topics are prescribed, the policies for addressing these are the prerogative of the city, except where adopted legislation mandates specific requirements and standards. General Plan 2050 is the city's first comprehensive update since 1992. Using 2050 as a temporal benchmark, the Plan defines the vision of the city for the next three decades and provides goals, objectives, policies, and implementation measures toward attaining the vision.

General Plan 2050 was prepared over a three-year period and was shaped by an extensive outreach process that engaged residents, businesses, developers, and decision-makers at every stage of the planning process. The Vision Statement guiding the development of the Plan's goals and policies was approved by the Moorpark City Council on February 3, 2021, and the Preliminary Land Use Plan Concept on February 2, 2022.

1.2 VISION

The **Vision Statement** is the framework that embodies the community's collective aspirations and outcomes for the future of Moorpark and forms the basis for the policies of the General Plan 2050 developed by community members through meetings and workshops and approved by the Moorpark City Council on

February 3, 2021, the Vision Statement encapsulates the expectations of what the city would be like in 2050 as defined by its physical form, economy, values, and quality of life.

***Vision Statement:** Moorpark in 2050 is a virtually and physically connected community that provides a sustainable, diverse, inclusive, equitable and safe place to live, work, and play for all generations. Moorpark supports and values local businesses, arts and education, innovation, healthy living, and maintains its family-oriented, small-town feel. We are stewards of the environment and a place that honors our agricultural and cultural heritage. We balance these values to maintain a high quality of life for our residents.*



1.3 BACKGROUND

1.3.1 Location and Planning Area Context

The city of Moorpark is located in eastern Ventura County, approximately 20 miles east of the city of Oxnard, 11 miles north of the city of Thousand Oaks, and 45 miles northwest of the city of Los Angeles. It is generally bounded by the city of Simi Valley to the east, the Tierra Rejada Valley to the southeast, the city of Thousand Oaks to the south, and unincorporated lands in Ventura County to the west and north, as shown in **Figures Intro-1** and **Intro-2**.

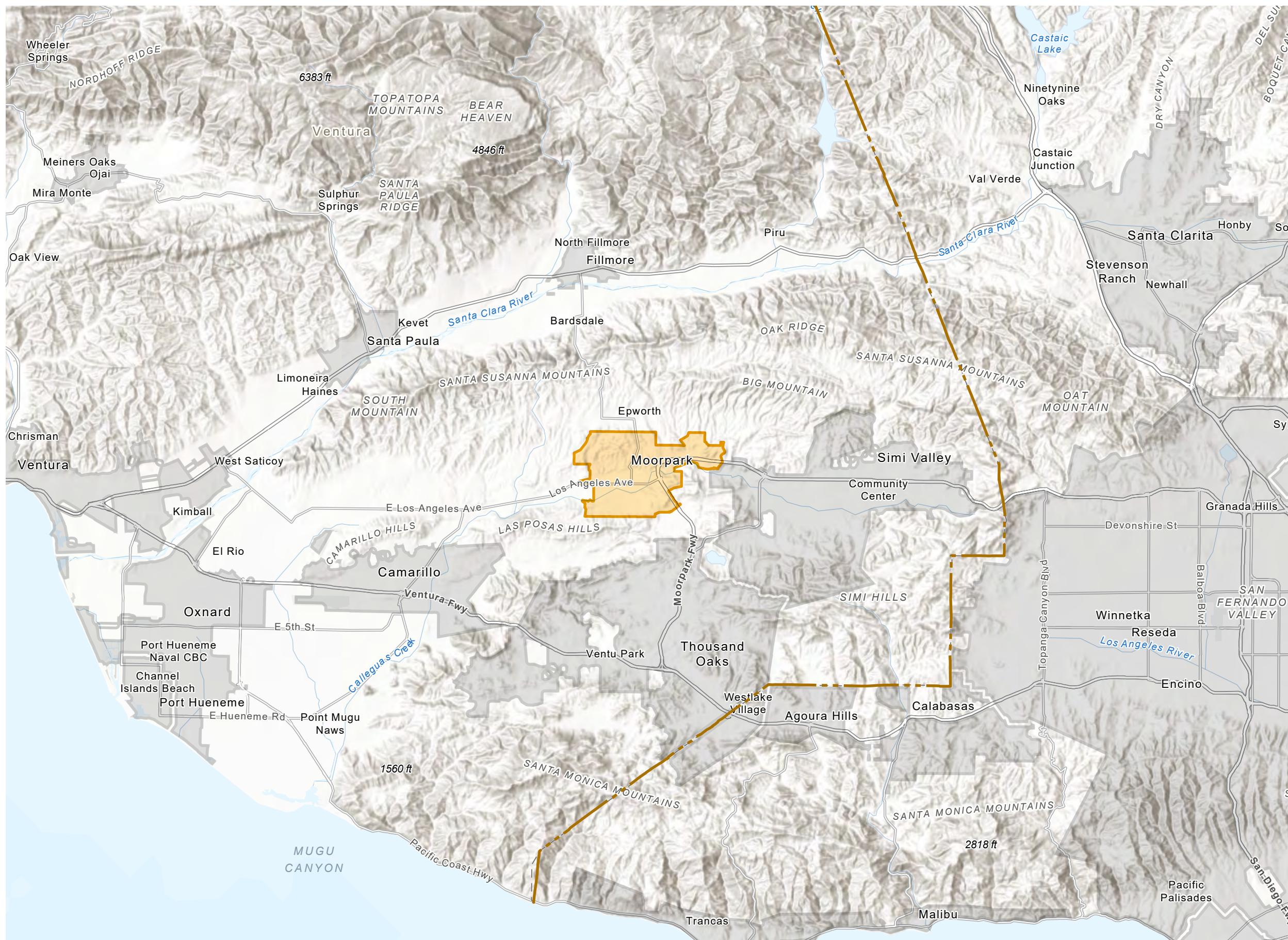
Moorpark is nestled between the Santa Susana Mountains to the north and the Simi Hills to the south. Mountain ridgelines, along with the canyons, woodlands, rolling hillsides and knolls, significant stands of oak and sycamore trees, and urban parkways form the primary visual elements in the city. In conjunction with the remaining undeveloped land, the city's physical characteristics afford residents and visitors a vast array of open spaces with plentiful scenic opportunities.

The city's boundaries are coterminous with its Sphere of Influence (SOI), as designated by the

Ventura Local Area Formation Commission (LAFCo). Development in the city is also governed by the Save Open-space and Agricultural Resources (SOAR) voter-approved initiative that established the Moorpark City Urban Restriction Boundary (Moorpark CURB), which prohibits the city from urban services or urban uses of land outside of the CURB. The boundaries for the CURB are generally coterminous with the city's boundaries, as illustrated in **Figure Intro-3**.

Moorpark residents and visitors travel to and from the city by a number of transportation modes. The Ronald Reagan Freeway (SR-118) and California State Route 23 (SR-23) provide access east to Simi Valley and south to Thousand Oaks, respectively. Los Angeles Avenue/California State Route 118 (SR-118) connects Moorpark with western Ventura County, and the cities of Camarillo and Ventura. Walnut Canyon Road/Moorpark Avenue (SR-23) and Spring Road provide access north to the Santa Clara Valley and the city of Fillmore. Rail access to the region is provided from the Moorpark Metrolink Station on High Street by the Metrolink Ventura County Line or Amtrak Pacific Surfliner. The Ventura County Transportation Commission also provides local and regional transit access.

INTRODUCTION
Figure Intro-1
Regional Context



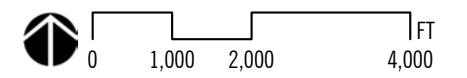
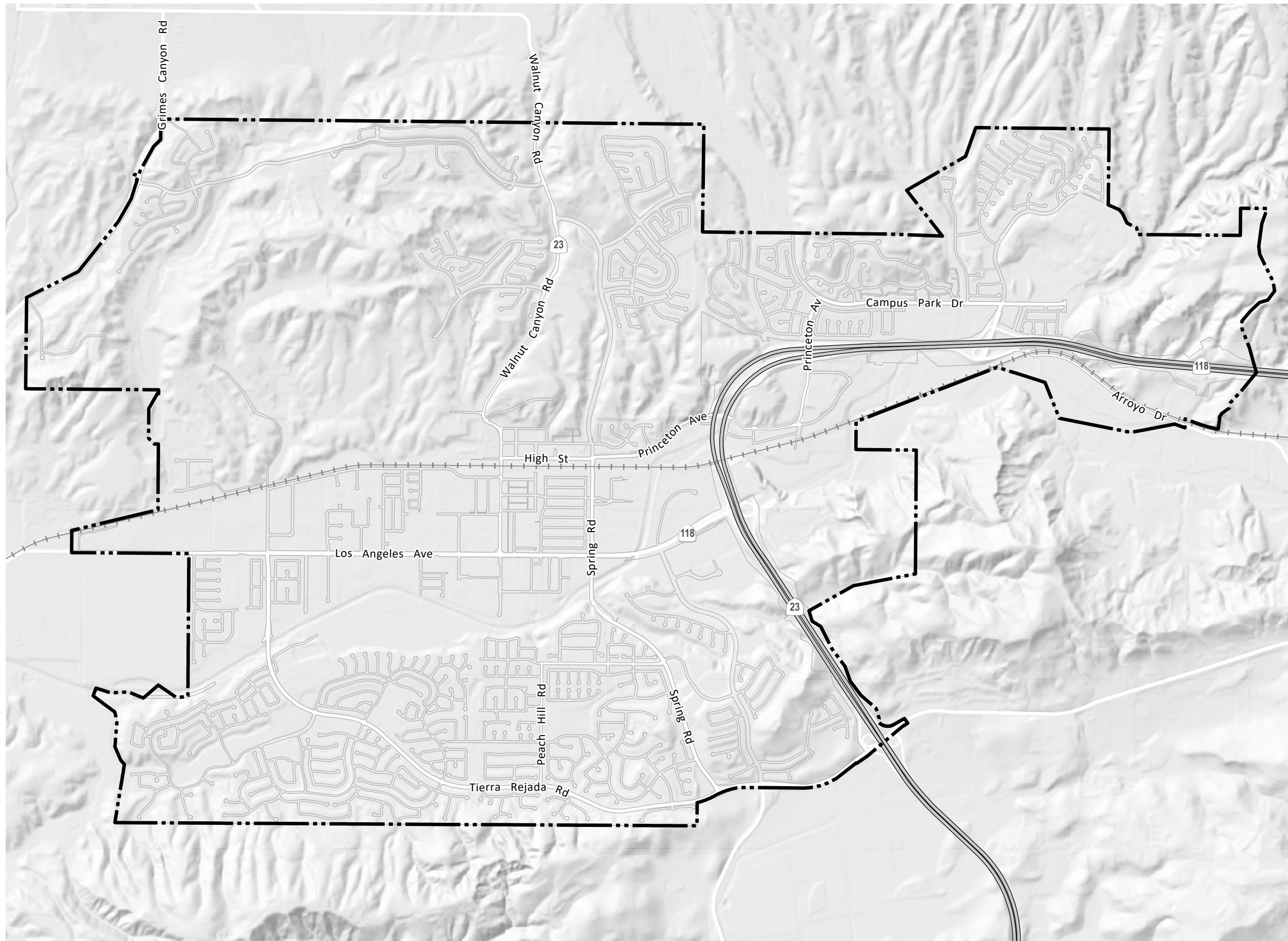
0 1.5 3 Miles

Source: The City of Moorpark 2022 Date: 11/11/2022

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INTRODUCTION
Figure Intro-2
Local Context

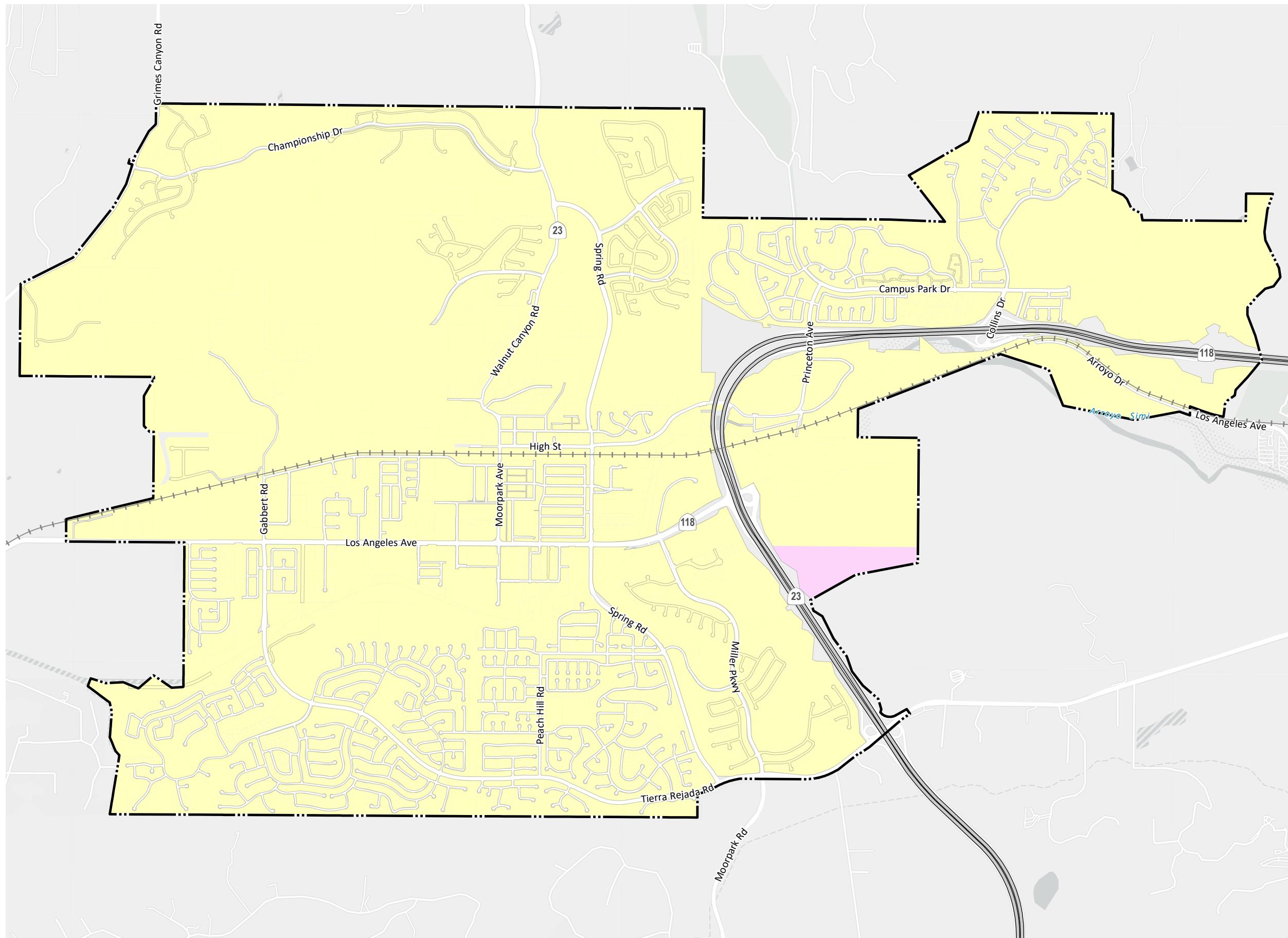
 City Boundary



Source: The City of Moorpark 2022 Date: 11/11/2022

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INTRODUCTION
Figure Intro-3
SOAR-CURB Boundary



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Source: PlaceWorks, 2022 Date: 11/10/2022

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1.3.2 Community Profile

Population

Moorpark's 2020 population of 36,284 is the smallest of the neighboring cities of Camarillo, Simi Valley, and Thousand Oaks, but has experienced the most significant annual rate of growth in the past five years. During this period, it accounted for over 20% of the countywide population growth, second only to Camarillo.

Moorpark's median age of 37.6 is close to the County median of 37.9, but younger than the neighboring cities. The percentage of the population under 18 years old is 23.1%, close to the state and County and higher than its three neighbors. Its percentage of population 65 years and above is lower than the state and County and substantially lower than the neighboring cities.

Moorpark's average household size of 3.2 persons per household is higher than California, Ventura County, and neighboring cities. Current data suggests that this average is likely to decline in the coming decades, consistent with national trends. Compared to the County and neighboring cities, Moorpark has a higher percentage of households that are married-couple families with and without children at home (70%), a lower percentage that are single parents (12%), and a substantially lower percentage of single-person households (14.2%).

Education

Like its neighboring cities, Moorpark's residents are relatively well educated. Of Moorpark's residents age 25 and older, 42.3% have obtained a bachelor's degree or higher education, which is substantially higher than the

share of the state's (33.3%) and of the County's (33.1%) population. This compares with 41.4% for Camarillo, 33.3% for Simi Valley, and 49.8% for Thousand Oaks. In addition, 32.9% of the city's residents have attended some college or earned an Associate's degree, which is higher than the state, County, and Thousand Oaks but lower than Camarillo and Simi Valley. At the other end of the spectrum, a smaller share of Moorpark's residents age 25 and older have only a high school diploma or equivalency (14.3%) or no high school diploma (10.5%) relative to the state (20.6% and 17.1%, respectively) and the County (18.9% and 15.6%, respectively).

Employment

Approximately 50% of Moorpark's residents held full time jobs in 2018. Most, however, commute to job centers in other communities due to the comparatively small job base in the city. The primary occupational group for Moorpark's residents—management, business, science, and arts occupations—comprises 47% of all jobs. The next largest category are sales/office occupations, which comprise 24% of all jobs. Services comprise 14% of all occupations held by Moorpark's residents. Services comprise a broad range of categories and often may pay significantly lower incomes than other occupations.

Health

Moorpark's adults are generally healthier than their counterparts in the state of California and Ventura County. Approximately 80% of Moorpark adults ages 18 to 64 report good health—better than Ventura County (76%) and equal to statewide figures (80%). Among seniors, 77% of Moorpark seniors report good

or excellent health—better than in Ventura County (74%) and California (71%). Children and youth in Moorpark benefit from a community where amenities and lifestyles support healthy living. According to statewide surveys, 92% of Moorpark children and youth are in good health, higher than in Ventura County (90%) but less than the statewide average of 95%.

Safety

Moorpark is known for being a safe community where residents are not afraid of crime. For communities with a population of 25,000 or greater, Moorpark ranks as the 69th safest city in the nation and the 3rd safest in California. In 2020, Moorpark's violent crime rate was 71% lower than the State of California and 59% lower than Ventura County. This is a remarkable achievement and a key reason for the high quality of life in Moorpark.

Land Use

The city of Moorpark is approximately 12.4 square miles and characterized as a self-contained low intensity suburban community containing a mix of residential neighborhoods, commercial corridors and centers, industrial districts, civic and educational facilities, parklands, and open spaces. It is physically separated from its adjoining communities by protected agricultural lands, open spaces, and mountains framing its periphery, contributing to its identity as a distinct place containing all of the uses that define a "community."

Moorpark's largest existing land use is residential, representing approximately 28% of the area within the city. Single-family residential uses (including mobile homes and rural residential) are the predominant form of housing, representing 86% of the total units,

and 12% are multifamily. Only 1% of residences are mobile home units.

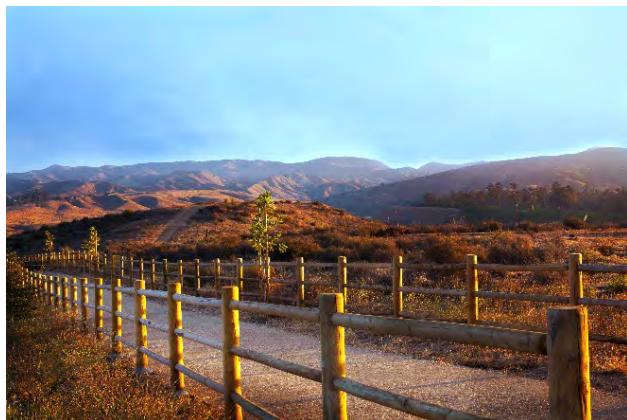
Commercial uses, including individual retail stores, multitenant retail centers and mini-malls, and shopping centers, occupy approximately 2.5% of the land in the city and are primarily located along Los Angeles Avenue/California State Route 118 (SR-118), with scattered clusters on Moorpark Avenue, adjoining Moorpark College, and on other primary streets and intersections. Office uses account for approximately 0.5% of the land area and are primarily clustered on properties abutting the Los Angeles Avenue/State Route-23 (SR-23) interchange, the business park to the east of Princeton Avenue, and in the downtown area. Approximately 4% of the total land area is developed with light industrial, manufacturing, open storage, and wholesale and warehousing uses. They are primarily concentrated on lands abutting the Los Angeles Avenue/State Route-23 interchange and in the western portion of the city between Los Angeles Avenue, Poindexter Avenue, and Gabbert Road.

Educational uses, including public schools and Moorpark College, occupy approximately 4% of its land. Generally, these are located within residential neighborhoods, with Moorpark College in the city's northeast and north of SR-118. Public facility and quasi-public uses include government offices, police and sheriff stations, fire stations, major healthcare and medical centers, and religious institutions scattered throughout the city and accounting for approximately 1% of the land area. Open space and recreation land uses consist of golf courses, local parks, regional parks, and other reserved open spaces and natural areas. These occupy 2,240 acres, representing 28% of the

city's land—the second largest land use by area. Parks are generally within or adjoining residential neighborhoods. The greatest density of parklands is in the southern half of city, reflecting the distribution of residential neighborhoods. Though historically developed with agricultural uses, these have declined substantially over time and occupy approximately 29 acres in the city, representing 0.5% of its land area. In 2020, approximately 13% of the city's land was vacant, the majority of which is characterized by variable topography with moderate to steep slopes. The remaining area of the city consists of transportation and utility-related uses (3%), right of way (14%), and water (2%).

Physical Setting

Moorpark's physical setting defines its character, development pattern, and desirability as a special place to live. It is situated amid a series of major and minor hills that constitute a significant natural topographical feature visible to all persons traveling the major highway arteries as well as to residents residing in and around the city. These areas encompass canyons, woodlands, rolling hillsides and knolls, significant stands of oak and sycamore trees, and rivers and streams.



Moorpark's rolling hillsides

At the same time, elements of the natural setting represent potential hazards to residents and development. Moorpark is in a seismically active area with the Alquist-Priolo Earthquake Fault Zone located in its southeastern corner, and several major regional faults lie within close proximity. Portions of the city adjacent to the Arroyo Simi are located within the 100-year and 500-year Flood Zones, as designated by the National Flood Insurance Program. Most of the hillside areas to the north and south of the city occur are identified by the California Department of Forestry and Fire Protection (CALFIRE) as within very high fire hazard severity zones.



Arroyo Simi

1.3.3 Historical Perspective

The city of Moorpark was incorporated on July 1, 1983. Settlement in the area began with the Chumash tribe of Native Americans. They lived and traded in the area prior to the arrival of Spanish explorers in the 16th century and missionaries in the centuries that followed. The Chumash village of Quimisac was located northeast of present-day Moorpark near present day Happy Camp Canyon Park.

Permanent settlement of the area can be traced back to successive eras of land ownership. In 1795, Governor Diego de Borica gifted Rancho San Jose de Nuestra Señora de Altagarcia y Simi (Rancho Simi) to Francisco Javier Pico and his brothers. Ownership of the land passed through several hands, including the Philadelphia and California Petroleum Company, Simi Land and Water Company, and Robert W. Poindexter, secretary of the Simi Land and Water Company.

When Moorpark was founded, small farming communities were already established in the area. Fremontville was west of present-day Moorpark and was developed by Robert W. Poindexter and his wife Madeleine. Epworth, northwest of Moorpark, was established by a group of retired Methodist ministers.

The fates of those small communities were sealed with the rerouting of the Southern Pacific Railroad through Ventura County. In 1900, the Poindexters established a town site in anticipation of the arrival of the Southern Pacific Railroad and named it Moorpark, after the apricot variety that grew in the region. A depot was constructed that year, and several buildings originally constructed in Fremontville and Epworth were relocated to the burgeoning town.

Growth began in earnest after 1904, when the tunnels in the Santa Susana Mountains were completed to the east, connecting the area to the Los Angeles basin. Early development was concentrated in the downtown area along High Street, with the area south of the railroad tracks remaining largely farmland for many years.

The railroad facilitated the growth of the agriculture industry, the economic lifeblood of Moorpark. In the early years, dry land crops

such as apricots, black-eyed beans, hay, and lima beans, which require little irrigation, were the primary farming staples. The abundance of apricot trees, which thrived in the area's rolling hills and valley bottoms, earned the area the moniker "apricot capital of the world."

With the expansion and improvement of irrigation systems, walnut trees and citrus groves proliferated. Though agriculture remained an economic engine after World War II, "the poultry industry also became big business with turkey, chicken, and egg ranches dotting the landscape," reports the 1992 General Plan.

The city's evolution was also marked by the founding of Moorpark College in 1963. From its first cohort of 1,200 students in 1967 to its current enrollment of approximately 15,000 students across 70 disciplines, Moorpark College has become recognized as one of the top community colleges in the nation.

For much of its history, High Street and the surrounding area were the social and retail center of Moorpark. However, in the 1980s, commercial activity began to shift to Los Angeles Avenue when the south and suburban-style, multitenant retail centers grew along the corridor. Los Angeles Avenue would become the city's major arterial corridor.

Significant growth in home construction began in the late 1970s and accelerated through the 1980s as subdivisions such as Mountain Meadows and Peach Hill expanded the city's built footprint from the flatlands into the surrounding hillsides. "From 1985 to 1990, Moorpark [was] one of the fastest growing cities in Ventura County, with a 61% population growth rate," reports the 1992 General Plan.

"This rate exceeds that of surrounding cities, including Ventura, Thousand Oaks and Simi Valley."

Over the last three decades, Moorpark has continued to outpace its neighbors in population growth. From 1990 to 2020, the

total population of Moorpark grew from 25,494 to 36,284¹, a 42.3% increase. Moorpark had higher population growth than the state (34.2%); county (28.0%); and neighboring cities Camarillo (33.6%), Simi Valley (27.4%), and Thousand Oaks (24.1%).



Moorpark looking southwest (1915), courtesy Moorpark Historical Society/Michael Winters

¹ United States Census Bureau, 2020 Census Data



High Street in the late 1930s, courtesy Moorpark Historical Society/Michael Winters

1.3.4 Planning Issues and Strategic Opportunities

The city of Moorpark has many opportunities and challenges for growth into the year 2050. Some of the most important include the following:

1. Moorpark's location in the Southern California region, natural setting, and desirability as a place to live will continue to induce demands for new housing, commercial, and other development. The challenge will be how to manage growth and sensitively integrate new development in a manner that protects those assets contributing to the city's character and quality of life.
2. Future development will be constrained by the city's geography and environmental setting, features contributing to Moorpark's identity and valued quality of life. The city's setting of hillsides, valleys, and open lands contain important wildlife and vegetative habitats and corridors meriting protection and careful management to ensure their integrity and health as new development occurs.
3. The resources also constitute significant hazards for the existing community and future development. In addition to well-known seismic and geologic risks, climate change is anticipated to increase brush fires and flooding during more intense periods of rainfall.

- 4.** Coupled with scarce vacant land and restrictions imposed on the extension of development into agricultural lands to the south and west by the Save Open-space and Agricultural Resources (SOAR) initiative and the City Urban Restriction Boundary (CURB), outward growth will be limited unless approved by the voters and Moorpark's growth will be faced with the challenge of primarily being accommodated within the fabric of existing uses and as infill.
- 5.** The characteristics distinguishing Moorpark's suburban and low-density development are those necessitating primary travel and access by the automobile. An imbalance of jobs and housing and lack of businesses desired by residents result in a significant number of trips and extended commute times to destinations outside of the city. These impact times spent at home with the family, the lifestyles and health of residents, energy expenditures, and high levels of air pollutants and greenhouse gas emissions.
- 6.** The *2021-2029 Housing Element* identifies a deficit of housing to meet the needs of current and projected resident populations. Areas need to be planned at sufficient densities to accommodate a diversity of housing types at every income level. This necessitates a mix of compact residential and mixed-use developments as infill and re-development of underutilized properties and new neighborhoods built on vacant properties. New housing types are needed to accommodate emerging demographic trends and their associated housing and support service needs.
- 7.** A number of neighborhoods exclusively contain housing without the amenities and services that contribute to their livability and the health of residents, such uses as parks, schools, health facilities, community and social services, and open spaces. Achieving fairness and equity in the provision and access to these community resources for residents must be a guiding principle in decision-making.
- 8.** Consistent with trends throughout the nation, Moorpark's commercial centers are experiencing increasing rates of vacancy as customers prioritize on-line retailing in lieu of in-person shopping. The format and layout of many centers place them at a disadvantage to neighboring lifestyle centers and walkable retail districts. Market analyses suggest the total zoning capacity for commercial development today exceeds those likely to be supportable in the near future. The question for how these centers will be used and/or re-positioned in the future has significant economic implications for the city.
- 9.** Office and industrial uses offer a limited range of job opportunities corresponding to the education and skills of Moorpark's residents, with 90% commuting to jobs outside of the city while 85% of the local jobs are held by those from other cities. At the same time, the industrial parks do not offer the mix of supporting uses and amenities of contemporary business parks that make them attractive for the work force (recreation facilities, small restaurants, etc.).
- 10.** Moorpark College is a commuter-oriented campus attracting students from the greater

region and is a significant asset of the city. However, its location and layout functions as an island where students and faculty congregate and go home in the evening with very little participation and engagement in the Moorpark community.

- 11.** Generally, there is a mismatch of development densities and intensities permitted by the current General Plan with the scale necessary to achieve an economically feasible project. The current Plan's maximum residential density (15 units per acre) is below the minimum necessary to support the development of housing that is affordable to lower income households. Similarly, the maximum intensity for commercial (FAR of 0.25) is sufficient to support commercial development with extensive surface parking, but inadequate for more contemporary developments where buildings are clustered along plazas and walkways and outdoor amenities incorporated to foster pedestrian activity. The Plan's FAR limit of 0.38 for industrial is also problematic and is inconsistent with recent developments in the city's industrial business parks where buildings typically range from 0.5 to 0.8 FAR.
- 12.** The Arroyo Simi offers the opportunity to establish a continuous cross-city open space and recreational corridor, with linkages to local parks and trails throughout the community.
- 13.** The city's terrain and geography limit the connectivity of Moorpark with the surrounding region, including a singular arterial and the SR-118 freeway providing access to the west and east respectively, the

SR-23 freeway and Tierra Rejada Road to the south, and Walnut Canyon to the north.

- 14.** The majority of roadways in the city have traffic volumes below their operating capacities, offering opportunities to implement multi-modal/complete streets improvements within the current rights-of-way that could result in reduced vehicle speeds and enhanced safety.
- 15.** Moorpark's strategic location for goods movement brings regional benefits, but also brings a large burden of regional truck traffic.
- 16.** The Moorpark Transit Station provides access to downtown Los Angeles and other cities in the region by Metrolink and Amtrak and offers the opportunity to increase linkages with local and other sub-regional transit systems and bicycle networks, as well as leverage new development.

1.4 PURPOSE AND SCOPE OF THE GENERAL PLAN

California Government Code Section 65300 requires each city and county in California to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning." The Moorpark 2050 General Plan can be considered the city's development constitution, containing both a statement of the community's vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the city. The Moorpark General Plan 2050 serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, resource conservation and sustainability, and hazards avoidance and resiliency;
- Help Moorpark achieve compliance with applicable State and regional policies, including around housing production and environmental regulations;
- Allow city departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs.

1.4.1 General Plan Requirements

California grants local authorities power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans as long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans; General Plans should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan

must also address the full range of issues that affect the city's physical development.

- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- **Long Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2050 as its planning horizon.

1.4.2 General Plan Organization

The Moorpark 2050 General Plan is presented in 10 chapters. These cover all the elements required by State law—land use, circulation, conservation, open space, safety, noise, housing, and environmental justice—as well as one additional topic of local importance to the community—economic development. As Housing Elements are required by State law to be updated more frequently than the General Plan, Moorpark's Housing Element is published under a separate cover to facilitate revisions compliant with State Housing Law. The city of Moorpark *Housing Element* was most recently completed in 2022 and will be next updated in 2029, consistent with the State defined cycle.

While an *Environmental Justice Element* is not required for Moorpark due to the absence of state-defined disadvantaged communities, the diversity and needs of its residents justify the inclusion of policies addressing the issues described under State Guidelines and, as such, have been integrated throughout other relevant elements of the General Plan. Appendix A outlines which policies address the Environmental Justice topics identified in Government Code Section 65302.

The reader will also note that, though not developed as separate elements, policies for a number of important topics are integrated throughout the other elements, among which are climate change, sustainability, and public health. Inherently, each of these topics bear a direct relationship to a required Plan element. For example, strategies to address climate change encompass actions relevant to land use development, mobility and infrastructure, and conservation of natural resources.

No single element or subject supersedes any other, and all elements must be internally consistent. Additionally, all policies and actions must complement one another across topic areas without conflicting with one another. Once adopted, each element, regardless of statutory requirement, assumes the same legal standing.

Table 1-1, *State Mandated Elements* shows the State-mandated elements and their counterparts in the Moorpark General Plan 2050.

Table 1-1
State Mandated Elements

State-Mandated Element	Moorpark General Plan Element
Land Use	Land Use Element
Circulation	Circulation Element
Housing	Housing Element
Open Space	Open Space, Parks and Recreation Element
Conservation	Conservation Element
Noise	Noise Element
Safety	Safety Element
Environmental Justice	Incorporated throughout all other elements
Optional Elements	
NA	Economic Development Element

Each element contains goals, policies, and implementation programs designed to address issues and opportunities identified during the planning process and achieve the community's vision.

- **Goal:** A statement that describes a desired future condition, or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal begins with an abbreviated chapter title followed by the number of the goal (e.g., LU Goal 1).
- **Policy:** A specific statement that guides a specific course of action for decision-makers to achieve a desired goal. Some policies include guidelines or standards as the basis by which decisions can be evaluated and commit the city to a particular course of action. Each policy in the Plan is labeled with the abbreviated chapter title and a unique number.

- **Implementation Program:** An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation measures are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development of design standards; administration of city procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability.

Policies and actions together establish who will do the work and how and when the goals will be carried out. Collectively, goals, policies, and actions provide a roadmap with tangible steps to make the vision in the General Plan a reality in the Moorpark of 2050.

1.5 PROCESS FOR PREPARING THE GENERAL PLAN

Moorpark General Plan 2050 is the outcome of a collaborative process between the Moorpark community, the city of Moorpark, and community stakeholders, with support from a consultant team led by PlaceWorks with support from Iteris, Fuscoe Engineering, and ECORP Consulting. Public input formed the foundation of the Plan, with the community participating in every step of the planning process. The planning process began in February 2020, and involved seven major steps which took the General Plan from vision to

creation, to adoption by the Moorpark City Council, as discussed below.

Step 1: Analysis of Existing Conditions

The first step in updating the General Plan was to compile information, analyze, and describe the existing conditions, trends, and projected changes relevant to the scope of topics each General Plan Element. Based on these analyses, relevant issues and opportunities were identified as the foundation for the subsequent development of plan goals and policies. Declining retail sales and business closures, lack of affordable housing, and increasing risk of fires due to climate change are examples of "issues." An educated population base, historic community core, and Amtrak/Metrolink transit station abutted by vacant lands represent "opportunities." Research findings were documented in the Existing Conditions Report (ECR) and Executive Summary ("Community Snapshot") were published in December 2020 and serve as input for the "Existing Setting" section of the General Plan Environmental Impact Report (EIR).

Technical research and analyses were complemented by a survey conducted in May 2020 to gather input on a variety of relevant topics including land use, circulation, public service, and other community issues. The community's perception regarding overarching issues facing the city today and in the future expressed in the survey helped inform issues and opportunities documented in the ECR.

Step 2: Vision Statement

As previously described, the **Vision** is the underlying framework for all Plan content and provides the guiding principles for preparing the land use diagram, and other physical plans

and policies. The vision statement was developed by the General Plan Advisory Committee (GPAC) in consideration of public input received from the community attitudes survey and citywide visioning workshop and accompanying online survey.

Step 3: Land Use Plan Diagram

The Land Use Plan Diagram is a critical tool in the General Plan identifying how growth and development will be managed to achieve the expressed visions for the future, including specifications for the intended locations, types, and densities of uses to be permitted throughout Moorpark. It was developed through an extensive public outreach process in consideration of analyses of the characteristics, constraints, and opportunities of the existing built and natural environment, trends impacting the future, and legislative requirements. Four key steps were involved in its development: (1) identification of areas of likely to accommodate growth and those that should be conserved for their existing use; (2) identification of land use and density options for areas of potential change; (3) evaluation of these options for their comparative traffic, infrastructure, and other impacts; and (4) selection of a preferred plan based on public review and direction from the Planning Commission and confirmation by the City Council.

An important component of this step was the identification of properties (referred to as "opportunity sites") that are deemed likely to change by the General Plan's horizon year of 2050 and where new development may be targeted in the future, including properties that are currently vacant, underutilized, and experiencing the loss of existing retail and other uses. This process informed the final Land Use

Plan, which was adopted by the Moorpark City Council on February 2, 2022.

Photographs and other images of land use options were used throughout the plan development process to enable the GPAC and community to visualize their form and character, enabling selection of those that complement and are sensitively integrated with existing community development.

Step 4: General Plan Element Goals, Policies, and Implementation Programs

Goals, policies, and implementation programs were updated based on review of those in existing elements for their consistency with the Vision Statement, selected land use plan, and current legislation; reflection of current issues and community needs; understandability and implementation effectiveness; and embodiment of state-of-the-art planning approaches. In addition, they were newly developed for the Economic Development Element and to address and incorporate within other elements important topics not previously addressed including Environmental Justice and Climate Change. Once again, Moorpark's public was extensively involved in developing the goals, policies, and implementation actions through discussions with the GPAC and feedback to drafts in a community-wide open house and posting on the project website.

Step 5: Draft General Plan

The draft General Plan was published on December 22, 2022 incorporating an overview of background data and key planning issues, goals, policies, and implementation programs for each Plan element. The 6th Cycle Housing

Element is a component of this General Plan, but published as a separate document due to its State-required scope and technical content and frequency of future updates. The draft General Plan has been published and posted on the project website for public review and comment in anticipation for public hearings to be conducted by the Planning Commission and City Council.

Step 6: Draft General Plan Environmental Impact Report

A draft Environmental Impact Report (DEIR) has been prepared in compliance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA). It addresses the potential impacts of growth allowed under the General Plan and the goals and policies on elements of the natural and built environment. For resources for which significant impacts are identified, the DEIR recommends actions to reduce or eliminate these ("mitigation measures"), which have been incorporated as policy in the General Plan. The DEIR is circulated for a 45-day period for public review and comment. Responses to all comments will be prepared and incorporated into a Final EIR, which will be reviewed and certified by the City Council.

Step 7: General Plan Adoption and EIR Certification

The Planning Commission and City Council will conduct public hearings for the General Plan's approval and EIR's certification. In consideration of public input, the Commission will make recommendations to the City Council regarding the Plan's content and certification of the EIR. The City Council will consider the Commission's input and conduct additional public hearings.

Based on these, the Council makes its final recommendations and adopts the General Plan with any revisions, if necessary, and certifies the Final EIR.

1.6 COMMUNITY ENGAGEMENT

Moorpark's residents were integrally involved in the development of the 2050 General Plan through a broad spectrum of opportunities for engagement, input, and feedback in each of the seven major phases described above. The COVID-19 pandemic necessitated supplementing traditionally used forums for public engagement with innovative interactive digital platforms, which expanded awareness and participation to members of the community that may have had little or no prior involvement in civic activities.

The engagement program helped to:

- Build a constituency of engaged stakeholders who had a sense of ownership of the updated General Plan and gave confidence that their voices were heard and influenced its content
- Educate and build awareness around the General Plan and how it influences the built environment, economy, sustainable and resilient environment, and community livability
- Engage a full spectrum of residents by employing a variety of outreach tools, including targeted outreach strategies to engage those whose primary language is Spanish

- Provide broad-reaching and transparent community engagement that incorporates multiple channels for participation, engages and interacts the way the community does

Many engagement tools were employed in the planning process including General Plan Advisory Committee meetings, community workshops, on-line and interactive project website, electronic and social media, surveys, and participation in pop-up and community events. Collateral material such as a project factsheet, social media graphics, and flyers augmented the different types of engagement tools to inform the Moorpark community of upcoming public participation opportunities and provide information about the General Plan legislative requirements, content, and processes.

General Plan Advisory Committee Meetings

The General Plan Advisory Committee (GPAC) was an ad hoc committee established by the city of Moorpark to serve as one of the primary channels for engagement related to the General Plan update. The purpose of the GPAC was to provide input and recommendations to city staff and the consultant team in preparing the public draft General Plan. The committee was comprised of individuals representing diverse community interests including homeowners, renters, business persons, service providers and educators. Committee members met throughout and at each stage of the planning process at a total of 18 meetings. At those meetings, members provided invaluable input that shaped the content of the Vision Statement, Land Use Plan, and element goals, policies, and implementation measures. All

meetings were open to the public to enable the broader community to comment on the GPAC's discussions and deliberations. Table 1-2, *GPAC Meetings* documents all the GPAC meetings that occurred.

Table 1-2
GPAC Meetings

Meeting #	Date	Topic
1	10/01/20	Project Overview and Community Attitudes Survey Results
2	10/22/20	Visioning Activity
3	11/12/20	Existing Conditions Findings
4	12/10/20	Vision Statement Confirmation
5	02/25/21	Opportunity Site Identification 1
6	03/18/21	Opportunity Site Identification 2
7	04/29/21	Land Use Types and Character
8	07/10/21	Land Use Concepts
9	09/02/21	Housing and RHNA Strategy
10	12/09/21	Housing Policy
11	12/16/21	Recommended Land Use Plan
12	03/31/22	Open Space, Parks and Recreation, Conservation, Safety
13	04/28/22	Land Use, Economic Development
14	06/23/22	Mobility, Infrastructure
15	08/04/22	Public Health, Environmental Justice, Noise
16	08/18/22	Mobility (part 2)
17	10/27/22	Implementation
18	1/17/23	Draft Updated General Plan



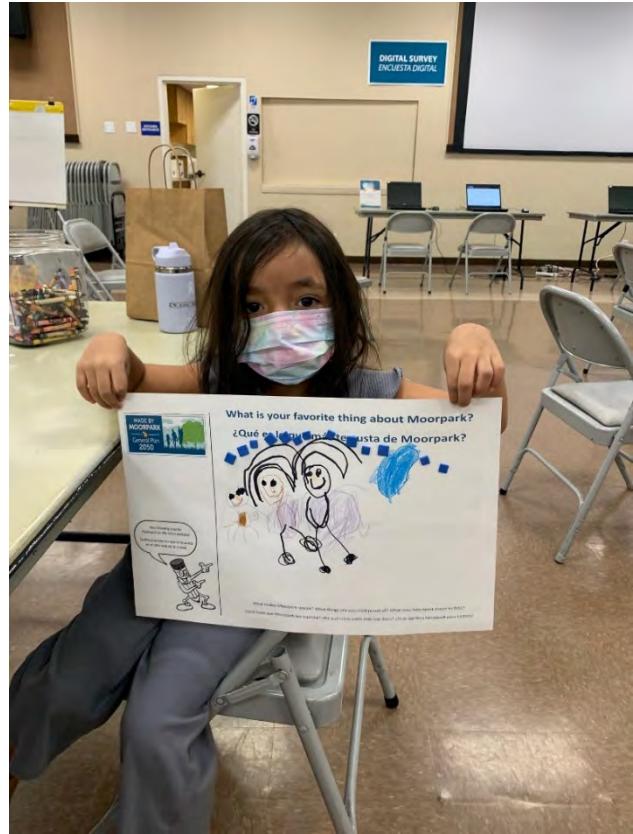
Photos from GPAC Meeting #8 on 7/10/21

Community Workshops

The city of Moorpark conducted five Community Workshops to engage a broad cross-section of community interests. The workshops were designed to enable the input received to inform the deliberations on specific topics by the GPAC, including the Vision Statement, Land Use Plan, and element goals and policies. Since the update process began during the COVID-19 pandemic, initial workshops were conducted virtually and used interactive digital platforms to enable participants to provide input comparable to typical hands-on activities of in-person workshops. Table 1-3, *Community Workshops* describes the community workshops that were held to support the General Plan update.

Table 1-3
Community Workshops

Workshop #	Date	Activity	Associated Milestone
1	11/19/20	Community Visioning	Vision & Priorities
2	05/27/21	Opportunity Sites and Land Uses	Land Use Alternatives
3	11/14/21	Land Use Alternatives	Land Use Alternatives
4	09/24/22	Policy Open House	Goals and Policies
5	02/16/23	Final Draft Updated General Plan	Final General Plan



Photos from Workshop #3, Land Use Alternatives



Photos from Workshop #4, Policy Open House

Community Events and Pop-Ups

Expanding the scope of outreach, the planning team “took it to where the people are” by participating in community events that attracted residents from throughout Moorpark. These enable residents and stakeholders who may not engage with the city through formal workshops and city meetings to learn about the role and importance of the General Plan and the purposes, processes, and venues for public engagement and provide, through interactive exercises, perceptions of key community issues and visions for the city’s future. Pop up events conducted during the Plan development process are indicated in Table 1-4.

Table 1-4
Pop-Up Outreach Events

Pop Up #	Date	Event
1	October 2020	Halloween Trunk or Treat
2	November 2020	Rotary Club
3	April 2021	Earth Day
4	October 2021	Moorpark Country Days
5	October 2021	Halloween Trunk or Treat
6	October 2022	Moorpark Country Days

General Plan Website

The General Plan website (www.MoorparkGeneralPlan.com) was a critical tool that helped to educate the public on the purpose and legislative authority of the General Plan, information and notices of public engagement events, conduct of surveys and interactive planning exercises, and posting of work products including the Existing Conditions Report, Community Snapshot, Vision Statement, Preliminary Land Use Plan, Draft Goals and Policies and published plan and environmental documents.

Electronic and Social Media

Social media was used to communicate project information to the community and encourage public engagement. One of its primary objectives was to engage those who are unable or unlikely to attend meetings or become

involved in city issues, including younger residents. The city promoted the General Plan update process through the following channels:

- Email blasts
- City website home page postings
- City website news items
- City Twitter Account
- City Facebook Account
- Moorpark TV (MPTV)

Surveys

The city of Moorpark administered four surveys to gather community input on various topics at key benchmarks of the planning process, as shown in Table 1-b, *Surveys* were available online and paper surveys were collected at in-person events. They were promoted through the project website and other electronic and social media channels.

Table 1-5
Surveys

#	Name	Survey Objective(s)	Surveys Received
1	Community Attitudes: Getting to Know Moorpark	Understand the community's values, concerns, and aspirations. Develop future outreach topics and materials to be used throughout the General Plan update process.	138
2	Community Visioning	Solicit short phrases or words to describe their vision for each of six overarching General Plan themes: Community Character; Neighborhoods and Housing; Economy; Environment and Parks; Mobility, Infrastructure, and Services; Health and Safety.	211 comments; 733 "likes" and 24 "dislikes" associated with the comments
3	Land Use Concepts	Allowed participants to view a description of potential Opportunity Sites identified through the General Plan process thus far, view existing land use in Moorpark, and provide comments on what future land uses they would like to see within the Opportunity Sites and throughout the city.	197 comments
4	Land Use Alternatives	Participants voted on their preferred land use alternative for each Opportunity Site or suggest land use options other than those recommended.	94 contributors to online survey and 91 participants in in-person event

1.7 OTHER COMPONENTS OF THE PLAN

As required by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared for the General Plan. The EIR describes environmental conditions within the city and planning area, assesses the possible effects on the environment of implementation of the General Plan, identifies actions that will be undertaken to reduce these impacts, and evaluates the comparative impacts of alternatives to the General Plan. Although the EIR will be certified by the City Council, it is not adopted as a policy document.

1.8 RELATIONSHIP TO OTHER PLANNING AND REGULATORY DOCUMENTS

The 2050 General Plan is the official statement of the city and is implemented and codified into the municipal code through the Zoning Ordinance which contains specific standards that regulate land uses and how and where they can be developed. The two documents must be consistent. Therefore, when the General Plan is amended, the Zoning Ordinance must also be updated to retain consistency. All specific plans, subdivisions, public works projects, and zoning decisions must also be consistent with the General Plan.

Many existing planning and policy documents govern and guide growth and development in Moorpark. The city's Zoning Ordinance contains specific laws that govern how land can be developed and what buildings can be built on

them, while California Building Code dictates how buildings should be constructed so that they are safe to use or live in. The city has specific plans that contain visions and directions for real estate development in four areas. These include the Downtown Specific Plan, Hitch Ranch Specific Plan, Moorpark Highlands Specific Plan and the Carlsberg Specific Plan. In 2021, the city adopted the Arts Master Plan; the plan is a blueprint with short and long-term direction for more arts and cultural program activities in Moorpark. Moving forward, Moorpark will be updating its Parks and Recreation Master Plan which will build upon the Open Space, Parks, and Recreation Element and provide an in-depth roadmap for improving the city's parks and recreational facilities and programs. Additional plans and studies that have been referenced in updating the General Plan are specified in the proceeding chapters.

1.9 HOW TO USE THE GENERAL PLAN

The city's General Plan is intended for use by all members of the community. The organization of the 2050 General Plan allows users to review city goals and policies and quickly find topics or sections that interest them. With that said, users are cautioned that the goals and policies throughout the Elements are interrelated and should be considered together and examined comprehensively.

Residents, Businesses, Developers, and Decision Makers

For Moorpark residents, the General Plan indicates the general types of uses that are permitted around housing, the long-range

plans and changes that may affect neighborhoods, and the policies the city will use to evaluate development applications. The General Plan indicates how the city will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute. The General Plan informs residents how the city plans to improve transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and environmental resources. Cumulatively, the General Plan identifies the actions the city will take to ensure that the city and its neighborhoods remain great places to live.

For Moorpark's businesses, the General Plan outlines the measures the city will take to protect investments and encourage future success. Expectations for the city's business areas are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

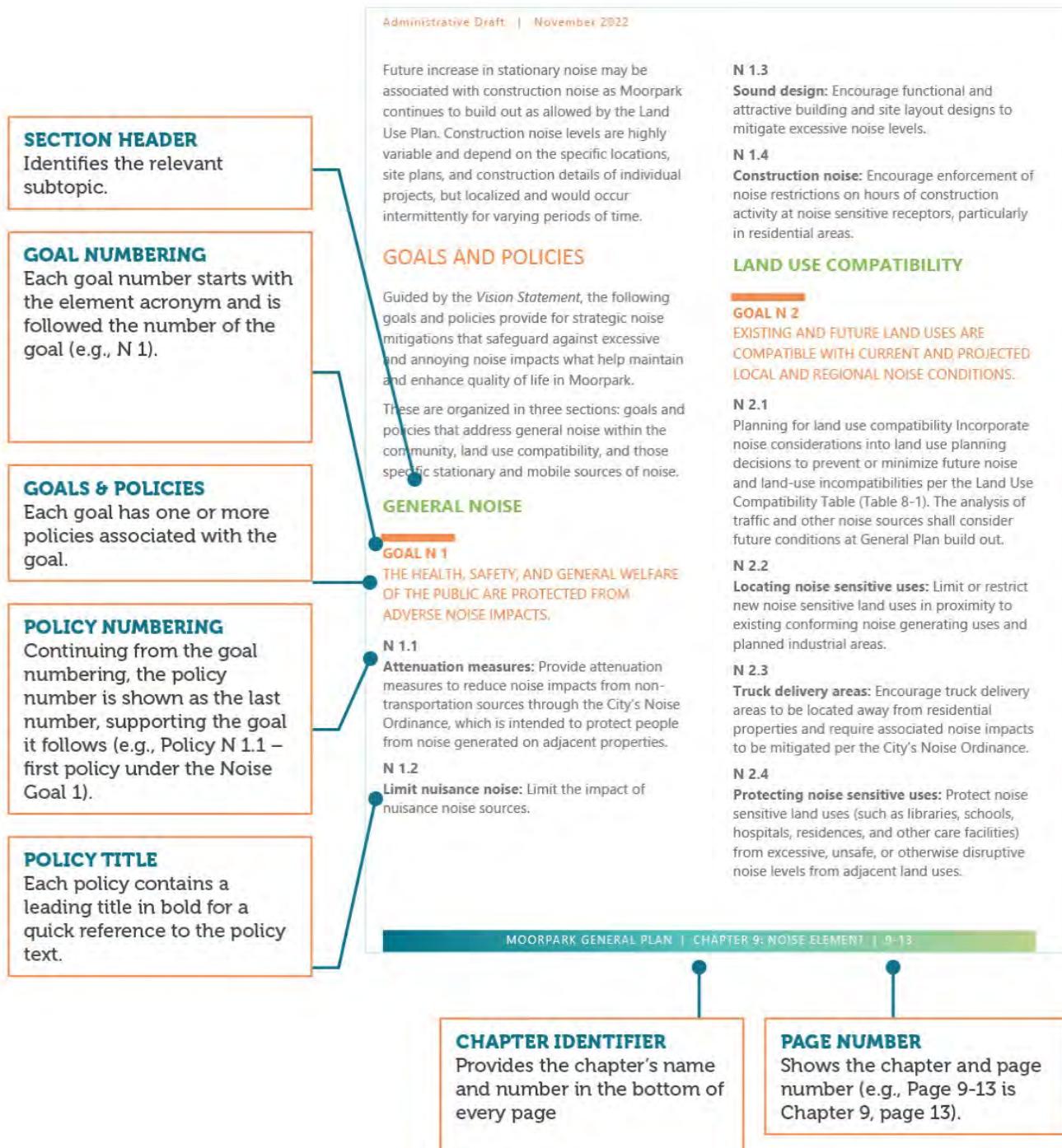
For developers within the city, or those moving homes or businesses to the city, the General Plan introduces the community, provides background information, and outlines development regulations. It is important to review all maps and policies throughout this General Plan, adopted specific plans, and the Moorpark Municipal Code to get a complete perspective on how and where development may take place.

The General Plan is a tool to help city staff, the Planning Commission, and City Council make land use and public investment decisions. Future development must be consistent with the 2050 General Plan.

Finally, the Plan is also intended to help other public agencies, from Caltrans, to the Southern California Association of Governments (SCAG), to the local school district as they contemplate future actions in and around Moorpark.

Goals and Policies Readers' Guide

The below readers' guide illustration explains how to reference Moorpark's goals and policies.



1.10 IMPLEMENTING AND AMENDING THE GENERAL PLAN

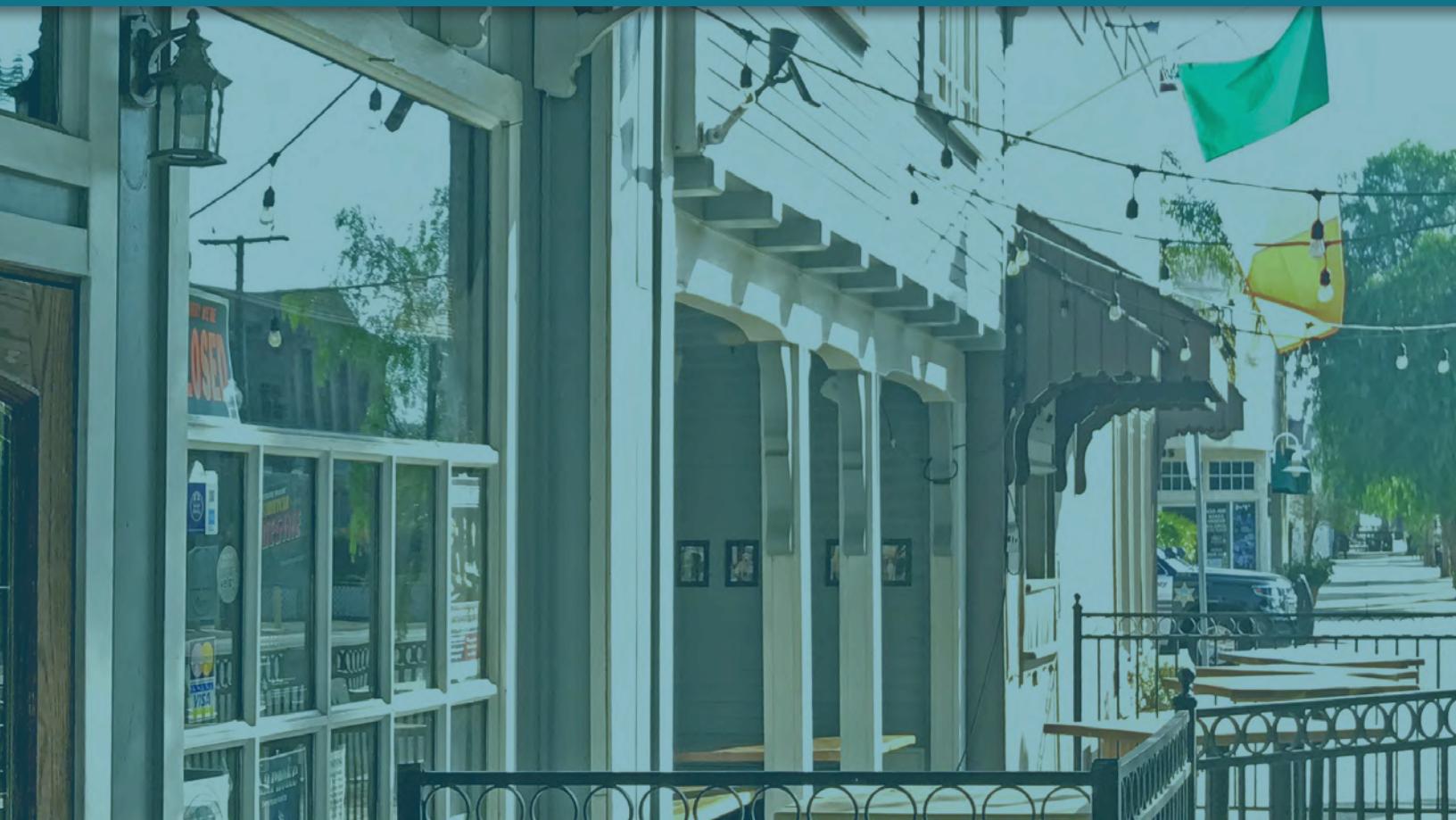
Following the adoption of the General Plan, the Plan will be implemented through a variety of ordinances, programs, and activities. These specific implementation actions are described in Chapter 10 and are referenced by applicable policies for each Element. A priority will be to review Moorpark's land use regulations and procedures to ensure that they are consistent with the General Plan 2050. The zoning map will require revisions for consistency with the General Plan Land Use Plan Diagram and the Zoning Code will be revised to reflect the 2050 land use classification system and density/intensity and design and development policies.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, the Plan may be amended up to four times annually.

Requests for amendments may be submitted by individuals or initiated by the city itself. Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.



Land Use



2.1 INTRODUCTION

2.1.1 Legislative Foundation

The most fundamental decisions in planning begin with land use: what to put where. Land use planning envisions the future of a city and interacts with all other elements of planning. At its best, the land use element reflects Moorpark's vision; promotes thoughtful, equitable, and accessible distribution of different land uses, including residential, commercial, industrial, agricultural, and open space; and aligns well with other general plan elements. The land use element is also used as a tool to improve public health, reduce infrastructure costs, enhance local economies, and address long-term environmental issues such as climate change and water resources.

Government Code § 65302 requires each city to adopt a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways and other categories of public and private uses of land.

2.2 OUR STARTING POINT— MOORPARK IN 2022

2.2.1 Land Uses

Moorpark's physical setting and history provide context for understanding its land uses and development form. The core of the community resides in a valley framed by hillsides to the

north and south, historically used for agriculture and converted over time to suburban and urban uses. Its earliest settlement was concentrated on the valley floor, which primarily expanded southerly into the hillsides flanking the Tierra Rejada Valley. Enactment of the Ventura County Save Open-space and Agricultural Resources (SOAR) initiative and Municipal Services Boundary placed limits on the city's urbanized growth patterns.

Today, the city is characterized as a low-intensity suburban community containing a mix of residential neighborhoods, commercial corridors and centers, industrial districts, civic and educational facilities, parklands, and open spaces. **Figure LU-1** depicts the city's existing uses.

Residential uses represent the largest portion of land uses in the city, occupying approximately 2,072 acres (28% of its area). Single-family residential uses (including mobile homes and rural residential) are the predominant form of housing (22%) and are distributed throughout the city, while multifamily residential units occupy 202 acres (3%) and are largely concentrated south of and adjoining Los Angeles Avenue.

Commercial uses occupy approximately 152 acres (approximately 2% of the city). These are primarily located along Los Angeles Avenue/California State Route 118 (SR-118), with scattered clusters on Moorpark Avenue, adjoining Moorpark College, and on other primary streets and intersections. Commercial buildings range from big-box stores in multitenant shopping centers to individual neighborhood grocery stores and fast-food businesses on individual parcels. A number of the centers contain vacant buildings and

storefronts that, before the onset of the COVID pandemic, were impacted by the transition of customers to on-line retailing. Mission Bell Plaza and Varsity Park Plaza exhibit high levels of vacancy.

Office uses comprise approximately 37 acres in the city (0.5% of its land area). Office uses are primarily clustered on properties abutting the Los Angeles Avenue/State Route-23 (SR-23) interchange, the business park to the east of Princeton Avenue, and in the downtown area. Offices can be found in structures like the Carton Professional Building on High Street that houses multiple small businesses and is interspersed among a mix of uses, to large steel frame and concrete, multistory complexes occupied by a single corporation in multitenant business parks.

There are approximately 280 acres of **industrial development** in the city (4% of the total land area). These uses include light industrial, manufacturing, open storage, and wholesale and warehousing uses. They are primarily concentrated in two areas, one on lands abutting the Los Angeles Avenue/State Route-23 interchange and the other in the western portion of the city between Los Angeles Avenue, Poindexter Avenue, and Gabbert Road. As of the date of this analysis, few vacancies exist in industrial buildings.

Education uses consist of preschool, elementary, K-8, middle, and high school as well as Moorpark College and cover approximately 296 acres in the city (4% of its land area). Generally, schools are located in residential neighborhoods, with Moorpark High School located on Tierra Rejada Road. Moorpark College is a 150-acre community college campus in the city's northeast and north of

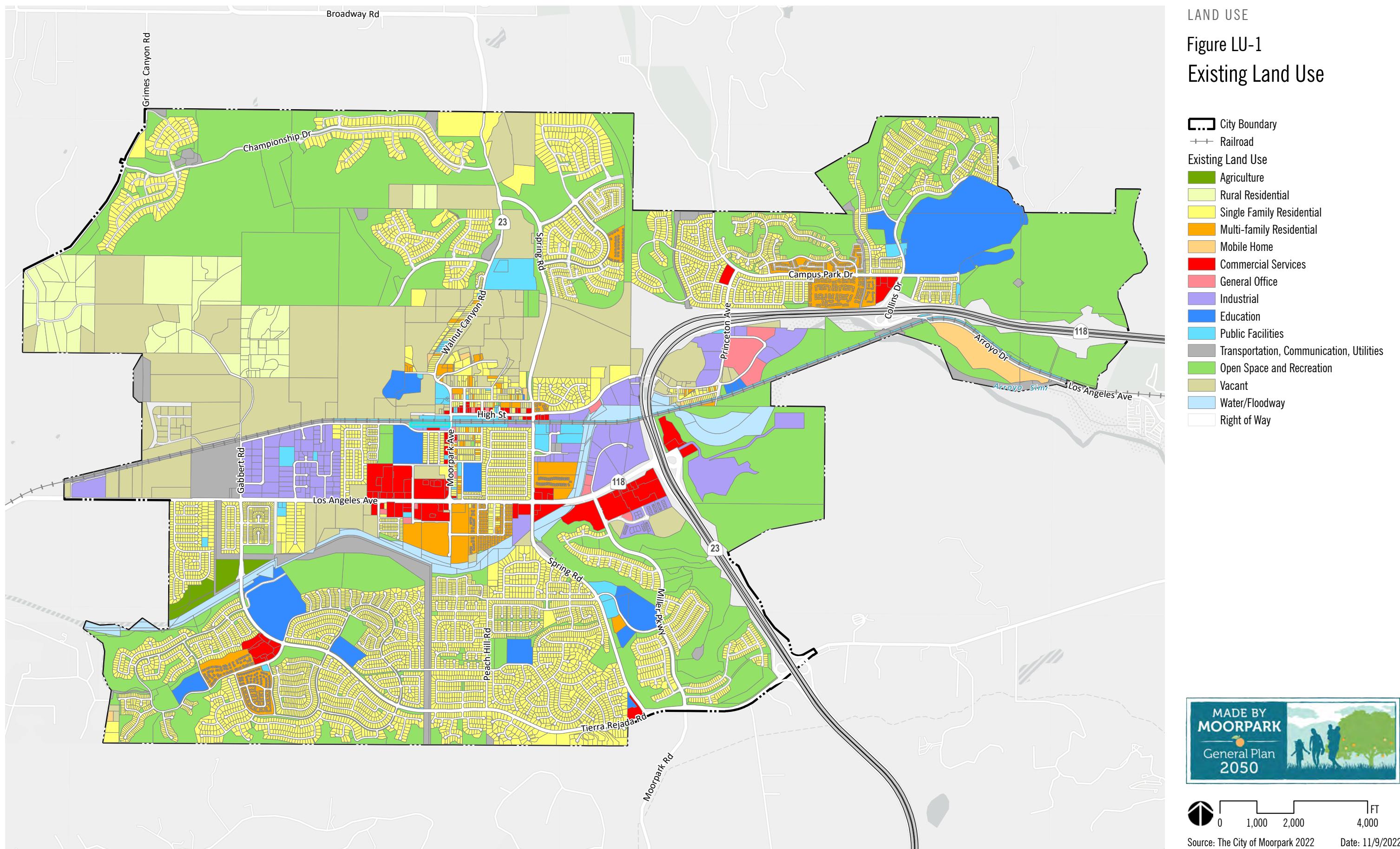
SR-23 with an enrollment of approximately 15,000 students.

Public facility and quasi-public uses include local, County, and state government offices, police and sheriff stations, fire stations, major healthcare and medical centers, and religious institutions. These occupy 101 acres (approximately 1% of the land) and are scattered throughout the city.

Open space and recreation land uses consist of golf courses, local parks, regional parks, and other reserved open spaces and natural areas. With the exception of golf courses, these properties are in public ownership. Open space and recreation areas occupy 2,240 acres (28% of the city's land)—the second largest land use by area. Parks are generally within or adjoining residential neighborhoods. The greatest density of parklands is in the southern half of the city, consistent with the distribution of residential neighborhoods. Open space generally consists of undeveloped hillsides not designated for future development and areas abutting the Arroyo Simi. Most of these areas are in the city's northwest and eastern foothills.

Agricultural land uses consist of cropland, pasture, orchards and vineyards, nurseries, and ranches and occupy approximately 29 acres in the city (0.5% of its land area). These uses are primarily on the city's western edge immediately north of the Arroyo Simi.

LAND USE
Figure LU-1
Existing Land Use



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Transportation, communications, and utilities land uses consist of railroads, facilities, utilities, and water storage and occupy approximately 217 acres, or 3% of the city's land. Included in this category are the railway used by Metrolink and Amtrak, SR-23 and SR-118, power transmission line rights-of-way, and water tanks. The rail and utilities rights-of-way divide the city: the railway divides Moorpark into northern and southern halves and the power line right-of-way divides the southwest area of the city from the rest of Moorpark.

Approximately 13% of the city's land is **vacant** and potentially available for development. The majority of these lands are characterized by their topography with moderate to steep slopes. The largest contiguous area is located west of downtown, north of Poindexter Avenue, with others scattered throughout residential subdivisions in the southern and northern portions of the city. In flatland areas, vacant sites are found in the downtown area on or near the High Street corridor and along Los Angeles Avenue. Specific Plans have been adopted to guide development of a number of these areas, which may incorporate permanent open spaces for recreation and preservation of natural topography and habitat.

Water courses, such as the Arroyo Simi and water detention areas, comprise approximately 141 acres in the city, representing 2% of its total land area.

Public right of way, such as roadways and their adjacent landscaped areas, comprise approximately 1,155 acres in the city, representing 14% of its total land area and 26% of its urbanized land area.

2.3 OUR STARTING POINT— LAND USE PLANNING ISSUES

Key planning issues considered in formulating the Land Use Plan and goals and policies are summarized as follows:

1. Inherently, Moorpark's location in the Southern California region, natural setting, and desirability as a place to live will subject it to demands for new housing, commercial, and other development. The challenge for the future will be how to manage growth and sensitively integrate new development in a manner that protects those assets that contribute to the city's character and quality of life.
2. The characteristics distinguishing Moorpark's suburban and low-density pattern of development are those that necessitate primary travel and access by the automobile. An imbalance of jobs and housing and lack of businesses desired by residents results in extensive commutes by residents to destinations outside of the city, significantly impacting local contributions of air pollutants and greenhouse gas emissions and the lifestyles and health of residents.
3. The *2021-2029 Housing Element* identifies a deficit of housing to meet the needs of current and projected resident populations. Areas need to be planned at sufficient densities to accommodate a diversity of housing types at every income level. As Moorpark develops in the future, the Housing Element envisions a mix of infill residential development, including compact residential and mixed-use developments

within the Los Angeles Corridor, along with new neighborhoods, such as Hitch Ranch. These new housing types are needed to accommodate emerging demographic trends and their associated housing and support service needs.

4. In concert with residential development, it will be increasingly important to provide a mix of health-serving land uses (e.g., health facilities, community services, social services, parkland and open spaces, education, and other land uses that support resident needs). Achieving fairness and equity in the provision and access to these community resources for residents will be a guiding principle in decision-making.
5. A number of commercial centers exhibit comparative high rates of vacancy due to trends for on-line retailing. Their format and layout place them at a disadvantage to neighboring lifestyle centers and walkable retail districts. Market analyses suggest the total zoning capacity for commercial development today exceeds that likely to be supportable in the near future.
6. Similarly, existing commercial uses primarily serve the day-to-day needs of local residents who must drive to Thousand Oaks, Simi Valley, or further to make most major purchases diminishing the local capture of resident disposable income and revenue for the city, as well as impacting the number of vehicle trips and their impacts.
7. Office and industrial uses offer a limited range of job opportunities corresponding to the education and skills of Moorpark's residents, with 90% commuting to jobs outside of the city while 85% of the local jobs held by those from other cities. At the

same time, the industrial parks do not offer the mix of supporting uses and amenities of contemporary business parks that make them attractive for the work force (recreation facilities, small restaurants, etc.).

8. As all cities, Moorpark is faced with rapid technological changes that affect the capabilities of its infrastructure, services, and ability to attract emergent industries and businesses pioneering in the use of these.
9. Moorpark College is a commuter-oriented campus attracting students from the greater region. While physically a part of the city, in many respects it functions as an island where students and faculty congregate and go home in the evening with very little participation and engagement in the Moorpark community.
10. Future growth and development is constrained by the physical geography and legal limitations on the extension of development into agricultural lands to the south and west of the city. While some vacant lands are available for development, as Moorpark grows it will be faced with the challenge of accommodating development within the fabric of existing uses and as infill.
11. Generally, there is a mismatch of development densities and intensities permitted by the current General Plan with the scale necessary to achieve an economically feasible project. The current Plan's maximum residential density (15 units per acre) is below the minimum necessary to support the development of housing that is affordable to lower income households. Similarly, the maximum intensity for commercial (FAR of 0.25) is sufficient to

support commercial development with extensive surface parking, but inadequate for more contemporary developments where buildings are clustered along plazas and walkways and outdoor amenities incorporated to foster pedestrian activity. The Plan's FAR limit of 0.38 for industrial is also problematic and is inconsistent with recent developments in the city's industrial business parks where buildings typically range from 0.5 to 0.8 FAR.

2.4 OUR PLAN FOR THE FUTURE—MOORPARK IN 2050

2.4.1 Overview

As a healthy, growing city, Moorpark's focus is on how to accommodate growth and change while preserving and enhancing the qualities and characteristics that make it such a desirable place to live. The city recognizes that the quality of life for its residents is dependent on recognizing its heritage and natural setting, while acknowledging that the next wave of development will involve it maturing into a balanced community, with a broader, and economically sustainable, mix of land uses and choices for its residents.

As extensive portions of Moorpark's lands have been developed and limited vacant areas are suitable for new construction, **development will be largely focused inward** as expansion, infill, and/or replacement of existing uses. Consistent with the Vision Statement, the General Plan's land use goals and policies strategically target and shape future development to **protect existing residential neighborhoods, economically successful**

commercial and industrial districts, and parks and open spaces. Change will occur on lands that offer opportunities for enhancement, such as commercial centers with expansive and underused parking lots and businesses that have closed or are marginally surviving, and in areas where business prosperity, job opportunities, and civic activity can be strengthened. At the same time, vacant lands adjoining existing development afford the opportunity to accommodate new uses that compatibly extend neighborhoods and districts that are sensitively integrated and reflect their natural setting.

Moorpark's **residential neighborhoods** are in many respects the "heart of the community." The Plan's goals and policies recognize their importance and diversity through preservation of the historic neighborhoods in the city's core, those in planned hillside communities, and multi-family neighborhoods adjoining business corridors. The need for affordable and livable housing for all is of paramount concern, as discussed in the Housing Element, and the Land Use Plan creates capacity for development of a diversity of housing units including single family, townhomes, apartments, and in buildings and on properties integrated with commercial and office uses.

Consistent with long-term intentions, **the High Street corridor** is recognized as the historic center of Moorpark offering the opportunity to be enhanced as its symbolic and functional center of community identity and culture with vitalized and pedestrian-active businesses, housing, and transit-oriented development. Improved streetscapes and public spaces contribute to the corridor's function as an

outdoor "living room" for gatherings and events.



North side of High Street with businesses oriented and accessible to street frontage.

A variety of **commercial centers** offer opportunities for residents to shop, do business, and be entertained near their neighborhood. While historically these centers have been oriented to access by the automobile and single destination shopping, Plan policies promote the development of a greater diversity of businesses that engage the consumer, create real-life experience, and inclusion of public spaces and pedestrian-oriented amenities. This enhances their desirability as places to shop, dine, and spend time with their neighbors and contributes to their economic prosperity. Commercial centers are differentiated by their role and markets with such places as the Moorpark Marketplace serving citywide and regional customers and the Campus Plaza, Moorpark Town Center, and Vons Center (Tierra Rejada Road) serving local shopping needs.

Plan policies support the opportunity for **the re-envisioning of commercial centers and corridors experiencing declining activity** for a mixture of uses that enable residents to live in proximity to places of shopping, dining, and entertainment. Integration of housing with

commercial uses has proven to reduce vehicle trips for residents of such projects, with cumulative benefits in reducing energy consumption, air pollution, and greenhouse gas emissions. For example, should the market not support full buildout and sustainability of retail businesses at Mission Bell Plaza, Plan policies support the development of new housing in concert with commercial uses, either on upper floors of buildings containing retail or office uses on the ground floor or as free-standing buildings, as illustrated in the conceptual plan below.



Illustrates revitalized development of the Mission Bell Plaza site by retention of existing buildings (shown in gray) replacement of others, and construction of new buildings on surface parking lots (color highlighted). Buildings contain a mix of retail and housing, front onto, and are oriented to new internal street grid with pedestrian-oriented amenities. Parking is consolidated in structures.

Housing developed on the Campus Plaza site with commercial uses to provides the opportunity for students and/or faculty to live in proximity to Moorpark College, as illustrated in the conceptual plan below.



Illustrates development of mixed-use (housing above retail) buildings on surface parking lots on the Campus Plaza site.

Similarly, corridors that have historically been zoned to exclusively accommodate commercial uses, such as Moorpark Avenue, may allow the development of housing where there is insufficient commercial market.

As the scale of land available **for industrial development** is limited, policies target new businesses as infill within and complementary to the existing industrial clusters flanking the community core in the east and west. The Spring Road/Princeton Avenue Industrial Park is envisioned to evolve over time responsive to changing industrial markets and technologies and inclusion of uses that support employees and promote nighttime uses, such as health clubs, restaurants, and wine bars/brew pubs. In the long term, the concrete batching operations on Princeton Avenue may be phased out offering the opportunity to be redeveloped for a master-planned industrial park containing multiple tenants in a park-like campus setting.

Moorpark is recognized as a healthy community and residents value their health and wellbeing. As Moorpark matures, the General Plan land use plan is intended to allow for land uses that can accommodate a mix of **community services** coupled with a calendar of active events and celebrations where families, youth, and seniors

can have their health, recreational, educational, and social needs met. Achieving fairness and equity in accessing and benefiting from community services will continue to guide city priorities.



One of numerous events attracting broad community participation conducted annually in Moorpark.

Plan policies complement the elements of the built land use environment with a network of **parklands, greenways, trails, and open spaces** described in the *Open Space, Parks and Recreation Element*. The Arroyo Simi with its parklands, planned trails, and natural areas crosses Moorpark and functions as the central spine that ties together the city's neighborhoods and districts.



Arroyo Simi channel located adjoining Arroyo Vista Community Park. Opportunity to develop trails and greenways along its length throughout the city.

2.4.2 Land Use Diagram

Development in Moorpark will be guided by the Land Use Diagram, which defines categories of use and standards of population density and building intensity, for all lands within its jurisdictional boundaries, consistent with the requirements of the California Government Code (section 65302(a)). Referred to by the California courts as the “constitution” for all future development, any decision regarding land use must be consistent with the Diagram, including zoning and land use entitlements.

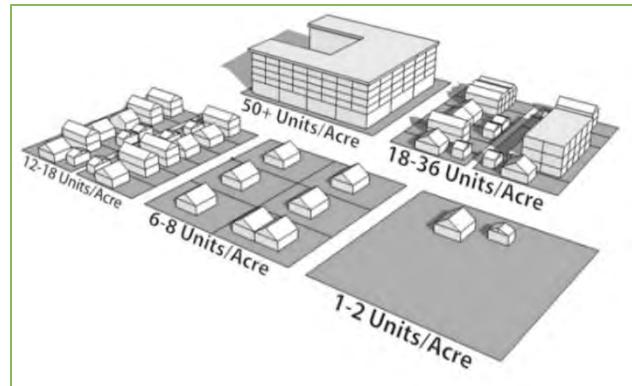
Figure LU-2 presents the Land Use Diagram and the text below describes the general uses and densities/intensities permitted for each land use category.

The Land Use Diagram represents the culmination of extensive conversations and input from the community regarding their aspirations for the types of use and its physical form and character that are appropriate for all properties in the city. It is not a Plan driven by targets for population and employment growth, but rather by the expressed values about the intended character of the city’s neighborhoods and districts.

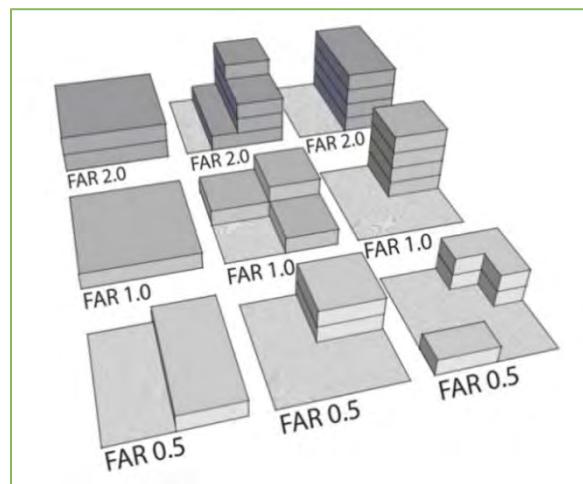
Development Standards Definitions

Residential Uses

Standards of building density for residential uses are stated as allowable *dwelling units per net acre (du/ac)*. Standards of population density can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons assumed for the applicable residential designation, as specified below.

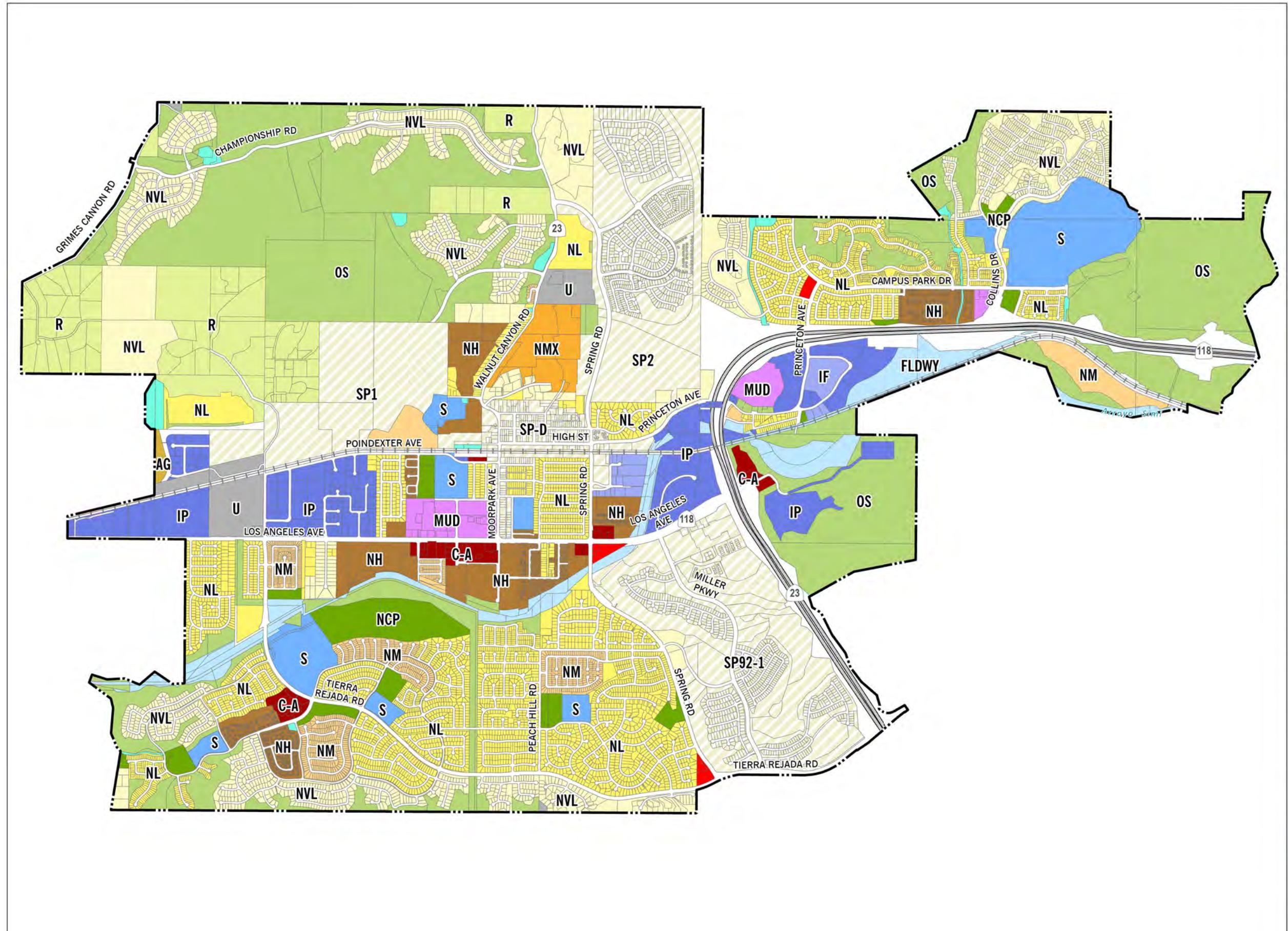


This illustration shows different densities for residential development on a similarly sized lot. This graphic is intended only to show the relative differences between residential developments at various densities and does not represent a density standard for this General Plan.



This illustration shows how various building configurations represent different FARs of 0.5, 1.0, and 2.0 on a similar sized parcel. This graphic is intended only to show the relative differences in FAR and does not represent an intensity standard for this General Plan.

LAND USE
Figure LU-2
Land Use Diagram



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Non-Residential Uses

Standards for building intensity for non-residential uses such as commercial, industrial, and mixed-use development are stated as *floor-area ratios (FARs)*. In the case of mixed-use developments that incorporate residential uses, the FAR includes residential building square footage and the density range is not applicable. In this case, the number of potential housing units can be calculated by dividing the square footage allocated to housing by an average unit size of 1,000 square feet.

FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, and so on). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.5 will allow 12,500 square feet of usable building floor area to be built regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two stories, or 12,500 square feet on one floor). On the same 25,000 square foot lot, a FAR of 0.8 would allow 20,000 square feet of usable floor area and a FAR of 1.5 would allow 37,500 square feet of usable floor area. The diagram above depicts various building configurations representing FARs of 0.5, 1.0, and 2.0.

Land Use Categories

The following describes the categories of uses and their associated maximum densities/intensities to be permitted on properties throughout the city. The accompanying photographs are illustrative of their intended

scale and character and not architectural design.

Residential

Rural (R, 1 du/ac): This designation is intended to allow development of residential estate lots on minimum one-acre lots or using clustering techniques for areas characterized by significant site constraints, (rugged topography, steep slopes, lack of services, limited access, etc.), or areas of important visual and natural resources.



Illustrates typical rural housing located in the foothills and edges of the city.

Neighborhood Very Low/Estate (NVL, 3 du/ac): Housing developed on minimum 1/3-acre lots, which may include estate-type units in planned residential subdivisions with extensive trail systems and open spaces; and on the edges of the city.



Illustrates typical large lot estate housing located primarily in hillside areas and planned residential developments in the north and south sides

Neighborhood Low (NL, 8 du/ac): This designation includes single-family neighborhoods at a variety of densities. The purposes are to (a) protect existing single-family areas and provide for infill development within these areas at a similar scale as the surrounding residential context and (b) provide for the development of new single-family subdivisions on large vacant properties comparable in scale with existing single-family neighborhoods.



Illustrates typical single family detached units, the predominant form of existing housing in Moorpark.

Neighborhood Medium (NM, 24 du/ac): This designation includes a mix of lower-scaled attached multi-family homes, referred to as

"missing middle" housing types, often close to existing or proposed retail and commercial areas.



Illustrates courtyard ownership or rental housing with units clustered on a property around shared open spaces and amenities,

Neighborhood High (NH, 32 du/ac): This designation includes a mix of attached multi-family housing types, within walking distance of retail, services, and major centers of activity and transit stations.



Illustrates typical multi-family condominiums and apartments, with well-defined entries and off-set building elevations and heights to create visual interest and avoid the sense of large undifferentiated building blocks.

Neighborhood Mixed Density (NMX, 8 du/ac): This designation provides for a mix of housing types (such as single-family detached,

duplex and multiplex, courtyard housing, and townhomes) within a large planned development area, with recreational amenities, community meeting rooms, and/or small neighborhood-serving retail, and extensive open spaces and trail systems.



Illustrates the integration of multiple housing types within the same neighborhood block including single-family detached, duplex, and low-rise townhouses.

Commercial

Neighborhood Commercial (NC, .35 FAR):

This designation applies to small parcels, typically 1 to 5 acres in size, providing convenience-type retail, neighborhood offices, and service activities in 1 story buildings designed to serve the immediate neighborhood accessible by car, bicycle, and on-foot.



Illustrates small commercial center with uses predominantly serving adjoining residential neighborhoods and incorporation of pedestrian-oriented plazas and amenities. (Location: Calabasas).

Commercial Center – Auto (C-A, .5 FAR): This designation provides for commercial areas with a wide range of retail and service activities (generally larger than 5 acres). Intended uses include community shopping centers, department stores, furniture and appliance stores, restaurants, automotive uses, office and professional services, and business support services. This designation encourages the grouping of commercial outlets into consolidated centers with direct access to major roads, arterials and/or freeways.



Illustrates typical multi-tenant commercial center containing anchor retail use, restaurants, and similar uses with extensive surface parking lots. (Location: Vons Center, Tierra Rejada Road and Mountain Trail Street).

Mixed Use

Mixed Use Low (MUL, 1.5 FAR): This designation provides for neighborhood-serving goods and services and multi-family residential in a mixed-use format (vertical or horizontal). Buildings in this designation will be designed to be walkable with wide sidewalks, active frontages, and minimal setbacks from the back of the sidewalk.



Illustrates buildings containing ground level commercial and office use and housing on upper floors, with shared open spaces and amenities. Building heights modulated to reduce sense of mass. (Location: Thousand Oaks Boulevard).

Mixed Use Medium (MUM, 2.0 FAR): This designation provides for a mix of commercial, office, and housing development in buildings with an additional story in height to achieve project feasibility. Buildings will contain active ground floor uses located at or near the sidewalk with housing or office next to or above.



Illustrates building integrating ground level commercial and housing on upper floors, with additional height and greater building modulation to reduce sense of mass. (Location: Redwood City, CA).

Mixed Use District (MUD, 2.0 FAR): This designation applies to larger sized properties developed with a mix of uses that may include buildings developed for a single use (such as retail, office, restaurant, and housing) and/or structures that integrate multiple uses vertically (such as housing above ground level retail). Typically, such projects establish a compact, walkable, "village-like" environment where buildings are grouped along external and internal street frontages and pedestrian-oriented pathways, plazas, and open spaces, with parking located in structures or subterranean. A model for the redevelopment of underutilized commercial centers.



Illustrates site developed with a mix of free-standing commercial and housing buildings and those integrating housing above ground level retail. Buildings are accessible and oriented to street frontage, with extensive shared open spaces and pedestrian-oriented amenities. (Location: Uptown District, San Diego).

Industrial

Industrial Park (IP, 1.0 FAR): This designation applies to properties developed with multiple industrial (light manufacturing), research and development, offices, and other buildings containing one or more tenant and limited support uses, with surface parking lots. Some areas developed with landscapes and streetscapes to convey a "campus-like" environment. Truck access to individual businesses is normally required.



Illustrates multi-tenant industrial buildings developed with extensive open spaces and pedestrian-oriented amenities.

Industrial Flex (IF, 1.0 FAR): This designation applies to properties developed predominately

for with uses permitted by "Industrial Park" category allowing the integration of ancillary and a diversity of specialty commercial uses, such as restaurants, brew pubs, reproduction facilities, overnight accommodations, and similar uses that activate the area in the evening and on weekends. Truck routes and hours of operation are limited to prevent conflicts with customers.



Illustrates integration of arts and crafts stores, restaurants, brew pubs, and similar uses in a predominant industrial district. (Location: Funk Zone, Santa Barbara).

Agriculture

Agriculture (AG, .1-.025 FAR): This designation applies to land used for the growing and harvesting of crops and raising livestock.

Open Space and Parks

Open Space (OS, .1-.025 FAR): This designation identifies those open space lands which contain various development constraints such as slope gradient, soil and geotechnical hazards, plus other environmental concerns, access, and availability of public services. This designation also includes permanent open space areas which function to preserve visual resources and natural areas, buffer communities and provide relief from noise and crowding of urban development, maintain environmentally

hazardous areas, etc. This designation allows for trails and recreational use where the open space is adjacent to existing recreational areas.



Expansive open spaces and hillsides surround Moorpark.

Neighborhood/Community Park (NCP): This designation applies to properties developed for active and passive recreational activity serving a neighborhood or the larger community. Natural open areas may be preserved and integrated into the park. Ideally, a park is located within a quarter mile of every residence.



Parks are distributed throughout and accessible to Moorpark's neighborhoods. (Location: Miller Park).

Public

School (S): Public school sites of all levels, elementary through high school, as well as the Moorpark College facility are all identified by this classification.



Schools are distributed throughout Moorpark. (Location: Moorpark High School).

Utilities (U): This designation identifies major public utility facilities such as electricity substations and transmission lines; sewage collection and treatment; water storage, treatment, and distribution; telecommunication equipment; and storm drainage systems.

Public/Institutional (PUB): This designation identifies public facilities, including: government buildings, libraries, fire stations, non-profit organization buildings, and community service centers but excludes jail facilities.

Floodway (FLDWY): This designation identifies the floodway of the Arroyo Simi as identified by the Federal Emergency Management Agency (FEMA). Habitable structures are prohibited.

Freeway Right-of-Way (FRWY-R/W): This designation identifies street, freeway, and railroad rights-of-way within the city.

Specific Plans

Hitch Ranch Specific Plan (SP-1): The approved Hitch Ranch Specific Plan includes the development of 755 residential units (372 single-family and 383 multi-family), public parks, associated roadways and infrastructure, as well as expansive open space, trails, and manufactured slopes. Hitch Ranch is generally

located north of Poindexter Avenue, west of Casey Road, and extending approximately 1,700 feet to the west of Gabbert Road.

Moorpark Highlands Specific Plan II (Sp-2):

The Moorpark Highlands Specific Plan II, adopted June 1999, covers a 445-acre site in the northern section of Moorpark. It guides the phased development of a new residential neighborhood with supporting parks and schools balanced by the preservation of surrounding open spaces. The plan is nearing buildout, with a few residential parcels remaining to be developed.

Carlsberg Specific Plan (SP-92-1): The Carlsberg Specific Plan, adopted October 30, 1990, and subsequently amended on September 7, 1994, covers a 500-acre site in the southeastern area of Moorpark. The Specific Plan, which has been substantially implemented, includes a mix of uses, including residential (154 acres), subregional retail/commercial/business park (40 acres), open space (220.4 acres), nature preserve (9 acres), park space (6.5 acres) and institutional (7 acres). The remaining development activity is centered on vacant sites at the Patriot Commerce Center. The GPAC members have recommended Industrial Flex uses for these vacant parcels.

Downtown Specific Plan (SP-D): The Downtown Specific Plan, adopted October 7, 1998, and most recently amended July 15, 2020, encompasses the Moorpark Downtown Area and Old Moorpark along and surrounding Moorpark Avenue and High Street. The plan envisions transforming Downtown Moorpark into a vibrant commercial and residential destination in the heart of the city. The Downtown Specific Plan furthers the vision for the overall revitalization of the downtown and

implements design standards, guidelines, and a strategy for business attraction and development of the city-owned parcels in the downtown area. The GPAC members have recommended that the Specific Plan be amended to allow for uses conforming to the Mixed-Use Medium designation along High Street and for uses conforming to the Mixed-Use Low designation along Moorpark Avenue. This district allows residential densities from 7 to 32 dwelling units per acre and commercial intensities between .25-2.0 FAR.

Development Capacity

The Land Use Plan's estimate of development capacity (see **Table 2-1**) represents the acreage and maximum number of housing units and building square feet that could occur by 2050. It is not a projection or mandate but represents what could occur under normal market conditions should lands be developed for the uses and densities/intensities defined by the Plan. Its calculation is based on the preservation of existing neighborhoods for current uses and densities with new development targeted as infill of vacant properties and reuse of retail properties containing uses no longer supportable by the marketplace.

Table 2-1
Land Use Plan Development Capacity

Land Use	Acreage		Housing Units	Building SF
	Acres	% Total		
RESIDENTIAL				
Rural	394.2		382	
Neighborhood Very Low	979.7		2,624	
Neighborhood Low	808.0		4,532	
Neighborhood Mixed Density	67.5		568	
Neighborhood Medium	157.6		1,220	
Neighborhood High	254.6		3,143	
MPK Highlands SP	388.0		548	
Accessory Dwelling Units			480	
<i>Sub-Total</i>	3,335.4	41.88%	13,497	0
COMMERCIAL				
Neighborhood Commercial	12.3			173,532
Commercial-Auto	51.4			606,377
<i>Sub-Total</i>	63.7	0.80%	0	779,909
MIXED USE				
Mixed Use District	70.6		1,088	675,267
Mixed Use Medium	7.7		100	796
Hitch Ranch SP	285.8		755	6,398
Downtown SP	93.5		961	1,092,991
Carlsberg SP	450.1		554	1,387,495
<i>Sub-Total</i>	528.4	6.62%	3,458	3,162,947
INDUSTRIAL				
Industrial Park	352.3		3	6,797,695
Industrial Flex	39.2			1,153,815
<i>Sub-Total</i>	391.5	4.90%	3	7,951,510
PUBLIC				
School	258.9			1,314,684
Public Facility	28.1		1	113,487
Park	138.7		1	39,966
<i>Sub-Total</i>	425.7	5.33%	2	1,468,137
UTILITIES AND CORRIDORS				
Utility	46.2			39,971
Rights-of-Way	1,035.8			
Floodway	206.2			
<i>Sub-Total</i>	1,288.2	16.13%	0	39,971
OPEN SPACE				
Open Space	1,842.0		64	164,609
Agriculture	15.5			
<i>Sub-Total</i>	1,857.5	23.27%	64	164,609
TOTAL	7,983.9		17,025	13,567,083

2.5 Moorpark City Urban Restriction Boundary

Introduction

The electorate of the City of Moorpark have, through the initiative process, adopted an urban growth boundary line denominated the Moorpark City Urban Restriction Boundary (Moorpark CURB). Its purpose, principals, implementation procedures, and methodologies for amendment are set forth in this Section.

2.5.1 PURPOSE

The City of Moorpark and surrounding area, with its unique combination of soils, microclimate and hydrology, has become one of the finest growing regions in the world. Vegetable and fruit production from the County of Ventura and in particular production from the soils and silt from the Arroyo Simi, the entire Calleguas watershed, the Tierra Rejada Valley, and alluvial plains adjacent to the City have achieved international acclaim, enhancing the City's economy and reputation. The purpose of the Moorpark CURB is:

- A. To promote stability in long term planning for the City by establishing a cornerstone policy within the General Plan designating the geographic limits of long term urban development and allowing sufficient flexibility within those limits to respond to the City's changing needs over time;
- B. To encourage efficient growth patterns and protect the City of Moorpark's quality of life by concentrating future development largely within existing developed areas

consistent with the availability of infrastructure and services;

- C. To promote on lands outside the Moorpark CURB line ongoing natural resource and open-space uses as defined in Government Code Section 65560(b), such as preservation of natural resources, public and private outdoor recreation, uses that foster public health and safety, and productive investment for farming enterprises;
- D. To manage the City's growth in a manner that fosters and protects the "small town" and semi-rural character of Moorpark while encouraging appropriate economic development in accordance with the City's unique local conditions;
- E. To allow the City to continue to meet its reasonable housing needs for all economic segments of the population, especially low and moderate income households, by directing the development of housing into areas where services and infrastructure are more efficiently available; and
- F. To ensure that the preservation and protection of (1) open-space, (2) environmentally sensitive habitat, and (3) agricultural production are inviolable against transitory short-term political decisions and that watershed, viewshed, open-space, and agricultural lands are not prematurely or unnecessarily converted to other nonagricultural or non-open-space uses without public debate and a vote of the people.

2.5.2 PRINCIPLES

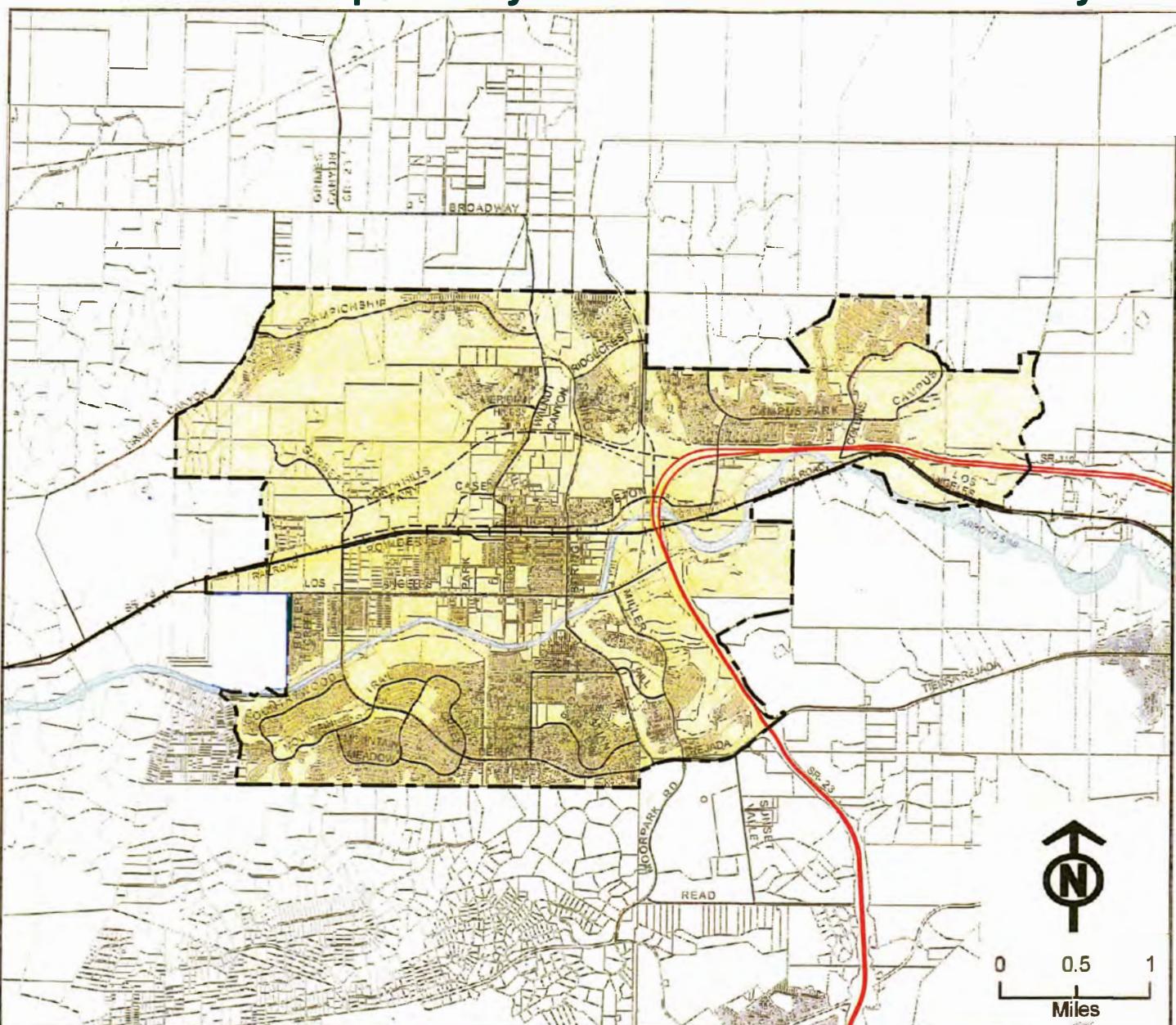
- A. Continued urban encroachment into open-space, viewshed, watershed and agricultural areas will impair agriculture, negatively impact sensitive environmental areas, and intrude on open-space irrevocably changing

its beneficial utility. By diminishing such beneficial uses, urban encroachment also diminishes the quality of life and threatens the public health, safety, and welfare by causing increased traffic congestion, associated air pollution, alteration of sensitive lands in flood plains and causing potentially serious water problems, such as pollution, depletion, and sedimentation of available water resources not only for the City of Moorpark but for its jurisdictional neighbors. Such urban sprawl would eventually result in both the unnecessary, expensive extension of public services and facilities and inevitable conflicts between urban and open-space/agricultural uses.

- B. The unique character of the City of Moorpark and quality of life of City residents depend on the protection of a substantial amount of open-space, watershed and agricultural lands. The protection of such lands through the implementation of this General Plan Amendment by initiative not only ensures the continued viability of agriculture, but also protects the available water supply and contributes to flood control and the protection of wildlife, environmentally sensitive areas, and irreplaceable visual and natural resources. As importantly, adopting a City Urban Restriction Boundary around the City of Moorpark will promote the formation and continuation of a cohesive community by defining the boundaries and by helping to prevent urban sprawl. Such a City Urban Restriction Boundary will promote efficient municipal services and facilities by confining urban development to defined development areas.

2.5.3 IMPLEMENTATION OF CURB

- A. The City of Moorpark established and adopted a Moorpark City Urban Restriction Boundary (Moorpark CURB) line in 1999. The Moorpark CURB was established coterminous with and in the same location as the Sphere of Influence line established by the Local Agency Formation Commission as it existed as of January 1, 1998, or as altered or modified pursuant to the Amendment Procedures set forth below. Graphic representation of that line is shown at **Figure LU-3, Exhibit A – Moorpark City Urban Restriction Boundary**. With one minor deviation in the south eastern portion of the City the CURB line tracks the City limits.
- B. Until December 31, 2050, the City of Moorpark shall restrict urban services (except temporary mutual assistance with other jurisdictions) and urbanized uses of land to within the Moorpark City Urban Restriction Boundary, except as provided herein, and except for the purpose of completing roadways designated in the circulation element of the Moorpark General Plan as of January 1, 1998 construction of public potable water facilities or public parks. Other than for the exceptions provided herein, upon the effective date of this General Plan Amendment the City and its departments, boards, commissions, officers and employees shall not grant, or by inaction allow to be approved by operation of law, any general plan amendment, rezoning, specific plan, subdivision map, conditional use permit, building permit or any other ministerial or discretionary entitlement, which is consistent with the purposes of this Section, unless in accordance with the Amendment Procedures of Section 2.5.4.

Figure LU-3**EXHIBIT A: Moorpark City Urban Restriction Boundary****Legend**

- CURB Boundary
- Freeway
- Major Streets
- Proposed Streets
- Parcels
- Moorpark City Limits

Sources:
City of Moorpark, November 2008
County of Ventura GIS data, October 2008
Prepared: November 2008

Note: A copy of the City's CURB Figure is available for download at <http://www.ci.moorpark.ca.us> or for purchase at Moorpark City Hall, 799 Moorpark Avenue, Moorpark, CA 93021.



CC ATTACHMENT 3

City of Moorpark

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- C. "Urbanized uses of land" shall mean any development which would require the establishment of new community sewer systems or the significant expansion or extension of existing community sewer systems; or, would result in the creation of residential lots less than 20 acres in area; or would result in the establishment of commercial or industrial uses which are not exclusively agriculturally-related.
- D. The Moorpark City Urban Restriction Boundary may not be amended, altered, revoked, or otherwise changed prior to December 31, 2050, except by vote of the people or by the City Council pursuant to the procedures set forth in Section 2.5.4.
- E. Implementation of this initiative will in no way preclude the Moorpark City Council from making land use decisions regarding lands inside the Moorpark City Urban Restriction Boundary.

2.5.4 AMENDMENT PROCEDURES

Until December 31, 2050, the foregoing Purposes, Principles and Implementation provisions of this Section of the Land Use Element may be amended only by a vote of the people commenced pursuant to the initiative process by the public, or pursuant to the procedures set forth below:

- A. The City Council may amend the City Urban Restriction Boundary if it deems it to be in the public interest, provided that the amended boundary is within or coextensive with the limits of said City Urban Restriction Boundary. A contracted CURB line as referenced herein may only be extended pursuant to the procedures set forth herein.
- B. The City Council, following at least one public hearing for presentations by an applicant and by the public, and after

compliance with the California Environmental Quality Act, may amend the City Urban Restriction Boundary in order to comply with State regulations regarding the provision of housing for all economic segments of the community, provided that no more than 10 acres of land may be brought with the CURB for this purpose in any calendar year. Such amendment may be adopted only if the City Council makes each of the following findings:

1. The City is in violation of State regulations regarding its fair share of housing stock.
2. The land is immediately adjacent to existing compatibly developed areas and the applicant for the inclusion of land within the Urban Restriction Boundary has provided to the City evidence that the Fire Department, Police Department, Department of Public Works, the Community Services Department, applicable water and sewer districts, and the School District with jurisdiction over such land have adequate capacity to accommodate the proposed development and provide it with adequate public services; and
3. That the proposed development will address the highest priority need identified in the analysis by which the City has determined it is not in compliance with State regulations, i.e., low and very low income housing; and
4. That there is no existing residentially designated land available within the Urban Restriction Boundary to accommodate the proposed development; and

5. That it is not reasonably feasible to accommodate the proposed development by redesignating lands within the Urban Restriction Boundary.
 - C. The City Council following at least one public hearing for presentations by an applicant and by the public, and after compliance with the California Environmental Quality Act, may amend the Urban Restriction Boundary described herein, if the City Council makes each of the following findings:
 1. The land proposed for receiving urban services, urbanized land uses, or inclusion within the Urban Restriction Boundary is immediately adjacent to areas developed in a manner comparable to the proposed use;
 2. Adequate public services and facilities are available and have the capacity and capability to accommodate the proposed use;
 3. The proposed use will not have direct, indirect, or cumulative adverse significant impacts to the area's agricultural viability, habitat, scenic resources, or watershed value;
 4. The proposed use will not adversely affect the stability of land use patterns in the area (i.e., the parcel affected will not introduce or facilitate a use that is incompatible with adjoining or nearby uses);
 5. The land proposed for reception of public services, urbanization or inclusion within the Urban Restriction Boundary has not been used for agricultural purposes in the immediately preceding 5 years and is unusable for agriculture due to its topography, drainage, flooding, adverse soil conditions or other physical reasons; and
 6. The land proposed for reception of public services, urbanization or inclusion within the Urban Restriction Boundary does not exceed 40 acres for any one landowner in any calendar year, and one landowner's property may not similarly be removed from the protections contemplated by this Initiative more often than every other year. Landowners with any unity of interest are considered one landowner for purposes of this limitation.
 7. Notice of such Proposed Modification is given according to the City's standard notice requirements to neighboring properties; and as well, not less than 30 days prior to the proposed modification appearing on the City Council agenda, to LAFCo, and to all individuals or organizations who or which have indicated a desire for such Notice by requesting the same by placing his/her/its name and contact information with the City Clerk.
- D. The City Council following at least one public hearing for presentation by an applicant and by the public, and after compliance with the California Environmental Quality Act, may amend the CURB if the City Council makes each of the following findings:
1. Failure to amend the CURB would constitute an unconstitutional taking of a landowner's property for which

- compensation would be required or would deprive the landowner of a vested right; and
2. The amendment and associated land use designations will allow additional land uses only to the minimum extent necessary to avoid said unconstitutional taking of the landowner's property or to give effect to the vested right.
- E. The City Council following at least one public hearing for presentations by an applicant and by the public, and after compliance with the California Environmental Quality Act, may place any amendment to the Urban Restriction Boundary or the provisions of this initiative on the ballot pursuant to the mechanisms provided by State law.
- F. The City Council may amend the CURB line location to encompass lands contemplated for construction of public potable water facilities or public parks, all uses exempted from the provisions of this General Plan Amendment by the provisions of Section 2.5.3, but only to the minimum amount necessary to accommodate said uses.
- G. The City Council may reorganize, renumber or reorder the individual provisions of the General Plan, including the provisions of this Section 8 sequence, in the course of ongoing updates of the General Plan in accordance with the requirements of State law.

2.5.5 GOALS AND POLICIES

Guided by the *Vision Statement*, the following goals and policies provide for strategic growth and change while protecting the important assets and characteristics contributing to Moorpark's identity and quality of life. These are

organized in three sections: goals and policies that address all uses and locations in the city, those relevant to specific categories of land use, and those uniquely applicable to specific districts in the city.

Policies provide for the protection of existing neighborhoods and targeting of new development to infill areas that are vacant or underutilized, at densities and scale that complement adjoining uses. Changes focus on enhancing the quality of life with a reduced need for automobile trips, increased walkability, improved connectivity among neighborhoods and districts, and the completion of cohesive and well-defined districts.

CITYWIDE

GOAL LU 1

DEVELOPMENT CAPACITY: SUSTAINABLE GROWTH THROUGH WELL-PLANNED DEVELOPMENT THAT PROVIDES FOR THE NEEDS OF MOORPARK'S RESIDENTS AND BUSINESSES, MAKES EFFICIENT USE OF LAND AND INFRASTRUCTURE, PROTECTS IMPORTANT ENVIRONMENTAL RESOURCES, PROMOTES THE HEALTH OF THE COMMUNITY, AND MAINTAINS THE UNIQUE CHARACTER DISTINGUISHING THE CITY AS A SPECIAL PLACE IN THE REGION.

LU 1.1

Growth respecting Moorpark's values and character:

Accommodate growth that is consistent with community values and complements the scale and character of Moorpark's residential neighborhoods, business districts, and natural environmental setting.

LU 1.2

Types and distribution of land uses:

Accommodate population and employment

growth attributable to the categories and standards for densities/intensities of the land uses depicted on the Land Use Diagram and as evaluated in the General Plan Program Environmental Impact Report (PEIR).

LU 1.3

Housing to meet resident needs: Review the city's land use inventory concurrent with Housing Element updates and, if necessary, modify the land use element to ensure that general plan policies are being adhered to and to provide an adequate up-to-date database for continuing development considerations.

LU 1.4

Public services to support growth: Coordinate new development and redevelopment of existing properties to ensure that the existing and planned capacity of public facilities and services shall not be adversely impacted.

LU 1.5

Development timing: Manage new development and redevelopment to ensure that it is orderly with respect to location, timing, and density/intensity; concurrent with the provision of local public services and facilities; and compatible with the overall community character.

LU 1.6

Development priorities: Prioritize infill and redevelopment of existing developed areas and immediately adjoining properties to achieve a seamless and connected development pattern, limiting expanded development outward into hillsides and natural areas.

GOAL LU 2

SPHERE OF INFLUENCE: A LOGICAL SPHERE OF INFLUENCE ENSURING CONSISTENCY WITH MOORPARK'S VISIONS AND VALUES.

LU 2.1

Growth beyond the city's boundaries:

Evaluate the appropriateness of expanding Moorpark's Sphere of Influence to manage conservation and uses adjoining the city boundary, consistent with the community's visions and values and consideration of the area's environmental resources, hazards, accessibility of infrastructure and services and local and regional growth policies and regulations.

LU 2.2

Process for considering future areas of growth: Participate in Ventura County Local Agency Formation Commission's five-year municipal service and Sphere of Influence reviews to identify appropriateness of any modifications to city's designated Sphere of Influence.

GOAL LU 3

LAND USE MIX: A MIX OF LAND USES THAT MEETS THE DIVERSE NEEDS OF THE MOORPARK COMMUNITY.

LU 3.1

Housing for all residents: Provide a mix of residential densities to accommodate the housing needs of all members of the community and address Moorpark's fair share of regional housing needs consistent with the Housing Element.

LU 3.2

Housing types: Provide for the development of a diversity of residential product types, lot sizes, and designs, unless determined by the city to be infeasible due to the size of the project.

LU 3.3

Broader mix of housing types: Facilitate the development of mid-range, or “missing middle,” housing units such as duplexes, multiplexes, courtyard homes, and townhomes.

LU 3.4

Reuse of declining commercial properties:

Promote the redevelopment of commercial centers and corridors that are underutilized, where businesses have closed, and do not exhibit supportable market demand for economically viable uses desired by the community.

LU 3.5

Mixed-use development: Provide for development projects that mix housing with commercial uses to enable Moorpark’s residents to live close to businesses and employment, reducing vehicle trips, and supporting social interactions.

LU 3.6

Industries and jobs: Prioritize the development of industries that have limited emissions, meet local, regional, and state air and water pollution control goals and standards, and are designed to be compatible with surrounding land uses.

LU 3.7

Transit-oriented development: Promote opportunities to develop uses that can economically benefit from their proximity to the Moorpark Metrolink station and promote increased ridership.

LU 3.8

Public services and facilities: Support a diversity of uses and services supporting Moorpark’s residents such as facilities for governance and administration, public safety, seniors and youth, community gatherings, and comparable activities.

LU 3.9

Parks, recreation, and open spaces: Maintain existing parks and recreation facilities, trails, and other open space amenities and develop new parks, facilities and amenities in areas of need consistent with the provisions of the Open Space, Conservation and Recreation Elements.

GOAL LU 4

URBAN FORM: A CITY OF DISTINCT, COMPACT, AND WALKABLE CENTERS AND CORRIDORS, SURROUNDED BY DIVERSE AND COMPLETE NEIGHBORHOODS, AND CONNECTED TO A UNIFYING NETWORK OF GREENWAYS AND OPEN SPACES.

LU 4.1

Sustainable urban form: Provide an overall pattern of land uses that promotes efficient development; reduces automobile dependence, greenhouse gas emissions; and consumption of non-renewable resources; ensures compatibility among uses; enhances community livability and health; and sustains economic vitality.

LU 4.2

Focused development: Reinforce existing patterns of development by concentrating development in key centers and districts serving as destinations and gathering places for the community that are linked by pedestrian connections to adjoining residential neighborhoods, such as the downtown High Street corridor, Mission-Bell/Moorpark Town Center, and Moorpark Marketplace.

LU 4.3

Residential neighborhoods: Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community facilities that are connected with neighborhood-serving businesses and public transit.

LU 4.4

Multi-family housing: Promote the development of multiple-family dwellings in close proximity to employment opportunities, shopping areas, public parks, and transit lines, with careful consideration of the proximity to and compatibility with single-family neighborhoods.

LU 4.5

Community-serving uses: Encourage uses that meet the daily needs of residents such as grocery stores, local-serving restaurants, and service businesses to be located within safe walking distance of residents.

LU 4.6

Highway-oriented development: Cluster commercial development in compact areas along major roadways and provide pedestrian links to adjacent residential areas.

LU 4.7

Moorpark College community: Promote the long-term development of commercial uses and housing in proximity to Moorpark College.

LU 4.8

Enhanced industrial districts: Support new industrial development adjacent to and as infill within existing industrial uses and along major transportation corridors.

LU 4.9

Development fit with natural terrain: Decrease the overall density and intensity of development as the slope of the natural terrain increases.

GOAL LU 5

CHARACTER: A WELL-DESIGNED COMMUNITY CONTRIBUTING TO THE CITY'S DISTINCT IDENTITY AND QUALITY OF LIFE OF RESIDENTS.

LU 5.1

Development complements existing character: Require that new development be designed to complement Moorpark's historical family-oriented small-town feel.

LU 5.2

Integration of public spaces: Maintain public spaces and services to create an aesthetically and functionally welcoming environment.

LU 5.3

Special design districts: Establish design concepts for the overall community and special treatment areas, such as the downtown district, which may include guidelines for architecture, landscape architecture, signage, streetscape, and infrastructure.

LU 5.4

Landscapes for quality development: Require the use of landscaping around residential, commercial, and industrial buildings and parking areas as well as along easements of flood control channels, roadways, railroad right of ways, and other public and private areas, to soften the urban environment and enhance views from roadways and surrounding uses.

LU 5.5

Compatible land uses: Require design features that provide visual relief and separation between land uses of conflicting character.

LU 5.6

Historic resources: Collaborate with the County of Ventura Cultural Heritage Board and Moorpark Historical Society to identify, inventory, and preserve Moorpark's historical resources.

LU 5.7

Public art: Encourage the provision of art in public places and inclusion of works of art or artistic elements as a part of commercial and industrial development projects.

LU 5.8

Entryways: Encourage the development of identifiable entryways for the overall community, and in unique or principal business/commercial districts of the city (i.e.; city core and transportation corridors) by establishing design standards for these areas that include landscape setbacks, sign monumentation and other special design treatments.

GOAL LU 6

MAINTENANCE AND COMPATIBILITY WITH OTHER USES: DEVELOPMENT IS LOCATED AND DESIGNED TO MAINTAIN THE QUALITIES DISTINGUISHING MOORPARK AND ENSURE EFFECTIVE TRANSITIONS AMONG NEIGHBORHOODS AND DISTRICTS.

LU 6.1

Land use compatibility: Require that development is located and designed to assure compatibility among land uses.

LU 6.2

Development transitions: Require that the scale and massing of new development in higher density locations provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of the adjoining uses.

LU 6.3

Design for safety: Require that development and public spaces are designed to enhance public safety and discourage crime by providing street-fronting uses, adequate lighting, and features that cultivate a sense of community ownership.

LU 6.4

Property maintenance: Maintain aging structures and prevent deteriorating conditions through private and public conservation and rehabilitation programs.

LU 6.5

Property upgrades: Provide for and promote the revitalization of visually degraded landscaping, building facades and deteriorated buildings in the community.

LU 6.6

Gathering places for residents: Permit the development of assembly facilities for social, cultural, and educational, organizations in locations where they can be located, designed, and managed to assure compatibility with adjoining uses.

LU 6.7

Protection from environmental hazards: Prohibit or effectively control land uses that pose potential environmental hazards to Moorpark's neighborhoods and districts.

GOAL LU 7

COMPATIBILITY WITH THE NATURAL ENVIRONMENT: LAND USES AND DEVELOPMENT INTENSITIES THAT ARE COMPATIBLE WITH SCENIC AND NATURAL RESOURCES AND THAT ENCOURAGE ENVIRONMENTAL PRESERVATION.

LU 7.1

Mitigate environmental impacts: Locate and design new development to minimize adverse visual and/or environmental impacts to the community.

LU 7.2

Design development to respect natural setting: Require that new development respect, integrate with, and complement the natural features of the land including conforming

building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.

LU 7.3

Protect uses from hazards: Require that new commercial and residential development be located and designed to avoid or mitigate any potentially hazardous conditions, including the Very High FHSZ.

LU 7.4

Open space corridor: Preserve and enhance the flood control easement area adjacent to the Arroyo Simi floodway as an important natural and scenic feature of the community.

LU 7.5

Arroyo Simi corridor recreation: Encourage the development of compatible open space/recreational uses of the Arroyo Simi floodway that are consistent with the provisions of the Federal Emergency Management Agency for floodway uses.

GOAL LU 8

SUSTAINABLE LAND USE DEVELOPMENT: LAND USE DEVELOPMENT PRACTICES THAT PROTECTS ENVIRONMENTAL RESOURCES, REDUCES GREENHOUSE GAS EMISSIONS, REMOVES CARBON FROM THE ATMOSPHERE, AND IS RESILIENT TO CLIMATE CHANGE.

LU 8.1

Model of environmental sustainability: Establish Moorpark as a leader of land use development practices that contribute to the sustainability and stewardship of environmental resources including air quality protection, energy and water efficiency, natural resource conservation, greenhouse gas reduction, and climate change resiliency.

LU 8.2

Reduction of energy and water use:

Encourage developers to exceed standards for building design and construction specified by the California Green Building Standards Code, with goals of achieving net zero energy and water use.

LU 8.3

Design for climate change: Require major development projects, as defined in the Municipal Code, to prepare greenhouse gas reduction and climate change resilience plans.

LU 8.4

Adaptive re-use of existing buildings:

Encourage the adaptive reuse of structures as a means of minimizing waste, capitalizing on a building's embodied energy, and supporting environmental sustainability.

LU 8.5

Low-impact landscapes: Require new development projects to use, and encourage existing development to retrofit properties using, low impact landscaping techniques which include drought-tolerant plant species, reduction of turf area, irrigation designed to meet plant needs, and grouping plants according to their watering needs.

LU 8.6

Sustainable streetscapes: Consider improvements of the city's streetscapes addressing the impacts of climate change by such techniques as tree canopies to reduce heat islands and use of pervious paving, and bioswales to capture stormwater and percolate into the groundwater.

LU 8.7

Habitat protection: Encourage public & private projects to be located and designed to preserve significant habitats, vegetation, and other significant educational, scientific, scenic, resources of social value, protect air quality, and

reduce greenhouse gas emissions as specified by the Conservation, Open Space and Recreation Element.

LU 8.8

Waste reduction and recycling: Require that commercial, industrial, and manufacturing uses implement reuse, reduction, and recycling programs consistent with the city's Source Reduction and Recycling Element.

LU 8.9

Design to avoid hazards: Require that development in significant hazard areas is located and designed to ensure safety in accordance with the Safety Element.

GOAL LU 9

HEALTH AND WELLNESS: LAND USE DEVELOPMENT PRACTICES AND PROGRAMS THAT CONTRIBUTE TO HEALTHY LIVES FOR MOORPARK'S RESIDENTS.

LU 9.1

Healthy buildings and places: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, building materials and universal accessibility using existing tools, practices, and programs.

LU 9.2

Active pedestrian environment: Locate and design new development to foster active pedestrian access and use by such techniques as locating a mix of uses and buildings around common plazas and open spaces to promote outdoor gatherings and walking among businesses, inclusion of bicycle storage facilities, and pedestrian walkways and connections to adjoining residential neighborhoods.

LU 9.3

Age-friendly living: Encourage the development of barrier-free buildings and streets, enhanced mobility, and independence of people with disabilities and safe neighborhoods to support a life-long process of active aging by making Moorpark an "age friendly" city that strives to create a positive, socially inclusive, and supportive environment.

LU 9.4

Active transportation: Promote infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs.

LU 9.5

Parks contributing to healthy lives: Promote opportunities for physical activity for users of all ages and abilities by continuing to improve the quality of existing park and open space facilities and creating recreation programs as defined by the Conservation, Open Space, and Recreation Element.

LU 9.6

Urban agriculture: Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food; promote resiliency, green spaces, and healthy food access through resources such as a farmers' market; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens.

LU 9.7

Arts and culture: Support arts and culture as a way of enhancing mental health, social connectedness, and overall well-being.

LU 9.8

Healthy food options: Promote ready access to affordable, fresh, and healthy food options by supporting and promoting community

gardens, urban agriculture, culinary classes, farmers markets, and full service and culturally diverse markets.

LU 9.9

Responsible alcohol use: Support responsible alcohol regulations that protect public health, safety, and welfare that include, but are not limited to: responsible advertising, licensing conditions, social host regulations, prevention of overconcentration of stores selling alcohol, and appropriate public education.

LU 9.10

Drug aversion: Discourage drug (mis)use through prohibition of the cultivation or use of cannabis, appropriate public education, and extra-curricular programs and activities for youth (e.g., Teen Center, Boys and Girls Club, etc.).

LU 9.11

Childcare provision: Support an adequate supply of affordable and quality child-care options in a variety of settings- private homes, schools, public agencies, faith-based organizations, and private agencies- for caregivers.

LU 9.12

Elder and assisted care: Support the increased availability of home care and appropriate assisted-living opportunities for older adults and people with disabilities, including appropriate support and resources for their caregivers.

LU 9.13

Health services: Support nonprofit and for-profit organizations, business, and local schools that are engaged in health and wellness education and that provide access to affordable, quality health care for all residents.

LU 9.14

Access to quality health care: Leverage city tools to attract and retain a full complement of

primary, preventive, and specialty health care providers, including those providing mental health, vision, and dental care.

LU 9.15

Mental health literacy: Support a range of appropriate activities and resources and promote community awareness and sensitivity regarding the importance of mental health literacy and care for residents of all ages.

LU 9.16

Food security: Support nonprofit agencies, local schools, and governmental agencies that reduce food insecurity and improve readily available nutrition for lower income or assistance-dependent residents, particularly in underserved areas.

LU 9.17

Family resources: Support family resource centers that offer activities for children and their caregivers that focus on early literacy, parenting classes and workshops, caregiver-and-child classes, childcare, nutrition classes, school readiness, and other services.

LU 9.18

Library and lifelong learning: Provide and promote a state-of-the-art library that offers resources and engaging programs to meet the varied educational, cultural, civic, and general business needs of all residents and support opportunities for lifelong learning and enrichment.

LU 9.19

Smoking and vaping: Continue to support public health and safety through local tobacco/smoking regulations; discourage youth smoking and vaping and support prevention and cessation efforts.

GOAL LU 10

FAIR AND EQUITABLE: FAIR AND EQUITABLE ACCESS FOR ALL RESIDENTS TO EMPLOYMENT, HOUSING, PARKS, EDUCATION, RECREATION, TRANSPORTATION, RETAIL, AND PUBLIC SERVICES, INCLUDING PARTICIPATION IN GOVERNMENTAL DECISION-MAKING.

LU 10.1

Access to services and amenities: Strive to ensure that recreational, health, public service, and other desired services and neighborhood amenities are distributed equitably throughout the city.

LU 10.2

Access to housing: Promote an equitable distribution of housing types for all income groups throughout the city and promote mixed-income developments rather than over-concentrating below-market-rate housing in certain areas.

LU 10.3

Employment and education match:

Encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

LU 10.4

Overconcentration of impact uses: Avoid the overconcentration of high-impact uses and facilities that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden on low-income or minority neighborhoods.

LU 10.5

Local-serving businesses: Encourage mixed-use and commercial development to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 10.6

Community participation: Provide and promote opportunities for all residents to fully participate in civic decision-making through the city's commissions, boards, oversight entities, and committees and processes that emphasize the collaborative exchange of ideas by all segments of the community.

LU 10.7

Educational partnerships: Collaborate with local schools in areas of opportunity, including school transit, health and safety, academic performance, and educational outcomes.

LU 10.8

Economic security: Promote and support workforce development options for residents seeking to enhance their job skills, employment stability, and economic security by supporting collaborations with Moorpark College, high schools, adult schools, and employers.

LAND USE CATEGORIES

GOAL LU 11

MAINTAIN AND ENHANCE RESIDENTIAL NEIGHBORHOODS: A CITY COMPOSED OF NEIGHBORHOODS WITH A VARIETY OF HOUSING TYPES THAT ARE DESIRABLE PLACES TO LIVE, CONTRIBUTE TO THE QUALITY OF LIFE, AND WELL-MAINTAINED.

LU 11.1

Quality neighborhoods: Maintain the uses, character, amenities, and quality of Moorpark's residential neighborhoods, recognizing their contribution to the city's identity, economic value, and residents' quality of life.

LU 11.2

Neighborhood maintenance and upgrades: Promote the renovation of existing housing units in single- and multi-family neighborhoods requiring that they maintain the distinguishing

characteristics and qualities of their neighborhood, such as prevailing lot sizes; building form, scale, massing, and relationship to street frontages; architectural design; landscape; property setbacks; and comparable elements.

LU 11.3

Pedestrian-oriented neighborhoods: Maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity and alternative to automobile use.

LU 11.4

Safe neighborhoods: Require that residential developments be designed to facilitate and enhance neighborhood surveillance for safety.

LU 11.5

Sustained development standard: Preserve and enhance residential neighborhoods through enforcement of land use and property standards, ensuring that adjacent nonresidential uses are buffered from residences in harmonious and attractive ways.

GOAL LU 12

COMPATIBILITY OF NEW RESIDENCES: NEW HOUSING THAT IS COMPATIBLE WITH THE CHARACTER OF EXISTING INDIVIDUAL NEIGHBORHOODS AND MINIMIZES LAND USE INCOMPATIBILITY.

LU 12.1

Managed growth: Require that new residential development be consistent with city-adopted growth ordinance policies for location and standards.

LU 12.2

Development that complements: Require that new residential development complements the overall character of the city, establishes a sense

of place, is compatible with the scale and character of the surrounding neighborhood, and ensures compatibility with important existing local community identities.

LU 12.3

Accessory dwelling units: Require that accessory dwelling units are located and designed to complement the scale and architectural character of the existing single family unit on a property.

LU 12.4

Recreation and open space: Require that new residential development includes adequate public and private open space and recreational uses to serve residential neighborhoods.

LU 12.5

Multi-family housing quality: Require that new and renovated multi-family residences achieve a high level of architectural design and quality of life for residents, in consideration of the following principles:

- A. Consistent architectural design treatment of all elevations, including those not visible from public places.
- B. Design elevations of multi-family buildings facing public streets and pedestrian ways to exhibit a high level of visual interest and distinguish entries for separate residences as feasible for security and privacy.
- C. Incorporate setbacks, modulate building mass, and design multi-family buildings and projects in consideration of the development patterns of the surrounding neighborhood.

LU 12.6

Inclusion of public spaces: Provide ample public spaces and tree-lined sidewalks or pathways furnished with appropriate pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity in multi-family neighborhoods.

GOAL LU 13

MAINTAIN AND ENHANCE COMMERCIAL AREAS: VITAL, ACTIVE, PROSPEROUS, AND WELL-DESIGNED COMMERCIAL CENTERS AND CORRIDORS THAT OFFER A DIVERSITY OF GOODS, SERVICES, AND ENTERTAINMENT AND CONTRIBUTE A POSITIVE EXPERIENCE FOR MOORPARK'S RESIDENTS AND VISITORS.

LU 13.1

Commercial uses and diversity: Provide for and encourage the development of a broad range of uses in Moorpark's commercial centers and corridors consistent with Economic Development Element that reduce the need to travel to adjoining communities and capture a greater share of local spending.

LU 13.2

Los Angeles Avenue commercial centers: Provide for the concentration of commercial uses along Los Angeles Avenue and other arterial corridors in a manner that provides for improved commercial services to the community, maximizes revenue generation, and improves access to adjoining residential neighborhoods.

LU 13.3

Intensification of commercial centers: Encourage the intensification of existing commercial centers by permitting the construction of new buildings on surface parking lots, provided that sufficient parking is developed to support existing and new businesses.

LU 13.4

Economic enhancement of commercial centers: Prioritize the transition of existing commercial centers to incorporate experiential uses that enhance their economic vitality and role as active places for community gathering and patronage.

LU 13.5

Commercial center identities: Establish and maintain distinct identities for Moorpark's commercial centers and corridors to reflect their location, mix of uses, surrounding uses, and targeted markets, differentiating these by use, scale and form of development, and amenities.

LU 13.6

Quality commercial design: Require that new development and renovated or remodeled multi-tenant commercial centers and corridors be designed to complement existing uses, as appropriate, and exhibit a high quality of architecture and site planning in consideration of the following principles as feasible and appropriate to the site:

- A. Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials.
- B. Landscaping contributing to the appearance and quality of development.
- C. Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts.
- D. Incorporation of plazas and expanded sidewalks to accommodate pedestrians, outdoor dining, and other activities.

LU 13.7

Connections with neighborhoods and districts: Require the development of external cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

LU 13.8

Coordinated design: Encourage adjacent commercial developments to coordinate design with regard to access, parking, and architectural features.

GOAL LU 14

COMPATIBILITY OF NEW COMMERCIAL USES: NEW COMMERCIAL DEVELOPMENT THAT IS COMPATIBLE WITH SURROUNDING LAND USES.

LU 14.1

Commercial compatibility with adjoining uses: Require that new commercial uses are compatible in scale and character with adjacent commercial uses and residential neighborhoods.

LU 14.2

Managed truck access: Require that automobile and truck access to commercial properties be located so as to minimize impacts to adjacent uses.

LU 14.3

Maintained commercial properties: Require that commercial uses be well maintained to enhance the visual characteristics of the area.

GOAL LU 15

MIXED USE DISTRICTS AND CORRIDORS: A DIVERSITY OF WELL-DESIGNED DISTRICTS AND CORRIDORS CONTAINING AN INTEGRATED MIX OF COMMERCIAL, OFFICE, AND/OR HOUSING THAT ENABLE MOORPARK'S RESIDENTS TO LIVE CLOSE TO BUSINESSES AND EMPLOYMENT, REDUCE AUTOMOBILE USE, AND ACTIVELY ENGAGE AND ENHANCE PEDESTRIAN ACTIVITY.

LU 15.1

Integrated housing and commercial development: Support the development of housing integrated with commercial and/or office uses on existing commercially-developed properties in Moorpark characterized by declining retail activity where full development for such uses is unlikely to be supportable by

the marketplace and/or properties with expansive surface parking lots.

LU 15.2

Mix uses to enhance economic activity:

Support mixed-use development projects as a strategy to enhance the economic vitality of adjoining commercial districts, through increases of population in proximity to these uses.

LU 15.3

Mixed-use compatibility: Require that buildings and sites integrating housing with nonresidential uses be designed to assure compatibility among uses.

LU 15.4

Inclusion of recreation and amenities:

Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents or contribute funds for their development within proximity of the project.

LU 15.5

Active mixed-use districts: Require that sites and corridors integrating housing and commercial/office uses are designed to establish the character of distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from adjoining residential neighborhoods. Contributing elements may include:

- A. Wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering.
- B. Pedestrian walkways connecting parking areas with buildings and public spaces that are well defined by paving materials, landscaping, lighting, and way-finding signage.

- C. Landscaping that is sustainable and contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions.
- D. Buildings oriented toward the street and public spaces with parking located to the rear of the buildings, underground, or in structures.

LU 15.6

Ground floor building frontages: Require that the ground floor of buildings facing primary street frontages, as defined in the Municipal Code, be developed for pedestrian active retail and comparable uses, with housing located on their upper floors or to their rear.

LU 15.7

Parking: Encourage that parking be located and accessed from the rear of buildings along corridor frontages, while supporting the development of shared parking structures as an alternative to individual on-site parking.

LU 15.8

Transitions with adjoining uses: Require that development projects in the "Mixed Use Corridors" are designed to assure transitions in density and scale, and avoidance of impacts on adjoining residential neighborhoods.

GOAL LU 16

INDUSTRIAL USES: A DIVERSITY OF INDUSTRIAL USES THAT ARE LOCATED AND DESIGNED IN A COMPATIBLE MANNER WITH SURROUNDING LAND USES.

LU 16.1

Diverse industries and jobs: Support a variety of industrial uses, including green industries, that offer job opportunities for Moorpark's residents and revenues to the city without compromising environmental quality.

LU 16.2

Industrial expansion: Provide sufficient land capacity and development standards attracting development of technology and digital, research and development, and creative industries offering skilled jobs for Moorpark's residents consistent with the Economic Development Element.

LU 16.3

Technology and innovation: Anticipate the technological and innovative evolution to support a greater diversity of activity by facilitating new development that is flexible and can accommodate changing uses over time.

LU 16.4

Redevelopment of Princeton Avenue

industrial: Support the long-term redevelopment of the concrete batching facilities along Princeton Avenue as a unified industrial park, integrating multiple buildings and tenants in a "park-like" setting with extensive common areas, landscape, and amenities for employees.

LU 16.5

Industrial park diversity: Support the integration of uses in areas designated as "Industrial Flex" supporting local employees and that may attract evening use, such as financial offices, health clubs, childcare, restaurants, and entertainment, provided that these are compatible and do not detrimentally impact the primary industrial function of the area.

LU 16.6

Design for compatibility: Require that industrial uses incorporate design features, such as screen walls, landscaping and setbacks, and include height and lighting restrictions, so as to minimize adverse impacts on adjacent uses and enhance the visual characteristics of the area.

LU 16.7

Maintenance and enhancement: Require that industrial uses shall be well maintained to enhance the visual characteristics of the area.

LU 16.8

Bicycle access: Encourage major business park and industrial projects, as defined in the Municipal Code, to incorporate facilities that promote employee access by bicycles such as secured storage, showers, and lockers.

LU 16.9

Alternative energy infrastructure: Encourage large scale industrial development projects, as defined in the Municipal Code, to provide on-site alternative energy sources and containment of stormwater runoff.

GOAL LU17

PUBLIC FACILITIES AND SERVICES:

GOVERNMENTAL, UTILITY, INSTITUTIONAL, EDUCATIONAL, RECREATIONAL, CULTURAL, RELIGIOUS, AND SOCIAL FACILITIES AND SERVICES ARE LOCATED AND DESIGNED TO COMPLEMENT MOORPARK'S NEIGHBORHOODS, CENTERS, AND CORRIDORS.

LU 17.1

Services supporting Moorpark's residents:

Provide public facilities and services that are cost effective, and contribute to the health, safety, welfare, and personal development of all residents.

LU 17.2

Efficient development: Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities to support resident needs and leverage limited resources.

LU 17.3

Maintenance and enhancement: Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from city land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

LU 17.4

Compatibility with adjoining uses: Ensure that city-owned buildings, sites, and infrastructure are designed to be compatible in scale, character, and landscape with the district or neighborhood in which they are located, and minimize potential impacts such as traffic, noise, and lighting.

LU 17.5

Design excellence: Lead by example, demonstrating design excellence in new buildings developed by the city by incorporating sustainable building practices and providing a high level of architectural quality.

LU 17.6

Utility undergrounding: Encourage the undergrounding of utilities in conjunction with development projects where feasible.

LU 17.7

Design of utility facilities: Minimize the visual impacts of above-grade utility structures, such as water storage tanks, water check valves, electric and telephone boxes, etc. through use of landscaping, screening materials, and colors that blend with the environment to the extent feasible.

LU 17.8

Equitable access to infrastructure: Support equitable access to a full complement of critical infrastructure and utilities for all residents and businesses.

GOAL LU 18

SPECIFIC PLAN AREAS: DISTRICTS

INTEGRATING MULTIPLE BUILDINGS, PROJECTS, AMENITIES, AND LANDSCAPE INTO A COHESIVE DEVELOPMENT PROJECT DISTINGUISHED AS A SPECIAL PLACE TO LIVE, WORK, AND VISIT.

LU 18.1

Role of specific plans: Utilize Specific Plans as a tool for implementation of General Plan policies and priorities as appropriate to integrate uses and establish a unique district.

LU 18.2

Consistency of specific plans with 2050 General Plan: Review and amend existing adopted Specific Plans to ensure that the ultimate land uses, design guidelines, development standards, infrastructure and phasing requirements are consistent with the 2050 General Plan text discussion for the type, location and intensity of use determined appropriate for each Specific Plan area.

SPECIFIC LOCATIONS

GOAL LU 19

DOWNTOWN: REVITALIZE THE DOWNTOWN COMMERCIAL CORE (MOORPARK AVENUE AREA, WALNUT STREET, BARD STREET, MAGNOLIA AVENUE, AND HIGH STREET)

LU 19.1

Core community district: Support the continued development of the area along High Street as a distinct place identified as the

symbolic and functional downtown of Moorpark.

LU 19.2

Complementary development: Promote the development of new commercial and office uses, housing, park or recreational facilities, public parking, and a potential multimodal transportation center in the commercial core.

LU 19.3

Relationship to transit station: Locate and design development to capitalize on and reflect its adjacency to the Metrolink station, including developing direct pedestrian connections.

LU 19.4

Visual character: Strengthen the visual character of the downtown commercial core in order to attract a variety of commercial and mixed-use (commercial and housing) projects and promote the economic viability of downtown Moorpark.

LU 19.5

Tree canopy: Maintain and expand the tree canopy in the downtown area to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.

LU 19.6

Cooling elements: Encourage the use of trees and architectural elements that provide shade, cooling stations, and seating areas for pedestrian corridors.

LU 19.7

Pedestrian-oriented development: Require that buildings are located along and oriented to the street frontage of High Street to maintain an active pedestrian environment.

LU 19.8

Historic buildings: Preserve where possible historic structures and ensure that where new development occurs, it complements the

physical qualities and distinct features of existing historic resources.

LU 19.9

Parking: Consider creative programs to provide sufficient parking for commercial and mixed-use developments on High Street.



Circulation



3.1 INTRODUCTION

California's General Plan Guidelines state that the Circulation Element is not simply a transportation plan, but rather a strategy addressing infrastructure needs for the circulation of people, goods, energy, water, sewage, storm drainage, and communications. The term "infrastructure" is defined as the built facilities, generally publicly funded, that are required to serve a community's development and operational needs. Infrastructure includes roads, water supply systems, sewer systems, and storm drainage. This section of the General Plan provides background research and goals and policies for these systems in two sections, the first addressing Mobility (3.2) followed by Infrastructure (3.3).

3.2 MOBILITY

The city of Moorpark's transportation system serves the mobility needs of the community. Moorpark's geography with development on a valley floor extending into adjoining mountains concentrates travel on a limited set of corridors that are critical to manage and improve to give people safer, faster, and more environmentally sustainable options for travel. The focus of this element is to strengthen multi-modal connections within the city and to the region.

The local transportation system needs to serve all users, with a focus on safety, accessibility, and convenient, efficient travel between origins and destinations in Moorpark. Enhancing mobility and connectivity for transit, bicycles, and pedestrians will also help reduce vehicle congestion and emissions and promote safety and public health.

Seven key goals (and their associated policies), assembled into two overarching categories, represent the priorities of the Moorpark community:

- Transportation System Standards
 - **Transportation System** to provide for the safe and efficient movement of people of all ages and abilities, goods, and services into, out of, and through the city of Moorpark.
 - **Level of Service** to support existing, approved, and planned uses throughout the city while maintaining a desired level of service on all streets and at all intersections.
 - **Roadway Standards** to support and maintain the desired character of the city of Moorpark.
 - **Parking** to provide appropriate levels of public and private parking to support existing and future development.
- Multimodal Transportation
 - **Transit System** to serve the city of Moorpark.
 - **Bicycle and Pedestrian Facilities** for safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use
 - **Transportation Demand Management** to assist in reducing vehicle trips, trip lengths, air quality impacts, and greenhouse gas emissions.

The policies within each of these goals are then attributed to implementation measures for action by various city departments over the life of the General Plan.

3.2.1 Regulatory Framework

California state law requires that a general plan include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the [general] plan" (Government Code [CGC] §65302[b]). This section of the code also requires that the Circulation Element "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."

This Mobility section includes all information required of Circulation Elements, as described in the Government Code, except that the location and extent of "other local public utilities and facilities" is addressed in the Infrastructure section of the Circulation Element.

3.2.2 Our Starting Point

Roadway Network

The city of Moorpark's roadway network is defined by a classification system that uses a hierarchy of facility types based on differences in size, function, and capacity. The current roadway network relies primarily on two freeways, California State Route 23 (SR-23) and California State Route 118 (SR-118), to facilitate regional connections south through Thousand Oaks and east through Simi Valley, respectively. Other roadway connections to neighboring communities include:

- Los Angeles Avenue (coterminous with SR-118), providing access west to Somis and

onward to Saticoy and Ventura, as well as southwest to Camarillo via Somis Road (coterminous with SR-34).

- Grimes Canyon Road, providing access north to Fillmore.
- Walnut Canyon Road (coterminous with SR-23) providing access north to Fillmore via Broadway and merging with Grimes Canyon Road.
- Moorpark Road, providing access south to Thousand Oaks and southwest to Camarillo via Santa Rosa Road.
- Tierra Rejada Road, providing access east to Simi Valley.
- Arroyo Drive/Los Angeles Avenue, providing access east to Simi Valley.

Bicycle Network

The city's designated bikeway network consists of the following three types of facilities:

- Class I Bikeway (Bike Path) – a special type of facility designed for exclusive use by bicyclists with its own right-of-way, completely separated from other modes of transportation by a physical barrier, grade separation, or open space.
- Class II Bikeway (Bike Lane) – a paved area for preferential use of bicycles located between the travel lane closest to the curb and the curb. Pavement markings and signage shall be used to indicate its presence.
- Class III Bikeway (Bike Route) – a conventional street where bike use is indicated by signage only and bicycle traffic shares space with motor vehicle traffic.

The city's bikeway network consists of a well-connected system of mostly Class II bike lanes along the city's arterials and a handful of local collectors. A Class I bike path runs along the south side of the Arroyo Simi between Tierra Rejada Road and Spring Road, while a Class III bike route along Princeton Avenue connects the central part of the city with Campus Park Drive.

Pedestrian Network

Sidewalks are generally present along roadways of all types within the developed areas of the city and marked crosswalks are available at major intersections. Downtown's High Street is an important pedestrian-oriented district with street-fronting businesses and pedestrian access to the train station.

However, outside of the developed areas of the city, pedestrian facilities are notably absent, leading to gaps in pedestrian access between residential developments on the outskirts of the city and central part of the city. Roadways such as Walnut Canyon Road (SR-23), Moorpark Road south of Tierra Rejada Road, Grimes Canyon Road, and Broadway Road do not have sidewalks along the majorities of their length. Additionally, Princeton Avenue lacks sidewalks between Spring Road and Condor Drive, resulting in no dedicated pedestrian facilities to link the central part of the city with the area around Campus Park Drive. Although the Princeton Avenue Improvement Project is currently underway to address this issue.

Transit Network

Public transportation options in the city include rail, local fixed-route bus, county inter-city express bus, paratransit, and dial-a-ride services.

The city's Moorpark train station along High Street within the Downtown area is served by both Metrolink's Ventura County Line and Amtrak's Pacific Surfliner rail lines.

First/last mile access to the Moorpark train station within the Downtown area is available via the adjacent multimodal facilities. Along High Street, bicycle lanes and sidewalks are provided between Moorpark Avenue on the west and Spring Road on the east. North of High Street, bicycle lanes are provided along Spring Road. However, no bicycle lanes are provided along Moorpark Avenue and Walnut Canyon Road to the east, though both streets include pedestrian sidewalks.

Moorpark Transit is a fixed-route bus service that operates during weekdays between 6:15 a.m. and 6:00 p.m. Two routes are provided and run along the major roadways in the city, including Los Angeles Avenue, Tierra Rejada Road, Moorpark Avenue, Spring Road, etc. The routes serve destinations including city hall, the Metrolink/Amtrak station, Moorpark College, shopping centers along Los Angeles Avenue, as well schools and parks.

Countywide inter-city express bus service is provided by Ventura County Transportation Commission (VCTC) Transit's East County and East-West Connector Services. East County lines utilize SR-23 and SR-118 to provide service south to Thousand Oaks and east to Simi Valley, while the East-West Connector utilizes SR-118 to provide service east to Simi Valley and west to Somis, with further service provided to Camarillo, Oxnard, and Ventura via SR-34 and US-101. Both routes intersect with other VCTC bus routes, linking all of Ventura County as well as the San Fernando Valley.

Local Americans with Disabilities Act-compliant Paratransit is available to persons with disabilities who are certified by the city and VCTC in the form of a dial-a-ride system. Travel within the city is available from 6:00 a.m. to 6:00 p.m. on weekdays. Inter-city paratransit to other Ventura County cities and connections to Gold Coast Transit and LA Access are available during the same timeframe on weekdays and from 8:00 a.m. to 6:00 p.m. on weekends.

Additional Dial-A-Ride services in the city are available for seniors aged 65 and over, with nearly identical service to paratransit, except without a connection to LA Access. Hours of operation are the same as other paratransit services.

Goods Movement

Goods are moved to, from and through the city along the roadway and rail system. Moorpark is bisected by State Route 118 and the rail line which carries Union Pacific railroad freight rail, Amtrak and Metrolink, which locally serve the industrial areas in the eastern and western parts of the city. North of the city, sand and gravel operations are located off State Route 23.

Los Angeles Avenue is a major east-west route for interregional truck travel between the confluence of State Routes 23 and 118 and points west such as Somis, Oxnard, and Saticoy.

Transportation Use Patterns

The primary mode of commute for residents of Moorpark is to drive to work alone (82.6%). From 2000 to 2018, driving alone commutes have stayed steady while carpooling has declined and bicycle, pedestrian and home-based employment have increased. Only 3% of households do not own a car.

Service volumes on a majority of roadways in the city are well below the roadways' operating capacities. This presents opportunities to implement multimodal/ complete streets improvements within the current road right-of-way without resulting in reduced vehicle speeds and enhanced safety.

Data from the US Census Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics shows major inflows and outflows of workers with 85% of employees in the city coming from outside of the city and 90% of residents working outside of the city.

A majority of out-commutes are to the east and southeast to employment centers in Los Angeles County, Thousand Oaks, and Simi Valley. Commuters into the city are primarily from Simi Valley and the San Fernando Valley to the east.

Metrolink's Ventura Line service is focused on Ventura to Los Angeles in the morning and Los Angeles to Ventura in the evening Mondays to Fridays. This limits Metrolink as an option for commuting within Ventura County and for use by non-commuters.

The city's strategic location for goods movement brings regional economic benefits, however the city bears a large burden of regional truck traffic impacts. Los Angeles Avenue is the main commercial street in the city, but it is also a State Highway and designated freight corridor that carries trucks passing through the city between Los Angeles and the Central Coast.

The State Route 118 designation along the freeway west of the city transfers to Los Angeles Avenue as the freeway turns southerly and

operates under the State Route 23 designation. Vehicles continuing on State Route 118 travel through the city of Moorpark as Los Angeles Avenue. Up to 1,500 trucks per day travel in each direction along Los Angeles Avenue—approximately the same level of truck traffic as along US 101.

3.2.3 Goals and Policies

The following goals and policies provide a roadmap towards achieving the city's *Vision Statement* with regards to Mobility, while continuing to maintain the character and quality of life of Moorpark.

TRANSPORTATION SYSTEM STANDARDS

Goals and policies in this section identify design standards and principles to balance providing access and regional connections with efficient travel and safety.

GOAL CI 1

TRANSPORTATION SYSTEM: A TRANSPORTATION SYSTEM SUPPORTING USES ACCOMMODATED BY THE LAND USE PLAN AND PROVIDING FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE OF ALL AGES AND ABILITIES, GOODS, AND SERVICES INTO, OUT OF, AND THROUGH THE CITY OF MOORPARK.

CI 1.1

Multimodal transportation: Require that the planning, design, and construction of all transportation projects consider the needs for all modes of travel to create safe, livable, and inviting environments for motorists, pedestrians, bicyclists, and public transit users of all ages and abilities.

CI 1.2

Complete streets: Design, plan, maintain, and operate streets using complete streets¹ principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. Encourage street connectivity that aims to create a comprehensive, integrated, connected network for all modes.

CI 1.3

User safety: Enhance the safety of all users of the transportation system.

CI 1.4

System improvements: Promote the continued improvement of the circulation system, through the improvement of sub-standard roadways, sidewalk crossings, and intersections and the construction of missing links and related facilities through the city's Capital Improvement Program (CIP).

CI 1.5

Rail Improvements: Encourage the improvement and modification of rail transportation facilities to promote ridership and safety and minimize impacts on local circulation.

CI 1.6

Rural areas: Design roadways, pedestrian areas, walks, and other elements of mobility infrastructure in applicable outlying areas to convey a rural appearance while providing for low maintenance costs and safe passage of vehicles, pedestrians, equestrians, and bicycles.

CI 1.7

Collaborate with Regional Partners: Engage with Ventura County and the Ventura County Transportation Commission to achieve consistency between regional and local transportation improvements and the city's

General Plan, and accomplish the city's future transportation goals.

CI 1.8

Collaborate with Caltrans: Engage with Caltrans to achieve consistency between regional and local transportation improvements and the city's General Plan and accomplish the city's future transportation goals.

CI 1.9

Truck Safety: Engage with the California Highway Patrol to ensure that large commercial trucks and trailers meet all California and federal safety standards and move safely throughout the Moorpark community.

CI 1.10

Transportation Equity: Consider health and equity in the design and operation of the city's transportation network; and make provisions for convenient, accessible, affordable, and alternative modes of mobility based on the needs of residents.

GOAL CI 2

LEVEL OF SERVICE: A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED USES THROUGHOUT THE CITY WHILE MAINTAINING A DESIRED LEVEL OF SERVICE ON ALL STREETS AND AT ALL INTERSECTIONS.

The policies within this goal address two performance metrics that the city will utilize in order to maintain acceptable operations of the circulation network: Level of Service and Vehicle Miles Traveled.

Level of Service (LOS) is used to evaluate local congestion-related impacts of future development, at intersections and roadways, typically during peak commuting hours.

As of July 2020, the requirements for environmental analysis shifted to the use of

Vehicle Miles Traveled (VMT) instead of LOS, in order to align with goals to reduce greenhouse gas emissions and impacts of climate change. VMT is assessed as an "efficiency metric", measured either per capita, per employee, or both.

CI 2.1

Roadway performance standard: Maintain Level of Service "D" as the standard for system performance for traffic volumes on the circulation system. High Street between Moorpark Avenue and Spring Road is exempt from this standard. For roadways and interchanges already operating at a lower level of performance than level of service "D", the standard shall be to maintain or improve the current level of service.

CI 2.2

Environmental impact threshold: Maintain thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses of a minimum reduction of per capita vehicle miles travelled (VMT) of 15% below existing and no net increase in per capita VMT compared to existing for all other land use types. Periodically review and adjust this threshold as appropriate in consideration of actual vehicle miles and greenhouse gas emissions resulting from implementation of the Land Use Plan.

CI 2.3

VMT analysis. Require the analysis of VMT per resident and/or per employee as part of CEQA environmental review, and development of a mitigation program to reduce any significant impacts consistent with State law.

CI 2.4

VMT reduction: Work to reduce VMT through land use planning, enhanced transit access, localized attractions that reduce the need for travel to adjoining communities, and improved

access to non-vehicular modes of transportation.

CI 2.5

Phasing to maintain LOS: Coordinate project phasing to ensure that the timing of accompanying on-site and off-site circulation improvements maintain the level of service standards specified in CI 2.1.

CI 2.6

Traffic signal coordination: Prioritize traffic signal coordination and retiming to accommodate changes in travel patterns and traffic flows to limit unnecessary delay and congestion.

CI 2.7

New technologies: Evaluate opportunities to incorporate new materials, technologies, or design features that improve safety and operations of the circulation system.

CI 2.8

Funds for transportation improvements: Require that development projects participate in a transportation fee program and contribute their fair share of funds for transportation improvements, and that revenue generated by this program be allocated only toward transportation improvements.

CI 2.9

Driveway access: Limit driveway access points onto arterial roadways where feasible, to ensure the smooth and safe flow of vehicles and bicycles.

CI 2.10

Emerging trends: Update roadway and operational standards to account for emerging mobility trends, such as connected and autonomous vehicles, electric vehicle charging, micromobility¹, and microtransit².

CI 2.11

Roadway widening: No public widening of local roadways beyond their current width shall be considered without environmental review, public consultation, and City Council approval.

GOAL CI 3

ROADWAY STANDARDS: TRANSPORTATION SYSTEM DESIGN CRITERIA AND ROADWAY STANDARDS SUPPORT AND MAINTAIN THE DESIRED CHARACTER OF THE CITY OF MOORPARK.

The policies within this goal address the design of roadways, beginning with categorizing the roadway network through a functional classification system, as shown in **Figure CI-1**. Roadway classification is process by which streets are grouped hierarchically according to the function they are intended to provide within the roadway network (over time), such as trip distance. The roadway classification cross-sections shown here (**Figure CI-2a** through **Figure CI-2i**) illustrate potential roadway configurations within the minimum and maximum right-of-way dimensions suited to each class type found in the city. These classifications are largely used to guide the

¹ The Federal Highway Administration broadly defines micromobility as any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

² The Federal Transit Administration defines microtransit as IT-enabled private multi-passenger transportation

services, such as Bridj, Chariot, Split, and Via, that serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses. Because they provide transit-like service but on a smaller, more flexible scale, these new services have been referred to as microtransit.

approach to newly built roads, they will not result in any changes to the city's roadways on the ground.

The cross-sections of example shoulder configurations (**Figure CI-3**) illustrate some options and typical dimensions for accommodating different facilities, such as sidewalks, bike lanes, landscaped areas and multi-use trails adjacent to travel lanes.

CI 3.1

Roadway classifications: Maintain roadway design standards that specify right-of-way, cross-sections, and other design criteria for designated roadway classifications as depicted in **Figures CI-2a** through **Figure CI-2i**.

CI 3.2

Landscaping: Provide for the planting of sustainable landscaping along principal arterials to mitigate visual impacts and erosion problems, as part of new development or a city-sponsored roadway construction project.

CI 3.3

Natural features: Require that roadways in hillside areas be located and designed to preserve ridgelines and natural features to the extent feasible.

CI 3.4

Hillside areas: Require that new collector streets in hillside areas incorporate curbs, gutters, and graded shoulders, and prohibit on-street parking except where pull-outs may be incorporated that do not affect safe access to residents and for fire equipment.

CI 3.5

Private streets: Require that private streets be improved to public street standards prior to dedication to the city.

CI 3.6

Medians: Encourage the use of sustainable landscaped medians on principal and minor

arterial streets to achieve a high level of visual quality.

CI 3.7

Evacuation routes: Designate and sign evacuation routes in consideration of the findings of the Risk Vulnerability Assessment.

MULTIMODAL TRANSPORTATION

Goals and policies in this section identify principles to provide a comprehensive and balanced transportation system through pedestrian, bicycle, and transit networks that serve all sectors of the community's mobility needs while improving the quality of life, opportunities and sustainability of the city.

GOAL CI 4

TRANSIT SYSTEM: PUBLIC TRANSPORTATION THAT SERVES THE CITY OF MOORPARK.

The policies within this goal are intended to guide the maintenance of and enhancement to the public transportation system, as shown in **Figure CI-4**. Public transportation options in the city include rail, local fixed-route bus, county inter-city express bus, paratransit, and dial-a-ride services.

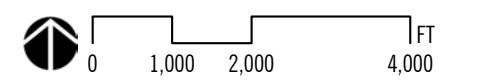
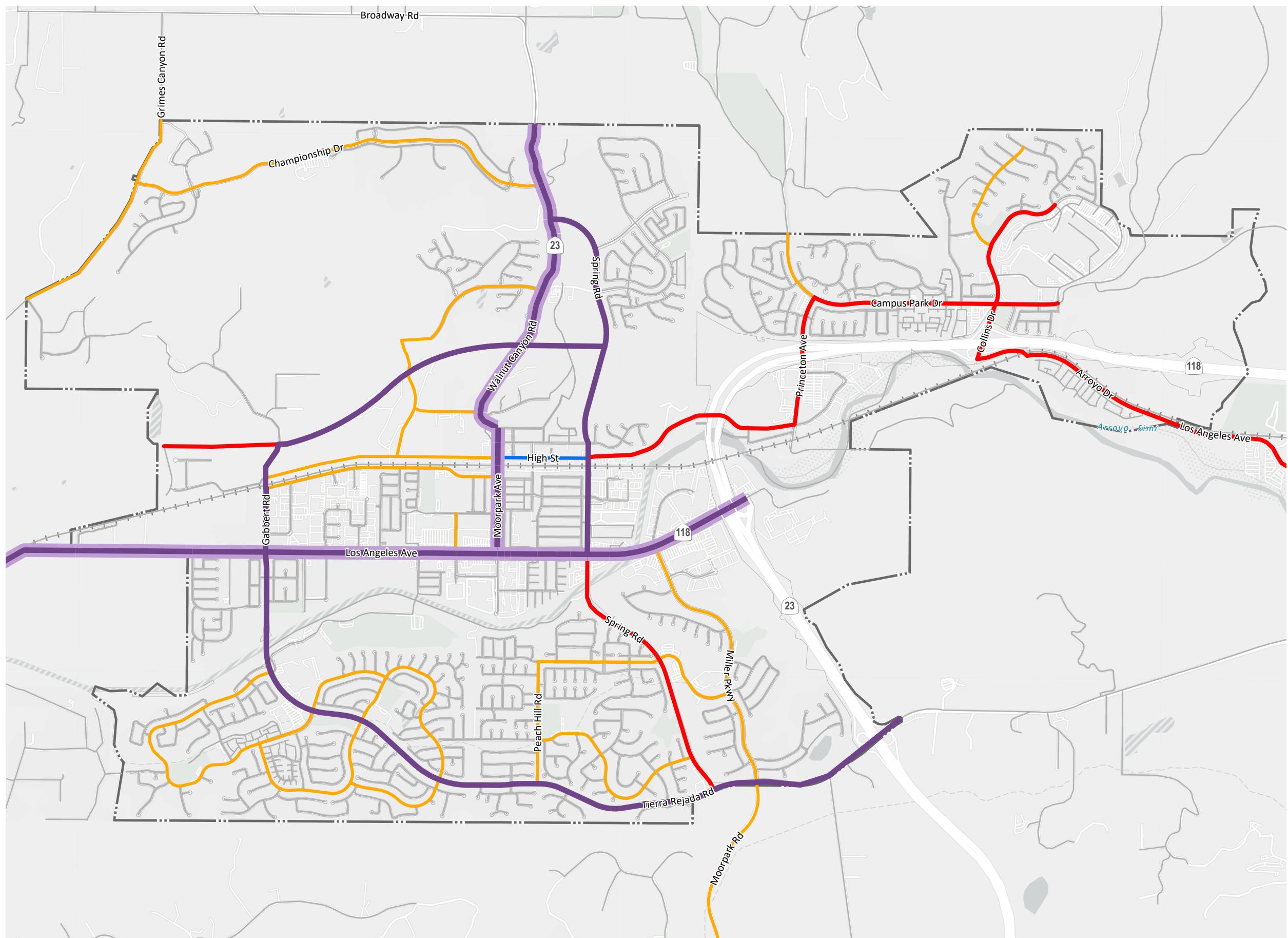
CI 4.1

Moorpark Transit: Support Moorpark Transit and other transit operators in the city.

CI 4.2

Integration with mobility networks: Work with public transit providers to ensure transit stations and stops are connected with pedestrian, bicycle, and micromobility networks to maximize access.

CIRCULATION
Figure CI-1
Moorpark Roadway Network

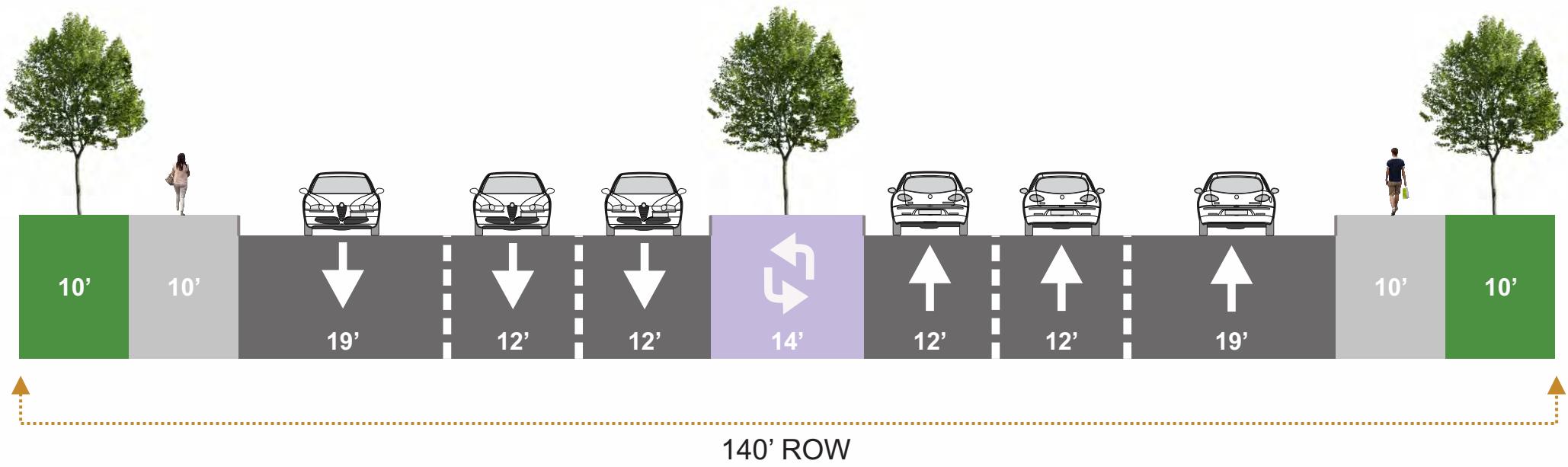


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Date: 11/9/2022

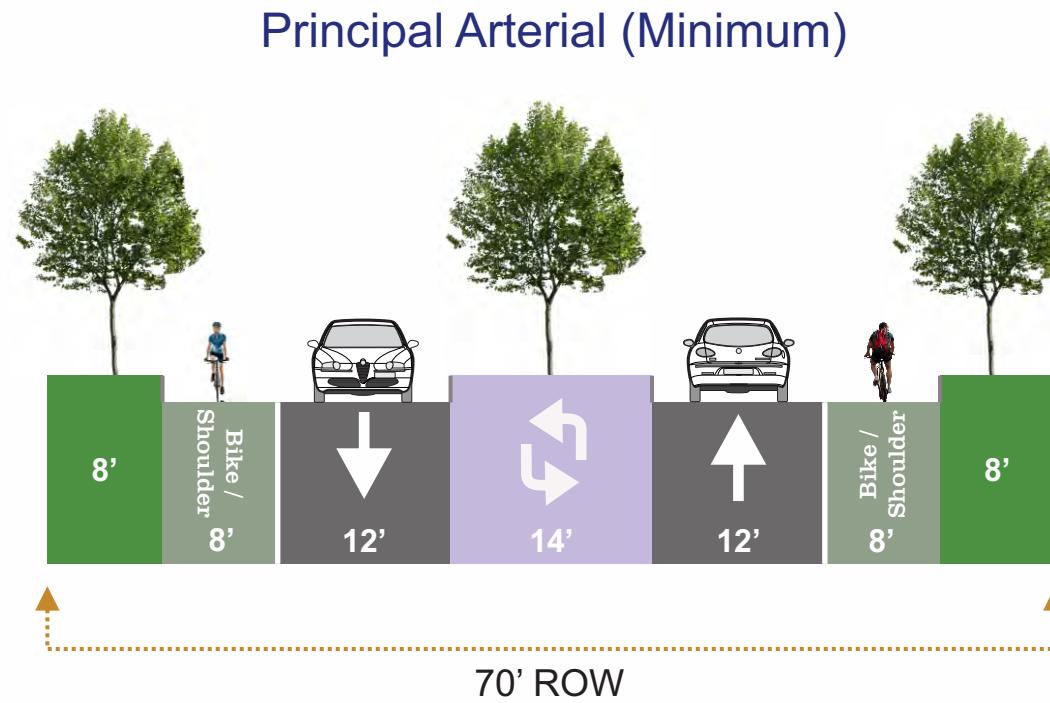
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Principal Arterial (Maximum)



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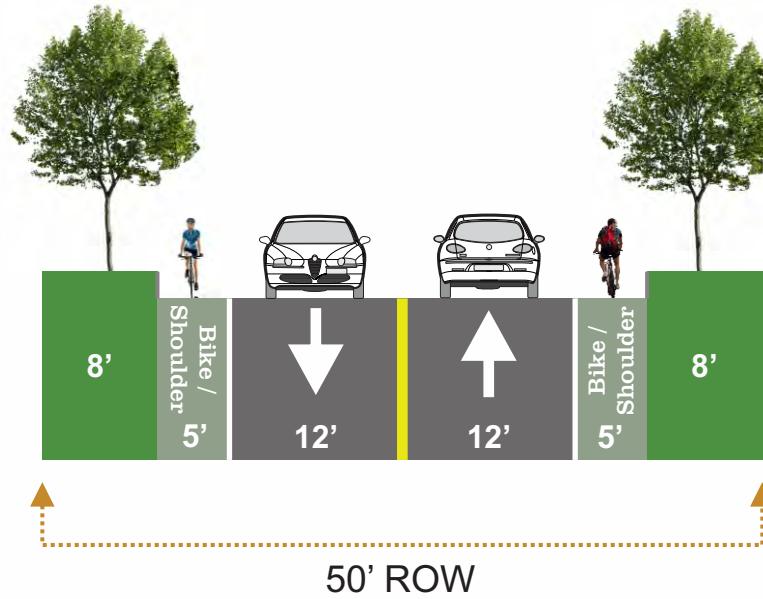
Example:
Walnut Cyn
Rd/Moorpark
Ave



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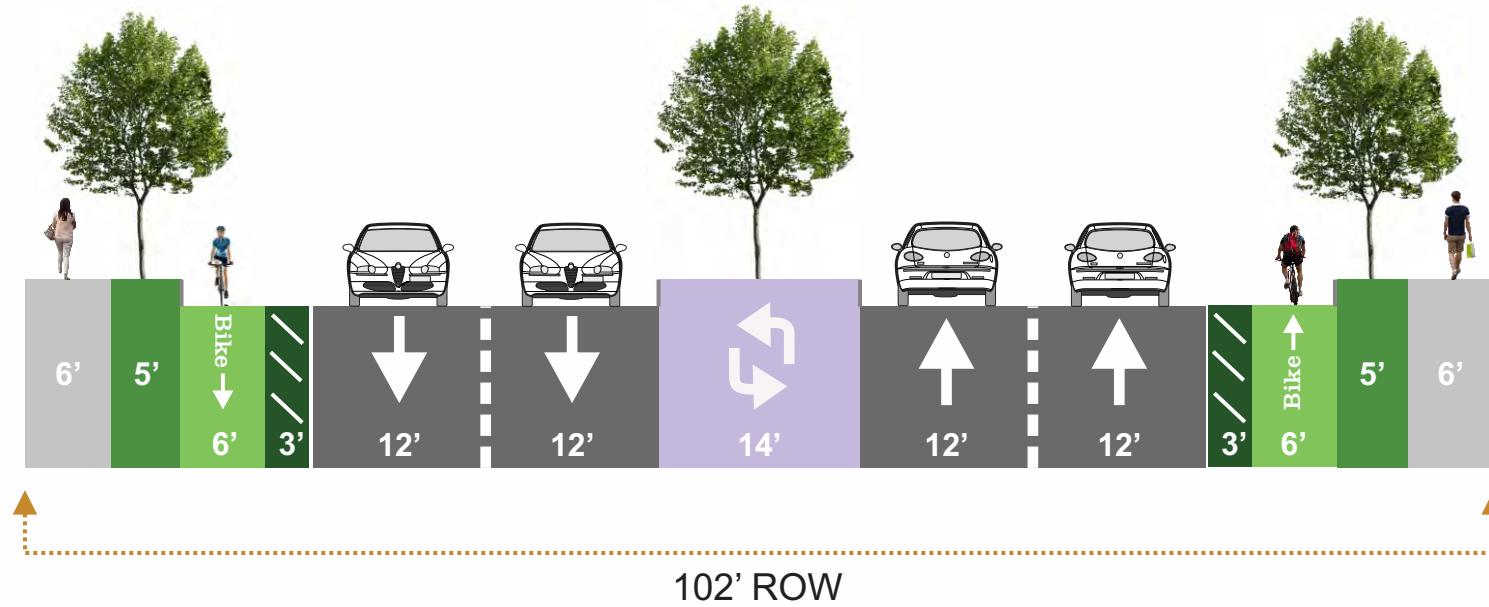
Minor Arterial (Minimum)

Example:
Princeton Ave



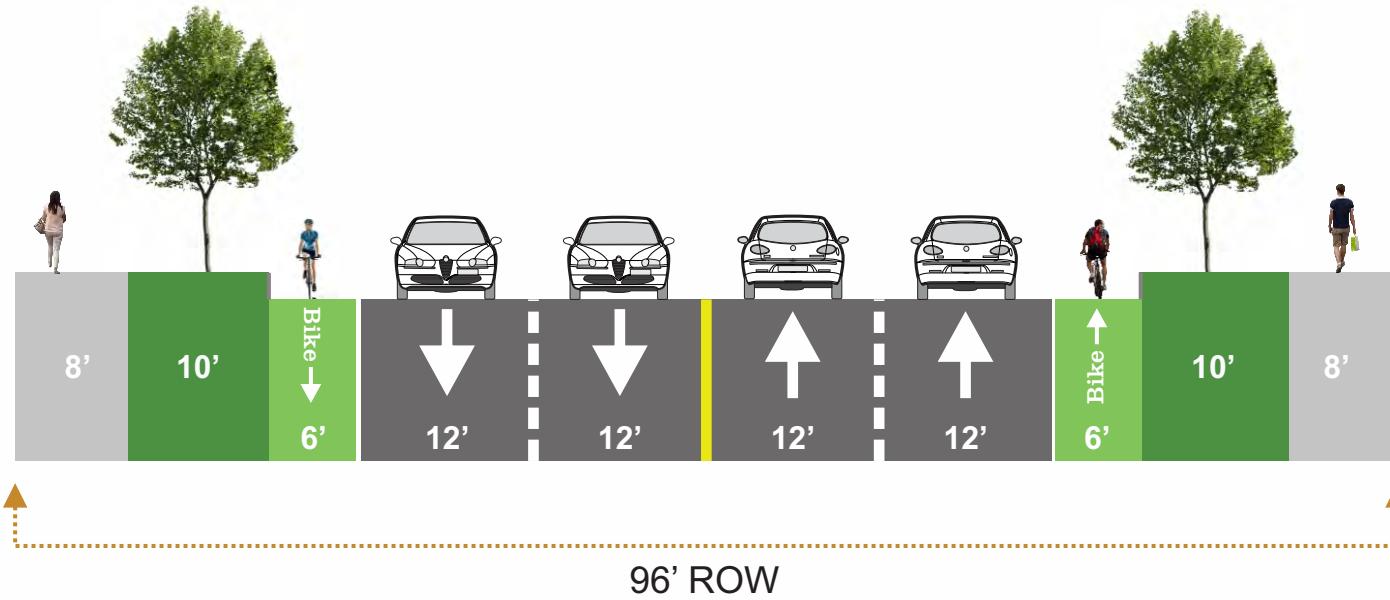
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Minor Arterial (Maximum)



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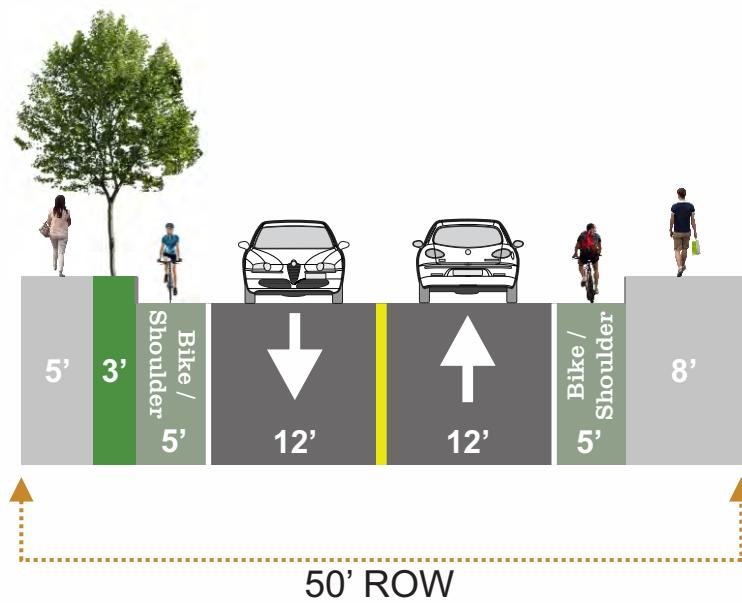
Collector (Maximum)



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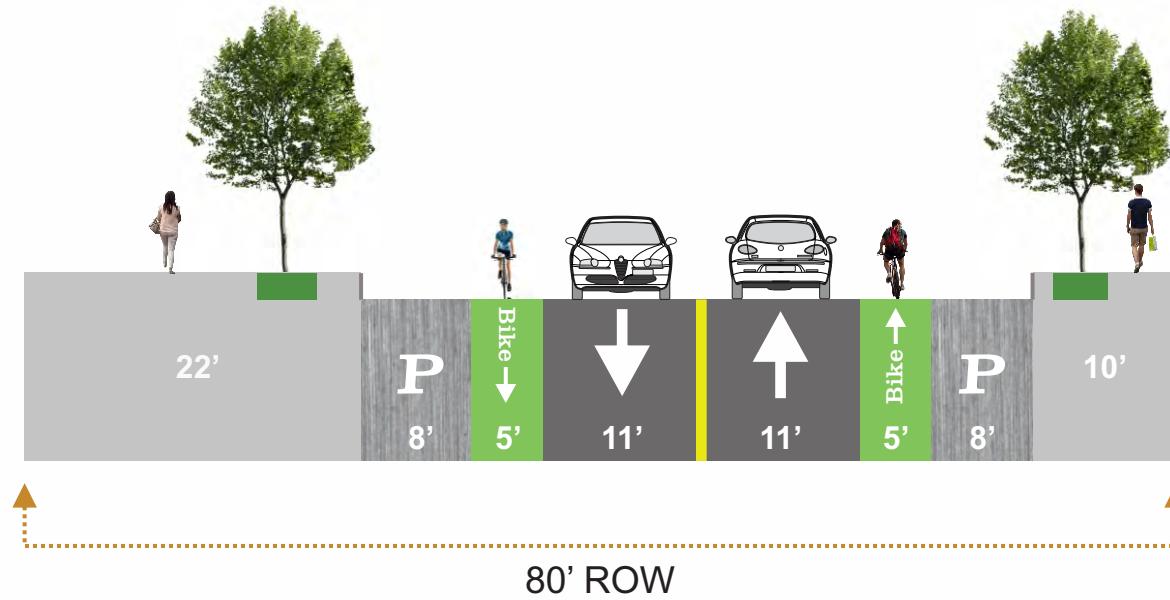
Example:
Campus Park Dr
(west of Princeton Ave)

Collector (Minimum)



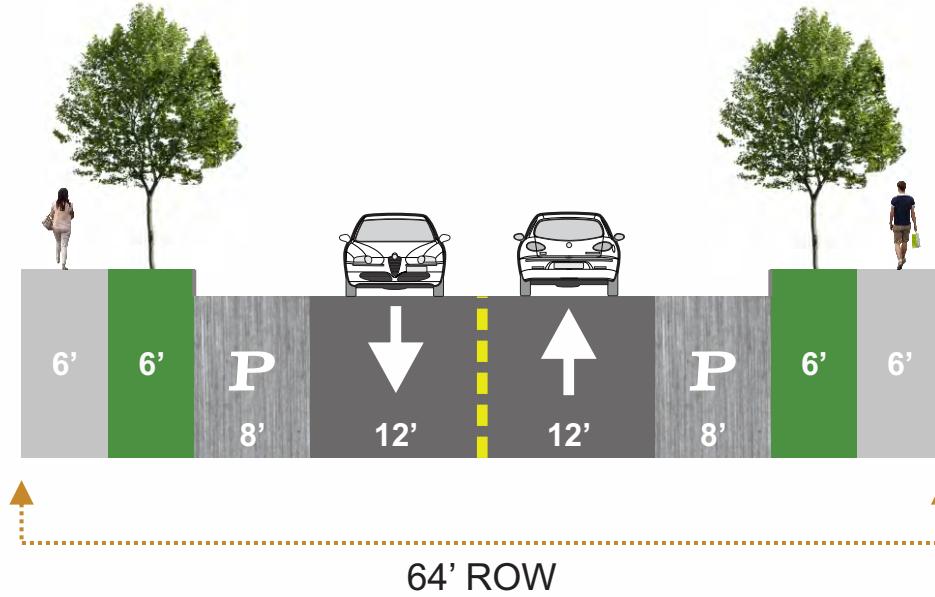
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Downtown Collector



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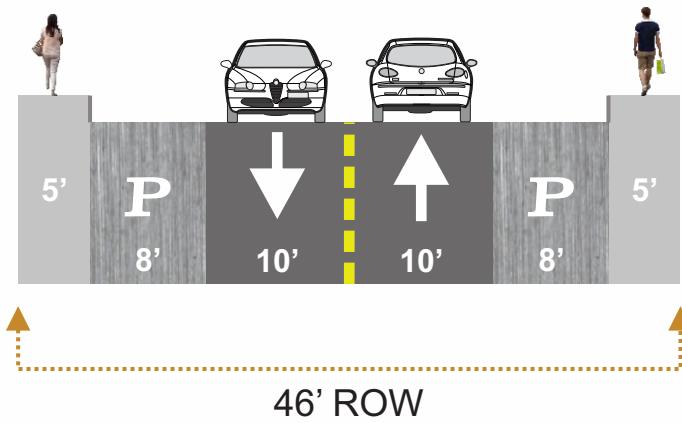
Local (Maximum)



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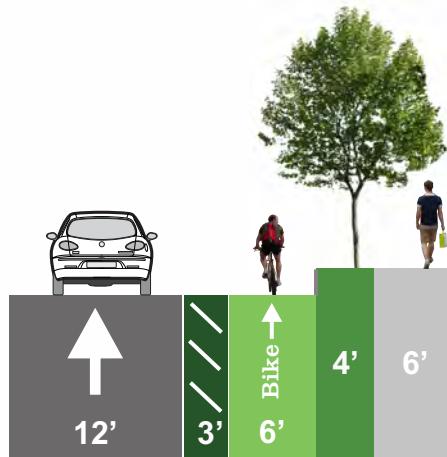
Local (Minimum)

Examples:
Willow Hill Dr
Elderberry Ave
Atwood Ct
Etc.

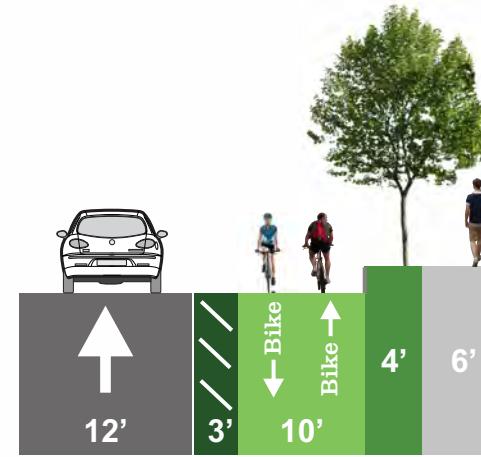


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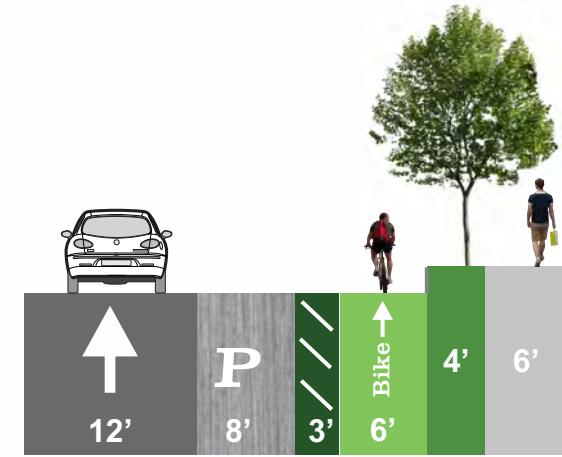
Roadway Shoulder Options



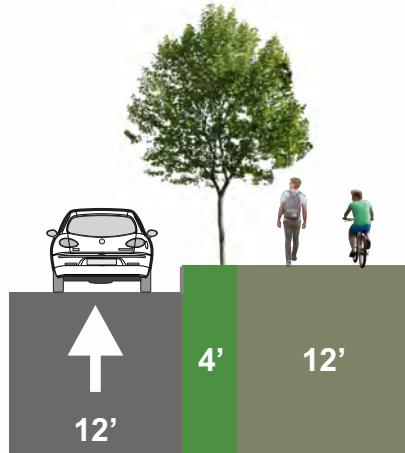
One-Way Protected
Bicycle Lane



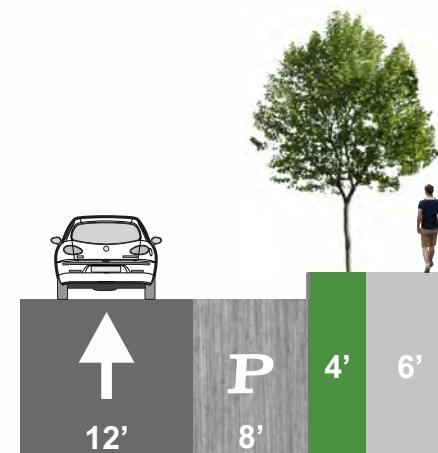
Two-Way Protected
Bicycle Lane



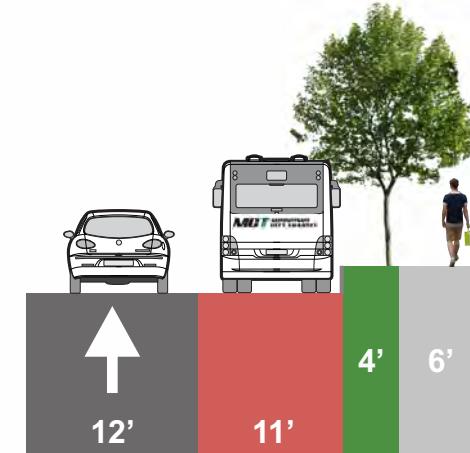
One-Way Protected Bicycle
Lane with On-Street Parking



Multipurpose Trail



On-Street Parking

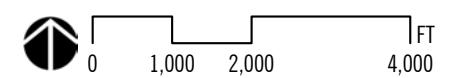
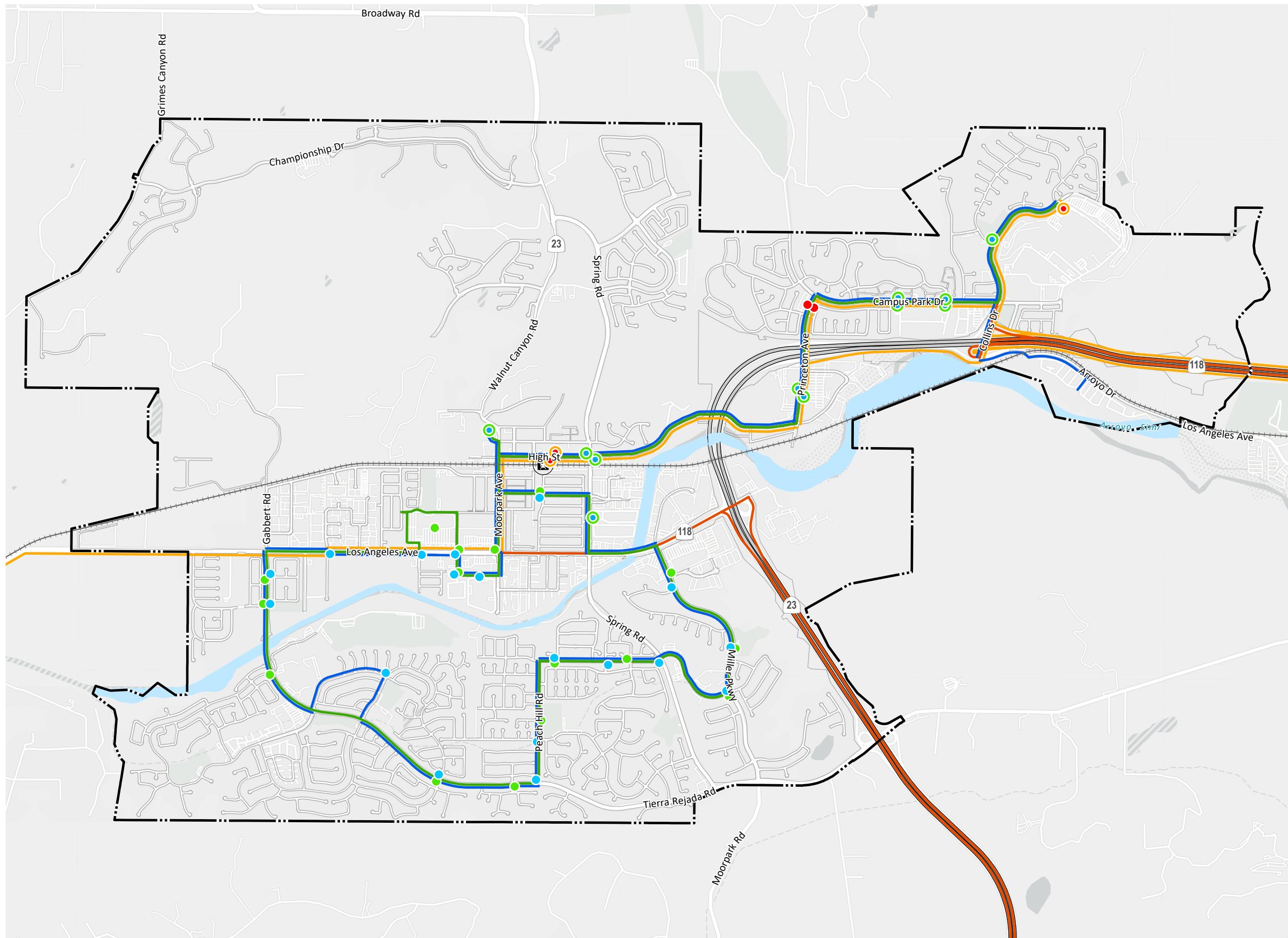


Transit Lane/ Stop

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CIRCULATION

Figure CI-4
Transit System



Source: Iteris, 2022

Date: 11/9/2022

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CI 4.3

Transit facilities: Incorporate improvements supporting public transit use in new development and public spaces such as bus benches, shelters, tree canopy, pads and/or turn-outs.

CI 4.4

Enhance access: Implement improvements and programs enhancing the access to and use of public transit by students, senior citizens and those with limited mobility.

CI 4.5

Pilot projects: Encourage the use of new and emerging technologies through pilot programs.

GOAL CI 5

BICYCLE AND PEDESTRIAN FACILITIES: A CITYWIDE SYSTEM OF SAFE, EFFICIENT, AND ATTRACTIVE BICYCLE AND PEDESTRIAN ROUTES FOR COMMUTER, SCHOOL, AND RECREATIONAL USE.

The policies within this goal address the standards for providing a safe, efficient, and attractive bicycle and pedestrian network. The city's Bikeway Network Plan, as shown in **Figure CI-5**, consists of the following three types of facilities:

- **Class I Bike Path:** Class I bikeways, also known as bike paths or shared-use paths, are paved facilities with exclusive right-of-way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-

of-way, within school campuses, or within and between parks.

- **Class II Bike Lane:** Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to vehicle traffic travelling in the same direction.
- **Class III Bike Route:** Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic (not served by dedicated bikeways) to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows) along roadways.

CI 5.1

New bicycle and pedestrian facilities:

Prioritize plans for new bicycle and pedestrian facilities to provide continuity and close gaps in the bikeway and sidewalk network.

CI 5.2

Improvements to bikeway network: Require proposed residential, commercial, and industrial developments to include bikeways in their street improvement plans, consistent with the Bikeway Network Plan (**Figure CI-5**) and construct pertinent improvements.

CI 5.3

Funding for bikeways: Require development projects to incorporate or participate in the funding of planned bikeways that allow the community to utilize bicycles as an alternative to automobiles.

CI 5.4

Off-street bicycle paths: Encourage the provision and maintenance of off-street bicycle paths.

CI 5.5

Bicycle parking and storage: Encourage the provision of bicycle parking and storage facilities at new or modified public, commercial, and industrial building sites.

CI 5.6

Sidewalks and landscape buffers: Require the development of sidewalks and incorporation of sustainable landscaping between the curb and sidewalk for new projects proposed in commercial and industrial areas along arterial and collector roadways. Provide landscaped buffers where feasible to separate pedestrian environments from the travel way adjacent to motor vehicles.

CI 5.7

Pedestrian safety: Require sidewalks to be designed for observation from vehicles and bicycles to ensure safety of pedestrians and follow accepted traffic engineering practice, when included as part of roadway improvement plans. Provide convenient and high-visibility crossings for pedestrians.

CI 5.8

Buffers and protected lanes: Recognize that high-speed streets, high-volume streets, and truck routes can increase pedestrian and bicycle stress levels and decrease comfortability. To mitigate impacts, provide increased buffers and protected bicycle lanes in high-stress areas, where feasible.

CI 5.9

Partnerships with schools: Develop partnerships with local schools to identify and implement mobility improvements and non-infrastructure programs that improve safety for students traveling to/from school and increase the number of students walking and bicycling to school.

GOAL CI 6

TRANSPORTATION DEMAND

MANAGEMENT: TRANSPORTATION DEMAND MANAGEMENT (TDM) IS UTILIZED TO ASSIST IN REDUCING VEHICLE TRIPS, TRIP LENGTHS, AIR QUALITY IMPACTS, AND GREENHOUSE GAS EMISSIONS.

CI 6.1

Employer incentives: Encourage businesses to provide incentives for employees to utilize alternatives to the conventional automobile transportation to reduce energy consumption, noise pollution, air pollution, and greenhouse gas emissions, such as shared ride programs, parking cash out³, transit benefits, and allowing telecommuting and alternative work schedules.

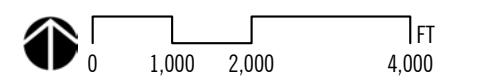
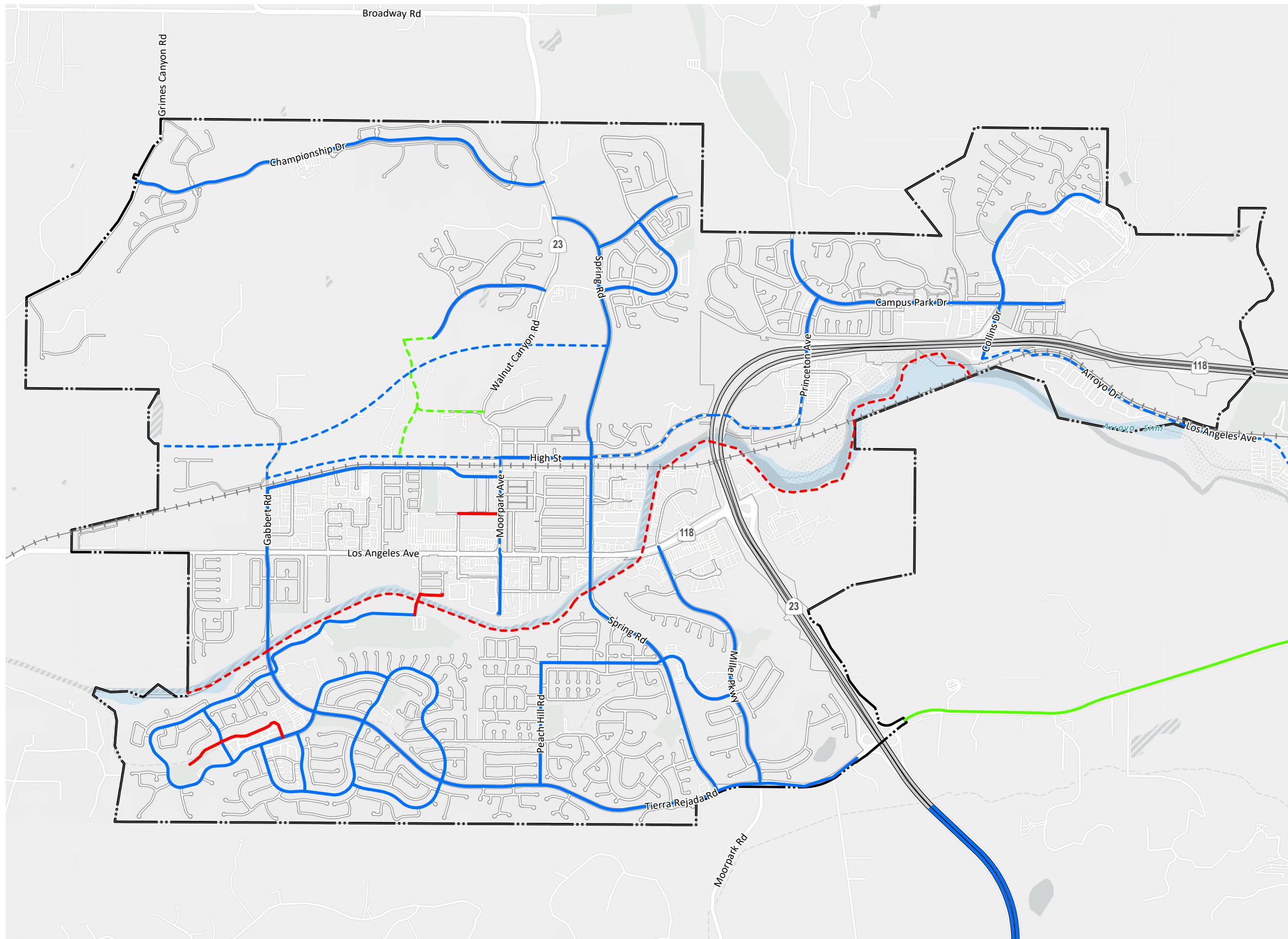
CI 6.2

Routing, scheduling, and planning priority: Support the provision of alternative forms of public and private transit that offer routing, scheduling, and planning priority to the work force, youth, students, handicapped, senior citizens, and shoppers to the extent feasible.

³ The California Air Resources Board notes that State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program. The intent of the law is to reduce vehicle

commute trips and emissions by offering employees the option of "cashing out" their subsidized parking space and taking transit, biking, walking or carpooling to work.

CIRCULATION
Figure CI-5
Moorpark Bicycle Network



Source: Iteris, 2022

Date: 11/9/2022

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CI 6.3

Ventura County Air Pollution Control

District: Support the Ventura County Air Pollution Control District in its effort to implement transportation demand management strategies.

CI 6.4

TDM fund expenditure: The city shall develop a program for expending transportation demand management funds collected as mitigation for developments' air quality impacts.

GOAL CI 7

PARKING: AN INTEGRATED PARKING PROGRAM TO PROVIDE APPROPRIATE LEVELS OF PUBLIC AND PRIVATE PARKING TO SUPPORT EXISTING AND FUTURE DEVELOPMENT.

CI 7.1

Parking management: Employ parking management strategies, such as shared parking in mixed use areas, on-street residential parking, and spill-over parking to avoid construction of unnecessary parking.

CI 7.2

Residential neighborhoods: Manage the supply, restrictions (e.g., duration, type of use), and location of parking to limit parking intrusion into residential neighborhoods.

CI 7.3

Supply and demand: Ensure that parking supply accommodates the projected demand, allowing for shared parking as determined by additional parking analysis.

3.3 INFRASTRUCTURE

The city of Moorpark recognizes that a robust infrastructure and utility network is paramount to accommodate the growth and development that could occur from buildout of the Land Use Plan. Systems that provide for efficient management of water, wastewater, stormwater drainage, solid waste, energy, and telecommunications systems will continue to be expanded concurrently with new development, population, and employment growth.

3.3.1 Regulatory Context

As described in the Introduction, the California Government Code stipulates that in addition to transportation routes, the circulation element must identify the location and necessity of public utilities and facilities. Relevant utilities include water, sewers, storm-water systems, telecommunications and broadband, electric vehicle charging stations, electricity, and natural gas lines. These facilities relate directly to the land uses planned in the Land Use Element, consequently, the circulation element should consider not just "right sizing" such infrastructure to serve only that growth that is actually planned in the Land Use Element, but also placing infrastructure in areas that maximize efficiency and minimize impacts to the community.

3.3.2 Wet Infrastructure Considerations

Moorpark, in conjunction with several other agencies such as Ventura County ("County") Public Works and Waterworks District No. 1 ("District"), operates and maintains utility systems within the city. All entities managing

the infrastructure in the city have a process in place for correcting deficiencies and addressing any potential capacity issues to ensure a high functioning infrastructure network.

Looking into the future of infrastructure management, emphasis is placed on implementing the latest technologies and software systems to effectively manage improvements to infrastructure systems and maintaining a strong Capital Improvement Plan (CIP) process throughout the city. In addition, continued multi-agency coordination for water and sewer infrastructure systems to support intensified development while also promoting sustainability goals is also an important component to successful infrastructure and resource management.

New developments under the General Plan may impact water, sewer and storm drain infrastructure. Most of these changes are focused infill sites where vacant lots may be developed and existing development intensified. An overall increase in water and sewer flows are expected in these infill areas throughout the city. Therefore, infrastructure goals and policies under the General Plan will focus on robust infrastructure capacity, a diverse water supply portfolio and increased wastewater and recycled water treatment capacities.

In addition, new developments may result in changing drainage patterns and new pollutants that may enter into waterways. The city has established goals to effectively manage these stormwater infrastructure systems while using technology to actively track water quality throughout watersheds.

3.3.3 Storm Drain

Storm Drainage

Well managed drainage infrastructure is important for the safety of residents as well as the enhancement of water quality throughout the urban environment. Storm drain lines are maintained by the city or private property owners and the larger drainages and larger watercourses are maintained by the Ventura County Watershed Protection District (VCWPD).

The city utilizes their 1995 Master Plan of Drainage (MPD) for storm drain improvement project planning as well as managing projects on an annual basis through the Adopted Operating and Capital Improvement Projects Budget. After determining projects with the highest priority, the selected projects are incorporated into the current fiscal year budget.

Additionally, the County prepares a CIP project list every five years to ensure Countywide capital needs are met for larger storm drain conveyance facilities. This Five-Year Plan development involves all County departments and agencies. Each department/agency is requested to review capital needs for a five-year period, then CIP requests are submitted to the Capital Planning Committee for review and prioritization. Improvements to storm drain infrastructure are included in the Watershed Protection Plan.

Floodplain Management

According to the Flood Zone assessment, most of Moorpark does not have a designated flood zone. Those zones with possible flood plains within the city are designated as Zone X and A, which includes portions of the opportunity sites. Zone X is outside of the 500-year flood area

and has a 0.2% chance of flooding, while Zone A has a 1% annual chance of flooding and a 26% chance of flooding over the lifetime of a 30-year mortgage. Refer to the Environmental Impact Report (EIR) technical report on infrastructure for more details on these flood zone areas throughout the city.

Water Quality

The Stormwater Management Program is managed by the city's Department of Public Works. The city enforces a stormwater program to protect water quality in downstream receiving waters through the following programs: Regional Phase I Municipal Separate Storm Sewer System (MS4), National Pollutant Discharge Elimination System (NPDES) Permit, Order No. R4-2021-0105, effective July 23, 2021. In conformance with these, certain development projects within the city must implement Low Impact Development (LID) Best Management Practices (BMPs), such as infiltration basins, bioretention planters, and vegetated swales, to filter and remove pollutants for improved stormwater quality throughout the city.

Proposed Condition Drainage and Water Quality Summary

Development projects under the General Plan may impact drainage and water quality conditions within the city. Primarily, areas that are currently vacant land will experience increases in peak flow runoff which may impact drainage facilities. In addition, new developments may contribute to increased pollutants entering water bodies.

There are no downstream storm drain improvements projects that would be impacted by the development proposed for the infill sites. If a deficiency is identified in the future, the city and/or County could require improvements to the drainage systems or onsite detention systems for those developments. Development projects will also be required to implement LID BMPs to prevent additional pollutants from entering into downstream waterways. Therefore, no impacts to water quality or drainage are anticipated through implementation of this General Plan due to these existing policies in place enforced by the city and the County.

3.3.4 Sewer

Sewer Infrastructure and Treatment

The District also maintains the sewer system throughout the city, which consists of seven sewer pump stations, force mains, one wastewater treatment plant, standard and trunk manholes, and 368-miles of gravity sewer pipes as of 2020. The Moorpark Water Reclamation Facility (MWRF) serves as the primary wastewater treatment plant for the city as well as provides for recycled water production for Title 22 reuse opportunities.⁴

The MWRF has an existing capacity of 5 million gallons per day (MGD). Based on 2 MGD of current wastewater flows, there is approximately 3 MGD of available sewer capacity within the MWRF. The District anticipates the need to expand the plant's tertiary treatment capacity so that recycled water supply will reach 1.96

⁴ Title 22 of California's Code of Regulations refers to state guidelines for how treated and recycled water is discharged and used.

MGD (AFY) by 2040 to accommodate the need from a growing customer base (2,200 AFY).

The District actively manages the sewer infrastructure network by requiring project-by-project monitoring of sewer flow capacity to ensure that the sewer system is functioning efficiently and effectively for the District's service area and customers. Alongside monitoring, sewer system upgrades are made by the District's CIP list on an as-needed basis.

Cumulative development projects resulting from implementation of the General Plan will increase sewer flows by 1.5 MGD. Due to adequate capacity within the MWRF and the District's active management of sewer infrastructure throughout the city, there are no anticipated impacts related to sewer infrastructure or treatment capacity. With the future expansion of the MWRF, additional opportunities exist to grow purple pipe infrastructure and water reuse opportunities towards the city's OneWater goals and policies.

3.3.5 Water

Water Infrastructure and Supply

The Ventura County Waterworks, District No. 1 ("District") provides water services to Moorpark and neighboring unincorporated areas in the north and west. As of March 2021, the District serves over 11,000 residential and commercial connections and 156 agricultural service accounts. Water supplies include approximately 9% reclaimed water, 20% local groundwater (managed by Fox Canyon Groundwater Management Agency), and the remaining 71% is imported from the Calleguas Municipal Water District. The District maintains 175 miles of water lines, four groundwater wells, 18 tanks, 10

booster pump stations, and four lift stations within the water system.

To track the capacity and functionality of water infrastructure, the District maintains the Water System Master Plan (WSMP) and regularly updates their Capital Improvement Plan (CIP). In addition, several projects within the WSMP and the CIP list are prioritized annually for design and construction.

To ensure the overall water system supports future growth, the District coordinates with internal reviewing and permitting departments for development projects as they come online. As the project progresses, the District requests improvement plans and water and sewer hydraulic reports. The District also enforces requirements under Senate Bill 610 where development projects over a certain size must prepare Water Supply Assessments to show that there are adequate water supplies to support the project as well as existing and future growth in multiple climate scenarios. The District also regularly updates their Urban Water Management Plan (UWMP) to ensure water supplies can provide for existing and future demands in normal, single dry and multiple dry year scenarios. Therefore, the District has a process in place to coordinate with the city to ensure water infrastructure can support existing and future growth as well as ensure adequate water supplies are available.

Cumulative development projects resulting from implementation of the General Plan are anticipated to increase flows by 2,069 acre-feet per year (AFY). This anticipated increase falls within the District's current UWMP water supply and demand projections during normal and drought conditions highlighting adequate water supplies to support this growth. Therefore, this

increase is not expected to have any impacts on water infrastructure or constrained by supply due to the existing processes and policies in place implemented by both the city and District.

3.3.6 Goals and Policies

Guided by the *Vision Statement*, the following goals and policies provide for maintaining a robust network of infrastructure and utility systems to support future growth resulting from the implementation of this General Plan.

STORMWATER

GOAL CI 8

ADEQUATE STORM DRAINAGE SERVICES AND FACILITIES THAT PRESERVE WATER QUALITY, PROVIDE MULTI-BENEFIT SOLUTIONS, MEET EXISTING AND FUTURE GROWTH NEEDS, AND PROTECT RESIDENTS AND PROPERTY.

CI 8.1

Infrastructure maintenance: Manage city storm drain infrastructure in an effective manner to reduce flooding and protect downstream receiving waters.

CI 8.2

Roles and responsibilities: Develop clear mechanisms and documentation of the roles and responsibilities of city departments, Community Facilities Districts (CFD), and private property owners on required inspection and maintenance practices for drainage and water quality facilities.

CI 8.3

Establish fair cost sharing mechanisms for drainage improvements: Manage flood control management and CIP projects to minimize impacts to city drainage features and establish fair and practical cost sharing mechanisms.

CI 8.4

Green streets and BMP: Consider additional development/redevelopment requirements for city right-of-way Best Management Practice (BMP) improvements and promote green streets approaches.

CI 8.5

Harvest and reuse systems: Incentivize new development/redevelopment projects to implement stormwater harvest and reuse systems in addition to adopted standards.

CI 8.6

Funding mechanisms for smarter watershed management: Promote regional multi-benefit stormwater projects, consistent with regional watershed management programs, and determine feasibility of implementing stormwater credit program/in lieu fees for new development/redevelopment projects.

GOAL CI 9

EFFECTIVE MANAGEMENT OF ALL STORMWATER ASSETS TO TRACK IMPROVEMENTS AND ACHIEVE GOALS RELATED TO WATER QUALITY.

CI 9.1

Management database and new technology methods: Implement smart strategies to track and maintain all stormwater assets to ultimately improve watershed health

WASTEWATER

GOAL CI 10

ADEQUATE WASTEWATER COLLECTION SERVICE AND TREATMENT FACILITIES THAT MEET REGULATORY REQUIREMENTS, MINIMIZE ADVERSE EFFECTS TO WATER QUALITY AND ACHIEVE EXISTING AND FUTURE SEWER NEEDS.

CI 10.1

Recycled Water: Expand the capacity of recycled water resources and distribution infrastructure.

CI 10.2

Adequate capacity: Continue to coordinate with the District to ensure wastewater infrastructure is effectively serving existing customers and has adequate capacity to provide for new demands on the infrastructure system.

WATER

GOAL CI 11

HIGH-QUALITY RELIABLE POTABLE AND NON-POTABLE WATER SERVICES, DIVERSE SUPPLY, AND ROBUST FACILITIES THAT MEETS EXISTING AND FUTURE WATER DEMANDS.

CI 11.1

Coordinate with partners: Continue to coordinate with the District on effective management of water infrastructure systems.

CI 11.2

Monitor supply and demand: Track local and regional water supplies with the District to ensure adequate water supplies exist to support future development.

CI 11.3

OneWater approach: Implement OneWater approach where potable water, grey water, recycled water, and stormwater are all viewed as integral components to integrated water management alongside natural flows and watersheds within the city.

CI 11.4

On-site greywater and stormwater standards: Adopt new statewide standards for on-site greywater and stormwater systems, or develop city standards to streamline the permitting of these systems by following the

Building and Safety Division, Building Code, and other applicable regulatory agencies and associated guidance documents.

3.3.7 Solid Waste

At the time of the General Plan's adoption, solid waste generated by households and businesses in Moorpark is collected and disposed of by USA Waste of California, Inc., a subsidiary of Waste Management Holdings, Inc., through a franchise agreement with the city. The franchisee pays the city a franchise fee and is able to request an increase in the allowable rates for service once per year. The city's waste is transported to the Simi Valley Landfill and Recycling Center, a Class III landfill, in the unincorporated area northwest of the city of Simi Valley.

Other than awarding and managing the franchise agreement, the city has a limited role and responsibility in the collection and disposal of solid waste.

However, the city is required under state law to ensure that at least 50% of the solid waste generated in Moorpark is diverted from landfill disposal. The city plays an active role in promoting waste reduction and encouraging recycling, composting, and proper disposal of household hazardous wastes. The city provides oil change kits, which allow for disposal of used oil at collection centers, sells discounted mulch bins, provides free mulch to residents four times a year, hosts three free e-waste and shredding events each year, provides three "free landfill" days each year for residents to dispose of extra trash, bulky items, and recyclable items at no charge, provides free monthly collection events for household hazardous waste, and provides free dumpsters for neighborhood cleanup days.

The General Plan solid waste goal and policies are intended to ensure adequate private sector capacity in collecting and disposing of solid waste while focusing on the city's role in promoting reduction, reuse, and recycling.

3.3.8 Energy

California is a national and global leader in the shift to non-carbon energy in response to global climate change, having achieved a reduction to 1990 emission levels in 2016. It is now state policy to achieve net-zero GHG emission by and after 2045. The state's response has been comprehensive, from building code changes for energy efficiency to changes in land use and development to reduce vehicle miles travelled, but a major component of what has been achieved and what will be accomplished is the shift to renewable sources of energy. As described below, Moorpark exercises local leadership in the shift to renewables.

Energy is supplied to Moorpark residents and businesses by Southern California Edison and Clean Power Alliance (for electricity) and Southern California Gas Company (for natural gas).

Southern California Edison (Edison) is a private, investor-owned utility that generates and delivers electricity throughout Southern California. Similarly, Southern California Gas Company (SoCal Gas) is a private, investor-owned utility delivering natural gas throughout

the region. The city has no direct role in the services provided by Edison and So Cal Gas.

Clean Power Alliance (CPA) is a Joint Powers Authority, of which Moorpark is a member, and has 32 member jurisdictions at the time of the General Plan's adoption. Customers establishing a new electric service are automatically enrolled as customers of CPA unless they specifically choose Edison as their electricity supplier: CPA generates the electricity for customers in Moorpark, and Edison delivers the electricity. However, customers can opt out of CPA and purchase their electricity directly from Edison. CPA generates over 50% of its electricity from renewable energy sources.

The city's role in the provision of energy is limited to having joined CPA as a Community Choice Aggregation Program⁵. Nevertheless, the city has committed to promoting sustainability and energy conservation. Furthermore, the city actively collaborates with energy service providers to minimize service disruptions and promote the adequacy and resiliency of the energy supply for residents and businesses. Finally, the city works with energy service providers to minimize the impact of distribution infrastructure and to facilitate the undergrounding of overhead utility lines.

The General Plan's energy goal and policies promote the adequacy and reliability of energy supplies, minimize the visual impact of energy distribution infrastructure, and facilitate the reliability of energy supply, ensure adequate

⁵ Community Choice Aggregation was created in California by AB 117 (2002), which authorized local governments to aggregate customer electric load and purchase electricity for customers. AB 117 provided that "all electrical corporations must cooperate fully with any community choice aggregators that investigate, pursue, or implement

community choice aggregator programs." The investor-owned utility still maintains the responsibility of providing transmission and distribution services, and continues to provide all metering, billing, collection, and customer service to retail customers that participate in a CCA.

backup energy for critical public facilities and wireless infrastructure, promote energy sustainability and conservation, and minimize service interruptions and disproportionate impacts on those dependent on uninterrupted utility service.

3.3.9 Telecommunications

Two private companies provide telecommunications services to Moorpark's residents and businesses. Customers can purchase both telephone and cable services from both companies, AT&T and Spectrum. The city has no direct role in choosing which service providers can operate in Moorpark. However, telecommunications are important to most households and vital for most businesses. Thus, the city works with the service providers to encourage the maintenance of adequate and reliable infrastructure and upgrades to keep pace with technology advances.

In the past, Moorpark was able to regulate wireless communications facilities. However, with the advent of fifth generation mobile communications technology, the federal government pre-empted state and local governments from regulating this infrastructure.

Because the city has no direct role in telecommunications and limited ability to regulate the placement and design of infrastructure, the General Plan provides limited guidance for future decision-making for telecommunications facilities and services.

3.3.10 Goals and Policies

GOAL CI 12

SOLID WASTE AND RECYCLING: DIVERT AND EFFECTIVELY MANAGE THE GENERATION AND DISPOSAL OF SOLID AND ORGANIC WASTE.

CI 12.1

Adequate services and collection facilities: Support efforts of the local solid waste collection, disposal, and recycling service providers to maintain adequate residential, commercial, and industrial solid waste and mixed recycling collection service levels and solid waste facilities in accordance with state law.

CI 12.2

Waste Diversion: Continue to partner, plan for, and document compliance with waste applicable State law related to source reduction and recycling requirements of 50% diversion of solid waste from landfills.

CI 12.3

Recycling programs: Continue to support the residential, commercial, industrial, and construction / demolition recycling programs to minimize the solid waste stream to landfills.

CI 12.4

Electronic Waste Recycling: The city shall coordinate with businesses that recycle electronic waste (e.g., batteries, fluorescent lamps, compact-fluorescent (CFL) bulbs) and the California Product Stewardship Council, CalRecycle, and other pertinent agencies to provide convenient means of responsible disposal for city residents.

CI 12.5

Clean up events: Continue to sponsor clean-up events in which volunteers and community organizers help pick up litter in public areas.

CI 12.6

Organic waste collection: Continue to work with the city's waste haulers to provide organic waste collection services to residents and businesses and recycle organic materials, in compliance with applicable State law.

CI 12.7

Organic waste recycling: Continue to provide resources to support composting, grasscycling, and the recycling of organic waste.

CI 12.8

Disposable, Toxic, or Non-Renewable Products: The city shall reduce the use of disposable, toxic, or nonrenewable products in city operations.

CI 12.9

Education and public information: Prepare and disseminate, as appropriate, information to educate the public on source reduction, solid waste diversion, recycling, infectious waste management, and composting resources and educational programs.

GOAL CI 13

ENERGY: ADEQUATE, RELIABLE AND SUSTAINABLE ENERGY SERVICES AND FACILITIES.

CI 13.1

Adequate service and facilities: Continue to work with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.

CI 13.2

Integration of Energy Utility Systems: Work with utility providers to ensure that energy facilities are located and designed to be visually compatible with the built environment and natural settings.

CI 13.3

Utility Undergrounding: Continue to pursue undergrounding of overhead utility lines, and support maintenance and replacement programs to reduce wildfire hazards.

CI 13.4

Energy Reliability: Support and encourage efforts by local energy service providers and other public agencies to improve the safety and resilience of the local power grid.

CI 13.5

Backup Energy Provision: Work with utility providers to ensure adequate backup energy provisions for critical public facilities and wireless infrastructure and upgrade as needed.

CI 13.6

Microgrids: Work with utility providers and local energy service providers to explore the use of microgrids allowing locally-generated renewable energy networks to supplement the electrical distribution system and provide back-up power in the event of an emergency.

CI 13.7

Energy Conservation: Support increased use of renewable energy sources through energy conservation, efficiency, and renewable resource strategies, as identified in The Conservation Element.

CI 13.8

Service Disruptions: Continue to work with local utility providers to prevent unplanned disruptions to utility service.

CI 13.9

Disproportionate Impacts of Service Interruptions:

Work with utility providers to ensure preventable disruptions do not have a disproportionate impact on residents, including those dependent on uninterrupted utility service.

GOAL CI 14

TELECOMMUNICATIONS: QUALITY
TELECOMMUNICATION SYSTEMS THAT
ENHANCE ECONOMIC DEVELOPMENT,
GOVERNMENTAL EFFICIENCY, AND EQUITABLE
ACCESS FOR ALL.

CI 14.1

Adequate facilities and equitable access:

Work with telecommunications service providers to meet the facility and service demands of existing and future development and to provide equitable access to telecommunications infrastructure for all city residents.

CI 14.2

State-of-the-art technologies: Encourage service providers to implement state-of-the-art digital and technological improvements that facilitate access by local industries and businesses and attraction of new and diverse enterprises to the city.

CI 14.3

Regulation of wireless communication

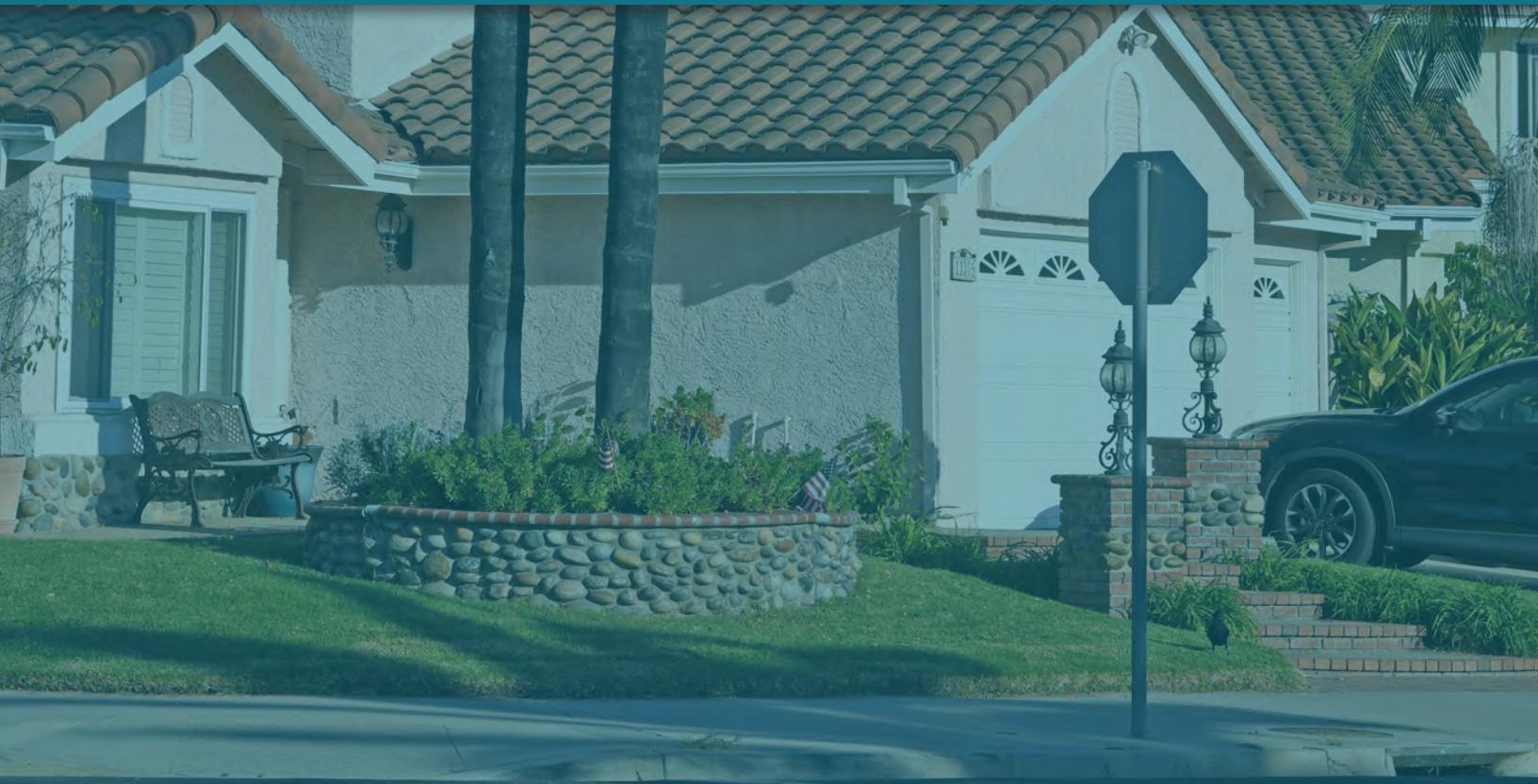
facilities: Continue to regulate the land use zone, location, height, appearance, and placement of wireless communication facilities to the extent permitted by applicable law.

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MOORPARK
General Plan
2050



4

Housing



As Housing Elements are required by State law to be updated more frequently than the General Plan, Moorpark's Housing Element is published under a separate cover to facilitate revisions compliant with State Housing Law. The City of Moorpark Housing Element will be next updated in 2029, consistent with the State-defined cycle.

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Economic Development



5.1 INTRODUCTION

Moorpark's local economy is interwoven with the quality of life in the city. One of the key economic attractors is the high regard with which the city is viewed regionally and the loyalty with which residents support local businesses. At the same time, one of the valued aspects of the quality of life is the array of local businesses that provide goods and services desired by residents while fitting into the natural environment and small-town setting that define life in Moorpark.

As residential growth continues, the city seeks to support economic growth that will benefit the community, provide employment and business opportunities for residents, reduce the need to travel to other communities for goods, services, and entertainment, and broaden the tax base to support the maintenance and improvement of public facilities and services.

The city's investment of time and resources into economic growth and development will be managed through an economic development strategic action plan, which will be regularly updated to reflect changing conditions. This economic development element establishes the long-term goals and policies for economic growth. This element also provides goals and policies to guide future decisions on land use and development and the investment of public resources.

5.1.1 Regulatory Context

Economic development is an optional rather than required element in general plans. It also differs from many other elements in that the state has few statutory provisions that shape

the requirements for an economic development element.

One role that cities used to play in economic development was the assembly of adjacent small parcels to be redeveloped. When the state essentially eliminated the Redevelopment Law, cities lost sources of funding to revitalize areas, build affordable housing, and invest in infrastructure to attract development. Cities can still purchase small properties from willing sellers, but they are limited by the State Surplus Land Act (Government Code, Title 5, Division 2, Part 1, Chapter 5, Article 8. Surplus Land) in how they can sell land. In addition, cities can offer incentives for economic development, but in most cases, such assistance will trigger prevailing wage requirements.

As described in the following sections, for much of the work of economic development the city will coordinate with regional partners who are funded through the state and federal governments. In addition, even though this element is optional, as adopted it carries the same weight of law as the required elements of the plan.

5.2 THE LOCAL ECONOMY TODAY

5.2.1 Types of Businesses

Goods-producing sectors of the economy (primarily construction and manufacturing for Moorpark) account for about 25% of the jobs in the city, similar to the share of these jobs across the county. The base-services sectors (primarily utilities and wholesale trade in Moorpark, but more so transportation and warehousing across the county) account for a similar share of jobs in

the city as in neighboring jurisdictions. However, other cities have had more growth in these sectors, primarily from the regional strength of warehousing. Knowledge-based sectors of the economy (especially finance and insurance and information, but less so for professional services and management of companies in Moorpark) are a larger share of local economy than in neighboring jurisdictions. Not only do these types of businesses account for a larger share of employment locally, but they also accounted for a much larger share of job growth since 2010, mostly driven by growth in finance and insurance.

Education provides more jobs per resident in Moorpark than in neighboring cities and the county as a whole. Growth in the education sector will be closely tied to demographics—the number of school age children and enrollment at Moorpark College. In contrast, employment in the health care sector provides only 24 jobs per 1,000 residents locally, compared to 48 in Ventura County and 61 in the state. This suggests that there is potential for medical services to be a key part of local economic growth.

The other local-serving sectors (especially retail and accommodations and food services in Moorpark, but also arts, entertainment and recreation, and personal services) account for fewer jobs per 1,000 residents in the city than in any of the neighboring jurisdictions and in the county as a whole. This indicates that there could be opportunities to expand the number of local-serving businesses in Moorpark.

5.2.2 Taxable Retail Sales

In 2020, taxable sales at retail stores, restaurants and drinking places (but exclude spending on

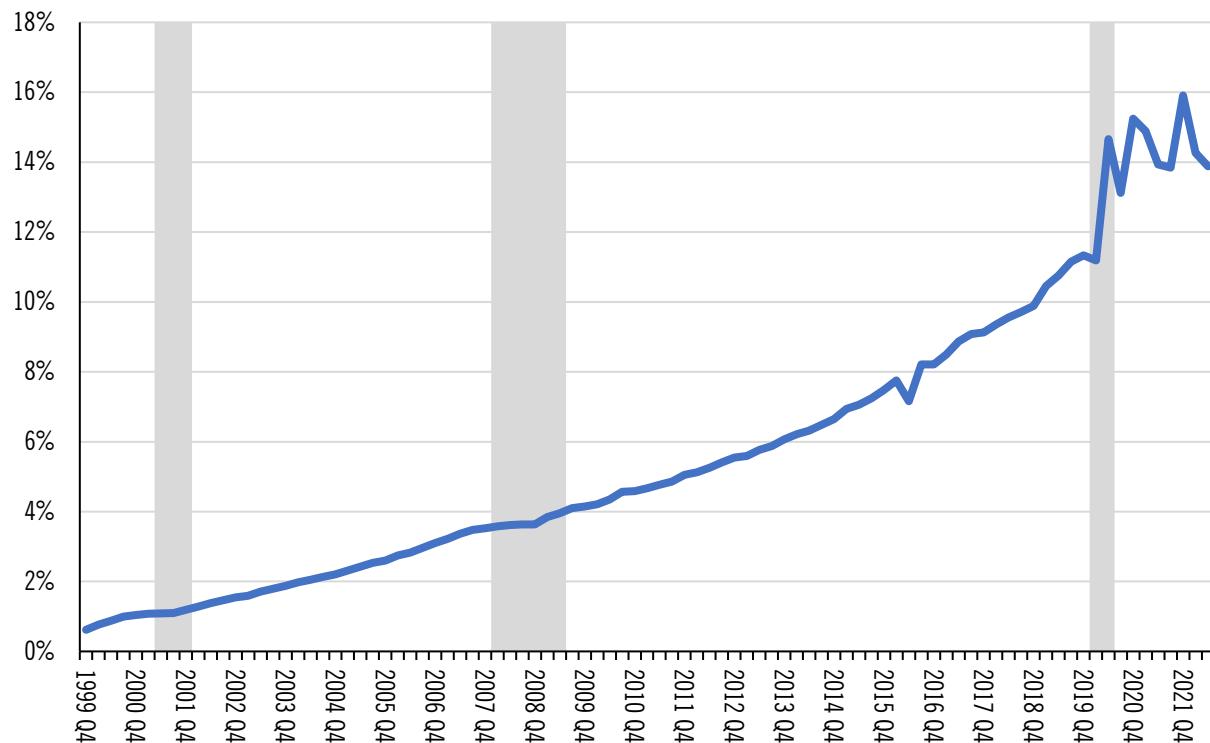
groceries which are not subject to sales tax in California) in Moorpark were \$27,520 per household, 30.7% below taxable sales countywide, \$39,710 per household, and lower than the sales per household in neighboring jurisdictions. This difference once again indicates that Moorpark is underserved by local-serving sectors.

5.2.3 Commuting

Of Moorpark's employed residents, 88.5% commute to another city for work, with only 11.5% living and working the city. While this might seem to be a high-level of out-commuting, it is not an uncommon percentage in suburban communities.

Nevertheless, the data indicates that on a typical day, 12,460 residents leave Moorpark for work and another 8,540 workers commute into the city from other communities to work. There are approximately 1.15 jobs in the city per household, which is about the same as the jobs per household countywide. This suggests that while the city has a vibrant local economy, there is a mismatch between the occupations of residents and the types of jobs in the city. This suggests that the city should promote economic growth that provides jobs suited to the skills and education of workers and promote housing opportunities that are suited to the needs and incomes of those working at jobs in Moorpark.

Figure ED-1 Online Retail Spending as a Share of Total Retail Spending; US; 1994 Q4 to 2022 Q2



5.3 STRUCTURAL CHANGES

The General Plan Update was prepared and adopted during a time in which several structural economic changes appear to be underway, mostly in response to the COVID-19 pandemic. Only time will tell if these changes are indeed structural and permanent.

5.3.1 Shift Away from In-Person Shopping

The shift from retail spending at bricks-and-mortar stores to online retail is nothing new. It has been going on since the early days of the internet. However, during the pandemic, the shift accelerated as shown in **Figure ED-1**. Indeed, online retail spending is about five years ahead of its long-term trend.

However, the accelerated shift to online retail has been accompanied by retailers expanding the ways consumers can buy their goods, including shipping from a central warehouse, curbside pick-up at a local store, and same-day home delivery from a local store. Most retail chains are highly focused on this expansion, often referred to as omni-channel, rather than on opening new stores.

This change in retailing will likely challenge the city's efforts to attract new retail stores. However, it also opens the door to a wider embrace of experience-oriented retailing, which can effectively compete for consumers spending when they do desire to shop.

5.3.2 Work-from-Home

Working from home was given a huge experiment at the beginning of the pandemic

when states across the nation restricted who could go into work to essential workers only. Since then, great strides have been made to improve the technology that supports office work from home. Furthermore, businesses generally found that productivity did not suffer. And finally, many people doing office work found that they preferred working from home.

Currently, businesses have announced plans for returning to the office, only to scrap those plans. Based on key card swipes, building occupancy in high-rise office buildings in downtowns hovers at or below 50%. Office vacancy rates are up. And it is not clear if or when there will be a wholesale return to the office.

This can be expected to dampen the market for new office development for the next ten years, until vacant space is absorbed by the market. However, this does not necessarily apply to medical offices. Even though the use of telemedicine picked up, the medical office market has not been as severely impacted as the general office market has been.

5.3.3 Decreased Labor Supply

It appears that a part of the labor force who stopped working during the pandemic, decided to simply retire. Although, the quick rise in inflation has motivated some of those to return once again to the labor force.

At the same time, the pandemic and the possibility of contracting a potentially deadly virus just from going to work has encouraged another slice of the labor force to seek other types of work.

These changes result in very low unemployment and rising wages, which partly fuels inflation.

Unlike the inflation of the 1970s, however, technology is evolving to provide ways to automate some work functions. This means that future businesses may need fewer employees. This is what has happened in manufacturing since the end of the 1970s, fewer and fewer employees produce more and more goods, with the most labor-intensive production moving overseas.

Relative to the local economy, the changes in labor force participation may mean that the economy continues to grow but the growth will not be evident in rising numbers of jobs. Nevertheless, economic growth without a corresponding growth in jobs may still require new industrial development and, once office vacancies are absorbed, new office development.

5.3.4 Industrial Development

Throughout Southern California, industrial vacancy rates are at historical lows, and have been for many years. Growth in warehousing and distribution centers are driving demand for industrial land, and Southern California does not have sufficient land planned and zoned for industrial uses to accommodate the projected growth.

The land use plan does not envision substantial warehousing development in Moorpark. However, warehousing development is pressuring manufacturers and other industrial businesses, who are being priced out of the market. Thus, the city should expect to see healthy demand for existing industrial properties for other industrial uses.

5.4 PLANNING FOR ECONOMIC DEVELOPMENT

5.4.1 Land Use

The General Plan recognizes the need to maintain the viability and function of the existing office and industrial areas in the city. These areas will accommodate much of the economic activity and growth in the city.

The General Plan acknowledges that in the near term, auto-centric retail centers will continue to be important for retail goods and services, while over a longer time frame, there will likely be a transformation to predominantly experience-oriented districts and mixed-use centers. Managing this transformation from a land use perspective will require continued assessment of evolving economic and market conditions and flexibility in the city's approach, guided by the vision, goals, and policies of the General Plan.

The General Plan sees the revitalization of downtown as fundamental to the city's economic growth and prosperity. Revitalization will be a long-term multi-year endeavor. While the projects and programs may evolve over time, the General Plan provides the long-term vision for the future of downtown.

5.4.2 The City's Role

As discussed previously, the General Plan envisions the details of economic development activities to be covered by an economic development strategic action plan, which will be updated regularly. Nevertheless, there are aspects of the city's role in economic development that can be expected to continue across iterations of the action plan.

The city will collaborate with a wide variety of economic development organizations and service providers to leverage their expertise and federal, state, and non-profit funding. Through these partnerships, the city will seek connect existing businesses, firms interested in locating in Moorpark, and local entrepreneurs with training and assistance. The city will prioritize economic development investments that create jobs and business opportunities for local residents. At the same time, the city will encourage the development of housing that is suited and affordable to those working in Moorpark. Finally, the city will capitalize on a variety of economic assets, including Moorpark College, a well-educated labor force, freeway access, Metrolink and transit services, and a revitalized downtown to achieve economic development goals.

5.4.3 Fiscal Realities

Land use and development are the primary drivers of the revenue that flows into city hall to fund public facilities and services. The fiscal analysis of the land use plan found that the types of development and the densities and intensities allowed under the General Plan should generate an increase in net revenue for the city.

Beyond this long-term fiscal impact, the General Plan recognizes the need to invest in infrastructure and capital improvements and to invest in maintaining and improving public facilities and services to support economic development. The city would continue to employ funding and financing mechanisms where appropriate to ensure that new development is fiscally beneficial.

5.5 GOALS AND POLICIES

The economic development goals and policies below are intended to guide decision-making and ensure the continued growth and vitality of the local economy.

GOAL ED 1

ROBUST LOCAL ECONOMY: A SELF-SUSTAINING, INNOVATIVE, AND RESILIENT LOCAL ECONOMY THAT PROVIDES GOODS AND SERVICES DESIRED BY LOCAL RESIDENTS, ATTRACTS REGIONAL CONSUMER SPENDING, AND CONTRIBUTES TO MOORPARK'S PREMIER QUALITY OF LIFE.

ED 1.1

Business retention and expansion: Retain existing businesses and support their profitability and expansion, by collaborating with the Chamber of Commerce and regional economic development service providers to improve access by local businesses to business management training, financing, and marketing assistance.

ED 1.2

Business start-ups: Grow the number of independent businesses to diversify the local economy and to provide goods and services desired by local residents, by collaborating with the Chamber of Commerce and regional economic development service providers to provide entrepreneurial training and assistance.

ED 1.3

Business attraction: Attract businesses that diversify the local tax base and that create employment opportunities suited to the skills and education of residents, by collaborating with economic development service providers to market Moorpark and to market commercial and industrial sites and facilities to potential new businesses.

ED 1.4

Local workforce: Increase the number of residents working in the city, by prioritizing economic development activities that create employment opportunities suited to the skills and education of current and future residents.

ED 1.5

Workforce housing: Support an adequate and reliable workforce for local businesses, by promoting the development of housing opportunities suited to the range of incomes in accordance with the Land Use Element and the Housing Element.

ED 1.6

Economic value of residential uses: Support residential development to capitalize on the synergistic relations between residential growth and economic growth.

ED 1.7

Tourism, visitors, and events: Promote the quality of life and attract visitor spending by supporting agricultural uses, farmers markets, event venues, and tourism attractions and by collaborating with local business and civic organizations to promote special events.

ED 1.8

Education and workforce development: Promote life-long learning and support local businesses and workforce development, by collaborating with Moorpark College to expand access to the College's programs and services by residents and businesses, collaborating with local education service providers to create pathways and pipelines and to improve access of residents of all ages to educational opportunities and enrichment, and helping to forge and sustain partnerships with businesses and education.

ED 1.9

Metrolink and transit: Collaborate with transit service providers to improve awareness of and access to transit services for current and future residents and workers.

GOAL ED 2

ECONOMIC DEVELOPMENT PROGRAM: A LONG-TERM PROGRAM THAT SUSTAINS LONG-TERM ECONOMIC GROWTH AND ATTRACTS PRIVATE INVESTMENT.

ED 2.1

Strategic action plan: Adopt and periodically update an economic development strategic plan that states the city's vision for economic development, identifies objectives for the time frame of the strategy, establishes strategies and action plans, and that may also identify target sectors, partnerships, and marketing and communications. Invest in the city's economic development program to maintain and enhance the attractiveness of Moorpark for private investment, to increase local job opportunities for residents, and to facilitate growth in the local economy that contributes to and enhances Moorpark's premier quality of life.

ED 2.2

Economic development thinking: Integrate economic development thinking throughout city government and ensure that Moorpark epitomizes being business friendly by providing economic development training for key city staff, discussing economic and fiscal implications in staff reports for land use cases, and regularly communicating the city's economic development efforts and successes.

ED 2.3

Economic development partners: Leverage investments by the federal and state government and by private and non-profit entities, by collaborating with economic

development partners, including but not limited to the Economic Development Collaborative, the Ventura County Economic Development Collaborative Small Business Development Center, Ventura County Workforce Development Board, and other public agencies, Moorpark Chamber of Commerce, Moorpark College, and Moorpark Unified School District, and other stakeholders, including but not limited to existing businesses, real estate brokers and developers, and other community organizations.

ED 2.4

Marketing and communications: Maintain regular public communications of the city's economic development efforts and successes, maintain regular communications with existing businesses and economic development stakeholders, and, consistent with the adopted economic development strategic action plan, invest in communications to market Moorpark as a location for new businesses and private investment.

GOAL ED 3

COMMERCIAL AND INDUSTRIAL USES: THRIVING RETAIL, OFFICE, AND INDUSTRIAL BUSINESSES THAT FOSTER LOCAL ECONOMIC PROSPERITY.

ED 3.1

Office and industrial preservation: Maintain and enhance the functionality of areas currently used for and planned for office and industrial businesses in order to promote economic resilience and growth.

ED 3.2

Experience-oriented commercial areas:

Encourage a mix of uses that creates experience-oriented commercial places that can be effective in competing against online retail and that can attract visitor spending.

GOAL ED 4

FINANCIALLY RESILIENT LOCAL

GOVERNANCE: FISCALLY SUSTAINABLE LAND USE AND DEVELOPMENT PATTERNS AND WELL-MANAGED MUNICIPAL FINANCES, RESULTING IN A FISCALLY RESILIENT LOCAL GOVERNMENT THAT INVESTS IN PUBLIC AMENITIES AND SERVICES.

ED 4.1

Purpose of financially resilient local

governance: Maintain the city's fiscal health and financial resiliency to ensure the city can invest in maintaining and enhancing public facilities and services that continue to attract private investment and support economic growth and prosperity.

ED 4.2

Funding and financing mechanisms: Improve the attractiveness of Moorpark for private investment, by encouraging the use of funding and financing mechanisms when such use contributes to the city's fiscal health and when such use improves the financial feasibility of new development.

ED 4.3

Infrastructure and capital improvements:

Invest in infrastructure and capital improvements that facilitate redevelopment, infill development, and new development that is consistent with the Land Use Plan, as funding is available.

GOAL ED 5

DOWNTOWN: A THRIVING DOWNTOWN

THAT IS CHERISHED BY RESIDENTS AND THAT HELPS DEFINE THE POPULAR IMAGE OF MOORPARK.

ED 5.1

Downtown revitalization plan: Collaborate with downtown businesses and the Chamber of Commerce to create and implement a Downtown Revitalization Plan, either as an augment to the Downtown Specific Plan or as a stand-alone plan, that provides actionable planning for infrastructure, provides guidance for the High Street Arts Center and special events, explores types of complementary businesses, and establishes a public relations and marketing communications strategy.

ED 5.2

Downtown infrastructure: Ensure that sufficient infrastructure is provided to support the types of uses planned for the Downtown area, including an actionable plan for such upgrades.

ED 5.3

Events and activities: Maintain and implement an annual calendar of events and activities to attract resident and visitors to the Downtown.

ED 5.4

Business mix: Identify needed or desired complementary businesses and a strategy to attract these businesses; update this strategy periodically.

ED 5.5

Marketing: Establish a public relations and marketing communications strategy to publicize downtown and attract visitors; update this strategy periodically.



Open Space, Parks & Recreation



6.1 INTRODUCTION

The city of Moorpark is distinguished by its abundance of open space resources. The city's rolling hills, canyons, and arroyos provide important habitat for plant and animal species. Open spaces provide exceptional views of hillsides, woodlands, and other features that lend beauty and define visual character. These natural open space areas and vegetation also have benefits to the environment, including the quality of the air and water, among others.

Moorpark's open space features also provide opportunities for parks, trails, and recreational facilities that are valued by city residents. The city's open space resources provide many opportunities for Moorpark residents to hike, jog, bike, and enjoy nature. City parks and recreation programs also offer opportunities for residents to come together in different ways and for different purposes—enjoying the beauty of a park, participating in community events or programming, or just enjoying time with their children, family, or friends.

The Open Space, Parks, and Recreation Element conveys the priority the community places on providing ample open space, parks, and recreation. The element also affirms and articulates the city's desire to provide a healthy environment for its residents by making available opportunities for active living and associated recreation pursuits. Finally, this Element sets the framework for identifying, preserving, and enhancing open space resources, parks, and recreational assets to benefit residents for generations to come.

6.1.1 Regulatory Framework

The regulatory framework for preserving open spaces is found in the California Government Code §65560 et. seq and General Plan Guidelines. Together with the *Conservation Element*, the *Open Space Element* identifies areas that provide value in an essentially undeveloped condition and creates a plan to preserve such areas. The *Open Space Element* reinforces the *Conservation Element* by guiding the comprehensive and long-range preservation of open space lands that are important to the conservation of the State's natural resources.

The *Open Space Element* is interrelated with other elements, overlapping with the *Conservation Element* when referring to open space dedicated to the preservation of natural resources and the managed production of resources; the *Safety Element* when considering open space for public health and safety; and the Housing and Land Use elements when determining the suitability of sites for future development. As parklands represent an integral element of Moorpark's open space system, goals and policies addressing existing and future parks are in this element.

The following lists the open space topics required to be addressed in accordance with the California Government Code and references other relevant General Plan 2050 elements containing supporting or overlapping content.

- Open space for **natural resources** (refer to this element and the *Conservation Element* for natural resource preservation)
- Open space for **outdoor recreation** (refer to this element for parks, trails, and scenic resources and the *Conservation Element* for other resources)

- Open space for **public health and safety** (refer to the *Land Use and Safety Elements* for identifying appropriate uses)
- Open space for **managed production of resources** (refer to this element and the *Conservation and Land Use Elements* for this topic)
- Open space resources for **military use and tribal resources**, the former is generally not applicable to the city while the latter is addressed in the Conservation Element.

6.1.2 Relationship with Other Plans and Documents

The *Open Space, Parks, and Recreation Element* is intended to set the overall policy framework for how the city safeguards and develops these resources for the benefit of the Moorpark community. However, additional master plans are adopted and periodically amended to guide the implementation of general plan policy. Care has been taken to ensure that consistency is maintained between the General Plan and the following implementation plans so that the city's strategy is unified and integrated.

Parks and Recreation Master Plan

The city's *Parks and Recreation Master Plan (Master Plan)* is an implementation plan for how to improve the city's park and recreation assets. It is based on the vision that recreation facilities, programs, and open space are valuable resources for Moorpark residents. They combine to enhance the community's health, enrich the lives of residents, and contribute to a unique community identity and quality of life. As recreational needs and activities change over time, the city updates its master plan.

The city's *Park and Recreation Master Plan* is intended to provide an assessment of the city's demands and needs for park and recreational facilities, and inventory of current assets, and plans and implementation programs that will maintain and improve the city's parks, facilities, and services to meet existing and future needs. The Plan is also intended to address the specific needs of youth, adults, and seniors, including residents of different abilities.

Arroyo Simi Trail Master Plan

The *Arroyo Simi Trail Master Plan* establishes the most feasible near and long-term route of a multiuse pedestrian and bicycle trail along the Arroyo Simi corridor. The Arroyo Simi is the primary watercourse, extending 19 miles east and west through the city and neighboring communities. The Trail Master Plan provides the opportunity for river- and trail-oriented amenities that span the city. The multi-use trail plans will provide recreational opportunities consistent with the city's General Plan, Ventura County's Regional Trails and Pathways Master Plan, and city Parks and Recreation Master Plan.

The Santa Monica Mountains Conservancy and the city of Moorpark formed the Moorpark Watershed Parks Recreation and Conservation Authority, a joint powers authority, to exercise common powers to acquire, develop, maintain, manage, and conserve additional park and open space lands including lands for watershed protection and restoration purposes.

6.1.3 Element Organization

This Element is divided into three sub-sections that address topics identified in California Government Code. The first part of this chapter provides information about existing parks, recreation, trails, and open spaces in the city to set the context for planning the future.

The second part defines goals and policies that guide the management of these resources for the benefit of the community, including:

- Managing the local park system to meet current and future demands
- Adapting recreational programming to meet the needs of different user groups
- Improving the local trail system, particularly for multiple users and uses
- Protecting open space for critical habitats and its aesthetic values to the city

The third section contains implementation programs and activities to carry out the goals and policies of this Element.

6.2 PLANNING CONTEXT

6.2.1 Parkland Resources

The city's system of parkland includes a hierarchy of types, each of which is designed to meet specific community needs. This includes 19 parks (155 acres) throughout the community. The hierarchy of parks includes small mini parks, neighborhood parks serving many of the residential subdivisions, community parks, regional parks, and other facilities.



Monte Vista Nature Park

Park Types

Moorpark's park system has seven mini-parks. These parks are often called pocket parks as they are smaller (less than 5 acres), often outfitted with a playground and limited amenities, and are built on infill parcels. These types of parks are well suited to more dense neighborhoods throughout the community. As Moorpark build outs with additional multi-family and mixed-use development, the type of recreational needs may vary. Mini-parks or other creative forms of pocket parks are well suited for providing more focused recreational amenities for these types of projects.



College View Park

The most prevalent type of park in Moorpark is a neighborhood park. These parks typically range from about 5 to 10 acres in size, have a greater variety of amenities, and serve between 0.5 (optimally) and 1.0 square miles. Eleven (11) neighborhood parks cover over 75 acres total. Neighborhood parks are located primarily, though not exclusively, south of the Arroyo Simi, and were generally built to serve newer residential areas built following incorporation.

The neighborhood parks are in good condition, with periodic upgrades made to their facilities.



Country Trail Neighborhood Park in Springtime

Moorpark's Arroyo Vista Community Park is the centerpiece facility for park and recreational activities. This 70-acre park is outfitted with multiple ballfields, tennis courts, volleyball courts, play equipment, natural trails, and a large community/recreational center. The recreation center and gym host many of the classes and activities, including celebrations, offered by the city of Moorpark. The city also operates a well-attended childcare program at Arroyo Vista Community Park as well.



Arroyo Vista Community Park

Happy Camp Canyon Regional Park is located in the eastern foothills adjacent to Moorpark. Access from the city is available at trailheads in northeastern Moorpark. Happy Camp Canyon Regional Park offers visitors 12.5 miles of trails in a 3,000-acre wilderness area frequented by hikers, equestrian riders, and mountain bikers. The open grasslands and deep forests are abundant with wildflowers and wildlife. The park is underlain by geology ranging from deep water shale outcroppings to sandstones. This is a passive, natural open space park with no



Entrance to Happy Camp in northeastern Moorpark

support facilities. Rustic Canyon Golf Course is located at the entrance of the park.

The city seeks to involve the entire community in planning park and recreational facilities. The Parks and Recreation Commission consists of five citizens appointed by the Mayor and City Council for a two-year term. The Commission advises the City Council on the administration and development of recreation areas, facilities, programs, and improved recreation services. The Commission may also consider and recommend conceptual design of parks and park facility improvements, including play equipment and other park amenities.

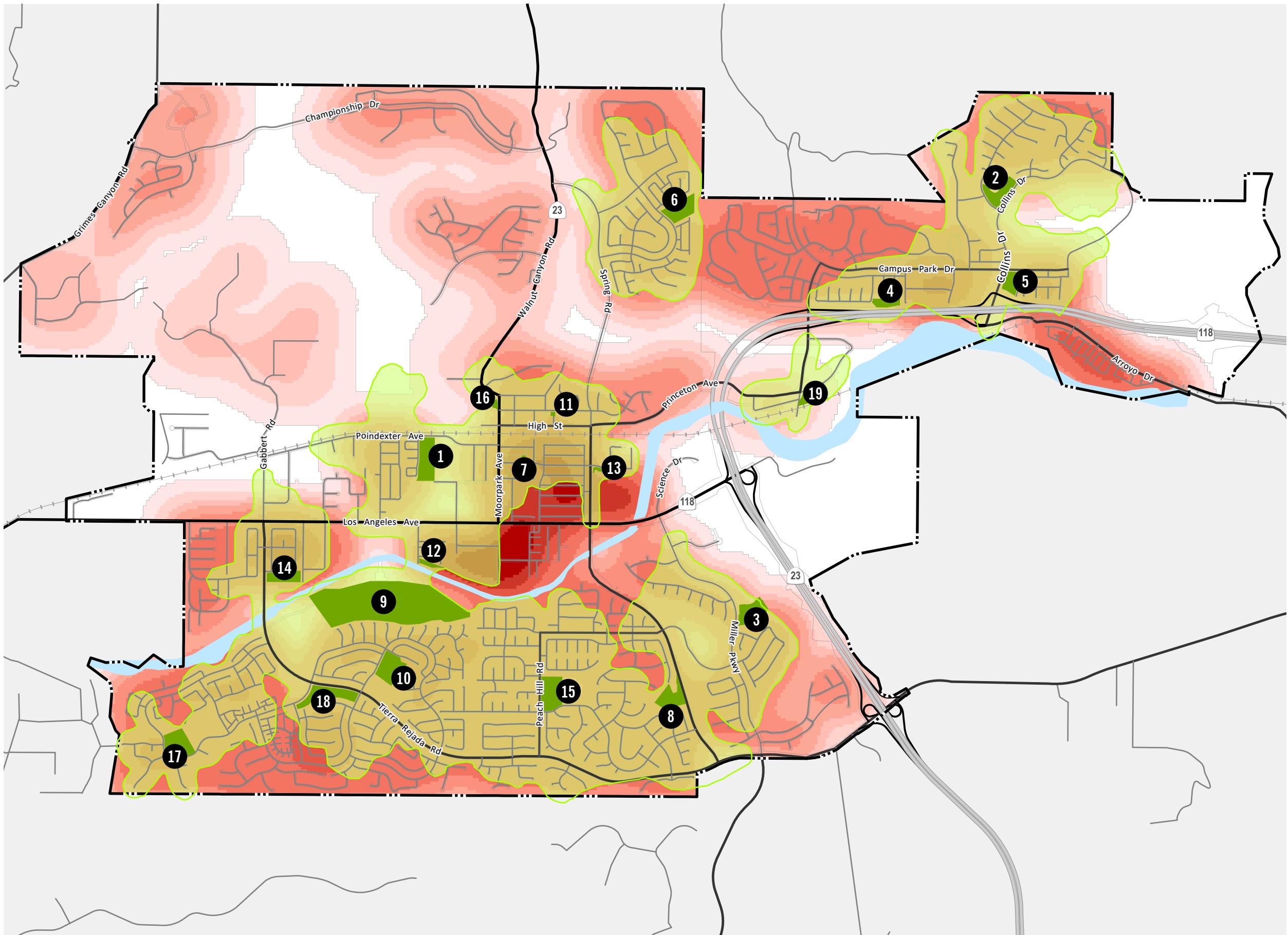
Table 6-1 includes a description of the types of parks in Moorpark and **Figure OS-1** shows their location throughout the community.

Table 6-1
Moorpark Park Classifications

Park Type	Description	Parks	
Mini-Park	<p>Small recreation areas like tot lots, pocket parks, and playgrounds. These parks are limited in size (less than 5 acres) and amenities provided.</p> <p>Moorpark has 7 mini-parks that cover 10 acres and that each serve an area of 0.25 sq. miles.</p>	Campus Virginia Colony Villa Campesina Community Center	Walnut Acres Veterans Memorial Magnolia
Neighborhood Park	<p>Small-midsized parks that strive to provide amenities that meet a wide variety of needs. May include playgrounds, picnic areas, basketball courts, and sports fields. Serves an area of 0.5 square miles but may extend to 1.0 square miles. Parks tend to be 5 to 10 or more acres in size.</p>	Peach Hill Country Trail Mountain Meadows Campus Canyon Glenwood Mammoth Highlands	Poindexter Tierra Rejada Miller Monte Vista College View
Community Park	<p>Designed to provide active recreation and structured activities. Typically offers a wide range of amenities including a central focus like a sports field. Community parks can range in size from 20 acres in size and can serve an area of 2-3 square miles.</p>	Arroyo Vista	
Regional Parks	<p>Regional parks are the jurisdiction of the county and then to be 50 acres or more in size. The County provides many programs for Moorpark residents at its regional park facilities, such as Happy Camp Canyon and Rustic Canyon Golf Course, both operated by the County.</p>	Happy Camp Canyon Regional Park Rustic Canyon Golf Course (both adjacent to city)	
Linear Park	<p>Linear parks are a special classification of parks that are nontraditional uses of open space. Corridors such as rivers, creeks, railroad rights-of-way, and power lines that can provide seating areas, trails, and in some cases landscaping, fitness zones and dog walking stations.</p>	Arroyo Simi (future)	
School Parks	<p>While not a formal park classification, school parks are facilities which have joint/shared use agreements with other entities for recreational purposes. The size and range of facilities vary depending on the school site. The city has ten school sites/facilities serving grades K-12.</p>	Per Joint Use Agreement	

OPEN SPACE & RECREATION

Figure OS-1
Park Access



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Source: PlaceWorks, 2022 Date: 11/9/2022

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Planning for Moorpark's Future

Moorpark residents place great value and pride in having ample and well-maintained parks and recreational facilities in the community. The city's park goals are threefold: 1) that 5 acres of parks are available for every 1,000 residents, 2) that amenities are equitably distributed citywide; and 3) parks are designed to meet both active and passive recreational needs.

Providing future opportunities for parkland will be important as the city continues to grow. Based on a population of 36,284 as of the 2020 Census, the city has approximately 4.3 acres of park land per 1,000 people. Combined with the Moorpark Golf Course, a private course, the city exceeds its goal of having, in aggregate, 5.0 acres of parkland per 1,000 people citywide.

Looking toward the future, the General Plan projects a buildout population of 54,000. This will require 85 additional acres of improved parks to accommodate the expected demand for park and recreation facilities. Achieving this target without including private golf courses or regional parks will be challenging given the diminishing amount of vacant land and will require creative planning.

In addition to providing adequate park acres, the goal is to ensure access for all residents. According to The Trust for Public Land and National Recreation and Park Association, all residents should live within a 10-minute walk of a quality park. Currently, 60% of Moorpark residents live within a 10-minute walk of a park. Many of the best served areas are in newer subdivisions. Residential areas not within a 10-minute walk of a public park have limited access.

Figure OS-1, Park Access, combines access to parks and population density; the darker the shade of red, the greater the population density in the area. The yellow circular areas are where residents are within a 10-minute walk of a community or neighborhood park or one-quarter mile from a mini park. Areas outside of the yellow lines are underserved for parks.

Parks should contain an appropriate mix of amenities allowing active and passive uses. In assessing future needs, the city's park acreage includes many mini parks, which, because of their size, are limited in ability to fully serve the recreational demands of a neighborhood. Mini-parks are concentrated in downtown Moorpark or the College neighborhood and are not large enough in size to offer needed amenities. Addressing this unmet need should be a factor in park planning in older neighborhoods.

As the community builds out, the city will employ more creative strategies to increase its offerings for park and recreational uses. This will include linear parks along the Arroyo Simi or utility easements, joint use agreements to maximize the use of school facilities, and the identification of surplus property for parkland. Pocket parks and other creative uses of small one-acre sites may help address park and recreational needs within or near projects.

The city will also continue to facilitate access to parks and recreational facilities regardless of ability or other limiting factor. Whether through the design of playgrounds or physical access to and within park facilities, the city seeks to provide parks that are accessible and usable by people with disabilities to the extent feasible. Tierra Rejada Park and its accessible playground exemplifies the city's desire to provide access to recreational opportunities for residents.

6.2.2 Recreation

Moorpark offers residents many opportunities to involve themselves, their families, and friends in a range of active and passive activities. The city, nonprofit sports groups, private organizations, and nonprofit service groups sponsor programs for residents of all ages. Through these programs, Moorpark residents can remain active, socialize with one another, and live healthier and more productive lives.

The Moorpark Recreation Division coordinates an array of recreational activities, classes, and programs. These include all types of leisure and self-improvement pursuits for all age groups. Programs include youth and teen after-school programs, adult and teen sports leagues, and fitness classes for all ages. Many of these programs are held at the Arroyo Vista Community Park or Active Adult Center.

Children and Youth Programs

Moorpark provides a wealth of recreational programs for children and youth. For our youngest Moorpark residents, the city provides classes in arts and crafts, reading, ballet and dance, music, and exercise and movement classes for children (and their caregivers too). Older children can participate in a wealth of organized sports programs, including soccer, tennis, martial arts, basketball, and others. Moorpark's many youth service organizations (e.g., Boys and Girls Club) and sports organizations supplement city programs.

Teens and adolescents have specialized needs because of their rapid emotional and physical changes. The city offers a growing menu of activities and events, including arts, sports, educational, and social events. The city offers opportunities for teens to volunteer year-round,

including special Volunteer Days, youth coaching, and Teen Council initiatives. All volunteer service hours can be counted towards the school district's community service requirement. The city seeks to grow its youth program offerings in the upcoming future as new housing projects are completed.

The city works with many local service agencies to provide recreational programs. Among others, these include the Boys and Girls Club, Boy Scouts, Girl Scouts, Moorpark schools, YMCA, Interface, and other local organizations. The Moorpark Teen Council, a group of middle and high schoolers appointed by the City Council, advise city officials on such matters as the needs of the teen population including after school programming, and special teen events.



Camp Moorpark Activities

Adult Programs

Moorpark maintains an active and diverse range of activities for Moorpark adult residents. Classes range from passive activities (e.g., reading and social events) to more active activities (e.g., such as exercise, dance, tennis, and others). The city also has adult leagues for softball, basketball, soccer, and pickleball. Parents and caregivers can also participate with their children in many of the activities and programs for children and youth.



Basketball League Activities

The Active Adult Center is the central location for senior adults ages 55 and over. Services include congregate and home meals, support groups, information, and referral services. Special interest classes offered include tap dancing, computers, art, and other activities. Special events around holidays or celebrations are held. Affordable transit is available for older adults to the Active Adult Center through either Moorpark Transit or Dial-A-Ride services.

Moorpark values its local library and the educational, social, and recreational values it offers. In 2009, the city of Moorpark acquired

the current library from the County of Ventura. However, recognizing that the needs of the city have outgrown the capabilities of the current public library, the city anticipates the development of a new library. The city's new library will be a signature project that exemplifies the community's dedication to lifelong learning for all ages and interests.

The city also values cultural arts and the many expressions and forms it takes. Through visual art, music, dance, and other forms, residents can express themselves and reach out to share with others. The city owns the High Street Arts Center, a historic theater, for performances and to grow the city's cultural arts focus. In addition, Moorpark College also offers a state-of-the-art Performing Arts Center, adding resources that support arts in the community.



Tennis and Pickleball League Activities

Moorpark's recreational programming is ever dynamic and will naturally change with resident demographics and interests. As such, the city will continue to adapt its recreational program offerings as the community grows, population changes, and interests evolve accordingly.

6.2.3 Natural Open Space

Moorpark is situated amid open space resources which lend character and beauty. The city's visual elements include the major ridgelines, canyons, woodlands, rolling hillsides and knolls, significant stands of oak and sycamore trees, and urban parkways.

Mountains, Ridgelines, and Canyons

Mountains define the shape of the city—ridgelines, slopes, and canyons contribute to the city's physical setting and are visible to residents and visitors across the community. The Santa Susana Mountains north of the city are a transverse range of mountains that run east to west the length of the community. South of the city boundary are scenic hillsides with residential uses and the Las Posas Hills, with the Santa Monica Mountains further south. The city's canyons—Campus Canyon, Rustic Canyon, Happy Camp Canyon, Gabbert Canyon, Walnut Canyon, and Strathern Canyon—provide visual relief and scenic views for residents.



Gabbert Canyon

Woodlands

Oak woodlands in the hillsides spill over into many parts of the city and contribute to its visual character. These areas support a variety of woodland habitat, such as oak and riparian woodlands, and include Interior Live Oak Woodland, Valley Oak Woodland, Coast Live Oak Woodland, and Southern Cottonwood-Willow Riparian Forest. Rows of eucalyptus and stands of sycamores are throughout the city. Many of the oak woodlands are located in northeastern Moorpark near the College. The city's Municipal Code provides local regulations to protect and preserve native oaks.

River, Streams, and Water Bodies

Rivers and streams in the city include Gabbert Canyon, Walnut Canyon, Happy Camp Canyon, Strathearn Canyon, and Peach Hill Wash. Drainages from these rivers and streams emanate from the hillsides framing the city and flow across the valley floors and converge into the Arroyo Simi. The Arroyo Simi is a 19-mile-long flood control channel that runs east-west throughout the city and becomes Arroyo Las Posas immediately west of the city's border.

The Arroyo Simi is a distinct resource that contributes to the physical character of the city and generally divides the city into north and south regions. The Bard Reservoir, 2.5 miles to the southeast, is 231 acres, with multiple hiking trails within its area. These bodies offer natural greenbelts that provide a visual contrast to the developed areas that flank them. As described earlier, the city is developing master plans to improve the Arroyo Simi with a series of multiuse trails and recreational amenities.

Scenic Vistas and Corridors

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Panoramic views in the city include views of the valley floor from the Santa Susana Mountains to the north. Views of the mountains are afforded to residents and motorists traveling from both the east-west and north-south roadways in the city.

While the city does not have designated scenic corridors, local scenic routes include Walnut Canyon Road, portions of Los Angeles Avenue, the Arroyo Simi, Moorpark Road, and Tierra Rejada Road among others. Various vantage points along Championship Drive in northern Moorpark also offer panoramic views of the valley floor and beyond. The city's Hillside Management Ordinance provides regulations to preserve hillsides and associated vistas.

Preserving Our Open Spaces

Natural open space linkages may include open space dedications, easements, or greenbelts. The Tierra Rejada Greenbelt adjacent to the south and southeast of the city encompasses 2,331 acres. In addition, the City recently purchased 80 acres of open space in the Tierra Rejada Valley and approximately 900 acres of open space in North Moorpark, which now represent a resource for the community. Wildlife corridors are also located in east and southeast Moorpark. With the abundance of open space and natural features in the city, coupled with wildlife, there are opportunities to better integrate open space planning with rewilding opportunities. Multi-benefits of open space preservation could include wildlife preservation, recreational opportunities, natural resources, aesthetics, and other beneficial uses. Options for preserving open space for wildlife



Stunning vista from Waterworks Road, west of Spring Road

movement and habitat are discussed in the Conservation Element

Figure OS-2 on the following page shows the location of key open space features.

6.2.4 Multiuse Trails

While Moorpark has a compact suburban developed area, the community is surrounded vast open space resources that include major ridgelines, canyons, woodlands, and rolling hillsides containing trails used for hiking, biking, strolling, birding, and horseback riding. The city has also had built a series of multiuse trails adjacent to roadways.



Moorpark Multiuse Trails

The city of Moorpark has 14.5 miles of trails within the city and 37.9 miles of proposed trails. Existing trails are concentrated in the northern hillsides and in and around existing parkland. Outside Moorpark are many trails that connect to other communities or recreational assets. To the northeast, the Happy Camp Canyon offers

12 miles of trails while the South Santa Rosa Valley and Mount Clef Open Space areas to the south offer an even more extensive trail system that extends into the surrounding hillsides.

The city anticipates that a Master Plan of Trails would be developed as implementation of the general plan. Proposed trails would be designed to provide connectivity between existing parks in the southern portion of the city to parks along the northeastern portion of the city. The trails system will be designed to provide linkages to recreation facilities and other places of interest, complement unique vistas and natural resources, and encourage fitness.

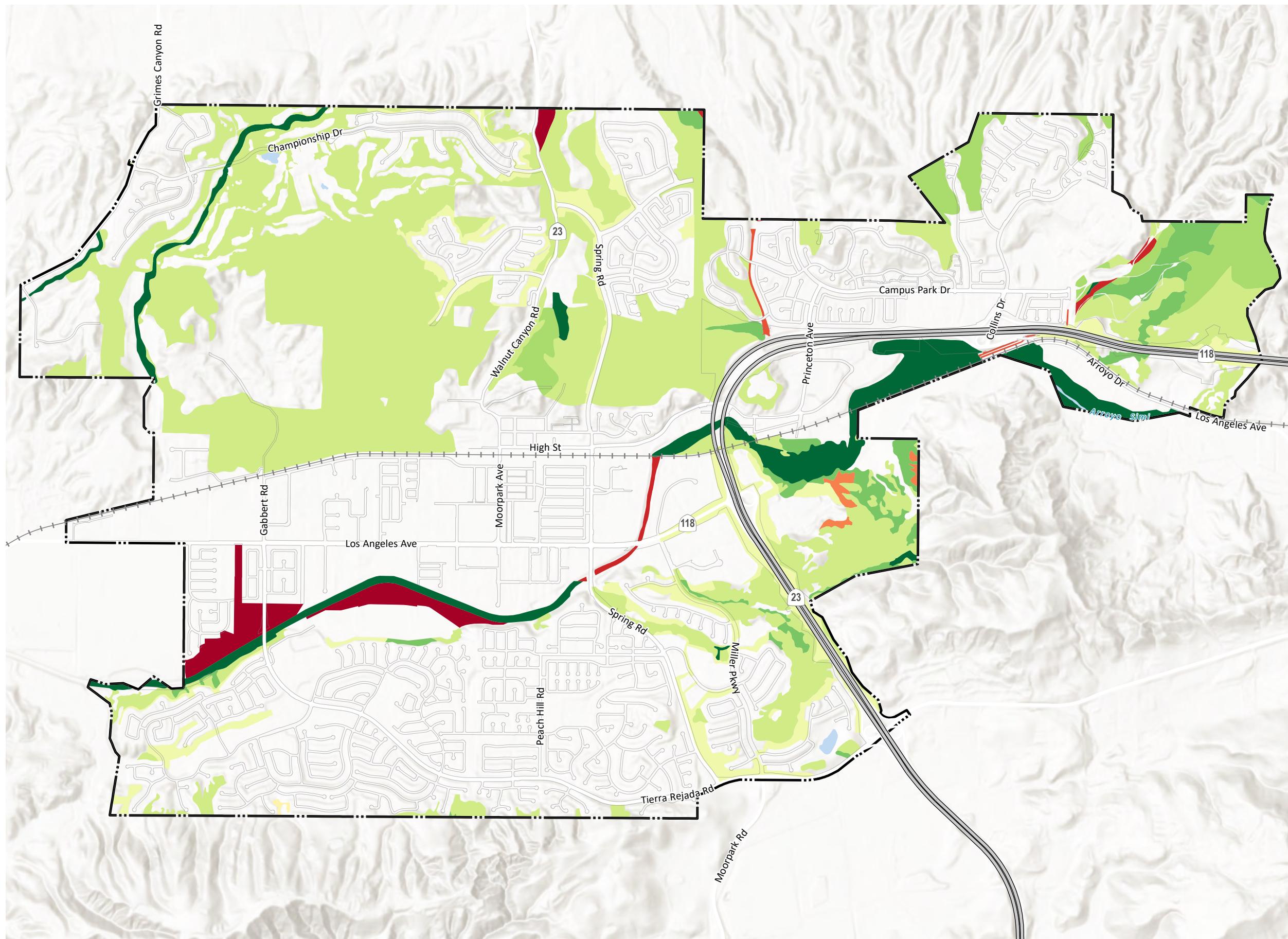
The Arroyo Simi River offers an opportunity to develop 11.4 miles of trails and river amenities along the city's major drainage channel. When complete, the Arroyo Simi Trail will identify the future alignment of the trail, complementary green space nodes, and locations for trailheads, public trail access, and community amenities. When complete, the Arroyo Simi Trail will span the width of the city and connect with Simi Valley's Arroyo Greenway Specific Plan area.

The Santa Monica Mountains Conservancy and the city of Moorpark formed a joint powers authority, the Moorpark Watershed Parks, Recreation, and Conservation Authority, to exercise common powers to acquire, develop, maintain, manage, and conserve additional park and open space lands including lands for watershed protection and restoration purposes. The city continues to work with its regional partners to plan extensions to existing trails that complement the mission of partner agencies.

Figure OS-3 shows the location of the city's proposed trail network.

OPEN SPACE & RECREATION

Figure OS-2
Natural Resources

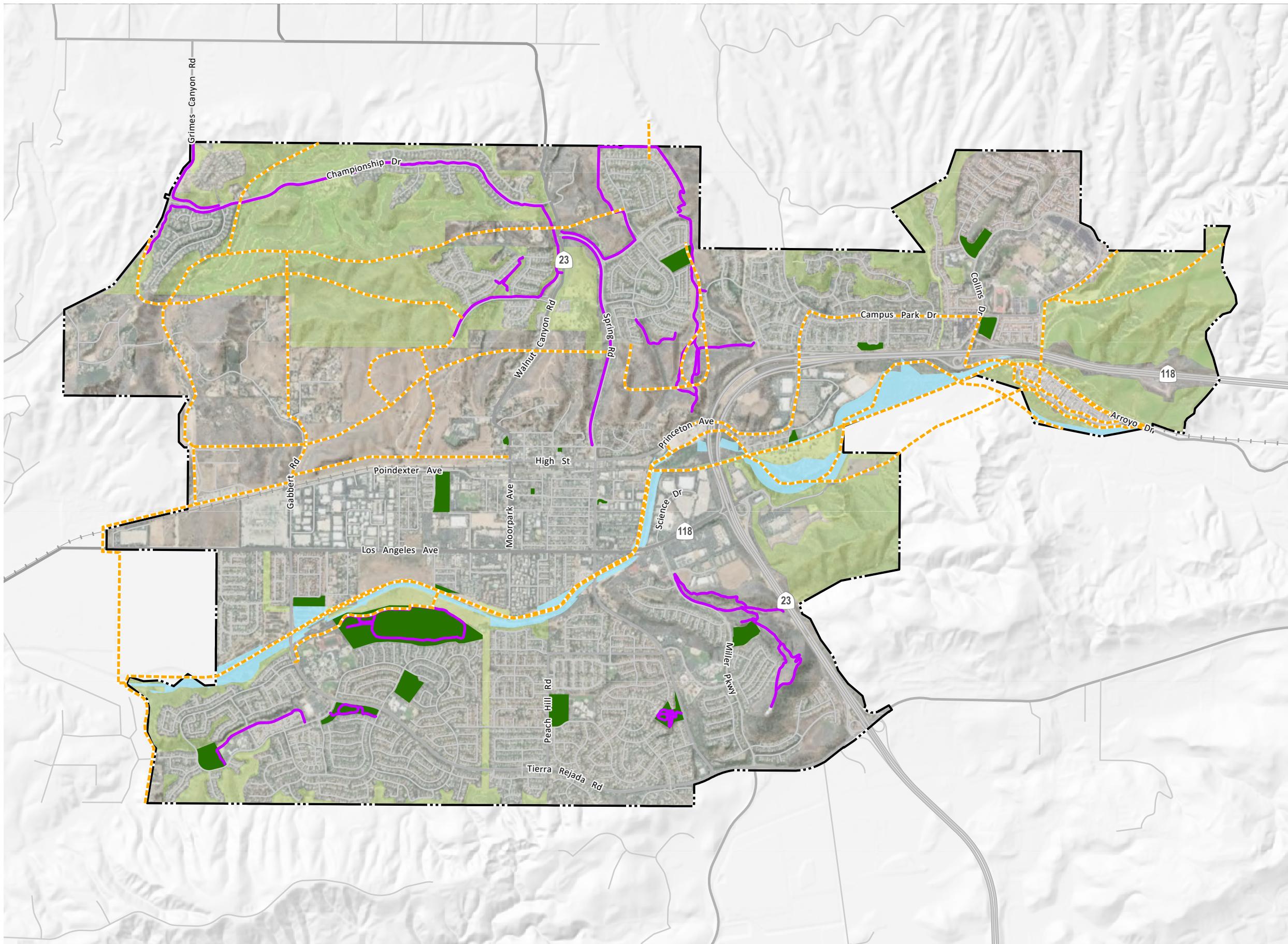


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Source: PlaceWorks, 2022 Date: 11/9/2022

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OPEN SPACE & RECREATION

Figure OS-3
Multi-Use Trail Network



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Source: PlaceWorks, 2022

Date: 11/11/2022

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6.3 GOALS AND POLICIES

PARKS AND OPEN SPACES

GOAL OSPR 1

PUBLIC PARKLAND IS ACQUIRED, MAINTAINED, AND PROVIDED FOR BOTH PASSIVE AND ACTIVE USE THAT IS EQUALLY ACCESSIBLE ON A NEIGHBORHOOD, COMMUNITY, AND REGIONAL BASIS.

OSPR 1.1

Park standard: Provide and maintain recreational/leisure parklands at the standard of 5 acres for every 1,000 residents, with a park located within a 1-mile radius of each of the city's residential neighborhoods. Study whether standards should be adjusted to support new higher-density residential and mixed-use developments.

OSPR 1.2

Funding mechanisms: Use a broad range of funding and economic development tools to ensure high quality development, maintenance, and programming of the city parks and recreation systems.

OSPR 1.3

Funding from new development: Ensure that all residential subdivision, development, or redevelopment pay their fair share of the cost of land acquisition for parks and their fair share of the cost of development and maintenance of new parks, trails, and open space.

OSPR 1.4

Park demand: Acquire and provide parklands in areas where existing demand is the greatest in proportion to population, prioritizing underserved areas.

OSPR 1.5

Joint use: Encourage the joint use of public facilities and access to lands owned by public

utilities or public entities for recreational use, as recommended in the Master Plan of Parks and Recreation.

OSPR 1.6

Expanded access: Expand access to parklands for all residents, including the young, handicapped, and elderly.

OSPR 1.7

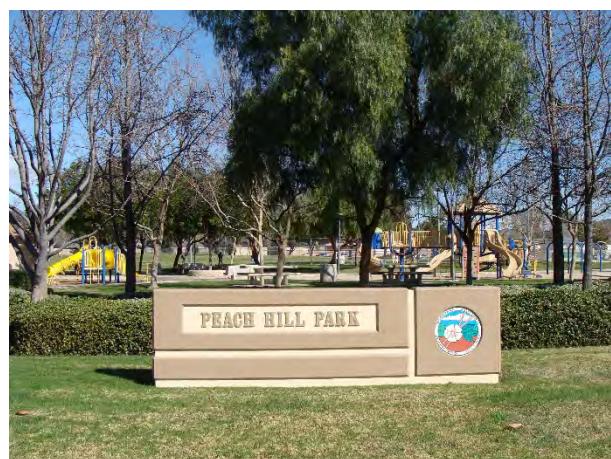
Recreational activities: Facilitate the development and provision of recreational activities that are both active and passive (e.g., hiking, biking, running, sightseeing, swimming).

OSPR 1.8

Master Plan: Periodically review, update, and adopt the Master Plan of Parks and Recreation to ensure that it reflect current needs and recreational objectives of Moorpark's residents, serving as a guide for the provision and maintenance of parkland.

OSPR 1.9

Flood control areas: Limit the use of areas designated for flood control purposes to passive recreation activities (e.g., hiking, fishing, bike riding, wildlife observation), consistent with requirements to maintain the integrity of these areas to protect public safety.



Peach Hill Park

OSPR 1.10

Properties unsuitable for development:

Promote the use of the properties unsuitable for development due to hazards or other safety constraints (as defined by the Safety Element) for recreation uses provided that they can be safely integrated and do not require infrastructure (e.g., hiking, fishing, bike riding).

OSPR 1.11

Locating and design: Require parklands, recreation facilities, and community centers to be located and designed to conform and respect their natural environmental setting, are compatible with adjoining uses, and protect users from hazards.

OSPR 1.12

Sustainability features: Require that new parks are designed, and existing parks are retrofitted over time, to incorporate sustainable development and landscape practices that reduce water and energy consumption.

OSPR 1.13

Private facilities: Encourage the development of private commercial recreational facilities to help meet recreational interests of Moorpark's residents, workforce, and visitors.

OSPR 1.14

New development: Allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands.

OSPR 1.15

Park equity: Prioritize social equity considerations in the provision and design of public parks so that residents regardless of age, ability, or neighborhood where they live have quality active and passive green space.



Arroyo Vista Community Park

RECREATION

GOAL OSPR 2

RECREATION PROGRAMS SERVING ALL RESIDENTS THAT CONTRIBUTE TO THEIR ENJOYMENT AND PHYSICAL AND MENTAL HEALTH.

OSPR 2.1

Recreational diversity: Provide and promote a diversity of recreational, cultural arts, and educational related programs for community residents that are accessible, affordable, and suitable for residents of all ages and abilities.

OSPR 2.2

Reflect Moorpark's unique attributes: Provide recreation programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Moorpark.

OSPR 2.3

Shared use agreements: Encourage the development and maintenance of shared-use agreements with schools that allow their properties to be used safely and securely during



Summer Camp fun

non-school hours for park, recreational, and educational needs.

OSPR 2.4

Recreation partnerships: Support partnerships with local nonprofits (e.g., YMCA, Boys and Girls Club, and other local groups), local school district, and other agencies that provide healthful, educational, and recreational activities.



High Street Arts Center

OSPR 2.5

Youth and teens: In collaboration with community partners, facilitate and/or provide recreation services, programs, and activities that meet the changing needs of youth and teens.

OSPR 2.6

Moorpark adults and seniors: Continue supporting Moorpark adults, including senior citizens, with an array of recreation, health, and social programs tailored to their needs.

OSPR 2.7

Parks and Recreation Commission: Continue the role of the Parks and Recreation Commission as the advisory body for recreation and human services programs, services, and activities within Moorpark.

MULTIUSE TRAILS

GOAL OSPR 3

A NETWORK OF MULTI-USE TRAILS ENHANCES CONNECTIONS TO LOCAL AND REGIONAL PARKS AND OPEN SPACE RESOURCES AND EXPANDS THE CITY'S NON-MOTORIZED CIRCULATION INFRASTRUCTURE.

OSPR 3.1

Trail planning: Develop and adopt a Plan assessing the opportunities for, and guiding the provision and maintenance of, an interconnected network of trails serving Moorpark residents and visitors.

OSPR 3.2

Network of trails: Develop a comprehensive and interconnected network of trails that provides public access to arroyos and creeks, connects residents with open space and nature, and links urban areas with parks and recreational facilities.

OSPR 3.3

Regional connection: Connect Moorpark's trails with those of Thousand Oaks, Simi Valley, and County areas as feasible to establish a continuous regional network consistent with neighboring jurisdictions General Plan, trail plans, and the proposed Moorpark Trails Master Plan.

OSPR 3.4

Implementation of Arroyo Simi Trail: Pursue funding to implement the Arroyo Simi Trail as recommended in the Arroyo Simi Trail Feasibility Study and Master Plan.

OSPR 3.5

Nature centers: Pursue the development of nature observation and interpretative centers, viewpoints, and other amenities along trails to provide an amenity for hikers, cyclists, and other users.

OSPR 3.6

Trail Design: Design trails and pathways to incorporate universal design (ADA) and safety considerations to allow residents of all ages and abilities to safely use trails.

OSPR 3.7

Equestrian trails in new development:

Require that new development projects consider the appropriateness of integrating equestrian trail linkages to regional parks and regional trail systems consistent with the multi-use/equestrian trail network.

OSPR 3.8

Homeowners Association property:

Encourage the provision of public trails and trail access in coordination with Homeowners Associations on HOA property.



Arroyo Simi Segment

OPEN SPACE AND VISUAL RESOURCES

GOAL OSPR 4

PROTECTION OF SCENIC TOPOGRAPHIC FEATURES AND ELEMENTS THAT CONTRIBUTE TO MOORPARK'S UNIQUE AESTHETIC AND VISUAL QUALITIES AND PROMOTE THE QUALITY OF LIFE THAT MOORPARK CITIZENS PURSUE.

OSPR 4.1

Landscape links: Work with Ventura County to enhance landscaped arterial entrance ways, multi-use trails, including bikeways and equestrian paths connecting to Greenbelt areas, such as Tierra Rejada, and Wildlife Corridors to create a network of aesthetically pleasing links into and around the city.

OSPR 4.2

New development: Ensure that new developments contribute to, and do not diminish, the city's unique aesthetic and visual qualities.

OSPR 4.3

Protect ridgelines: Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.

OSPR 4.4

Relationship of development to natural terrain: Require that developments be designed to create a consistent visual relationship with the natural terrain and vegetation, and require grading to conform to the existing terrain to the extent feasible.

OSPR 4.5

Underground utilities: Coordinate with SCE and local utilities to underground existing above-ground utility lines where feasible.

OSPR 4.6

Rewilding Options: Pursue rewilding opportunities that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.



Happy Camp Regional Park

GOAL OSPR 5

OPPORTUNITIES FOR PRODUCTIVE AGRICULTURAL LANDS WITHIN MOORPARK.

OSPR 5.1: Maintenance of agricultural operations. Maintain the potential for sustainable agricultural operations where such use is currently designated.

OSPR 5.2: Community and rooftop gardens. Provide incentives for developers to include community gardens and rooftop gardens in new development projects.

OSPR 5.3: Urban agriculture. Promote urban agriculture with zoning provisions that support means for production, distribution, and sale of locally grown foods, such as market gardens, farmers' markets, community markets, and farm

stands, and support opportunities for agricultural tourism.

GOAL OSPR 6

OPEN SPACES CONTRIBUTE TO THE HEALTH AND SAFETY OF MOORPARK RESIDENTS.

OSPR 6.1: Limitations on development.

Maintain open space lands for health and safety by limiting development in areas susceptible to flood, seismic risk, geologic instability, and wildfire, as detailed in the Safety Element.



Conservation



7.1 INTRODUCTION

Moorpark has long been distinguished by its abundance of natural open space resources. The city's topography of rolling hills, canyons, arroyos, and multiple types of soils provide habitat for plant and animal species. As detailed earlier, these natural open space features continue to provide significant opportunities, among others, for parks and recreational uses.

The health of Moorpark's ecosystem—its vegetation, open space resources, and wildlife—is also connected to the health and sustainability of the environment in which residents live and work. Water, air quality, energy consumption, and climate change are all related to the health of the city's ecosystem and how we care for our environment.

Finally, the natural and built environment of Moorpark provides the setting for the city's unique context—its historical, cultural, archaeological, and paleontological resources. Throughout the city, there are ample examples of these resources and how they enrich the community. They also speak to the importance of adopting a responsible conservation ethic to ensure that these assets are preserved.

The Conservation Element describes Moorpark's natural resources and the benefits that these resources provide to the community. The conservation element establishes goals and policies for their retention, enhancement, and development. Through implementation of a responsible conservation ethic, the city will protect and preserve its irreplaceable resources for current and future generations.

7.1.1 Regulatory Framework

The regulatory framework for conservation is found in state general plan guidelines. The Open Space Element and the Land Use Element work in coordination with this element to guide conservation and development, balancing community needs with environmental preservation and the effects of climate change.

In accordance with the California Government Code §65302(d) et. seq, this Conservation Element address the conservation, development, and utilization of the city's following natural resources:

- Managed production and preservation of local natural resources, including the forests, soils, vegetation, and other habitat to the extent applicable.
- Wildlife and habitat preservation, including the preservation of important habitats that are essential to the preservation of wildlife and special species
- Water resources, including the rivers and other local bodies of water, including their conservation, quality, and protection as well as sustainable basin management.
- Identification, preservation, protection, and restoration of local historic, cultural, archaeological, and paleontological resources in Moorpark
- Responsible stewardship of the city's air, water, and energy resources, managed production of other natural resources, and minimized impacts from climate change by reducing greenhouse gas emissions.

7.1.2 Relationship with Other Plans and Documents

The Conservation Element covers a breadth of topics related to the city's natural environment—its topography, air, water, soils, agriculture, and other resources—and the safeguards in place to wisely manage these resources. As follows, additional laws and master plans have been adopted to also guide implementation of the general plan so that the city's conservation policies are consistent and effective.

Save Open-space and Agricultural Resources (SOAR)

SOAR is a set of laws adopted by the local governments of Ventura County to limit urban sprawl in unincorporated lands designated for agricultural, open space, or rural land uses. SOAR establishes city-urban restriction boundaries (CURB). Expansion of CURB beyond a city's existing limits requires approval by a majority of voters in the respective city. In Moorpark, SOAR was extended by Measure E to continue until 2050. One of the preserved areas is the Tierra Rejada Greenbelt, which is located both south and southeast, outside of city limits.

Cities in the county and the Local Agency Formation Commission (LAFCO) also adopted the "Guidelines for Orderly Development." The guidelines encourage urban development in cities whenever and wherever practical; clarify the relationship between the cities and the county with respect to urban planning; facilitate a better understanding regarding development standards and fees; and identify the appropriate governmental agency responsible for making determinations on land use requests.

Habitat Conservation Plans (HCP)

The Moorpark Highland Specific Plan HCP permanently preserves 169 acres of land, providing open space that enhances the habitat within 94 of those acres, and provides multiuse trails for access to these areas by the public. These areas shall remain ungraded and shall not be developed, with the exception of roadway and infrastructure improvements necessary for the construction of Spring Road. The HCP allows for limited improvements within private open space areas and prohibits all development within the areas of the specific plan that are designated as natural open space.

Tierra Rejada Greenbelt Agreement

The Tierra Rejada greenbelt agreement was signed by Ventura County and the cities of Moorpark, Thousand Oaks, and Simi Valley whereby each agency agrees not to annex or develop the Tierra Rejada Valley greenbelt that separates the cities. Locally, the land between the cities of Moorpark, Simi Valley, and Thousand Oaks acts as a buffer from urban sprawl. On a regional level, the Tierra Rejada Valley offers an area of critical inter-mountain linkage between the Santa Monica Mountains and the Simi Hills, and on a local level, its culverts under the SR 23 Freeway are used by wildlife crossing in the area. Efforts are underway by the National Park Service, the Reagan Library, the Santa Monica Mountains Conservancy, and the Nature Conservancy for acquisition of easements and key parcels to ensure wildlife connectivity, open space protection, and trail access in the Valley.

Las Posas Valley Groundwater Sustainability Plan

Groundwater sustainability has become increasingly important to Ventura County. The city is underlain by the greater Las Posas Valley Basin, which is bounded on the south by the Camarillo and Las Posas Hills and on the north by South Mountain and Oak Ridge. The city utilizes groundwater from the East Las Posas Valley groundwater basin for agriculture, municipal, residential, and industrial uses. The Fox Canyon Groundwater Management Agency has prepared the Las Posas Valley Groundwater Basin Management Plan for the purposes of establishing and maintaining a sustainable yield of groundwater for the region.



Natural areas provide conservation opportunities

The city also maintains a broad array of partnerships to achieve conservation goals. These include partnerships with the State, County, Moorpark Watershed, Parks, Recreation and Conservation Authority, Ventura County Resource Conservation District, and other state, county, and regional governmental entities.

7.1.3 Element Organization

This chapter provides the local context and accompanying goals for the following topics:

- Protecting and conserving the biological resources, including air, water, plants and animal species, and wildlife
- Ensuring the managed production of resources, specifically oil and gas, and phasing out operations over time
- Preserving and enhancing the city's historic, cultural, archaeological, and paleontological resources for future generations
- Protecting and enhancing the city's water supply to ensure the long-term delivery of water and health of the watershed
- Reducing the production and disposal of solid waste through recycling, source reduction, and composting
- Supporting sustainable agriculture and land uses to maintain agriculture uses, improve food access, and reduce threats to climate
- Supporting greenhouse gas reduction and other comprehensive sustainability measures to reduce threats to climate change

In a separate implementation plan, a series of implementation programs and activities are described which carry out the goals and policies of this Element.

7.2 CONSERVATION APPROACH

7.2.1 Biological Resources

Maintaining a healthful quality of air, water, vegetation, and other biological resources is essential to ensure a healthy community.

Air Quality

The city of Moorpark is in the South Central Coast Air Basin, which comprises the counties of Ventura, Santa Barbara, and San Luis Obispo. The primary factors influencing air quality within the city include temperature inversions, land and sea breeze patterns, and temperatures. Temperature inversions prevent the movement and dispersion of air pollutants. The land and sea breezes can cause pollutants to remain in the area for several days. Higher temperatures during summer months can increase the production of ground-level ozone. According to the Ventura County Air Pollution Control District, the area regularly exceeds ozone standards.

Moorpark has relatively better air quality than many communities across southern California. However, transportation and area sources are still the major source of air pollutants.

Transportation sources include vehicle travel along the SR-118 and SR-23. Area sources in the city include emissions associated with indoor natural gas usage, consumer product use (painting, aerosols, cleaning products); and fuel used for landscaping and hearths (woodburning and natural gas in fireplaces). Additional sources of air pollution include smoke from wildfires in the region, and agricultural operations surrounding the city. Each of these sources contribute to the area regularly exceeding the state PM₁₀ standards.

Maintaining healthy air quality levels is essential to ensure a healthy and vibrant community.

Water Quality

Moorpark has both surface and ground water sources running through and beneath the city limits. The primary surface waterway is the Arroyo Simi, part of the Calleguas Creek Watershed, which runs east to west across the center of the city. All storm drain channels in the city converge with the Arroyo Simi, which travels out to the Oxnard Plain, prior to flowing into the Mugu Lagoon. The Arroyo Simi is monitored for total daily maximum pollutant loads (TMDLs) through the Clean Water Act. According to the Los Angeles Regional Water Quality Control Board, the Arroyo Simi contains high concentrations of pollutants and nutrients, including ammonia, boron, chloride, pesticides, siltation, sulfates, total dissolved solids, toxicity, and trash. These contaminates can lower water quality, affecting the plants and wildlife that rely on the arroyo.

The city overlies three groundwater basins: the Las Posas Valley (east and south subbasins), the Simi Valley, and Tierra Rejada. A majority of the city is over the Las Posas Valley groundwater subbasins, where the city obtains a portion of its water through the Ventura County Waterworks District 1. The primary sources that decrease water quality in the Las Posas Valley Groundwater Basin are salts, consisting of chloride, sulfate, and sodium. Ventura County Waterworks District 1 must meet state and federal water quality standards to continue providing groundwater to Moorpark.

Water quality can be preserved through preventing pollutants from traveling into water systems, protecting the riparian habitat and

installing green infrastructure that naturally filter out contaminates, and working cooperatively with other jurisdictions to maintain a clean water supply

Vegetation and Animals

Moorpark's abundance of vegetation and natural features mean that the city is home to a diverse population of wildlife. Among others, species include coyotes, bears, mountain lions, various species of birds or raptors, deer, reptiles, and small mammals such as raccoons, foxes, etc. These and other species are often seen throughout the community.

Beyond these common species, however, numerous sensitive natural and biological communities are known to exist within the Moorpark and Simi areas. As described below and mapped in **Figures C-1, C-2a-2b, and C-3**, These include:

- **Vegetation communities** that are considered unique, or with relatively limited distribution, or that have particular value to wildlife.
- **Plant and animal species** that have been designated as rare, threatened, or endangered or proposed for listing as such
- **Plant and animal species** that are of special concern to governmental resource agencies, regulatory agencies, or Ventura County

For specific information on sensitive biological resources, the General Plan EIR and associated technical appendices contain a comprehensive inventory of the natural and biological communities known to exist in Moorpark.

Recognizing the interjurisdictional nature of preservation efforts, the city and Santa Monica

Mountains Conservancy formed the Moorpark Watershed, Parks, Recreation and Conservation Authority to help acquire, develop, maintain, manage and conserve additional park and open space lands including lands for watershed protection and restoration purposes.

Wildlife Corridors and Linkages

Wildlife corridors are linear landscape elements that allow wildlife to move between two or more habitats. Wildlife corridors contribute to population viability by providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after displacement or catastrophes (e.g., fires). Travel routes are landscape features (i.e., ridgelines, drainages, canyons, or riparian areas) that are used by wildlife to access essential resources. Areas adjoining two habitats are also often referred to as habitat linkages.

As shown in **Figure C-4**, Moorpark is situated within or adjacent to several critical habitat linkages. The Santa Monica–Sierra Madre Connection connects the Santa Monica, Simi, Santa Susana, and Sierra Madre mountain ranges that are identified as irreplaceable and imminently threatened.

Critical Wildlife Passage Areas (CWPA) are within the boundaries of the larger wildlife movement corridors and linkages. CWPAs are defined as areas identified as particularly critical for facilitating wildlife movement. The Tierra Rejada Valley CWPA is adjacent to the city of Moorpark's southeast border. This critical link facilitates animal movement between the Santa Monica and the Santa Susanna Mountains.

BIOLOGICAL RESOURCES

GOAL COS 1

SENSITIVE NATURAL AND BIOLOGICAL RESOURCES ARE PROTECTED FROM DETRIMENTAL IMPACTS OF NEW DEVELOPMENT AND ENHANCED AND RESTORED WHERE POSSIBLE.

Air Quality

COS 1.1

Air quality coordination: Cooperate and participate with Ventura County Air Pollution Control District, Southern California Association of Governments, and the California Air Resources Board, in regional air quality management plans, programs, enforcement measures and mitigation measures designed to reduce and/or minimize the amount of primary and secondary air pollutants.

COS 1.2

Infill development: Promote infill development to facilitate walking and use of alternative transportation modes and reduce vehicle trips and air emissions.

COS 1.3

Development siting: Require that development be located and designed to reduce the number of vehicle trips generated and air emissions.

COS 1.4

Low-emission transportation: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

COS 1.5

Low-emission fleet: Purchase low-emission vehicles for the city's fleet and to use available clean fuel sources for trucks and heavy equipment.

COS 1.6

Clean city transportation options: Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for city operations.

COS 1.7

Air quality education: Educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the region.

COS 1.8

Local air quality concerns: Work with the development community, local businesses, residents, regulatory bodies, and other stakeholders to minimize air pollution, clean ambient air quality, and minimize objectionable odors generated by vehicles, major emitters, agricultural uses, and other land uses.

Water Quality

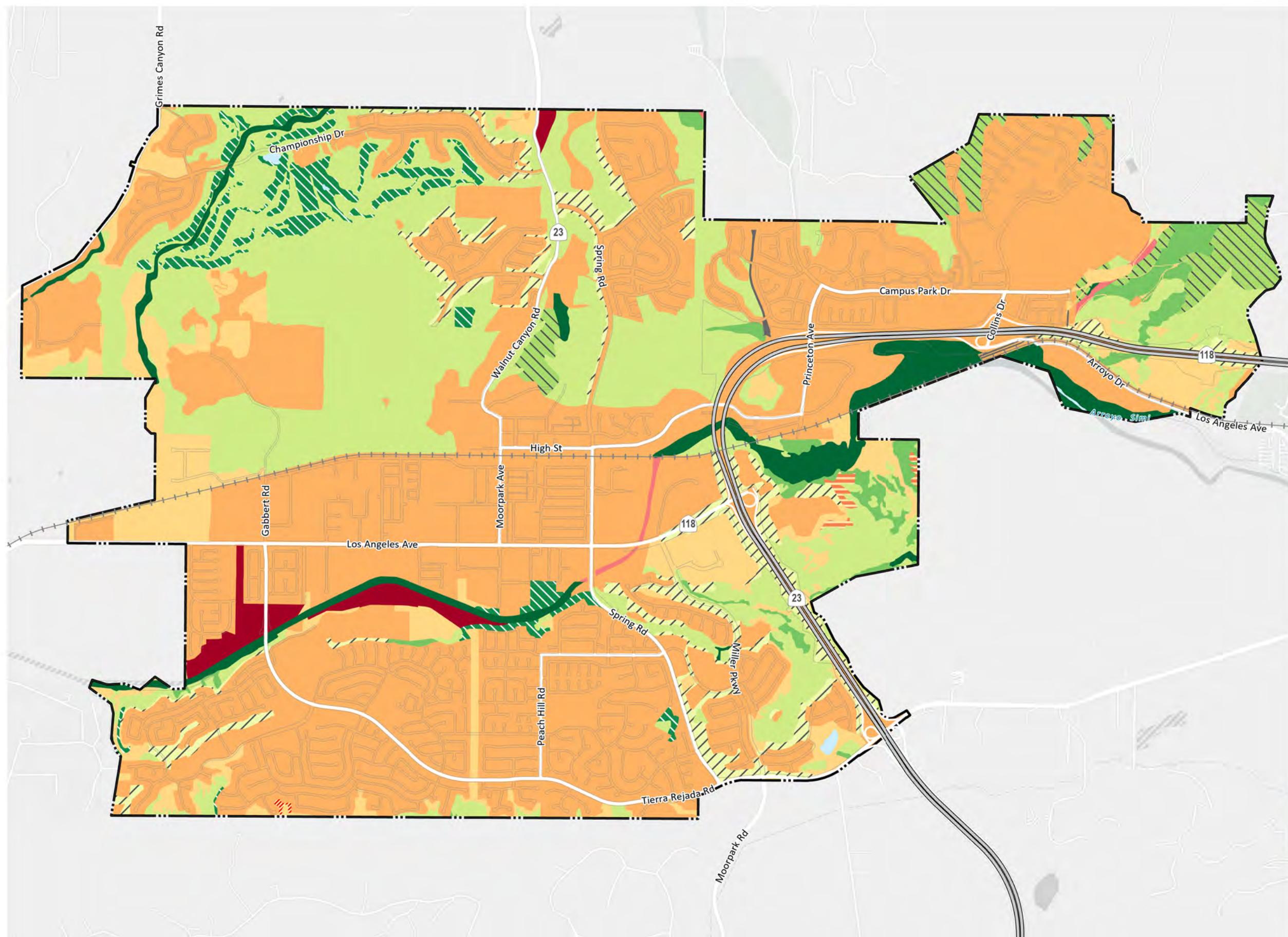
COS 1.9

Clean water supply: Conserve and protect water quality supplies through cooperative efforts with the Ventura County Water Conservation Plan and any future regional water quality and water supply plans and programs that may be instrumental in reducing water quality-related problems.

COS 1.10

Water quality education: Effectively communicate water quality education to residents and businesses. Establish or expand programs to educate community members about, and subsidize, resources for reducing water use.

CONSERVATION
Figure C-1
Vegetation Communities



0 1,000 2,000 4,000 FT

Source: PlaceWorks, 2022

Date: 4/4/2023

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CONSERVATION

Figure C-2A
Potential Aquatic Features
- National Hydrology
Dataset (NHD)

□ City Boundary

NHD Type

- - ArtificialPath

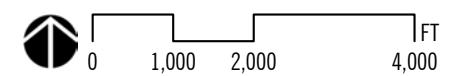
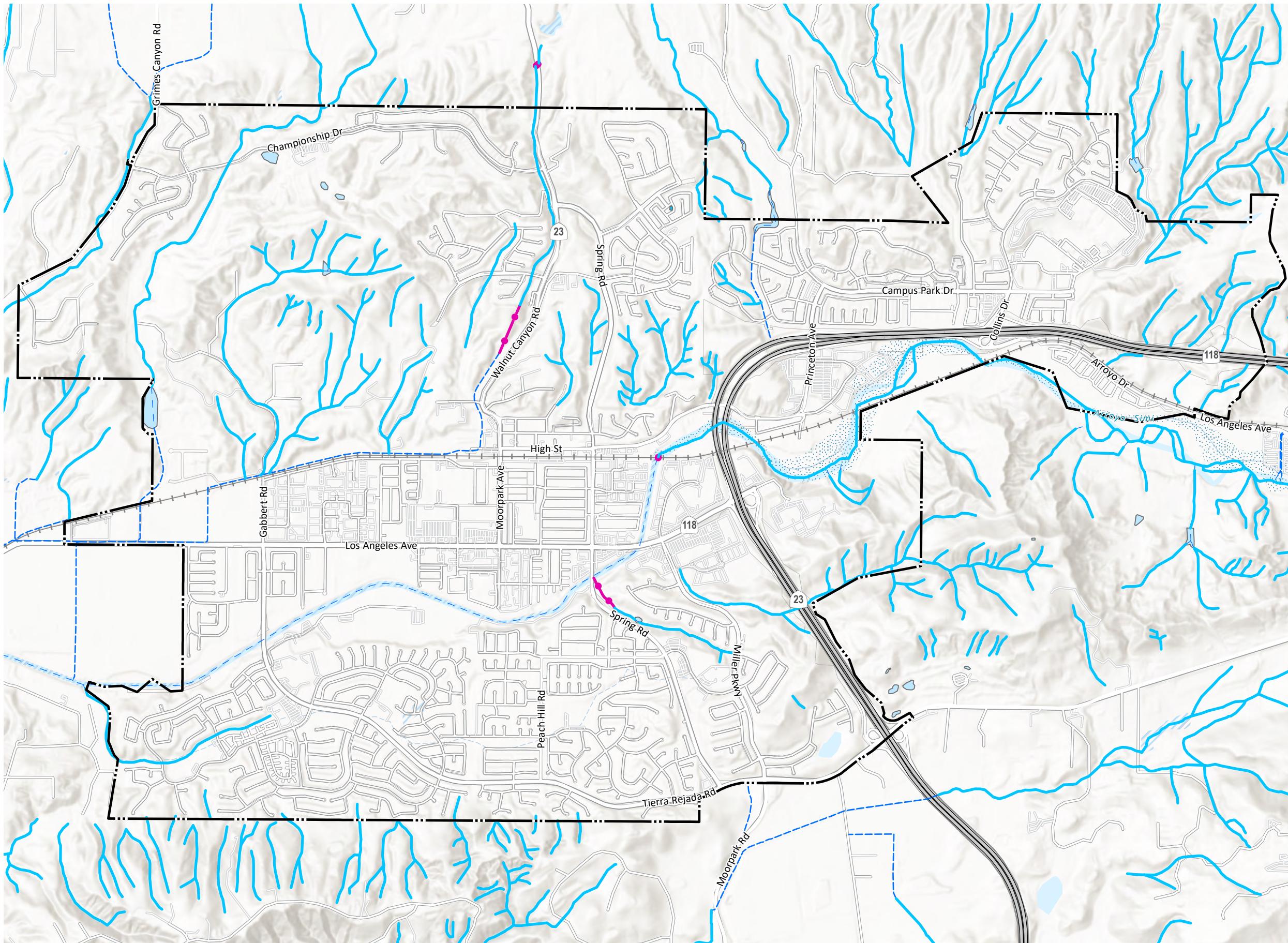
- - CanalDitch

- - Connector

— StreamRiver

■ LakePond

■ Reservoir



Source: PlaceWorks, 2022; ECorp, 2022 Date: 11/9/2022

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CONSERVATION

Figure C-2B

Potential Aquatic Features
- National Wetlands
Inventory (NWI)

City Boundary

NWI Riparian

Forested/Shrub Riparian

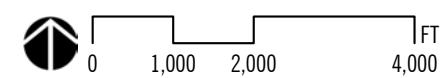
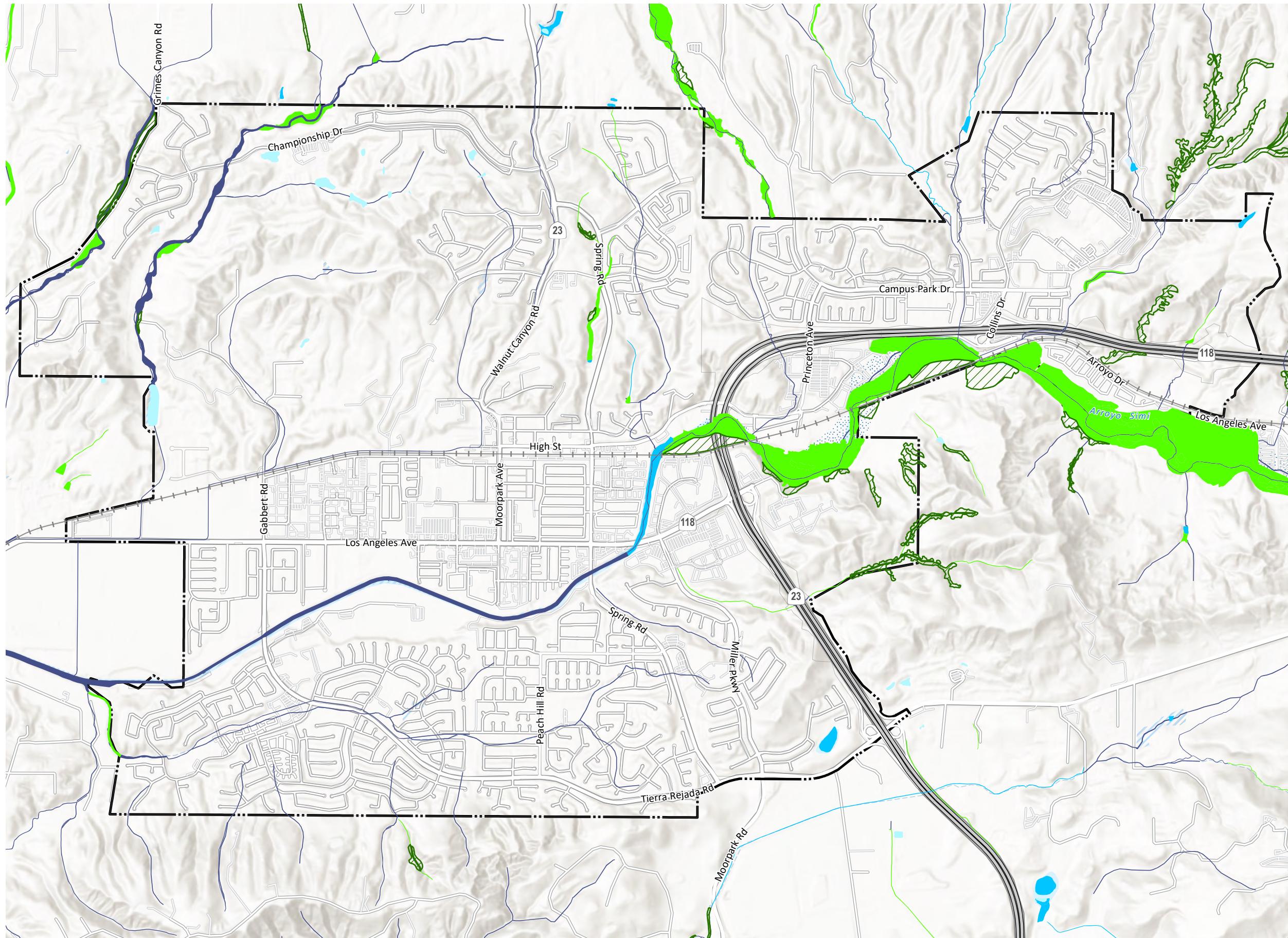
NWI Type

Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Freshwater Pond

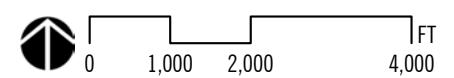
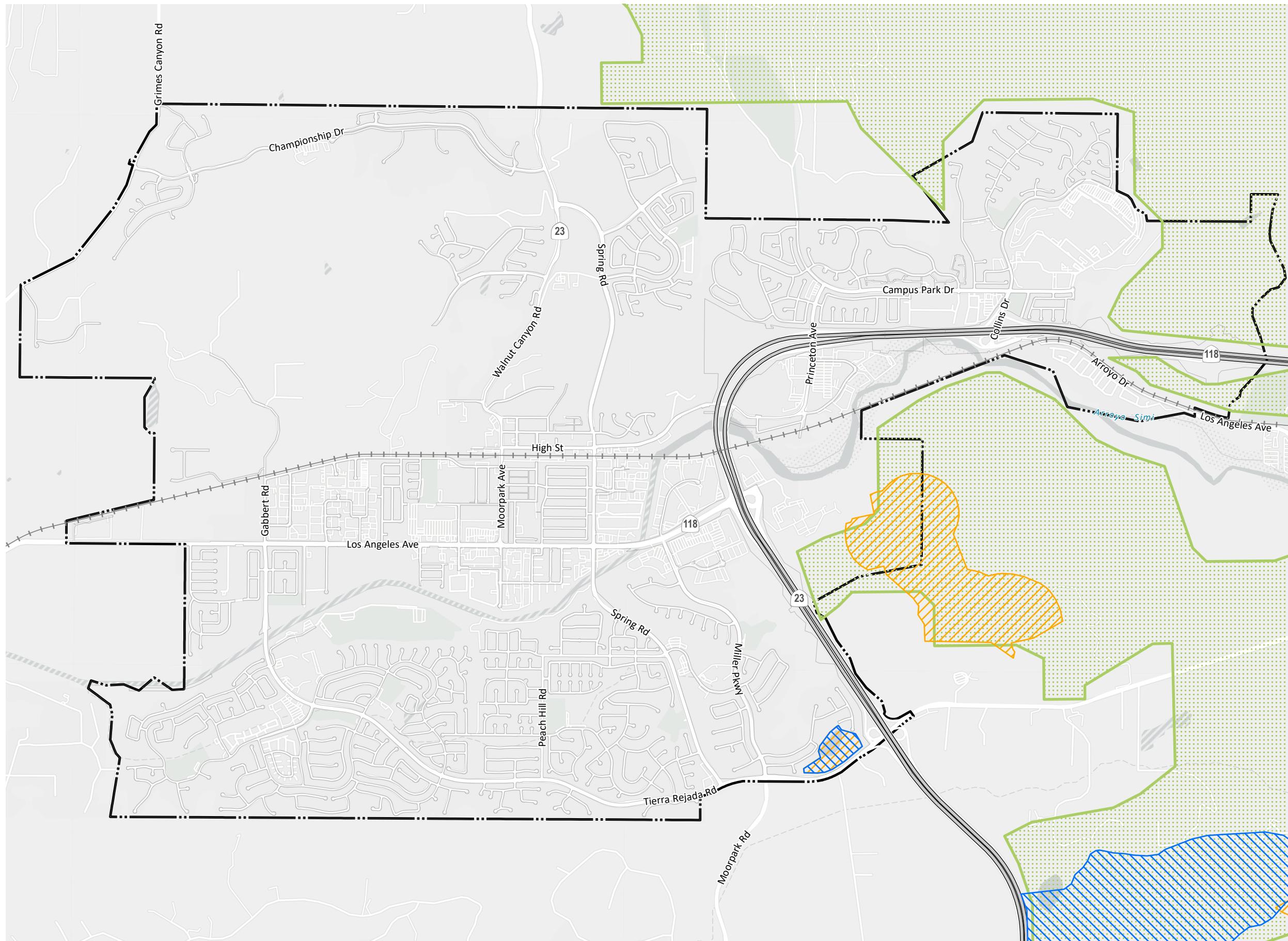
Riverine



Source: PlaceWorks, 2022; ECorp, 2022 Date: 11/9/2022

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CONSERVATION
Figure C-3
Critical Habitat



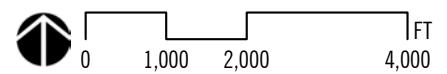
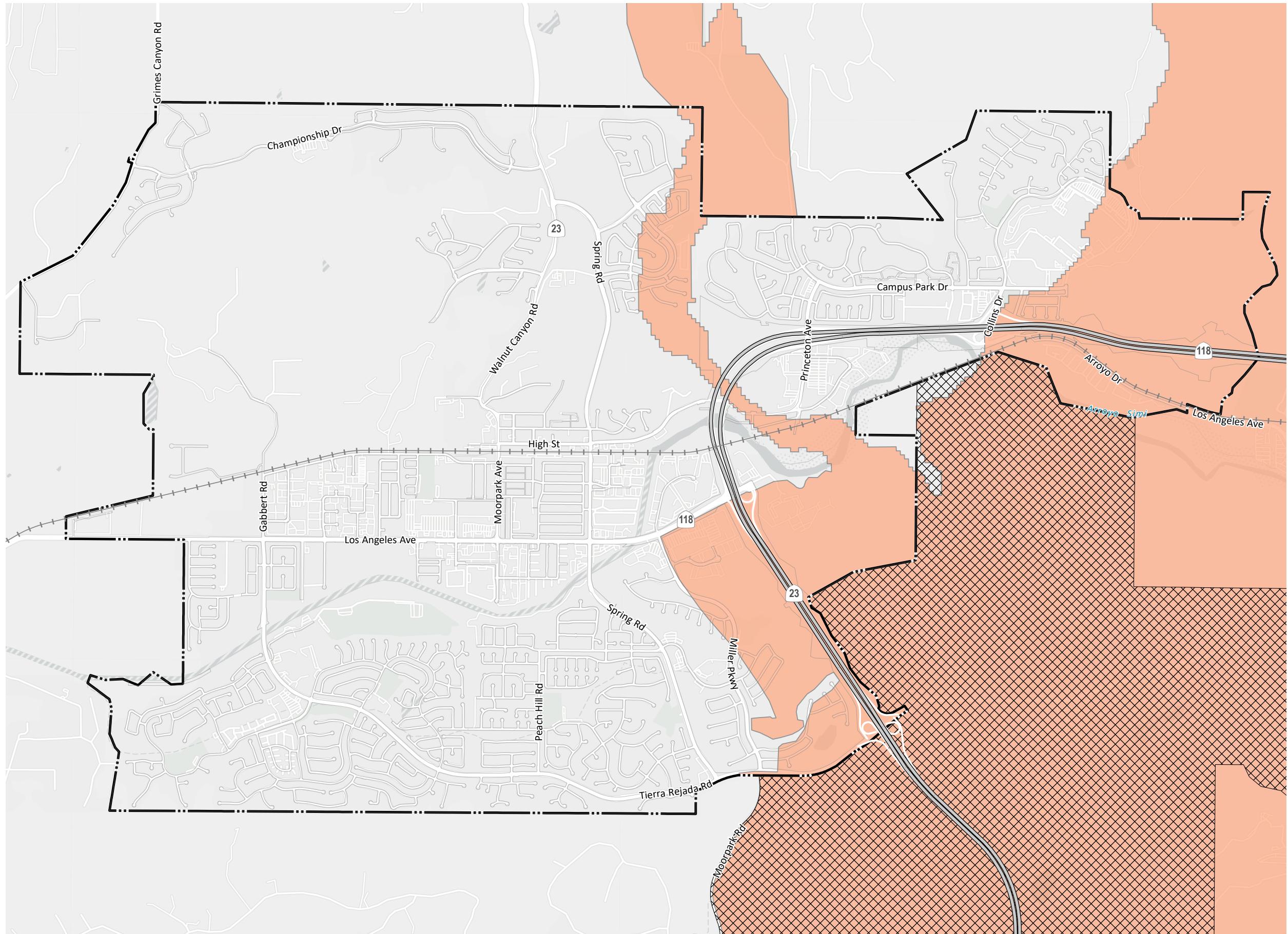
Source: PlaceWorks, 2022; ECorp, 2022 Date: 11/9/2022

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CONSERVATION

Figure C-4
Regional Wildlife Corridor

- City Boundary
- ↔ Railroad
- Critical Wildlife Passage Areas (CWPA)
- ☒ Tierra Rejada
- Regional Wildlife Corridor
- Santa Monica - Sierra Madre Connection



Source: PlaceWorks, 2022; ECorp, 2022 Date: 11/10/2022

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COS 1.11

Water quality protection: Require that development does not degrade natural water bodies such as streams, wetlands and the Arroyo Simi.

COS 1.12

Riparian preservation: Require that new development preserve natural watercourses and riparian habitat where they occur, either by avoidance or through ecologically-sensitive design, like clustering buildings, restoring riparian habitat, and purchasing development rights or easements.

COS 1.13

Green stormwater management: Encourage stormwater management and drainage system improvements that minimize the need for structural modifications to watercourses and that restore creeks in culverts or hardened channels to their natural states.

COS 1.14

Stormwater Quality Management Program: Continue to participate in the Ventura Countywide Stormwater Quality Management Program.

COS 1.15

Drinking water quality: Work with the Ventura County Waterworks District to ensure that drinking water supplied to residences in all neighborhoods, schools, and businesses is healthful and complies with all public health, safety, and quality regulations.

Biological Resources

COS 1.16

Ecologically Significant Resource Areas: Maintain, restore, and enhance ecologically significant resource areas in their natural state to the greatest extent possible. Limit development in these areas to compatible low-intensity uses with adequate provisions to

protect sensitive resources, including setbacks around resource areas.

COS 1.17

Native habitat protection: Require that native vegetation and habitat are retained where feasible to support the health of local wildlife populations.

COS 1.18

Wildlife corridors: Adopt land use regulations that consider, complement and support state, regional, and county-adopted wildlife corridors, including the Ventura County Wildlife Corridor Overlay Zone and evaluate the appropriateness of designating additional corridors.

COS 1.19

Biological resources evaluation: Require a biological resources evaluation prepared according to current state and federal protocols for projects with the potential to impact rare, threatened, endangered, or special-status species or critical habitat. If the evaluation determines that the project would impact rare, threatened, endangered, or special-status species or critical habitat, require that project proponents consult with the appropriate federal, state, and regional agencies and mitigate project impacts in accordance with state and federal law.

COS 1.20

Open space acquisition: Explore acquisition of new open space areas, including privately owned parcels located adjacent to or within recognized critical habitats and wildlife corridors.

7.2.2 Mineral Production

The two principal mineral resources located in Ventura County are petroleum (oil and gas) used for various energy generation purposes and aggregate (principally sand and gravel) that

is used for concrete/asphalt, roadway construction and building materials.

The Department of Conservation (DOC) classifies mineral resources zones to designate lands which may have potential for mineral deposits. According to the DOC, shown in **Figure C-5**, there are no known mineral resources within Moorpark and no mining operations are permitted in the city. However, within the city's overall area of interest, mineral extraction does occur in unincorporated lands, the closest of which is two miles north of the city boundaries.

Moorpark also has active oil and gas extraction operations in the hills surrounding the city. According to the California Department of Conservation, three oil fields (Moorpark West, Moorpark ABD, and Oak Park) are located on the northern border of Moorpark to the west, north, and east, respectively. All these oil fields have been historically active and contain a range of active, inactive, idle, or dry wells. The Moorpark West field has one active well and the Oak Park oil field has five active wells.

Oil and gas operations and mining operations must obtain permits from the California Department of Conservation and the Ventura County Resource Management Agency prior to conducting drilling or other activities.

MINERAL RESOURCES

GOAL COS 2

IMPACTS FROM PETROLEUM DRILLING ACTIVITIES ARE MINIMIZED.

COS 2.1

Petroleum extraction phase-out: Require that petroleum extraction facilities currently

operating within the city be phased out over time and new extraction facilities be prohibited.

7.2.3 Historic, Cultural, Archaeological, and Paleontological Resources

With more than a hundred years of urban development, many centuries of human habitation and a recently celebrated paleontological discovery, the protection and promotion of historical, cultural, archaeological and paleontological resources within the city are critical to preserving the city's history, character and identity.

Historic-era buildings, archaeological sites, and tribal resources (collectively, cultural resources) are scattered throughout Moorpark. The opportunity for additional cultural resources to be subsequently identified in the city exists, as buildings reach the 50-year or older mark or as development of vacant properties occurs consistent with the General Plan proceeds.



Moorpark Southern Baptist Church