



Larry Tay
Deputy Public Works Director/
City Traffic Engineer

Kirsten Shea
Sr. Assistant City Attorney

Francisco Vasquez
Administrative Assistant

AGENDA

City Traffic Commission

February 11, 2026

5:30 PM Regular Session

City Council Chamber
300 E. Chapman Avenue
Orange, CA 92866

ADAM FELIZ
Chair

A.J. RICCI
Vice Chair

JOSEPH BARBEITO
Commissioner

MATT HAMILTON
Commissioner

SEIMONE JURJIS
Commissioner

SEAN CHAVARRIA
Commissioner

DOUGLAS REDDING
Commissioner

Welcome to the City of Orange Traffic Commission Meeting. Regular meetings of the Traffic Commission are held bi-monthly on the second Wednesday of even numbered months at 5:30 p.m.

Agenda Information

The agenda contains a brief general description of each item to be considered. The agenda and supporting documentation is typically available after 4:00 p.m. on the Thursday prior to the Traffic Commission meeting on the City's website at www.cityoforange.org, at the Public Works Department located at 300 E. Chapman Avenue, and at the Main Public Library located at 407 E. Chapman Avenue. Written materials relating to an item on the agenda that are provided to the Traffic Commission after agenda packet distribution and within 72 hours before it is to consider the item will be made available for public inspection in the City Clerk's Office located at 300 E. Chapman Avenue, Orange, during normal business hours; at the Traffic Commission meeting; and made available on the City's website.

Public Participation

Traffic Commission meetings may be viewed on Spectrum Cable Channel 3 and AT&T U-verse Channel 99 or streamed live and on-demand on the City's website at www.cityoforange.org.

Pursuant to Government Code Section 54954.3, members of the public may address the Traffic Commission on any agenda items or matters within the jurisdiction of the governing body by using any of the following methods:

1) In-person Comments

To speak on an item on the agenda, complete a speaker card indicating your name, address, and identify the agenda item number or subject matter you wish to address. The card should be given to City staff prior to the start of the meeting. General comments are received during the "Public Comments" section at the beginning of the meeting. No action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker unless a different time limit is announced. It is requested that you state your name for the record, then proceed to address the Commission. All speakers shall observe civility, decorum, and good behavior.

2) Written Public Comments via eComment

Members of the public can submit their written comments electronically for the Traffic Commission's consideration by using the eComment feature on the Agenda page of the City's website at www.cityoforange.org. To ensure

distribution to the Traffic Commission prior to consideration of the agenda, we encourage the public to submit written comments by 3:00 p.m. the day of the meeting. All written comments will be provided to the Commissioners for consideration and posted on the City's website after the meeting.

Please contact the City Clerk's Office at (714) 744-5500 with any questions.

ADA Requirements: In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Clerk's office at (714) 744-5500. Notification at least 48 hours in advance of meeting will enable the City to make arrangements to assure accessibility to this meeting.

REMINDER: Please silence all electronic devices while the Traffic Commission is in session.

DATE ACTIONS BECOME EFFECTIVE

The actions of the Traffic Commission shall be final within fifteen (15) days of that action unless:

- City, County, or State statutes require a specific City Council action or approval.
- A written appeal is filed with the Public Works Department within the fifteen (15) day period.
- Approved traffic improvements with a significant fiscal impact that have not been budgeted within the Capital Improvement Program require City Council approval.

APPEAL PROCEDURE

A written appeal of a Traffic Commission determination must be submitted to the office of the City Traffic Engineer within fifteen (15) calendar days of that Commission action, and clearly state the basis for the appeal and the error made by the Traffic Commission in reaching their decision. This appeal shall be accompanied by an initial deposit of \$500.00; call Francisco Vasquez, Administrative Assistant, at (714) 744-5537 to prepare an estimate for you.

The City Clerk, upon filing of said appeal, will agendaize your appeal as an informal hearing before the City Council within thirty (30) calendar days of receipt. All owners of property located within 300 feet of the project site will be notified of said hearing. For additional information, please call (714) 744-5525.

1. OPENING/CALL TO ORDER**1.1 PLEDGE OF ALLEGIANCE**

Commissioner Sean Chavarria

1.2 ROLL CALL**2. PUBLIC COMMENTS**

Opportunity for members of the public to address the Traffic Commission on matters not listed on the agenda which are within the subject matter jurisdiction of the Commission, provided that NO action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker.

3. APPROVAL OF MINUTES**3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on December 10, 2025****Recommended Action:**

Approve minutes as presented.

Attachments: [Staff Report](#)
 [December 10, 2025, Regular Meeting minutes](#)

4. NEW BUSINESS**4.1. Proposed installation of rectangular rapid flashing beacons on White Oak Ridge approximately 260 feet east of Deep Spring Road****Recommended Action:**

Approve rectangular rapid flashing beacons on White Oak Ridge approximately 260 feet east of Deep Spring Road.

Attachments: [Staff Report](#)
 [Area Map & Site Sketch](#)
 [Notification Letter](#)

4.2. 3-hour time-limited parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue (APN: 375-461-48)**Recommended Action:**

1. Approve installation of 3-hour parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue.
2. Adopt Resolution TC 01-2026. A Resolution of the Traffic Commission of the City of Orange for the Establishment of 3-Hour Time-Limited Parking on the North Side of Katella Avenue, Adjacent to the Commercial Frontage of 1249 E. Katella Avenue (Assessor Parcel Number 375-461-48).

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Area Map & Site Sketch](#)
 [Notification Letter](#)
 [Resolution No. TC 01-2026](#)

4.3. Request for permit parking on both sides of Fairmont Way from La Veta Avenue to Delia Lane

Recommended Action:

1. Approve the implementation of permit parking on Fairmont Way from La Veta Avenue to Delia Lane.
2. Forward recommendation to City Council for final action.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Area Map](#)
 [Site Sketch & Petition Area](#)
 [Notification Letter](#)

4.4. Discussion of potential operational changes to the signalized intersection of Tustin Street and Briardale-Taft Avenue

Recommended Action:

Approve the implementation of a signal sequencing strategy that involves serving east and westbound traffic from Briardale Avenue in series, rather than in parallel.

Attachments: [Staff Report](#)
 [Location Map](#)
 [Performance Comparison Table](#)
 [Notification Letter](#)

5. ADJOURNMENT

The next Regular City Traffic Commission Meeting will be held on Wednesday, April 8, 2026, at 5:30 p.m., in the Council Chamber.

I, Francisco Vasquez, Administrative Assistant for the City of Orange, hereby declare, under penalty of perjury, that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at the following locations: Orange Civic Center kiosk and Orange City Clerk's Office at 300 E. Chapman Avenue, Orange Main Public Library at 407 E. Chapman Avenue, Police facility at 1107 N. Batavia, and uploaded to the City's website www.cityoforange.org.

Date posted: February 5, 2026



Agenda Item

City Traffic Commission

Item #: 3.1.

2/11/2026

File #: 26-0070

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Francisco Vazquez, Administrative Specialist

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on December 10, 2025

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- December 10, 2025, Regular Meeting minutes



Agenda Item

City Traffic Commission

Item #: 3.1.

2/11/2026

File #: 26-0070

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Francisco Vazquez, Administrative Specialist

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on December 10, 2025

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- December 10, 2025, Regular Meeting minutes

MINUTES - DRAFT

City of Orange

City Traffic Commission

December 10, 2025

The Traffic Commission of the City of Orange, California convened on Wednesday, December 10, 2025, at 5:30 p.m. for a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

1. OPENING/CALL TO ORDER

Chair Feliz called the meeting to order at 5:31 p.m.

1.1 PLEDGE OF ALLEGIANCE

Commissioner Matt Hamilton led the flag salute.

1.2 ROLL CALL

Present: Ricci, Barbeito, Hamilton, Jurjis, Chavarria, Redding, and Feliz

Absent: None

Commissioner Jurjis arrived to the meeting at 5:34 p.m.

2. PUBLIC COMMENTS

Public Speakers

Kerry Snyder raised concerns regarding the upcoming paid parking program in Old Town Orange and motorcycle parking in the plaza.

Joshua Cosmo raised concerns regarding the upcoming paid parking program in Old Town Orange and the impact it may have on businesses and residents surrounding the plaza.

Eric Alman raised concerns regarding the newly established permit parking on N. Parker Street.

3. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine by the City Traffic Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on October 08, 2025.

ACTION: Approved minutes as presented.

3.2. Reduce length, and ratify installation, of previously approved red curb along the east side of Canal Street, to serve Orange County Transportation Authority Bus Stop ID: 5309.

ACTION: 1) Reduced length of red curb approved by City Traffic Commission at their October 8, 2025, meeting, on the east side of Canal Street between Meats Avenue and Cumberland Road, from 350 feet to 100 feet; and 2) Ratified installation of 100 feet of red curb.

Approval of the Consent Calendar

A motion was made by Vice Chair Ricci, seconded by Commissioner Hamilton, to approve the Consent Calendar as presented. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Hamilton, Jurjis, Chavarria, Redding, and Feliz

Noes: None

Absent: None

4. NEW BUSINESS

4.1. Installation of 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

Transportation Analyst Jose A La Torre provided a brief staff report utilizing a PowerPoint Presentation.

Public Speakers

Clyde Granger spoke in support.

A motion was made by Commissioner Jurjis, seconded by Commissioner Barbeito, to approve 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Hamilton, Jurjis, Chavarria, Redding, and Feliz

Noes: None

Absent: None

4.2. Request to install speed cushions on Maple Avenue between Main Street and Batavia Street.

Assistant Engineer Maria Prado provided a brief staff report utilizing a PowerPoint presentation.

Public Speakers

Pat La Rosa, Lindsay Zothneck, Gigi Case, and Bill Norman spoke in support.

Meline Carranza and Amy McFadin spoke in opposition.

The Commission weighed the request for calming measures together with the concerns over neighborhood traffic impacts. They discussed the factors involved in a short term

pilot program as a way to balance community needs.

A motion was made by Vice Chair Ricci, seconded by Commissioner Jurjis, to recommend that the City Council approve a 6-month speed cushion pilot program on Maple Avenue between Batavia and Main streets, and assess effectiveness at the conclusion of the pilot program. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Hamilton, Jurjis, Chavarria, Redding, and Feliz

Noes: None

Absent: None

4.3. Discussion of potential traffic modifications and safety enhancements to the Orange Plaza.

Deputy Public Works Director/Traffic Engineer Larry Tay provided a brief staff report utilizing a PowerPoint presentation.

Commissioners discussed adding landscaping in the splitter islands, raised crosswalks in the Chapman corridor and including safety measures that focus on protecting lives. Staff clarified traffic calming measures further from the Plaza are not included in the Commission's role for this item.

Public Speakers

Reggie Mundekis spoke in favor of bollards, raised crosswalks, and splitter islands with landscaping as additional safety measures for the Orange Plaza.

George Cortez spoke in favor of closing the roundabout intersection to traffic in the late evening/early morning hours, introducing small roundabouts at the intersections leading into the Orange Plaza, raised crosswalks and splitter islands.

Jennifer Martinez spoke in favor of raised sidewalks and adding speed cushions outside of the Orange Plaza to help traffic slow down as they enter.

Ryan Bruster raised concerns regarding traffic on Maple Avenue and Olive Street and suggested a 4-way stop and a crosswalk to slow traffic.

Further discussion ensued and included suggestions of increasing lighting in the Plaza area and adding radar feedback signs on approach to the roundabout.

A motion was made by Chair Feliz, seconded by Commissioner Chavarria, to recommend that the City Council direct staff to evaluate traffic calming measures beyond the immediate Plaza area. The motion carried by the following vote:

Ayes: Barbeito, Hamilton, Jurjis, Chavarria, Redding, Feliz, and Ricci

Noes: None

Absent: None

5. ADJOURNMENT

There being no further business, the meeting was adjourned at 6:45 p.m.

The next Regular City Traffic Commission Meeting will be held on Wednesday, February 11, 2026, at 5:30 p.m., in the Council Chamber.

/s/ _____
LARRY TAY
CITY TRAFFIC ENGINEER

Draft



Agenda Item

City Traffic Commission

Item #: 4.1.

2/11/2026

File #: 26-0047

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Proposed installation of rectangular rapid flashing beacons on White Oak Ridge approximately 260 feet east of Deep Spring Road

2. SUMMARY

The requested rectangular rapid flashing beacons are traffic equipment that are expected to enhance visibility to motorists and improve vehicle yield rates when activated.

3. RECOMMENDED ACTION

Approve rectangular rapid flashing beacons on White Oak Ridge approximately 260 feet east of Deep Spring Road.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Staff received a request for the City to consider installing rectangular rapid flashing beacons (RRFB) on White Oak Ridge at the mid-block ramps located approximately 260 feet east of Deep Spring Road. White Oak Ridge, spanning from Deep Spring Road to Trails End Lane, is a two-lane roadway measuring 40 feet in width, with parking permitted on both sides of the street. The land use along this stretch of White Oak Ridge is generally comprised of single-family residences and recreational land use. White Oak Ridge, from Deep Spring Road to Trails End Lane, is a 35-mph street.

The proposed RRFB installation is located at a pair of mid-block ramps that are often used as a crossing by users of either end of the paved trails, connecting an open space paseo to the north and Santiago Hills Park to the south. During site observations, staff noted pedestrian activity levels at this crossing to be higher than average, as well as an opportunity to better connect the surrounding community.

RRFB's are traffic equipment that are expected to enhance visibility to motorists and improve vehicle

yield rates when activated. Upon activation, RRFB's alert motorists that pedestrians are present at a crossing by flashing alternating high-intensity LEDs.

7. ATTACHMENTS

- Area Map & Site Sketch
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.1.

2/11/2026

File #: 26-0047

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

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1. SUBJECT

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3. RECOMMENDED ACTION

Approve rectangular rapid flashing beacons on White Oak Ridge approximately 260 feet east of Deep Spring Road.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

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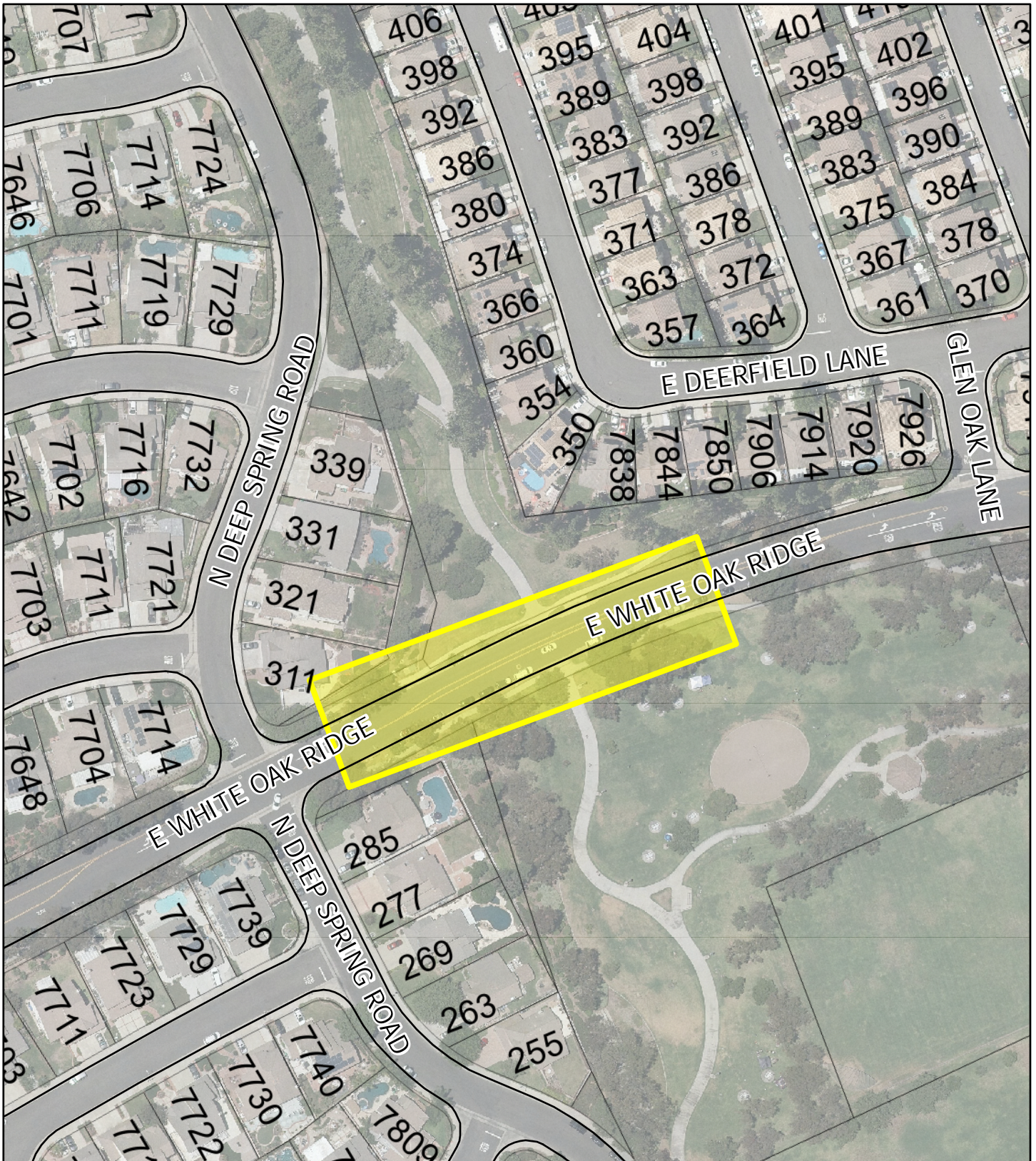
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RRFB's are traffic equipment that are expected to enhance visibility to motorists and improve vehicle

yield rates when activated. Upon activation, RRFB's alert motorists that pedestrians are present at a crossing by flashing alternating high-intensity LEDs.

7. ATTACHMENTS

- Area Map & Site Sketch
- Notification Letter

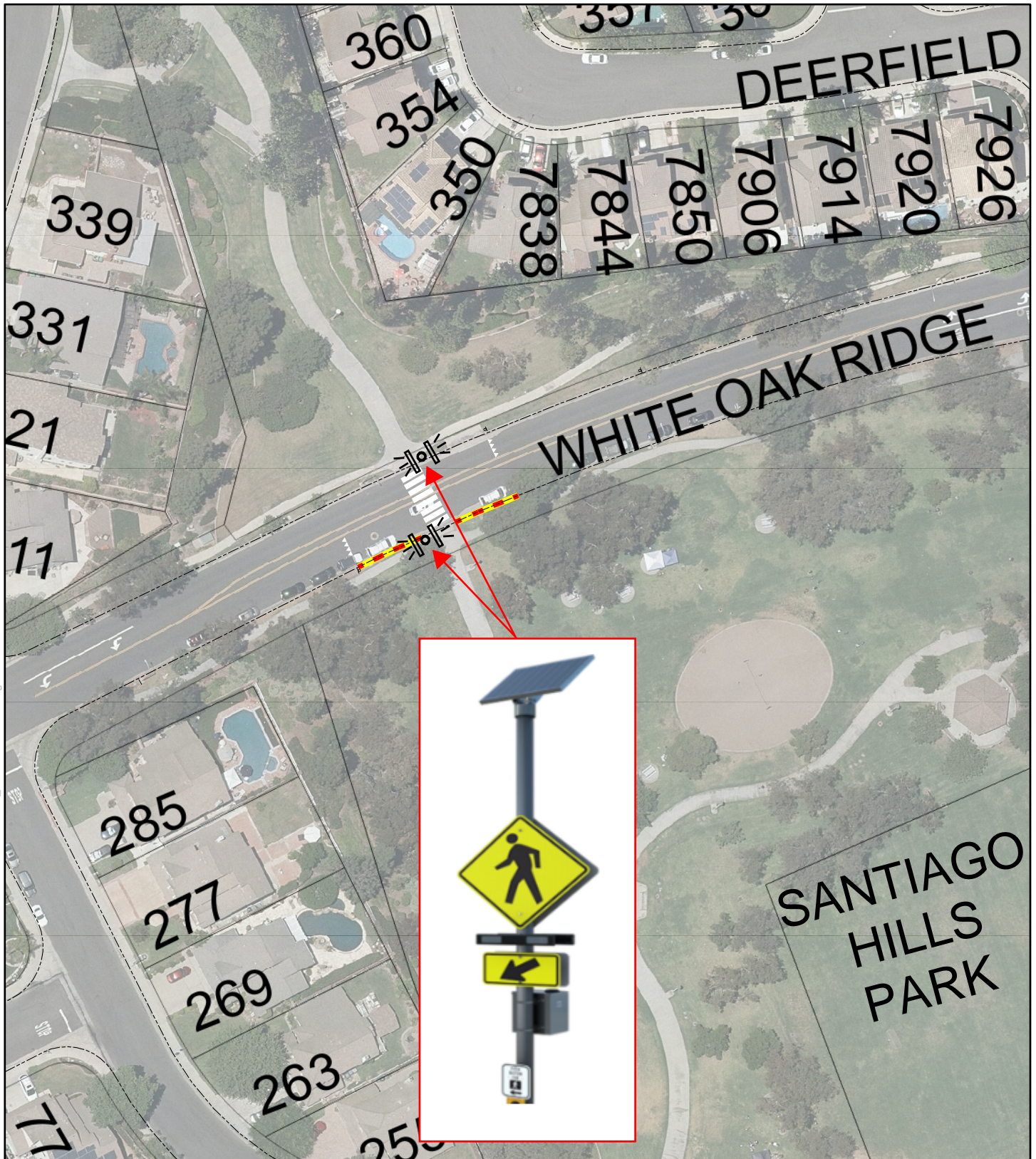


Legend

— Curbs Subject Area

Item 4.1 Rectangular Rapid Flashing
Beacons on White Oak Ridge





Item 4.1 Rectangular Rapid Flashing Beacons on White Oak Ridge



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

January 28, 2026

Dear Resident/ Property Owner:

This is to inform you that the City Traffic Commission will be hearing a request for the following item(s):

- **Proposed installation of rectangular rapid-flashing beacons on White Oak Ridge at mid-block crossing approximately 260 feet east of Deep Spring Road.**

The matter will be considered at the **February 11, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
Deputy Public Works Director/
City Traffic Engineer



Agenda Item

City Traffic Commission

Item #: 4.2.

2/11/2026

File #: 26-0072

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

3-hour time-limited parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue (APN: 375-461-48)

2. SUMMARY

The existing 20-minute time limit was implemented prior to the redevelopment of the abutting property. The requested installation of 3-hour time-limited parking is more appropriate for the current land use.

3. RECOMMENDED ACTION

1. Approve installation of 3-hour parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue.
2. Adopt Resolution TC 01-2026. A Resolution of the Traffic Commission of the City of Orange for the Establishment of 3-Hour Time-Limited Parking on the North Side of Katella Avenue, Adjacent to the Commercial Frontage of 1249 E. Katella Avenue (Assessor Parcel Number 375-461-48).

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

To allow for more visitor parking options at the Katella Terrace Apartments, a family member of a resident at the senior living housing at 1249 E. Katella Avenue has requested the establishment of 3-hour time-limited parking on the north side of Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue. City staff verified support for the request to install 3-hour time-limited parking with representatives of Katella Terrace Apartments and received a positive response.

The 1200 east block of Katella Avenue primarily supports commercial uses. These commercial buildings have on-site/off-street parking lots for their customers and clients. However, the aforementioned commercial parcel has limited visitor parking supply. Additionally, the north side of

E. Katella Avenue, along the frontages adjacent to 1111 E. Katella Avenue and 1249 E. Katella Avenue, is currently signed for 20-minute time-limited parking. A request for time-limited parking at 1249 E. Katella Avenue was made by Universal Savings Bank and approved at the April 9, 1986, meeting of the City Traffic Commission. Since the commercial parcel has transitioned from use as a bank to senior housing, increasing the allowable parking interval is more compatible with the needs of visitors and family members. It should be noted that, consistent with the Orange Municipal Code, the proposed 3-hour time-limited parking would be effective between 7:00 AM and 6:00 PM. Outside of those hours, the spaces would be available for general unrestricted parking. The 3-hour parking would not be exclusive to the Katella Terrace Apartments and is expected to benefit other nearby businesses, whose customers can also use the affected parking spaces.

Staff recommends that the City Traffic Commission consider the request for 3-hour time-limited parking on the north side of 1249 E. Katella Avenue. To implement 3-hour parking will require the approval of Resolution No. TC 01-2026.

7. ATTACHMENTS

- Letter of Request
- Area Map & Site Sketch
- Notification Letter
- Resolution No. TC 01-2026



Agenda Item

City Traffic Commission

Item #: 4.2.

2/11/2026

File #: 26-0072

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

3-hour time-limited parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue (APN: 375-461-48)

2. SUMMARY

The existing 20-minute time limit was implemented prior to the redevelopment of the abutting property. The requested installation of 3-hour time-limited parking is more appropriate for the current land use.

3. RECOMMENDED ACTION

1. Approve installation of 3-hour parking on the north side Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue.
2. Adopt Resolution TC 01-2026. A Resolution of the Traffic Commission of the City of Orange for the Establishment of 3-Hour Time-Limited Parking on the North Side of Katella Avenue, Adjacent to the Commercial Frontage of 1249 E. Katella Avenue (Assessor Parcel Number 375-461-48).

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

To allow for more visitor parking options at the Katella Terrace Apartments, a family member of a resident at the senior living housing at 1249 E. Katella Avenue has requested the establishment of 3-hour time-limited parking on the north side of Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue. City staff verified support for the request to install 3-hour time-limited parking with representatives of Katella Terrace Apartments and received a positive response.

The 1200 east block of Katella Avenue primarily supports commercial uses. These commercial buildings have on-site/off-street parking lots for their customers and clients. However, the aforementioned commercial parcel has limited visitor parking supply. Additionally, the north side of

E. Katella Avenue, along the frontages adjacent to 1111 E. Katella Avenue and 1249 E. Katella Avenue, is currently signed for 20-minute time-limited parking. A request for time-limited parking at 1249 E. Katella Avenue was made by Universal Savings Bank and approved at the April 9, 1986, meeting of the City Traffic Commission. Since the commercial parcel has transitioned from use as a bank to senior housing, increasing the allowable parking interval is more compatible with the needs of visitors and family members. It should be noted that, consistent with the Orange Municipal Code, the proposed 3-hour time-limited parking would be effective between 7:00 AM and 6:00 PM. Outside of those hours, the spaces would be available for general unrestricted parking. The 3-hour parking would not be exclusive to the Katella Terrace Apartments and is expected to benefit other nearby businesses, whose customers can also use the affected parking spaces.

Staff recommends that the City Traffic Commission consider the request for 3-hour time-limited parking on the north side of 1249 E. Katella Avenue. To implement 3-hour parking will require the approval of Resolution No. TC 01-2026.

7. ATTACHMENTS

- Letter of Request
- Area Map & Site Sketch
- Notification Letter
- Resolution No. TC 01-2026

FW: 1249 E Katella (Katella Terrace)

From: David
Sent: Tuesday, January 20, 2026 6:25 PM
To: pwinfo <pwinfo@cityoforange.org>
Subject: 1249 E Katella (Katella Terrace)

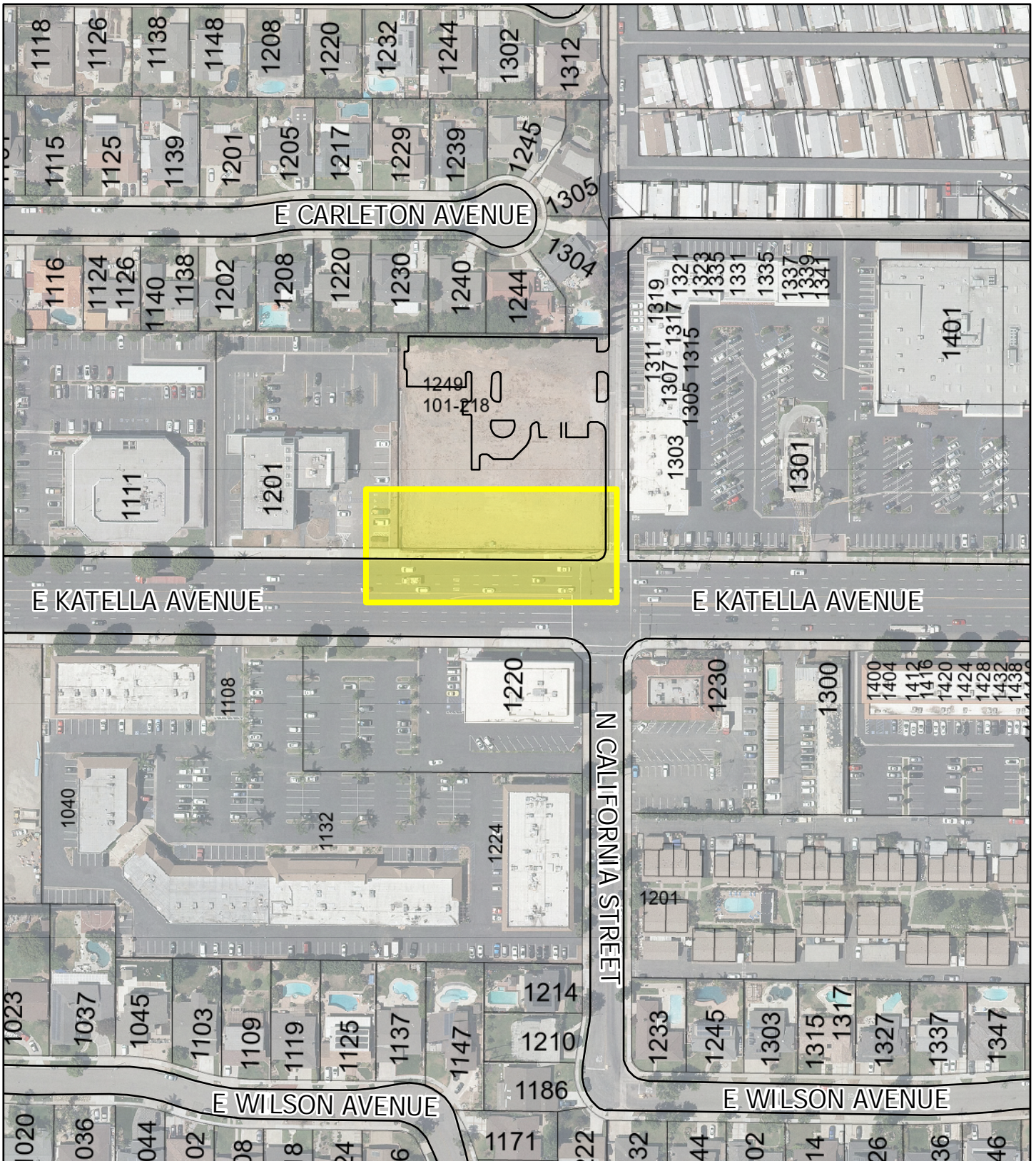
Hello,

My father is a tenant at Katella Terrace. There is no visitor parking at Katella Terrace, every parking spot is for a tenant. Many seniors have family members or support services that come to visit.

Tuskatella next door specifically has signs up with no Katella Terrace parking.

On Katella Ave in front of the building is green 20 minute parking zone. Is there any way to make it a 2 or 3 hour parking zone? It's pretty useless at 20 minutes and I think it was there for when it was a commercial building. If we could get the parking extended to 2 or 3 hours it would really help the seniors with family and support have a place they can park and not be concerned about ticketing or towing.

David



Legend

— Curbs Subject Area

Item 4.2 3-hour time-limited parking
on Katella Avenue





Legend

----- Curbs

Red Curb (Existing)

Green Curb (Existing)

Existing 20-minute Time-Limited Parking, Proposed Limits of 3-hour Time-Limited Parking

Driveway (Existing)

2/3/2026

Source: City of Orange (2024)

Item 4.2 Request for 3-hour Time-Limited Parking on Katella Avenue

CITY OF ORANGE

SITE SKETCH 24



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

January 29, 2026

Dear Business/ Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **Establish 3-hour time-limited parking on the north side of E. Katella Avenue, adjacent to the Katella Terrace Apartments located at 1249 E. Katella Avenue.**

The matter will be considered at the **February 11, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
Deputy Public Works Director/
City Traffic Engineer



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org

RESOLUTION NO. TC 01-2026

**A RESOLUTION OF THE CITY COUNCIL OF
THE TRAFFIC COMMISSION OF THE CITY
OF ORANGE FOR THE ESTABLISHMENT OF
3-HOUR TIME-LIMITED PARKING ON THE
NORTH SIDE OF KATELLA AVENUE,
ADJACENT TO THE COMMERCIAL
FRONTAGE OF 1249 E. KATELLA AVENUE
(ASSESSOR PARCEL NUMBER 375-461-48)**

WHEREAS, a family member of a resident at the senior living housing at 1249 E. Katella Avenue requested the establishment of 3-hour time-limited parking on the north side Katella avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue to encourage visitor parking at the Katella Terrace Apartments; and

WHEREAS, the aforementioned commercial parcel does not have any off-street visitor parking, and the availability for nearby on-street parking in the subject area is low; and

WHEREAS, both sides of the 1200 east block of Katella Avenue primarily supports commercial uses; and

WHEREAS, implementation of this request involves nominal staff time and minimal expenditures that have already been approved in the City's operating budget; and

NOW, THEREFORE, BE IT RESOLVED that the City of Orange Traffic Commission hereby approves the establishment of 3-hour time-limited parking on the north side of Katella Avenue, adjacent to the commercial frontage of 1249 E. Katella Avenue (assessor parcel number 375-461-48).

ADOPTED this ____ day of _____, 2026

Adam Feliz, Traffic Commission Chair

I hereby certify that the foregoing Resolution was adopted by the Traffic Commission of the City of Orange at a regular meeting thereof held on the ____ day of _____ 2026, by the following vote:

AYES:

NOES:

RECUSED:

ABSENT:

Larry Tay, City Traffic Engineer



Agenda Item

City Traffic Commission

Item #: 4.3.

2/11/2026

File #: 26-0066

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on both sides of Fairmont Way from La Veta Avenue to Delia Lane

2. SUMMARY

A request for permit parking on Fairmont Way was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the permit parking program and has received the necessary support from affected property owners.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking on Fairmont Way from La Veta Avenue to Delia Lane.
2. Forward recommendation to City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Background:

A property owner on Fairmont Way submitted a request to initiate the process of permit parking on Fairmont Way. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether the street is eligible for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with a streamlined implementation procedure.

Since Fairmont Way qualifies for permit parking but isn't in a designated permit parking opportunity area, it must meet both the minimum parking occupancy level and receive sufficient support from

property owners before a permit parking recommendation can be made. The details of the request are outlined below.

Parking Occupancy Study:

Staff mapped and counted the number of legal parking spaces for each of the streets in the study area. The proponent provided staff with the days and times when parking demand in the neighborhood was believed to be at its highest. Staff then conducted the parking observations during those reported hours. Based upon the City's NPPP, a street parking occupancy rate of 75% is required to qualify for permit parking. Fairmont Way met the requirement with a 75% parking occupancy.

Petition Result:

Because the parking occupancy met the minimum required threshold on Fairmont Way, petitions were circulated for the residents on the street. The petition letter and a list of permit parking advantages and disadvantages were provided by the Traffic Division to each resident property owner on the street. The table below shows the results of the neighborhood polling.

| Affected Street | Household In Favor | | Household Opposed | | Unreturned | |
|-----------------|--------------------|-----|-------------------|----|------------|-----|
| Fairmont Way | 11 | 79% | 0 | 0% | 3 | 21% |

The results of the petition process indicated that Fairmont Way meets the required minimum 75% of property owners in favor of the permit parking program.

Findings:

Since the level of parking demand and stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

The following should be kept in mind:

1. Under the NPPP, property owners on any adjacent street experiencing spillover may request to initiate permit parking within a year without having to pay the application fee. Parking occupancy, petition thresholds, and other requirements in effect at the time will still apply.
2. Any vehicle parking in a designed parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood.

7. ATTACHMENTS

- Letter of Request
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.3.

2/11/2026

File #: 26-0066

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on both sides of Fairmont Way from La Veta Avenue to Delia Lane

2. SUMMARY

A request for permit parking on Fairmont Way was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the permit parking program and has received the necessary support from affected property owners.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking on Fairmont Way from La Veta Avenue to Delia Lane.
2. Forward recommendation to City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Background:

A property owner on Fairmont Way submitted a request to initiate the process of permit parking on Fairmont Way. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether the street is eligible for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with a streamlined implementation procedure.

Since Fairmont Way qualifies for permit parking but isn't in a designated permit parking opportunity area, it must meet both the minimum parking occupancy level and receive sufficient support from

property owners before a permit parking recommendation can be made. The details of the request are outlined below.

Parking Occupancy Study:

Staff mapped and counted the number of legal parking spaces for each of the streets in the study area. The proponent provided staff with the days and times when parking demand in the neighborhood was believed to be at its highest. Staff then conducted the parking observations during those reported hours. Based upon the City's NPPP, a street parking occupancy rate of 75% is required to qualify for permit parking. Fairmont Way met the requirement with a 75% parking occupancy.

Petition Result:

Because the parking occupancy met the minimum required threshold on Fairmont Way, petitions were circulated for the residents on the street. The petition letter and a list of permit parking advantages and disadvantages were provided by the Traffic Division to each resident property owner on the street. The table below shows the results of the neighborhood polling.

| Affected Street | Household In Favor | | Household Opposed | | Unreturned | |
|-----------------|--------------------|-----|-------------------|----|------------|-----|
| Fairmont Way | 11 | 79% | 0 | 0% | 3 | 21% |

The results of the petition process indicated that Fairmont Way meets the required minimum 75% of property owners in favor of the permit parking program.

Findings:

Since the level of parking demand and stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

The following should be kept in mind:

1. Under the NPPP, property owners on any adjacent street experiencing spillover may request to initiate permit parking within a year without having to pay the application fee. Parking occupancy, petition thresholds, and other requirements in effect at the time will still apply.
2. Any vehicle parking in a designed parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood.

7. ATTACHMENTS

- Letter of Request
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter

Dear City of Orange,

My name is Brock Fedden and I am the homeowner of [REDACTED]. My neighbors and I have noticed a huge influx of cars parking on our street from the apartments over the hill located on La Veta Ave named Arroyo Casa Apartments. We expect the parking problem to increase with the two new apartment complexes that are currently being built. The cars start arriving around 5:00 pm and some will leave the next day around 3:00 pm. Although there have been many times when the cars will stay on our street for 2+ days. They block our mailboxes, leave piles of trash out of their vehicles on the curb before they pull away, we have even had the car owners get violent with neighbors when asked if they lived on the street.

The neighbors from [REDACTED] were given a notice by me and have all agreed that parking by permit is the way to go.

The neighbors across the street from [REDACTED] were also given the same notice and have agreed with the parking by permit.

I know that we have to provide a \$500 petition fee. I have included a check. If you need to get ahold of me please email [REDACTED] also CC [REDACTED] or call [REDACTED]

[REDACTED]

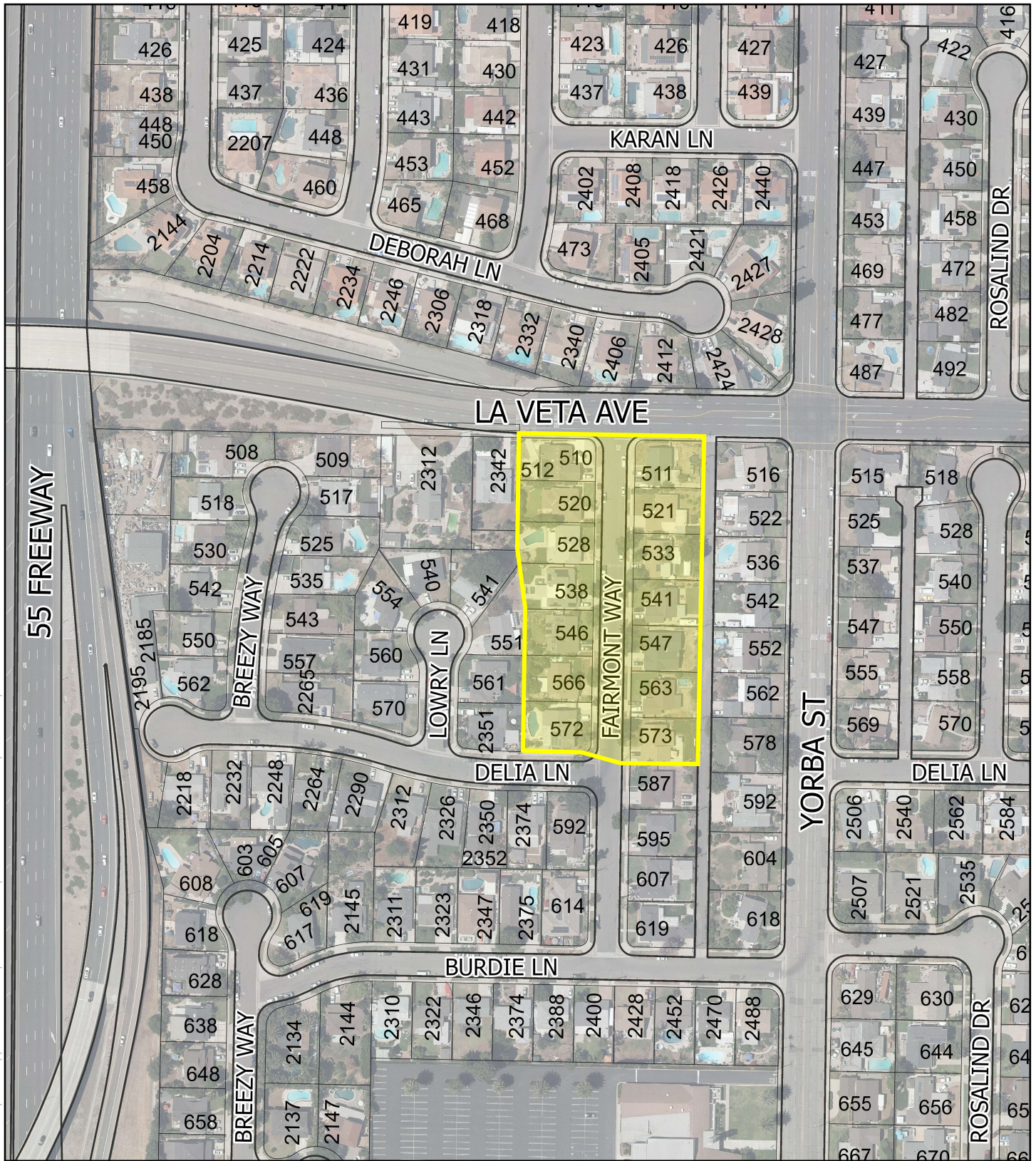
Fairmont way → La Veta Ave to Delia Ln

after 8-9pm
Saturday & Sunday

Thursday night

Friday night

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LEGEND:



AREA MAP

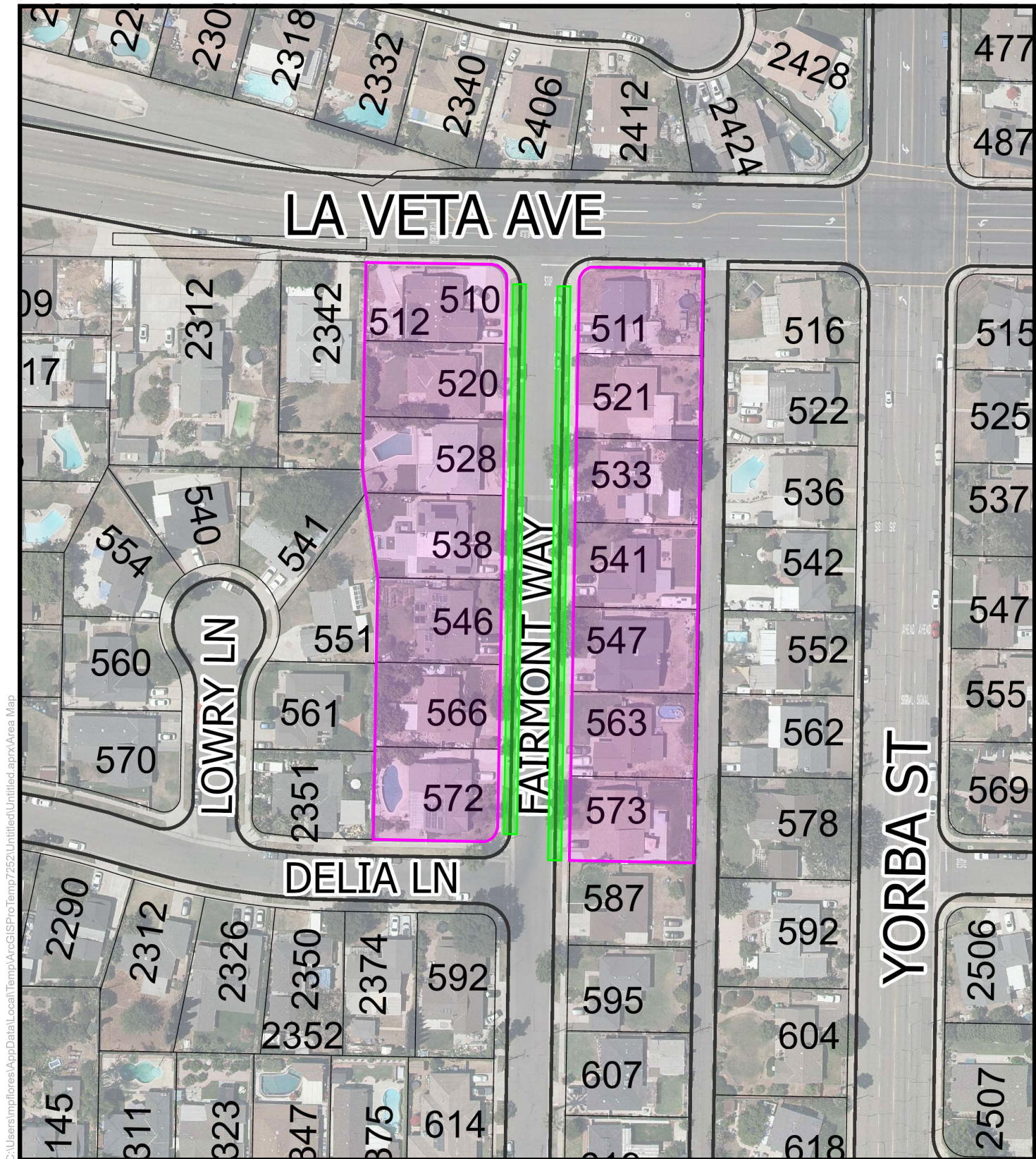
ITEM 4.3 PERMIT PARKING FAIRMONT WAY



1/29/2026

Source: City of Orange (2024)

CITY OF ORANGE
AREA MAP



C:\Users\mpfiores\AppData\Local\Temp\ArcGISPro\Temp7252\Untitled1\Untitled.aprx\Area Map



LEGEND:

PETITION AREA

PROPOSED PERMIT PARKING AREA AF

ITEM 4.3 PERMIT PARKING FAIRMONT WAY

CITY OF ORANGE

SITE SKETCH & PETITION AREA

1/29/2026

Source: City of Orange (2024)



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

January 29, 2026

Dear Resident/Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **A request to add a Neighborhood Permit Parking Program on Fairmont Way from La Veta to Delia Lane.**

The matter will be considered at the **February 11, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Maria Flores at (714) 744-5525 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Fay, P.E., PTOE
Deputy Public Works Director/
City Traffic Engineer



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



Agenda Item

City Traffic Commission

Item #: 4.4.

2/11/2026

File #: 26-0039

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Martin Varona, Senior Civil Engineer

1. SUBJECT

Discussion of potential operational changes to the signalized intersection of Tustin Street and Briardale-Taft Avenue

2. SUMMARY

Staff have received considerable feedback from motorists and Orange residents regarding the current operation of the signalized intersection of Tustin Street and Briardale-Taft Avenue. Staff have assessed the signal operations and developed an alternative operational strategy for consideration. This alternative would address the expressed concerns while continuing to implement the City Council-approved through movement restrictions for east and westbound traffic.

3. RECOMMENDED ACTION

Approve the implementation of a signal sequencing strategy that involves serving east and westbound traffic from Briardale Avenue in series, rather than in parallel.

4. FISCAL IMPACT

None. The estimated cost of the recommended operational change is approximately \$15,000, including labor and materials, which can be accommodated by the approved Fiscal Year 2026 budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve infrastructure, mobility, and technology

6. DISCUSSION AND BACKGROUND

Over the past several years, staff has received feedback from several road users regarding the existing traffic signal operations at the Tustin Street and Taft/Briardale Avenue intersection. Specifically, the concerns are related to the sequencing of the traffic signal.

The westbound approach of this intersection is identified as Taft Avenue and the eastbound approach is identified as Briardale Avenue, with both being considered the side street. Street signage prohibits east-west through traffic from both the Briardale Avenue and Taft Avenue approaches, which was implemented as part of a traffic calming strategy intended to reduce the amount of cut-through traffic through the adjacent residential neighborhood west of Tustin Street and approved by City Council in

1996.

As currently operated, all east and westbound movements of the intersection are served simultaneously, including right and left-turning vehicles and pedestrians from both side street approaches. The above also involves two westbound left turn lanes and one eastbound right turn lane turning onto Tustin Street during the same green interval. While the speed, volume, and accident rate are generally low, feedback from road users indicate some level of concern over the number of concurrent movements as well as pedestrian comfort.

An alternative for operating this intersection would be to “split” the service of the side street traffic, serving one direction at a time. This option would, among other things, reduce the number of movements that are permissible at any given time and, in doing so, be expected to improve driver and pedestrian comfort at the intersection.

Because serving the side street approaches one at a time, rather than together, would require redistributing some of the intersection’s total “green time”, from Tustin Street to Briardale/Taft avenues, an engineering analysis was performed to determine whether the expected benefits outweigh any potential drawbacks. The analysis indicated that motorists are expected to experience some additional delay when traveling through the intersection during morning, afternoon, and evening peak hours. However, the additional delay is very minimal. Moreover, the intersection will still be expected to meet General Plan requirements for level-of-service (intersection performance.) In fact, the intersection is expected to operate at the same level of service with or without the operation change.

Since the expected benefits of the proposed operational change outweigh the drawbacks, staff recommends “splitting” east and westbound traffic during the traffic signal cycle and serving them individually. The east and westbound through traffic movements will continue to be prohibited, consistent with the above-referenced 1996 City Council action. In addition, the proposed signal operation would involve minor changes to the traffic signal equipment, including the substitution of some of the circular “ball” indications with “arrow” indications to reinforce the prohibition of through traffic.

If approved, staff proposes to utilize the City’s on-call traffic signal maintenance contractor to implement the changes. The cost to do so is estimated around \$15,000 and can be absorbed in the approved FY 2026 budget.

7. ATTACHMENTS

- Location Map
- Performance Comparison Table
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.4.

2/11/2026

File #: 26-0039

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Martin Varona, Senior Civil Engineer

1. SUBJECT

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2. SUMMARY

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3. RECOMMENDED ACTION

Approve the implementation of a signal sequencing strategy that involves serving east and westbound traffic from Briardale Avenue in series, rather than in parallel.

4. FISCAL IMPACT

None. The estimated cost of the recommended operational change is approximately \$15,000, including labor and materials, which can be accommodated by the approved Fiscal Year 2026 budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve infrastructure, mobility, and technology

6. DISCUSSION AND BACKGROUND

Over the past several years, staff has received feedback from several road users regarding the existing traffic signal operations at the Tustin Street and Taft/Briardale Avenue intersection. Specifically, the concerns are related to the sequencing of the traffic signal.

The westbound approach of this intersection is identified as Taft Avenue and the eastbound approach is identified as Briardale Avenue, with both being considered the side street. Street signage prohibits east-west through traffic from both the Briardale Avenue and Taft Avenue approaches, which was implemented as part of a traffic calming strategy intended to reduce the amount of cut-through traffic through the adjacent residential neighborhood west of Tustin Street and approved by City Council in

1996.

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An alternative for operating this intersection would be to “split” the service of the side street traffic, serving one direction at a time. This option would, among other things, reduce the number of movements that are permissible at any given time and, in doing so, be expected to improve driver and pedestrian comfort at the intersection.

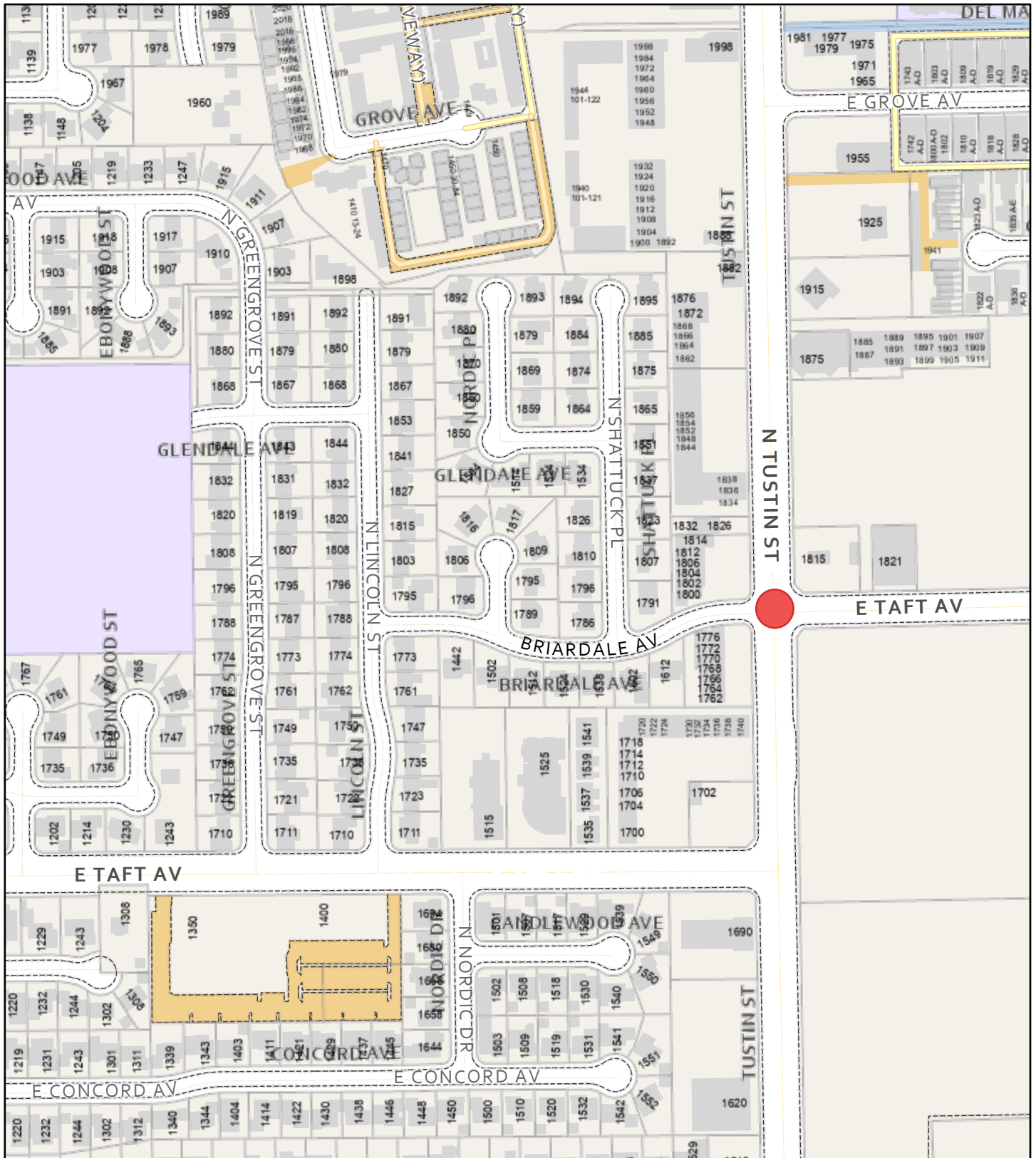
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If approved, staff proposes to utilize the City’s on-call traffic signal maintenance contractor to implement the changes. The cost to do so is estimated around \$15,000 and can be absorbed in the approved FY 2026 budget.

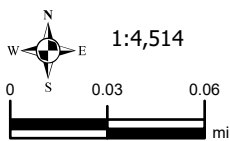
7. ATTACHMENTS

- Location Map
- Performance Comparison Table
- Notification Letter



Signalized Intersection of Tustin St and Briardale-Taft Avenue

NOTE: Recent data updates may not be reflected on this map at the time of printing, use at your discretion. No part of this map shall be reproduced for commercial purposes.



Date Exported: 1/21/2026
Credits: City of Orange (2026)

CITY OF ORANGE
Location Map

Performance Comparison Tables for Intersection of Tustin Street and Taft/Briardale Avenue

| Tustin St and Taft/Briardale Ave Intersection Delay Comparison Table | | |
|--|---------------------|---------------------|
| | AM Peak | PM Peak |
| Operation Type | Seconds Per Vehicle | Seconds Per Vehicle |
| Current | 20.00 | 17.70 |
| Recommended | 22.50 | 20.20 |

| Tustin St and Taft/Briardale Ave ICU [*] Comparison Table | | | | |
|--|-----------|------------------|-----------|------------------|
| | AM Peak | | PM Peak | |
| Operation Type | V/C Ratio | Level of Service | V/C Ratio | Level of Service |
| Current | 0.59 | A | 0.65 | B |
| Recommended | 0.60 | A | 0.67 | B |

* ICU: Intersection Capacity Utilization is a measure of an intersection's traffic volume relative to its capacity.



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

January 28, 2026

Dear Resident/Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **Potential operational changes at the signalized intersection of Tustin Street and Briardale Avenue**

The matter will be considered at the **February 11, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Martin Varona at (714) 744-5525 or mvarona@cityoforange.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Tay", is written over a horizontal line.

Larry Tay, P.E., PTOE
Deputy Public Works Director/
City Traffic Engineer



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org