

3.10 LAND USE AND PLANNING

INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15125(d) states that the environmental impact report (EIR) shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Therefore, it is appropriate to provide the reader information regarding relevant local and regional planning policies or programs that would be affected by this project. The information provided below defines relevant City of Moorpark General Plan policies and an associated consistency analysis. Following this General Plan consistency analysis, further analysis is provided regarding this project consistency with regional plans (i.e., air quality management plan, water quality control plan and congestion management program).

3.10.1 EXISTING CONDITIONS

The Hitch Ranch Specific Plan site is approximately 277.30 acres and located in the western portion of the City of Moorpark. The project site is currently undeveloped and is surrounded by a variety of land uses including residential, industrial, offices, agricultural, and open space lands. The site is located approximately 0.5-mile west of the Moorpark downtown area. Local public services and facilities already exist in the general vicinity. The project site has been planned for development and is designated by the Land Use Element of the *City of Moorpark General Plan* as part of the 285-acre Specific Plan Area 1 with an interim overlay designation of Agriculture 1. The specific plan designation is provided to address large-scale projects, and is intended to provide a planning tool for the systematic implementation of the General Plan. The overall 285-acre Specific Plan Area 1 includes a parcel on the easterly boundary immediately south of Casey Road that was dedicated to the Moorpark Unified School District in approximately 1997. An additional parcel in the southwest corner of the original 285-acre site was dedicated to Southern California Edison in approximately 2011. Those two sites are not included within the 277.30-acre Hitch Ranch Specific Plan area.

On-Site Land Uses. The project site is situated within the Transverse Ranges at the southern limit of the Simi Hills, between the Oak Ridge Mountains to the north and the Las Posas Hills to the south. The site is topographically characterized by gently rolling hills, and is dominated by a number of grassland, coastal sage scrub, coyote brush scrub, and woodland vegetation communities. Elevations at the site ranges from approximately 475 to 720 feet above mean sea level. The site has been previously disturbed, primarily due to agricultural activities, and consists primarily of non-native grassland vegetation. Remnant farm building foundations and numerous dirt roads are present on the site.

Based on review of the State Department of Conservation current farmland information obtained from the division of land resource protection, farmland mapping and monitoring program (via the County of Ventura, Resource Management Agency, GIS Mapping Services Division), the largest component of the Specific Plan site is classified as Grazing Land. **Table 3.10-1, Farmland Resources**, lists and defines the land use categories used by the farmland mapping and monitoring program, and includes the number of acres in each category that are located within the Specific Plan site. **Figure 3.10-1, State Important Farmland Map Designations**, shows the locations of the designated farmland resources on the Specific Plan site.

**Table 3.10-1
Farmland Resources**

Land Use	Acres
Farmland of Local Importance	96.4
Grazing Land	172.0
Urban and Built-up Land	5.0
Other Land	4.0

Source: California Department of Conservation, State Important Farmland Map, 2011.

As discussed in the Initial Study for the proposed project (included as **Appendix 1.0** to this DEIR), and **Section 1.0, Executive Summary**, implementation of the proposed project would result in the loss of Farmland of Local Importance and grazing land. Based on data from the California Department of Conservation 2014-2016 Land Use Conversion Report, Ventura County lost 383 acres of Farmland of Local Importance but gained 413 acres, for a net gain of 30 acres during the reporting period. Ventura County also gained approximately 65 acres of grazing land between 2014-2016.¹ The loss of agriculture resources related to the Proposed Project is limited to Farmland of Local Importance and grazing lands, and does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further, the proposed project would not conflict with an existing Williamson Act contract.

While the potential for significant impacts due to the loss of farmland exists, there is a history of failed farming activities on the property. As shown on Figure 3.10-1, the Farmland of Local Importance consists of fragmented, scattered segments of low-lying land which historically has been susceptible to frost,

¹ Source: California Department of Conservation, Department of Land Resource Protection, Farm Land Management Program, 2014-2016 Agricultural Land Conversion Report, https://www.conservation.ca.gov/dlrp/fmmp/Pages/2014-2016_Farmland_Conversion_Report.aspx (2014-2016 is the most recent data available), accessed July 2, 2021.

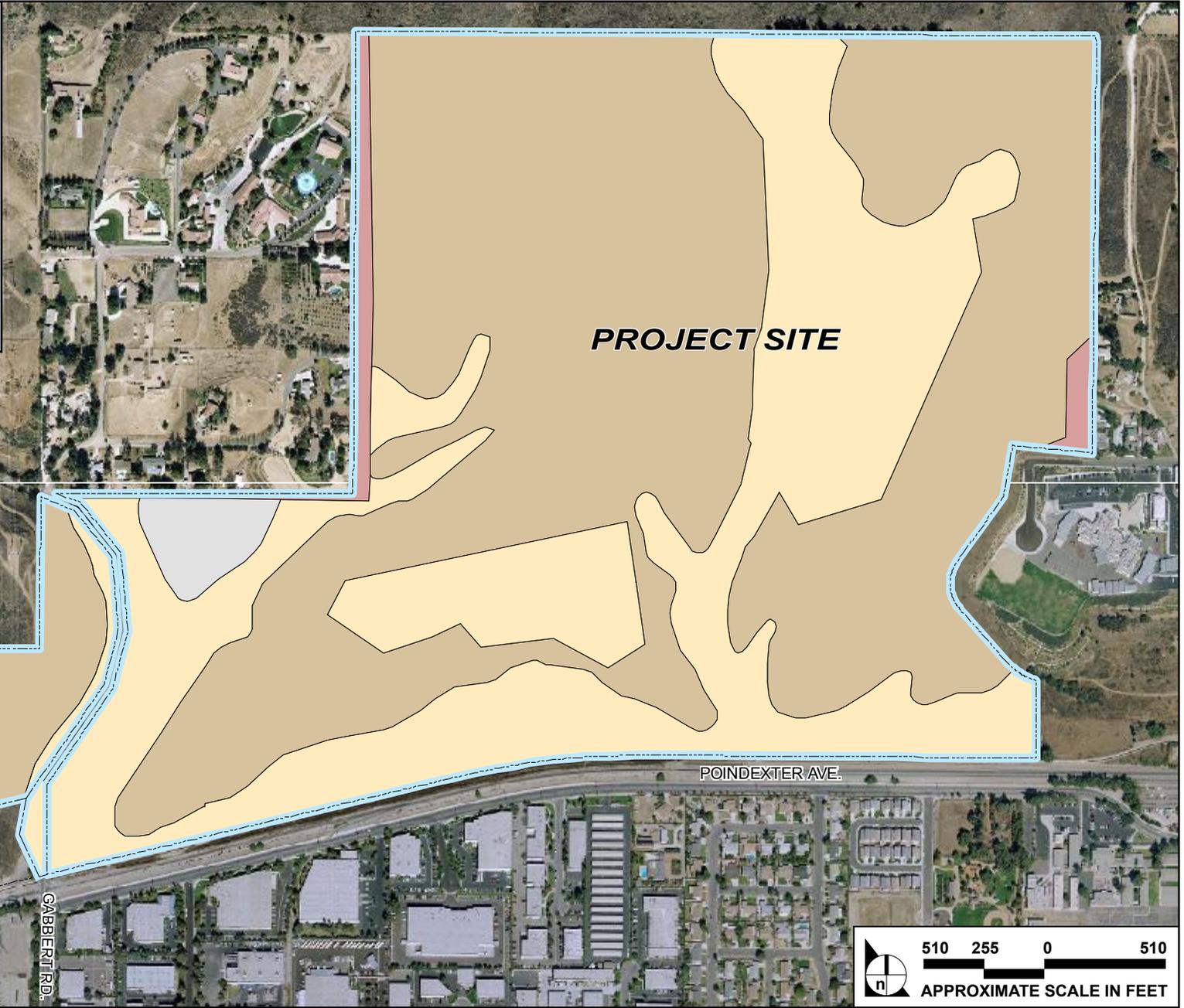
resulting in failure of tree crops in the period between 1930 and 1960. Dry farming has not been sustainable for the same reason, and row crops are not economically viable on this soil type within these irregular-shaped farmland units. There are no active wells in operation on the subject property. Grazing of the property is not an economically viable land use as the property cannot support year-round grazing on a commercial scale. The current tenant seasonally grazes a small number of cattle and provides water to the site via water truck. Therefore, the loss of these resources is not considered a significant impact.

Surrounding Land Uses. The 277.30-acre Specific Plan area is located in the east-central portion of Ventura County within the City of Moorpark. The following is an identification of land uses in the immediate vicinity of the Specific Plan site based on a field reconnaissance:

- North: The land to the north includes existing residential development, as well as open space.
- South: A mix of institutional, residential, light industrial and commercial land uses occurs to the south. Among the uses to the south are Poindexter Park and Chaparral Middle School. A Ventura County Watershed Protection District concrete flood control channel (Walnut Canyon Channel) borders the southern site boundary. The Ventura County Transportation Commission/Union Pacific Railroad tracks are located just south of the flood channel. Poindexter Avenue, immediately south of the railroad right-of-way, is a two-lane local collector between Moorpark Avenue on the east and Gabbert Road to the west.
- East: Includes Walnut Canyon Elementary School and a few single-family homes immediately to the east. In addition, a post office, the City Civic Center, Aldersgate Senior Housing Project site, and Essex site are located to the east, and the Moorpark downtown area about 0.25 mile further east.
- West: Single-family homes, at rural densities, and open space are located to the west.

Legend:

-  Urban and Built-Up Land
-  Grazing Land
-  Farmland of Local Importance
-  Prime Farmland
-  Farmland of Statewide Importance
-  Unique Farmland
-  Water
-  Other Land
-  Area Not Mapped
-  Parcel_100206_Dissolve



SOURCE: Impact Sciences, Inc. – October 2011

FIGURE **3.10-1**

State Important Farmland Map Designations

3.10.2 REGULATORY FRAMEWORK

3.10.2.1 City of Moorpark General Plan

The project site is designated in the *City of Moorpark General Plan* Land Use Element as Specific Plan Area 1, with an Agriculture 1 overlay. The specific plan designation is provided to address large-scale projects, and is intended to provide a planning tool for the systematic implementation of the General Plan.

Land Use Element (1992)

The current Specific Plan Area 1 General Plan land use designation allows a maximum of 415 dwelling units on the project site unless the property owner agrees to provide public improvements, public services and/or financial contributions that the City Council determines to be of substantial public benefit to the community, in which event, the maximum number of dwelling units is increased to 620.

The General Plan provides the following discussion with regards to Specific Plan Area 1:

Specific Plan [Area] 1 consists of 285 acres under single ownership, located in the western section of the City, north of Poindexter Avenue and the Southern Pacific Railroad tracks. Gabbert Road crosses the westerly portion of the specific plan area. Generally, the specific plan area is characterized by rolling hillsides which are currently used for grazing purposes.

Opportunities and Constraints

Specific plan area development issues to be addressed during specific plan preparation and subsequent review will include:

Topography - *An evaluation of steep slopes, unstable soils, seismic faults, and other geotechnical constraints within the hillside areas of development will be considered during the development/review of this specific plan. Consistent with City policy, grading is restricted on slopes greater than 20 percent and development prohibited in areas where potential hazards cannot be fully mitigated.*

Hydrology - *An evaluation of existing drainage courses, surface runoff, potential flood hazards, and other hydrological constraints will be conducted during the development/review of this specific plan.*

Viewshed - The visual importance of hillside horizon lines/prominent ridgelines within this specific plan area from surrounding areas will be evaluated during the preparation and review of this specific plan. Clustering of dwelling units should be considered where appropriate to conserve important visual and natural resources.

Biological Resources - The significance of biological resources which may occur on site (i.e., oak trees, threatened, rare, endangered plants and animals, etc.) shall be determined during specific plan preparation. The preservation of any resources determined to be significant shall be encouraged through habitat preservation, enhancement, or replacement.

Archaeology - The specific plan area will be evaluated to determine whether archaeological resources occur within the overall plan area and their potential significance.

Public Services/Infrastructure - Water, sewer, gas, and electric service to the specific plan area will be provided through service extensions from existing transmission lines in the surrounding area. An evaluation will be conducted during the development of this specific plan regarding required land use set-asides and financing for schools and community services such as fire stations and libraries.

Parks - An evaluation will be conducted during the development of this specific plan to identify required park land dedication consistent with the City Municipal Code and General Plan requirements.

Circulation - The specific plan area circulation network will require consideration for topographical constraints, viewshed issues, and the adjacent Southern Pacific railroad tracks; ...; and shall ensure that roadway rights-of-way are protected for the planned roadway upgrades, improvements, and additions as identified in the City's circulation plan.

Proposed Land Uses

The number of dwelling units shall not exceed 415, unless the specific plan area property owner agrees to provide public improvements, public services, and/or financial contributions that the City Council determines to be of substantial public benefit to the community, in which event, the number of dwelling units shall not exceed 620. A minimum of 3 acres of land shall be designated as Public Institutional within this specific plan area. The appropriate amount of land to be designated as Open Space, Park, School, or any other appropriate land use designation, will be determined at the time of specific plan preparation or approval.

*Overlay Designation - Agriculture 1 (285 acres)****Goals and Policies of the City of Moorpark General Plan Elements***

The *Moorpark General Plan* contains several elements with goals and policies that function as a hierarchy and provide the basis for decision making regarding the City's long-term physical development. The goals and policies for each of the six individual Elements, Land Use, Circulation, Open Space, Conservation, & Recreation (OSCAR), Housing, Safety, and Noise, are listed below in section **3.10.4, Project Impacts**, along with analysis to demonstrate the Proposed Project's consistency with the City's General Plan Elements goals and policies. Those goals and policies which are not applicable to the Proposed Project have not been listed or analyzed.

3.10.2.2 City of Moorpark Zoning Ordinance

The City of Moorpark zoning designations have been proposed as part of the Specific Plan, consistent with the City's General Plan. The proposed Specific Plan includes zoning for the property.

Hillside Management Standards. The *City of Moorpark Zoning Code* Chapter 17.38, Hillside Management, states, "The hillsides within the City constitute a significant natural topographical feature of the community, and provide aesthetic relief to the viewscape from virtually every location in the City." The specific goals and policies of this chapter reflect those contained in the General Plan and provide the purpose and intent of this chapter:

- To allow for development patterns in hillside areas that minimize erosion and geologic hazards and that provide for the protection of the public health, safety and welfare.
- To encourage grading techniques that blend with the natural terrain, minimize earth-moving activity, minimize impacts of large cut-and-fill slopes, and provide for the preservation of unique and significant landforms.
- To encourage retention of natural drainage patterns and the preservation of significant riparian areas.
- To reduce water use in slope replanting and retention by encouraging grading design that minimizes manufactured slopes.
- To allow density transfers, where appropriate, to facilitate development in more appropriate locations while retaining significant natural slopes and areas of environmental sensitivity.

- To substantially retain the integrity and natural grade elevations of the significant natural ridgelines and prominent landforms that, in aggregate, form the City's skyline backdrop.
- To the maximum extent possible, preserve the view from the valley floor and make every effort to maintain the original view of the site.

Site planning techniques that ensure integration of development with physical features such as natural bowls, broad plateaus, valleys, and similar natural features are encouraged. A discussion of consistency with the Hillside Management Standards is discussed in **Section 3.1, Aesthetics**, of this EIR.

3.10.2.3 Other Municipal Code Regulations

Historic Trees, Native Oak Trees, and Mature Trees

In accordance with City of Moorpark Municipal Code Chapter 12.12, the City has determined that, to the extent possible, mature trees, native oak trees, and historic trees should be protected and preserved. Particularly with respect to urban developments, such trees are considered to be a "significant, historical, aesthetic, and valuable ecological resource."

The City defines a historic tree as

A living tree designated by resolution of the city council as an historic tree because of an association with some event or person of historical significance to the community or because of special recognition due to size, condition or aesthetic qualities.

A mature tree is defined as

A living tree with a cross-sectional area of all major stems, as measured four and one-half (4 1/2) feet above the root crown, of seventy-two (72) or more square inches.

A native oak tree is defined as

A living tree of the genus Quercus and species lobata, agrifolia, dumosa or hybrids thereof.

When one or more native oak trees, historic trees, or mature trees are to be removed for urban development, the community development director will require a report be prepared by an arborist, horticulturist, or registered landscape architect to include the following information: (1) tree type by common name and genus and species; (2) diameter of trunks or main stems as measured 4.5 feet above the root crown; (3) average spread of each tree; (4) letter grade for the health of each tree; (5) letter grade for the aesthetic quality of each tree; (6) any significant disease or insect infestations, heart rot, fire,

mechanical, or wind damage; (7) recommended tree surgery, chemical treatment, or other remedial measures intended to improve the health, safety, or life expectancy of the tree; and (8) appraisal value of each tree. This report is required as a part of the tree removal permit request to the City. A discussion of consistency with the Municipal Code and tree survey is discussed in **Section 3.2, Biological Resources**, of this EIR.

3.10.2.4 Air Quality Management Plan

The City of Moorpark is situated within the Oxnard Plain airshed of Ventura County. Based on state and federal air quality standards, this airshed has been declared a non-attainment area for ozone and fine particulate matter less than 10 microns in size (PM₁₀). The Ventura County Air Pollution Control District (APCD) is responsible for monitoring air pollutant levels throughout the County and for developing and implementing attainment strategies to bring the County into compliance with national and state air quality standards. The APCD has combined these strategies into an Air Quality Management Plan (AQMP). The AQMP includes population forecasts for the various cities as a baseline for determining whether a project would have the potential to worsen air quality as a result of development that exceeds the population allocated for that area. Such development intensity can result in increased air pollutants associated with higher volumes of vehicle travel as well as stationary sources related to energy consumption and industrial activities. A discussion of consistency with the AQMP is discussed in **Section 3.2, Air Quality**, of this EIR.

3.10.2.5 Water Quality Management

A water quality control plan for the entire Los Angeles Region, including all of Ventura County, is prepared, updated, and administered by the California Regional Water Quality Control Board, Los Angeles Region. The Los Angeles Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.² Specifically, the Basin Plan (1) designates beneficial uses for surface and ground waters, (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (3) describes implementation programs to protect all waters in the Region. Pursuant to the federal Clean Water Act (CWA), the plan provides the primary basis for establishment of water quality objectives, effluent quality limits, and discharge prohibitions.

² California Regional Water Quality Control Board, Los Angeles Region. *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*. Available at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/, accessed on February 13, 2020.

The project site is within the Calleguas-Conejo Hydrographic Subunit of the Santa Clara River Basin water quality planning area. Although the project site does not drain directly into either Calleguas or Conejo Creeks, site runoff does reach Calleguas Creek via the Arroyo Simi. According to the plan, the project site is within a large groundwater resource area stretching from western Simi Valley to the Somis area. Pollutant constituents of site runoff, therefore, indirectly affect the water quality of both surface and groundwaters in this hydrographic subunit. Additionally, the proposed project would be subject to Section 402(p) of the CWA, which regulates the previously specified storm water discharges under the National Pollutant Discharge Elimination System (NPDES) program. This program requires that all flood control facilities be in compliance with the general permit for Ventura County or under conditions placed upon individual NPDES permits, which may be required for a given segment of the project.

The Ventura County Flood Control District (VCFCD) prepared a report³ that identified a series of drainage facilities which would be required to resolve existing flooding problems in the west side of the City of Moorpark. This report identified three stormwater detention basins to be located on the project site. In addition to flood control, these basins are intended to serve as water quality filters and would be to capture and/or filter first flush flows. Each water quality filter would be located near the end of a storm drain, just upstream of the discharge point. The bottom of the filter is earthen, gravel, or grass lined. Much of the non-storm flows carried by the storm drain will percolate from new development. Sediments and urban pollutants (i.e., petrochemicals, fertilizers, etc.) would be retained in the filter bottom. Accumulated sediments and vegetation will require periodic removal, which would be disposed of at an environmentally appropriate facility. As proposed, these facilities would meet the goals of the County's water quality control plan and the Specific Plan would be consistent with the basin plan. A discussion of consistency with the water quality standards is discussed in **Section 3.8, Hydrology and Water Quality**, of this EIR.

3.10.2.6 Congestion Management Program

The Congestion Management Program (CMP) was enacted by the state legislature to address traffic congestion in California's urbanized counties. By statute, the CMP has five elements: (1) a system of highways and roadways with minimum level of service performance standards designated for highway segments and key roadway intersections on the system; (2) transit standards for frequency and routing of transit service and coordination between transit operators; (3) a trip reduction and travel demand management element promoting alternative transportation methods; (4) a land use impact analysis program; and (5) a seven-year capital improvement program of projects. A discussion of the Specific Plan in comparison to the CMP is provided in **Section 3.15, Transportation**, of this EIR.

³ *Gabbert and Walnut Canyon Channels Flood Control Deficiency Study*, VCFCD, July 2, 1997.

3.10.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the impact of the proposed project related to land use and planning would be considered significant if it would:

- Physically divide an established community.
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.10.4 PROJECT IMPACTS

Impact LAN-1 Physically divide an established community.

No Impact

A significant impact would occur if the proposed project would physically divide an established community. The 277.30-acre project site is currently undeveloped and vacant. Land uses surrounding the project site include Walnut Canyon Elementary School and single-family homes directly east of the project site. In addition, a post office, the City Civic Center, Mansi Senior Housing Project, and Essex site are located to the east, and the Moorpark downtown area about 0.25 mile further east. To the south are Poindexter Park and Chaparral Middle School, along with industrial and commercial land uses. Rural density single-family homes and open spaces are located to the west. More single-family residential and open spaces are to the north. Currently, only private, gated access to the site is available from Gabbert Road on the West and from Casey Road on the east. The proposed Specific Plan provides various land uses including several types/intensities of residential land uses, recreational uses, flood control facilities, and other infrastructure improvements. These site improvements would be compatible with the surrounding land uses. Furthermore, an access plan for the developed site would ensure connection with the surrounding community and circulation system. As such there would be no impact related to physically dividing a community.

Impact LAN-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Less than Significant

Policies and goals of the *City of Moorpark General Plan* relevant to the revised Specific Plan project were analyzed to assess the proposed project's consistency with these policies and goals. The following discussion summarizes the findings of this analysis.

City of Moorpark General Plan

Land Use Element

The City's land use goals are broad statements identifying the land use character of the City or community. Land use policies are specific statements committing the City to courses of action.

The Land Use Element Goals and Policies focus on the following areas:

- Balanced community growth patterns;
- Land use compatibility;
- Maintaining a suburban rural community character while revitalizing the downtown area;
- Preservation of important natural features, and visually prominent hillside areas; and
- Overall intensity and density of residential land is proximate and adjacent to commercial uses.

Growth and Population

Goal 1: Attain a balanced City growth pattern which includes full mix of land uses.

Policy 1.1: New development and redevelopment shall be orderly with respect to location, timing, and density/intensity; consistent with the provision of local public services and facilities; and compatible with the overall suburban rural community character.

Policy 1.3: New residential development shall be consistent with City-adopted growth ordinance policies.

Policy 1.4: New development and redevelopment shall be coordinated so that the existing and planned capacity of public facilities and services shall not be adversely impacted.

Policy 1.5: A comprehensive planning approach for undeveloped areas of the community shall be followed, to prevent disjointed, incremental expansion of development.

Goal 1 Plan Implementation

Consistent. The Specific Plan allows the development of 755 residential dwelling units, approximately 14 acres of active and passive public park space and recreational facilities and approximately 75 acres of open space. In addition, the implementation of the Specific Plan would include the donation of an approximately 23.44 acre parcel (zoned RPD-20U-N-D) to be dedicated to the City for future residential development. The Hitch Ranch project implements the existing land use policies for this site, by specifying the arrangement, density, and character of permitted land uses consistent with adopted City policies and regulations. As detailed in the Specific Plan, existing and planned public services and infrastructure will serve the Hitch Ranch development.

Residential Development

Goal 3: Provide a variety of housing types and opportunities for all economic segments of the community.

Policy 3.1: A mix of residential densities shall be provided which accommodates the housing needs of all members of the community.

Policy 3.2: Residential projects shall include variation of residential product types, lot sizes, and designs, unless determined by the City to be infeasible due to the size of the project.

Policy 3.3: Where feasible, inclusionary zoning shall be used to require that a percentage of new, private residential development be affordable to very low to moderate income households.

Goal 3 Plan Implementation

Consistent. Hitch Ranch is a planned residential development that includes multiple regional public benefit improvements. The diverse residential types will address a number of communities housing issues, including affordable and market rate multi-family housing, smaller single-family housing for first-

time home buyers, move-up housing, and executive housing. A total of 755 housing units are proposed for Planning Areas (PA1, PA2, PA3 and PA4) that have a range of densities. As such, Hitch Ranch will make a substantial contribution toward attainment of community housing goals. Approximately three hundred and twenty-eight (328) of the total number of units will be attached multi-family units that include approximately 135 affordable rental apartment homes (41% of the total number of attached multi-family units and 17.8% of the total number of units); approximately 100 for sale townhomes; and approximately 93 for sale attached homes. There are approximately 427 detached single-family residences, each residence would have 3-5 bedrooms. In addition, the Project includes a donation of 23.44 acres to the City to enable the City of Moorpark to pursue the development of up to 333 affordable housing units under a separate process at a future date.

Table 3.10-2
Dwelling Units by Planning Area

Planning Area	Single Family Dwelling	Multi-family Dwelling	Affordable	Total Dwelling Units
PA 1	79	--	--	79
PA 2	188	--	--	188
PA 3	160	93	--	253
PA 4	--	100	135	235
Total	427	193	135	755

** Transfer of dwelling units shall be allowed within an individual Planning Area to another Planning Area. The allowable percentage of units transferred shall not exceed 15% of the total within either individual Planning Area.

Source: *Development Planning Services, July 2021*

Goal 5: Develop new residential housing which is compatible with the character of existing individual neighborhoods and minimizes land use incompatibility.

Policy 5.1: Multiple-family dwellings shall be developed in close proximity to employment opportunities, shopping areas, public parks, and transit lines, with careful consideration of the proximity to and compatibility with single-family neighborhoods.

Policy 5.2: Infill development in existing residential neighborhoods shall be compatible with the scale and character of the surrounding neighborhood.

Policy 5.3: Landscaped and/or natural vegetation buffer areas shall be provided around and within residential projects to minimize land use conflicts and privacy impacts.

Policy 5.4: Clustering of residential dwelling units may be allowed, if it can be shown that the common area created by the clustering is designed to protect a public interest or provide a public benefit such as the following: protects environmentally sensitive habitat or agricultural land; promotes land conservation as well as visual relief; provides a substantial recreational opportunity or an affordable housing benefit.

Goal 5 Plan Implementation

Consistent. Hitch Ranch is located approximately 900 feet west of State Route 23 and extends to approximately 1,400 feet west of Gabbert Road and is accessible to transit lines, shopping, recreation and employment opportunities.

Hitch Ranch is a residential development that is compatible with the scale, density, visual character, and design of neighboring residential areas such as the Meridian Hills, Gabbert neighborhood and Moorpark Highlands subdivisions. Land uses surrounding the project site include: Walnut Canyon Elementary School and a few single family homes immediately to the east. In addition, a post office, the City Civic Center, Aldersgate Senior Housing Project, and the Essex apartment site are located to the east; and the Moorpark downtown area about 0.25 mile further east. A mix of institutional, residential, light industrial and commercial land uses occurs to the south. Among the uses to the south are Poindexter Park and Chaparral Middle School. Single family homes, at rural densities, and open space are located to the west. Residential development and open space uses are located to the north. Landscape areas, open spaces and park spaces buffer the perimeter of Hitch Ranch; a generous buffer is provided for the Gabbert neighborhood in keeping with the rural character of the community.

Higher density multi-family housing is located closest to the downtown, transit and other higher density communities; the larger lots on the west edge are more consistent with context of the Gabbert neighborhood.

Goal 6: Encourage the use of Specific Plans in the undeveloped areas of the community.

Policy 6.1: Specific Plans shall be utilized as a tool for implementation of General Plan policies and priorities for larger land areas. The intent of each Specific Plan is to achieve a long-term cohesive development program which is responsive to the

physical and economic opportunities and constraints of each individual Specific Plan area.

Policy 6.2: The ultimate land uses, design guidelines, development standards, infrastructure and phasing requirements adopted for any given Specific Plan shall be consistent with the General Plan text discussion (see Section 5.2) of the type, location and intensity of use determined appropriate for each Specific Plan area.

Policy 6.3: Where the City finds it appropriate to consider development permit requests for individual parcels within “multiple ownership” Specific Plan areas prior to the adoption of a Specific Plan, the permit request shall be based upon the General Plan overlay designation as shown on the land use plan. The overlay designation is intended to reflect a level of intensity and types of uses that are appropriate to occur in the absence of an overall Specific Plan. Said individual requests shall be consistent with the General Plan text (see Section 5.1) discussion of the type, location and intensity of use determined appropriate for the General Plan overlay designation assigned to each multiple ownership Specific Plan area. Properties within the City’s sphere of influence, that are proposed to be annexed into the City limits, shall not be exempted from a Specific Plan requirement.

Policy 6.4: Development intensity and density should decrease as distance from arterials and commercial shopping areas increases.

Policy 6.5: The land use plan shall include adequate land for public recreational, cultural, educational, institutional (governmental, police, fire, etc.), religious and other service uses for the community.

Goal 6 Plan Implementation

Consistent. Hitch Ranch is designated as Specific Plan Area No. 1 in the Moorpark General Plan Land Use Element. The Hitch Ranch Specific Plan will be used to identify the type, location, and intensity of appropriate uses with the Land Use Element and provides design guidance for development standards, design, and infrastructure. The Hitch Ranch Specific Plan includes a variety of housing densities which decrease as distance from the commercial areas of the City increases, and provides approximately 75 acres of open space, approximately six acres of private recreational space and approximately 14 acres of public parkland.

Public Facility and Service

- Goal 12:** Ensure that a full range of public facilities and services are provided to meet the needs of the community.
- Policy 12.1:** Development shall be permitted only when adequate public facilities and services are available or will be provided when needed.
- Policy 12.2:** Efficient and equitable delivery of urban services shall be ensured by the development of capital improvement plans for urban services which 1) identify existing and future (general plan buildout) needs; 2) establish a phasing plan for providing new urban services commensurate with needs generated by existing and future development; 3) assure that financing is available to provide adequate necessary facilities and services prior to approval of any project which would exceed the capacity or significantly reduce the quality of existing services.
- Policy 12.4:** New residential development shall include adequate public and private open space and recreational uses to serve residential neighborhoods.
- Policy 12.5:** The City's current standard of five acres of parkland per 1,000 persons, or such higher maximum standard allowed by State law, shall be maintained consistent with the City's Open Space and Recreation Element to ensure that adequate passive/active parkland is provided in conjunction with future infill, redevelopment, and new development projects.
- Policy 12.6:** Developers of new commercial and industrial buildings or expansion projects shall be required to pay the established fee for City park and recreation facilities and services.
- Policy 12.7:** Where feasible, shared use programs between public and private service and facility providers shall be encouraged.
- Policy 12.8:** Any proposed project shall be required to contribute its fair share of the cost of providing adequate public services and facilities.
- Policy 12.9:** Where determined feasible, future development shall include infrastructure improvements to allow use of tertiary treated water.

Goal 12 Plan Implementation

Consistent. Hitch Ranch includes numerous improvements to public facilities and services for the benefit of the Plan area residents and the region. Public improvements will meet local and regional needs by including upgrades to roadway connections to address existing network deficiencies and flood control/drainage improvements. These roadway connections will provide improved emergency and fire department access to existing adjacent neighborhoods, the Walnut Canyon School and Boys and Girls Club.

Five private recreation areas are included as part of the Specific Plan. Planning Area 1 would include an approximately three-acre private recreation area, maintained by a homeowners association, which will include a clubhouse and swimming pool; within PA2, approximately four acres of passive and active recreation area is planned. PA3 is proposed to have approximately one acre of active recreation area. A private passive recreation area has been designated within PA4. Two public parks totaling approximately 14 acres are proposed along the High Street frontage of the specific plan area, adjacent to the City of Moorpark Civic Center property. This public park land would be dedicated to the City of Moorpark and would partially fulfill the requirements of the General Plan for park dedication. Additionally, there are over five and one-half miles of multi-use and equestrian trails in Hitch Ranch that connect to local and regional trails.

Project-related infrastructure improvements will address existing local and regional needs by including upgrades to roadway connections to address roadway network deficiencies and provide necessary flood control/drainage improvements.

Natural gas and electrical service to the project site would be provided by extending existing lines, which serve existing urban uses to the west, east, and south of the site. The size and location of lines that would serve the proposed project would be determined when individual tract maps are prepared for each phase of the project. Refer to **Section 3.5, Energy** for further analysis regarding natural gas and electrical usage for the project.

Water service to the project site would be provided by the Ventura County Waterworks District No. 1. Domestic water service would be connected at the site boundary at Meridian Hills Drive, High Street, Poindexter Avenue and Casey Road and be pressure looped through the project site. Currently, there are 8-inch water mainlines in Poindexter Avenue, Casey Road and Gabbert Road; these lines would be interconnected to serve the project site. The precise configuration of the water service system for the proposed project would be determined when individual tract maps are prepared for each phase of the project. Refer to **Section 3.17, Utilities, Water** for further analysis of water service.

The Project Applicant will enter into an agreement with the Ventura County Waterworks District to fund recycled water infrastructure within the District. This funding will be used for increased recycled water infrastructure to offset irrigation of common areas such as open space and landscaped areas.

Sanitary sewer service for the project will be provided by Ventura County Waterworks District No. 1 (VCWWD1) by connecting to their existing sewer line on Gabbert Road. To connect to VCWWD1's facilities, the onsite sewer main will run perpendicular to and beneath the Walnut Canyon storm channel and the Union Pacific Railroad/Metro Rail tracks at Gabbert Road. No interference in rail operations is anticipated as the sewer main would be installed utilizing a bore pit and jacking method of installation to connect at the intersection of Gabbert Road and Poindexter Avenue. To accommodate the anticipated flows from the Hitch Ranch project, the existing 8-inch and 12-inch diameter sewer main on Gabbert Road and on Los Angeles Avenue would require upsizing to a 15-inch diameter sewer line. Upsizing would occur from the intersection of Gabbert Road and Poindexter Avenue to the north side of the intersection of Los Angeles Avenue and Mira Sol Drive.

The configuration of the sewage collection system for the project will be determined at the time individual tract maps are prepared for each phase of the project. Refer to **Section 3.17, Utilities, Wastewater** for further analysis of the sewer service.

Some required portions of the Ventura County Watershed Protection District (previously the Ventura County Flood Control District) flood-control master plan facilities are incorporated as part of the proposed project; these facilities would serve the project site and provide flood control for the local drainage basin (i.e., Gabbert and Walnut Canyons). These facilities were identified as part of the Gabbert and Walnut Canyon Channels Flood Control Deficiency Study, Initial Study Hitch Ranch Specific Plan July 10, 2019, which was prepared for the Ventura County Flood Control District (dated March 1997). As proposed, the specific plan designates three sites for use as detention basins, with a total area of approximately 24.53 acres: Detention Basin 3 is approximately 12.27 acres and is located south of Planning Area 4, Detention Basin 2 is approximately 5.96 acres in size and is located east of proposed Gabbert Road south of North Hills Parkway, and Detention Basin 2B is approximately 6.30 acres and is located east of Gabbert Road north of North Hills Parkway. All three basins are designed as soft-bottom facilities, which would ultimately drain to the Ventura County.

Watershed Protection District (VCWPD) channel (Walnut Canyon Channel) located along the southern perimeter of the project site. In addition to the previously identified drainage basins, the proposed specific plan includes a 2.7-acre VCWPD easement along the southern project boundary.

The Project Applicant will be responsible for the financing and construction of the water, drainage and wastewater system improvements necessary to serve the proposed development. Upon completion of construction, funding and responsibilities for on-going maintenance of the onsite detention basins will be addressed in a Community Facilities District (CFD) agreement.

Economic Development and Employment

Goal 13 Achieve a well-balanced and diversified economy within the City which provides a variety of economic and employment opportunities.

Policy 13.1: A balanced job/housing ratio should be encouraged.

Goal 13 Plan Implementation

Consistent. Housing availability for the labor force is an important economic driver. Hitch Ranch is a new residential community that includes a diverse range of housing types. Increasing the range of housing options for residents will lead to increased local economic vitality, contribute to improving the City's jobs/housing balance and expand the local employment base to create a more diverse and balanced community.

Preservation of Environmental Quality

Goal 14: Establish land uses and development intensities which are compatible with scenic and natural resources and which encourage environmental preservation.

Policy 14.1: New development shall be located and designed to minimize adverse visual and/or environmental impacts to the community.

Policy 14.2: New development shall respect, integrate with, and complement the natural features of the land.

Policy 14.3: New development shall not contribute to or cause hazardous conditions of any kind.

Policy 14.6: Areas identified as significant aquifer recharge areas shall be protected and preserved.

Goal 14 Plan Implementation

Consistent. The Specific Plan concentrates development in areas that will preserve natural features and open space. The plan focuses the highest density development in the closest proximity to the downtown

commercial core, civic center and Metrolink transportation hub. Larger lots are focused toward the open space areas on the north and westerly sides of the project boundary.

As a residential project, the development of Hitch Ranch would not contribute to or cause hazardous conditions of any kind. Aquifer recharge capacity will be enhanced by preserving the alluvium areas along High Street and Gabbert Road.

Goal 15: Maintain a high quality environment that contributes to and enhances the quality of life and protects public health, safety and welfare.

Policy 15.1: Public & private projects shall be designed so that significant vegetation shall be maintained and protected, including riparian and oak woodland vegetation and mature trees (as defined in the City Code).

Policy 15.2: Ecologically sensitive habitats shall be protected and preserved or replaced with no net loss of habitat so long as there is substantial public benefit to any relocation program.

Policy 15.3: Natural and cultural resources having significant educational, scientific, scenic, recreational or social value shall be protected and preserved.

Policy 15.4: Development which will not result in a negative impact on air quality shall be encouraged in order to maintain and enhance air quality for the health and well-being of City residents.

Policy 15.5: The City shall require developers to maintain wildlife corridors to allow for the passage of animals between designated open space or recreation areas.

Policy 15.9: New development projects shall be required to use xeriscape landscaping techniques which include drought-tolerant plant species, reduction of turf area, irrigation designed to meet plant needs, and grouping plants according to their watering needs.

Policy 15.10: The City shall encourage the introduction of water conservation fixtures, which exceed Building Code requirements, into new development projects.

Goal 15 Plan Implementation

Consistent. The quality of life in a community is shaped by factors including natural environment, built environment, cultural and social environments. The Hitch Ranch Specific Plan composes these elements to contribute to the quality of life for all Moorpark residents. Specifically, the Specific Plan concentrates development areas to preserve natural features and open space. The plan focuses the highest density development in the closest proximity to the downtown commercial core, civic center and Metrolink transportation hub. Cognizant of the rural nature toward the west and north of the project boundary, larger lots have been purposefully placed to create a softer transition from open space to the built environment.

Landscape and lighting features will be sensitive to the environment, as well as comply with Moorpark standards and Title 24 *CalGreen* codes. The network of trails, parks and natural open space create an active, outdoor-oriented community that creates opportunities for social interaction benefiting existing and future residents of Moorpark. Residents of neighborhoods that are currently underserved would have access to the network of trails in the Specific Plan area.

Community Appearance

Goal 16: Enhance and maintain the suburban/rural identity of the community.

Policy 16.1: For each existing neighborhood the overall theme(s) and character shall be maintained or enhanced. Redevelopment and/or infill projects shall be consistent with the theme and character of the area.

Policy 16.2: Hillside development standards shall be adopted which restrict grading on slopes greater than 20 percent and which encourage the preservation of visual horizon lines and significant hillsides as prominent visual features.

Policy 16.3: The overall density and intensity of development should decrease as the slope increases.

Policy 16.4: New residential development should complement the overall community character of the City, establish a sense of place, and ensure compatibility with important existing local community identities.

Goal 16 Plan Implementation

Consistent. The Specific Plan creates a community that enhances Moorpark’s identity by concentrating higher density residential areas near the historical downtown while transitioning to more suburban and rural residential areas in the hills. The Specific Plan landscape and architectural design guidelines reflect the historic Early California and rural architectural character that distinguishes the Moorpark community.

Goal 17: Enhance the physical and visual image of the community.

- Policy 17.1:** New development shall be compatible with the scale and visual character of the surrounding neighborhood.
- Policy 17.2:** Identifiable entryways for the overall community, and unique or principal business/commercial districts of the City (i.e., City core and transportation corridors) should be encouraged.
- Policy 17.4:** Design concepts should be established for the overall community and for special treatment areas, such as the downtown district, which may include guidelines for architecture, landscape architecture, signage, streetscape, and infrastructure.
- Policy 17.5:** New development should incorporate a variety of landscape architecture themes and techniques to help organize and delineate land uses and to enhance the overall visual quality of the City.
- Policy 17.6:** Enhanced landscaping shall be used around residential, commercial and industrial buildings and parking areas as well as along easements of flood control channels, roadways, railroad right of ways, and other public and private areas, to soften the urban environment and enhance views from roadways and surrounding uses.
- Policy 17.7:** Design features which provide visual relief and separation shall be required between land uses of conflicting character.
- Policy 17.8:** Undergrounding of utilities shall be required in conjunction with development projects whenever feasible.

Policy 17.9: Visual impacts of above-grade utility structures, such as water storage tanks, water check valves, electric and telephone boxes, etc., shall be minimized through use of landscaping, materials, and colors that blend with the environment.

Goal 17 Plan Implementation

Consistent. The Hitch Ranch Specific Plan is a comprehensive document that provides guidance regarding design and development standards for each product type, and architectural and landscape design guidelines.

The design guidelines identify preferred architectural styles and design details that promote a high-quality appearance. The architectural styles have been chosen based on the City's visual character and the Hitch Ranch property history. Referencing the City's legacy informs the preferred design context. In keeping with the City's General Plan goals and consistent with the visual character of the Specific Plan area, new development will reflect traditional rural and early California architecture that incorporates the following characteristics:

- Simple forms and shapes;
- Gable roofs;
- Defined entries and porches;
- Variety of exterior materials to provide texture and visual interest;
- Use of trim elements that reflect appropriate scale and proportion; and
- Traditional window sizes and patterns

The architecture styles proposed to be utilized within the project are Spanish, Farmhouse, Traditional and Cottage. The use of a variety of exterior materials including stucco, lap siding, board and batten brick, and manufactured stone will be composed to provide distinctive appearances to the residences. Residences have been designed to include a defined and welcoming entry to each residence.

Landscape is an important characteristic of the overall design program. Landscape guidelines will identify appropriate use of native and adaptive plant materials. Context appropriate planting and hardscape materials that are water conserving and fire resistant will be used consistent with City requirements.

With the architecture, landscape elements, and the development standards, the Hitch Ranch Specific Plan will guide the development of this distinctive community.

Circulation Element

The City of Moorpark Circulation Element was adopted in 1992. The Highway Network Plan in the Circulation Element is based on roadways needed to accommodate the anticipated growth envisioned in the General Plan Land Use Element while achieving the identified goals for level of service.

The Circulation Element includes seven goals and 49 policies to assist in achieving these goals. Goals and policies relevant to the proposed project are listed below:

General

Goal 1: Provide a transportation system that supports the land use plan in the General Plan and provides for the safe and efficient movement of people, goods and services within, into, out of, and through the City of Moorpark.

Policy 1.1: The completion of the ultimate circulation system, through the improvement of sub-standard roadway segments and intersections and the construction of missing roadway links and related facilities shall be actively promoted.

Policy 1.4: New residential streets should be designed so as to discourage pass-through trips which do not begin nor end within the residential area served by the street.

Policy 1.7: Roadways, pedestrian areas, walks, street name signs and utilities in applicable outlying areas shall be designed to convey a rural appearance while providing for low maintenance costs and safe passage of vehicles, pedestrians, equestrians, and bicycles.

Goal 1 Implementation

Consistent. The Specific Plan provides for a hierarchical system of streets that is consistent with the Circulation Element and that connects with other streets and roadways to link throughout the City and the greater area. This includes the extension of Meridian Hills Drive, North Hills Parkway, Casey Road, High Street and "A" Street. The street network provided by the Specific Plan greatly improves the fire safety and emergency access to the Meridian Hills and Gabbert Road neighborhoods as well as eliminates the sub-standard single point of access at the existing Walnut Canyon School campus.

Level of Service

Goal 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Policy 2.1: Level of service 'C' shall be the system performance objective for traffic volumes on the circulation system. For roadways and interchanges already operating at less than level of service 'C', the system performance objective shall be to maintain or improve the current level of service.

Policy 2.2: Project phasing shall be coordinated with construction of on-site and off-site circulation improvements to maintain the performance standards objectives specified in Policy 2.1 and to ensure that improvements are in place when needed.

Policy 2.3: New development projects shall mitigate off-site traffic impacts to the maximum extent feasible.

Policy 2.4: All new development shall participate in a transportation improvement fee program. This fee enables circulation improvements to be funded by new development in a manner that maintains the performance objectives specified in Policy 2.1.

Policy 2.5: Driveway access points onto arterial roadways shall be limited in number and location in order to ensure the smooth and safe flow of vehicles and bicycles.

Policy 2.6: Secondary access should be required for projects located in the middle of a block adjacent to a limited-access arterial.

Policy 2.7: Traffic signal or stop sign installation shall be required at intersections which, based on individual study, are shown to satisfy traffic or stop sign warrants.

Policy 2.10: On-street parking on any new arterial streets shall be prohibited. For existing arterial streets with parking allowed, special studies should be

carried out to ensure off-street parking adequacy prior to prohibiting on-street parking.

Policy 2.11: Adequate off-street parking shall be provided in all new or expanded projects as part of construction.

Goal 2 Plan Implementation

Consistent. The Project circulation system integrates with and extends existing streets such as Casey Road and High Street and accommodates planned future uses through the extension of North Hills Parkway.

Policy 2.1 establishes Level of Service (LOS) 'C' as the circulation system performance objective Citywide. Without the roadway improvements planned as part of the Proposed Project, the Project would be inconsistent with Goal 2, Policy 2.1, i.e., maintaining LOS 'C' for traffic volumes on the circulation system.

A Traffic Impact Assessment (TIA) and a Supplemental Traffic Analysis (STA)⁴ were prepared in order to: 1) assess the change in traffic flow produced by the Proposed Project and cumulative traffic identified by the City for future projects; and 2) to determine if, when compared to existing conditions, the implementation of the Proposed Project and cumulative traffic impacts would cause any of the studied intersections to function below the City's LOS C performance objective as outlined in Policy 2.1. The TIA assessed 35 intersections, with the STA adding an additional two intersections:

TIA Intersections

- | | |
|---|---|
| 1. Walnut Canyon Rd & Broadway Rd | 19. Mountain Trail Rd & Tierra Rejada Rd |
| 2. Walnut Canyon Rd & Championship Dr | 20. Mountain Meadow Dr & Tierra Rejada Rd |
| 3. Walnut Canyon Rd & Spring Rd | 21. Walnut Creek Rd & Tierra Rejada Rd |
| 4. Walnut Canyon Rd & Casey Rd | 22. Peach Hill Rd & Tierra Rejada Rd |
| 5. Moorpark Ave & High St | 23. Spring Rd & Tierra Rejada Rd |
| 6. Spring Rd & High St | 24. Moorpark Rd & Tierra Rejada Rd |
| 7. Gabbert Rd & Poindexter Ave | 25. SR-23 SB ramps & Tierra Rejada Rd |
| 8. Moorpark Ave & Poindexter Ave/1st St | 26. SB-23 NB ramps & Tierra Rejada Rd |
| 9. Somis Rd & Los Angeles Ave | 27. Moorpark Rd & Santa Rosa Rd |
| 10. Grimes Canyon Rd & Los Angeles Ave | 28. Broadway Rd & Grimes Canyon Rd |
| 11. Tierra Rejada Rd & Los Angeles Ave | 29. Championship Dr & Grimes Canyon Rd |
| 12. Moorpark Ave & Los Angeles Ave | 30. Meridian Hills Dr & Walnut Canyon Rd |
| 13. Spring Rd & Los Angeles Ave | 31. SR 118 WB & Collins Dr |

4 Both of these studies are included in Appendix 3.15 to this EIR.

- | | |
|--|---|
| 14. Miller Pkwy/Science Dr/Los Angeles Ave | 32. SR 118 EB & Collins Dr |
| 15. SR-23 SB ramps & Los Angeles Ave | 33. Street "A" at Meridian Hills Dr (<i>Future</i>) |
| 16. SR-23 NB ramps & Los Angeles Ave | 34. Street "A" at High St (<i>Future</i>) |
| 17. Spring Rd & Peach Hill Rd | 35. Street "A" at Casey Rd (<i>Future</i>) |
| 18. Tierra Rejada Rd & Countrywood Dr | |

STA Intersections

- | | |
|--|---|
| 1. Gabbert Rd & North Hills Pkwy (<i>Future</i>) | 2. Gabbert Rd & High St (<i>Future</i>) |
|--|---|

When analyzed against existing conditions (refer to **Appendix 3.10, General Plan – Circulation Element Consistency Analysis**), the change in traffic flow generated by the Proposed Project would cause three intersections to function below the City's LOS C performance (Walnut Canyon Rd & Spring St [PM peak hour], Walnut Canyon Rd & Casey Rd [AM peak hour], and Spring St & High St [PM peak hour]). When analyzed against Future with Project (Cumulative) conditions, six intersections (Walnut Canyon Rd & Casey Rd [AM and PM peak hour], Moorpark Ave & High St [AM and PM peak hour], Spring St & High St [AM and PM peak hour], Moorpark Ave & Poindexter Ave [AM and PM peak hour], Miller Pkwy & Los Angeles Ave [AM and PM peak hour], and SR 23 SB Ramps & Los Angeles [AM and PM peak hour]), would function below the LOS C performance objective.

As a result, a **Condition of Approval** will be required to ensure that traffic conditions in the Project area would remain consistent with the Goals and Policies identified in the **City of Moorpark General Plan – Circulation Element**. This **Condition of Approval** will require that the Project Applicant shall pay an **Area of Contribution (AOC)** fee based upon the City's currently adopted AOC fee schedule (as indicated in the Development Agreement for the Project). The AOC fee for each individual dwelling unit shall be paid prior to issuance of a certificate of occupancy for that unit. With the payment of the AOC fees, which are intended to be used by the City to fund roadway improvements as identified in the City's Capital Improvement Program (CIP) list, the Project would be consistent with the Goals and Policies identified in the City of Moorpark General Plan – Circulation Element⁵.

Roadway Standards

Goal 3: Adopt and maintain a set of roadway standards and transportation system design criteria which supports and maintains the desired character of the City of Moorpark.

⁵ The City would update the current Capital Improvement Program (CIP) list to include and address the specific improvements identified in the TIA and STA for implementation of the Proposed Project.

- Policy 3.2:** Planting and substantial landscaping shall occur along major arterials to mitigate visual impacts and erosion problems.
- Policy 3.3:** Roadways in hillside areas shall not have a significant, adverse impact on the natural contours of the land; grading for streets shall be minimized; and harsh cut slopes which may not heal into natural appearing surfaces shall be avoided.
- Policy 3.4:** New collector streets in hillside areas shall be required to have curb and gutter and graded shoulders, and on-street parking shall be prohibited, as necessary, in order to provide extra safety.
- Policy 3.5:** Private streets shall be required to be improved to public street standards prior to dedication to the City.
- Policy 3.6:** The use of landscaped medians on arterial streets shall be encouraged in an effort to preserve the image of the community.
- Policy 3.7:** Rural and hillside road standards shall be developed, including standards for landscaping, levels of service, and road widths.

Goal 3 Plan Implementation

Consistent. The proposed circulation plan for the Project is designed to implement the General Plan Circulation element and to comply with the City of Moorpark's standards and design criteria. Components of the access plan are illustrated on **Figure 2.0-3**. All "named" streets on **Figure 2.0-3** (including "A" Street) would be public and all other streets would be private. The primary access to the Plan area would be provided via extensions of Casey Road and High Street to the west and a connection to North Hills Parkway, a planned arterial. The proposed Plan incorporates several roadway improvements in addition to roadways internal to each Planning Area. These roadways include (1) dedication of right-of-way and construction for North Hills Parkway; (2) dedication of the Casey Road right-of-way and roadway construction; (3) dedication of the "A" Street right-of-way and roadway construction, (4) dedication of the on-site High Street right-of-way and on-site and off-site roadway construction, (5) dedication of Meridian Hills Drive right-of-way and roadway construction; and (6) dedication of the Gabbert Road right-of-way and roadway construction.

Transit System

- Goal 4:** Provide a public transportation system which serves the needs of persons living in and/or working in the City of Moorpark.

Policy 4.2: Proposed developments shall include transit facilities, such as bus benches, shelters, pads or turn-outs, where appropriate, in their improvement plans, or as needed in proximity to their development.

Goal 4 Plan Implementation

Consistent. The Specific Plan will be reviewed by the local transit authorities to evaluate transit needs. The Specific Plan will incorporate bus stops at appropriate locations to facilitate transit service between the planning area, the City and the region at the directions of the transit authority.

Bicycle and Pedestrian Facilities

(Refer to **Figure 3.15-4 City of Moorpark Circulation Element – Bikeway Element**)

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

Policy 5.1: New development and redevelopment projects shall be required to include safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternate forms of non-polluting transportation.

Policy 5.2: Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bikeway and sidewalk network.

Policy 5.3: Proposed residential, commercial, and industrial developments shall be required to include bikeways in their street improvement plans, consistent with the Circulation Element Bikeway Network Plan, and to construct the bicycle paths, or lanes, or routes as a condition of project approval.

Policy 5.4: Development projects shall be required to participate in the funding of planned bikeways which would allow employees to utilize bicycles as an alternative to automobiles.

Policy 5.5: The provision and maintenance of off-street bicycle paths shall be encouraged.

Policy 5.6: Bicycle racks shall be required, and storage facilities shall be encouraging at new or modified public, commercial, and industrial building sites.

- Policy 5.7:** The installation of sidewalks shall be required for all new roadway construction and significant reconstruction of existing roadways, with the exception of hillside areas. If installation of sidewalks in hillside areas would result in significant grading impacts or a safety concern, special consideration shall be given to either eliminating the need for sidewalks or requiring along one side of the street only.
- Policy 5.8:** Along arterial and collector roadways, requiring the use of meandering sidewalks or the provision of landscaping between the curb and sidewalk shall be given consideration for all new projects proposed in commercial and industrial areas.
- Policy 5.9:** The design of unobstructed sidewalks, when included as part of roadway improvement plans, shall follow accepted traffic engineering practice.
- Policy 5.10:** The installation of appropriately located handicapped ramp curb-cuts shall be required for all new roadway construction and significant reconstruction of existing roadways.

Goal 5 Plan Implementation

Consistent. The design of the Specific Plan includes ADA compliant sidewalks, and dedicated bicycle lanes within appropriate roadway designs and provides an integrated trail system with improved trail heads to facilitate pedestrian and bicycle uses. Major roadways through the development will be landscaped with native and adaptive plant materials and maintained by the HOA. Specifically, North Hills Parkway would be developed as a four-lane road, consisting of two vehicle-travel lanes plus bike lanes (in each direction) with a total right-of-way corridor dedication width of 200 feet with controlled access and restricted parking. A 14-foot wide landscaped median would be provided. The roadway also includes a 14-foot wide parkway section. The north side of the parkway would provide for a 12-foot wide multi-use trail. Bike racks will be installed at all active park and recreation areas.

Equestrian Facilities

(Refer to **Figure 3.15-5 City of Moorpark Circulation Element – Equestrian Trail Network**)

Goal 6: Provide equestrian trails for recreational use.

- Policy 6.1:** New development projects shall provide equestrian trail linkages to regional parks and to regional trail systems consistent with the Circulation Element Equestrian Trail Network Plan.
- Policy 6.2:** New residential developments shall be encouraged to provide equestrian paths.
- Policy 6.3:** Multi-use equestrian, bicycle, and pedestrian trails shall be encouraged wherever feasible.

Goal 6 Plan Implementation

Consistent. The Specific Plan provides for an interconnected system of public multi-use trails throughout the Project area open spaces with links to adjacent equestrian uses and local and regional trails.

Transportation Demand Management

Goal 7 Develop and encourage a transportation demand management system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system.

- Policy 7.1:** To reduce energy consumption, noise pollution and air pollution, employment generating developments shall provide incentives to employees to utilize alternatives to the conventional automobile, such as walking, bicycles, carpools, vanpools, buses, and commuter rail.
- Policy 7.3:** Alternate forms of public and private transit which give routing, scheduling and planning priority to the work force, youth, handicapped, senior citizens and shoppers shall be provided to the extent feasible.

Goal 7 Plan Implementation:

Consistent. The Hitch Ranch Specific Plan includes bikeways and trails that will encourage the use of alternative transportation by connecting to the City’s bike and trail system. Additionally, the Project will provide housing in close proximity to transit (bus and Metro) and employment opportunities.

Open Space, Conservation, & Recreation Element

The City of Moorpark's Open Space, Conservation and Recreation (OSCAR) Element seeks to maintain the quality of life for residents through the management of open space and natural resources. Specifically, the Goals are:

Goal 1 Preserve and enhance the unique aesthetic and visual qualities of Moorpark as a city with scenic topographic features and elements that promote the quality of life that Moorpark citizens pursue.

Policy 1.1: Protect the scenic viewsheds both to and from the City of Moorpark. This shall include those views extending north to the Santa Susana Mountains south to Tierra Rejada Valley. This will extend to any new development and to any future renovations and additions that may potentially obscure a viewshed.

Policy 1.2: Study, monitor and link the existing Greenbelt Agreement Area to include landscaped arterial roadways as entrance ways to the city, bikeways, equestrian paths and hiking trails, to create a network of aesthetically pleasing links into and around the City.

Policy 1.3: Develop an architectural and landscape architectural design theme throughout the City that will serve as a guideline and a functional expression to promote the unique aesthetic and visual qualities through future developments.

Policy 1.5: Explore with SCE and local utilities the potential to underground existing above-ground lines.

Goal 1 Plan Implementation

Consistent. Consistent with General Plan Goals and Policies, Hitch Ranch will concentrate development in proximity to existing infrastructure, roadway and public services and will retain significant open space. The Specific Plan permanently preserves approximately 75 acres of open space. Development will not visually dominate ridgelines. Consistent with the Specific Plan, development is planned to respect view sheds and natural open spaces to the extent possible; all proposed development is to occur proximate to where other suburban land uses already exist. The Plan includes private recreation areas, greenbelts, and public multi-use trails connecting to local and regional trails in the surrounding hills. The architecture at Hitch Ranch will reflect simple traditional building shapes and forms and gable roofs. The use of a variety of exterior materials including stucco, lap siding, board and batten and manufactured

stone will be composed to provide distinctive appearances to the residences and the community building. Use of trim elements such as simple railings, knee braces and exposed rafter tails will contribute to visual interest. While the primary architectural style is traditional, early California architecture is also represented and will use stucco exterior, tile roofs, exposed rafter tails, wood trim elements and arches that reflect Spanish design influences. Residences have been designed to include a defined and welcoming entry to each residence. The Specific Plan will underground all new utilities to the extent feasible.

Goal 2 Acquire, provide and maintain public parkland for both passive and active use that is equally accessible to the community on a neighborhood, community and regional basis.

Policy 2.2: Encourage and ensure equal access to parklands for all residents, including the young, handicapped and elderly.

Policy 2.3: Encourage the development and provision of recreational activities that are both active and passive; e.g., hiking, biking, running, sightseeing, swimming.

Policy 2.4: Coordinate among all public and private organizations to eliminate duplication of recreational services and opportunities.

Policy 2.5: Provide recreational/leisure parklands at the standards set in the Moorpark Parks and Recreation Master Plan.

Goal 2 Plan Implementation

Consistent. The Specific Plan provides for extensive private neighborhood recreational facilities. In addition, approximately 14 acres of active and passive use public park areas are proposed along the High Street extension area of the Specific Plan as well as over 5.5 miles of multi-use trails.

Goal 3 Ensure the health, safety and general welfare of the public through designating land uses that will minimize the risk of danger to the public.

Policy 3.1: In areas designated for flood control purposes, promote the use of the area for passive recreation activities, (e.g., hiking, fishing, bike riding) and reserve in open space use until the land can be used for a purpose.

Goal 3 Plan Implementation

Consistent. The Specific Plan provides for roadway connections creating multiple fire safety emergency routes for the northern portion of the city. The plan complies with all recently adopted CalFire and Ventura County Fire Department design standards. The incorporation of storm water detention basins reduces flooding potential downstream of the Specific Plan area. Flood control areas will be used for passive and active recreation areas.

Goal 4 Preserve and maintain the physical and biological environment from future growth-related degradation. In those areas where degradation is inevitable, ensure the restoration of affected areas.

Policy 4.1: Cooperate and participate in regional air quality management plans, programs, enforcement measures and mitigation measures designed to reduce and/or minimize the amount of primary and secondary air pollutants.

Policy 4.2: Conserve and protect water quality supplies through cooperative efforts with the Ventura County Water Conservation Plan and any future regional water quality and water supply plans and programs that may be instrumental in reduction water quality-related programs.

Policy 4.3: Conserve, preserve and enhance the quality of biological and physical environments throughout the City of Moorpark. Require restoration of those areas unsatisfactorily maintained or subsequently degraded.

Policy 4.4: Protect agricultural areas from future development. This policy applies to those that are agriculturally productive and/or have beneficial qualities for designated use as open space corridors, existing viewsheds or open space.

Goal 4 Plan Implementation

Consistent. The Specific Plan includes mitigation measures to reduce and minimize the amount of primary and secondary air pollutants, and would implement all VCAPCD Construction Control Measures during Project construction. the establishment of permanent open space areas within the planning area. Additionally, the Specific Plan includes water quality treatment and regional storm water detention facilities to aid in preserving water quality. The Specific Plan includes mitigation measures to

protect biological resources, including protected plant and animal species, and includes a Native Habitat Restoration Plan.

As discussed above, in section 3.10.1, **Existing Conditions**, the loss of agriculture resources related to the Proposed Project is limited to Farmland of Local Importance and grazing lands, and does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further, the proposed project would not conflict with an existing Williamson Act contract. While the potential for significant impacts due to the loss of farmland exists, there is a history of failed farming activities on the property. As shown on **Figure 3.10-1**, the Farmland of Local Importance consists of fragmented, scattered segments of low-lying land which historically has been susceptible to frost, resulting in failure of tree crops in the period between 1930 and 1960. Dry farming has not been sustainable for the same reason, and row crops are not economically viable on this soil type within these irregular-shaped farmland units. There are no active wells in operation on the subject property. Grazing of the property is not an economically viable land use as the property cannot support year-round grazing on a commercial scale.

Goal 5 Enhance and encourage communication channels throughout the community to provide up-to-date information on environmental issues and opportunities.

Policy 5.1: Develop a public information program that can: (1) educate community residents as to the nature of the issues, opportunities for public input and dates and times of public participation meetings, hearings, workshops, etc.; and (2) respond to current local issues and problems.

Policy 5.2: In cooperation with gas and electric utilities, prepare public-information releases regarding the value of energy conservation efforts, current technology in home energy-saving techniques and, when economically feasible, encourage use of passive solar energy plans and programs for home and business use.

Goal 5 Plan Implementation

Consistent. The Applicant maintains a project website and has an outreach program to encourage community participation. Additionally, the City's discretionary review process includes opportunities for public input and information.

A pre-construction Worker Environmental Awareness Program (WEAP) training shall be conducted for all construction employees. Prior to the start of construction activities, the WEAP shall be presented to inform construction supervisors, workers, and inspectors of sensitive resources that have a moderate to

high potential of occurrence on the project site, to explain their importance and sensitivity, to review regulatory protections afforded to these resources, and to describe the project design features and mitigation measures adopted to avoid and reduce impacts. Training shall identify individual responsibilities regarding these resources, and communication procedures should sensitive resources exist or be found in the project area.

A brochure will be prepared by the development team and distributed to all home buyers that explains the purpose and sensitivity of the biological mitigation area and reasons why residents and their pets are discouraged from using this area. Signage will also be provided at the entrance of trails that are nearby sensitive habitat areas to notify users of the nature of the area and its sensitivity.

Goal 6 Maintain and enhance the open space and designated non-growth areas for conservation, agriculture, ranching, recreation, leisure, and aesthetic purposes.

Policy 6.2: Maintain open space lands that are well suited to their intended uses and that will result in the most efficient use of land. All such lands should be designed and managed for the convenience, health, safety and pleasure of intended users and should represent positive examples of open space planning and energy conservation.

Goal 6 Plan Implementation

Consistent. The Specific Plan preserves approximately 75 acres as permanent open space, approximately 14 acres of public parks, along with multiple private recreation areas, and provides over 5.5 miles of multi-use trails.

Housing Element

Consistent. The City of Moorpark's General Plan includes a state-approved Housing Element that provides for fair and equal housing opportunities and inclusionary affordable housing. The Housing Element of the Moorpark General Plan anticipates development of 755 dwelling units within the Specific Plan Area, including a 23.44-acre portion of the Specific Plan that was rezoned to RPD-20-U in 2013.

Goal 1.0: Assure the quality, safety, and habitability of existing housing and the continued high quality of residential neighborhoods.

Policy 1.1 Continue to monitor and enforce building and property maintenance code standards in residential neighborhoods.

Policy 1.2 Continue to provide City public safety services, infrastructure maintenance, graffiti removal, and other public services to maintain the quality of the housing stock, neighborhoods, and the environment.

Policy 1.3: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

Goal 1 Plan Implementation

Consistent. Hitch Ranch is a new residential neighborhood that includes provisions for adequate infrastructure and improvements as described In the Specific Plan. The design guidelines and standards established by the Plan will ensure quality development and protection of the environment consistent with General Plan goals. The establishment of a Homeowner’s Association (HOA) will ensure that fuel modification and other fire protection systems are maintained.

The Hitch Ranch Homeowner’s Association will provide Hitch Ranch residents with information on, and encourage them to practice, and implement a “Ready, Set, Go!” (Ventura County Fire Department 2016) approach to site evacuation. The “Ready, Set, Go!” concept is widely known and encouraged by the state of California and most fire agencies, including the VCFD. Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the site’s fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes.

Goal 2: Provide residential sites through land use, zoning and specific plan designations to provide a range of housing opportunities.

Policy 2.1 Identify adequate sites which will be made available and zoned at the appropriate densities, to facilitate Goals set forth in the 2014-2021 RHNA.

Policy 2.2 Ensure residential sites have appropriate public services, facilities, circulation, and other needed infrastructure to support development.

Goal 2 Plan Implementation

Consistent. Hitch Ranch is a residential development that includes multiple regional public benefit improvements. A number of community housing issues will be addressed through Implementation of the

Hitch Ranch Specific Plan, including affordable and market rate multi-family housing, smaller single-family housing for first-time home buyers, move-up housing, and executive housing. Regional public benefits address park needs, regional circulation and safety issues and stormwater capacity. Hitch Ranch will be served by Infrastructure, circulation and facilities Improvements as described in the Specific Plan.

Residential development will include a total of 755 housing units: 427 Single Family Units, 328 Attached Multi-Family Units (including 135 Affordable Rental Apartment Homes). The range of housing types provides housing options. To fulfill the Housing Element requirement for affordable housing, the City of Moorpark will receive a donation of an adjacent 23.44-acre graded parcel of land (zoned RPD-20U-N-D) with all utility services at the site, enabling the City of Moorpark to develop the site as an affordable multi-family housing project under a separate process at a future date. The total number of dwellings will make a significant contribution to towards the City’s Regional Housing Needs Allocation obligation.

Goal 3: Expand and protect housing opportunities for lower income households and special needs groups.

Consistent. Residential development will include 135 Affordable Rental Apartment Homes. Further, to fulfill the Housing Element requirement for affordable housing, the City of Moorpark will receive a donation of an adjacent 23.44-acre graded parcel of land (zoned RPD-20U-N-D) with all utility services at the site, enabling the City of Moorpark to develop the site as an affordable multi-family housing project under a separate process at a future date. The development of this new housing would increase the supply of housing for lower income groups.

Safety Element

Goal 1: Minimize the potential damage to structures and loss of life that could result from earthquakes.

Policy 1.1: Continue to implement Uniform Building Code seismic safety standards for construction of new buildings, and update the City’s codes as needed in response to new information and standards developed at the State level.

Policy 1.2: Require the preparation of detailed geologic studies for any development proposal within seismic hazard zones and liquefaction hazard areas.

Policy 1.6: Participate in local, county, and State-sponsored earthquake preparedness programs.

Policy 1.7: Continue to monitor groundwater levels in all potential liquefaction areas. If the water levels reach within 40 feet of the surface, the City Engineer shall require appropriate mitigation to alleviate the hazard to large structures as necessary.

Goal 1 Plan Implementation

Consistent. All development in the Hitch Ranch Plan Area will comply with applicable Uniform Building and Fire Code requirements. Mitigation is included such that the applicant shall conduct additional geotechnical work, consisting of soil borings and laboratory analysis, within the areas of the structures to better define the severity of liquefaction, settlement, and expansiveness conditions. Once the severity of these soil characteristics are determined, then appropriate measures contained within the geotechnical reports will be incorporated into the design of the project. Feasible techniques to mitigate any defined liquefaction, settlement, and expansive soils could include, but would not be limited to, (1) in-situ densification; (2) vibro replacement; (3) compaction grouting or chemical stabilization; or (4) deep foundations and self-supporting structural slabs, (5) over-excavation and replacement with properly compacted fill, and/or (6) design of foundation systems with appropriate thickness and reinforcing.

Goal 3: Protect public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and subsidence.

Policy 3.1 Reduce the risk of impacts from geologic hazards by applying property engineering, building construction, and retrofitting requirements to the development process.

Policy 3.2 Require that slope stability analyses be conducted for new development in hillside areas.

Policy 3.3 Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long term slope maintenance.

Policy 3.4 Participate in regional measures aimed at reducing the risk of subsidence throughout the City of Moorpark, the sphere of influence, and area of interest.

Goal 3 Plan Implementation

Consistent. All development in the Hitch Ranch Plan Area will comply with applicable Uniform Building Code requirements. Mitigation is included such that the applicant shall conduct additional geotechnical

work, consisting of soil borings and laboratory analysis, within the areas of the structures to better define the severity of liquefaction, settlement, and expansiveness conditions. Once the severity of these soil characteristics are determined, then appropriate measures contained within the geotechnical reports will be incorporated into the design of the project. Feasible techniques to mitigate any defined liquefaction, settlement, and expansive soils could include, but would not be limited to, (1) in-situ densification; (2) vibro replacement; (3) compaction grouting or chemical stabilization; or (4) deep foundations and self-supporting structural slabs, (5) over-excavation and replacement with properly compacted fill, and/or (6) design of foundation systems with appropriate thickness and reinforcing.

Goal 5: Reduce the risk to the community from hazards related flooding.

- Policy 5.1:** Continue to participate in the National Flood Insurance Program.
- Policy 5.2:** Ensure that future projects include mitigation for hydrological impacts. Mitigation can include catch basins, stormwater pipelines, and detention basins.
- Policy 5.3:** Consider floodway management design that includes areas where stream courses are left natural or as developed open space.
- Policy 5.4:** Improve flood control structures, including modification of the Walnut Canyon and Gabbert Canyon debris basins, addition of new detention basins, channel reconstruction, and diversion systems.
- Policy 5.5:** Encourage property owners with buildings located within a Special Flood Hazard Area to have all components of the property's electrical system raised at least one foot above the 100-year flood level.

Goal 5 Plan Implementation

Consistent. A Hydrology Study was included in the Environmental Impact Report required for the Specific Plan. The Study determined the project does not create a flood hazard. Refer to **Section 3.9, Hydrology and Water Quality** for further analysis regarding flood hazards and storm drainage infrastructure, including proposed debris and detention basins to be established on the project site.

All development in the Hitch Ranch Plan Area will comply with applicable flooding, wildfire, and geologic safety code requirements. All residential development within the project is located outside of FEMA Flood Hazard Areas.

Goal 6: Reduce the risk to the community from hazards related to wildfires and structural fires.

Policy 6.1 Continue to implement the fire hazard reduction goals and policies set forth in the Ventura County General Plan.

Policy 6.2 Develop education and mitigation strategies that focus on enhanced hazards in the months of August, September, and October, when dry vegetation and Santa Ana winds coexist.

Policy 6.3: Continue to require noncombustible roofing materials for new and replacement roofing.

Policy 6.4: Continue a public education through the County Fire Protection District's Community Education/Public Information Divisions to inform as to how they can help reduce fire hazards.

Goal 6 Plan Implementation

Consistent. Wildfire hazards would be minimized through fuel modification and other measures as set forth in the Public Services and Design Guidelines sections of the Specific Plan, and the Fire Protection Plan. Refer to **Section 3.18, Wildfire** for further information and analysis regarding wildfire hazards.

The Hitch Ranch Homeowner's Association will provide Hitch Ranch residents with information on, and encourage them to practice, and implement a "Ready, Set, Go!" (Ventura County Fire Department 2016) approach to site evacuation. The "Ready, Set, Go!" concept is widely known and encouraged by the state of California and most fire agencies, including the VCFD. Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes.

Goal 7: Improve the ability of the City to respond effectively to natural and human-caused emergencies.

Consistent. The roadway improvements included in the Hitch Ranch Specific plan would provide additional emergency access and evacuations points for Walnut Canyon School, the Meridian Hills

neighborhood and the Gabbert Road area, as well as the Specific Plan Area, improving the ability of first responders to respond effectively to natural and human-caused emergencies.

Noise Element

The Noise Element of the General Plan seeks to avoid, minimize or mitigate adverse noise conditions within the City of Moorpark. The specific Goals of the Noise Element include:

- Goal N-1:** Protect the health, safety, and general welfare of the public from adverse noise impacts.
- Policy N-1.1:** Identify sound attenuation measures that can be applicable to transportation related noise impacts.
- Policy N-1.2:** Incorporate noise considerations into land use planning decisions to prevent or minimize future noise and land-use incompatibilities. The analysis of traffic and other noise sources shall consider future conditions at General Plan build out.
- Policy N-1.3:** Provide for reduction in noise impacts from non-transportation sources through adoption of a Noise Ordinance, which is intended to protect people from noise generated on adjacent properties.
- Policy N-1.4:** Require stationary noise sources to limit noise to levels that do not interfere with adjacent uses.
- Policy N-1.5:** Require new projects to contribute to the mitigation of off-site traffic noise impacts to the extent that these impacts are entreated by the proposed project.
- Policy N-1.6:** Limit the impact of nuisance noise sources upon residential areas.

Goal N-1 Plan Implementation

Consistent. The project will comply with the applicable General Plan Goals and Policies for noise reduction and with applicable City Noise Ordinances requirements. The new residential uses will increase noise levels in the vicinity of the project site due to vehicle trips that would be generated by the proposed project and by outdoor activities in open space and recreation areas typical of residential neighborhoods.

Temporary increases in ambient noise levels are expected during construction activities and appropriate mitigations to ensure compliance with City noise requirements will be prescribed and adhered to. Noise mitigation measures, as identified in the EIR, are included in conformance with General Plan requirements.

Consistency Analysis Conclusions

As discussed above, with the proposed General Plan Amendments, the Hitch Ranch Specific Plan project would be substantially consistent with the goals and policies of the City of Moorpark General Plan Land Use, Circulation, Open Space, Conservation and Recreation (OSCAR), Safety, Housing, and Noises Element and impacts would be less than significant.

City of Moorpark Zoning Ordinance

As a part of the Hitch Ranch Specific Plan, zoning designations have been proposed for the site. The proposed zoning designations allow for those land uses proposed by the Hitch Ranch Specific Plan. These designations are proposed to ensure consistency with the General Plan land use designation (Hitch Ranch Specific Plan). It is the City's intent to adopt the Specific Plan, including the zoning ordinance incorporated therein, by resolution. The City's zoning ordinance would take precedence only when the Specific Plan, and the zoning ordinance incorporated therein, is silent on any zoning issue.

Hitch Ranch Specific Plan (SP 2019-01)

Notwithstanding the previous discussion, the project requires the adoption of the Hitch Ranch Specific Plan, which has been prepared in compliance with California Government Code Article 8, Section 65450 et seq., and all other applicable state and City policies. The approval of the Hitch Ranch Specific Plan would establish the framework for development of the land, including development standards, design guidelines, phasing, and infrastructure requirements. The adoption of the revised Hitch Ranch Specific Plan would require the following actions by the City of Moorpark:

General Plan Amendment (GPA No. 2020-01)

Adoption of the revised Specific Plan would require three Amendments to elements of the City of Moorpark General Plan (refer to **Figure 3.10-2, City of Moorpark General Plan Existing and Proposed**). The Amendments are:

- **Circulation Element:** Amend to include the extension of High Street to Gabbert Road. Under the current General Plan Circulation Element High Street terminates east of Hitch Ranch at Moorpark Avenue. The High Street roadway presently extends westerly approximately 700 feet beyond Moorpark Avenue to provide access to the United States Post Office. The additional extension to

connect to the Hitch Ranch property will provide a secondary access point for the Post Office and improve east/ west circulation within the portion of the city north of the Union Pacific Railroad tracks. High Street will be built as a two-lane collector roadway with traffic calming roundabouts within the Hitch Ranch Specific Plan. The Circulation Element is also to be amended to reduce North Hills Parkway from a six-lane arterial roadway to a four-lane arterial roadway, along with the deletion of a traffic signal at North Hills Parkway and Gabbert Road. The current General Plan Circulation Element also shows a conceptual alignment for Casey Road that would not be feasible due to the hilly landforms of the Hitch Ranch property. The current Circulation Element Casey Road conceptual alignment also terminates on the west end at an impractical location too near to the intersection with the currently-designated six-lane and signalized North Hills Parkway. With the proposed Circulation Element Amendment both Street “A” and Meridian Hills Drive will be added as Local Collector roads originating at Walnut Canyon Road on the north and terminating at High Street extension on the south. Casey Road will terminate on the west at Street “A”. These General Plan Circulation Element Amendments will create additional routes of vehicle circulation through interconnection that was not anticipated at the time that the 1992 General Plan Circulation Element was last updated. Refer to **Figure 3.10-3, City of Moorpark General Plan Circulation Element, Existing and Proposed.**

- **Land Use Element:** Amend to include the addition of 14 acres of Public Parkland, creating consistency with the existing City of Moorpark Park Master Plan. The three acres of Institutional Use referenced in the General Plan will be deleted.

Amend for consistency between the State of California (HCD) approved General Plan Housing Element and the City’s current Land Use Element of the General Plan to provide for 755 dwelling units within the Specific Plan Area. In June 2009, the City Council authorized the Specific Plan and EIR for Hitch Ranch to analyze 755 dwelling units. In 2014, the State of California approved the City of Moorpark Housing Element with 755 dwelling units within Hitch Ranch. The Specific Plan is based on the 755 dwelling unit land use plan.

Rezoning (ZC 2019-01)

The project requires consideration of a change of zone from Agricultural-Exclusive (AE-40) to Hitch Ranch Specific Plan to establish consistency between the project Zoning and General Plan/Specific Plan land use designations; this includes retaining the designation of approximately 11 acres owned by Southern California Edison in the southwest corner of the Hitch Ranch Specific Plan as “Agricultural-Exclusive” (AE), consistent with City zoning of adjacent Electrical Transmission Corridor land owned by Southern California Edison. Approximately six acres of the Walnut Canyon School property on the

eastern edge of the Hitch Ranch Specific Plan is to remain “Agricultural Exclusive” (AE) consistent with the existing City zoning of this land owned by the Moorpark Unified School District. The approximately 23.44 acres City Donation Parcel will be realigned to the south, and will remain designated “RPD-20U-N-D”, consistent with the City of Moorpark Zoning Map (refer to **Figure 3.10-4, City of Moorpark Zoning Existing and Proposed**).

Tentative Tract Map for Tract No 5708 (TTM 2019-01)

The Tentative Tract Map would subdivide the approximately 277.30-acre site into lots to accommodate residential, recreational, drainage basins, and open space uses. The mapping would also include easements, dedications, roadways, utilities and define adjacent off-site improvements required for the Project.

Development Agreement (DA 2019-01)

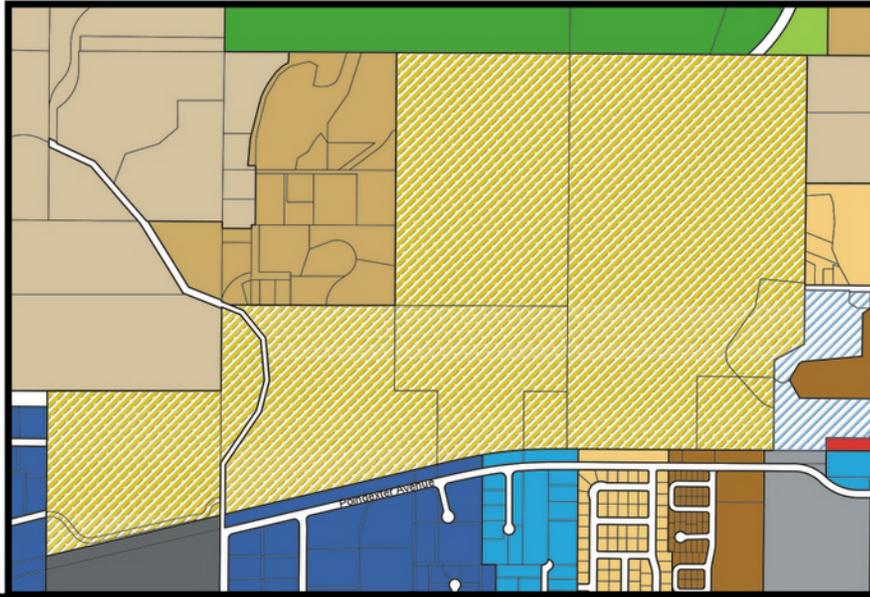
The agreement between the developer and a city that contains all of the terms and conditions for the maintenance, planning and development of a property, and legally governs the relationship between the agency and developer until the development has been completed.

A development agreement will outline the parameters of development of the project site, and would insure orderly development of the project.

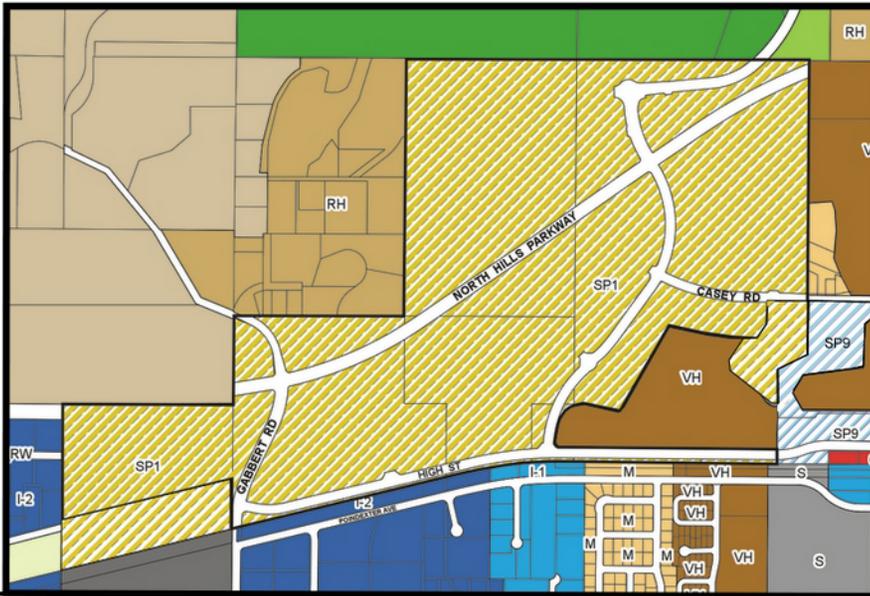
Residential Planned Development Permit(s)

Residential Planned Development Permit(s) would establish the physical site plan layout of each individual Planning Area within the Specific Plan, including street and neighborhood amenity locations, community plot plans, conceptual landscape architecture, architectural elevations and preliminary floor plans.

Existing



Proposed



SP-1
Hitch Ranch Specific Plan

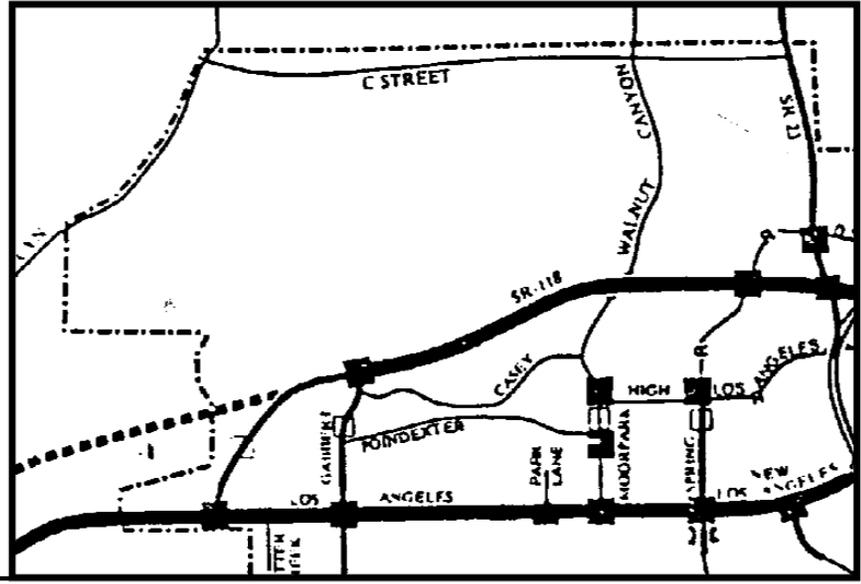


VH
Very High Density Residential
(15Du/Ac)

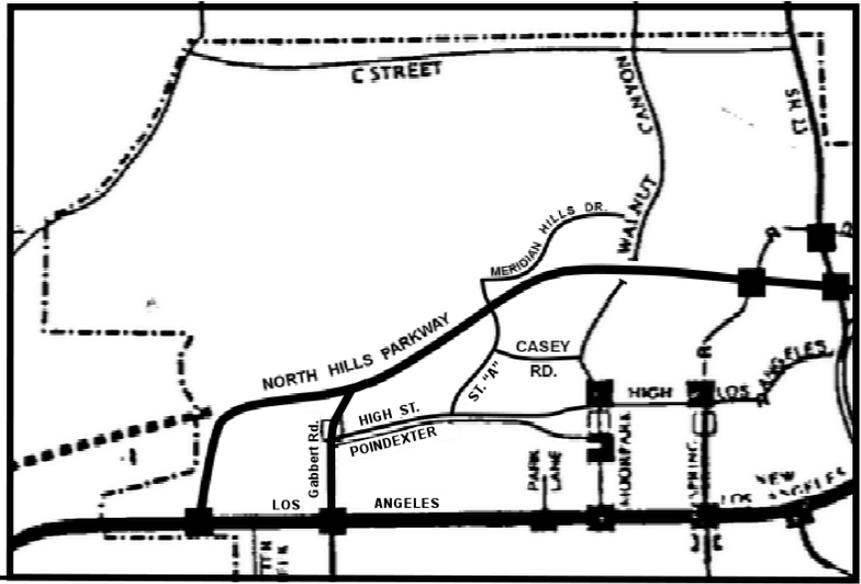
SOURCE: DPS, August 2021.

FIGURE 3.10-2

Existing



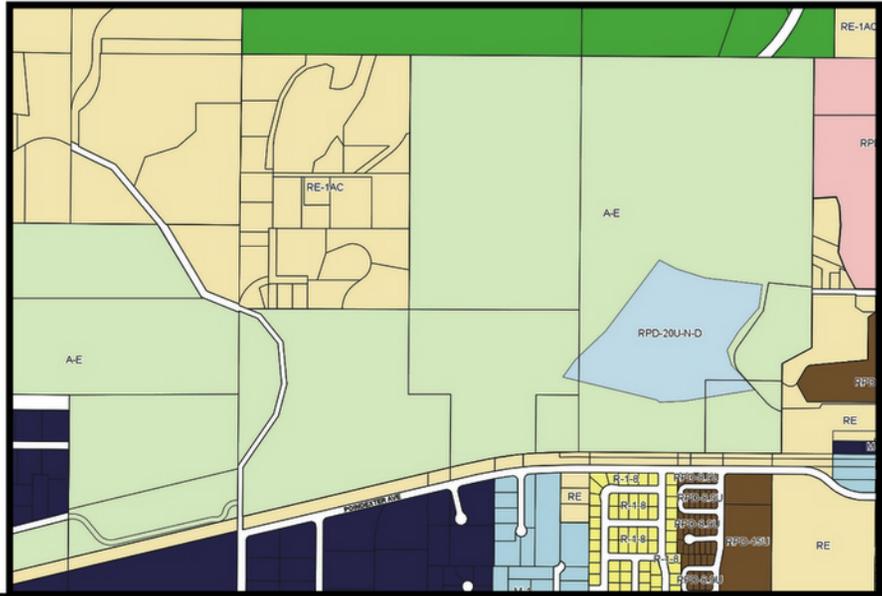
Proposed



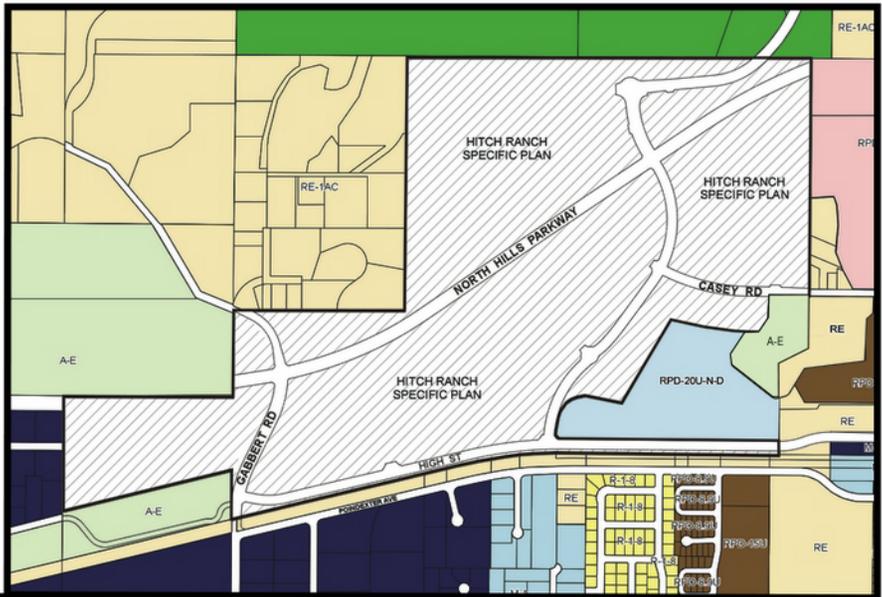
SOURCE: DPS, November 2021.

FIGURE 3.10-3

Existing



Proposed



-  AE
Agricultural Exclusive
-  RPD-20DU-N-D
-  Hitch Ranch Specific Plan

SOURCE: DPS, August 2021.

FIGURE 3.10-4

3.10.6 CUMULATIVE IMPACTS

On June 3, 2009, the City of Moorpark City Council authorized the inclusion of additional units within Specific Plan Area 1 in order to meet the City's share of the Regional Housing Needs Assessment (RHNA). The proposed land use plan includes sufficient public facilities (i.e., approximately 14 acres of parkland), recreation areas, flood control, and open space components to accommodate up to 755 dwelling units. The revised Specific Plan looks to the *City of Moorpark General Plan* as the fundamental guiding policy for project implementation and, thus, is a site-specific interpretation of the City's General Plan goals. Furthermore, development of North Hills Parkway as part of the proposed project would be considered a public benefit. Therefore, even though modifications to the current General Plan are required, the project is considered substantially consistent with the General Plan goals and policies, and no significant adverse land use impacts are expected.

As with the project, the related projects would be required to comply with relevant land use policies and regulations. Specific related projects within the City of Moorpark would also be constrained by the development limitations provided in the General Plan to ensure orderly growth. Additionally, as analyzed above, given that the project's proposed mix of residential, recreational, and open space uses would be compatible with surrounding land uses, the project would not result in an impact on land use compatibility. Further, while the project, in combination with the related projects, represents a continuing trend of infill development at increased densities, they also would serve to modernize the area and provide sufficient infrastructure and amenities to serve the growing population. Such related projects are not expected to fundamentally alter the existing land use relationships in the community, but rather would concentrate development on particular sites. As such, the combined land use compatibility impacts associated with the project's effect and the effects of other related projects would be less than significant.

3.10.7 MITIGATION PROGRAM

3.10.7.1 Mitigation Measures

The development of the Hitch Ranch Specific Plan project would have less than significant impacts related to land use and planning, no mitigation measures are required.

3.10.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project-specific and cumulative residual impacts related to land use and planning would be less than significant.