Moorpark Downtown Specific Plan

Public Hearing Draft: May 2026







EXHIBIT C: DOWNTOWN SPECIFIC PLAN

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Note:

This document is intended to be viewed as a two-page spread with a single cover and back page.

ADOPTION & AMENDMENT HISTORY

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This Chapter defines what a specific plan is, what it does and introduces the Moorpark Downtown Specific Plan project area. The Chapter also provides the policy and economic context of this plan as well as an overview of the previous 1998 Downtown Specific Plan.

2 DOWNTOWN TODAY

This Chapter provides an overview of key elements that make up Downtown Moorpark and form its character. This Chapter reviews existing urban form, cultural resources, land ownership, recent development projects, development opportunity areas, parking, and mobility.

3 CRAFTING THE VISION

This Chapter provides an overview of community outreach and engagement conducted throughout the planning process.

4 THE VISION

This Chapter introduces a vision of how growth and development might occur in Downtown Moorpark over the next 20-plus years. The vision is depicted through a series of urban design concept diagrams that outline the land use framework for the downtown area. The vision was developed through a robust analysis of existing conditions and input from community outreach efforts.

5 ENACTING THE VISION

This Chapter outlines projects and initiatives that act as implementation tools for the vision laid out in Chapter 4.

6 DEVELOPMENT CODE

This Chapter provides the regulatory framework required to implement the Moorpark Downtown Specific Plan (DTSP). The development and design standards in this Chapter have been crafted with respect to the processes, existing conditions, outreach, vision, and catalytic projects described in Chapters 1 through 5 of the DTSP. These standards are intended to enhance the existing character of downtown Moorpark while respecting its history and cultural resources, and are the primary regulatory tool that will be used to carry out the vision for the Plan Area, as described in Chapter 4 of the DTSP.

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1 Introduction

1.1: What Is a Specific Plan?
1.2: Specific Plan Area
1.3: Policy Context

This chapter defines what a specific plan is and what it does and introduces the Moorpark Downtown Specific Plan project area. The chapter also provides the policy and economic context of this plan as well as an overview of the previous 1998 Downtown Specific Plan.

1.1: What Is a Specific Plan?

While the General Plan is the primary guide for growth and development citywide, a Specific Plan focuses on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. California Government Code allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted General Plan (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457).



A Specific Plan is a regulatory tool that local governments use to guide development in a focused area of the community.

As prescribed by law, a Specific Plan includes text and diagrams that generally describe:

- The distribution, location, and extent of all land uses.
- The standards and criteria by which new development will proceed.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

The Moorpark Downtown Specific Plan

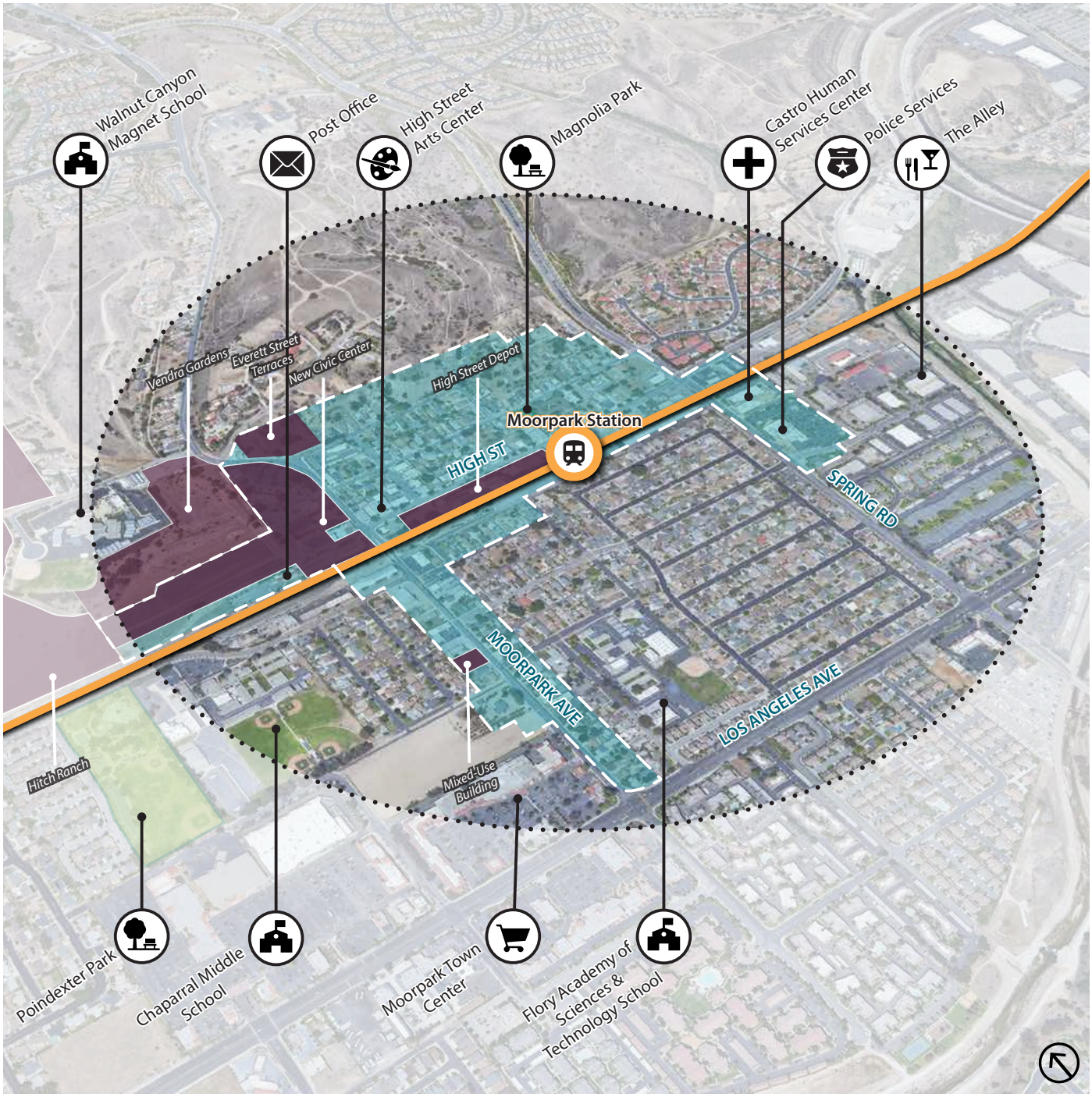
The Moorpark Downtown Specific Plan (DTSP) has been designed to implement the City's General Plan 2050. The DTSP is consistent with all applicable goals and policies of the City of Moorpark General Plan, as amended to date. The goals, objectives, and planning principles in the General Plan are implemented through the development plan and development standards of the DTSP. General Plan goals and policies relevant to this Specific Plan are identified in Section 1.3.

The DTSP is intended to provide the public, project applicants, City staff, and decision makers with information on the overall intent for Downtown Moorpark and development and design standards to facilitate implementation of the DTSP. Design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approval applicable to this area shall be consistent with this Specific Plan.

Consistent with State law, the DTSP has been adopted by ordinance, effectively becoming the zoning regulation for Downtown Moorpark—as authorized by Section 17.16.070 of the Moorpark Municipal Code (MMC)—subject to the standards and regulations in this plan for the express purpose of establishing land use regulations and standards. All other applicable chapters, articles, and sections of the MMC shall apply unless expressly waived or superseded by this plan.

This Specific Plan replaces the 1998 Downtown Specific Plan (1998 Plan). This Specific Plan was adopted by Ordinance # / Resolution # on [XXXX XX, 2026].

Figure 1-1: Aerial Downtown Moorpark Specific Plan Boundary



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Pending, Entitled, or Recently Completed Projects

1.2: Specific Plan Area

The Moorpark Downtown Specific Plan is in the center of the City of Moorpark with High Street at its core. Also included in the DTSP Area (Plan Area) are other parts of Old Town Moorpark, including the residential neighborhood north of High Street, the railroad right-of-way running parallel and south of High Street, and the strip of land along Moorpark Avenue to Los Angeles Avenue.

The Plan Area features two distinct corridors. The first is the High Street corridor, and the second is the Moorpark Avenue corridor. The Plan Area also includes properties east of Spring Road, both north and south of the railroad tracks, fronting both High Street and Spring Road. The geographic setting of the Plan Area is shown in Figure 1-1 and Figure 1-2.

This DTSP modifies the boundary of the Plan Area from the 1998 Specific Plan. Figure 1-2, Moorpark Downtown Specific Plan Boundary, shows the adjustments made to the boundary. The changes include removing the light industrial uses (C), as well as a residential community to the northeast of the intersection of Spring Road and Princeton Avenue (B), and the residences and Moorpark United Methodist Church along Flory Avenue (A). These adjustments were made so that the Plan Area would align more closely with the Downtown character. The residential areas are unlikely to change. Furthermore, the character of Princeton Avenue east of Spring Road is that of an arterial thoroughfare with high traffic speeds. Princeton Avenue features a landscaped berm to the north and light industrial uses to the south. These characteristics do not match the pedestrian-oriented Downtown environment.

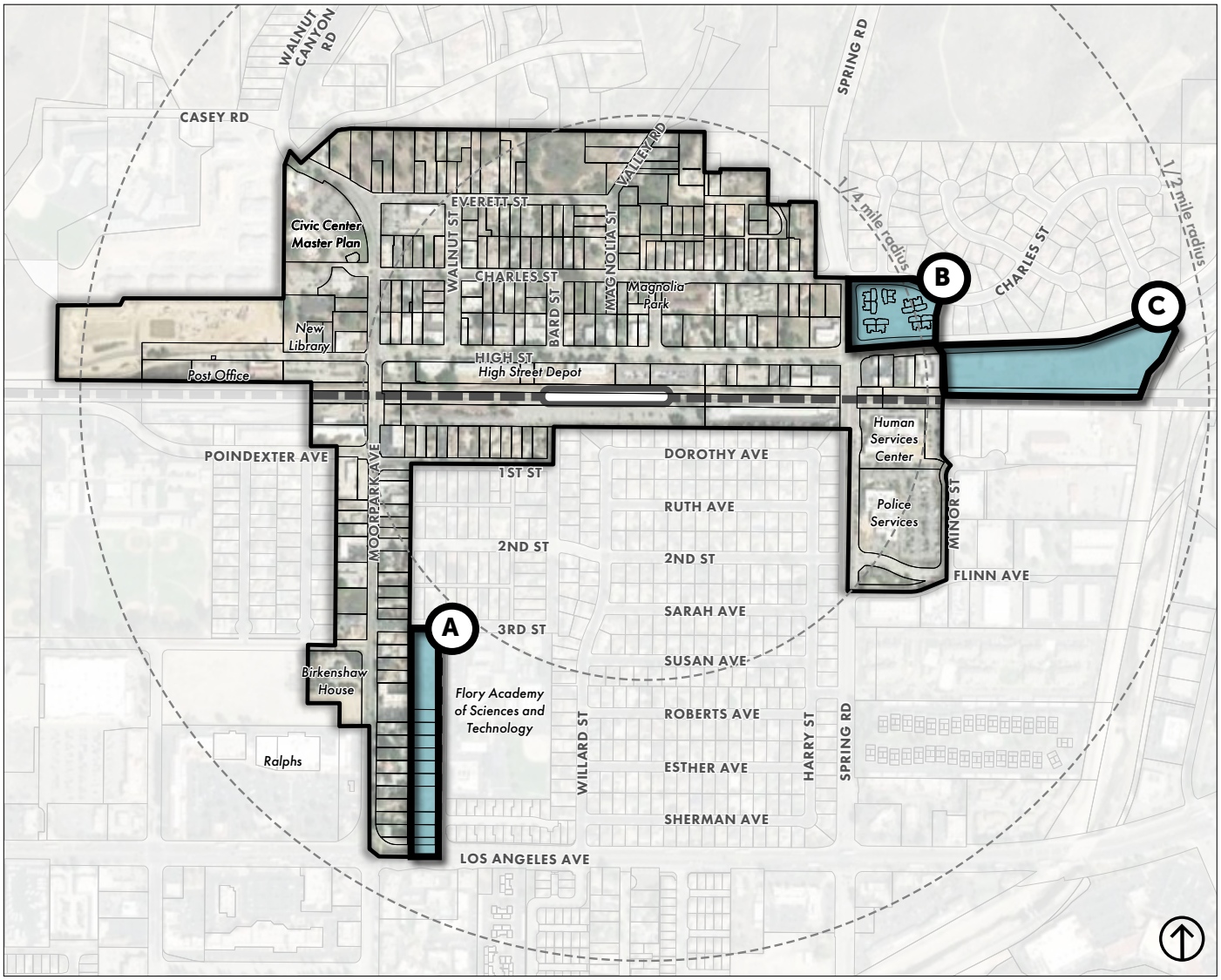
1998 Specific Plan

Following two decades of intense growth and change in the 1980s and 1990s, Moorpark adopted a Specific Plan for Downtown on October 7, 1998. Recognizing that the retention and possible resurgence of the High Street corridor's unique and historic role as a civic and community focus could be preserved and strengthened, the Specific Plan furthered the vision for the overall revitalization of the Downtown and implemented design standards, guidelines, and a strategy for business attraction and development of the City-owned parcels in the Downtown. Based on numerous interviews with City residents and businesses, a Downtown merchant survey, a public opinion survey sent to 800 residences and businesses, parking counts, an up-to-date land use survey, and other field studies, a vision statement was established to summarize the special qualities of Downtown Moorpark.

1998 Specific Plan Vision

"The vision for Old Town Moorpark is that of rural small town America. The High Street area is particularly important because it retains the country charm and agrarian qualities that are the roots of Moorpark's history. Important features include a family town with friendly people who care for each other. It is a pedestrian-oriented area where people walk, shop, and feel safe on the street at night. It is a unique mix of offices and businesses, and the cultural and civic hub to the City. Both High Street and Moorpark Avenue are surrounded by mixed housing types that are homes to people of multiple classes and cultures. Identifiably different than other commercial areas of the City, the goal is to not have corporate business uses overwhelm the area at the expense of the small town character. In recognizing the value and irreplaceability of the down town's cultural heritage and social and economic wellbeing, high quality, new development, reflecting the small town charm is essential. Revitalization and image building of Old Town Moorpark will contribute to a memorable City identity, welcoming residents and visitors to downtown Moorpark."

Figure 1-2: Moorpark Downtown Specific Plan Boundary



Moorpark Downtown Specific Plan Boundary

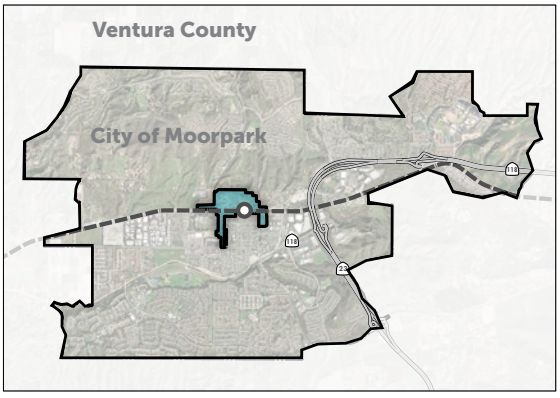
1998 Downtown Specific Plan Boundary Areas removed from 2026 Update

A — Residential area unlikely to change

B — Residential area unlikely to change

C — Light Industrial Area not compatible with pedestrian oriented downtown environment

Metrolink Ventura County Line



Moorpark City Boundary

Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Moorpark's General Plan 2050 and Zoning Code update were adopted in 2023.





1.3: Policy Context

1.3.1: General Plan

The DTSP is consistent with and furthers the objectives of the City of Moorpark General Plan by implementing the goals and policies of General Plan 2050. Goals and policies in General Plan 2050 that this Specific Plan fulfills include the following:

Land Use 19, Downtown: Revitalize The Downtown Commercial Core (Moorpark Avenue Area, Walnut Street, Bard Street, Magnolia Avenue, And High Street)

- LU 19.1 Core community district: Support the continued development of the area along High Street as a distinct place identified as the symbolic and functional downtown of Moorpark.
- LU 19.2 Complementary development: Promote the development of new commercial and office uses, housing, park or recreational facilities, public parking, and a potential multimodal transportation center in the commercial core.
- LU 19.3 Relationship to transit station: Locate and design development to capitalize on and reflect its adjacency to the Metrolink station, including developing direct pedestrian connections.
- LU 19.4 Visual character: Strengthen the visual character of the downtown commercial core in order to attract a variety of commercial and mixed-use (commercial and housing) projects and promote the economic viability of downtown Moorpark.
- LU 19.5 Tree canopy: Maintain and expand the tree canopy in the downtown area to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.
- LU 19.6 Cooling elements: Encourage the use of trees and architectural elements that provide shade, cooling stations, and seating areas for pedestrian corridors.
- LU 19.7 Pedestrian-oriented development: Require that buildings are located along and oriented to the street frontage of High Street to maintain an active pedestrian environment.
- LU 19.8 Historic buildings: Preserve where possible historic structures and ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.
- LU 19.9 Parking: Consider creative programs to provide sufficient parking for commercial and mixed-use developments on High Street.

Economic Development 5, Downtown: A Thriving Downtown That Is Cherished By Residents And That Helps Define The Popular Image Of Moorpark.

- ED 5.1 Downtown revitalization plan: Collaborate with downtown businesses and the Chamber of Commerce to create and implement a Downtown Revitalization Plan, either as an augment to the Downtown Specific Plan or as a stand-alone plan, that provides actionable planning for infrastructure, provides guidance for the High Street Arts Center and special events, explores types of complementary businesses, and establishes a public relations and marketing communications strategy.
- ED 5.2 Downtown infrastructure: Ensure that sufficient infrastructure is provided to support the types of uses planned for the Downtown area, including an actionable plan for such upgrades.
- ED 5.3 Events and activities: Maintain and implement an annual calendar of events and activities to attract resident and visitors to the Downtown.
- ED 5.4 Business mix: Identify needed or desired complementary businesses and a strategy to attract these businesses; update this strategy periodically.
- ED 5.5 Marketing: Establish a public relations and marketing communications strategy to publicize downtown and attract visitors; update this strategy periodically.

Conservation and Open Space 3, Moorpark's Unique Historical, Cultural, Archaeological, And Paleontological Resources Are Preserved And Protected

- COS 3.3 Downtown historic resources: Protect Moorpark's traditional downtown area so that physical changes that occur within it enhance its historic character.

Conservation and Open Space 7, Moorpark Practices Sustainable And Low-Carbon Agriculture And Land Use Activities.

- COS 7.1 Tree plantings: Protect and expand the urban forest through new tree plantings and effective and timely care of existing trees, emphasizing consistent tree canopies along corridors in areas such as along Moorpark Avenue and Los Angeles Avenue and within the Downtown area.





1.3.2: Zoning Code

The City of Moorpark Municipal Code, Title 17, Zoning (Zoning Code), provides site-specific development and use regulations that govern the size, shape, and intensity of development in the City and the uses to which new development may be committed. The provisions of the City Zoning Code apply to the properties in the Plan Area and supplement the regulations in the DTSP. The DTSP development and design standards are consistent with and support the City Zoning Code. In cases where the DTSP development standards and Zoning Code standards conflict, the Specific Plan development standards shall apply.

1.3.3: Economic Development Strategic Plan

In 2024, Moorpark adopted its first Economic Development Strategic Plan (EDSP) as one of the City's first steps in implementing General Plan 2050. The Plan aims to create a resilient microeconomy that enhances the quality of life for all residents and positions the city as a distinctive destination within the region to live, work, dine, shop, learn, and do business. The Plan provides a five-year "roadmap" (2025–2029) to assist the City in capitalizing on unique assets such as Downtown and High Street, which stand poised to play a central role in the city's economic and cultural future.

Downtown Moorpark has always had great significance to the community as a whole as an old-fashioned "Main Street" that is a living symbol of the city's quaint, small-town atmosphere. But from an economic development perspective, Downtown Moorpark represents one of the city's most important opportunities because it is a unique regional asset in eastern Ventura County. No other city in the eastern Ventura County has a historic Main Street.

Two of the four goals in the Economic Development Strategic Plan are directly related to Downtown. Goal 1 calls for the City to "diversify dining, shopping, and entertainment choices," with a focus on High Street. Goal 4 calls for the City to "promote the city's unique small-town character regionally" and suggests a variety of Downtown-related steps to do so. The Downtown Specific Plan reinforces these important goals from the EDSP.

1.3.4: SCAG and California Policy

The DTSP was developed through the Regional Early Action Planning Grant Program (REAP 2.0) under the Housing Infill on Public and Private Land (HIPP) Program, as administered by the Southern California Association of Governments (SCAG).

The REAP 2.0 program is a flexible program that seeks to accelerate infill housing development, reduce vehicle miles traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and implement adopted regional and local plans to achieve state goals.

SCAG received a final award allocation from the California Department of Housing and Community Development of $231.5 million, of which $250,000 was provided to the City of Moorpark to fund the development of the DTSP. The DTSP was included in the REAP 2.0 funding because of Downtown Moorpark's unique position to provide infill housing near a key transit stop (Moorpark Station) in Ventura County, thereby reducing VMT and increasing the local housing supply while implementing the goals and policies of the City's General Plan.

The Moorpark Downtown Specific Plan is an expression of the City of Moorpark's desired future for Downtown. While recognizing that recent State policies and laws provide interested property owners and residential developers with various options to bypass, supersede, or exceed local zoning regulations, the development standards of this Specific Plan are nonetheless purposefully crafted to communicate the City's vision for Downtown rather than the State's vision. Property developers interested in utilizing State incentives and density bonuses are invited to join Moorpark's community of responsible corporate citizens by communicating their intentions to the City and aligning their proposals to the greatest extent possible with the expectations of this Plan.

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2 Downtown Today

2.1: Character Areas
2.2: Cultural Resources
2.3: Recent Development
2.4: Development Opportunity
2.5: Parking
2.6: Active Transportation
2.7: Regional Transit

This chapter provides an overview of key elements that make up Downtown Moorpark and form its character. This chapter reviews existing urban form, cultural resources, land ownership, recent development projects, development opportunity areas, parking, and mobility.

2.1: Character Areas

Downtown Moorpark can be organized into areas with distinct character and activities, or "character areas." The character areas include High Street, Civic and Community-Serving Uses, North Residential, and Moorpark Avenue. These character areas are shown in Figure 2-1, Community Assets, and described further below.



High Street

High Street serves as Downtown's historic main street attraction. High Street runs east-west through the center of downtown Moorpark and is just north of the Metrolink route. Commercial and retail uses are concentrated along the north side of High Street between Moorpark Avenue and Spring Road. Two public parking lots are on the south side of High Street, adjacent and connected to the Metrolink station. High Street hosts a well-attended Country Days parade and festival. Buildings are typically one or two stories in height and engage the street with minimal setbacks. The recently constructed High Street Depot mixed-use project is three stories high and features new ground-floor retail space poised to activate the south side of High Street.

Civic and Community Serving Uses



The Civic and Community-Serving character areas anchor the east and west ends of the DTSP area. The west civic area is west of Moorpark Avenue and north of High Street. This area features the old City Hall, the Active Adult Center, community meeting rooms, and a small park. A civic center master plan for this area was prepared in 2020 and includes a new library. The new library is under construction and is the only portion of the current civic center master plan expected to be implemented.

The east civic and community-serving character area is south of the Metrolink tracks and east of Spring Road. This area includes civic and community-serving uses such as the police services center housing the Ventura County Sheriff's Department and California Highway Patrol, Ruben Castro Human Services Center, Moorpark Family Medical Clinic, and Catholic Charities Moorpark. At the south end of this eastern character area is Moorpark's Veteran's Memorial. The east civic and community-serving character area is well utilized and unlikely to change.

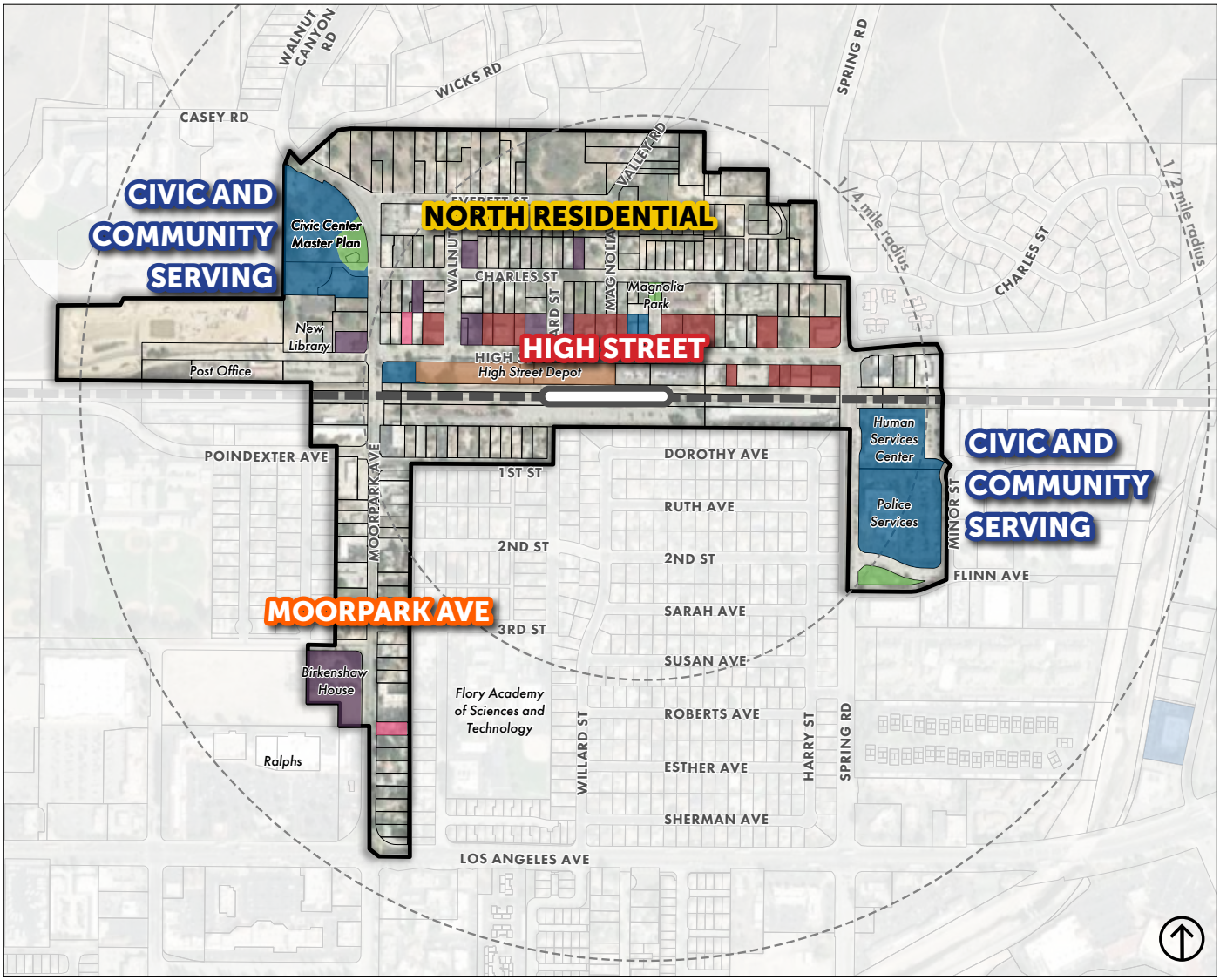
North Residential

The North Residential area is located north of the High Street parcels between Moorpark Avenue and Spring Road. The area consists of primarily single-story single-family and low-density multi-family residential buildings. A limited number of vacant lots are located in the area. North of Everett Street, these vacant lots have topographical challenges that pose development constraints.

Moorpark Avenue

Moorpark Avenue runs north-south on the west side of the DTSP area. The east side of Moorpark Avenue is primarily single-story residential uses and one- and two-story commercial office. The west side of Moorpark Avenue has larger lots with retail uses and single-family residences. A vacant warehouse sits at the northwest end of the character area. The Birkenshaw House, which has historic significance for Moorpark residents, is located at the south end of the character area.

Figure 2-1: Community Assets



- Moorpark Downtown Specific Plan Boundary
- Metrolink Ventura County Line
- Parks
- Civic Institutions
- Cultural Institutions
- Retail Clusters
- Mixed Use
- Historic Resources

2.2: Cultural Resources

Historic structures and landmarks with architectural merit play a key role in the character and history of an urban environment. Figure 2-2, Cultural Resources, highlights the unique features that define the character of Downtown Moorpark.

Existing points of historical interest in the Plan Area include:

- Wesley Chapel
- Pepper Trees along High Street
- High Street Arts Center
- Birkenshaw House
- Original Moorpark Southern Pacific Depot Site
- Moorpark Mercantile
- William's Service Station
- Tanner's Corner
- Whitaker Block
- Moorpark Women's Fortnightly Clubhouse
- Munger/Cornett Home

Selected cultural resources are described further below.



Wesley Chapel

The Wesley Chapel was built in 1894. In 1906 it was moved to its present location on the northeast corner of Charles and Walnut Streets and became the Moorpark Methodist Church. The church was designated as County Landmark No. 55 in 1979 by the Ventura County Board of Supervisors. This building still stands at 702 Walnut Street.

Pepper Trees along High Street

These are the California pepper trees remaining from more than 40 planted by John Nubee and John Barrett in 1904. The trees were designated as County Landmark No. 72 in 1981 by the Ventura County Board of Supervisors.



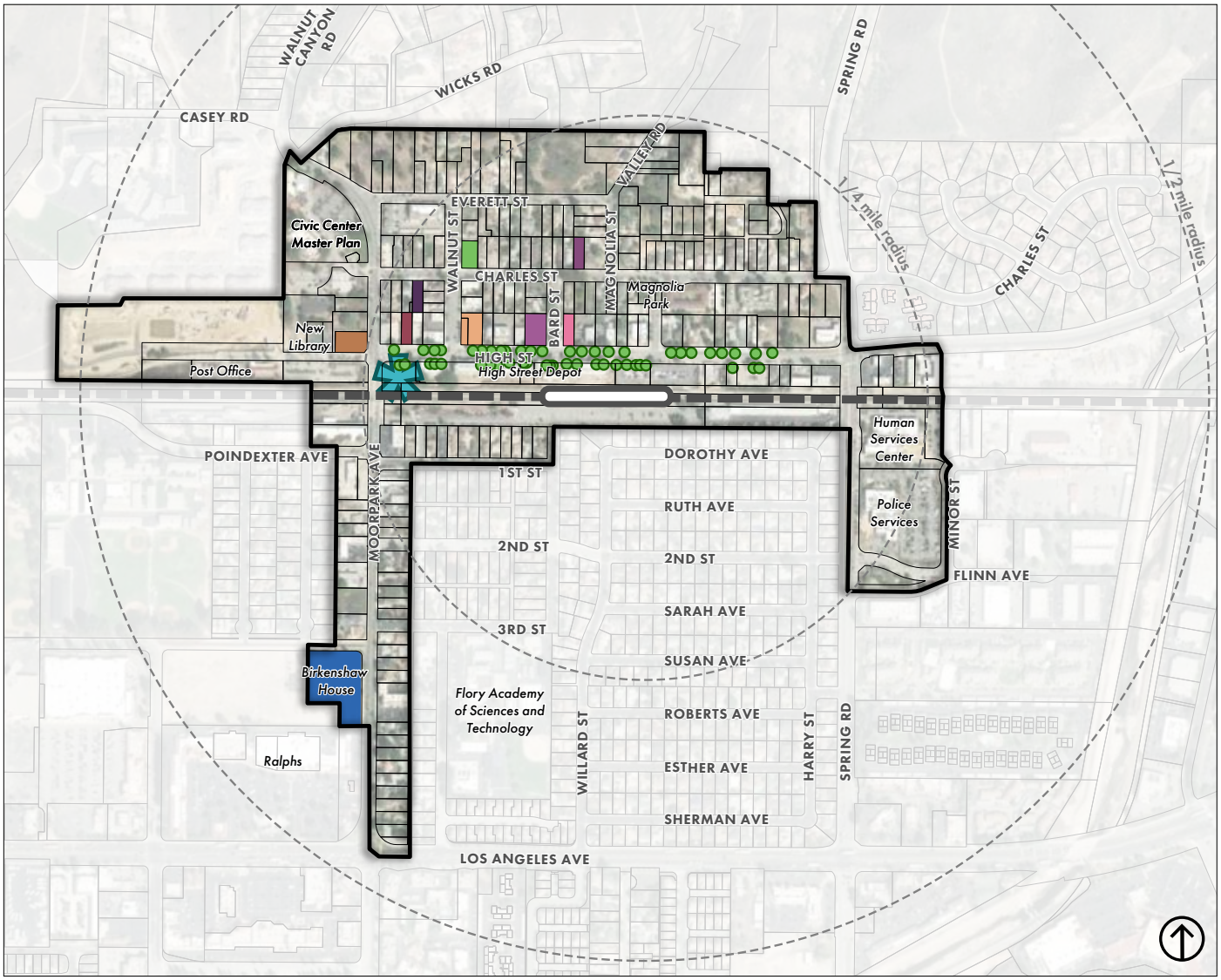
High Street Arts Center

The theater at 45 E High Street was built in 1927, replacing an older wooden structure, and was called the El Rancho. The theater was used as a movie house in the 1950s, but continued to be used for school functions and other community events. From 1983 to 1999 it was home to the Magnificent Moorpark Melodrama and Vaudeville Company. In 2001, the theater was restored and renamed The Theater on High Street. In 2005, the City of Moorpark purchased the theater and rebranded it as the High Street Arts Center.

Birkenshaw House

The house was designed by Alfred F. Priest in 1919 and was originally built with 12 rooms, 2 bathrooms, a cement basement, oak floors, a solar water heater, a furnace, plumbing, and wiring. The home stands at 251 Moorpark Avenue.

Figure 2-2: Cultural Resources



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Locally Significant Resources (PBR 1992) & Historical Landmarks

Wesley Chapel/First Southern Baptist Church (Current Use: Moorpark Islamic Society)

High Street Pepper Trees located on High Street planted by Poindexter

Points of Historical Interest

Original Moorpark Southern Pacific Depot Site (Demolished in 1964, Current Moorpark Chamber of Commerce)

Theater on High Street (High Street Arts Center)

William's Service Station (Current Use: High Sweet Creamery)

Moorpark Mercantile Location (Current Use: Mayflower Market)

Tanner's Corner (Current Use: Cesar Carpets and First Impression Upholstery)

Whitaker Block (Built in 1922. Previous Moorpark Hotel and Moorpark Post Office)

Moorpark Women's Fortnightly Clubhouse (Current Use: Private residence)

Munger/ Cornett Home

Birkenshaw House (Built in the 1920s)

2.3: Recent Development

A number of recent development projects are in and adjacent to the DTSP area. These projects are shown in Figure 2-3 and summarized in the table below. Of note is the recently completed High Street Depot mixed-use project, which adds over 13,000 square feet of new ground-floor retail space and 79 residential units to downtown Moorpark and occupies half of the commercial corridor on High Street. As tenants move into residential and commercial spaces, the Downtown commercial corridor will become activated with the pedestrian activity associated with small downtown environments.

High Street Depot is a recently completed mixed-use project, bringing over 13,000 commercial square feet and 79 residential units to Downtown.

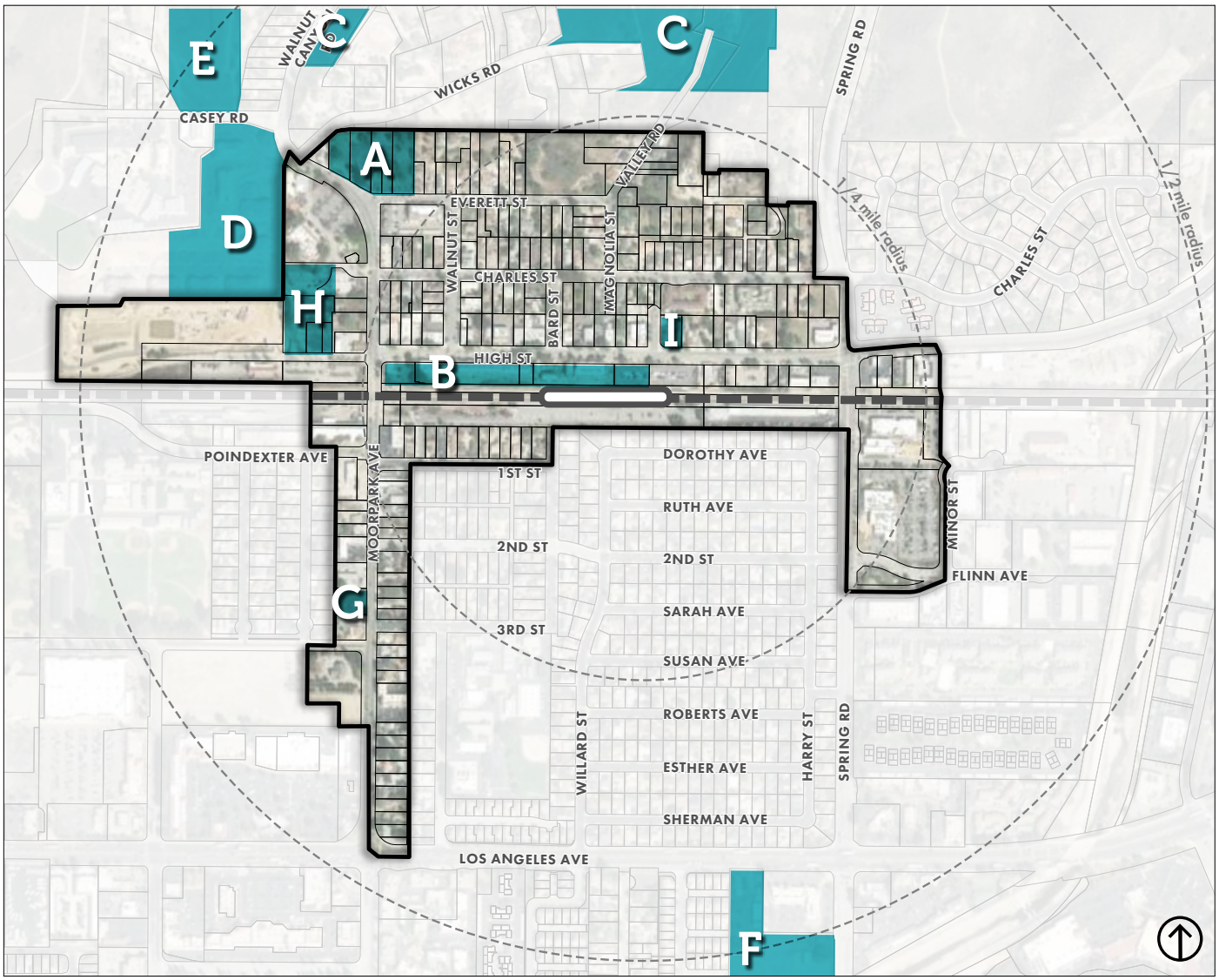


High Street Depot

Table 2.3-1:Recent Development

Project	Acreage	Development	Status
A. Everett Street Terraces	2.43 ac	60 Multi-family Condos	Entitled
B. High Street Depot	2.15 ac	79 Residential Units 13,542 Commercial SF	Completed
C. Vistas at Moorpark	72 ac	205 Single-Family Homes 141 Townhomes	Pending
D. Vendra (Essex) Garden Apartments	11 ac	200 Residential Units	Under Construction
E. Aldersgate Senior Living	50 ac	390 Residential Units	Entitled
F. Arroyo Spring Apartments	8.25 ac	150 Residential Units–Affordable Apartments	Submitted/Under Review
G. 347 Moorpark Ave Mixed Use	0.42 ac	6 Residential Units 2,803 Commercial SF (2 Spaces)	Pending
H. New Library	-	New Construction: 17,272 SF	Under Construction
I. District on High	-	Site Improvements to construct outdoor bar and food venue	Submitted
Hitch Ranch Specific Plan (Not shown on map)	277 ac	755 Residential Units 6 ac public park, trails, open space, infrastructure & improvements	Entitled

Figure 2-3: Recent Development



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Pending, Entitled, or Recently Completed Projects





Rendering of New Library. Credit: LPA

2.4: Development Opportunity

To help guide a realistic and practical vision for Downtown Moorpark, the potential for development was analyzed for parcels in the DTSP area. This exercise identifies parcels and areas that are more suitable for development as well as parcels that are unlikely to change. To determine parcels that are most suited for development, parcels within the study area were analyzed in two steps:

1. Each parcel was given a development opportunity score. Development opportunity scores were determined by attributing points to each parcel, as outlined in Table 2.4-1, Development Opportunity Score Criteria.
2. The development opportunity score map was further refined to capture additional opportunities, constraints, and highlight where the resulting development opportunity score may not align with the potential development based on subjective analysis. These revised opportunity scores are shown in Figure 2-4, Revised Development Opportunity Scores.

Table 2.4-1: Development Opportunity Score Criteria

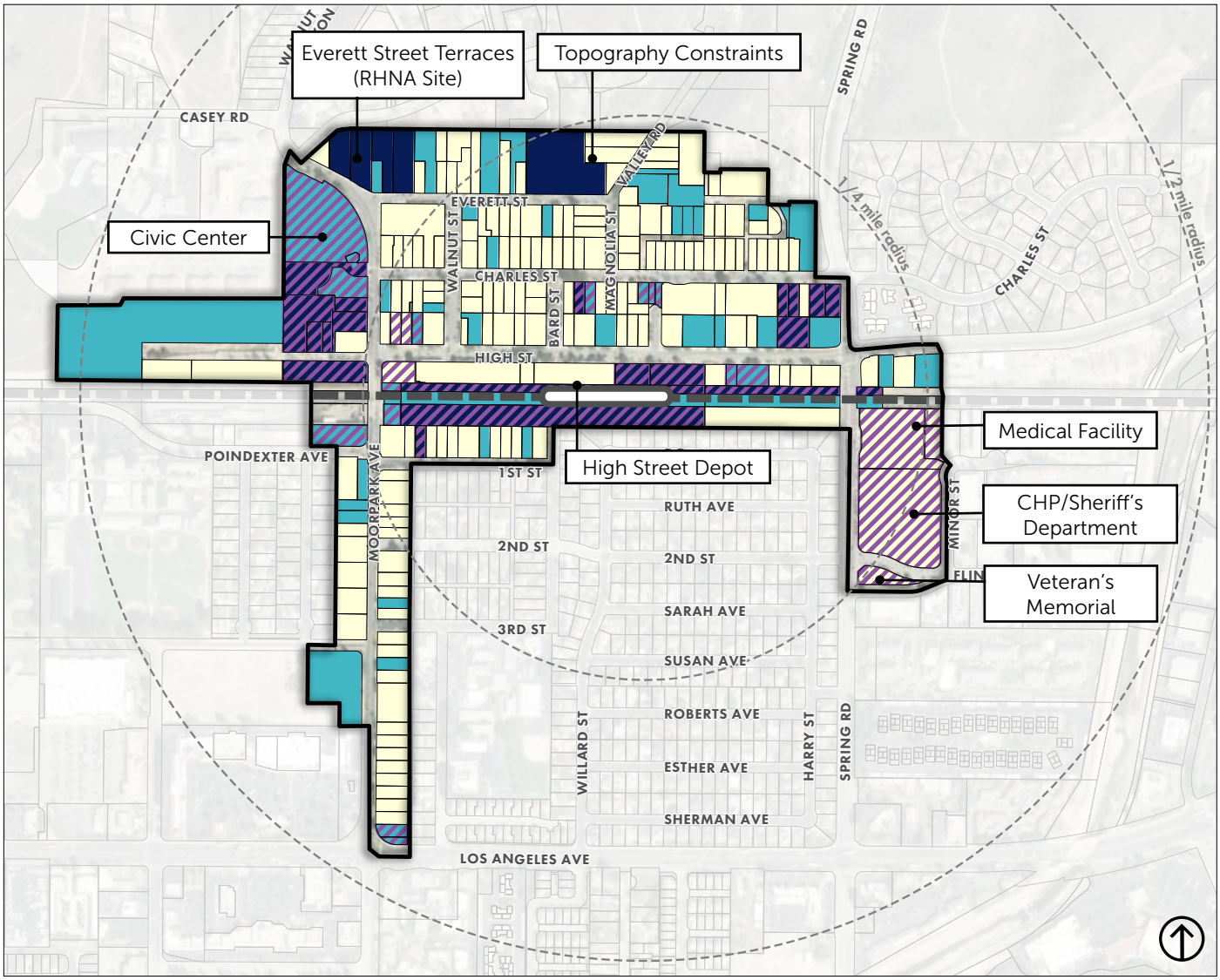
Criteria	Points
Contiguous parcel with the same owner or City-owned property	2
Ratio of assessed value of improvements to assessed value of land is less than 1	2
Includes vacant uses	2
Includes existing office, commercial, or industrial uses	1
Has a lot size greater than 20,000 square feet	2
The building to lot coverage is less than 40%	2
Locally Designated Historic Resource	Automatic 0
Parcels with recent development or other constraints based on subjective analysis	Automatic 0
Maximum Development Opportunity Score	**10**

Development Opportunity Score Methodology

The criteria outlined in Table 2.4-1 were used to determine the development opportunity score for each parcel within the Plan Area. If the parcel met the criteria, it received points. The development opportunity score is the sum of all development opportunity criteria points the parcel received. The maximum development opportunity score is 10. A total score of 4 or below means the parcel is unlikely to redevelop. Sites that are identified as locally designated historic resources receive an automatic score of 0.

Sites that are unlikely to change are typically residential uses on small lots. These sites are in the residential neighborhood north of the High Street commercial corridor and along the east side of Moorpark Avenue south of High Street. Parcels that scored high are typically vacant lots with contiguous ownership or large, publicly owned lots. This Plan intends to preserve existing residential uses and considers possibilities for areas with high development opportunity.

Figure 2-4: Revised Development Opportunity Scores



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Publicly Owned Parcels

Development Opportunity Scores

8 - 10 (High)

5 - 7

0 - 4 (Low)

A large amount of land in the Downtown Specific Plan Area is publicly owned. This puts the City in the driver seat on what can happen there. However, California's Surplus Land Act (SLA) (Gov. Code, §§ 54220–54234) establishes a process for identifying and disposing of surplus public property with the aim of making local public land that is no longer needed for government purposes available for building affordable homes.

2.5: Parking

Parking is critical to support Downtown businesses and provides convenience for local and regional visitors. There are a number of public parking lots in Downtown Moorpark. Two public parking lots are on the south side of High Street and connect to the Metrolink Station; a third public parking lot serves the post office as well as Downtown visitors west of Moorpark Avenue at High Street; and public parking is available adjacent to the old City Hall. A large surface Metrolink parking lot intended for Metrolink riders is south of the Metrolink tracks. Although this lot could accommodate a large number of visitors and is walking distance from the High Street commercial core, it is not well connected visually due to the Metrolink tracks and is underutilized. City-maintained public parking lots include approximately 590 off-street parking spaces.

California Assembly Bill 2097 applies to new private development within a 1/2 mile of a major transit stop such as Moorpark Station and prohibits minimum parking requirements on most uses within the Plan Area, with the following exceptions:

- Event centers.
- Hotels, motels, bed and breakfasts, and related uses.
- Accessible (ADA) or electric vehicle (EV) parking requirements still apply.

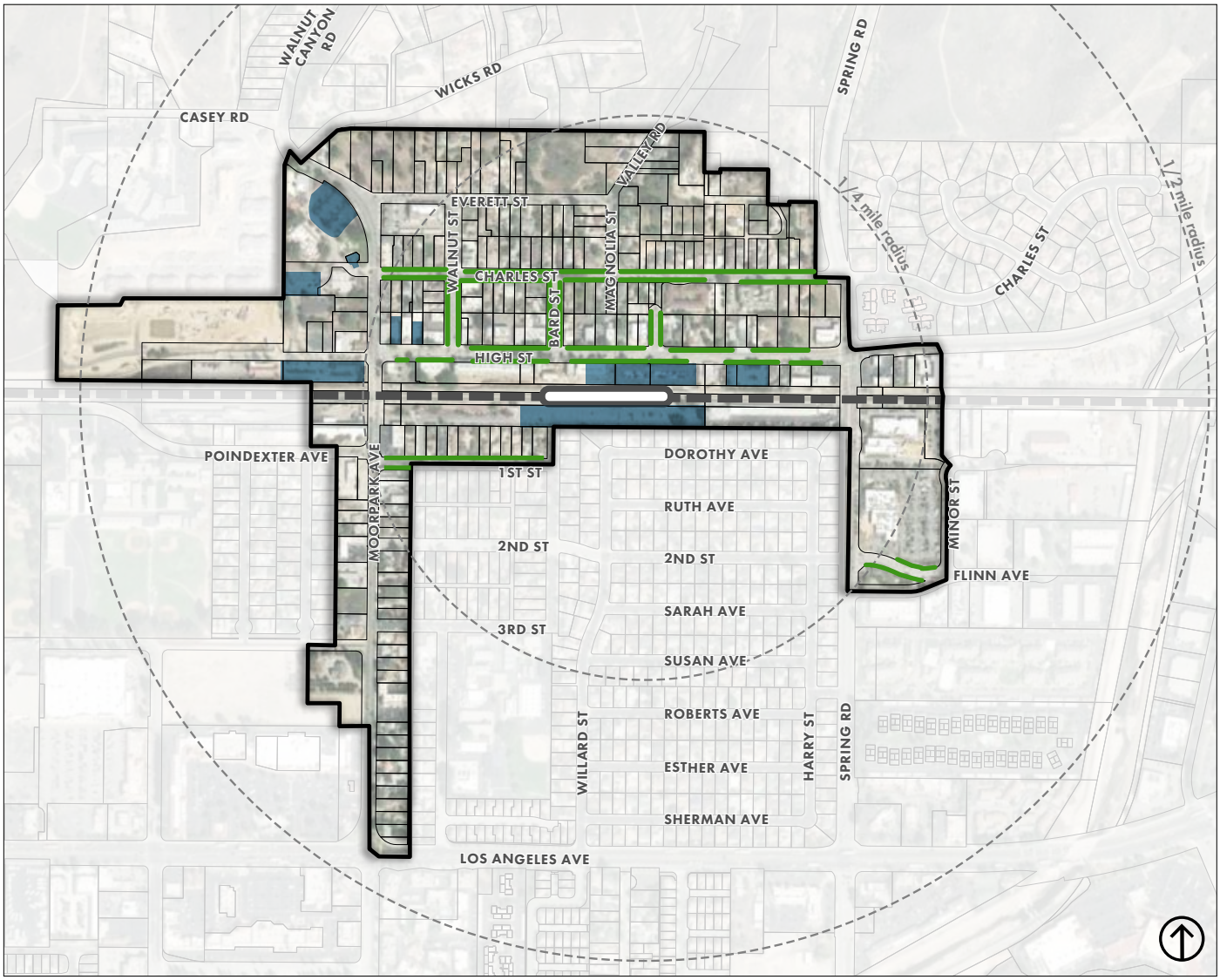
Downtown Moorpark includes approximately 870 public spaces; 590 spaces are located in City-maintained public parking lots.

2019 DOWNTOWN MOORPARK PARKING STUDY BY WALKER CONSULTANTS

A Downtown Parking Study commissioned by the City in 2019 is an important benchmark analysis, but the social and physical conditions of Downtown have changed since then. Most notably, the COVID-19 pandemic of 2020 disrupted commuting behaviors as well as shopping and entertainment habits, not just in Downtown but citywide, and indeed globally. Additionally, the completion of the High Street Depot development project and its associated improvements to High Street itself have substantively modified the mix of parking spaces and demand of Downtown.

Therefore, to establish a new benchmark from which to develop appropriate and data-driven parking policies, 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.

Figure 2-5: Parking



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Parking

On-Street Parking

Off-Street Parking

2.6: Active Transportation

As a locus of current and increased future activity for the City and those coming from afar, Downtown is an important connecting point and destination for travelers within Moorpark and the wider region. A vision for improved mobility should address movement of pedestrians, bicycles, and vehicles within Downtown and strengthen connections to other areas of the City and the wider region to facilitate travel choices for those making their way Downtown.

Downtown's High Street is an important pedestrian-oriented district with street-fronting businesses and pedestrian access to the train station. The city's Moorpark train station along High Street in the Downtown area is served by both Metrolink's Ventura County Line and Amtrak's Pacific Surfliner rail lines. First/last mile access to the Moorpark train station in the Downtown area is available via the adjacent multimodal facilities. Along High Street, bicycle lanes and sidewalks are provided between Moorpark Avenue on the west and Spring Road on the east. North of High Street, bicycle lanes are provided along Spring Road. However, no bicycle lanes are provided along Moorpark Avenue and Walnut Canyon Road to the north, though both streets include pedestrian sidewalks.

Pedestrian and bike infrastructure is consistent with the General Plan.

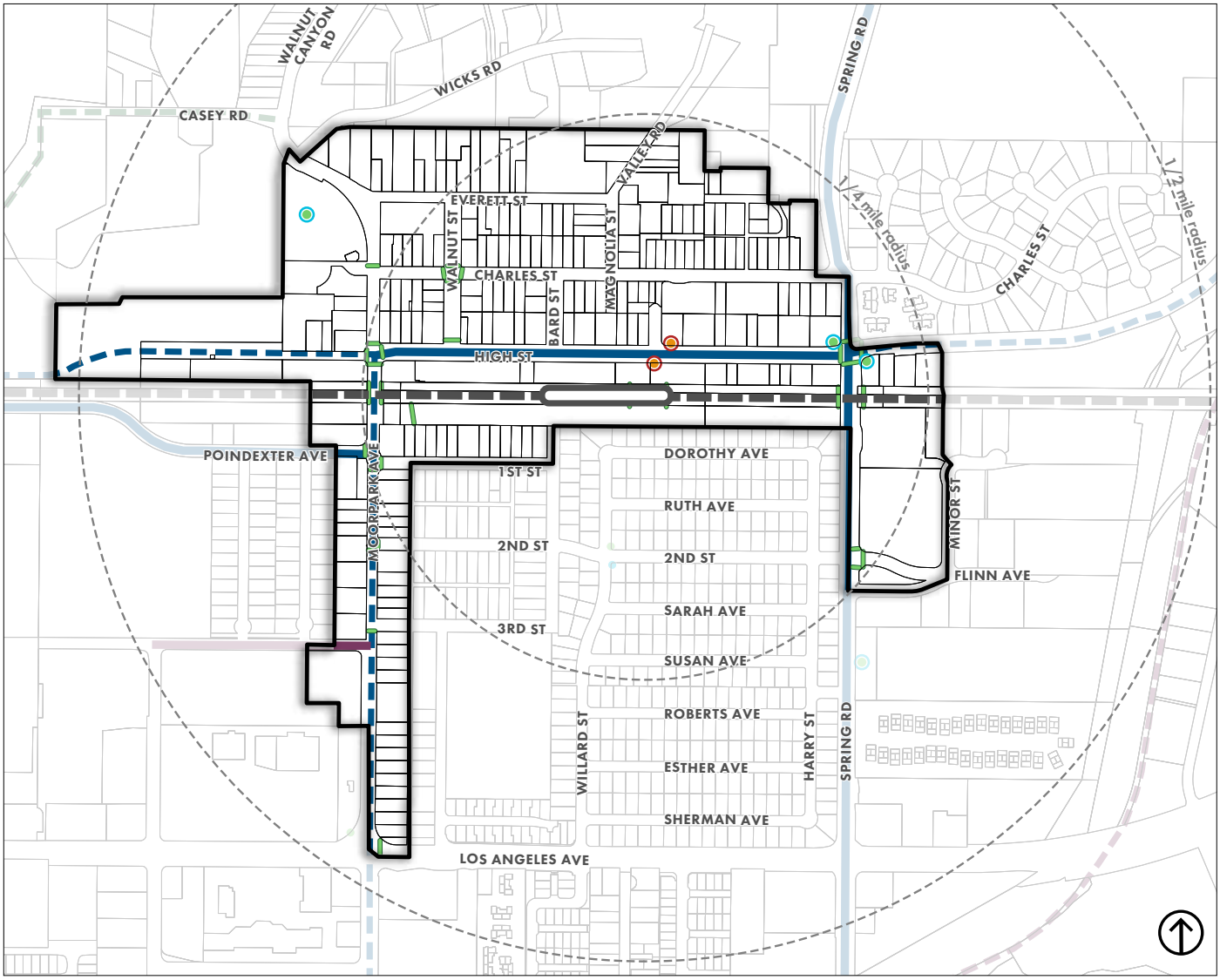
Within Downtown, mobility improvements include:

- Bicycles: new class II bicycle lanes extending east and west from High Street.
- Pedestrians: enhanced pedestrian infrastructure such as decorative crosswalks, bulb-outs and a new mid-block crossing, as described in Section 4-5.
- Parking: an integrated system for increasing and managing parking supply and wayfinding, as described in Section 4-7.
- Safety: public realm improvements such as new medians, gateway features, and landscaping will serve as a natural suppressant of traffic speeds and improve safety for all road users.

Outside of Downtown, the expansion of the bicycle network in other areas of the city, as described in the General Plan, will provide more alternatives for residents, students, and employees to connect to Downtown and further afar, via the train station, without an automobile. Moorpark Transit and the VCTC bus lines that serve the city are important elements of the mobility network that increases travel choices for those seeking to connect to and from Downtown with other areas of the city and the wider region. General Plan policies CI 4.1 through 4.5 support the maintenance of and enhancement to this public transportation system.



Figure 2-6: Active Transportation



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Pedestrian and Bike Infrastructure

Existing Class I Bike Lane

Proposed Class I Bike Lane

Existing Class II Bike Lane

Proposed Class II Bike Lane

Proposed Class III Bike Lane

Pedestrian Crossing

Moorpark Transit Bus Stop

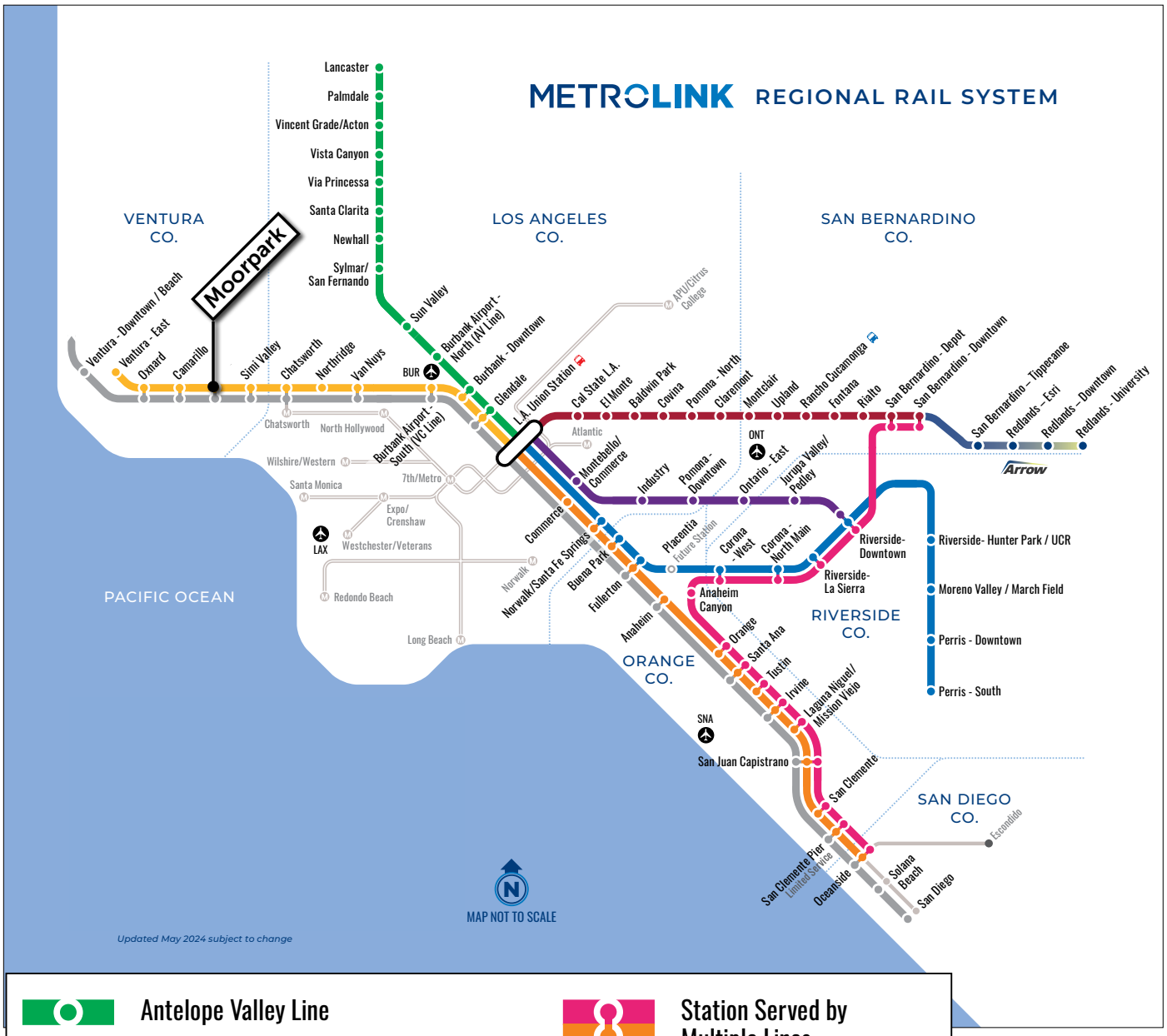
VCTC East County & County Connector

2.7: Regional Transit

Downtown Moorpark is centered around Moorpark Station. The Moorpark Station services the Metrolink Ventura County Line and the Amtrak Pacific Surfliner. The Metrolink Ventura County line connects to the south to Union Station in Los Angeles and to Ventura to the west. The Amtrak Pacific Surfliner provides travel south past Union Station and Orange County and terminates in San Diego. The Surfliner also continues north to San Luis Obispo. The Moorpark Station provides the opportunity for transit-oriented development that incorporates higher density residential, mixed use, and reduced parking requirements. Regional connections via Metrolink and Amtrak provide opportunities for Moorpark residents to travel to and from work or school in other cities.



Figure 2-7: Regional Transit



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3 Crafting the Vision

3.1: Community Outreach Overview

3.2: Outreach Summary - Community Workshop #1

3.3: Outreach Summary - Community Workshop #2 & Survey

3.4: Outreach Summary - Community Workshop #3 Virtual Presentation & Online Feedback

This chapter provides an overview of community outreach and engagement conducted throughout the planning process.

3.1: Community Outreach Overview

Community outreach and engagement were essential to ensure the DTSP update reflects the values and concerns of residents, business owners, and community members of Downtown Moorpark and throughout the city. To gather input throughout the planning process, the project team conducted a variety of engagement activities. These included three open houses (two in-person, one virtual), a pop-up booth at Country Days Community Parade and Street Fair, an online survey, and digital outreach through the project website and social media. This section provides an overview and the results of these engagement activities.



Community workshops and the online survey were promoted via Instagram, Facebook, mailers to property owners, and e-blasts to the City listserve.

Take Part in Shaping Downtown Moorpark!

HOW TO PARTICIPATE

SEPTEMBER 9, 2025

Workshop 1
Introduction and Visioning

Old City Hall Community Center

Come learn about the Moorpark Downtown Specific Plan Update and tell us your vision for Downtown Moorpark

OCTOBER 25, 2025

Workshop 2
Urban Design Concepts

Moorpark Boys & Girls Club

Provide your input on possible uses, building forms, parking, open space, and other public amenities for Downtown Moorpark

OCTOBER 4, 2025
VISIT OUR BOOTH AT COUNTRY DAYS COMMUNITY PARADE & STREET FAIR!

Historic High Street between Moorpark Avenue and Spring Road
12:00 pm–4:00 pm

SPRING 2026

Workshop 3
Public Draft Downtown Specific Plan

Review the Public Draft Moorpark Downtown Specific Plan Update!



3.2: Outreach Summary - Community Workshop #1

The City of Moorpark held its first community workshop for the Moorpark Downtown Specific Plan at the Moorpark Community Center on Tuesday, September 9, 2025, from 3:00 pm to 7:00 pm. The purpose of the workshop was to introduce the Downtown Specific Plan project to the community, present and confirm initial findings and existing conditions, and solicit community feedback on their needs and wants for Downtown Moorpark over the next 20 years. The workshop was held in an open house format, allowing the 49 community members who attended to freely interact with informational boards during the workshop time. A summary of feedback received is provided here.

When
September 9, 2025
3:00 pm–7:00 pm

Where
Moorpark Community Center
799 Moorpark Ave

49 Attendees

Attendees Live...

7 in the Moorpark Downtown Specific Plan Area

30 in the city of Moorpark, outside of Downtown

1 outside the city of Moorpark

Attendees Work...

7 in the Moorpark Downtown Specific Plan Area

7 in the city of Moorpark, outside of Downtown

3 outside the city of Moorpark

Topics of Open-Ended Comments About Downtown

- Parking (24)
- Cultural & Historic Resources (20)
- Aesthetics (13)
- Activities (13)
- Walkability & Connectivity (13)
- Circulation (11)
- Housing (8)
- Economic Vitality (8)
- Tourism (6)
- Open Space (2)
- Other (9)

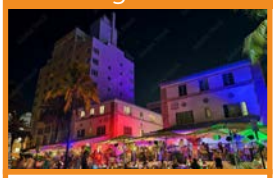


Country Days Community Parade & Street Fair Pop-Up

The City of Moorpark set up a booth on High Street during the Country Days Parade and Street Fair on October 4, 2025. During the course of the event, 70 comments were received from community members, and the top 5 topics mentioned were:

- **More Dining Locations and Stores**
- **Entertainment and Performance Venues for All Ages**
- **Transportation Options**
- **Parking Access**
- **Public Space Amenities**

Features People Want to See in Downtown Moorpark

Parklet/ Outdoor Dining	Restaurants/ Nightlife	Street Trees	String Lights	Mural
				
(16)	(14)	(12)	(11)	(11)
Pedestrian Lighting 10	Gateway Signage (Arch) 10	Beach/ Seating 9	Decorative Crosswalks 8	Historical Plaques 8
Bike Parking 7	Utility Box Wrap Art 7	Streetlight Post Banners 6	Art Installation 6	Decorative Ped. Lights 5
Gateway Signage (Water Tower) 5	Parklet/ Seating 5	Artful Trash Receptors 5	Freestanding Kiosk Signage 4	Gateway Signage (Pedestrian Scale) 1

Favorite Spot to Visit

Most Popular:

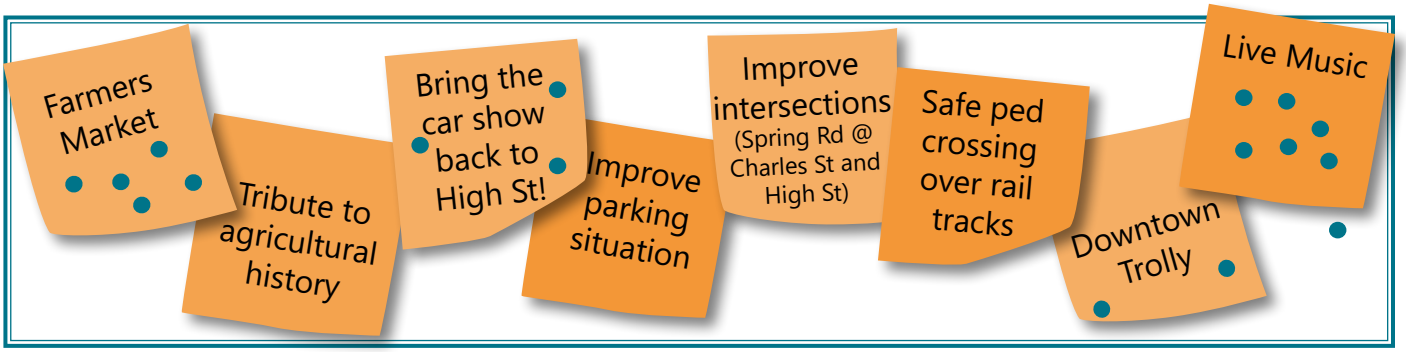
- Restaurants: Various (16)
- Civic Area: Library & Active Adult Center (12)
- High Street Arts Center (8)
- Magnolia Park (4)


Restaurant: Luna Llena


Civic Area: Library


High Street Arts Center

Other Suggestions for Downtown









3.3: Outreach Summary - Community Workshop #2 & Online Survey

The City of Moorpark held its second community workshop for the Moorpark Downtown Specific Plan at the Boys and Girls Club of Moorpark on Saturday, October 25, 2025, from 10:00am to 12:30pm. The purpose of the workshop was to get feedback from the community on the initial concepts for the Downtown Specific Plan project. The concepts were based on the thoughts and ideas from the first community workshop. The same information presented at the workshop was also made available in an online survey. The survey was open from November 17, 2025, to November 30, 2025. A total of 10 community members attended the workshop and 71 community members took the online survey. A total of 253 feedback comments were received. A summary of the feedback received is provided here.

When
October 25, 2025
10:00am –12:30pm

Where
Boys & Girls Club of Moorpark
799 Moorpark Ave

10 Attendees

71 Surveys Taken

Attendees Live...

6 in the Moorpark Downtown Specific Plan Area	**64** in the city of Moorpark, outside of Downtown	**6** outside the city of Moorpark

Attendees Work...

6 in Moorpark Downtown Specific Plan Area	**18** in the city of Moorpark, outside of Downtown	**37** outside the city of Moorpark

Downtown Moorpark Should Look More Like....

		Consistent	Mix of Both	Eclectic	
Roofs & Facades		19	29	14	
Architectural Character		14	28	23	
Pedestrian Experience		13	30	17	

East Gateway



- 36 comments
- Concerns over vehicular circulation
- General support for public plaza
- Less support for additional housing

West Gateway



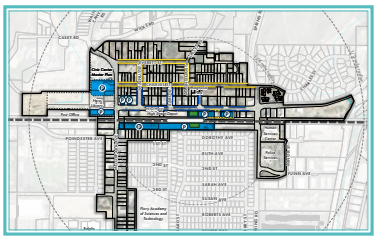
- 48 comments
- Lots of support for Farmers Market and Food Hall
- Historic preservation or community-use of Birkenshaw House

Moorpark Ave



- 29 comments
- Improved circulation for vehicles, bicyclists, and pedestrians
- Focus on architectural form, like historic character and massing

Parking



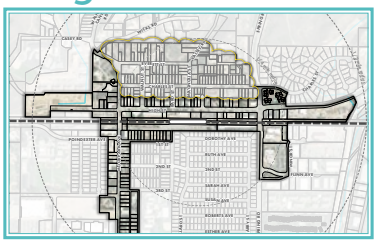
- 32 comments
- Parking is important to community and there is a need for more parking
- General dislike of digital signage

High Street Public Realm



- 36 comments
- Desire for more crossings, but mixed opinions on decorative crosswalks
- Strong support for pepper tree lighting

Residential Neighborhood



- 28 comments
- Mixed opinions for residential parking permits
- Low density housing
- Concerns regarding circulation

Key Themes

Over 250 written comments were received through the community workshop and online survey. Comments generally focused on circulation, land use, the public realm, and architectural style. The top 3 key themes for each category are shown below:

Circulation		Land Use		Public Realm		Architecture	
Parking	68	Restaurants & Businesses	37	Landscaping/ Street Furniture/ Public Art	14	Building Form	13
Pedestrian	28	More Housing (Against)	23	Plaza/ Community Park/ Public Space	13	Historic Character	11
Vehicular	26	Community Uses/ Historic Preservation	14	Arch/Gateway Support	13	Consistent Style	5







3.4: Outreach Summary - Community Workshop #3 Virtual Presentation & Online Feedback

Virtual Presentation Summary

The City of Moorpark held its third community workshop for the Downtown Moorpark Specific Plan virtually through Zoom on Wednesday, April 1, 2026, from 6:00pm to 7:30pm. The purpose of the workshop was to share the Public Review Draft Specific Plan and get feedback from the community. The Plan was drafted based on the ideas and concepts heard during the first and second community workshops. Four community members attended the virtual workshop. Attendees were invited to provide their comments online using the Konveio website. A summary of these comments is provided on the following page.

When
April 1, 2026
6:00pm - 7:30pm

Where
Virtual
Zoom Room

4
Attendees



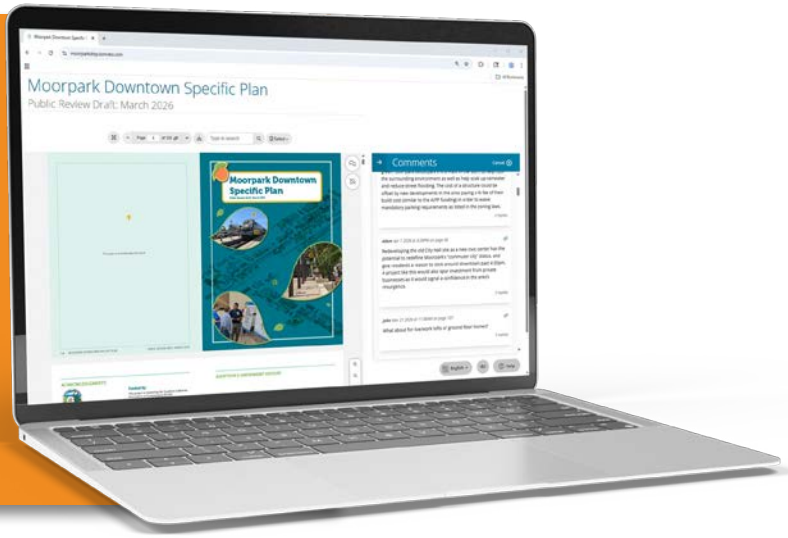
Online Feedback Summary

In order to collect feedback from the community, the project team set up an online platform for the public to review the draft plan and leave comments. This platform allows for community members to see, respond, and/or agree/disagree with comments left by others. The Specific Plan draft comment period was open from April 1 to April 15, 2026. During this time, 18 community members reviewed the draft plan, providing over 270 comments. These comments were carefully reviewed and incorporated into the final Specific Plan. See a summary of comments opposite.

When
April 1, 2026 -
April 15, 2026

270+
Comments

18
Respondents



Online Feedback Key Themes

This page highlights key themes of comments received on the Public Review Draft Plan. The most popular themes included comments related to development standards and permitted uses, gateways, parking, and the Birkenshaw House. Selected public comments and City responses are shown below.

50 comments on Development Standards/Permitted Uses

Stepback architecture is inconsistent with historic High Street

Stepback requirement will be removed from the Plan.

Unnecessary facade articulation can add to the construction cost.

Major modulation requirement removed; minor modulation requirement will apply to larger projects.

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.

Public open space requirements will be removed for developments under 1 acre and require 5% of lot area for developments over 1 acre.

15 comments on Gateways

The gateway features should keep with the historical agricultural character of Moorpark.

Noted. Potential gateway components and design will be confirmed through public process.

Is there any historical significance to the water tower?

A water tower was in Moorpark circa 1912, as shown on the City of Moorpark's history page. However, references to the east gateway will emphasize vertical land mark element non-specific to a water tower.

14 comments on Parking Structure

Would love to see a parking structure in this area to support the commercial businesses and provide additional parking.

The City will conduct new analysis of parking supply and demand as part of a Parking Management Plan for Downtown.

12 Birkenshaw House

Has there been any discussion with the Birkenshaw family about these plans?

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.

Community and Economic Development Committee

The Public Review Draft Plan was presented to the City of Moorpark's Community and Economic Development Committee (CEDC) on April 15 and May 6, 2026. The CEDC meeting included a PowerPoint presentation of the Public Review Draft Plan followed by discussion and comment. Many of the CEDC's comments aligned with comments received by the public through the online survey platform and have been addressed in the final version of this Plan.

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4 The Vision

4.1: The Vision
4.2: East Gateway
4.3: West Gateway
4.4: Moorpark Avenue
4.5: High Street Public Realm
4.6: Residential Neighborhood
4.7: Parking

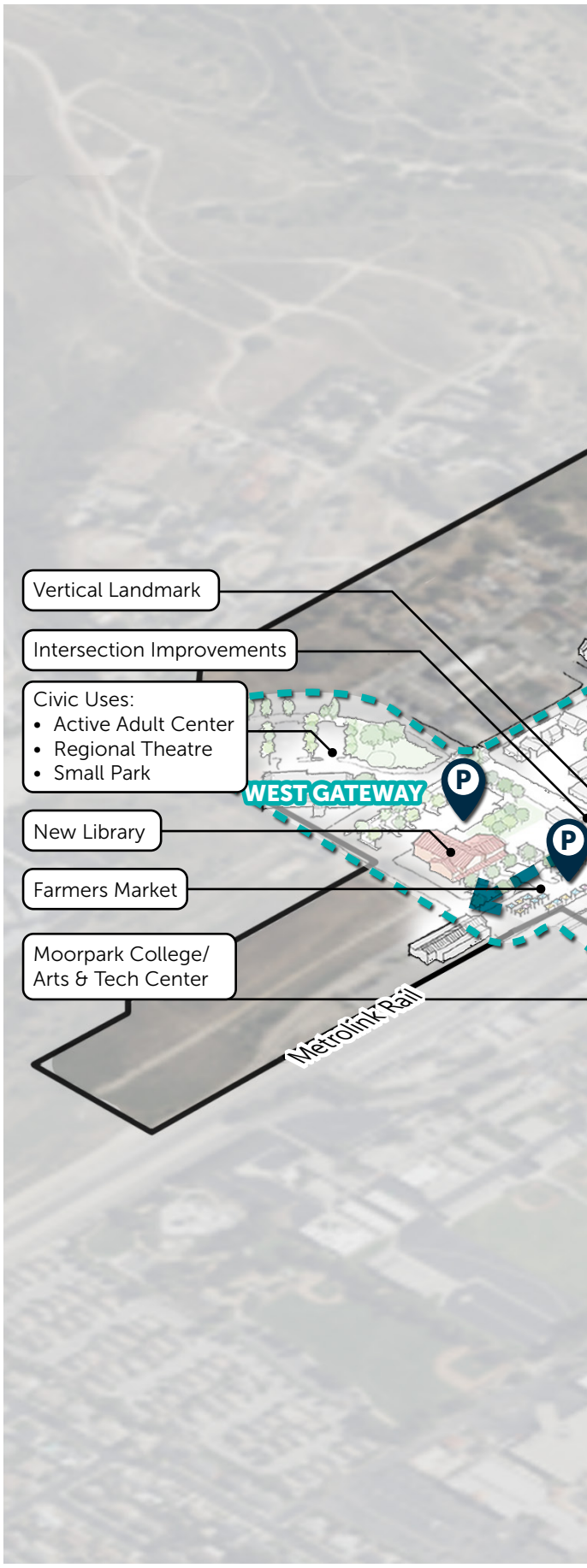
This chapter introduces a vision of how growth and development might occur in Downtown Moorpark over the next 20-plus years. The vision is depicted through a series of urban design concept diagrams that outline the land use framework for the downtown area. The vision was developed through a robust analysis of existing conditions and input from community outreach efforts.

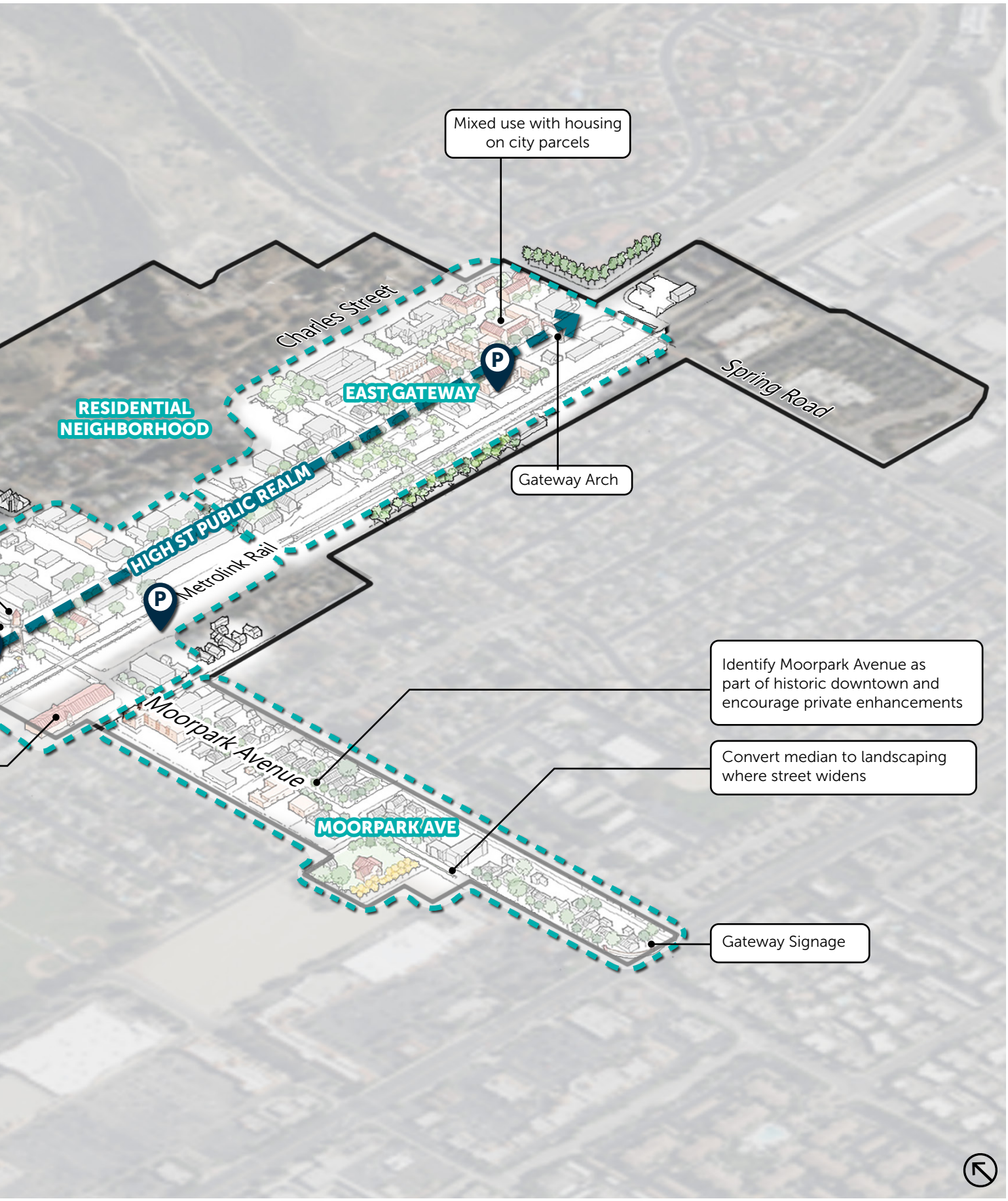
4.1: The Vision

The vision describes how growth and development may occur in Downtown Moorpark over the next 20-plus years. The vision is aspirational as new developments and public improvements create opportunities to enhance Downtown's character and encourage business success.

The urban design concept for Downtown Moorpark is to create an attractive, diverse, and vibrant neighborhood that preserves the historical small-town character. High Street between Moorpark Avenue and Spring Road serves as a core Downtown pedestrian retail area and includes successful legacy businesses plus the recently completed High Street Depot mixed-use project. Pepper trees on High Street are uplit to create a welcoming Downtown evening atmosphere. Civic uses anchor the east and west ends of High Street. While the east civic area is unlikely to change, the west civic area is poised for enhanced civic and community-serving uses. It is currently occupied by an underutilized old City Hall, and construction of a new library is in process. There are infill development opportunities in the north residential area, primarily on vacant City-owned properties near Charles Street and Spring Road. Infill development in this area should maintain the existing character of the residential neighborhood. Moorpark Avenue features a mix of residential and commercial business. Development on Moorpark Avenue is encouraged without the loss of existing businesses. A legible wayfinding system directs visitors to key destinations and a "park once" strategy, which encourages visitors to park in one location and walk between multiple destinations. The "park once" strategy aims to increase foot traffic and promote Downtown businesses. Gateway signage could enhance and signify entrances into Downtown and build upon Downtown Moorpark's identity.

The rendering illustrates this vision and a possible pattern of future development in Downtown Moorpark. It imagines new public infrastructure and development at opportunity sites identified during the process of preparing the Plan. This drawing does not require that specific buildings be constructed on these opportunity sites but suggests possibilities that the Plan creates for the City and Downtown property owners. Nor does this drawing dictate a schedule of construction or particular phases of development. Instead, it aims to inspire property owners to participate in creating the desired future for Downtown Moorpark and to guide City leaders as they consider potential development proposals from the private sector and investments of public funds to promote the Downtown. As these efforts are implemented incrementally over a two-decade period, the final built results will likely differ in its details from this illustration.




Mixed use with housing on city parcels
Charles Street
EAST GATEWAY
Spring Road
RESIDENTIAL NEIGHBORHOOD
Gateway Arch
HIGH ST PUBLIC REALM
Metrolink Rail
Identify Moorpark Avenue as part of historic downtown and encourage private enhancements
Moorpark Avenue
Convert median to landscaping where street widens
MOORPARK AVE
Gateway Signage

4.2: East Gateway

A gateway arch element (E) spanning High Street near its intersection with Spring Road greets visitors entering Downtown Moorpark from the east. New mixed-use development with low-density multi-family housing (A) provides housing on existing City-owned properties on the north side of High Street. Moving west, High Street transitions to mixed use and commercial infill development (B) to complement the commercial character of High Street. On the north side of High Street, at the intersection with Magnolia Street, a new mini public plaza (C) welcomes visitors. A second parking lot (D) could be enhanced with paving, striping, and landscaping, and is a potential site for future mixed-use housing.









A

North

Princeton Avenue

Charles Street

Metrolink Rail

Spring Road

High Street Depot

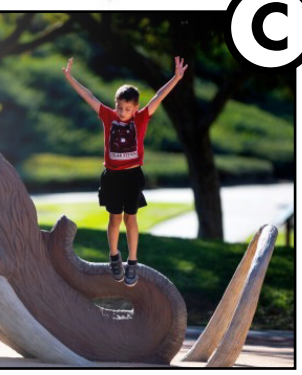
Metrolink Station

E

Gateway Element:

A gateway element identifies the entrance to Downtown.





C

D

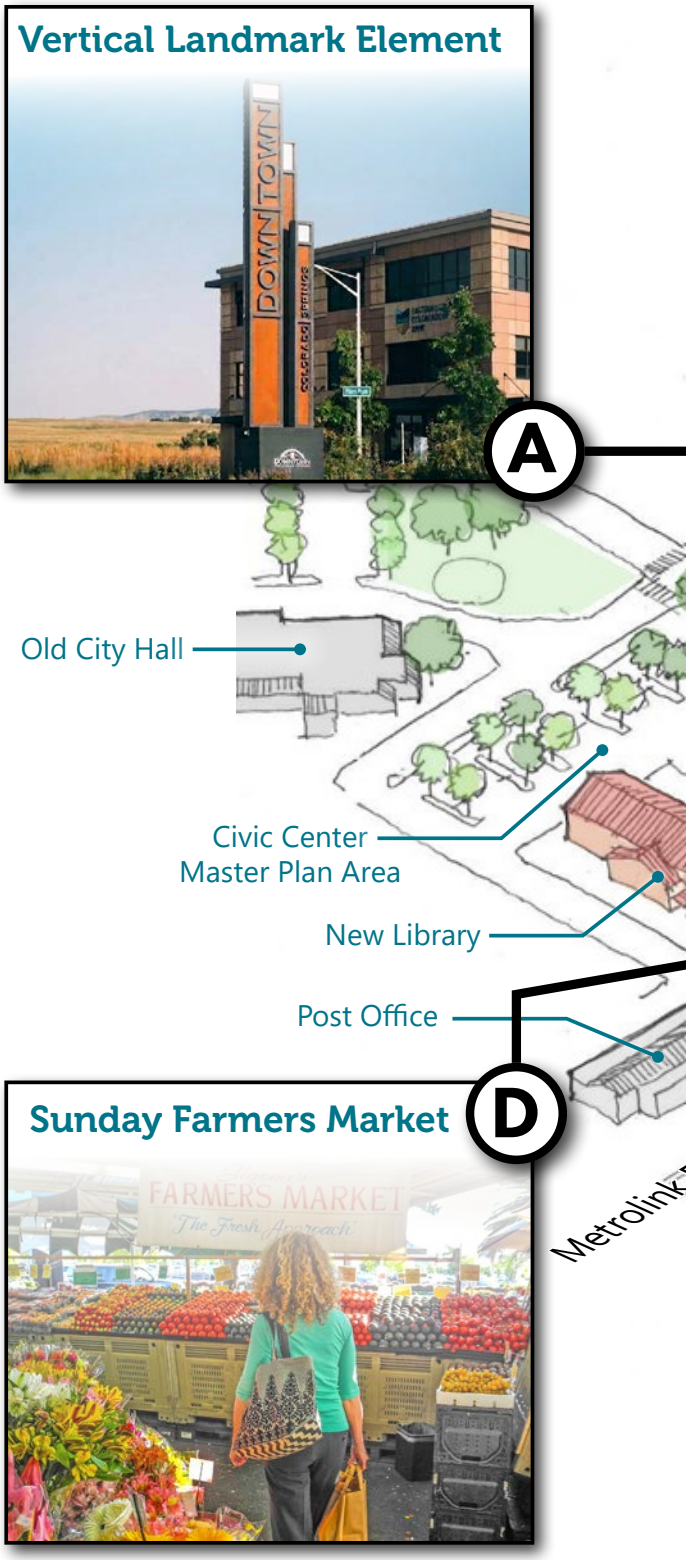
Parking Lot Redesign

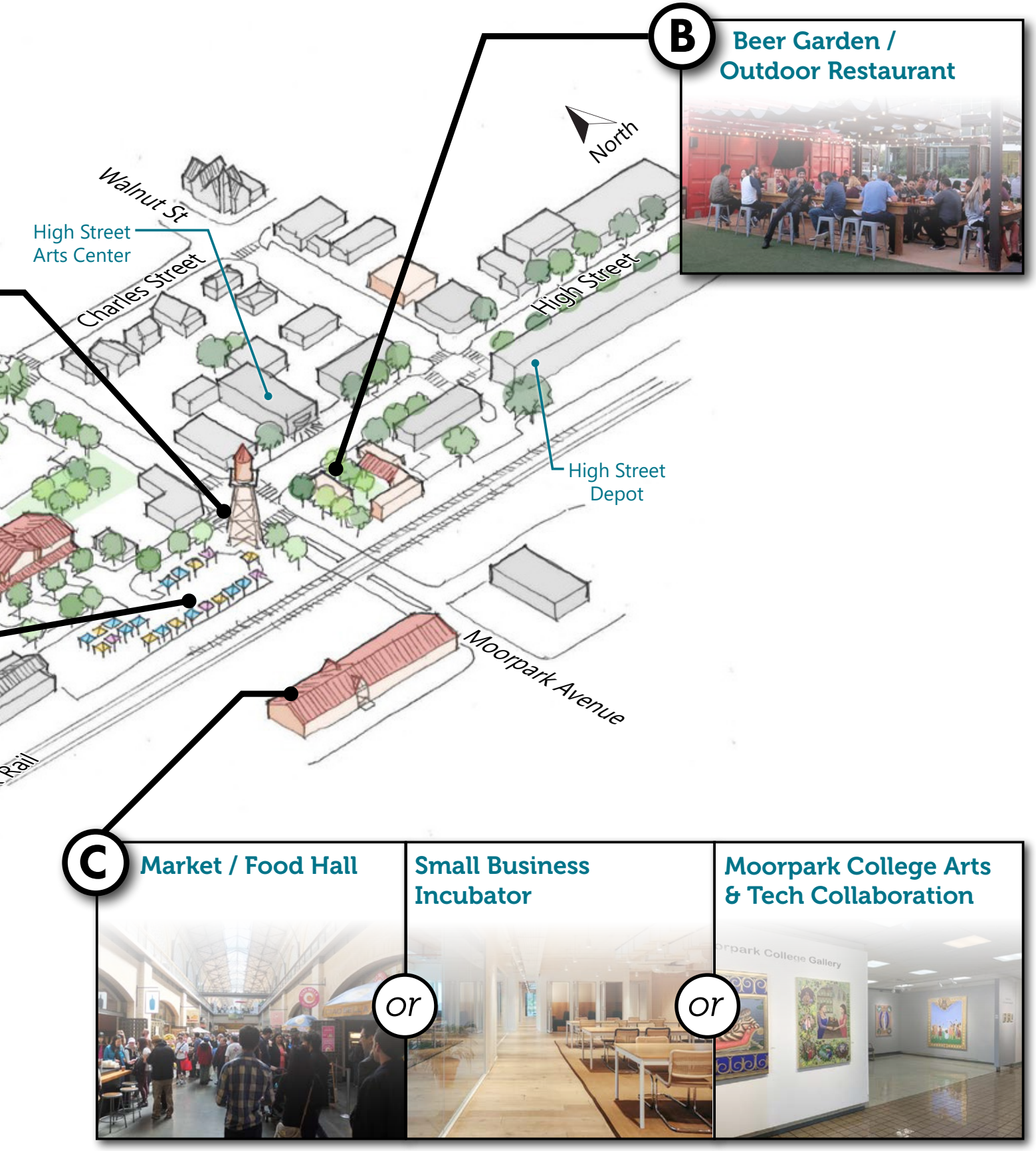
Short term:
Improved parking lot

Long term:
Potential site for mixed-use housing

4.3: West Gateway

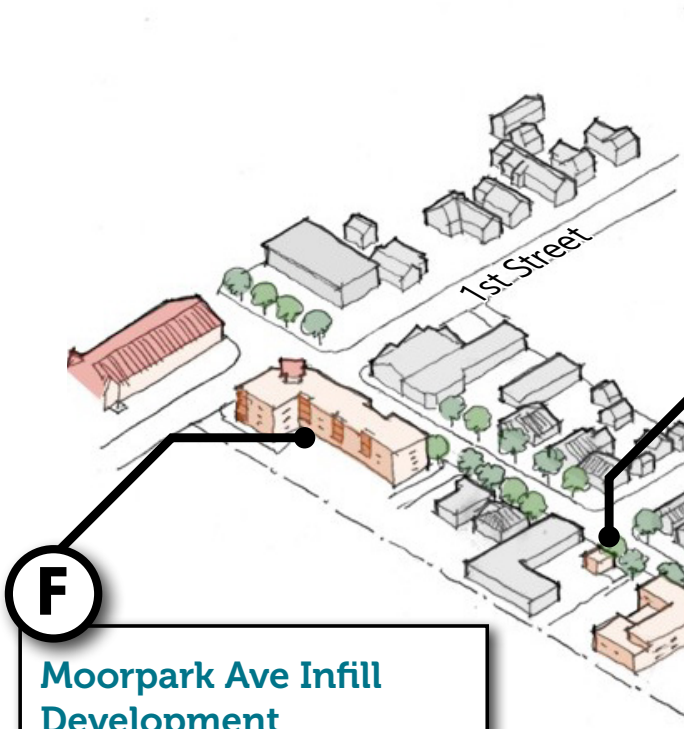
The West Gateway is centered at the intersection of High Street and Moorpark Avenue. A vertical landmark element (A) serves as a gateway at the post office parking lot and marks the intersection as an activity node. Every Sunday, residents and community members park at the either the Metrolink parking lot south of the station platform or adjacent to the new library and walk to pick up groceries at the Farmers Market in the post office parking lot (D). Alternatively, the Farmers Market could be located in the High Street Depot public open space or on a portion of High Street with a temporary street closure. South of the Metrolink tracks west of Moorpark Avenue, the existing warehouse building (C) attracts visitors and is occupied by a market/food hall, small business incubator spaces, and/or a Moorpark College arts and tech collaboration space. The southeast corner of the intersection has a variety of activation possibilities, notably for entertainment uses, such as a beer garden or outdoor restaurant venue (B).




B
Beer Garden / Outdoor Restaurant
North
Walnut St
High Street Arts Center
Charles Street
High Street
High Street Depot
Moorpark Avenue
Rail
C
Market / Food Hall
or
Small Business Incubator
or
Moorpark College Arts & Tech Collaboration

4.4: Moorpark Avenue

Moorpark Avenue is a north-south extension of Downtown and features a mix of residential and commercial uses. Existing businesses (A) and residential uses (B) receive facade improvements and yard improvements. If existing markets consolidate into a warehouse in the West Gateway, properties could be infilled as mixed-use residential (F). The Birkenshaw property (E) is converted into a commercial venue, or if relocated to the west gateway, the property could be redeveloped as housing. A modest gateway element welcomes visitors at the south end on City-owned property (D). At the south of end of Moorpark Avenue, a new landscape median slows down traffic and beautifies the street where the street widens (C).



Moorpark Ave Infill Development

Potential opportunity to consolidate existing markets in a Packing House Food Hall. Could allow for redevelopment of existing locations as mixed use.



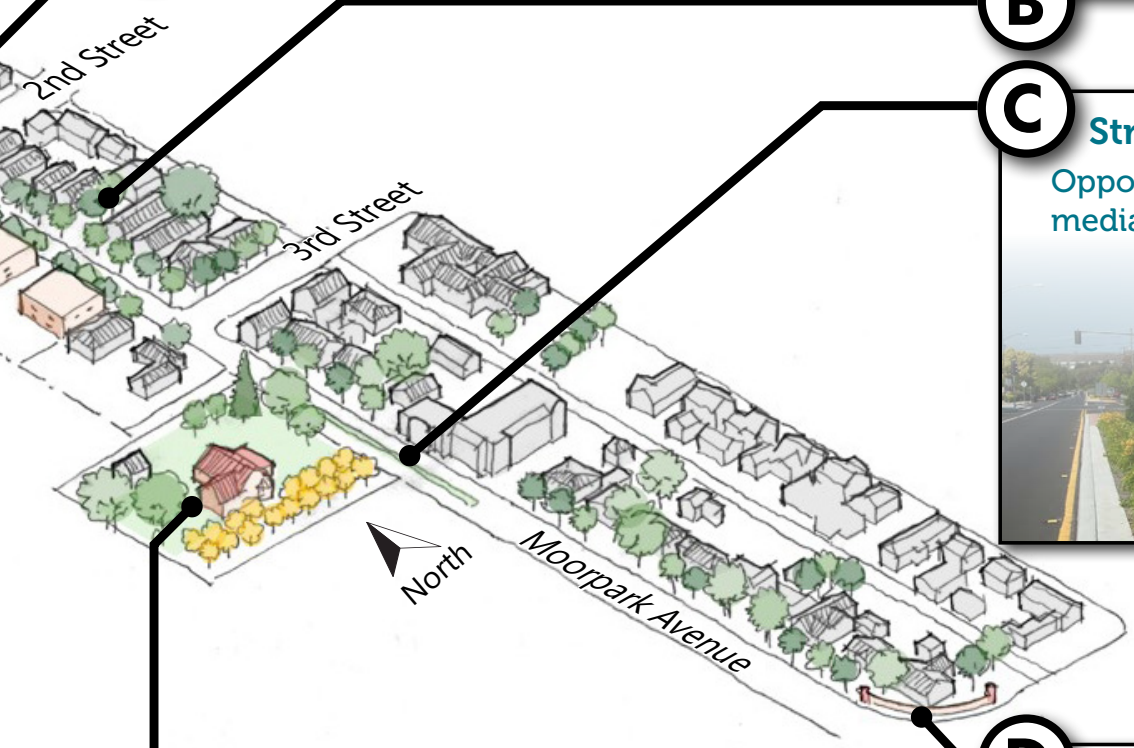
A Enhance Existing Businesses

Facade renovations, reduce parking requirements, landscaping.



B Encourage Private Enhancements

Encourage private enhancements such as facade and yard improvements, accessory dwelling units. Allow home to business conversions.



C Street Improvements

Opportunity to add landscape median where street widens.



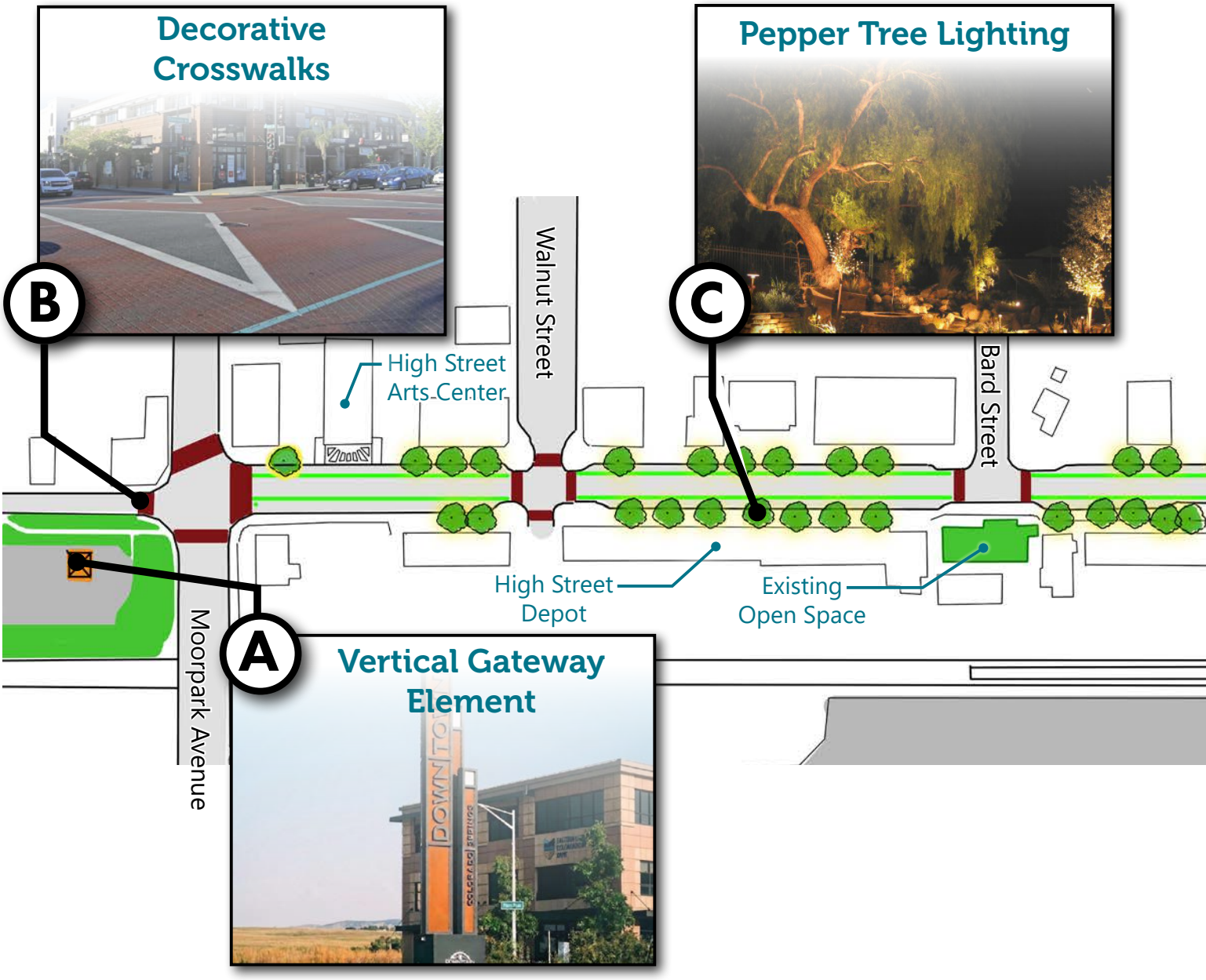
D Gateway Element



E Birkenshaw Property

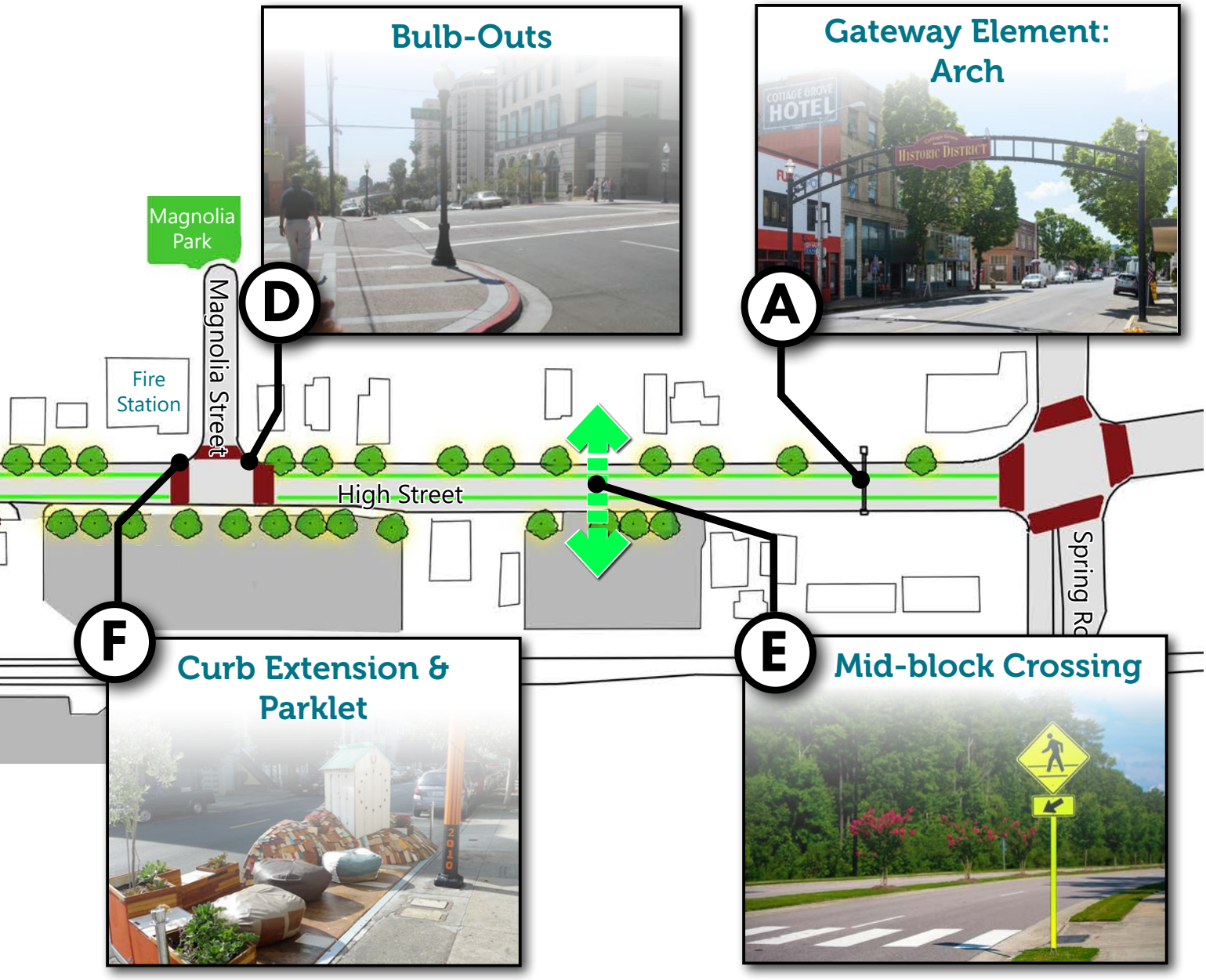
Adaptive re-use of Birkenshaw Property.





4.5: High Street Public Realm

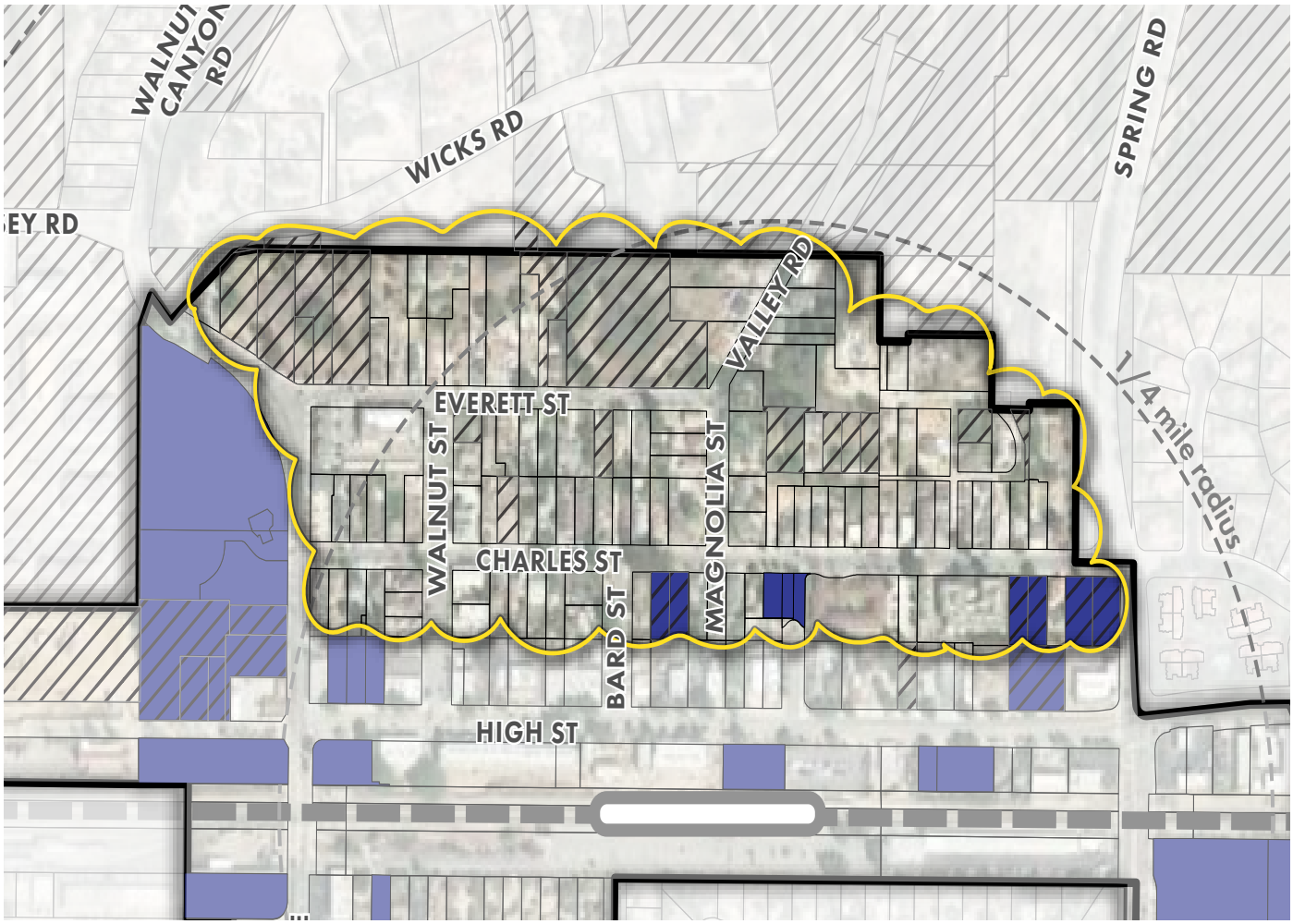
The public realm of High Street is defined by the spaces between buildings, including public open space, sidewalks, plazas, and streets. High Street features a number of elements to create a comfortable, safe, and enjoyable pedestrian experience. Outdoor dining is accommodated on both private property and in public spaces. Signage is consistent throughout, forming a cohesive theme. The historic pepper trees (C) are uplit to add drama, emphasize their historic significance, and provide a cohesive element throughout High Street. Decorative crossings (B) at Moorpark Avenue and Spring Road slow traffic, increase pedestrian safety, and add color to downtown. An additional mid-block crossing (E) between Magnolia Street and Spring Road further enhances pedestrian connections and safety along the corridor. A new curb extension with parklet amenities, such as seating and mammoth-themed public art (F), commemorates mammoth fossils found in Moorpark and provides additional public gathering space. Gateway elements (A) at Moorpark Avenue and Spring Road signify the ends of the High Street commercial core.


Bulb-Outs
Gateway Element: Arch
Magnolia Park
Magnolia Street
D
A
Fire Station
High Street
Spring Ro
F
E
Curb Extension & Parklet
Mid-block Crossing



4.6: Residential Neighborhood

The extent of change envisioned in the neighborhood north of High Street is limited by topographic constraints, parcel sizes, ownership patterns, and a desire to preserve the residential character of the area. To address concerns raised by residents, a permit parking district is proposed to manage visitor use of on-street parking. Aside from the City-owned lots at the east end of Charles Street, which could be combined with adjoining City-owned lots on High Street to form a significant redevelopment opportunity, other City-owned parcels in the area are expected to be used for housing at a scale consistent with the neighborhood's existing character. Infill redevelopment of private parcels for residential uses could provide more housing opportunities via accessory dwelling units, duplexes, or courtyard homes. Commercial uses on the west of Charles Street should also be maintained.



Key Policies

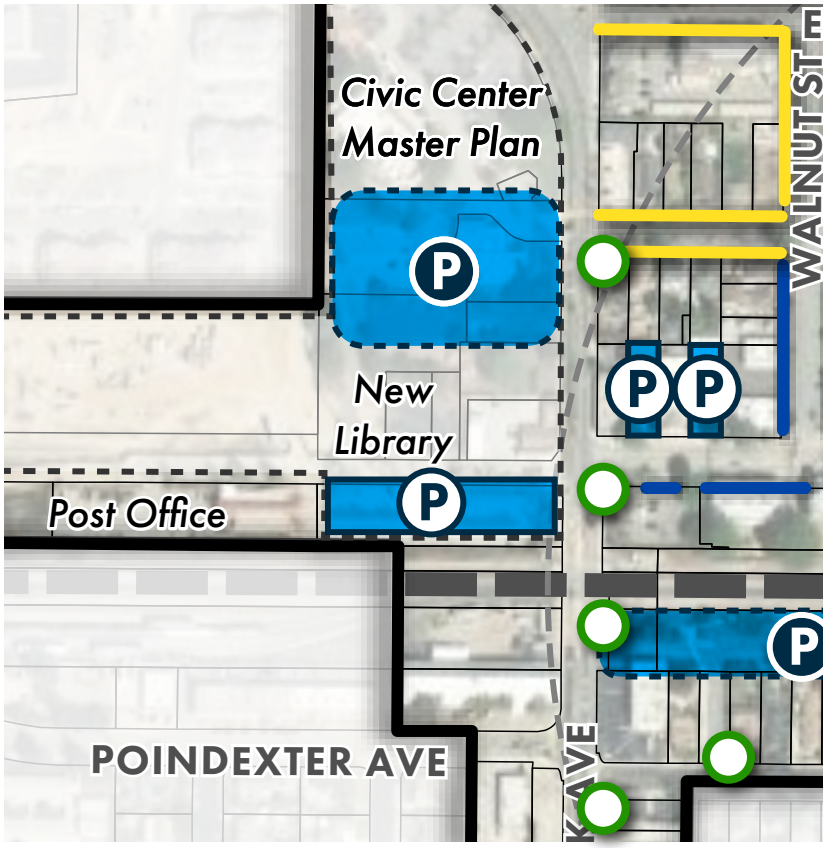
Allow for small lot development

Small lot development will allow low density residential uses consistent with the existing character of Downtown Moorpark's residential neighborhood.

Establish parking permit district

A parking permit district will allow only residents to park on specific residential streets. The parking permit district will preserve on-street parking for residents.

- Existing parking lots
- New public parking lots
- Existing on-street parking
- New residential parking permit district
- Parking signage & wayfinding



Parking Signage and Wayfinding Examples

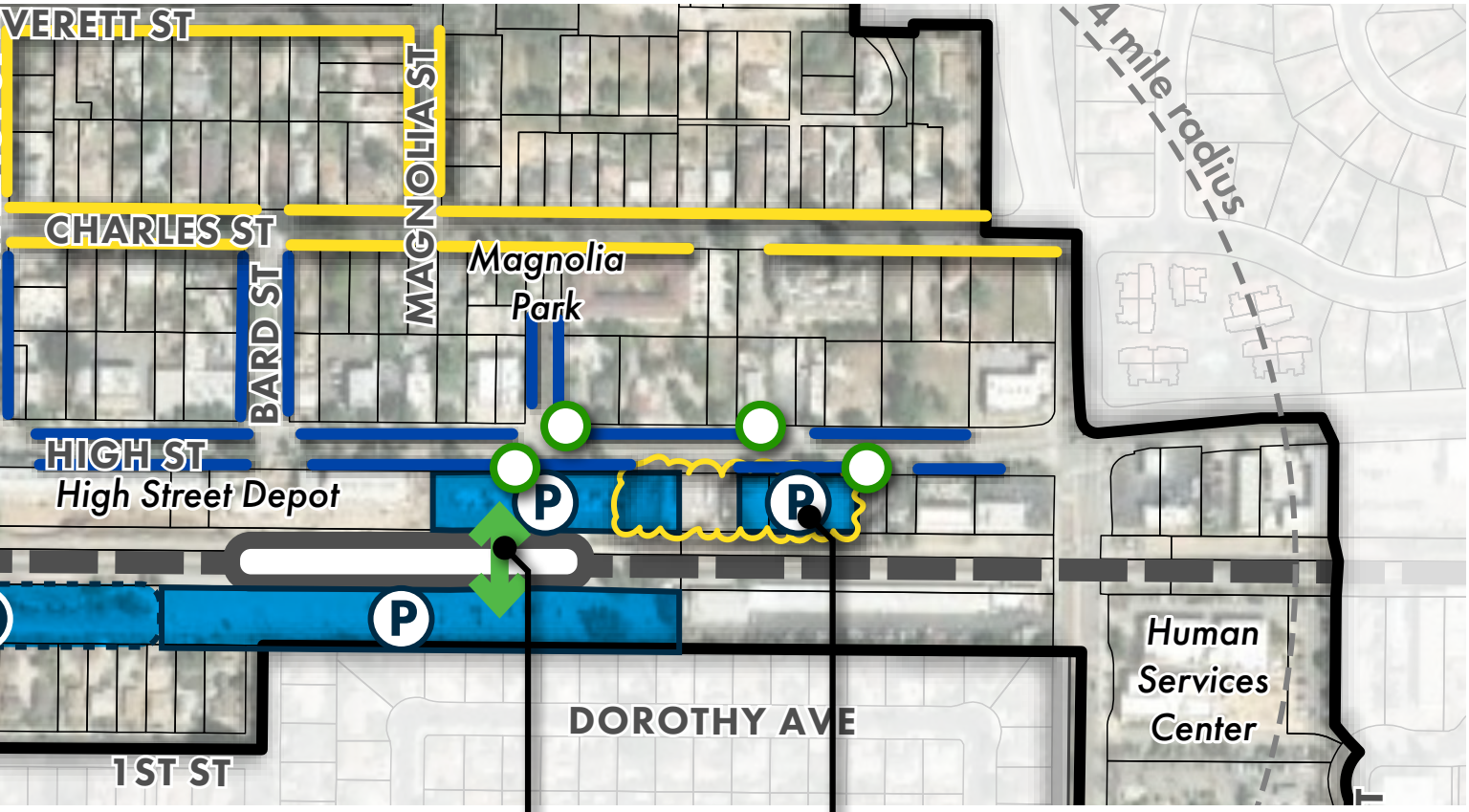






4.7: Parking

The success of Downtown Moorpark's businesses and pedestrian activity will rely on strategic implementation of parking signage and wayfinding. Signage and wayfinding at key intersections will direct Downtown visitors to existing parking on High Street, parking adjacent to the post office and new library, and the south Metrolink lot. Digital signage is an incremental step towards managing parking Downtown and could provide visitors with parking expectations and convenience when arriving at public parking lots, informing them if parking is available when they arrive. The parking wayfinding strategy will encourage a "park once" destination as visitors park in one location and walk to visit multiple destinations Downtown



Safety Enhancements at Pedestrian Crossing

Phase 1 (short term)

Improve existing parking lot

Phase 2 (Long Term)

Potential housing with lot consolidation of public and private properties.

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5 Enacting the Vision

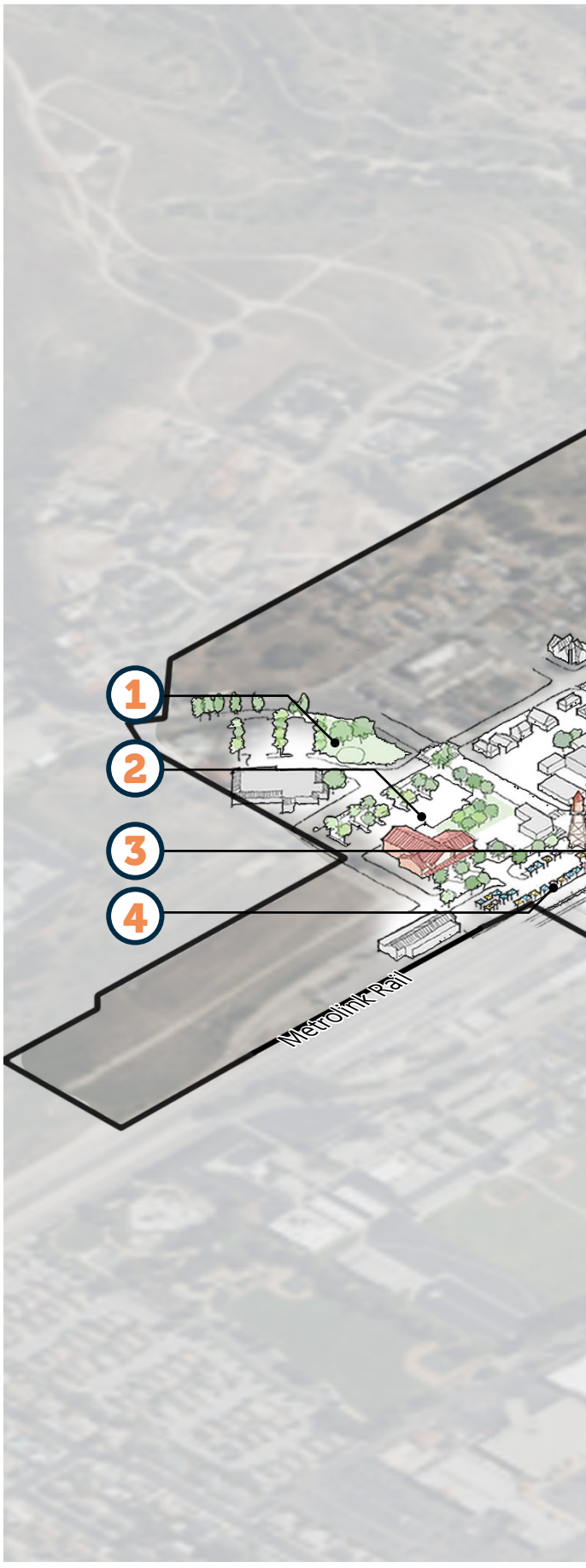
5.1: Catalytic Projects and Initiatives
5.2: Economic Development

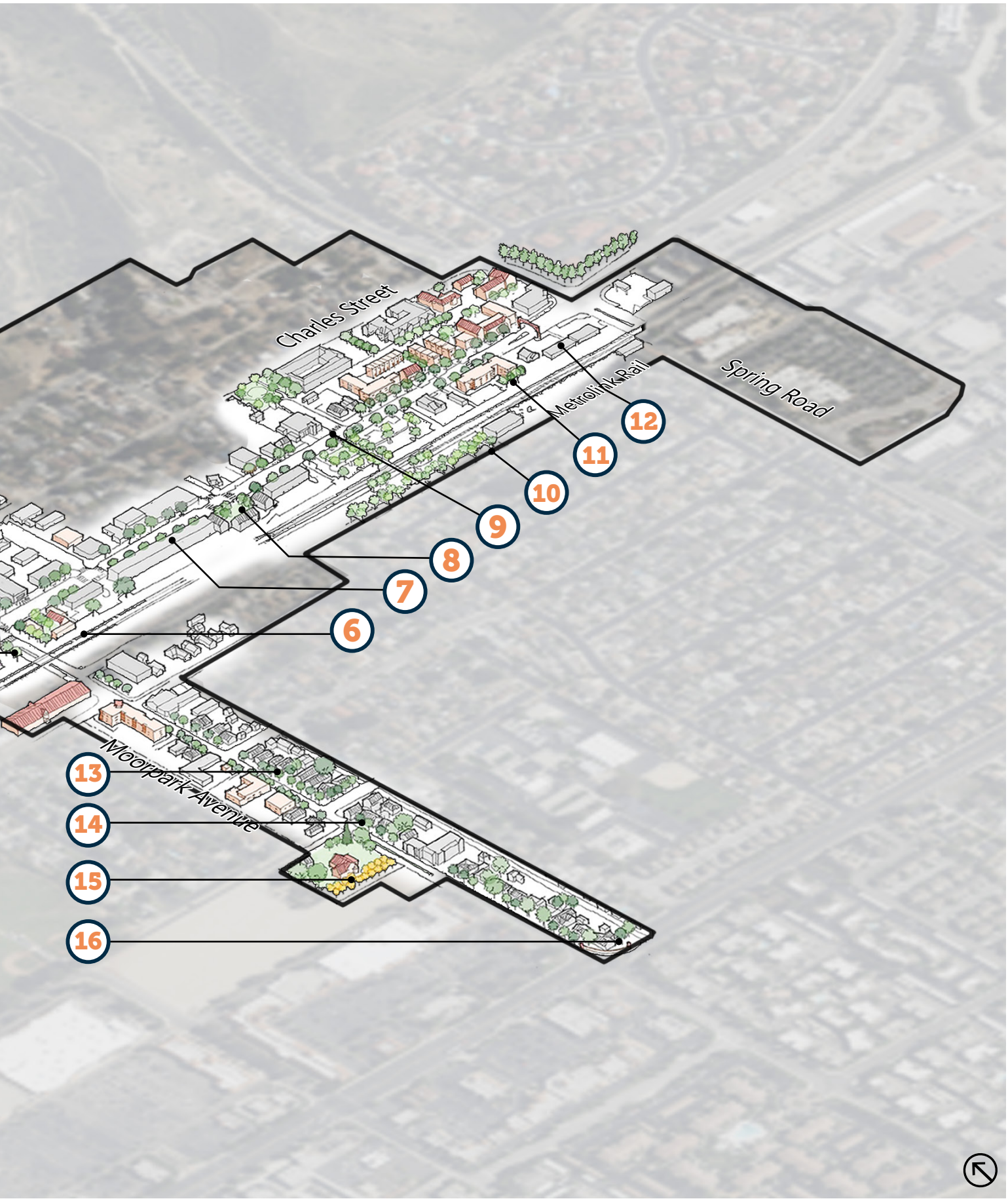
This chapter outlines projects and initiatives that can act as implementation tools for the vision laid out in Chapter 4.

5.1: Catalytic Projects and Initiatives

This illustrative plan identifies 16 catalytic projects and initiatives that will promote the vision for Downtown Moorpark. Many of these projects will be initiated by the City of Moorpark, potentially in partnership with other public agencies or private investors.

1. Civic Center Master Plan
2. Old Library Parking Lot
3. Vertical Gateway and Wayfinding Element
4. Sunday Farmers Market
5. Parking Improvements (plan-wide)
6. Chamber of Commerce Site
7. High Street Pepper Trees
8. High Street Streetscape
9. High Street and Magnolia Street Plaza
10. Metrolink Southern Parking Lot
11. High Street East Parking Lot
12. High Street East Gateway
13. Moorpark Avenue Street Tree Program
14. Moorpark Avenue Street Improvement
15. Birkenshaw House
16. Moorpark Avenue South Gateway

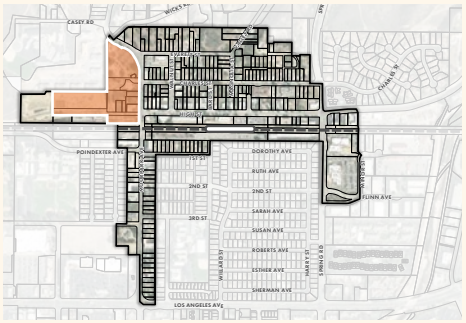



Charles Street
Metrolink Rail
Spring Road
Moorpark Avenue
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7
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9
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11
12
13
14
15
16

1. CIVIC CENTER MASTER PLAN

In 2023, the City approved a Civic Center Master Plan that organized various public facilities across the City-owned lands west of Moorpark Avenue, including a new Library and a new City Hall. However, given the City's present satisfaction with the current City Hall facility on Science Drive, revisiting the Civic Center Master Plan is warranted, and a probable first implementation action of the Downtown Specific Plan. Possible uses that might be considered in an updated Civic Center Master Plan include: Arts/Cultural Facility including performing arts, both market rate and affordable housing, and additional parking to service the west end of High Street.

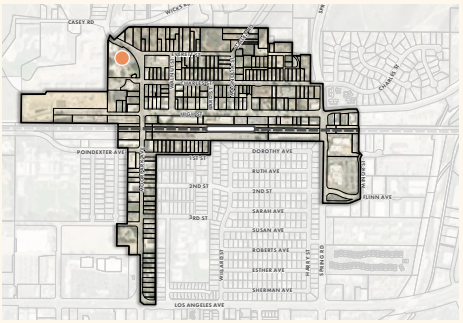




2. OLD LIBRARY PARKING LOT

Within the 2023 Civic Center Master Plan area on the site of the current Library, this Specific Plan recommends building a new surface lot. This can be designed as an expansion of the parking lot slated to be built with the new Library and will serve to increase the parking supply of Downtown Moorpark, especially the western end of High Street where parking demand is presently higher. This parking lot should be considered an interim use, should an update of the Civic Center Master Plan reaffirm this location for a public facility.

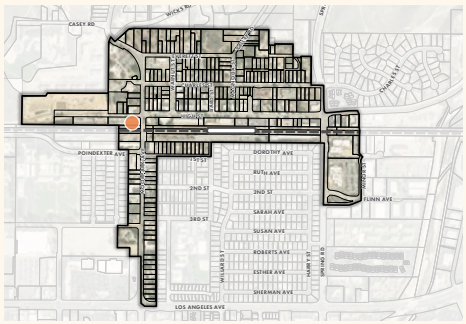




3. VERTICAL GATEWAY & WAYFINDING ELEMENT

To mark the west end of Downtown Moorpark, a vertical gateway and wayfinding element is recommended at the southwest corner of High Street and Moorpark Avenue within the boundary of the City-owned parking lot site. This element could be at least four stories in height and clearly visible from both the southern reaches of Moorpark Avenue and the eastern end of High Street. The gateway element could be branded with a Downtown Moorpark mural/logo. If possible, based on the chosen elements design, the City could explore leasing the vertical element space to cellular transmission companies to raise revenue to pay for the cost of building the element.

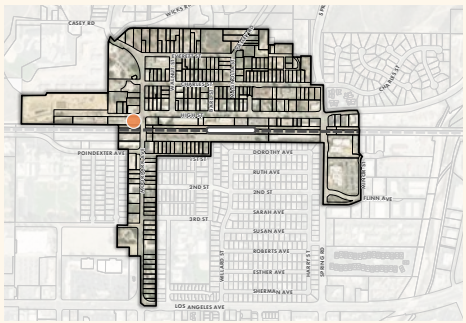




4. SUNDAY FARMERS MARKET

The City-owned parking lot that serves the post office at the southwest corner of High Street and Moorpark Avenue should be the site of a weekly Sunday Farmers Market. The post office will not need the parking on Sundays, and sufficient parking for shoppers will be available to the north in the future library parking lot. Alternatively, the Farmers Market could be located on High Street with a temporary street closure or in the High Street Depot public open space.

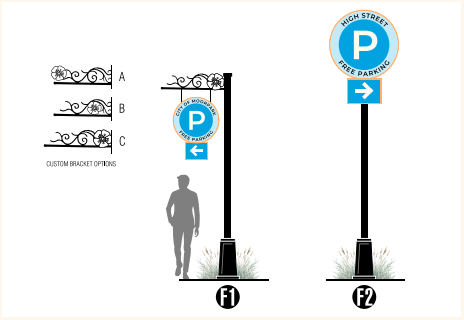




5. PARKING IMPROVEMENTS

As Downtown Moorpark becomes more attractive as a destination, the demand for convenient parking will increase. Static wayfinding signs are expected to be installed in the immediate future and will be a helpful aid to motorists unfamiliar with Downtown. However, the City will eventually need to take proactive steps to manage the supply of on- and off-street parking. By installing sensors at each parking space in the public parking lots, the City could augment the static wayfinding signs with dynamic digital counters indicating the number of available spaces at the various lots. Such digital sign counters in other cities have enabled visitors to make informed choices when navigating streets in search of parking.

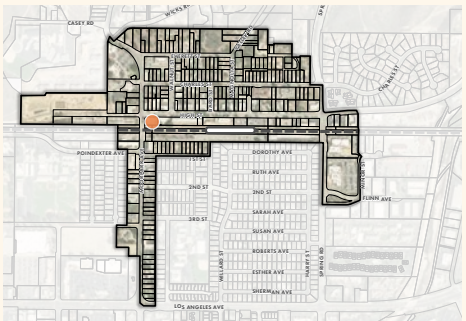




6. CHAMBER OF COMMERCE SITE

The southeast corner of High Street and Moorpark Avenue, presently leased to the Chamber of Commerce, is one of the more significant opportunity sites in Downtown. This location is recommended for food service uses with outdoor dining. A full-service restaurant with a large patio is one option, as is an outdoor market / beer garden.

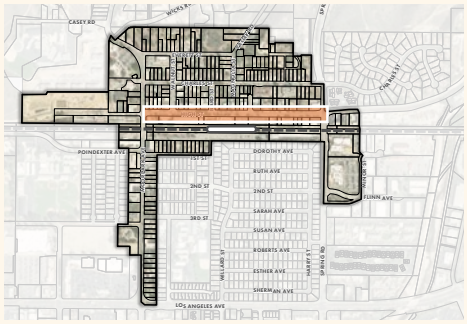




7. HIGH STREET PEPPER TREES

As one of Downtown Moorpark's signature and historic character-defining features, the pepper trees on High Street should be celebrated. The Specific Plan recommends installing lighting to accentuate the procession of pepper trees.

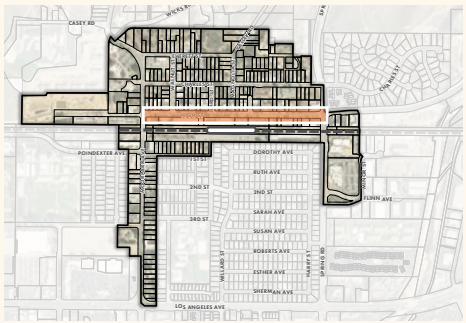




8. HIGH STREET EAST STREETSCAPE

To fully unify the Downtown pedestrian experience, the streetscape design recently completed on High Street between Moorpark Avenue and Magnolia Street should be extended eastward to Spring Road.

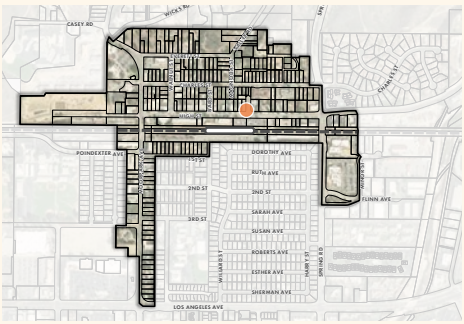




9. HIGH STREET AND MAGNOLIA STREET PLAZA

At the northwest corner of High Street and Magnolia Street, an expanded curb extension should be installed. This expanded sidewalk should be designed to create a small mini-plaza, with shade trees, seating, and public art. The footprint of this mini-plaza could be expanded further by redesigning the current landscape in front the Fire Station. The purpose of this is to establish a public space midpoint on High Street with visibility from the Metrolink Station that can serve as a meeting point for Downtown visitors. To capitalize on the reputation of the "Moorpark Mammoth," a climbable sculpture of a southern mammoth is recommended to anchor this public space.



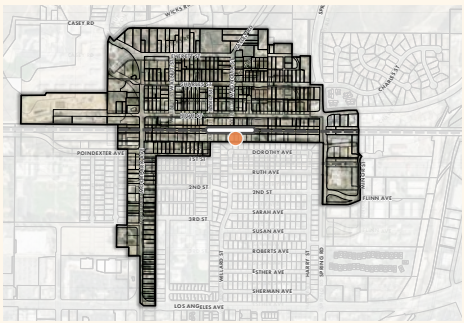


10. METROLINK SOUTHERN PARKING LOT

To enhance its appeal, the parking lot south of the railroad tracks should be improved with additional lighting as well as shade trees located amid the parking stalls. Long term, should further parking spaces be needed in the future, this parking lot may expand toward Moorpark Avenue.

Pedestrian crossing over the Metrolink tracks should also receive enhanced safety features.

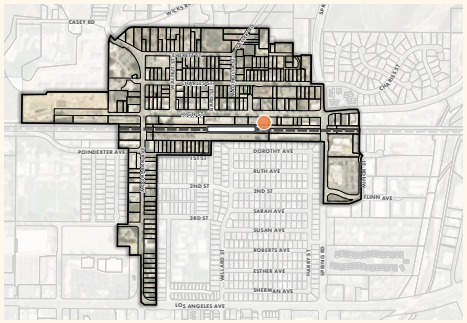




11. HIGH STREET EAST PARKING LOT

To improve the perceived deficiency of available parking, what is currently a dirt lot located directly east of Kahoot's Feed & Pet Supply should be improved with nominal infrastructure: paving, marked parking stalls, lighting, and signage clearly indicating that this a public parking lot available for Downtown visitors. In the long-term, this site might be re-evaluated as a potential development site for residential mixed use or other Downtown-related uses.

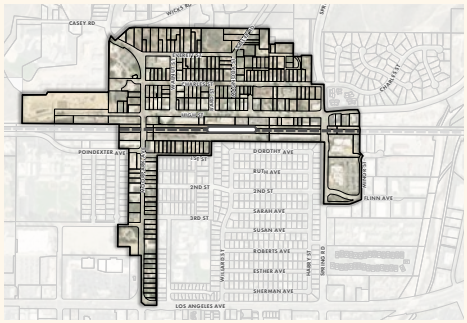




12. HIGH STREET EAST GATEWAY

To mark the eastern entrance of Downtown, a ceremonial archway over High Street reading "Downtown Moorpark" should be installed approximately 250 to 300' feet west of the Spring Road intersection. In addition to the archway, curb extensions and a traffic-calming island should be constructed—the combination of archway and curb elements will help slow west-bound traffic entering downtown from Princeton Avenue.

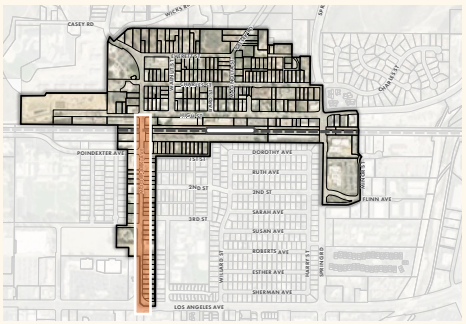




13. MOORPARK AVENUE STREET TREE PROGRAM

Considering that the right-of-way on Moorpark Avenue is too narrow to support street trees capable of shading the sidewalks, a grant program should be established and funded to encourage property owners along Moorpark Avenue to plant a consistent row of shade trees on private property immediately adjacent to the sidewalk. Trees planted along Moorpark Avenue should be appropriate for Moorpark's environment, with a focus on native or drought-resistant species.

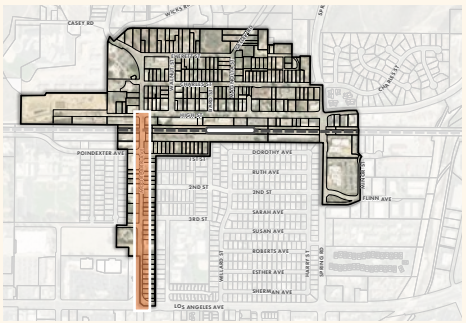




14. MOORPARK AVENUE STREET IMPROVEMENT

Where Moorpark Avenue widens at the midpoint between High Street and Los Angeles Street, a landscaped median should be installed.

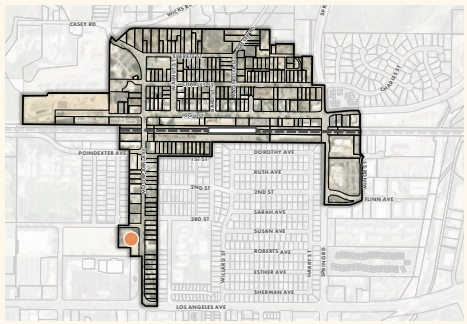




15. BIRKENSHAW HOUSE

The adaptive reuse of the Birkenshaw House, one of the more significant historic structures within the Plan Area, is a critical place-making element within the Specific Plan. Preserving this house for a future use will reinforce the unique history of Downtown Moorpark. Potential uses may include a bed-and-breakfast inn, a restaurant, a wine-tasting room, a wedding venue, or a community facility for a housing development on the surrounding property.

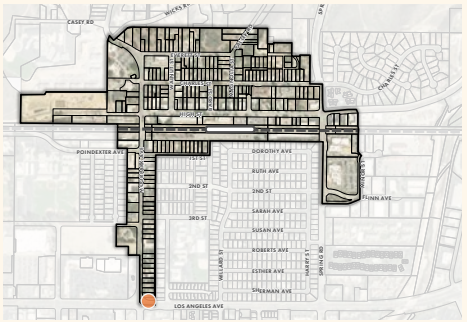




16. MOORPARK AVENUE SOUTH GATEWAY

At the very south end of the Downtown Specific Plan area, the City owns the property at the northeast corner of Moorpark and Los Angeles Avenues. Formerly a single-family house, this site is presently leased to a Mexican-style restaurant. The curb radius at the intersection is very large, cutting away much of the street setback area, which is largely occupied by parking. To enhance the appearance of the southern gateway to Downtown, the City should work in partnership with the restaurant tenant to install a ground sign that follows the sweep of the curb radius, bearing the name "Downtown Moorpark" and serving as shield to outdoor dining.





5.2: Economic Development

Downtown Moorpark has long been viewed by Moorpark residents as a unique and valuable local asset, especially because of its legacy businesses and role as the venue for community activities such as Country Days.

As the 2023 General Plan Update and the 2025–2029 Economic Development Strategy Plan (EDSP) were prepared, however, an additional insight emerged: Downtown Moorpark is not only a unique local asset; it is also a unique regional asset. No other community in eastern Ventura County has a historic Main Street setting with such amenities as live theater, locally owned restaurants and other businesses, a library, and a major transit station.

For this reason, Downtown represents a major economic development opportunity. Strengthening Downtown and providing more restaurants and shopping opportunities will encourage Moorpark residents to spend more of their money in the city rather than seeking entertainment and related amenities elsewhere. Downtown also provides the City with an opportunity to strengthen its local economy by attracting more visitors from surrounding communities such as Thousand Oaks, Westlake Village, Simi Valley, and perhaps the Western San Fernando Valley.

This opportunity is important not only for the local economy, but also the City's own fiscal health. Both the General Plan and the EDSP estimated that Moorpark experiences retail sales leakage of approximately $600 million per year. Given that Moorpark neither wants nor is likely to attract auto dealers, big-box retailers, large shopping malls, and other major sales-tax generators that other cities have pursued, promoting Downtown as a regional attraction is one of the City's most important economic development opportunities and could help strengthen the city's sales-tax base.

Two of the Economic Development Strategic Plan's four goals have application to Downtown Moorpark. This Specific Plan and associated actions can help the City achieve both goals.

Goal 1 calls on the City to "diversify dining, shopping, and entertainment choices," with a focus on High Street. The EDSP specifically states that while the current options "serve the community," they "fall short of fully reflecting local demand or attracting nearby visitors."

Some of Moorpark's future dining, shopping, and entertainment opportunities will be located outside of Downtown. Many unique new opportunities will be located in the city's shopping centers, as the addition of the Lucky Strike bowling facility in The Village at Moorpark suggests. Nevertheless, Downtown is the location with the most potential, especially for local businesses. Downtown activity currently revolves around the High Street Arts Center and several locally owned restaurants as well as special events such as Country Days. This is a strong foundation for a small Downtown.



No other community in eastern Ventura County has a historic Main Street setting with such amenities as live theater, locally owned restaurants and businesses, a library, and a major transit station.

Furthermore, Goal 1 of the EDSP specifically called on the City to work with High Street business owners to extend their hours. However, a number of additional steps could be taken to strengthen the Downtown, including actions included under Goal 4 of the EDSP. These could include:

- More special events, including a regular Farmers Market.
- Additional promotional and marketing connections between the High Street Arts Center and restaurants—such as joint discounts—to encourage more people from surrounding communities to extend their stay Downtown.
- Working with landowners to identify potential additional Downtown locations for restaurants and other new businesses.
- Working with regional tourism agencies to promote the experience of shopping or dining Downtown, including the promotion of products locally made in Moorpark.

Goal 4 calls on the City to "promote the city's unique small-town character regionally." The EDSP specifically states that this goal "aims to enhance

Moorpark's small-town charm—especially along High Street—and promote it regionally as an economic driver that supports the success of locally owned, independent businesses."

The EDSP calls on the City to undertake a series of actions that will help Downtown, such as those described above, including working with regional tourism bureaus to raise Moorpark's profile and potentially creating a year-round Farmers Market.

However, during the preparation of the EDSP, it became clear that Downtown Moorpark—despite its compelling and unique "place" characteristics—lacks the basic "place management" components common in other successful downtowns. The EDSP also calls on the City to explore the possibility of creating a Business Improvement District as a step toward better "place management."

Especially in an older downtown area with many property owners and business owners, place management entities and financing mechanisms are considered essential for the Downtown to thrive. Such entities and mechanisms allow businesses, property owners, and other entities to work together to promote, improve, and invest in their district.

Successful place management often requires at least three organizational entities.

1. A voluntary, membership-based Merchants Association that allows business owners to band together to help market and brand their district.
2. A Business Improvement District (BID) or Property-Based Improvement District (PBID), which assesses either businesses or landowners to provide a wide range of services including market and promotion, streetscape improvement and maintenance, security patrols, and similar activities.
3. A Tax-Increment District, such as an Enhanced Infrastructure Financing District (EIFD), that, under California law, segregates increased property tax revenue from the Downtown, including revenue that otherwise might go to the county, to pay for construction of public infrastructure.

In many cases—although not always in California—these three entities are managed "under the same roof."

At the present time:

- The Downtown Merchants' Association is dormant.
- No BID or PBID exists, though the EDSP recommends exploring one.
- No EIFD has been created in Ventura County to date.

The City and Downtown merchants and property owners should act on all the ideas called out in the EDSP and listed above, such as working with regional tourism agencies and seeking a contractor for a year-round Farmers Market. But the City and the Downtown will not have the capacity to move on these items unless they also initiate place management, which is why the City and property owners should not only pursue a BID or PBID but also reactivate the Merchants Association and consider the possibility of creating an EIFD.

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6 Development Code

6.1: How to Use This Code
6.2: Administration
6.3: Regulating Plan
6.4: Downtown Districts
6.5: Permitted Uses
6.6: Design Standards
6.7: Definitions

This chapter provides the regulatory framework required to implement the Moorpark Downtown Specific Plan (DTSP). The development and design standards in this chapter have been crafted with respect to the processes, existing conditions, outreach, vision, and catalytic projects described in Chapters 1 through 5 of the DTSP. These standards are intended to enhance the existing character of downtown Moorpark while respecting its history and cultural resources, and are the primary regulatory tool that will be used to carry out the vision for the Plan Area, as described in Chapter 4 of the DTSP.

6.1: How to use this Code

This plan is intended to be used by residents, developers, and City planners involved in the development and future of Downtown Moorpark.

Step 1 Find Out What Downtown District Your Project Is In

The Plan Area is divided into eight different districts and one overlay district. Each district has its own distinctive set of development standards and permitted uses.

- [ ] Find which district your project is in on the map in Figure 6-1, Regulating Plan.
- [ ] Review the Purpose and Intent for that particular district to identify whether your project complies with the intent of the Specific Plan for that district. Descriptions for each district are in Section 6.4.

Step 2 Review Permit Requirements

Each district has specific permit requirements for land uses. Review Section 6.5 to determine the permit requirements for your project.

- [ ] Determine the permit requirements for your project. Confirm if there are any additional regulations or standards in Section 6.5.

Step 3 Review Development and Design Standards

The DTSP features Development and Design Standards that apply to all properties in the Plan Area. The Development Standards supersede the standards in the Zoning Code of the MMC. When the Specific Plan is silent, the City's zoning requirements will apply.

- [ ] Find your district in Section 6.4. Confirm your project fits the development and design standards in the accompanying table.

Step 4 Follow the Appropriate Application Process

Depending on the location of the project and time of application, the application will be processed through the Moorpark Community Development Department. Please refer to Section 6.2, Administration, to determine the application procedures.

6.2: Administration

6.2.1: Introduction

This chapter describes the steps and actions to implement and administer the Moorpark Downtown Specific Plan (DTSP). The administration process described herein provides the mechanisms for the City of Moorpark to review and approve project applications within the Specific Plan area.

6.2.2: Authority

This Specific Plan serves as the zoning for the properties within the Specific Plan Area. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design standards, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

6.2.3: Responsibility and Enforcement

The City of Moorpark Community Development Department shall be responsible for administering the DTSP in accordance with the provisions of this document, all governing and applicable State and federal laws, the City of Moorpark General Plan, and the Moorpark Municipal Code (MMC).

6.2.4: Applicability

Proposed development plans, tentative tract or parcel maps, and any other development approval pertaining to land or property governed by this Specific Plan must be consistent with the Specific Plan. The standards set forth in this Specific Plan chapter apply to new construction and other development proposals. For developments spanning multiple lots, these standards apply to all lots, including any associated amenities, open space, or utilities. These standards do not apply to minor renovations and routine maintenance of existing developments. Proposed projects must also comply with all other applicable local and state ordinances and codes.

6.2.5: Development Permits

Chapter 17.44 of the MMC sets forth development review requirements and processes for approval of projects.

In addition, a planned development permit is required for:

A. Residential development of 10 or more units.

B. Commercial construction with a building floor area 10,000 square feet or greater.

C. New mixed use building construction or conversion of an existing building to a new mixed-use development which was previously exclusively used for an individual use.

An administrative permit is required for new commercial construction with a building floor area of less than 10,000 square feet.

6.2.6: Administrative Exceptions

Administrative Exceptions from the development, design, and operational standards of this Specific Plan shall follow the procedures listed in Section 17.44.040F of the MMC.

6.2.7: Non-conforming Uses

Non-conforming uses and structures shall adhere to the standards and procedures set forth in Chapter 17.52 of the MMC. Where structures have been rendered non-conforming due only to revisions in development standards dealing with lot coverage, lot area per structure, height, or setbacks, and the use therein is permitted or conditionally permitted in the zone, such structures are not required to be terminated under this chapter and may be continued and expanded or extended on the same lot provided that the structural or other alterations for the expansion or extension of the structure are either required by law or are in conformance with the regulations in effect for the zone in which such structures are located. Compliance with setback requirements indicated in this Plan will not be required for such alterations, expansions, and extensions

6.2.8: Interpretation

The Community Development Director (Director) or his/her designee shall have the authority to interpret Specific Plan requirements if ambiguity occurs about the meaning or appropriate application of provisions within the Specific Plan. In so doing, the Director shall consider the following:

- The interpretation responds satisfactorily to the Specific Plan vision, intent, and purpose.
- The resultant project is consistent with the Moorpark General Plan.
- The interpretations remain the final determination of the Director but may be appealed to the Planning Commission.

The Director has the discretion to refer an interpretation request to the Planning Commission as a scheduled matter not requiring public hearing, and the findings and interpretations of the Planning Commission shall be set forth in the recorded minutes. Thereafter, such interpretations shall govern. The Director shall maintain a permanent record of all Planning Commission interpretations of this Specific Plan.

6.2.9: Conflict

In the event of a conflict between the provisions and/or development standards of this Specific Plan and the provisions identified in the MMC, the DTSP shall prevail. For any other topical issue, development standard or design guideline, and/or regulation not addressed or otherwise specified in the DTSP, regulation and approval shall be carried out in accordance with the provisions of the MMC.

6.2.10: Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions.

6.2.11: Projects Crossing Zone Districts

Crossing within the DTSP boundaries. Individual development proposals within the Specific Plan area that incorporate at least two parcels with different DTSP zoning districts shall utilize the more permissive height and setback standards for the entire development proposal. The total density of the proposal shall not exceed the combined density as established by the individual parcels when calculated individually; however, this total density may be distributed across the entire proposal site, regardless of the density restrictions of individual parcels.

Crossing the DTSP boundaries. Individual development proposals that include more than one parcel outside of the Specific Plan area shall be required to process a Specific Plan amendment to incorporate the non–Specific Plan parcel into the Specific Plan, or shall be processed as separate applications, one within the Specific Plan and one outside of the Specific Plan subject to the Zoning Map and MMC.

6.3: Regulating Plan

6.3.1: Purpose

This section establishes the districts applied to property within the Specific Plan Area by the Regulating Plan (Fig 6-1). The Regulating Plan divides the Plan Area into separate zones to implement the Specific Plan's urban design objectives for each part of the Plan Area and to establish and maintain attractive distinctions between each zone.

The districts of the Regulating Plan allocate land uses, establish development standards for building placement, height, and profile as well as detail unique design standards related to façade modulation, frontage types, materials, and colors among other topics.

6.3.2: Districts Established

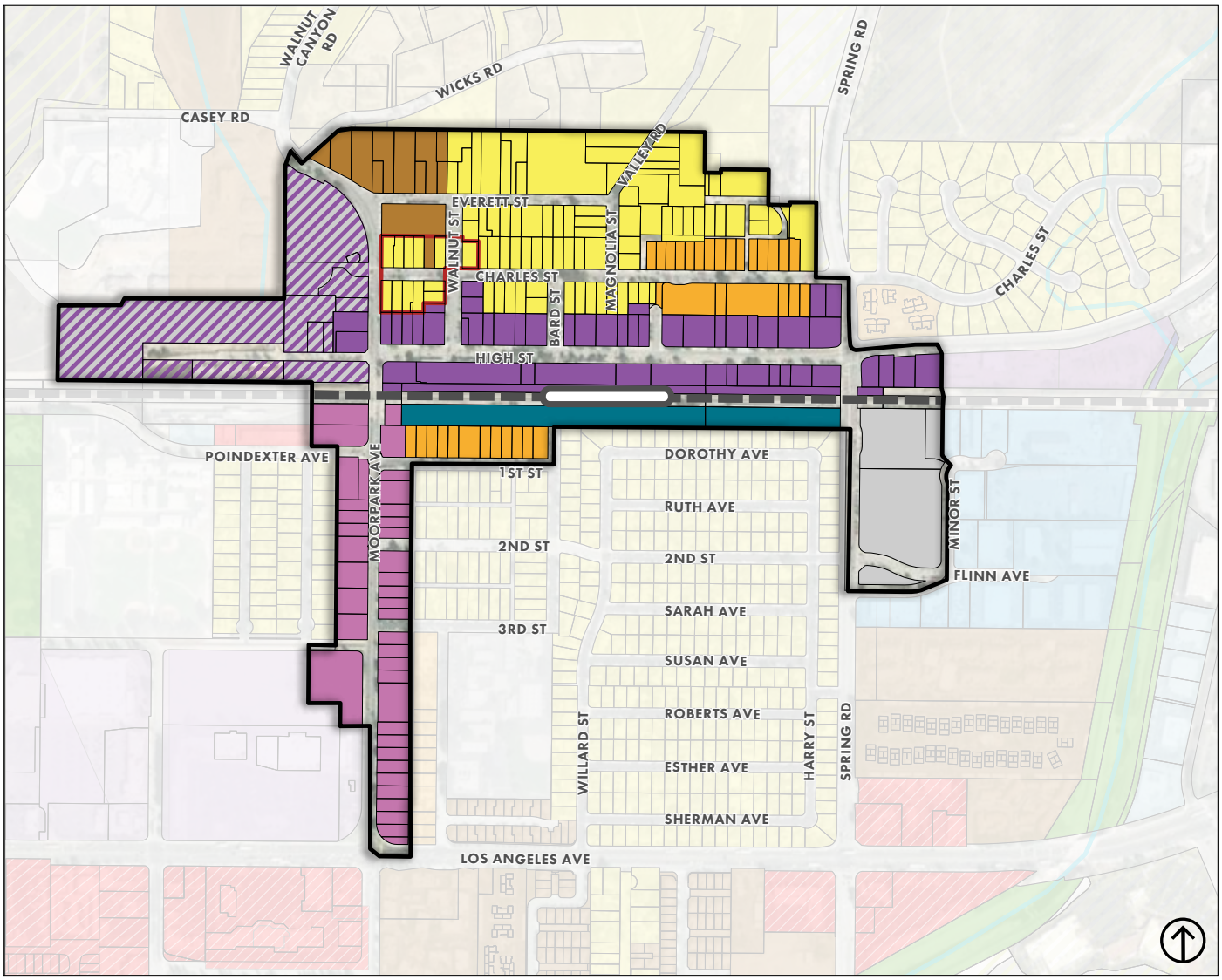
The districts identified in Sections 6.4.1 (High Street Mixed Use), 6.4.2 (Moorpark Ave Mixed Use), 6.4.3 (Transit Adjacent), 6.4.4 (Single Family Residential R-1), 6.4.5 (Medium Density Residential R-2), 6.4.6 (Multifamily Residential R-3), 6.4.7 (Institutional), 6.4.8 (Civic Center), and 6.4.9 (Charles Street Overlay) are hereby established by this Specific Plan and are applied to property within the Specific Plan area as shown on the Regulating Plan.

6.3.3: Development Standards

The full range of development standards applicable to each district within the Specific Plan is itemized via a table unique to each zone within Section 6.4. Within each district, the following development standards are specified:

- Permitted Uses
- Density and Height
- Site Placement
- Design Standards

Figure 6-1: Regulating Plan



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Downtown Specific Plan Districts

- High Street Mixed Use (Section 6.4.1)
- Moorpark Avenue Mixed Use (Section 6.4.2)
- Transit Adjacent (Section 6.4.3)
- R-1 (Section 6.4.4)
- R-2 (Section 6.4.5)
- R-3 (Section 6.4.6)
- Institutional (Section 6.4.7)
- Civic Center District (Section 6.4.8)
- Charles Street Commerce Overlay (Section 6.4.9)

6.4: Downtown Districts

6.4.1: High Street Mixed Use

PURPOSE AND INTENT

The purpose of this district is to provide for a mix of commercial, office, and residential uses along High Street. Buildings will contain active ground-floor uses at or near the sidewalk, with housing or office behind or above.

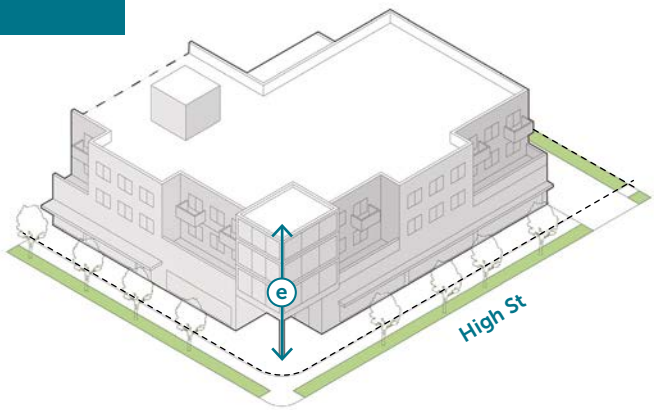


Table 6.4-1: High Street Mixed Use Development and Design Standards

	Permitted Uses		
a	Allowable Land Uses	See Section 6.5	
b	Development Permits	See Section 6.2.5	
	Development Standards		
		Mixed Use	Commercial
	Density and Height		
c	Density - maximum dwelling units per gross acre	32	-
d	Floor area ratio - maximum	n/a	2.0
e	Stories - maximum	3	3
f	Building and structure height - maximum (ft.)	40	40
	Site Placement		
g	Building frontage at build-to line - min-max (% of lot)	75 - 100%	75 - 100%
h	Front yard build-to line - min-max (ft.)	0 - 5	0 - 5
i	Street side build-to line - min-max (ft.)	0 - 5	0 - 5
j	Interior side yard minimum setback (ft.)	0	0
k	Rear yard interior minimum setback (ft.)	10	0
l	Open space - minimum	5% of lot size	5% of lot size
m	Landscaping requirement - minimum (% of lot)	5%	5%
	Design Standards		
n	Modulation	See Section 6.6.2	
o	Open Space	See Section 6.6.3	
p	Permitted Frontage Types	See Section 6.6.4	
q	Materials and Colors	See Section 6.6.5	
r	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)	
s	Walls, Fences, Utilities, etc.	See Section 6.6.6	
t	Parking	See Section 6.6.7	
u	Lighting	Refer to MMC Chapter 17.30	
v	Signage	Refer to MMC Chapter 17.40	
w	Public Art	Refer to MMC Chapter 17.50	

6.4: Downtown Districts

6.4.2: Moorpark Avenue Mixed Use

PURPOSE AND INTENT

The purpose of this district is to provide for neighborhood-serving goods and commercial services and/or multifamily residential in a mixed-use format (vertical or horizontal) along Moorpark Avenue south of the railroad tracks. This designation will be designed to be walkable, with wide sidewalks, active street frontages, and minimal setbacks from the back of the sidewalk, while preserving the existing residential character on the eastside of Moorpark Avenue.

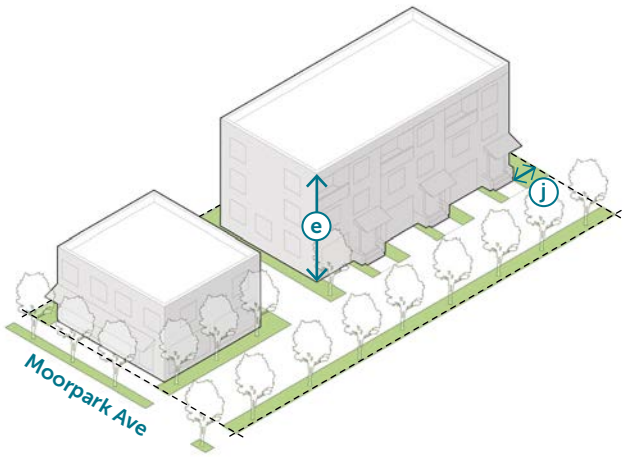


Table 6.4-2: Moorpark Avenue Mixed Use Development and Design Standards

	Permitted Uses			
a	Allowable Land Uses	See Section 6.5		
b	Development Permits	See Section 6.2.5		
	Development Standards			
		Mixed Use	Commercial	Residential
	Density and Height			
c	Density - maximum dwelling units per gross acre	24	-	24
d	Floor area ratio - maximum	n/a	1.5	n/a
e	Stories - maximum	3	3	3
f	Building and structure height, maximum (ft.)	40	40	40
	Site Placement			
g	Building frontage at build-to line min-max (%)	70 - 100%	70 - 100%	70 - 100%
h	Front yard build-to line - min-max (ft.)	10 - 25	10 - 25	10 - 20
i	Street side build-to line - min-max (ft.)	10 - 25	10 - 25	10 - 25
j	Interior side yard minimum setback (ft.)	0	0	0
k	Rear yard interior minimum setback (ft.)	10	0	10
l	Open space - minimum	5% of lot size	5% of lot size	5% of lot size
m	Landscaping requirement - minimum (% of lot)	15%	15%	15%
	Design Standards			
n	Modulation	See Section 6.6.2		
o	Open Space	See Section 6.6.3		
p	Permitted Frontage Types	See Section 6.6.4		
q	Materials and Colors	See Section 6.6.5		
r	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)		
s	Walls, Fences, Utilities, etc.	See Section 6.6.6		
t	Parking	See Section 6.6.7		
u	Lighting	Refer to MMC Chapter 17.30		
v	Signage	Refer to MMC Chapter 17.40		
w	Public Art	Refer to MMC Chapter 17.50		

6.4: Downtown Districts

6.4.3: Transit Adjacent

PURPOSE AND INTENT

The purpose of this district is to provide for flexible, transit-oriented uses immediately south of the railroad tracks and the existing station.

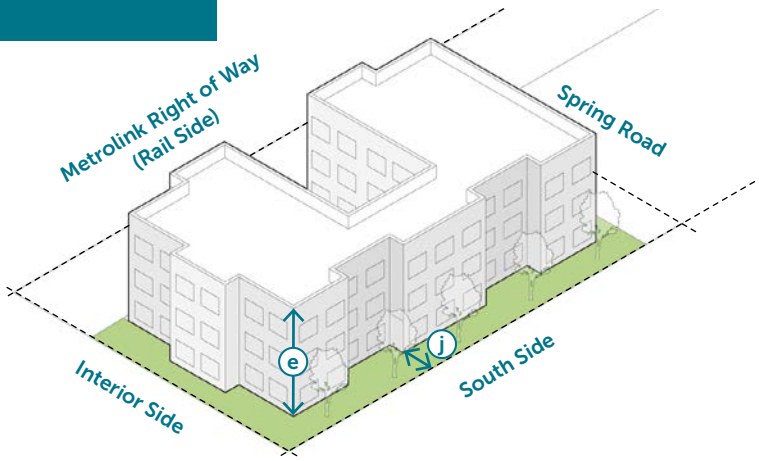


Table 6.4-3: Transit Adjacent Development and Design Standards

	Permitted Uses	
a	Allowable Land Uses	See Section 6.5
b	Development Permits	See Section 6.2.5
	Development Standards	
	Density and Height	
c	Density - maximum dwelling units per gross acre	32
d	Stories - maximum	3
e	Building and structure height - maximum (ft.)	40
	Site Placement	
f	Building frontage at build-to line min-max (% of lot)	50% - 100%
g	Spring Road build-to line - min-max (ft.)	5 - 10
h	Rail side build-to line - minimum (ft.)	15
i	Interior side yard setback - minimum (ft.)	5
j	South side setback - minimum (ft.)	15
k	Open space - minimum (% of lot)	5% of lot size
l	Landscaping requirement - minimum (% of lot)	n/a
	Design Standards	
m	Modulation	See Section 6.6.2
n	Open Space	See Section 6.6.3
o	Permitted Frontage Types	See Section 6.6.4
p	Materials and Colors	See Section 6.6.5
q	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)
r	Walls, Fences, Utilities, etc.	See Section 6.6.6
s	Parking	See Section 6.6.7
t	Lighting	Refer to MMC Chapter 17.30
u	Signage	Refer to MMC Chapter 17.40
v	Public Art	Refer to MMC Chapter 17.50

6.4: Downtown Districts

6.4.4: Single Family Residential (R-1)

PURPOSE AND INTENT

The purpose of this district is to provide for and maintain areas that are appropriate for single-family dwellings on individual lots in areas adjacent to the High Street and Moorpark Avenue Mixed Use zones.

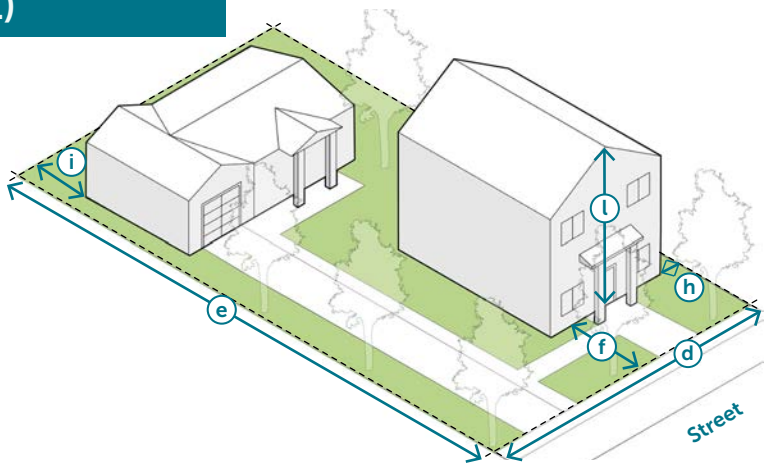


Table 6.4-4: Single Family Residential (R-1) Development and Design Standards

	Permitted Uses	
a	Allowable Land Uses	See Section 6.5
b	Development Permits	See Section 6.2.5
	Development Standards	
	Density and Height	
c	Density - maximum dwelling units per gross acre	12
d	Net lot area - minimum (sq. ft.)	3,500
e	Lot width - minimum (ft.)	35
f	Lot depth - minimum (ft.)	60
g	Building and structure height, maximum (ft.)	35
	Site Placement	
h	Front yard setback - minimum (ft.)	15
i	Front facing garage setback - minimum (ft.)	20
j	Street side setback - minimum (ft.)	10
k	Interior side setback - minimum (ft.)	3
l	Rear yard setback - minimum (ft.)	15
m	Open space - minimum (% of lot)	5% of lot size
n	Lot coverage - maximum (% of lot)	70%
	Design Standards	
o	Modulation	See Section 6.6.2
p	Open Space	See Section 6.6.3
q	Permitted Frontage Types	See Section 6.6.4
r	Materials and Colors	See Section 6.6.5
s	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)
t	Walls, Fences, Utilities, etc.	See Section 6.6.6
u	Parking	See Section 6.6.7
v	Lighting	Refer to MMC Chapter 17.30
u	Signage	Refer to MMC Chapter 17.40

6.4: Downtown Districts

6.4.5: Medium Density Residential (R-2)

PURPOSE AND INTENT

The purpose of this district is to provide for and maintain residential areas that allow for a variety of housing typologies, including single-family dwelling units, duplexes, triplexes, and multifamily development on a smaller scale.

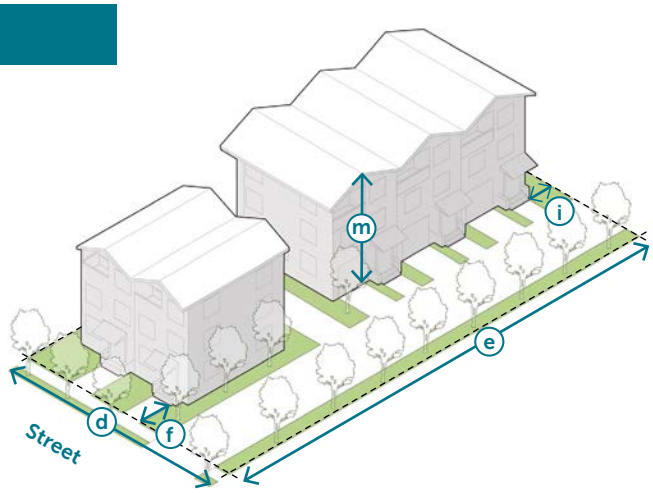


Table 6.4-5: Medium Density Residential (R-2) Development and Design Standards

	Permitted Uses	
a	Allowable Land Uses	See Section 6.5
b	Development Permits	See Section 6.2.5
	Development Standards	
	Density and Height	
c	Density - maximum dwelling units per gross acre	24
d	Net lot area - minimum (sq. ft.)	5,000
e	Lot width - minimum (ft.)	50
f	Lot depth - minimum (ft.)	60
g	Building and structure height, maximum (ft.)	35
	Site Placement	
h	Front yard setback - minimum (ft.)	10
i	Street side setback - minimum (ft.)	10
j	Interior side setback - minimum (ft.)	5
k	Rear yard setback - minimum (ft.)	15
l	Open space - minimum (% of lot)	5% of lot size
m	Lot coverage - maximum (%)	80%
	Design Standards	
n	Modulation	See Section 6.6.2
o	Open Space	See Section 6.6.3
p	Permitted Frontage Types	See Section 6.6.4
q	Materials and Colors	See Section 6.6.5
r	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)
s	Walls, Fences, Utilities, etc.	See Section 6.6.6
t	Parking	See Section 6.6.7
u	Lighting	Refer to MMC Chapter 17.30
v	Signage	Refer to MMC Chapter 17.40
w	Public Art	Refer to MMC Chapter 17.50

6.4: Downtown Districts

6.4.6: Multi-family Residential (R-3)

PURPOSE AND INTENT

The purpose of this district is to provide for and maintain a mix of attached multi-family residential housing types at higher densities.

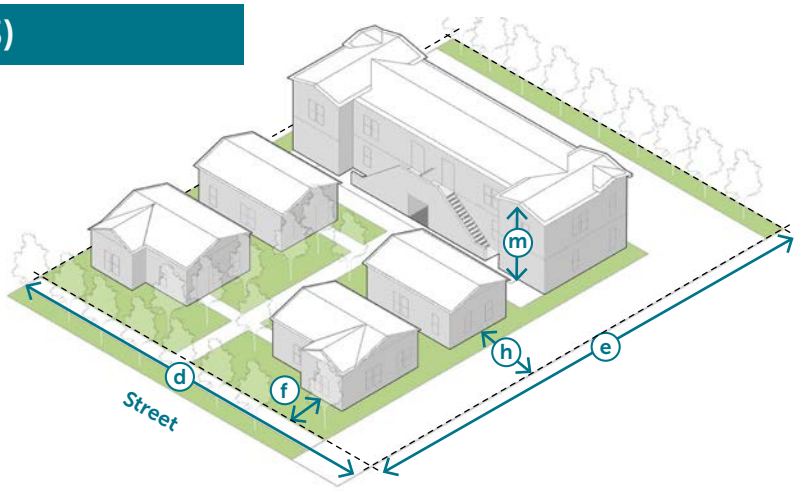


Table 6.4-6: High Density Residential (R-3) Development and Design Standards		
	Permitted Uses	
a	Allowable Land Uses	See Section 6.5
b	Development Permits	See Section 6.2.5
	Development Standards	
	Density and Height	
c	Density - maximum dwelling units per gross acre	32
d	Net lot area - minimum (sq. ft.)	5,000
e	Lot width - minimum (ft.)	50
f	Lot depth - minimum (ft.)	60
g	Building and structure height, maximum (ft.)	35
	Site Placement	
h	Front yard setback - minimum (ft.)	10
i	Street side setback - minimum (ft.)	10
j	Interior side setback - minimum (ft.)	5
k	Rear yard setback - minimum (ft.)	15
l	Open space - minimum (% of lot)	5% of lot size
m	Lot coverage - maximum (%)	90%
	Design Standards	
n	Modulation	See Section 6.6.2
o	Open Space	See Section 6.6.3
p	Permitted Frontage Types	See Section 6.6.4
q	Materials and Colors	See Section 6.6.5
r	Landscaping	MMC Section 17.32.070 (Parking lot landscaping)
s	Walls, Fences, Utilities, etc.	See Section 6.6.6
t	Parking	See Section 6.6.7
u	Lighting	Refer to MMC Chapter 17.30
v	Signage	Refer to MMC Chapter 17.40
w	Public Art	Refer to MMC Chapter 17.50

6.4: Downtown Districts

6.4.7: Institutional (I)

PURPOSE AND INTENT

The purpose of this district is to provide space for private or public entities to be utilized for the public benefit, such as governmental offices, civic centers, libraries, or other uses. Any development in this zone will be conducted on a by-permit basis.

6.4.8: Civic Center (CC)

PURPOSE AND INTENT

The purpose of this district is to implement the City's Civic Center Master Plan Project, which was approved in 2024. The Civic Center will be developed over the course of several phases and will include the construction of a new library, the repurposing of existing structures, and the potential to construct up to 75 units of new housing. Development in this zone will be conducted on a by-permit basis.

6.4: Downtown Districts

6.4.9: Charles Street Commerce Overlay

PURPOSE AND INTENT

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 the base regulations of each respective District remains the same, a wider range of uses is permitted in a small town format. In addition to the uses permitted in Tables 6.5-1 and 6.5-2, the following uses are permitted to operate with a Conditional Use Permit within the existing structures of the Charles Street Commerce Overlay, regardless of the underlying District:

- Governmental uses including, but not limited to, city offices, community rooms, fire stations, human service centers, libraries, police stations, & public utility facilities.
- Professional and administrative offices, including uses determined to be in compliance with MMC § 17.20.030.
- Places of religious assembly.
- Retail shops and personal service establishments, including uses determined to be in compliance with MMC § 17.20.030.
- Social clubs.

New construction within the Charles Street Commerce Overlay shall feature uses consistent with the underlying District.

6.5: Permitted Uses

6.5.1: Land Use Tables

Table 6.5-1:Residential and Related Uses

	R-1	R-2	R-3	Moorpark Ave	High Street	Transit	Civic Center
Dwellings, single-family	AP	AP	AP				
Dwellings, two units	AP	AP	AP	AP		AP	
Dwellings, multi-family (3 - 9 units)	AP	AP	AP	AP	AP	AP	
Dwellings, multi-family (10+ units)	RPD	RPD	RPD	RPD	RPD	RPD	RPD
Bed and breakfast inns	CUP	CUP	CUP	CUP	CUP		
Home occupations when conducted in an existing residence and consistent with the requirements of MMC 17.28.020.B	P	P	P	P	P	P	P
Family day care homes (large) as defined in the MMC	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Mixed use development				PD	PD	PD	PD
Live/Work (Less than 10 units)				AP	AP	AP	AP
Live/Work (10+ units)				PD	PD	PD	PD

Permit Types:
AP = Administrative Permit
CUP = Conditional Use Permit
DA = Development Agreement
P = Permitted
PD = Planned Development Permit
RPD = Residential Planned Development Permit
ZC = Permitted by Zoning Clearance

Refer to the Moorpark Municipal Code for specific standards for the following uses:

- Home Occupations - MMC 17.28.020.B
- Manufactured Housing - MMC 17.28.020.C
- Two Unit Developments - MMC 17.28.020.H

Active Ground Floor Uses

On lots abutting High Street, the ground floor within 30 feet from the High Street frontage line shall be dedicated to commercial uses, such as retail, restaurants, and/or offices; building lobbies; or residential amenities such as interior open space; and shall compose 10% or 1,500 gross square feet of the ground floor per project site, whichever is less.

Note:

The DTSP allows all residential land uses required by state law. For emergency shelters, transitional housing, supportive housing, low barrier navigation centers, small family day care homes, along with all forms of group housing, including residential care, congregate care and health facilities, the reader should consult Moorpark's General Plan Housing Element and the State Government Code.

Table 6.5-2: Nonresidential Uses						
	Moorpark Ave	High Street	Transit	Institutional	Civic Center	Charles St Overlay
Alcoholic beverage sales for off-site consumption, in conjunction with another city-approved retail or service use other than automobile service station or liquor store	AP	AP			CUP	
Auditoriums, community centers, dancehalls, banquet facilities, event facilities, and indoor motion picture theaters (service of food or alcohol may require additional permits)	CUP	CUP	CUP	CUP	CUP	
Automobile/light truck/motorcycle uses, light service, repair and parts replacement			CUP			
Banks and other financial institutions	ZC	ZC	ZC			
Bars with or without entertainment including, but not limited to, cocktail lounges, cabarets	CUP	CUP				
Body piercing and/or tattoo		CUP				
Breweries, wineries/tasting rooms, distilleries	AP	AP			CUP	
Community care facilities	CUP	CUP				
Colleges and universities	CUP	CUP		CUP	CUP	
Hotels and motels (See 6.5.2.2)	DA	DA	DA			
Health clubs, gymnasiums, & fitness centers/studios	ZC	ZC	ZC			
Gaming arcades without on-site consumption of alcoholic beverages	ZC	ZC				ZC
Gaming arcades with on-site consumption of alcoholic beverages	AP	AP				AP
Governmental uses and facilities	CUP	CUP	CUP	CUP	CUP	CUP
Manufacturing, assembly, and product fabrication			AP			
Massage establishments	CUP	CUP				
Parking lots and parking structures	CUP	CUP	CUP		CUP	
Private post offices, parcel services, copy centers	ZC	ZC				
Places of religious assembly	CUP	CUP	CUP	CUP	CUP	CUP
Professional and administrative offices	ZC	ZC	ZC	ZC	ZC	ZC
Restaurants and eating establishments with or without outdoor seating						
with entertainment and/or with on-site consumption of alcoholic beverages	AP	AP	CUP		CUP	
without entertainment and without on-site consumption of alcoholic beverages	ZC	ZC	ZC		ZC	
Retail shops and personal service establishments	ZC	ZC	ZC			ZC
Social clubs with or without alchohol	CUP	CUP		CUP	CUP	CUP
Veterinary offices and animal hospitals Without boarding	ZC	ZC	ZC			

Including uses not listed in compliance with MMC 17.20.030

6.5: Permitted Uses

6.5.2: Standards for Specific Uses

6.5.2.1.OUTDOOR DINING - GENERAL

All outdoor dining within the DTSP Area shall meet the following standards:

1. The proposed outdoor dining will not constitute a nuisance to adjacent properties, adjacent businesses, or adjacent outdoor uses, and will not result in noise, odors, vibration, dust, light, or smoke.
2. The outdoor dining area shall be maintained clean, tidy, and free of trash and food materials at all times.
3. The outdoor dining furniture shall be matching, maintained in good working order, free of rust, breaks, tears, etc.
4. Should outdoor dining areas be enclosed by a fence, landscape planter or other device, the enclosure shall be made of durable and high-quality material, affixed or weighed down, and maintained in a clean and tidy manner free of signs.
5. Outdoor dining furniture shall not contain signs or other advertising materials.
6. The proposed outdoor dining area complies with all state and local regulations. All outdoor dining areas shall maintain a minimum sidewalk clearance of 6 feet without obstructions for pedestrian circulation.
7. Live entertainment or music shall be permitted at any outdoor eating area.
8. Alcoholic beverages may be served in an outdoor eating area of an eating establishment provided the business operating the outdoor eating area has obtained an approval authorized by this Specific Plan and the municipal code to serve alcoholic beverages on-site and has obtained and maintains all approvals required by the ABC.

ADDITIONAL REGULATIONS FOR OUTDOOR DINING IN THE PUBLIC RIGHT-OF-WAY

Outdoor dining within the public right-of-way shall meet the following additional standards:

1. Outdoor dining areas within the public right-of-way are subject to City Engineer approval and require a City Encroachment Permit. Outdoor dining areas shall not encroach into the areas near corners of sidewalks or where crosswalks are present. This area shall be defined as a 15-foot area beginning at the crosswalk or curb cuts.

6.5.2.2.HOTELS

Hotels are an important component of a thriving downtown and often provide amenities that are available to the general public, including entertainment, restaurants, and meeting rooms.

A development agreement is required for all new hotels in the DTSP. The development agreement may include potential modifications to development standards at the discretion of the City Council.

All new hotels in the DTSP must also meet the minimum quality standard of facilities and service equal to the general requirements of an American Automobile Association three-diamond rating or higher, as established in the "AAA Hotel Requirements and Diamond Guidelines" and all subsequent amendments thereto, or equivalent rating system.

In addition, the ground floor of hotels shall be designed to enhance the use, mix, and level of pedestrian activity in the area for which they are proposed. This can be accomplished with cafes and retail space along the street frontage. All new hotels in the DTSP should provide features and amenities totaling 10 points, as identified in Table 6.5-3, Hotel Amenities.

Table 6.5-3: Hotel Amenities

Feature or Amenity	Points
Hotel with minimum quality standard of facilities and service equal to the general requirements of an AAA four (4) diamond rating or higher*	10
Full-service restaurant, upscale and comparable to a AAA Three Diamond restaurant**	6
Full-service restaurant, comparable to a AAA Two Diamond restaurant**, with breakfast service	5
Full-service restaurant, comparable to a AAA Two Diamond restaurant**, without breakfast service	4
Tavern (bar or lounge), separate from restaurant	3
Separate spa facility open to the public	3
Live entertainment, subject to any required licenses and/or permits, and consistent with Moorpark Municipal Code Chapter 17.53.	3
Outdoor pool	3
Publicly accessible open space equivalent to a minimum of 5% the lot area.	3

Additional regulations pertaining to hotels and motels in the Plan Area are included in Chapter 5.44 of the Moorpark Municipal Code.

6.5.2.3. LIVE/WORK UNITS

The DTSP encourages live/work units to promote pedestrian activity by creating additional downtown destinations, promoting entrepreneurial businesses in the downtown, and creating a day-time population to patronize downtown businesses such as restaurants. Live/work units differ from home occupations, where someone works out of their house or apartment, in that a live/work unit has a portion of the unit allocated for living and a separate portion in which to operate a business such as an office, gallery, or studio that is accessible to the public like a commercial use. A typical example of a live/work unit includes an office or studio space on the ground floor with a small living space in an upstairs or back portion of the unit.

USES

Permitted uses in live/work units include:

- Art studios, graphic design studios, and galleries.
- Professional and administrative offices.
- Business services, such as, but not limited to accounting, bookkeeping, advertising and public relation agencies, commercial photography, word processing, website publishing, travel agencies, and party and event planning.
- Financial services, including credit reporting and collection services, escrow services, financial planning and investment services, mortgage brokers and similar uses, but excluding check cashing and payday loan businesses.
- Insurance agents and brokers, real estate agents and brokers, title services.
- Personal services, including individual and family counseling, group counseling, academic counseling, one-on-one tutoring or other similar services.
- Limited retail uses such as art galleries, interior design studios, specialty antiques or collectible dealers, tailor, dressmaker, specialty clothing, jewelry or millinery design studio, and other similar services.
- Beauticians and barbers.
- Other uses that are determined by the Community Development Director to be similar to the uses listed above.

The following uses are prohibited in live/work units:

- Secondary living quarters (designated work space shall not be converted into living quarters).
- Medical offices or practices.
- Food services for on-site consumption.
- Child day care facilities.
- Adult businesses.
- Motor vehicle maintenance or repair.
- Welding and/or machining.
- Dry cleaning.
- Other similar uses as determined by the Community Development Director as prohibited, other than those identified as permitted.

STANDARDS FOR LIVE/WORK UNITS

1. Live/work units are intended to have a residential portion AND a commercial/retail portion.
2. Live/work units shall have at least one entry/exit that opens to a public sidewalk or pathway accessible to the public.
3. Client and customer visits are permitted.
4. Internal connection between living and working portions of the unit is required.
5. The residential portion shall be a minimum of 400 square feet in size.
6. Separate kitchen facilities, including a kitchen sink, cooking appliances, and refrigerator shall be provided.
7. A separate bathroom/sanitation facilities, including a toilet, lavatory, shower, and/or bathtub shall be provided.
8. A business permit/business license is required.
9. Live/work businesses are subject to limited hours of operation from 7:00 am to 9:00 pm Sunday through Thursday and until 11:00 pm on Friday and Saturday nights.
10. Disabled access shall be provided in compliance with Title 24 of the California Code of Regulations.

NOISE

1. Live/work units shall be constructed with an STC 50 rating between adjacent occupancies.
2. Commercial uses shall be designed and operated so that neighboring residents are not exposed to offensive noise, especially from traffic or late night activity. No amplified music shall be audible to neighboring residents.

EXISTING STRUCTURES

1. A pre-existing structure that is converted to a live/work unit may deviate from the development standards included in this section through the administrative permit (AP) process.
2. Deviations shall be the minimum needed and only permitted when full implementation of the development standard is not feasible, as determined by the Community Development Director.

6.5.3: Prohibition on Chain Stores on High Street

The purpose of this section is to regulate the location and operation of chain stores in the Plan Area in order to maintain the small town, rural character, and the economic vitality of the city's commercial center. Chain stores are defined as any retail establishment sharing standardized branding or operational features with 10 or more existing operational retail locations. The City has determined that the preservation of High Street's unique architecture, streetscape, and other design elements will promote the long-term viability of the historic commercial center. The City has also determined that preserving a balanced mix of local-, regional-, and national-based businesses as well as small- and medium-sized businesses will maintain and promote the long-term economic vitality of neighborhood and visitor-serving businesses and the community as a whole. It is therefore the intention of the City that an over-concentration of chain stores not be allowed. All chain stores are prohibited in the High Street Mixed Use zone unless approved with a conditional use permit, subject to the findings contained in this section. Any chain store approved with a conditional use permit shall create a unique visual appearance that reflects and complements the distinctive historical character of High Street.

RESPONSIBILITY OF CHAIN STORE USE DETERMINATION.

1. Any application in the High Street Mixed Use) zone determined by the City to be a chain store on which the applicant has not identified the use as a chain store is incomplete and cannot be processed until the omission is corrected.

2. Any entitlement approved that is determined by the City to have been, at the time of application, a chain store that did not identify the use as such is subject to revocation in writing at any time.

3. In the event the City determines that a permit application or permit subject to this section is for a chain store, the permit applicant or holder bears the burden of proving to the City that the proposed or existing use does not constitute a chain store.

CONDITIONAL USE PERMIT (CUP) PROCESS

1. Approval of a conditional use permit is required for any chain stores proposed in the High Street Mixed Use zone.
2. The expansion of any existing chain store in the High Street Mixed Use zone shall require a conditional use permit if the chain store does not already have a conditional use permit.
3. The cumulative expansion of a permitted chain store by 500 or more square feet of floor area shall require a modification to the conditional use permit.
4. The chain store shall fully comply with all applicable regulations of the zoning code, including adherence to the design guidelines established in the DTSP.
5. In addition to all of the findings required by Section 17.44.040(D) of the MMC, all of the following findings must be made prior to the issuance of a conditional use permit for a chain store:
    - The chain store will not result in an over-concentration of chain stores in the High Street Mixed Use zone.
    - The chain store will promote variety to ensure a balanced mix of commercial uses available to serve both resident and visitor populations.
    - The chain store will contribute to an appropriate balance of local-, regional-, and national-based business establishments as well as small- and medium-sized business establishments in the zone.
    - The proposed use, together with its design and improvement, is compatible with the existing architectural and aesthetic character of High Street and adheres to the design guidelines of the DTSP.

6.6: Design Standards

6.6.1: Introduction

The overarching design goal for the Moorpark Downtown Specific Plan is to provide a development framework that maintains the district's unique setting and character while promoting adaptive design features that integrate well-designed architecture; enhanced, viable public space; and accessible pedestrian and transit linkages.

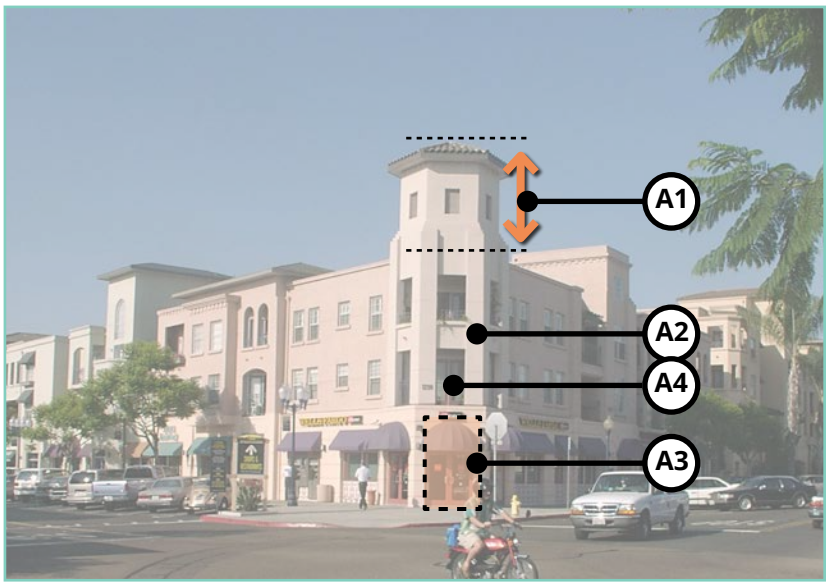
6.6.2: Modulation

6.6.2.1.CORNERS

Sites at prominent street intersections present unique opportunities to enhance the aesthetic quality of a gateway into the Downtown by creating signature buildings, architectural features or open spaces. In addition to creating variation in building massing, an enhanced corner can create a sense of place within the public realm by incorporating key design features.

Design Standards

A. For buildings sited at corners, at least two of the following shall be provided:
   1. Tower element at least 5 feet in height.
   2. Diagonal/curved walls at corner.
   3. Entrance at corner.
   4. Wraparound balconies.
   5. Color and material variation from the primary façade with an area at least of 20 feet by 20 feet.



B. Stepback Exemptions. Required stepbacks are not required within 50 feet of a corner.

C. Exceptions.
   1. Corner requirements shall not apply to parcels under 0.5 acre in size or with a lot width 50 feet or less.
   2. Uninhabited architectural features are excluded from the maximum height calculations noted in each district's design standards provided they do not exceed 10 feet of additional height and 10 percent of total building footprint.

6.6.2: Modulation

6.6.2.2.ROOFLINE ARTICULATION

Modulation of rooflines can add visual interest to the skyline while reducing the scale of large building masses. Modulation can also minimize the "canyon" effect along streets while creating visual reference points and the appearance of distinct and separate buildings.

Design Standards



A. Projects shall not exceed the height limits set in Section 6.4. Uninhabited architectural features are excluded from the maximum height calculations noted in each district's design standards provided they do not exceed 10 feet of additional height and 10 percent of total building footprint.

B. For buildings with a frontage of 100 feet or greater, a visible and delineated roofline shall be created to visually demarcate where the building silhouette meets the sky. Projects three stories in height shall employ one or more of the following design techniques:

   1. Roofline Variation. Variation in roof height and/or ridgeline of at least 5 feet for every 75 linear feet; or
   2. Pitched Roof Variation. Use of dormers, step downs, mansard, sawtooth, butterfly, cross-gable, and/or hipped roof lines; or
   3. Unit Type. Use of loft-style units on the uppermost floor with ceilings at least 5 feet taller than the floor below; or
   4. Unit Count. Provide up to 75 percent the number of units on the uppermost floor as compared to the floor below, with the effect of creating a smaller building mass on the uppermost floor.

C. Elevator and stair overruns shall not be counted as part of the roofline modulation unless they have been integrated into the overall architectural design and feature the same roofline treatments found on the rest of the structure.

D. Rooftop equipment shall be concealed from the public right-of-way as set forth in Section 6.6.6.2, Utilities.

6.6.2: Modulation

6.6.2.3.FACADE ARTICULATION

Façade articulation can reduce the apparent massing of buildings and create visual interest. Recesses and projections of a building facade, in combination with detailing, articulation, and fenestration pattern, create diversity and visual interest in the horizontal, particularly in its relationship to the pedestrian realm.

Design Standards

A. Minor Modulations. For buildings with a frontage of 100 feet or greater, a 5-foot change in facade depth no shorter than 15 feet in length and 10 feet in height shall be provided for every 50 feet of building frontage.



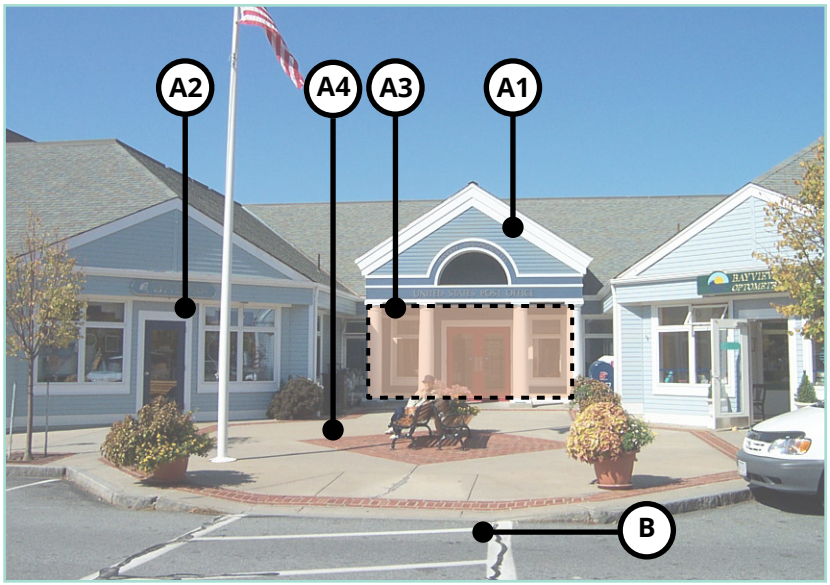
1. The primary façade plane is defined as the vertical plane with the greatest surface area.
2. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane and may be in one continuous section or a combination of sections across the façade. Modulation is not required to be continuous or open to the sky.

6.6.2: Modulation

6.6.2.4.LOBBIES & ENTRIES

Lobbies and entries provide visual clues to building entrances and create landmarks for pedestrians. They offer a unique means to create visual interest and modulation in a building facade.

Design Standards



A. Aesthetic Features. Exterior building lobbies shall incorporate at least two of the following aesthetic features:
   1. Design element such as a canopy, marquee, or building identification sign that creates visual prominence.
   2. A material application that creates continuity with the overall building design but also creates a distinct and identifiable aesthetic quality.
   3. A recess or projection to delineate the building lobby from the balance of the facade.
   4. Paving materials incorporated to differentiate the primary entrance path that are distinct and unique from the adjacent paving materials. Paving materials may extend into the public right-of-way to the curb.

B. Access. For commercial uses, a building's primary entrance, defined as the entrance which provides the most direct access to the building's lobby, shall be located on a public street or a public open space that is visible and connected to a public street.

6.6.3: Open Space and Public Realm

A variety of open space and public realm amenities contribute to a dynamic and healthy environment for residents and visitors of downtown. This section provides options to meet open space requirements set forth in Section 6.4. Any combination of these open space and public realm options may utilized to satisfy open space requirements, so long as they meet the standards set forth in this section. Open Space and Public Realm options include:

- Publicly Accessible Open Space (Section 6.6.3.1)
- Private Open Space/Balconies (Section 6.6.3.2)
- Outdoor Common Spaces (Section 6.6.3.3)
- Indoor Common Spaces (Section 6.6.3.4)
- Pedestrian Passages (Section 6.6.3.5)

6.6.3: Open Space and Public Realm

6.6.3.1.PUBLICLY ACCESSIBLE OPEN SPACE

Open space in an urban environment is essential to quality of life and to offer respite from the urban environment. Courtyards, plazas, and paseos create opportunities for gathering, events, and social engagement and encourage a vibrant street life. A robust network of open space integrated with the public rights-of-way and other parks offers a variety of spaces to satisfy the needs and interests of a diverse urban population.

Applicability

New mixed use and/or commercial projects on lots over 1 acre in size are required to provide publicly accessible open space. Publicly accessible open space shall be equal to 5 percent of the lot area, inclusive of any easements but not including any dedications. Development on lots under 1 acre are exempt from publicly accessible open space requirements.



Design Standards

A. Dimensions. A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction is required to qualify as publicly accessible open space.

B. Access. A maximum of 60 percent of the publicly accessible open space may be used as outdoor dining for a restaurant; a minimum of 40 percent of the publicly accessible open space shall be accessible to the general public.

C. At Grade. At least 60 percent of publicly accessible open space shall be at the level of an adjacent sidewalk.

D. Open to Sky. At least 60 percent of the open space must be open to the sky.

E. Hardscape. Decorative paving shall be applied, and no more than 25 percent of the open space shall be paved in standard concrete.

F. Seating. Seating shall be provided at a minimum of 1 seat per 300 square feet of required publicly accessible open space. Fractions shall be rounded to the nearest whole number; fractions at 0.5 shall be rounded up. Benches shall be calculated at 1 seat per 24 linear inches.

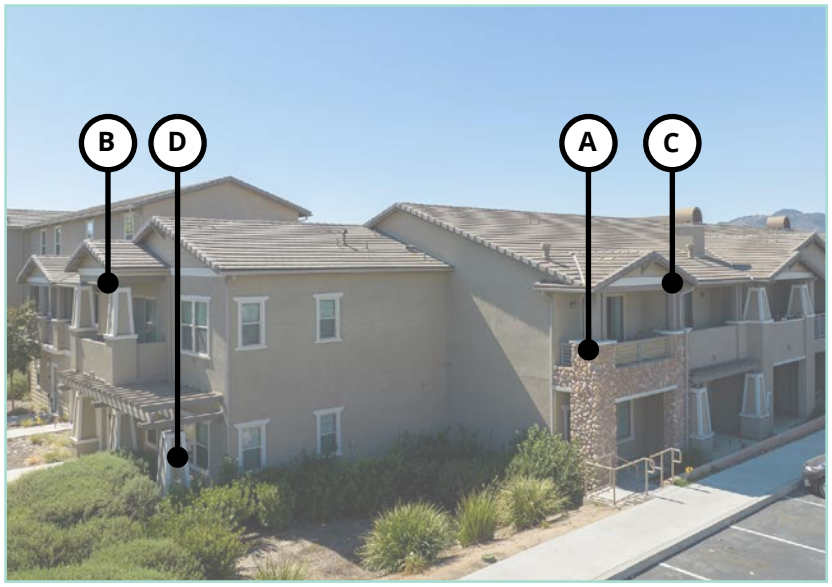
G. Landscape. A minimum of 25 percent of publicly accessible open space shall be planted area with a minimum dimension of 30 inches in length, width, and depth.

6.6.3: Open Space and Public Realm

6.6.3.2.PRIVATE OPEN SPACE/BALCONIES

Private open space creates opportunities for residents to enjoy the outdoors without needing to leave their individual dwelling unit. Unlike common spaces, private open spaces enable residents to personalize their experience with the outside world. Private open spaces may include balconies, terraces, patios, porches and stoops, and may overlook the street, sideyards and internal courtyards.

Design Standards



A. Dimensions. Private open space shall have a minimum area of 40 square feet with a minimum dimension of 5 feet in each direction.

B. Location. Private open space, if provided, shall be outdoors.

C. Private open space, including balconies, may be within a required setback up to the property line. No balconies shall overhang into the public right-of-way or cross a property line.

D. Balconies.

1. Materials of all balcony components, including floors and railings, shall be aesthetically compatible with the overall building design.
2. Balconies may qualify as private open space.

E. Ground-Floor Space. Porches (see Section 6.6.4.5) and Stoops/Dooryards (see Section 6.6.4.7) may qualify as private open space.

6.6.3: Open Space and Public Realm

6.6.3.3.OUTDOOR COMMON SPACES

Outdoor common spaces provide recreational and relaxation opportunities for residents, employees or customers. Outdoor common spaces may include a wide range of amenities, such as swimming pools, dog runs, outdoor kitchens and barbecues, fire pits, lounge furniture, and landscaping.

Design Standards



A. Dimensions. Outdoor common open space, if provided, shall have a minimum area of 400 square feet with a minimum dimension of 15 feet in each direction.

B. Distribution. A minimum of 70 percent of common open space shall be outdoors and open to the sky.

C. Landscape. A minimum of 25 percent of common open space shall be planted area with a minimum dimension of 30 inches in length, width, and depth.

D. Trees. A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor common open space, whichever is greater, shall be planted in the common open space. For projects with two or more trees, a minimum of 50 percent of trees planted shall be shade trees.

E. Hardscape. A maximum of 25 percent of common open space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate.

6.6.3: Open Space and Public Realm

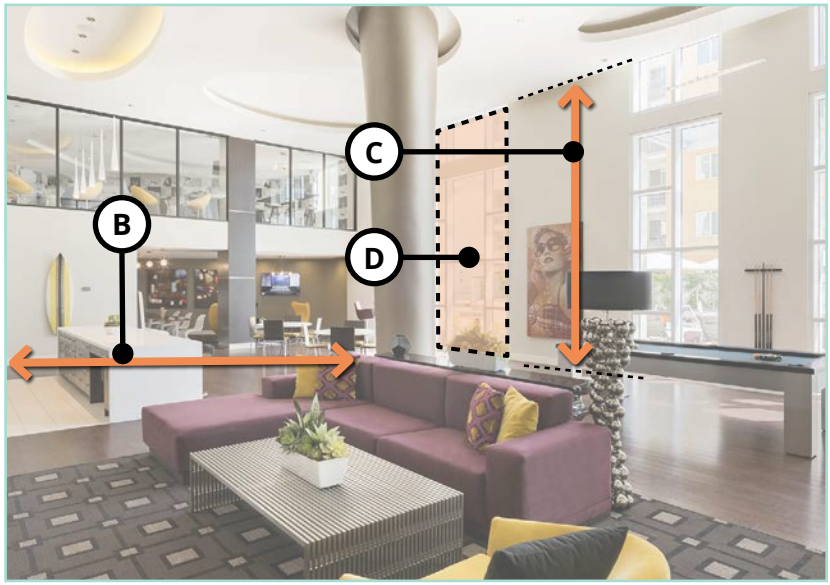
6.6.3.4.INDOOR COMMON SPACES

Indoor common spaces provide additional opportunities for recreation and gathering. Indoor common spaces also provide an escape from unfavorable weather conditions. Common spaces that are indoors may include a gym, recreation rooms, pool, and common living rooms.

Design Standards

A. Area. 30 percent of the required common open space may be indoors, up to a maximum of 3,000 square feet. Indoor common open space shall not include spaces used primarily for circulation.

B. Dimensions. A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction is required to qualify as indoor common open space.



6.6.3: Open Space and Public Realm

6.6.3.5.PEDESTRIAN PASSAGES

Pedestrian passages are meant to provide an alternate path of travel for pedestrians in the Plan Area. Pedestrian passages may be utilized to provide connections across blocks and between multiple lots. Pedestrian passages are distinct from pedestrian walkways, which are primarily meant to link different areas of a single site. If provided, pedestrian passages are to be open to the public 24/7 and act as an extension of the public sidewalk.

Design Standards

A. Accessibility. Pedestrian passages shall be physically and visually accessible from the public sidewalk and must connect a public street with a different public street, alley, or adjacent pedestrian passage. Vehicular access, loading, and parking uses shall be prohibited within a pedestrian passage.

B. Elevation. Pedestrian passages must be ADA accessible and no more than 36 inches higher than the public sidewalk. Security fences, walls, or entry gates shall not block passage if the paseo is publicly accessible.



C. Height. Trellises, decks, balconies, light fixtures, decorations, and sunshades extending from a building and projecting into a pedestrian passage may project a maximum of 5 feet and must provide a minimum height clearance of 10 feet.

6.6.4: Frontage Types

6.6.4.1.GENERAL FRONTAGE STANDARDS

Downtown's image and comfort is largely determined by proportions of the different streets, as defined by building facades and frontages, setbacks, parkways, and the public right of-way configuration. Collectively, these shape the pedestrian experience by creating a sense of enclosure and well-defined pedestrian zones. The street and setback dimensions directly affect the quality of the pedestrian experience. Frontage standards help ensure that new developments are consistent with the City's goals for building form, public realm, character, and quality in the Plan Area. All building frontages in the Plan Area shall adhere to the standards outlined in Table 6.6-1.

Table 6.6-1: Permitted Frontage Types

	R-1	R-2	R-3	Moorpark Ave	High Street	Transit Adjacent	Institutional	Civic Center
% of Facade Length required to be a defined frontage type	40	60	60	70	80	70	60	80
Arcades					X		X	X
Forecourt		X	X	X	X	X		X
Porch/Yard	X	X	X	X	X	X		X
Storefront				X	X		X	X
Stoop/Door Yard		X	X	X	X	X		X
Urban Porch/Terrace				X	X	X	X	X

Notes:

1. Up to 15% of frontage may deviate frontage facade length requirements to provide public open space designed according to Section 6.6.3.1, Publicly Accessible Open Space.

2. New public or private streets that may be added to the existing street grid are not subject to the setback and frontage standards.

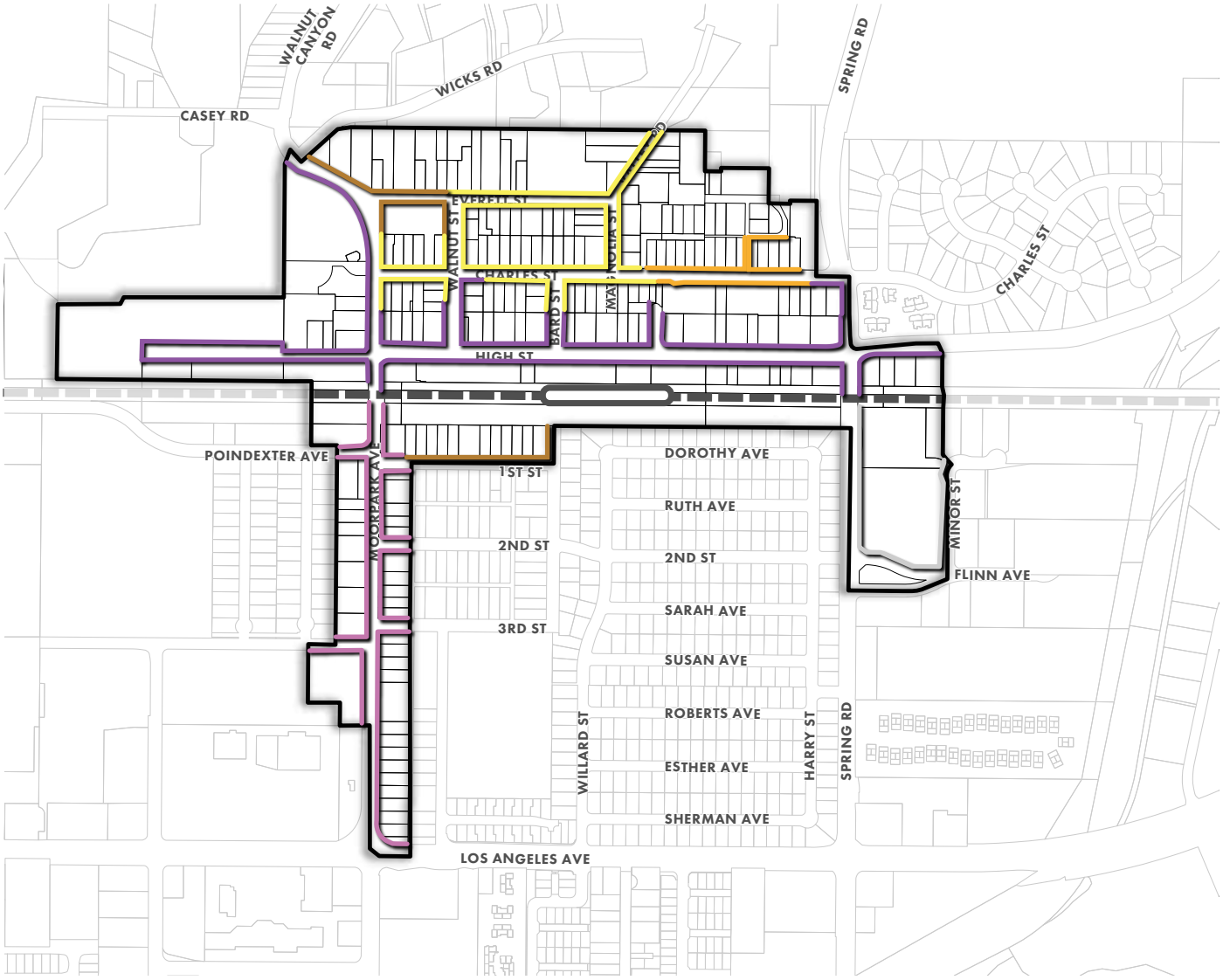
Exceptions

New development may be exempt from frontage requirements if the primary frontage width is less than 60 feet.

6.6.4.2. GENERAL REQUIREMENTS

A. Transparency

1. New façades that face the street or publicly accessible space are required to provide a minimum of 75% transparency along the frontage.
2. No dark-tinted or opaque glazing that results in less than 88% light transmission is permitted for wall opening (i.e., doors and windows) along the street level. Mirrored or applied films that create mirrored windows and curtain walls are prohibited.



Moorpark Downtown Specific Plan Boundary

Metrolink Ventura County Line

Downtown Specific Plan Districts

High Street Mixed Use

Moorpark Avenue Mixed Use

Transit Adjacent

R-1

R-2

R-3

Institutional

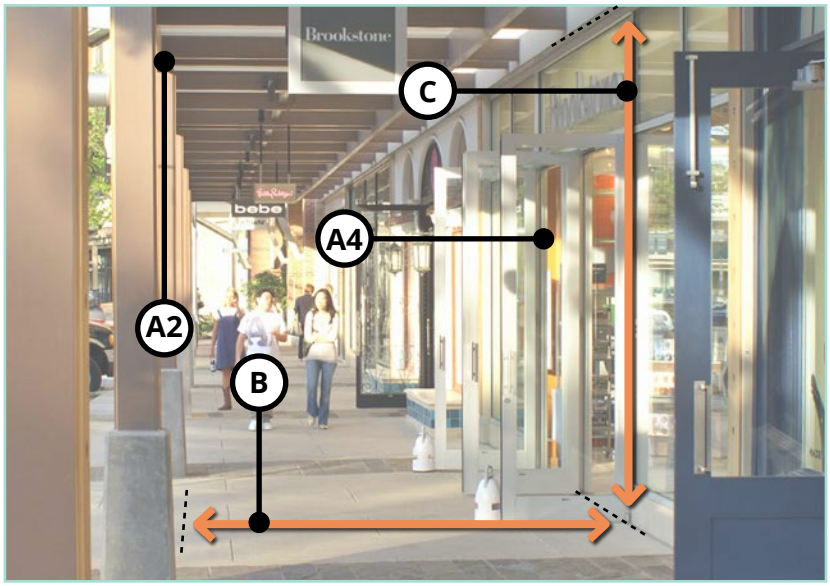
Civic Center District

6.6.4: Frontage Types

6.6.4.3. ARCADES

Arcades are facades with a ground-floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, because the arcade shelters pedestrians from the sun and rain. Arcades function as an extension of the public sidewalk and are encouraged on the sunny sides of designated pedestrian-oriented streets.

Design Standards



A. General.

1. Arcades shall be located entirely on private property, but shall be designed to function as an extension of the public sidewalk.
2. Arcades shall be covered with a roof, trellis, or ceiling.
3. The design of an arcade shall be consistent along its entire length and shall be integrated into the design of the building as a whole.
4. Storefronts along the arcade shall comply with all applicable storefront design standards.

B. Depth. Arcades shall be accessible to pedestrians and have a minimum depth of 8 feet, and shall not be deeper than they are tall.

C. Height. The minimum interior height of an arcade shall be 10 feet above the finished grade. Arcades shall be no more than 2 stories high, or a maximum of 25 feet.

D. Length. Arcades shall be a minimum of 2 bays in length.

6.6.4: Frontage Types

6.6.4.4. FORECOURT

The forecourt is a frontage type where a portion of the building façade is set back to allow for large private gardens, bio-retention areas, open spaces, or similar. A fence or wall at the property line may be used to further define the private space of the forecourt versus the public sidewalk.

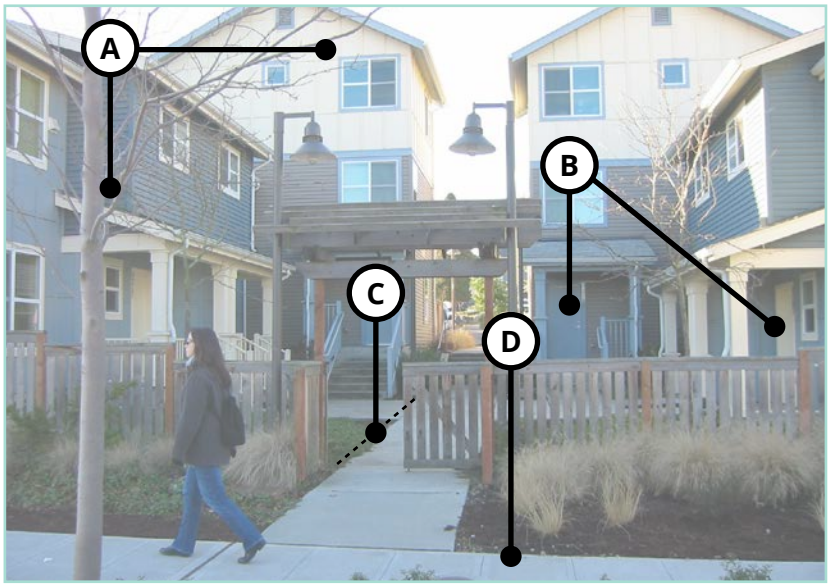
Design Standards

A. Applicability. At least two sides of a forecourt shall be formed by structures on the same lot as the forecourt.

B. Access. The forecourt shall provide access to at least two units (nonresidential or residential).

C. Depth. Forecourts shall not be deeper than 50 feet as measured from the property line.

D. Finished Grade. The finished grade of a forecourt shall not be greater than 3 feet above the sidewalk grade.



6.6.4: Frontage Types

6.6.4.5.PORCH/YARD

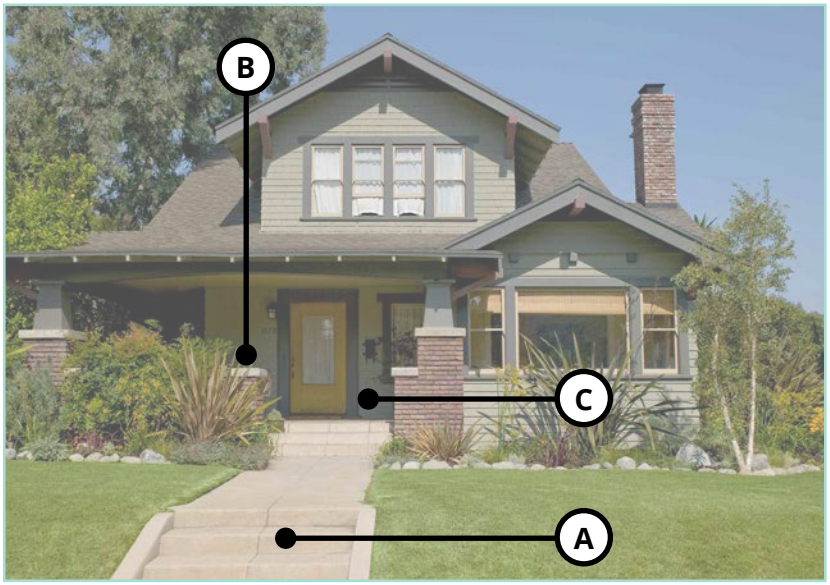
The porch is roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porch frontages are typically attached to residential structures. The front yard comprises the area between the building facade and the property line. Front yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge.

Design Standards

A. Slopes. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall no higher than 2 feet at the property line and steps or a ramp providing access between the sidewalk and the yard.

B. Screening. The porch shall not be screened or glazed and shall be no less than 5 feet deep.

C. Encroachment. Porches may be provided on buildings that are set back from the primary and/or side-street property lines and may encroach up to 5 feet into the front yard setback.

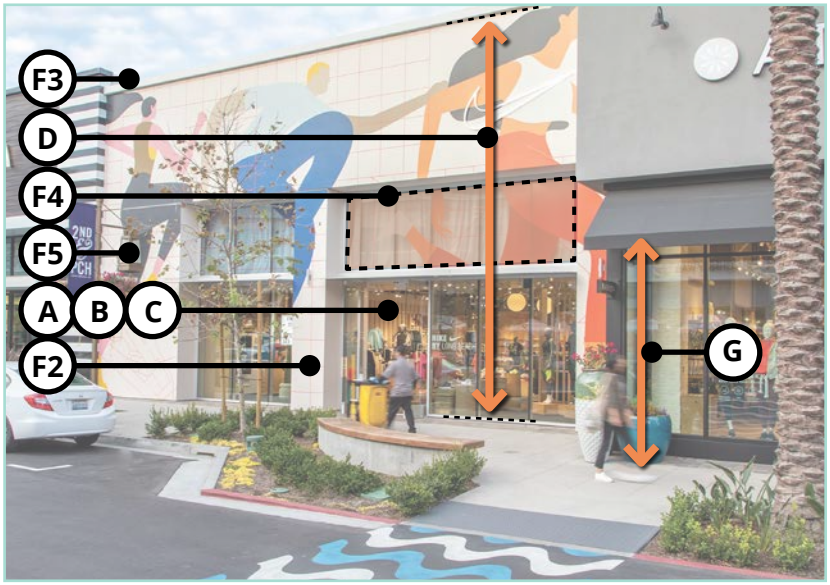


6.6.4: Frontage Types

6.6.4.6.STOREFRONT

Storefronts are one of the most important features of an active urban environment because they generate activity and transparency between the pedestrian realm and businesses while creating a memorable experience. Storefronts consist of a large opening in a building facade that is enclosed with large transparent windows and doors that provide direct, at-grade access to ground-floor commercial/retail uses.

Design Standards



A. Architectural Features. The basic required architectural elements of storefronts include large windows and doors with glass. Optional elements include awnings, canopies, signage, lighting, and cornices.

B. Minimum Transparency. All facades that include storefronts shall provide a minimum of 75 percent transparency, including access and structural supports.

C. Maximum Glass Tint. Storefront glass shall be clear without reflective coating or dark tinting.

D. Minimum Height. All non-residential storefronts shall have a minimum floor-to-ceiling height of 10 feet.

E. Recess. Storefronts and entrances shall be recessed at least 18 inches from the building facade to create depth and contrast.

F. Treatments. All storefronts shall include at least two of the following features:

1. Marquee (horizontal or vertical)
2. Columns
3. Cornices
4. Transom windows
5. Ornamental light fixtures
6. Blade signs
7. Awnings or canopies (no higher than 12 feet above grade)

6.6.4: Frontage Types

6.6.4.7. STOOP / DOOR YARD

A stoop is a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Raised stoops are ideal frontage types for ground-floor housing that is near the street.

Design Standards



A. Access. Stoops shall correspond directly to the building entry(s) they provide access to.

B. Elevation. Stoops shall be elevated a maximum of 5 feet above grade or sidewalk.

C. Size. Stoop porches, not including stairs, shall be at least 4 feet wide and a minimum of 12 square feet.

D. Landscaping. Landscaping shall be placed on the sides of the stoop, either at grade or in raised planters. Planter or stoop walls parallel to the sidewalk and taller than 18 inches shall have an irrigated, 18-inch planting bed at their base.

E. Repetition. Stoops shall exist in "modules" no greater than 30 feet before another stoop frontage or different frontage type is employed.

6.6.4: Frontage Types

6.6.4.8. URBAN PORCH / TERRACE

Urban porches and terraces are a frontage type defined by raised frontages, so the eye of the sitter is approximately at level with a walking passerby. This type is suitable for a variety of uses, such as restaurants, hotels, residential, and institutional uses.

Design Standards

A. Size. Urban porches and terraces shall be at least 25 feet in length and 12 feet in depth.

B. Elevation. The raised area shall be between 1 to 5 feet in height as measured from the sidewalk grade.

C. Encroachment. Urban porches and terraces may extend to the property line.



6.6.5: Materials & Colors

6.6.5.1. MATERIALS

A variety of high-quality materials are encouraged for new developments in the Plan Area. All new developments in the Plan Area shall adhere to materials listed in Table 6.6-1 for their roofs, building walls, and freestanding walls. The Director may approve materials not listed in Table 6.6-1 that they deem compatible with the intent of this section.

Table 6.6-1: Materials

	Permitted Materials	Prohibited Materials
Roofs	• Clay, slate, or concrete roof tiles • Composite shingles • Standing seam or corrugated metal if not highly reflective	• Corrugated fiberglass • Highly reflective materials • Brightly colored glazed roof tiles
Building Walls	• Brick • Stone • Horizontal, vertical, or shingle cementitious or wood siding • High quality finish stucco • Combinations of these materials • Ceramic tile	• Vinyl siding • Reflective or dark glass • Thin synthetic brick • Corrugated fiberglass
Freestanding Walls / Fences	• Finished wood fencing • Stucco over CMU block • Wrought iron • Brick	• Agricultural wire fence • Chain link • Non durable materials (e.g. unfinished plywood)

1. Materials should reflect quality and accuracy with the architectural style of the building.
2. Transitions in materials should occur at perpendicular surfaces, offset in depth appropriate for the material.
3. Walls facing the street with siding or stucco finish shall have a water table of 24" minimum of brick or stone.

6.6.5.2.COLORS

Buildings shall feature at least one primary color, to be utilized on a building's facades, as well as at least one accent color, to be utilized on trim and other architectural details, in addition to roof color (assuming a pitched and visible roof). Individual buildings may feature a maximum of three primary colors and four accent colors in addition to roof color. Development proposals composed of more than one building may exceed this limitation. Buildings may utilize different materials (e.g., red bricks and white stucco) to achieve a multichromatic effect.

6.6.6: Walls, Fences, & Utilities

6.6.6.1.WALLS AND FENCES

Walls and fences should be used to reinforce the architectural styles of the buildings they are associated with and shall be composed of the materials listed in Table 6.6-1.

A. The design of walls and fences, as well as the materials and colors used, shall match the colors and materials of the overall development.

B. Concrete capstones shall be used on stucco walls to help prevent water damage from rainfall and moisture.

6.6.6.2.UTILITIES

Utilities, while an integral part of modern buildings, shall be screened from view to minimize their overall visual impact on development.

A. No utilities shall protrude into the public right-of-way, including the portion dedicated as sidewalk.

B. Ground-mounted utility equipment shall be screened from the public view through at least one of the following standards:

   1. Landscaping.
   2. Exterior architectural features or enclosures that utilize the same materials and colors that are a minimum of 3 feet in height.
   3. Fences that use the materials found in Table 6.6-1.

C. Rooftop elements, including roof access, mechanical equipment, air conditioning units, and other features needed for the function of the building, shall be entirely screened from the public view by meeting the following requirements. Mechanical equipment less than 2 feet in height, solar panels, wind generators, or green roof features are exempt from these requirements.

   1. Roof-mounted equipment and screening of roof-mounted equipment shall be stepped back from the top of the parapet a minimum of 10 feet from the parapet or roof edge.
   2. Roof-mounted equipment greater in height than the parapet wall shall be screened to a height equal to the height of the equipment.
   3. Screening materials shall match the building materials.

6.6.7: Parking Design Standards

6.6.7.1.SURFACE LOTS

Surface lots are paved areas that allow for the parking of vehicles. In Downtown Moorpark, surface lots will be smaller in scale and may be replaced by other parking types.

A. Parking Lot Frontage. Where parking lots are along streets, a landscaped buffer shall be provided to minimize the view of parked cars from the street and shall be permanently maintained.
   1. The landscaped buffer shall be at least 5 feet wide, measured from the property line adjoining the parking lot.
   2. Within the landscaped buffer, trees shall be planted a minimum of 40 feet on-center and within 15 feet of the property line.
   3. The landscaped edge shall include a screening feature with a minimum height of 32 inches and a maximum height of 42 inches, such as a short wall, fence, hedge, or equivalent feature along the property line. Absent this feature, plant materials shall be of sufficient quantity and of a species to meet the minimum screening height requirement. The screening and landscape features shall not impact visibility at the driveway and corner locations.

B. Parking Lots and/or Loading Facilities Adjacent to Residentially Zoned Property. Refer to MMC Section 17.32.040.C.8.

C. Parking Lot Pathways. All surface parking lots shall contain at least one ADA-accessible paved pedestrian pathway that connects the parking area to the entryway of the primary building or the public sidewalk.

D. Wheel Stops. Continuous six-inch concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

6.6.7: Parking Design Standards

6.6.7.2. PARKING STRUCTURES

Parking structures may be individual buildings or may serve as a podium for other uses above, typically residential units.

A. Ramps within a parking structure must be screened by spandrels or architectural treatments that create a level appearance from the exterior.

B. Pedestrian and vehicular entrances must be distinctly marked with signage and differentiated by color or material treatment that contrasts with the primary façade.

C. The parking structure must provide design details to reduce a monolithic appearance for all street-facing façades. This must include, at minimum, two of the following methods:

1. Façades incorporating alternating projections and recesses, at least 2 feet in depth and 2 feet in length, applied every 80 feet horizontally or for every level above the ground level.
2. Vehicular and pedestrian entrances utilizing the architectural elements of the adjacent buildings served by the parking structure.
3. Elevators and covered stairwells that project at least 5 feet from the edge of the ground level of the parking structure.
4. Active uses on the ground floor or floors above the structure, such as commercial, office, or residential uses.
5. Setting back upper floors of the parking structure, if active uses are provided on the ground level, by a minimum of 5 feet.

6.6.7: Parking Design Standards

6.6.7.3.AUTO COURTS

Auto courts provide vehicular access to multiple residences via a common driveway fronted with garages. Front doors to residences are not permitted on auto courts.

A. Auto courts shall not exceed 150 feet in length and shall have a minimum width of 26 feet.

B. Primary pedestrian entrances are not permitted on auto courts.

C. Auto courts shall have no through street access.

6.6.7.4.COMMON COURTS

Common courts provide both vehicular and pedestrian access to multiple residences. Front doors to residences and garages open to common courts.

A. Common courts shall not exceed 150 feet in length and shall have a minimum width of 26 feet.

B. Common courts shall feature enhanced paving, such as patterned and/or colored pavers, brick, decorative colored concrete, stamped concrete, or permeable materials.

C. A minimum of 5 percent of the common court shall be landscaped.

6.6.7.5.CARPORTS

Carports are covered parking spots in a shared format, typically utilized by multi-family residential complexes.

A. Carport structures shall utilize the same colors, architectural finishes, and roofing materials as the main building(s) in the project.

B. Flat aluminum carport structures are prohibited.

C. Carports shall meet setback and building separation requirements.

6.6.7: Parking Design Standards

6.6.7.6. TUCK-UNDER PARKING

Tuck-under parking is covered parking spots utilized on parcels with grade changes, allowing shared parking areas to be sited underneath their associated structures.

A. If tuck-under parking is provided, the first floor of the residential units shall not be more than 5 feet above the finished street/sidewalk grade level.

B. Tuck-under parking shall not be visible from the street.

6.6.7.7. GARAGES, INDIVIDUAL

Individual parking garages are typically associated with single-family homes and may either be attached or detached to the primary residential building.

A. Width. Garage doors may occupy no more than 40 percent of a building's street frontage and shall be recessed a minimum of 18 inches from a street-facing wall plane.

B. Depth. All garages facing a public street shall be set back at least 20 feet from the property line.

C. Alleys. Alley- or lane-accessed parking and/or garages shall be set back from the paved travel way a sufficient distance to accommodate the turning radius of a typical vehicle as established by the city engineer.

D. Side-Loading. For single-family detached dwelling units on corner lots, side-loaded garages shall be on the interior side rather than the corner side of lots, except when garages are located at the rear of corner lots. In these cases, a garage may be located on the corner side if set back at least five feet behind the corner side street façade of the dwelling and featuring a minimum driveway length of 20 feet.

E. Articulation. Street-facing garage doors serving individual units that are attached to the structure must incorporate two or more of the following so that the garage doors are visually subservient and complementary to other building elements:

1. Enhanced materials, such as faux wood or opaque glass.
2. Decorative features on garage doors composed of steel or aluminum.
3. Garage door windows or architectural detailing consistent with the main dwelling.
4. Arbor or other similar projecting feature above the garage doors.

6.7: Definitions

Definitions from the MMC are included here for convenience. In the event of any discrepancy between the MMC and the DTSP, the MMC definition will prevail and the Community Development Director is authorized to update administratively in the DTSP, as needed.

Abut - To touch physically, border upon, or share a common property line with. Lots which touch at corners only shall not be deemed abutting. Adjoining and contiguous shall not be deemed abutting. "Adjoining" and "contiguous" shall mean the same as abutting. (MMC § 17.08.010)

Access - The place or way by which pedestrians and/or vehicles shall have safe, adequate, usable ingress and egress to a property or use. (MMC § 17.08.010)

Accessory dwelling unit (ADU) as defined by Government Code Section 65852.2 and as updated by state law - An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multi-family dwelling is or will be situated. (MMC § 17.08.010)

An accessory dwelling unit also includes the following:

1. An efficiency unit.

2. A manufactured home, as defined in Section 18007 of the Health and Safety Code.

Accessory dwelling unit, junior (JADU) as defined by Government Code Section 65852.22 and as updated by state law - A unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A junior accessory dwelling unit may include separate sanitation facilities or may share sanitation facilities with the existing structure. (MMC § 17.08.010)

Accessory structure - A detached structure, not including an accessory dwelling unit, located upon the same lot as the building or use to which it is accessory, and the use of which is customarily incidental, appropriate and subordinate to the use of the principal building or to the principal use of the lot. (MMC § 17.08.010)

Active Frontage - A building frontage designed to encourage pedestrian activity through entrances, windows, and active ground-floor uses oriented toward the public realm.

Accessory use - Use customarily incidental, appropriate, and subordinate to the principal use of land or buildings located upon the same lot. (MMC § 17.08.010)

Activity space - An area that is allowed to set back further than the building frontage requirement within a mixed-use zone that is used as outdoor gathering area, dining, plaza, or similar pedestrian oriented activities for adjacent uses. (MMC § 17.08.010)

Agriculture - Farming, including animal husbandry and the production and management of crops (including aquatic crops) for food, fiber, fuel, and ornament. (MMC § 17.08.010)

Alcohol - Ethyl alcohol, hydrated oxide of ethyl or spirits of wine, from whatever source or by whatever process is used to produce the ethyl alcohol. See also Business and Professions Code Section 23003. (MMC § 17.08.010)

Alcoholic beverage, sales - The sale of alcoholic beverages for either on- or off-site consumption. (MMC § 17.08.010)

Alley - A thoroughfare not more than 30 feet wide, other than a public road or street, permanently reserved as a secondary means of access to abutting property. (MMC § 17.08.010)

Amusement and recreational facilities - Any facilities primarily designed for recreation such as, but not limited to, auditoriums, billiard and pool establishments, bowling alleys, community centers, dancehalls, golf driving ranges, indoor motion picture theaters, miniature golf, parks and playgrounds. (MMC § 17.08.010)

Animal Boarding - Commercial facilities providing temporary or long-term housing of animals.

Architectural Expression - The overall visual character of a building conveyed through form, materials, and design elements.

Arcade - A covered pedestrian walkway located at the ground floor of a building and open to the street or public space, typically formed by a series of columns or arches that support upper floors while providing weather-protected circulation. With regard to this Specific Plan, the term Arcade has a different meaning than within the Moorpark Municipal Code. (MMC § 17.08.010)

Articulation - Variation in building form, massing, depth, or façade elements used to break up large building surfaces and create visual interest, pedestrian scale, and architectural rhythm along a frontage.

Auto Court - A small vehicular circulation and parking area located within a development and generally accessed from a driveway or alley, often serving residential units or small commercial uses and designed to minimize visual dominance from the street.

Banquet or event facility - A place where the public may gather to dance, meet, engage in catered dining or other types of gathering. Such facilities may be used for banquets, dance hall, weddings, etc.

Bed and breakfast inn - A dwelling unit with one family in permanent residence wherein one to five sleeping rooms, and one or more meals, are offered for compensation to overnight guests. (MMC § 17.08.010)

Bicycle Infrastructure - Facilities that support bicycle travel, including lanes, parking, and paths.

Boarding house - A residence or dwelling, other than a hotel, wherein three or more rooms, with or without individual or group cooking facilities, are rented to individuals under separate rental agreements or leases, either written or oral, whether or not an owner, agent, or rental manager is in residence. (MMC § 17.08.010)

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of persons, animals, chattel or property of any kind. (MMC § 17.08.010)

Building Envelope - The three-dimensional space within which a building must be constructed.

Build-to Line - A required building placement line along a street frontage.

Business services - Uses such as advertising agencies, blueprinting and photocopying, computer and data processing services, coupon and trading stamp redemption services, drafting services, employment agencies, laminating of photographs, packaging services, and telephone answering services. (MMC § 17.08.010)

Caretaker - An employee who must be on the property for a substantial portion of each day for security purposes or for the vital care of people, plants, animals, equipment, or other conditions of the site, and who does not have a possessory interest in the property. (MMC § 17.08.010)

Chain store - Any type of retail sales activity and/or retail service activity conducted within a retail establishment which, along with 10 or more existing operational retail establishments in the world, maintains two or more of the following features: (1) standardized array of merchandise or menu; (2) standardized color scheme; (3) standardized decor; (4) standardized façade; (5) standardized layout; (6) standardized sign, service mark, or trademark; or (7) uniform apparel. (MMC § 17.08.010)

Character Area (District) - A defined subarea with distinct design and development expectations.

Common Court - A shared open space or courtyard within a development that provides access, light, air, and gathering space for multiple units or uses, and may accommodate pedestrian circulation, landscaping, or limited parking depending on design.

Communications facilities - Includes such uses and structures as radio and television transmitting and receiving antennas, radar stations and microwave towers. (MMC § 17.08.010)

Community care facility, as defined in Health and Safety Code Section 1502 - Any facility, place, or building that is maintained and operated to provide nonmedical residential care, day treatment, adult daycare, or foster family agency services for children, adults, or children and adults, including, but not limited to, the physically handicapped, mentally impaired, incompetent persons, and abused or neglected children, and includes facilities in accordance with the Health and Safety Code and other California Codes as may be amended over time. (MMC § 17.08.010)

Community center - A meeting place where people living in the same community may carry on cultural, recreational or social activities, but excluding any facility operated as a business or for commercial purposes. (MMC § 17.08.010)

Complete Street - A street designed for safe use by pedestrians, bicyclists, transit riders, and vehicles.

Conference center/convention center - An urban facility for the assembly of persons for study and discussion, which includes permanent structures for dining, assembly, and overnight accommodation. (MMC § 17.08.010)

Day care educational facility - A day care facility which provides formal training to stimulate or develop the mental or moral growth of the children. (MMC § 17.08.010)

Day care facility - Any type of licensed group day care program, including care of the developmentally disabled, nurseries for children of working parents, nursery schools for children under school age, parent cooperative nursery schools, play groups for preschool children, or programs covering before and/or afterschool care for school children (also see definition for family day care home). (MMC § 17.08.010)

Dwelling - A building or portion thereof designed or occupied exclusively for residential purposes. (MMC § 17.08.010)

Dwelling unit - One or more rooms providing complete independent living facilities for one family, including permanent provisions for living, sleeping, eating, cooking, and sanitation. (MMC § 17.08.010)

Emergency shelter - Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person, and where no individual or household may be denied emergency shelter because of an inability to pay. (MMC § 17.08.010)

Expansion - Increasing the area or volume occupied by or devoted to a use, increasing the living space or occupant capacity of a structure, or adding uses or structures accessory to a nonresidential use or structure. The following are not considered expansion: the addition of unenclosed porches, patio covers and the like; one enclosed addition of not more than 30 square feet to a dwelling; and the addition of detached accessory structures not for human habitation as accessory to a dwelling. (MMC § 17.08.010)

Façade - The face of the front of a building or tenant space oriented onto a street or public open space. Awnings are considered part of the façade. (MMC § 17.08.010)

Façade Modulation - Variation in façade planes to break up long wall surfaces.

Fence - An unroofed vertical structure which is intended primarily to serve as a visual screen or as a physical enclosure around a building or yard area for security, containment, or privacy or to indicate a boundary. This definition includes hedges, thick growths of shrubs, and walls used as screens, but does not include windbreaks for the protection of orchards or crops, or City-approved enclosures for the containment of wild animals. (MMC § 17.08.010)

Floor area ratio (FAR) - The numerical value obtained through dividing the above ground floor area of a building or buildings by the total area of the lot or parcel of land on which such building or buildings are located. (MMC § 17.08.010)

Forecourt - A small open space or landscaped area between a building frontage and the sidewalk or street, typically used for outdoor seating, landscaping, pedestrian gathering, or entry emphasis while maintaining a strong street presence.

Garage - A fully enclosed structure or portion of a building designed for the storage of motor vehicles and related equipment, which may be attached or detached from the primary building.

Garden, community - Privately or publicly owned land used for the cultivation of fruits, vegetables, plants, flowers, or herbs by multiple users. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained or used by group members for noncommercial purposes. (MMC § 17.08.010)

General plan consistency - Compatibility and agreement with the general plan of the city of Moorpark. Consistency exists when the standards and criteria of the city general plan are met or exceeded. (MMC § 17.08.010)

Government building - A building, structure or other facility operated by a legally constituted federal, state or local government authority, excluding a waste treatment facility. (MMC § 17.08.010)

Government use - Includes, but is not limited to, city offices, community rooms, fire stations, human services centers, libraries, police stations, public utility facilities. (MMC § 17.08.010)

Grade - Adjacent ground level. For purposes of building height measurement, grade is the average of the finished ground level at the center of all walls of a building, or other datum point established by the division of building and safety. (MMC § 17.08.010)

Greenhouse - A building, typically consisting of primarily glass or plastic windows, in which plants are grown. Minimum property line setbacks shall be 20 feet. (MMC § 17.08.010)

Gymnasium - An indoor recreational or athletic facility for such uses as aerobics, gymnastics, racquetball, swimming, skating rinks, tennis and table tennis, trampoline operations and weight training; but not including amusement and recreational facilities as defined in this chapter. (MMC § 17.08.010)

Height - The vertical distance from the adjacent grade to the highest point of that which is being measured. (MMC § 17.08.010)

Home occupation - Any use customarily conducted entirely within a dwelling and carried on by the inhabitants thereof, which use is clearly incidental and secondary to the use of the structure for dwelling purposes, and which does not change the character thereof or does not adversely affect the uses permitted in the zone of which it is a part. (MMC § 17.08.010)

Human Scale - Design proportions that relate to pedestrian perception.

Inclusionary unit - A dwelling unit that must be offered at affordable rent or affordable ownership cost, as applicable, to extremely low, very low, low, or moderate income households and where required, remain in effect for a specified time period, subject to other conditions and monitored by the city or its designee. (MMC § 17.08.010)

Infill Development - Development on vacant or underutilized urban parcels.

Institutional/public uses – Includes public facility uses including government buildings, libraries, fire stations, nonprofit organization buildings and community service centers, but excludes jail facilities. (MMC § 17.08.010)

Live/Work Unit - A dwelling unit or sleeping unit in which a significant portion of the space includes a nonresidential use that is operated by the tenant or building owner.

Lot - An area of land having fixed boundaries. (MMC § 17.08.010)

Lot area - The total area, measured in a horizontal plane, within the lot lines of a lot. (MMC § 17.08.010)

Lot depth - The mean horizontal distance between the front and rear lot lines, measured in the mean direction of the side lot lines. (MMC § 17.08.010)

Lot width - The distance between the side lot lines measured at the front setback. (MMC § 17.08.010)

Low barrier navigation center - A housing-first, low barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. "Low barrier" means best practices to reduce barriers to entry, and may include, but is not limited to, the following: (1) the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth; (2) pets; (3) the storage of possessions; and (4) privacy, such as partitions around beds in a dormitory setting or in larger rooms containing more than two beds, or private rooms.

Low Impact Development (LID) - Design techniques that mimic natural hydrology to manage stormwater.

Massing - The overall volume and shape of a building.

Manufactured home - A structure, transportable in one or more sections, built on a permanent chassis, and designed for use as a single-family dwelling with or without a foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems in accordance with the standards established under the National Manufactured Housing Construction and Safety Act of 1974 (42 U.S.C., Section 5401, et seq.). A manufactured home does not include a recreational vehicle. Such uses shall be allowed by right in all zones allowing single-family dwellings. (MMC § 17.08.010)

Mechanical equipment - Equipment, devices, and accessories, the use of which relates to water supply, drainage, heating, ventilating, air conditioning, and similar purposes. Mechanical equipment means electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities (including ductwork). (MMC § 17.08.010)

Minor Renovations - Any physical improvement, repair, or maintenance to an existing structure that does not involve: the removal, relocation, or reinforcement of any load-bearing wall or structural member; an increase in the height, footprint, or volume of the building; the replacement of more than 50% of the exterior wall cladding or roofing material; or significant changes to the building's primary mechanical, electrical, or plumbing systems.

Mixed use, horizontal - Development that allows for a combination of different uses within the same building or side-by-side on the same property or adjacent property, such as a commercial business adjacent to a residential use. (MMC § 17.08.010)

Mixed use, vertical - Development that allows for a combination of different uses within the same building, such as a commercial business occupying lower floors while the upper floors are reserved for housing. (MMC § 17.08.010)

Mobility Network - An integrated system of transportation routes and facilities.

Nonconforming structure - A structure or portion thereof which was lawfully erected or altered and maintained, which, solely because of revisions in development standards of this title dealing with lot coverage, lot area per structure, height and setbacks, no longer conforms. (MMC § 17.08.010)

Nonconforming use - A use which was lawfully established and maintained but which, because of the application of this title: (1) is no longer permitted in the zone in which it is located; or (2) is no longer in conformance with the parking requirements of the use in the zone in which it is located. (MMC § 17.08.010)

Objective Design Standards - Measurable design requirements allowing consistent ministerial review.

Open Space / Plaza - Outdoor areas accessible to the public for gathering or recreation.

Opportunity Site - A parcel identified for redevelopment or increased intensity.

Outdoor Storage - Storage of materials outside an enclosed building.

Parcel - For the purposes of this title, the word parcel shall have the same meaning as the word lot and the two words shall be synonymous. (MMC § 17.08.010)

Park - An area of land available for public use, at least 75% of which is landscaped or otherwise left in a natural state, and which does not involve off-road motor vehicle uses of any kind. (MMC § 17.08.010)

Parking lot - An off-street parking facility containing four or more parking spaces. (MMC § 17.08.010)

Parking Court - A shared off-street parking area located within the interior of a block or development and typically screened from primary streets by buildings or landscaping, serving multiple units or tenants.

Pedestrian Realm - The environment experienced by pedestrians.

Personal service establishment - An establishment primarily engaged in providing individual services generally related to personal needs such as barber shops, beauty salons and spas, personal laundry and dry-cleaning establishments, pet grooming, and photography studios. These uses may also include accessory retail sales of products related to the services provided. (MMC § 17.08.010)

Reasonable accommodation - A modification or exception to the standards, regulations, policies and procedures contained in this title for the siting, development and use of housing or housing-related facilities, that is necessary to provide an individual with a disability the equal opportunity to use and enjoy a dwelling. (MMC § 17.08.010)

Recreational facility, private - Indoor or outdoor, with or without food services, including, but not limited to, batting cages, bicycle and skate facilities, golf courses (including miniature golf and driving ranges), and sports fields. Bicycles and skate parks shall be in compliance with Chapter 17.28. (MMC § 17.08.010)

Residential care facility - Any family home, group care facility, or similar facility determined by the director, for 24 hour nonmedical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual as defined by Health and Safety Code and other California Codes as may be amended over time. (MMC § 17.08.010)

Residential development - Any project for which an application has been submitted to the city and where the residential development would create new, additional, or modified dwelling units by:

1. The construction or alteration of structures;

2. The conversion of a use to residential from any other use; or

3. The conversion of a use to for-sale residential from rental residential use. (MMC § 17.08.010)

Retail establishment - A commercial establishment that provides goods and/or services directly or indirectly to the consumer such as general retail, eating and drinking places, beauty, personal services, professional office, amusement, health, fitness, and galleries. (MMC § 17.08.010)

Roof structures - Structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building; fire or parapet walls, skylights, towers, flagpoles, chimneys, smokestacks, solar collectors, wireless masts, T.V. antennas and similar structures. (MMC § 17.08.010)

Roofline Variation - Changes in roof form to reduce perceived building scale.

Setback - The minimum distance by which structures are to be separated from the boundary lines of the lot on which they are located, in order to provide an open yard area which is unoccupied and unobstructed from the ground upward. (MMC § 17.08.010)

Shade Coverage - Provision of shade through trees or structures in pedestrian areas.

Sight triangle - A visual/sight distance triangular area on a corner of a lot or along a driveway, two of the sides of such triangle being formed by extending two imaginary lines from the corner of the lot or the edge of the driveway adjacent to the street intersection at least 15 feet back to the two points along the sides of the lot parallel to the two intersecting streets or property line, the third (3rd) side then being formed by the connection of such points. (MMC § 17.08.010)

Site - One or more lots planned and developed as a unit under one permit. (MMC § 17.08.010)

Specific Plan - A planning document establishing land use, development standards, and implementation measures for a defined area, such as the Moorpark Downtown Specific Plan.

Stepback - The upper story portion of a building that is required to be set back at a specified distance from the story below. (MMC § 17.08.010)

Stoop - A small raised platform and set of steps leading from the sidewalk directly to a building entrance, typically shallow in depth and used to elevate residential units slightly above street level while maintaining close street interaction.

Store - An enclosed building housing an establishment offering a specified line of goods or services for retail sale direct to walk-in customers. (MMC § 17.08.010)

Storefront - A ground-floor frontage type characterized by transparent glazing, frequent entrances, and direct pedestrian access from the sidewalk, designed to support active commercial uses and strong engagement with the public realm.

Story - The portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. (MMC § 17.08.010)

Street Wall - A continuous building façade defining the street edge.

Streetscape - The physical design elements within a street environment.

Structure - Anything constructed or erected on the ground, or that requires location on the ground, or is attached to something having a location on or in the ground. "Structure" does not include fences, or walls used as fences, less than six feet in height, or plant materials.

Structural alteration - Any change in roof lines or exterior walls, or in the supporting members of a building such as foundations, bearing walls, columns, beams, girders, floor joists, roof joists or rafters. This includes any physical change which could affect the integrity of a wall, including partial or total removal, moving a wall to another location or expanding the wall in terms of height or length. Minor actions such as adding a doorway, walkway, passage or window, or attaching architectural features or adornments, are not considered to be structural alterations. (MMC § 17.08.010)

Structure - Anything constructed or erected on the ground, or that requires location on the ground, or is attached to something having a location on or in the ground. Structure does not include fences, or walls used as fences, less than six feet in height, or plant materials. (MMC § 17.08.010)

Supportive housing - housing with no limit on length of stay, that is occupied by the target population, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. (MMC § 17.08.010)

Tandem parking - The placement of parking spaces one behind the other, so that the space nearest the driveway or street access serves as the only means of access to the other space. (MMC § 17.08.010)

Temporary use – Includes, but is not limited to, carnivals, Christmas tree sales, circuses, festivals, sidewalk sales, special events, outdoor sales, grand opening events, brush clearance by animals, construction trailers, or similar uses when in compliance with Chapter 17.44. (MMC § 17.08.010)

Terrace - A raised extension of the public realm, typically serving residential or nonresidential uses, such as front doors or outdoor dining.

Transit-Oriented Development (TOD) - Compact development near transit designed to encourage transit use.

Transitional housing - Buildings configured as rental housing developments but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance. (MMC § 17.08.010)

Transparency - The proportion of a building façade composed of windows or openings.

Traffic Calming - Design measures intended to reduce vehicle speeds.

Urban Porch - A raised terrace in an urban setting.

Urgent care - A medical facility providing walk-in medical services focused on the delivery of medical care for minor illnesses and injuries in an ambulatory medical facility outside of a traditional hospital. Urgent care facilities do not provide overnight care or longer-term hospital services or emergency room services. (MMC § 17.08.010)

Use - The purpose for which land, or a building or structure is arranged, designed or intended to be used, or for which it is or may be used, occupied or maintained. (MMC § 17.08.010)

Utility structures - The aboveground devices, required by a utility, including poles, lines, and wires, used for telephone, electric, natural gas, and other distribution or transmission purposes, and natural gas and electrical substations. (MMC § 17.08.010)

Valve apparatus - Any flow control device used to handle and control the flow of gases, water, or other liquids such as liquefied petroleum, oxygen, and sour and natural gas. (MMC § 17.08.010)

Veterinary office or hospital - A medical facility for animals, like dogs, cats, birds, etc. (MMC § 17.08.010)

Wall - An upright structure of building material, such as masonry, wood or plaster, serving to enclose, divide or protect an area, especially a vertical construction forming an inner partition or exterior siding of a building. (MMC § 17.08.010)

Window - An opening in the wall of a building or vehicle that is fitted with glass or other transparent material in a frame to admit light or air and allow visibility through the opening. (MMC § 17.08.010)

Window, clerestory - A large window or series of small windows along the top of a structure's wall, usually at or near the roof line and typically running horizontally, no lower than six feet from the interior floor of the adjoining room. Clerestory windows are often used to allow additional light and air, while maintaining privacy. (MMC § 17.08.010)

Wireless communications facility - An antenna structure and any appurtenant facility or accessory equipment located within city limits and that is used in connection with the provision of wireless service as is defined in Chapter 17.42. (MMC § 17.08.010)

Yard - An open space, other than a court, on a lot, unoccupied and unobstructed from the ground upward except as otherwise expressly provided herein. (MMC § 17.08.010)

Zoning clearance - A permit which certifies that a proposed structure and/or use of land meets all requirements of the city's zoning code and, if applicable, the conditions of any previously approved permit. (MMC § 17.08.010)