Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#001	Subject: Substance Over Style: A Critique of the 2026 Downtown Specific Plan Draft The 2026 Draft of the Moorpark Downtown Specific Plan feels more aligned with a marketing or promotional campaign than a practical, actionable blueprint for a walkable urban center. While the proposal pushes an appealing agrarian-themed aesthetic, it appears to overlook critical logistical, financial, and logistical realities, including the potential strain on other city departments required to **bring this image to life.** **A glaring example of this "faç**ade over substance" approach is the new $34 million library project. While the structure itself will double in square footage, providing a high-image building at a premium cost, the plan seems to prioritize this exterior impression over the necessary operational investment. A genuinely functional, larger library requires a proportional increase in resources—books, technology, and staff—rather than just a new building shell. The city appears dangerously focused on branding, appearance, and perception rather than ensuring the long-term sustainability and utility of these developments. While a strong, appealing aesthetic is beneficial for civic pride, it should not be a substitute for the substance of city planning. The current plan risks delivering an artificial, shallow environment that focuses more on how downtown looks in photographs than how it functions for its residents.	Noted
#002	@	Noted
#003	not sure why it asked for my info yet since I am just looking at the doc for the first time. Just finished seeing the april 1 meeting replay. Will start to look next and may comment.	Noted
#004	Would be better to show a current photo with the lights installed on these.	Comment will be addressed in revised Plan
#005	This effort obviously is the result of a massive, well-intentioned amount of time, skill, and thought. Very impressive! However, this "downtown" development effort seems to have become a growing landslide that is sapping most the attention and funding in Moorpark. It is leaving little for the the community outside of "downtown." Example: Streets elsewhere in Moorpark have become ridden with potholes, crumbling pavement, and cracks so wide plant life has sprung up in them. (Perhaps this the "agrarian look" that the visionaries claim they want here). This updated Plan has a lot of detailed rules for building and esthetics but I did not see where major funding is addressed. In order to entice solid businesses, there needs to be good access (roads), ample parking, and a critical mass population size.	Noted
#006	spelled delgado	Comment will be addressed in revised Plan
#007	Castro is Mayor Pro Tem	Comment will be addressed in revised Plan
#008	test Comment	No Action

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#009	Why would you exclude the post office and the lot behind it from the plan?	Plan boundary will be revised to include the post office.
#010	This center has been attracting wineries. Would it not make sense to include this area in the plan?	This area is physically disconnected from the core of Downtown. This area of the plan focuses on properties fronting on to Moorpark Avenue
#011	It is Princeton Ave. not Princeton St.!	Comment will be addressed in revised Plan
#012	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#013	So if you are not including this are in DTSP then where is the planning for this area documented (other than in the updated GP)?	No Action to DTSP. The general plan land use designation will be updated to bring into alignment with the current zoning designation.
#014	What do you have in mind to help this small strip of commercial/industrial that IS at the edge of the DTSP?	The purpose of this district is to provide for flexible, transit-oriented uses immediately south of the railroad tracks and the existing station.
#015	Has there yet been any effort to start this downtown revitalization plan as suggested in GP 2050? Sounds like a good idea. What is timeline to do it, do you think?	See section 5.2 Economic Development, which builds on the Economic Development Strategic Plan
#016	I would like to have a pdf copy of the economic dev. plan.	See this link to view the EDSP: https://www.discovermoorpark.com/edsp
#017	Would love to see current photos used.	Comment will be addressed in revised Plan
#017	I don't think a new plan should use photos of things that no longer exist	Comment will be addressed in revised Plan
#018	Senior Center is named "Active Adult Center" and that should be reflected in this document.	Comment will be addressed in revised Plan

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#019	Has three been involvement with the Birkenshaw family in doing this update of the DTSP? I sure hope so, but I wonder. They need to be onboard.	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#020	Is there any chance that this home and property can be restored and used as a museum or cultural center?	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#021	I continue to be concerned about the traffic at this intersection and that of Pointdexter and Moorpark Rd.	Noted
#022	Where is the info about the widening of Moorpark Ave and fixing the intersection of Poindexter, Moorpark, and 1st??? This is the most important infrastructure improvement that needs to get at least started, and of course ultimately done so we do not lose all the money waiting in the wings from the gravel mines that we will lose if we wait too long to start this and get a sufficient amount of it done. I have mentioned this before and it bears repeating. Maybe it is somehwere else in this plan and I have not seen it yet. I sure hope so,.	Refer to City Public Works Capital Improvement Programs.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#023	Would be great to have a parking structure on each side of the tracks and off of Moorpark and off of Spring.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#024	I would love to see a massive parking structure here	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#025	Shouldn't this be 0 since it is the Birkenshaw House?	Although Birkenshaw is perceived as historic, it is not a "Locally Designated Historic Resource"
#026	This seems like a good spot for a traffic circle. Then move the entrance to the old civic center property off the circle. There could be fun public art potential or large tree in the center of the circle and it is consistent with the new traffic circles going in Hitch Ranch. When the civic center is revisioned, this would be a great place for a parking structure with easy walkable access to downtown.	Noted

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#027	Would be great to have a parking structure on each side of the tracks and off of Moorpark and off of Spring.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#028	I'd like to see enhanced pedestrian crossings that improve visibility and safety, including high-visibility markings and LED lighting that actively blinks when a pedestrian is in the crosswalk. Similar to what has been done on High Street. This will be so important in ensuring safe access to the library and also for us families who walk to Walnut Canyon school.	Noted. Possible pedestrian enhancements are discussed in section 4.5. Specific design and infrastructure elements would be determined during implementation of the Specific Plan.
#029	Would be great to have a parking structure on each side of the tracks and off of Moorpark and off of Spring.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#029	Parking structures tend to require a lot of space though - the one at Moorpark College is around 200x300 feet, and the one in Downtown Ventura, which is pretty compact, is about 200x200 feet. I am not sure if there is a good place for a structure within the Downtown Specific Plan Area - maybe further afield like in the industrial area off of Spring Street if one of those properties becomes available, or the construction yard off of Princeton if that becomes available?	Noted
#030	Need a curb cut here to allow bicycles coming west bound to get off the path	Noted. Comment shared with appropriate City staff.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#031	If these homes convert to businesses like the plan mentions, what is the parking plan for these businesses? Can we do setbacks for angled street parking? This plan should address their parking somehow.	The Municipal Code addresses parking requirements in the Plan area. The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#032	Would love to see a proper road connection here where everyone goes through the alley. Maybe if it was done with angled street parking it would also help with parking concerns for adding businesses to Moorpark Ave and any future use of the The Birkenshaw House.	Noted. The City will consider whether a request for an easement would be warranted if this property is redeveloped in the future.
#033	I would love to see the South Metrolink parking lot act as a Transit Center similar to how Thousand Oaks has: https://toaks.gov/transit It would help facilitate easier transfers, consolidate to one location and remove the bus stops from High Street. I can picture with the right setup, someone taking the Valley Express from Fillmore into Moorpark. Grabbing coffee at a high street business and then taking the train to their next destination. Having a designated hub for this helps facilitate this mobility.	Noted. The Transit Adjacent district allows for transit-oriented uses.
#034	Ventura is to the west of Moorpark not east	Comment will be addressed in revised Plan
#035	Like that you show LA Metro rail and buslines too as these are also important to show regional possibilities.	Noted
#036	It is the "Active Adult Center!"	Comment will be addressed in revised Plan

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#037	Shucks my rowhome sticky didn't make the cut? :(	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#038	Maybe a driverless version as we look towards the future.	Noted
#039	People did not want housing? How is this possible? That means businesses in the DTSP will have to rely 100% on vehicle traffic... Where will the cars go?	Noted
#040	High Street is a natural place for events like Country Days, Holiday on High Street or the Moorpark Apricot Festival. I also think there is future opportunity to expand and add additional events if a Business Improvement District is ever formed. This section is notably absent from this plan. I would love to see the addition of bollards that could block vehicles from the roads as an enhancement to downtown as a part of this plan.	Noted. See section 5.2 Economic Development. Recommendation will be shared with City Staff.
#040	I agree. Bollards are needed. Events are critical to downtown. I would love to see more of them. I would also love to see them span more of the street. I was disappointed to hear that the Apricot Festival is not going past Bard. Businesses like Freda's are working hard to have apricot things are are cut out of the event.	Noted. See section 5.2 Economic Development. Recommendation will be shared with City Staff
#041	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#042	This sentence doesn't make sense	Comment will be addressed in revised Plan
#043	This is not a complete sentence. something is missing.	Comment will be addressed in revised Plan
#044	123	Noted
#045	123123	Noted
#046	123123	Noted
#047	123	Noted
#048	This looks like it is in the Metrolink Parking Lot? We have a great walkway with art and just got that lot redone. Please do not take that out to put in a plaza.	Noted

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#049	No Housing Here. We need Parking for this side of High Street.	City-owned properties at the east end of Charles Street will be redesignated as High Street Mixed Use. The City is currently undergoing a separate process to determine the future of city-owned properties. The DTSP presents a possible scenario if the city chooses to dispose of these properties which would require proceeding with a Surplus Land Act process.
#050	The proposed High Street arch feels out of place. We're not a tourist destination or built around a historic landmark, so it doesn't feel like a natural fit for Moorpark. Again it has that Hallmark-esque aesthetic.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan.
#051	I'd love to see a parking structure here!	City-owned properties at the east end of Charles Street will be redesignated as High Street Mixed Use. The City is currently undergoing a separate process to determine the future of city-owned properties. The DTSP presents a possible scenario if the city chooses to dispose of these properties which would require proceeding with a Surplus Land Act process.
#051	This seems like a prime lot for parking for this end of High Street. I would not put housing here.	The City is currently undergoing a separate process to determine the future of city-owned properties. The DTSP presents a possible scenario if the city chooses to dispose of these properties which would require proceeding with a Surplus Land Act process.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#052	Would love to see a boutique hotel that spans the city owned lots between Charles and High. With so many wedding venues locally, I would love to capture these visitors in downtown.	Noted
#053	Could we look at moving Magnolia Park and reopen this road for better circulation downtown?	The City is not contemplating removing public parks
#054	Why are we taking out the parking lot that was just finally redone?	Plan will be revised. Public Plaza will not be shown in the parking lot.
#054	If we were to do a plaza, I would love to see a build in stage that could have live music on weekends, or entertainment at events. If there was a Car Show every Friday Night during the summer where street parking was reserved for classic cars, and you had a band playing, it would create a fun environment/attraction.	Noted
#055	What is the Arch was a pedestrian walkway connecting two parts of a hotel/conference center that spanned the street. This would create great function and character while providing for a larger hotel without exceeding the three story limits.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan.
#056	It might be fun to show the rendering of the arch done for the old downtown specific plan here. Here is a link to the photo: https://www.facebook.com/photo.php?fbid=180691242464255&set=gm.1882749145310605&type=3&sfns=mo	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan.
#057	Redeveloping this area without including a parking structure would effectively eliminate the commercial capability of the street as well as its drivability and overall enjoyment. Between the loss of the dirt lot now occupied by the Depot Project and this lot on the east end, High Street parking would be confined street parking only. On busy days or high traffic times, vehicle traffic becomes a crawl and increasingly dangerous for pedestrians on two lane streets. Drivers looking for available parking are distracted, other drivers are focused on attempting to back out of a spot without fully being able to see the situation behind them. Add to the equation some commuting motorists frustrated at the stop and go traffic as they're just trying to get through, along with pedestrians popping out randomly from behind a car as they jay-walk to their vehicle and it becomes easy to see how a simple lack of planned parking for the highest expected volumes becomes a safety issue.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#058	I assume this is not on the sidewalk, but kids park next to the train, road and parking lot sounds like a bad idea. And it if it is a public plaza to link them you would not want to fence a park or you are blocking, not linking. This seems like an odd photo choice for this space.	Plan will be revised. Public Plaza will not be shown in the parking lot.
#059	NOT JUST HOUSING!	Plan will be updated to clarify that any housing on High Street will be part of mixed-use development.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#059	I think there are plenty of housing opportunities in town. This is High Street. Mixed use, fine, but sections of just housing is not the vision of downtown that I want to visit.	Plan will be updated to clarify that any housing on High Street will be part of mixed-use development.
#060	Was there EVER a water tower in Moorpark in the past that is the supposed inspiration for this as a historic thing or did someone just decide to add it since they like the idea? Just curious. If it has a historic basis in Moorpark history, I would be more inclined to like it. I hope you can explain that so all of us know. If it does get built, people will want to know why it is there and what connection to past days in Moorpark.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Section 4 will emphasize vertical land mark element non-specific to a water tower. A water tower can be seen in Moorpark Circa 1912 on the City of Moorpark's history page: https://www.moorparkca.gov/381/History
#061	"a" beer garden	Comment will be addressed in revised Plan
#062	Not sure I understand this comment? What about moving City Hall back here would help with staying in downtown past 4:30? I would love something that adds services and entertainment to Moorpark and can act as more of a regional draw. I would keep city hall where it is.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.
#062	I phrased that in a confusing way, I meant civic center as in a place for events, concerts, performances, etc.. I agree with you about city hall staying on Science Dr. and utilizing this space to liven downtown up in the evenings. Really make it a place people want to be	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.
#062	Redeveloping the old City Hall site as a new civic center has the potential to redefine Moorpark's "commuter city" status, and give residents a reason to stick around downtown past 4:30pm. A project like this would also spur investment from private businesses as it would signal a confidence in the area's resurgence.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#063	This feels a bit like a Hallmark-style addition rather than something grounded in Moorpark's history. Since we haven't had a water tower, it may be more meaningful to highlight elements that genuinely reflect our community's heritage.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Section 4 will emphasize vertical land mark element non-specific to a water tower. A water tower can be seen in Moorpark Circa 1912 on the City of Moorpark's history page: https://www.moorparkca.gov/381/History
#064	Would love to see farmer's market hosted on High Street instead	Noted. Text will be revised to suggest alternative Farmer's Market locations.
#065	If the parking lot becomes a farmer's market on Sundays, where would potential attendees park?	This plan suggests possible parking resources in proximity to the post office lot, including the Metrolink parking lot south of the station platform and potential interim parking adjacent to the new library. A precise plan for parking would be studied and implemented should planning for a Farmer's Market proceed.
#066	Yes; beer garden or restaurant; not housing on this corner.	Vision will be revised to emphasize entertainment uses.
#067	Seems like all reasonable options.	Noted
#068	The post office and the post office parking lot are listed here in Chapter 4, but are specifically excluded in the DTSP outlines as shown in Figure 1-1 and 1-2 back in chapter 1. Just wondering where the specific boundaries for the DTSP are, how they were decided, and if they should be amended to include any outlying spaces. Additionally, the business row west of the old Kahoots building (north side of Poindexter Ave.) seems to be omitted from the DTSP. Is there a specific reason, or should that be reconsidered?	Plan boundary will be revised to include the post office. The business west of the old Kahoot's building are physically disconnected from the core of Downtown. This area of the plan focuses on properties fronting on to Moorpark Avenue
#069	This would be a great event space for weddings, parties, etc... Or it could be redeveloped into dense housing to where folks will walk out to high street and use the restaurants and bars on a daily basis.	Noted. Housing is a permitted use.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#070	Love this. Reminds me of the Anaheim Packing House.	Noted
#071	This is NOT city-Owned and anything done must be done in conjunction with the Birkenshaw family members, of which there are MANY. I already asked before if that family was consulted at all during the development of this revised DTSP. I hope they participated. If not, it could seem like city is trying to tell them what to do with their property without even consulting them. I hope that is NOT what has happened so far.	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#072	For mixed use projects and residential w/ more than 10 percent affordable units, five or six stories is reasonable within walking distance of the Metrolink station (High Street and upper Moorpark Ave).	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#073	I did not think that Moorpark allowed 4 stories? I personally love the old packing house historic feel. It is in keeping with the downtown heritage. I love the idea of turning that into a food hall, but don't love this building stock photo that does not match the character of anything around.	Uninhabited architectural features are excluded from max height calculations. Plan will be revised to clarify this information.
#074	Who's going to pay for existing businesses facade renovations?	Funding has not been dedicated at this time. There are several alternatives for potential funding sources that the City can explore upon plan implementation.
#075	Please don't make anything on High Street look like this photo. It does not look like the vision at all. I agree with the concept of enhancing existing businesses, but this looks like something that needs enhancing!	Photo will be updated in revised plan.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#076	Maintain the historic house and build up the land into a garden-type hideaway and use it as a multi-purpose entertainment/ gathering place. Examples could include Malibu Cafe (but call it Moorpark Cafe) with outdoor dining with alcoves, and games with an outdoor fireplace. Another would be a best all-in-one reception venue like Hartley Botanica or Eden Gardens. Bottom line: Having different "public place atmospheres for sensory, emotional, and social environments shaped by design, lighting, sound, and activity. Common types include bustling urban centers, tranquil parks, energetic, cultural, and intimate spaces designed to foster interaction or relaxation."	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#076	I agree - this would be an incredible event space for families to host wedding, parties, etc... Would be great to see the city fast track any event/wedding venue permitting.	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#077	I don't mind the idea of a gateway here, but this example photo is so far from the feel of the plan. The sign example should be more in keeping with the historical farm town that is being cultivated throughout the district.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Image will be replaced
#078	I am puzzled by this illustration for a gateway feature. I like the idea of a gateway feature here but not necessarily this ONE. Need more choices for what might go there.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Image will be replaced

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#079	See my other comments about this property in other locations where it is named.	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#080	Please show the actual building.	The photo is intended to illustrate a precedent for adaptive reuse of a historic home and not depict the Birkenshaw property in its current state. Photo will be replaced
#081	This looks like the plan was not done by the City of Moorpark? This is not the Birkenshaw Property. This is not a cheap plan to put together and to have it look and feel like a template is disappointing.	The photo is intended to illustrate a precedent for adaptive reuse of a historic home and not depict the Birkenshaw property in its current state. Photo will be replaced
#082	This looks like graffiti on an old cracked road. It seems out of touch with the other elements of this plan. I think decorative sidewalks that have a historic feel, or something more in keeping with the nature of MOORPARK are more appropriate.	Photo will be updated in revised plan.
#083	Like decorative crosswalks	Noted
#084	Its Bard Street not Brad Street	Comment will be addressed in revised Plan

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#085	A fake water tower seems a bit manufactured. Was there ever a historic water tower in Moorpark? Why water tower? I think it is cool if there is a story or reason behind it that I am not aware of. A farm style windmill, might be more area appropriate?	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Section 4 will emphasize vertical land mark element non-specific to a water tower. A water tower can be seen in Moorpark Circa 1912 on the City of Moorpark's history page: https://www.moorparkca.gov/381/History
#086	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#087	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#088	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#089	When High Street Closes for events, this park blocks access for the fire department to get out preventing a full street closure. Would it be possible to add gates and a drive lane that could be open only when the street is closed to allow emergency vehicle access through the park?	The City is not contemplating removing public parks
#089	This would have been super helpful for Holiday on High Street!	Noted
#090	there should be historic clocks throughout the street	Noted. Streetscape enhancements will be confirmed through implementation of the plan.
#091	Interesting idea	Noted
#092	Like these....might need them in some other parts of city too that are not the DTSP	Noted
#093	This would be great for rowhomes. Remove side and front setbacks please	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#093	Adopt SB 1123 standards in this area.	Section 1.3.4 will be revised to clarify relationship between the Plan and State Law

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#094	Really think the city should consider a parking structure. Not only to handle parking for now, but into the future as well. Its existence can allow for zoning law changes with regard to parking requirements for new buildings in the area. Builders can pay a % cost as an alternative to parking spots on a new property, allowing for larger buildings and sidewalks	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#095	The 2019 Parking Survey this is based on was flawed from the outset and needs to be redone. First an foremost, it overcounts existing parking spaces. As listed in the study, lot 5B no longer exists, so that's 60 spaces from off-street parking already gone. The plan to turn lot 6 into a public plaza would see the loss of an additional 38 parking spots. The paving of lot 8 will reduce its overall count from 47, and developing it into housing would cost the rest of the spots along with the 64 spaces in lot 7. Add on to that the 13 spots lost in lot 5A as the chamber building becomes a beer garden and the 16 sapces from lots 2&3 (as they effectively serve as staff parking for the theatre outside of performances, and that is a loss of 238 parking spaces downtown; nearly 40% of existing off-street parking is not expected to exist if this plan comes to fruition. Next, this study relies on counting every single bit of curb space on Charles St. as available public parking. If that were my house, I would be extremely upset at the city for considering the curb outside my front door to be downtown parking. As indicated by the planning committee, special permits may be given out to residents if it become an issue, but that would mean these no longer account for available parking downtown. Charles st. parking accounts for over 40% of listed on-street parking, without it, the count of downtown parking spaces is now down by 356 parking spaces from what the 2019 parking survey indicates. Also, the picture here indicates Everett St., and the sections of Walnut St. and Magnolia St. north of Charles St.; these streets were never accounted for in the 2019 parking study, nor did it include the new build located at Everett St. and Walnut St. which has increased the downtown density. Furthermore, a bulk of spots is accounted for by the remaining Metrolink lot south of the tracks (the only remaining lot for the central and east portion of High Street if everything in the plan so far comes to fruition). While a decent amount of spaces and the ability to add more, it being on the south side of the tracks is a liability waiting to happen. Someone injuring themselves crossing the station platform going to/ from	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

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#095	Agreed with this. We're about to have 700 more families from hitch ranch who will be driving in to town, would be nice to give them somewhere to park. A structure or two on the outskirts of the downtown are would do wonders.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#096	While I agree with a lot of what Adam says in his parking comment, I do NOT agree that it is too far to walk from civic center (old city hall lot) parking lot to High St. Arts Center.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#097	I like this concept to "park once." I hope it is really doable.	Noted
#098	Would love to see parking here to better access this end of High Street.	The City is currently undergoing a separate process to determine the future of city-owned properties. The DTSP presents a possible scenario if the city chooses to dispose of these properties which would require proceeding with a Surplus Land Act process.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#099	Is there a better parking situation for this street? Would love to maximize the parking.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#100	I think we should consider angled street parking here on both sides of the street like Walnut has. This would bring additional parking and clean up the strange parking on the sidewalk situation at the Creamery.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#101	I am in favor of a street tree program for Moorpark Ave. HOWEVER, I think it would be a big mistake to try to replicate the High St. Pepper trees there-- which should be ONLY for Historic High Street and not for other streets in the downtown. There should be other more native and/or drought tolerant trees used that are good for local bird wildife. Pepper trees (sadly, despite their acknowledged historic significance on High St.) are known to NOT be very good for wildlife so we need to choose other trees for Moorpark Ave that are more environmentally friendly. This can be studied more during future plannning activities.	Language will be added to clarify the intended character of street trees on Moorpark Ave
#102	Everyone cuts through the parking lot here. I think a road connecting to Park Lane and Moorpark Ave is necessary with any changes to this site.	Noted. The City will consider whether a request for an easement would be warranted if this property is redeveloped in the future.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#103	Surface parking lots are the saddest use of space a city bestow on a plot of land. At its core function, a surface parking lot is a temporary storage location for someone's vehicle while they experience something else (be it work, an appointment, grocery shopping or entertainment etc.), it is never the destination, merely the last stop before it. So at its most useful, a surface parking lot is full of empty vehicles, not exactly the most eye-catching of uses. When they are empty, however, they sit as a desolate wasteland making everything around them visually appear like a ghost town (looking at you, Mission Bell Plaza, Moorpark Town Center, Tuscany Square, Moorpark Marketplace, The Village at Moorpark). They increase surrounding temperatures when it's hot, and contribute to both drought and flooding at the simultaneously when it rains by not allowing the ground a chance to soak up the water. While parking solutions are an absolute imperative for High Street's future success, a surface lot should be the last resort. While never the most exciting thing to imagine spending money on, parking structures have come a long way since the late 90's. Underground structures acting as the foundation for a new building on top has been replicated countlessly across the state and the country. Alternatively, structures can be topped with a green roof/ park (Moorpark's first Park in the Sky?) to help cool the surrounding environment as well as help soak up rainwater and reduce street flooding. The cost of a structure could be offset by new developments in the area paying a % fee of their build cost (similar to the AIPP funding) in order to waive mandatory parking requirements as listed in the zoning laws.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#103	Love the idea of parking under something!	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#103	Wish we had a structure or two - Having a green roof above would be fun! The low height limit makes combined parking pretty tough, but maybe off-site parking via structures could be a good compromise?	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#104	I believe that there are (already) behind the scenes potential plans for a bigger performing arts center (hopefully at the civic center), not to replace-- but to augment the HSAC that would remain where it is on High St. We are never going to move the city hall back to downtown after all the that was done and spent to put it where it is now on Science Drive, so a more vibrant performing arts center IS just what downtown Moorpark needs. So I do support much of what was said by I think it was Adam about this.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#105	A new performing arts space could be exactly the type of project to revitalize the downtown area now and into the future. As it exists currently, it would seem the DTSP lacks in a few crucial areas: Updating Moorpark for the future, a reason for private business to buy in, and a reason for people to be in Moorpark. These issues persist throughout the DTSP, but are compounded by the existing Civic Center Master Plan and could be (mostly) solved with a new one. First, the plan does not seem to prepare Moorpark for the future, it attempts to get it up to speed with the recent past. The library boondoggle was originally planned a decade ago in 2016 and the community imput for what was the city needs happened the following year. So the city is about to dump $35 million on a library based on what we thought we needed three years before the pandemic. The city its population - and arguably the city's needs - have changed dramatically since then, how could our ideas of what we need out of a library have remained the same since then. While predicting the future is impossible, we should strive to answer the question "what will our city need" instead of " what do we need right now" because "now" is such a fleeting moment in time. As it stands, the 285-seat High Street Arts Center operates at approximately 80-95% capacity for nearly every weekend day on the calendar. The venue cannot add more seats, it cannot add more days to the year, and it cannot book headliners or concerts because the venue is too small and inaccessible for a concert tour to add it to their schedule. Creating a new venue can bring exciting performances to the city, along with freeing up space at the original theatre for other types of content currently unable to grace the stage based on scheduling conflicts. Next, the DTSP lacks a reason for private business to buy in. The plan as it stands has an "if you plan it, they will come" mentality to private investment in the area. The business prospects in Moorpark remain the same today as they did when the town was founded in 1905, outside of the occasional local entrepreneur, there remains no good reason to invest in Moorpark with Los Angeles to our east and Ventura to the west. Even in the 1920's with the explosion of movie palaces all over the state,	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.
#106	NO MORE HOUSING here. We need Services. Please use this property to bring people downtown. There is enough housing happening around this.	Noted. Recommended uses for the Civic Center area will be studied and confirmed in a revised Civic Center Master Plan.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#107	Agree mostly. I already made a comment about water tower in another location that applies here as well. If there is not a historical reason to have one here, we should not do that. Think of another thing, other than that. I would be surprised if we ever really had a water tower here. but I windmill.....for farming, maybe yes.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Section 4 will emphasize vertical land mark element non-specific to a water tower. A water tower can be seen in Moorpark Circa 1912 on the City of Moorpark's history page: https://www.moorparkca.gov/381/History
#108	Moorpark is not in the Midwest, you don't need a water tower to tell people what town you're driving past. Especially a fake one at that. This isn't Disneyland either, we don't need fake decorations to trick people into thinking this is a real city. There is also no historical analogous for its existence, there was never a big water tower like that in the downtown, theres no need, you would just put your water tank up on the hill behind it - like where the actual city water tank is - to greate the gravity-fed water pressure we're all used to. You only build a water tower is there's no elevation around you. Plus, with it having no function at all, how many times a year are the police going to be called because someone has scaled the water tower or graffitied it?	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan. Section 4 will emphasize vertical land mark element non-specific to a water tower. A water tower can be seen in Moorpark Circa 1912 on the City of Moorpark's history page: https://www.moorparkca.gov/381/History
#109	What if a section of the street closed weekly for a farmers market? That would put it in the center of all the businesses and keep the parking lot for parking?	Noted. Text will be revised to suggest alternative Farmer's Market locations.
#109	Going off this, installing retractable bollards into the crosswalks going across High Street at Moorpark Ave. and Spring Rd. would give the city the ability to block access safely and securely for this and country days	Noted. This recommendation will be shared with City staff.
#110	Looks more industrial than I prefer. I think we could have a visitors center here and maybe a tasting room? Something with a draw/attraction.	Noted. The program and design of a plan for reuse of this site would be studied and confirmed during implementation of the Specific Plan.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#111	Not sure how many people want to sit in a beer garden surrounded on three sides by train-tracks, High Street, and Highway 23 with dump truck constantly going over the track, making noise and kicking up dirt from their trucks.	Noted. The program and design of a plan for reuse of this site would be studied and confirmed during implementation of the Specific Plan.
#112	This is a good idea and there are ways to baffle sounds, if needed (to address concerns in another person's comment). You can use the sound of the train as an attraction like they used to do at the old Chuys just east of the 76 gas station near spring/princton. some of you might remember that. Don't assume that evetryone hates trains, because they do NOT. They are part of our history and a venue at that corner to honor that history could be very popular. For those who don't like trains or any noise, they don't have to patronize whatever goes there. But I think there will be plenty of people who would like this idea that is proposed. Give it a chance to see if it pans out!	Noted. The program and design of a plan for reuse of this site would be studied and confirmed during implementation of the Specific Plan.
#113	I love the lights going across the road.	Noted
#113	me too	Noted
#114	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#115	I don't think we should put money into this as a parking lot if that is not the long term plan?	Noted
#116	Is there space for this? Kids playing on the sidewalk, I assume we will need fencing? If it really could work, it sounds interesting, but would need to know more about how feasible it really is.	Safety elements could be addressed in future plaza design upon implementation of this plan.
#117	NOT a "wooly mammoth"!!!! It was a "southern mammoth" and if we have any mammoth, which is a GREAT idea, it needs to be done so it is the kind that was unearthed right here in Moorpark--NOT a "wooly" mammoth--which was not found here at all!	Noted. Text will be revised.
#118	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#119	Both what the plan says AND what Chris says should be considered. There will be plenty of room to debate various options. Overall, it is a good thing that we should do--however it ends up.	Noted
#120	I love an arch, but think it would be even cooler if we could have a hotel that had a pedestrian connection over High Street that also became that entry arch. Not sure how possible this is, but is would be more unique then "What everyone else has" and help a hotel get to the size needed without going too high.	Noted. Potential gateway components and design will be confirmed through public process in implementation of plan.
#121	What about using the earth day trees to for this one year? Also, we would need to look at proposed setbacks to allow space for trees on this road.	Per Section 6.4.2 - Moorpark Ave requires 10-25 ft front yard setbacks
#122	Please see my comment about these trees that I made near a map that named this. I wont repeat it here.	Language will be added to clarify the intended character of street trees on Moorpark Ave

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#123	Can you change this to a picture of the actual house?	The photo is intended to illustrate a precedent for adaptive reuse of a historic home and not depict the Birkenshaw property in its current state. Photo will be replaced
#124	See multiple comments from me where this was discussed elsewhere in this plan.....this is not owned by city and must involve the Birkenshaw family.	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
#125	Would love to see a venue like the Camarillo Ranch House	Noted.
#126	Parking for this restaurant is hard. One of the reasons I rarely go here. With the future widening of LA Ave here to 6 lanes, is there space for this with the restaurant?	Noted. Potential gateway components, design, and location will be confirmed through public process in implementation of plan. Image will be replaced
#127	Would love to see events addressed in this plan. I think we can have a plan to do them even better!	Noted. This Plan identifies potential locations of events. This Plan also identifies mechanisms (PBID and Merchant's Association) to better coordinate events in DT Moorpark.
#128	Why would Moorpark not want to (and not be likely to) attract a major sales tax generator or auto dealer?	Although the city sits on the "corner" of 118 and 23, the nearby population centers of Simi Valley and Thousand Oaks are well served by these types of establishments, and the local population cannot support these scale of businesses.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#128	Great question. Not sure the opportunity is there, but to say there is no desire is an interesting statement.	Feedback provided during the development of the Economic Development Strategic Plan indicated value of Moorpark's small-town vibe and prioritization of locally or regionally owned businesses. There was considerable resistance to the idea of large retailers coming into Moorpark.
#128	I think that is meant to reflect residents rejecting big name retail stores to go on High Street, but it is confusingly worded and pretty pessimistic to say. Can agree though that I would not want to see a car dealership go in. They're just big parking lots no one can use	Noted
#129	Would love to learn more about this.	More information on enhanced infrastructure financing districts can be found at this link: https://cceda.com/wp-content/uploads/EIFD-Resource-Guide-Feb-20161.pdf
#130	There are a number of comments by some folks in here that reference state laws that would allow more in a number of different areas that this plan allows--pointing out, perhaps accurately (I do not know) that developers will choose the state law instead of our rules if we are not closer to state law in what we might allow....saying we could lose all local control. I would like to see staff and city attorney comment on this in as realistic a manner as possible so that our CC decision makers have whatever ammunition and knowledge they need to have. to be able to hopefully maintain more local control, without having to allow everything that state law is trying to jam down every city's throat. This is a sticky wicket and requires careful analysis and thought!	Section 1.3.4 will be revised to clarify relationship between the Plan and State Law
#131	Are there no approvals for this? This seems like it could have create potential issues when looking at a project that spans from High Street to Charles Street.	Comment noted. This protocol allows the greatest flexibility.
#132	Why the inconsistency with mixed use on east of walnut street, but not west side? Should we make Bard mixed use and Walnut Canyon as well?	See Section 6.4.9 Charles Street Commerce Overlay. The purpose of this overlay is to maintain the overall design intent of the underlying zones along Charles Street between Moorpark Avenue and Walnut Street while allowing for a wider range of uses.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#133	Why have any R-1 Zones in the DTSP? This is the Downtown Specific Plan? SB 9 and SB 1123 also remove R-1 so if Moorpark wants to maintain control, they can up zone to be the path of least resistance.	Section 1.3.4 will be revised to clarify relationship between the Plan and State Law
#134	Behind instead of next to?	Text will be revised.
#135	This density seems very low for a downtown area, I would expect closer to 109/acre so we can support the local businesses on high street.	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#135	Using unit/acre sounds massive, but using unit/sqft of land sounds a lot more reasonable and better fits in a downtown plan where there are almost no 1 acre lots. Example: 1/400 sqft of land is standard density for multifamily. on a 5000 sqft lot thats 12 homes (4 per floor, 3 stories). That's the maximum, you don't need to build to the maximum.	Noted
#135	That is crazy High! I thought 32 seemed high!	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#136	2 FAR is low - this will result in small units that are less desirable	FAR restrictions will be removed from standards for Mixed Use projects
#137	5 stories would be better	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#138	I'd like to see 75ft here.	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#139	What about driveways on narrow lots?	Comment noted. text references building build-to line, not parcel build to line.
#140	High Street is the amenity space. We want residents using restaurants and parks as their common open space so High Street has a vibrant pedestrian scene that supports local businesses.	Open space requirements will be removed for developments under 1 acre and require 5% of lot area for developments over 1 acre.
#141	Walls, Fences, Utilities, etc. are section 6.6.6 not 6.6.7	Comment will be addressed in revised Plan
#142	Section 6.6.8 does not exist.	Comment will be addressed in revised Plan
#143	In all residential/mixed use districts, I would like to see density calculated differently for family-sized homes, studio to two bedroom smaller types of homes, and micro-units. So something like 24 family sized homes per acre, or 48 smaller homes per acre, or 72 micro-units, or the equivalent mix of the three.	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#143	I think your density suggestions are too high, but I like the concept here. It would help encourage people to build family spaces, not just units.	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#144	3 stories for mixed use and residential developments is definitely too low for the city's downtown, which should be planned to support a lot of new housing for residents that want to live near High Street, Moorpark Ave, or close to the Metrolink. 5 or 6 stories would be preferable.	Preferences for density, intensity and height were explored with the community and city leadership during the GP and ZC update processes. The outcomes of those conversations are reflected in this plan.
#145	I don't think this area should allow for any housing. This is our main parking for downtown and a commercial/industrial center. The access to the commercial/industrial area if it were to change to housing is not great. Can we make this zone limited to parking, and a transit center?	Table 6.5-1 will be updated to require a CUP for residential uses in this zone.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#146	Our DTSP must be the path of least resistance if we're going to maintain local control. We need to greatly increase what is possible here so developers choose the Moorpark zoning instead of Sacramento zoning. AB 1763 and AB 2334 just two state laws that allow for unlimited density when building 100% affordable housing near transit and low VMT areas. If Moorpark zoning is more cumbersome that state law, developers may bypass Moorpark zoning for state laws causing us to lose control over what is built in our city.	Section 1.3.4 will be revised to clarify relationship between the Plan and State Law
#147	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#148	Developers will use state housing laws and bypass Moorpark zoning if the density is this low. We'll lose control of what gets built.	Section 1.3.4 will be revised to clarify relationship between the Plan and State Law
#149	FAR should be 3.0+	Development intensity is capped by residential unit density and height, FAR will be removed
#150	Three stories would dwarf the single story family homes adjacent. I feel like this would ruin the character of that neighborhood.	Comment noted. Development standards are intended to mitigate impacts to adjacent neighborhood.
#151	Its Spring Road not Spring Street	Comment will be addressed in revised Plan
#152	Does this plan OR the new 2050 General Plan update allow anyywhere where "tiny lots homes" can be allowed? So far I have not seen any here and I cannot remember what the new GP allows. If not, should there be someplace for that where it is allowed?	The Plan does not require a minimum unit size for residences. Tiny Homes would need to meet existing requirements in Municipal Code.
#153	Allow rowhomes. Eliminate front and side setbacks.	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#154	Eliminate side yard to enable rowhome developments	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#154	I could see this in this zone.	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#155	This zoning allows 3 units, but lot coverage caps each unit to only allow only 800 sqft each? Seems pretty small	Lot coverage maximum will be increased in revised Plan.
#156	eliminate front yards so we can activate the street, we want to see our neighbors and folks walking by in the downtown zone.	Front yard setback will be reduced in revised Plan.
#157	Eliminate side yards to enable rowhome developments	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#158	60% lot coverage blocks the density in the R-3 "High Density Residential" zone	Lot coverage maximum will be increased in revised Plan.
#159	I believe the current city council has already given different direction on this to staff. And this area is intended for public services uses, not housing.	Comment noted. Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.
#160	These tables don't exist in this document. Do you mean 6.4-1?	Comment will be addressed in revised Plan
#161	No Housing should be in this zone.	Table 6.5-1 will be updated to require a CUP for residential uses in this zone.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#162	No Housing should be in the is zone.	Noted. Recommended uses for the Civic Center area will be studied and confirmed in a revised Civic Center Master Plan.
#163	Multifamily dwellings of 11 or more units (including mixed use projects) should be made easier to develop within the Moorpark Ave, High Street, Transit, and Civic Center zones.	Comment noted. Table reflects City Council direction provided during Zoning Code update.
#164	RPD requirement on every 11+ unit building may add unnecessary delays and risk non-compliance with Cal Gov Sec 65913.3 timelines.	Plan will be updated to clarify that any housing on High Street will be part of mixed-use development.
#165	Would this be through a development agreement?	The Plan will be updated to include a mechanism for potential modifications to development standards with a DA for hotels.
#165	hotels (or other uses) should be able to seek relief from development standards if approved by CC. need to include mechanism to allow for this.	The Plan will be updated to include a mechanism for potential modifications to development standards with a DA for hotels.
#166	Can this be AP so we make it super easy for new bars and entertainment on high street?	Comment noted. Current table reflects City preference.
#167	If something like a YMCA came here, this should be an allowable use.	YMCA could be characterized as a social club, therefore allowed with a CUP.
#168	I think this needs to extend into the R-1 and R-2 as potential for the city owned lots to become parking.	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.
#169	Your map shows the post office in this zone, yet it is not a permitted use?	The Civic Center prohibits private post offices.
#170	If a future theater had food, could we allow for this here?	If civic center develops into a cultural center, restaurants could be considered as an ancillary use.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#171	The YMCA in Westlake has a Cafe and outdoor patio.	If civic center develops into a cultural center, restaurants could be considered as an ancillary use.
#172	Why do we need to dictate this. Just say the city is not responsible. I can tell you that they are not locking them up today, and that is at their own risk. Nothing the city needs to police.	This requirement will be removed
#173	Confusing. No seating next to trees/light posts or 6 ft clearance to allow pedestrian traffic around the seating area?	Comment will be addressed in revised Plan
#174	Do you mean that you need to get a permit, or that it is just allowed?	Live entertainment or music is allowed but subject to any applicable code requirements.
#175	Does this require a hotel to be enrolled in the AAA Diamond Program or just to follow the AAA Diamond Guidelines?	Hotels must mee the standards of the AAA Diamond Guidelines or an equivalent rating system, but do not need to be enrolled.
#176	Encourage, but not require would be a great way to advocate for the things we'd like to see while remaining flexible	Plan will be revised. All new hotels in the DTSP **should** provide features and amenities totaling 10 points...
#176	I love having these things, but something may have to give. If we are requiring a max of three stories, they may need to maximize the number of hotel rooms to make a project pencil. Maybe we encourage these, not require them?	Plan will be revised. All new hotels in the DTSP **should** provide features and amenities totaling 10 points...
#177	Why one?	This requirement will be removed
#178	Why? If they move out, could they not make it all the business space? I understand not going the other way, as we want to encourage businesses in the district.	This requirement will be removed
#179	Why this size?	This requirement will be removed
#180	400/900 = 44.44% Minimum sizes conflict.	This requirement will be removed
#181	Maybe I missed it, but you should add the cities definition of a chain store in here.	Definitions will updated to be consistent with the code.
#182	Since we do not allow 4 sorries, maybe we should show a different photo here?	Uninhabited architectural features are excluded from max height calculations. Text will be added to plan to clarify.
#183	Exception = good	Noted
#183	Good call - Thank you	Noted

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#184	We should not require roofline articulation so new buildings can match the historic brick buildings do not have roofline articulation.	Majority of lots, including High Street, are 50' wide. Traditional downtowns were varied by differences between individual buildings, not on an individual 50' wide building. Requirement will be revised to apply only to buildings with more than 100' in frontage.
#185	How does an applicant demonstrate compliance with this?	Applicant will need to submit a diagram or visual simulation illustrating compliance.
#186	This entire section should be removed. If we had a 50ft wide building like looked like M on High, that would be excellent.	Major modulation requirement will be removed and minor modulation requirement will apply to larger projects.
#187	facades not facacdes	Comment will be addressed in revised Plan
#188	Unnecessary facade articulation can add to the construction cost. It might be better to allow for varied decorative elements that don't change the shape of buildings that much, or in the case of all-affordable or mostly affordable projects where the goal is minimizing construction cost to deliver lower cost housing, to waive these requirements altogether.	Major modulation requirement will be removed and minor modulation requirement will apply to larger projects.
#188	I don't think affordable housing is the goal for all these areas.	Noted
#189	This is inconsistent with historic down town high street. Historic brick buildings do not have step backs	Stepback requirement will be removed.
#190	Stepback architecture is inconsistent with historic high st	Stepback requirement will be removed.
#191	10% seems high	Open space requirements for developments under 1 acre will be removed. Projects over 1 acre will require open space equivalent to 5% of lot area.
#191	32/ac = most dense 50 units = 1.56 acre 10% of that would be 6800 sqft of required open space High St Depot Village Green is ~5% of their lot area	Open space requirements for developments under 1 acre will be removed. Projects over 1 acre will require open space equivalent to 5% of lot area.
#192	NOTE: This is not consistent with existing downtown project. For example, this rule would require 8 trees in the village green which currently have 0 onsite trees and 4 sidewalk trees. The village green acts as an excellent spot for the community to host events and gathering activities (i.e. Holiday On High Street Christmas Tree). Forcing trees in that space would hurt the ability for a developer to meet the actual needs of the community	This requirement will be removed.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#193	This means a project is more expensive and less likely to be financially viable if it chooses to provide a benefit to their residents. Let architects be architects who design cohesive experiences for residents and guests.	This requirement will be removed.
#194	This limits the ability of interior conferences rooms or theater rooms from qualifying as common space.	This requirement will be removed.
#195	Potential Inconsistency: This is defined as 75-100% in Section 6.4.1.f Publicly Accessible Open requirements could conflict (6.6.3.1 & 6.6.3.3)	This requirement relates to a percent of the façade length, rather than percent of frontage required at build-to line described in 6.4.1.f
#196	Wouldn't this be like the village green? If another business wanted to do something like that what is the issue?	Forecourt will be permitted in High Street zone
#197	I know there are some legacy of these that exist, but I don't think this is constant with what we want on High Street.	Noted
#198	If there are no setbacks on Moorpark Ave, then you will not get the trees you wanted in this plan.	Noted
#199	Why not?	Urban porch will be allowed in Moorpark Ave zone
#200	Maybe I am not understanding this. I think a visual of these would be helpful. I think some of these could be allowed, but my google image might be misleading me.	See Section 6.6.4.8
#200	I guess I needed to get to the next page! Sorry.	Noted
#201	No ground floor homes would fix that!	Noted
#201	North of High Street are all single story single family. 3 Story row homes would be epic there tho!	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#201	What about for live/work lofts or ground floor homes?	Noted
#202	Is there an exemption for 100% housing or small lots?	This section will be revised to allow interior open space or residential amenities or building lobby to count toward this requirement.
#202	There should be no 100% housing on High Street	Plan will be updated to clarify that any housing on High Street will be part of mixed-use development.
#203	of of	Comment will be addressed in revised Plan

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#204	Would love to see front and side setbacks removed from the downtown zone so we can enable row homes or neighborhood porches	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#205	Potentially inconsistent with section 6.6.4.2.A.2 less than 88% light vs less than 15% tint	The second sentence of the maximum glass tint requirement will be removed.
#206	We need to eliminate front & side setbacks to enable rowhomes like this	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#207	why set a minimum? Below 1ft it's just a patio?	Noted
#208	I think we should add White Vinyl Fencing to the allowable materials.	Noted
#209	Potential inconsistency / Duplicate requirement via sec 6.6.2.2.D	Comment will be addressed in revised Plan
#210	Firecode section D105.2 requires 15ft driveways, This means you can't have a properly-line driveway. Is that intended?	Noted
#211	Maybe screening with landscaping? 10 feet is a lot to loose from a parking lot.	Requirement will be revised to allow landscape or wall screening in lieu of 10' buffer
#211	Shouldn't we encourage as much off-street parking as possible? Making it harder to fit more cars seems like it would be more harmful to residential neighbors	Requirement will be revised to allow landscape or wall screening in lieu of 10' buffer
#212	This seems odd and inconsistent with other home who's garage is allowed to be visible. We should encourage creative ways to add more parking in the downtown specific plan.	Noted
#213	Would be nice to allow rowhomes with a tandem tuck under parking, but this not being visible from the street seems odd. Everyone else's garage is visible from the street.	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
#214	To enable rowhomes we must eliminate front setbacks	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#215	This comment and many like it by the same person throughout the plan reference row homes and how to allow them. Does this plan allow (or not allow) row homes? Explain why or why not and the rationales used when making that decision. I am just trying to understand and am not even sure what I think about it (yet).	Rowhomes/townhomes are not prohibited on individual parcels that are large enough to accommodate this housing type. Rowhome/townhomes development across contiguous parcels may require lot consolidation with different owners.
#216	Potential Inconsistency, Should remove 6.6.7.6.B requirement if you have this requirement in 6.6.7.7.E	Noted. 6.6.7.7. E addresses all other street facing garage doors outside of tuck-under parking.
#217	I thought the city had a more defined definition of Chain Store. With this definition 2 stores makes it a chain? This seems more restrictive than it was when the ordinance was put in place.	Definitions will updated to be consistent with the code.
4/15/26 CEDC Meeting	Complemented keeping daylight as a focus within/between buildings.	Noted
4/15/26 CEDC Meeting	live/work good – avoid it transitioning to live/live with tinted ground floor windows, no businesses and no activation	Noted. Designated work spaces are prohibited from being converted into living quarters.
4/15/26 CEDC Meeting	Evaluate roofline guidelines and relationship between individual facades versus long rooflines (we had some public polling regarding this as well...)	Roofline requirement will be revised to apply only to buildings with more than 100' in frontage.
4/15/26 CEDC Meeting	Charles/spring corner and need for clarity regarding how a development would address multiple zones	See 6.2.11 for how cross district development will occur
4/15/26 CEDC Meeting	Evaluate how chain store regs may (or may not) relate to hotels.	Chain store regulations do not apply to hotels
4/15/26 CEDC Meeting	Magnolia park relocation option to enable closure of high street to further east. (need to discuss)	The City is not contemplating removing public parks

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
4/15/26 CEDC Meeting	Chain store may not have been included directly per adopted ordinance (number of stores in definition). Ensure what we have is consistent with what the CC had approved	Definitions will updated to be consistent with the code.
4/15/26 CEDC Meeting	Pictures in document show residential uses on first floor. Commercial is desired on first floor (no or very limited residential) to create the Disneyland mainstreet vibe	Noted. Pictures with ground floor residential are intended to illustrate frontage types that may apply to other zones.
4/15/26 CEDC Meeting	comments re water tower.	Noted
4/15/26 CEDC Meeting	Ensure no pepper trees are encouraged on tree plan aside from replacement of failing specimens on high street	Language will be added to clarify the intended character of street trees on Moorpark Ave
4/15/26 CEDC Meeting	No residential uses desired for chamber of commerce site @ southeast corner of Moorpark ave and High	Vision will be revised to emphasize entertainment uses.
MFA Letter	First, parking. In a recent survey of our patrons with over 700 respondents, one of the largest requests we heard was for more parking; a request our front-of-house staff are all too familiar with in person. While this data may come as a contradiction to the belief of the committee regarding downtown parking, we may be able to elucidate the dichotomy. We are of the opinion that the 2019 parking survey being relied upon for this determination is not only outdated, but is being incorrectly applied to make this determination, and used what we believe to be flawed methodology from the outset to make its conclusions. Most importantly, we are talking about a seven-year-old study (conducted before the pandemic) being used to estimate downtown's parking needs over the next 24 years. Downtown's needs and priorities have shifted since 2019, our thoughts on parking should too. Next, the study was commissioned in conjunction with the Depot Project for a specific purpose: to determine the state of downtown parking prior to the Depot Project's construction. The findings of that study approved the project and subsequently eliminated the largest parking lot on High Street's western edge. It can no longer address the factors affecting parking on High Street, as those factors have demonstrably changed as a result of this exact study, making it obsolete moving forward. Finally, the method with which it counted parking was flawed from the outset. Counting Charles Street as available on-street parking for downtown was disingenuous to the homeowners and residents it would impact. We have always wanted to respect our residential neighbors downtown and would hope future tenants would as well. While we are encouraged by seeing the proposed permit parking zone in residential areas on the DTSP, it nevertheless highlights the lack of parking spaces. Compounded onto this - and potentially more worrisome - each existing off-street lot touching High Street has a future designation to be transformed into something else, or to have dual use if the post office lot brings back a Sunday farmer's market. As excited as we are for the growth and to move away from the concept of surface lots, to do so without a plan to replace them in some fashion concerns us on behalf of our patrons and the future patrons of a revitalized downtown (GP LU-13.3).	The City will conduct new analysis of parking supply and demand as part of a Parking Utilization and Management Plan for Downtown following the adoption of this Specific Plan. New quantitative analysis will be needed to update the findings of the 2019 parking study and confirm the impact of the High Street Depot project on parking resources in the Downtown once the project is occupied.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
4/15/26 CEDC Meeting	Former kahoots storage building may eventually be new building	Noted
4/15/26 CEDC Meeting	Info shared re metrolink train service reduction	Noted
4/15/26 CEDC Meeting	Desire to preserve birkenshaw house	Noted. Multiple entities have had conversations with the Birkenshaw family over the years about potential reuse of their home and property. At this time, the family has not committed to any specific course of action. This Plan introduces some potential outcomes for re-use of the home and property, but is not intended to imply that a specific course of action has been confirmed.
4/15/26 CEDC Meeting	Review gateway sign as NEC LA Ave/Moorpark against CIP projects, may need to push back depending on improved street radius.	Noted. Potential gateway components, design, and location will be confirmed through public process in implementation of plan. Image will be replaced
4/15/26 CEDC Meeting	Farmers market – don't exclude businesses (post office) discuss w/ them or leave openness in plan. May benefit from being on high street.	Noted. Text will be revised to suggest alternative Farmer's Market locations.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
MFA Letter	Next, the Civic Center Master Plan Site. Moorpark citizens responded rather emphatically to reject large chain retailers littering the storefronts of High Street, hoping to attract small businesses and local entrepreneurs instead. However, the enterprises sought by Moorpark residents are the same ones reluctant to take chances on unproven corridors with high rental costs. As many of these business owners are already undertaking considerable risks opening a new store or location, adding unnecessary probabilities seems foolhardy. Our new city library along West High Street will be a welcome addition to our citizens as well as a good step toward transforming downtown. But if hours of operation are similar to the current library, the deserted nature of evenings and weekend afternoons will be perpetuated along the Western Corridor. As excited as we are about its arrival, it will not alone be able to transform this side of High Street into the lively environment envisioned by the DTSP and, by extension, will not be able to attract the private business and commercial interests necessary to fully complete its revitalization. When looked at in the context of neighboring the post office, these concerns are only compounded as they employ similar hours of operation. These points are not intended to undercut the necessity of a new library, or the benefits it will provide the community. Rather, the incongruity of hoping a city utility will spur economic growth is an unrealistic expectation of a library. Our concern is the city not going further with its intentions for the remaining parcels within the Master Plan site. The announcement of City Hall staying at its new home presents the natural question of what becomes of the space originally designated to mirror the library, as well as old City Hall and the rest of the master plan site. Without City Hall, the site lacks the hallmarks a civic center usually provides: a gathering place. Furthermore - while not required for civic centers - with no plan for entertainment, retail, or dining in the vicinity, the master plan essentially condemns this area to operate as a ghost town in the evenings and on weekends similar to Poindexter industrial park. Perhaps unintentionally, the DTSP in its current form creates a downtown void in the form of scattered greenery and leftover surface lots masquerading as intentional planning, fragmenting the western corridor rather than unifying it.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
MFA Letter	2. Designate the two parcels of the Civic Center District (DTSP 6.4.8) south of the railroad tracks for a museum in conjunction with the above proposals. Moorpark and the greater Rancho Simi area we have been a part of since the time of the conquistadores is filled with a rich history. The unique shale deposits found at Happy Camp gave researchers a way to uncover forgotten Chumash trading routes and the extent of their regional influence. During the Mexican American War, the California Brigade led by Lieutenant Fremont spent the night in the area, before continuing to capture Los Angeles and signing the Treaty of Cahuenga, effectively ending the war. The townspeople named the town Freemont Ville in his honor, before officially becoming Moorpark in 1905. Santa Susanna Field Laboratory (warts and all) field tested every single rocket engine made in the U.S. from the end of WWII until Desert Storm, making it and our county a pivotal part of the space program. When the Saint Francis Dam broke in the middle of the night, destroying much of Somis and nearly destroying the town of Bardsdale off the map - the second deadliest natural disaster in California's history - the citizenry of Moorpark sprang into action, rescuing neighbors clinging to trees, retrieving the deceased and bringing them into their businesses along High Street for family members to identify loved ones, and taking shifts to guard the disaster zone from looters. As fascinating as each of these stories are, most in Moorpark have never heard them before. There are countless stories of triumph, sacrifice, courage and intrigue just waiting to be retold, but without a place to learn about our history, these stories risk being forgotten.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.
MFA Letter	Designate the remaining parcels of the Civic Center District (DTSP 6.4.8) north of the railroad tracks for a regional Civic Center/theatre and parking structure (GP ED-5.2). A state-of-the-art regional theatre represents the brightest opportunity to revitalize downtown as the anchor tenant of a lively 'new arts district (GP ED-5.3). The live event industry has changed drastically since the pandemic. Outside of the largest concerts of the summer billed as "can't missn opportunities, people are no longer as willing to be packed into venues like sardines. Research indicates audiences still crave live entertainment but are turned off by the near-extortive prices and commercialized experiences many have become familiar with. Patrons are willing to pay more for bespoke experiences evoking a more intimate or personalized encounter. This research is born out in real world examples, dozens of smaller music venues (99-450 seats) across the greater L.A. area - venues that lived on the margins and depended on full houses to cover costs - have shuttered since 2019. In preparation for the 2025 Super Bowl, the Superdome in New Orleans removed roughly 4,300 seats from its stadium in favor of reducing congestion in the concourses, expanding their range of fan amenities, and offering new premium seating options. Locally, the 1,800 seat Kavli Theatre at the T.O. Civic Arts Plaza has thankfully not seen a reduction in attendance lately, but they have seen fewer and fewer local bookings. Speaking of local groups needing a professional performance space - some of whom have been tenants at the Kavli for years - are finding the large seating capacity (and associated rental fees) more of a burden than an asset.	Per section 5.1, the plan recommends updating the Civic Center Master Plan to reflect the relocation of City Hall and explore potential uses for this area.

Moorpark Downtown Specific Plan - Public Review Draft Comment Matrix

04/29/26

Comment Number	Comment	Response to Public Comment
4/15/26 CEDC Meeting	consider pedestrian enhancements to the metrolink crossing to encourage use/safety (may be part of quiet zone)	Text will be added to plan regarding enhanced pedestrian crossing at Metrolink tracks.
4/15/26 CEDC Meeting	Work to garner additional input	Outreach efforts will continue through Planning Commission and City Council.
MFA Letter	1. Designate High Street as, "No Through Traffic". The rush hour traffic currently plaguing High Street adds no economic benefit to the street (no one is pulling over to stop at the creamery because the left-hand light two blocks up is slow). Rather, it detracts from the enjoyment of the street and makes parking more of a hassle. Designating the street for "No Through Traffic" will help alleviate this issue by forcing navigation applications to route drivers north on Spring Road to make their left onto Moorpark Ave rather than west on High Street. It will still route end destinations on High Street to use it, so businesses would not see an impact on their stores. While it obviously will not stop everyone from continuing to turn down High Street (especially locals and those accustomed to it by now) it will have a tangible effect in reducing congestion, particularly when it comes to commercial vehicle traffic.	Comment noted and shared with relevant City staff.
4/15/26 CEDC Meeting	Use moorpark photos/evaluate photos selected	Comment will be addressed in revised Plan
4/15/26 CEDC Meeting	Address all spelling, street name, people name, etc typographical errors in doc – better QA/QC	Comment will be addressed in revised Plan
4/15/26 CEDC Meeting	Typos	Comment will be addressed in revised Plan
4/15/26 CEDC Meeting	Ensure code standards do not retroactively apply in a way that impairs development/use of existing properties	Review non-conforming/applicability to ensure existing properties that may not conform are required to follow plan only when expanding or intensifying development.