

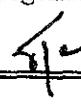


Meeting Date: 09 / 12 / 06

ACTION	TYPE OF ITEM
<input type="checkbox"/> Approved Recommendation	<input type="checkbox"/> Info/Consent
<input checked="" type="checkbox"/> Ord. No(s) _____	<input checked="" type="checkbox"/> Report
<input type="checkbox"/> Res. No(s) _____	<input type="checkbox"/> Public Hearing (Info/consent)
<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____

Prepared By: Jason M. Samonte

Agenda Item No. 0-2

Reviewed By: City Manager  City Attorney  Finance  Director of Public Works 

DATE: June 26, 2006

TO: City Council

FROM: Jason M. Samonte, Traffic Engineer
Public Works Department 

SUBJECT: Amendment of City Code Section 8-56(A)(3)

RECOMMENDATION

That City Council approve the first reading by title only and subsequent adoption of an ordinance amending City Code Section 8-56(A)(3), which designates residential areas for preferential parking permits.

DISCUSSION

The Project. The City Council has held study sessions concerning congested parking in residential areas. The City would like to implement Permit Parking as a solution to this congestion. The proposed restriction is "NO PARKING 5 PM TO 5 AM EXCEPT SUNDAYS AND HOLIDAYS, PERMIT 'S' EXEMPT." Only those streets developed with single-family homes will be restricted and only qualified residents as defined in Oxnard City Code Section 8-56 will be eligible to obtain permits. Only 2 annual permits will be issued per address.

The Area. Exhibit B will be added in addition to Exhibit A. Exhibit B shows all streets developed with single-family homes in the Southwind Neighborhood. The boundaries shall be the southside of Campbell Way between Courtland Street and Perkins Road, the eastside of Perkins Road between Campbell Way and Clara Street, the northside of Clara Street between Perkins Road and Courtland Street, the southside of Clara Street between Courtland Street and Saviers Road, the eastside of Courtland Street from Carlisle Court to Clara Street and the westside of Courtland Street between Clara Street and Campbell Way.

Subject/Permit
September 5, 2006
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FINANCIAL IMPACT

The cost to establish this program is estimated at \$7,000 (\$2,000 for public outreach, \$2,000 for permits, \$3,000 for signs.) The estimate does not include staff time for installing signs and administering permits. Fines will generate some revenue however this will vary from month to month. The Traffic Engineering Division will absorb the implementation costs.

JMS:jms

ORDINANCE OF THE CITY OF OXNARD

ORDINANCE NO. _____

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING
SECTION 8-56(A)(3) OF THE OXNARD CITY CODE RELATING TO PREFERENTIAL
PARKING IN DESIGNATED RESIDENTIAL AREAS
(Southwinds Park Neighborhood)

Whereas, residents of certain neighborhoods have expressed concern to the City Council regarding long-term parking of motor vehicles on streets in residential neighborhoods; and

Whereas, such residents have asked that the City Council consider a demonstration program to determine if permit parking on residential streets helps alleviate the problem of such long-term parking.

NOW THEREFORE, the City Council of the City of Oxnard declares the following intent and purpose in enacting this ordinance:

I. This ordinance is enacted in response to the serious adverse effects caused by motor vehicle congestion, particularly the long-term parking of motor vehicles on the streets of residential areas and neighborhoods. As set forth in more specific detail in this ordinance, such long-term parking threatens the health, safety and welfare of all the residents of the City. In order to protect and promote the integrity of these areas and neighborhoods, it is necessary to enact parking regulations restricting unlimited parking therein, while providing a reasonable opportunity for residents to park near their homes. Uniform parking regulations restricting residents and nonresidents alike would not serve the public interest. Rather, such regulation would contribute to neighborhood decline. For the reasons set forth in this ordinance, a demonstration system of preferential resident parking is enacted hereby for a test neighborhood.

II. The City Council of the City of Oxnard makes the following legislative findings:

(A) General Finding. The City Council finds as a result of public testimony, evidence generated by both professional urban planning studies and derived from other sources, that the continued vitality of the City depends on the preservation of safe, healthy and attractive neighborhoods and other residential areas therein. The City Council further finds that the flight of residents and property owners from cities can be traced in part to the deterioration of such cities as attractive and comfortable places in which to reside. The City Council further finds that one factor that has contributed to this deterioration in cities is the excessive and burdensome practice of parking motor vehicles for extended periods of time on streets of residential neighborhoods. This condition detracts from a healthy and complete urban environment. A system of preferential resident parking will serve to reduce a number of strains on residents of the City and thus promote the general public welfare.

(B) Specific Findings. The City Council makes the following specific findings in support of preferential resident parking. Such findings are set forth as illustrations of the need compelling the enactment of this ordinance. They are intended as illustrations only and do not exhaust the subject of the factual basis supporting its adoption:

(1) The safety, health and welfare of the residents of the City can be greatly enhanced by maintenance of the attractiveness and livability of its neighborhoods and other residential areas.

(2) A fact of modern living in the City is that a significant number of residents possess motor vehicles and as a result are daily faced with the need to store these motor vehicles in or near their residences.

(3) Such areas as described in (2) above are often further burdened by influxes of motor vehicles owned by nonresidents that compete for the inadequate available on-street parking spaces.

(4) Unnecessary motor vehicle miles, noise, pollution, and strain on interpersonal relationships caused by the conditions set forth herein work unacceptable hardships on residents of these neighborhoods and other residential areas by causing the deterioration of air quality, safety, tranquility and other values available in an urban residential environment.

(5) If allowed to continue unchecked, these adverse effects on the residents of the City will contribute to a further decline of the living conditions therein, a reduction in the attractiveness of residing within the City, and consequential injury to the general public welfare.

(6) A system of preferential resident parking as enacted in this ordinance will serve to promote the safety, health and welfare of all the residents of the City by reducing unnecessary personal motor vehicle travel, noise and pollution, and by promoting improvements in air quality, the convenience and attractiveness of urban residential living, and the increased use of public mass transit facilities available now and in the future. The public welfare will also be served by ensuring a more stable and valuable property tax base in order to generate the revenues necessary to provide essential public services.

NOW THEREFORE, the City Council of the City of Oxnard does ordain as follows:

Part 1. Section 8-56(a)(3) of the Oxnard City Code is hereby amended to read as follows:

“(3) RESIDENTIAL AREA – The areas depicted in Exhibit A, attached to Ordinance No. 2702, and Exhibit B, attached to Ordinance No. _____, both exhibits are incorporated herein by this reference.”

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Part 2. Within 30 days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation within the city. Ordinance No. ____ was first read on _____, 2006 and finally adopted on _____, 2006 to become effective 30 days thereafter.

AYES:

NOES:

ABSENT:

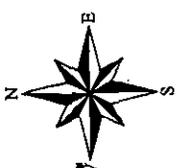
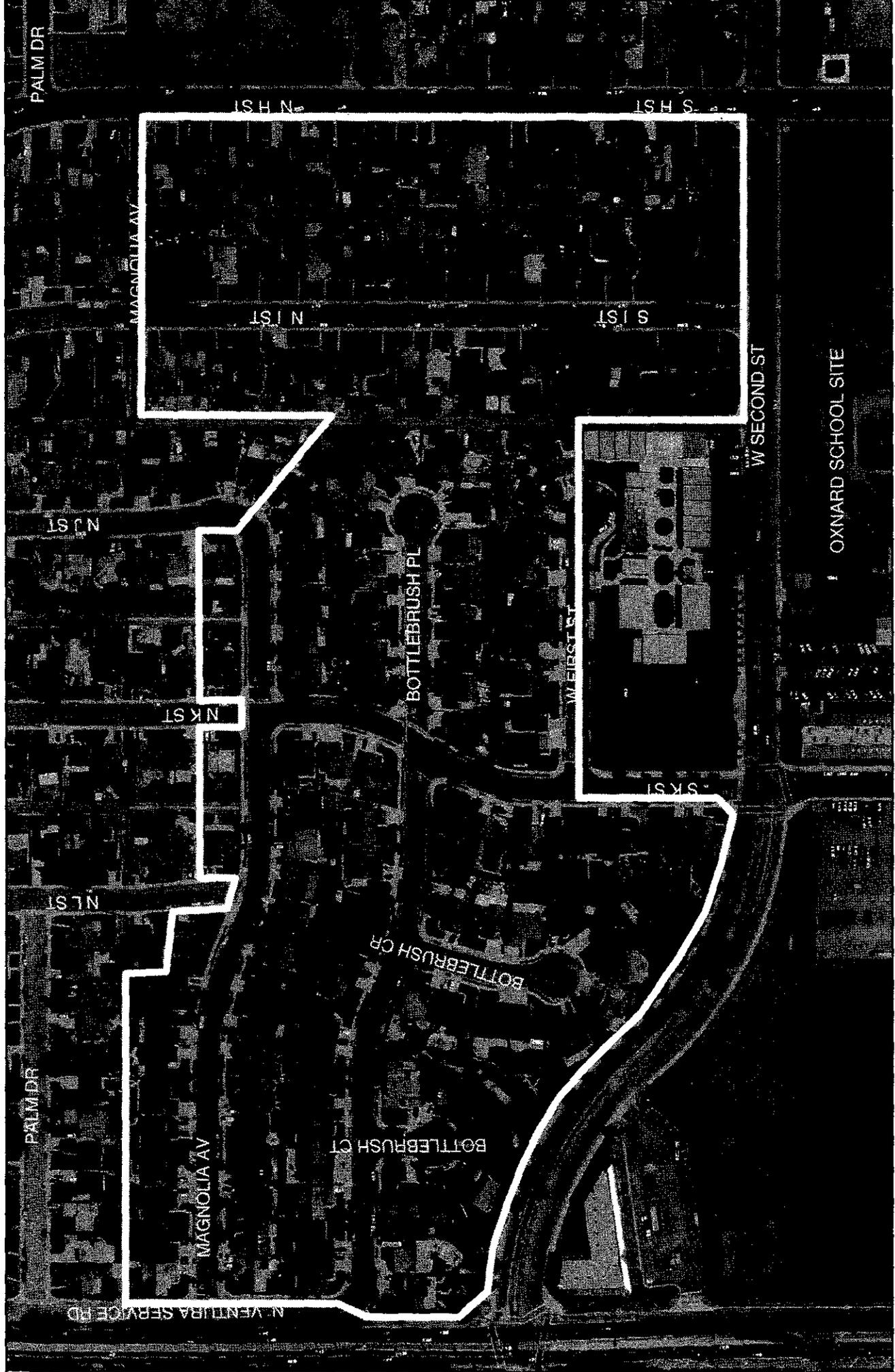
ATTEST:

Dr. Thomas E. Holden, Mayor

Daniel Martinez, City Clerk

APPROVED AS TO FORM:

Gary L. Gillig
Gary L. Gillig, City Attorney



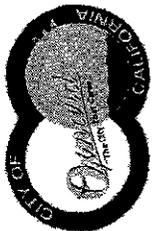
Attachment 4
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500 Feet

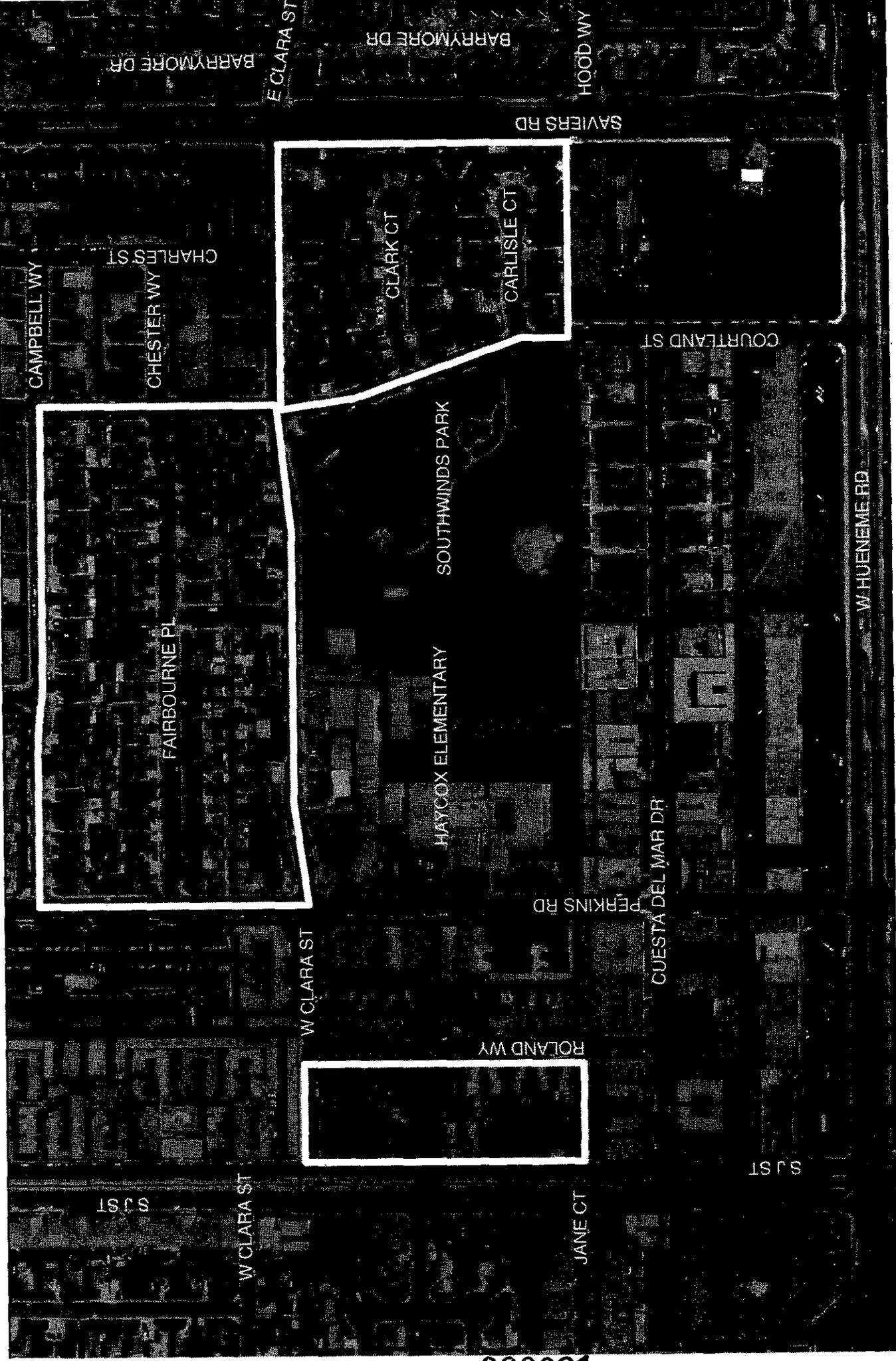


PILOT PERMIT PARKING ZONE

EXHIBIT A

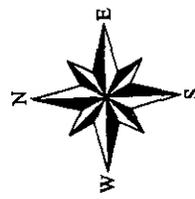


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Attachment 5

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PILOT PERMIT PARKING ZONE

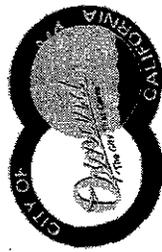


EXHIBIT B

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