



Larry Tay
City Traffic Engineer

Kirsten Shea
Sr. Assistant City Attorney

Francisco Vasquez
Administrative Assistant

AGENDA

City Traffic Commission

June 11, 2025

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 Traffic Commission Meeting. Regular meetings of the City of Orange 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 Traffic Commission is in session.

DATE ACTIONS BECOME EFFECTIVE

The actions of the City 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 City 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 City 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**

Chair Adam Feliz

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 April 09, 2025.****Recommended Action:**

Approve minutes as presented.

Attachments: [Staff Report](#)
 [April 09, 2025 Regular Meeting minutes](#)

4. NEW BUSINESS**4.1. Installation of blue curb at 1025 E. Chalynn Avenue.****Recommended Action:**

Approve the installation of approximately 22 feet of blue curb along the frontage of 1025 E. Chalynn Avenue.

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

4.2. Request for permit parking on both sides of E. Via Lardo Avenue from S. Hewes Street to easterly terminus.**Recommended Action:**

1. Approve the implementation of permit parking on E. Via Lardo Avenue from S. Hewes Street to easterly terminus.
2. Forward to the City Council for final action.

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

- 4.3. **Request for permit parking on the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue, and both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.**

Recommended Action:

1. Approve the implementation of permit parking along the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue.
2. Approve the implementation of permit parking on both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.
3. Forward to the City Council for final action.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Area Map](#)
 [Site Sketch & Petition Map](#)
 [Notification Letters \(2\)](#)

4.4. Time limits and curb restrictions related to paid parking in Old Towne**Recommended Action:**

1. Approve the following:
 - a. Time- limited parking restrictions as described in Resolution No. TC 02-2025.
 - b. Yellow-curb (cargo loading zones) as described in Resolution No. TC 02-2025.
 - c. Passenger loading zones as described in Resolution No. TC 02-2025
 - d. Parking time limits in city-owned parking lots and on city streets identified in Chapter 10.40.030 of the Orange Municipal Code to be effective from 9 AM to 6 PM every day, including Sundays and holidays.
2. Adopt Resolution No. TC 02-2025. A Resolution of the Traffic Commission of the City of Orange for the establishment of parking time limits, loading zones and curb restriction on public streets and City owned lots identified in Chapter 10.40.030 of the orange Municipal Code

Attachments:[Staff Report](#)[Jan 28 CC Staff Report on Paid Parking without attachments](#)[Commercial Core Curb Management Map](#)[Resolution No. TC 02-2025](#)[Notification Letters \(2\)](#)**5. ADJOURNMENT**

The next Regular City Traffic Commission Meeting will be held on Wednesday, August 13, 2025, 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: June 5, 2025



Agenda Item

City Traffic Commission

Item #: 3.1.

6/11/2025

File #: 25-0337

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Francisco Vazquez, Administrative Specialist

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on April 09, 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

- April 09, 2025 Regular Meeting minutes



Agenda Item

City Traffic Commission

Item #: 3.1.

6/11/2025

File #: 25-0337

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Francisco Vazquez, Administrative Specialist

1. SUBJECT

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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

- April 09, 2025 Regular Meeting minutes

MINUTES - DRAFT

City of Orange

City Traffic Commission

April 09, 2025

The Traffic Commission of the City of Orange, California convened on Wednesday, April 09, 2025 at 5:30 p.m. in 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

Vice Chair Ricci led the flag salute.

1.2 ROLL CALL

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

Absent: None

Commissioner Redding joined the meeting at 5:52 p.m.

2. PUBLIC COMMENTS

None.

3. APPROVAL OF MINUTES

3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on February 12, 2025.

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

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

Noes: None

Absent: Redding

4. NEW BUSINESS

4.1. Installation of time-limited parking and extension of red curb on the west side of S. Citrus Street, south of W. Chapman Avenue, adjacent to the medical office building at 1010 W. Chapman Avenue. Resolution TC 01-2025.

Vice Chair Ricci recused himself from Item 4.1 due to a conflict of interest with a nearby property and left the dais at 5:34 p.m.

Public Speakers

Fernando Martinez spoke in opposition.

Aharen Hakala spoke in support.

A motion was made by Commissioner Seimone, seconded by Commissioner Chavarria, to: 1) Consider the installation of one-hour parking on the west side of S. Citrus Street, south of W. Chapman Avenue, adjacent to 1010 W. Chapman Avenue. 2) Adopt Resolution TC 01-2025. A Resolution of the Traffic Commission of the City of Orange for the Establishment of 1-hour Time-Limited Parking on the West Side of S. Citrus Street, South of W. Chapman Avenue, Adjacent to 1010 W. Chapman Avenue and Associated Parking Lot to the South (Assessor Parcel Numbers 041-041-27 and 041-041-16). 3) Approve the five-foot extension of red curb along the S. Citrus Street frontage of the commercial building addressed at 1010 W. Chapman Avenue. The motion carried by the following vote:

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

Noes: None

Absent: Redding

Recuse: Ricci

Vice Chair Ricci returned to the dais at 5:45 p.m.

4.2. Installation of blue curb at 1845 E. Grove Avenue.

Public Speakers

Marina Marquez spoke in support.

A motion was made by Commissioner Chavarria, seconded by Commissioner Hamilton, to approve the installation of approximately 22 feet of blue curb along the frontage of 1845 E. Grove Avenue. The motion carried by the following vote:

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

Noes: None

Absent: Redding

4.3. Installation of a one-way stop control at the intersection of N. Adele Street and E. Lomita Avenue.

A motion was made by Vice Chair Ricci, seconded by Commissioner Chavarria, to approve the installation of a one-way stop control for westbound Lomita Avenue at N. Adele Street. The motion carried by the following vote:

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

Noes: None

Absent: None

4.4. Installation of an all-way stop at the intersection of E. Almond Avenue and S. Center Street.

A motion was made by Chair Feliz, seconded by Commissioner Barbeito to approve the installation of an all-way stop at the intersection of E. Almond Avenue and S. Center Street. The motion carried as follows:

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

Noes: None

Absent: None

4.5. Installation of red curb along the frontage of 2190 N. Canal Street.

A motion was made by Commissioner Seimone, seconded by Commissioner Chavarria, to approve the installation of red curb along the frontage of 2190 N. Canal

Street. The motion carried as follows:

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

Noes: None

Absent: None

4.6. Request for permit parking on both sides of E. Avenida Palmar from west City limits to N. Thora Street and on both sides of N. Sandpiper Circle.

Public Speakers

The following spoke in support: Argelia Wasmack, Peter Petro, and Christine Shepherd.

Santosh Swamidass raised concerns with the amount of permits available per household.

Jovan Rangel spoke in support; however expressed concerns with fire vehicle access and requested to include Renee Street.

A motion was made by Chair Feliz, seconded Commissioner Chavarria, to: 1) Approve the implementation of permit parking on the following streets: a) both sides of E. Avenida Palmar from west City limits to N. Thora Street. b) Both sides of N. Sandpiper Circle. 2) Forward to the City Council for final action. The motion carried as follows:

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

Noes: None

Absent: None

4.7. Request for permit parking on both sides of N. Mallard Street, from E. Locust Avenue to E. Jackson Avenue.

Public Speakers

The following spoke in support with conditions: Joel Cassara, Justin Comer, and Michael Christi.

The following spoke in support with concerns: John Skagp and Daniel Patterson.

A motion was made by Commissioner Chavarria, seconded by Commissioner Hamilton, to: 1) Approve the implementation of permit parking on N. Mallard Street, from E. Locust Avenue to E. Jackson Avenue. 2) Forward to the City Council for final action. The motion carried by the following vote:

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

Noes: None

Absent: None

5. ADJOURNMENT

There being no further business, the meeting adjourned at 6:48 p.m.

The next Regular City Traffic Commission Meeting will be held on Wednesday, June 11, 2025 at 5:30 p.m., in the Council Chamber.

LARRY TAY
CITY TRAFFIC ENGINEER



Agenda Item

City Traffic Commission

Item #: 4.1.

6/11/2025

File #: 25-0326

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Installation of blue curb at 1025 E. Chalynn Avenue.

2. SUMMARY

The requested blue curb would provide a convenient curbside space for disabled residents and care providers to park.

3. RECOMMENDED ACTION

Approve the installation of approximately 22 feet of blue curb along the frontage of 1025 E. Chalynn Avenue.

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

A disabled resident has submitted a request for blue curb along the frontage of 1025 E. Chalynn Avenue. The 1000 block of E. Chalynn Avenue is situated between S. Cambridge Street and S. Gardner Drive and consists of single-family residential properties.

The property has a single-car driveway, which is utilized by multiple caregivers rotating through the home daily. The resident has provided substantial evidence demonstrating the need for a blue curb parking spot on the street adjacent to their home, including to accommodate an ACCESS OC van for pickup and drop-off services.

It should be noted that blue curb is still public parking and may be utilized by anyone with a disabled decal or placard on their vehicle. In the event that the resident no longer requires the blue curb, they are to contact the Public Works Department so that it may be removed.

Based on these considerations, staff recommends that the City Traffic Commission approve the installation of 22 feet of blue curb along the frontage of 1025 E. Chalynn Avenue.

7. ATTACHMENTS

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



Agenda Item

City Traffic Commission

Item #: 4.1.

6/11/2025

File #: 25-0326

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

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2. SUMMARY

The requested blue curb would provide a convenient curbside space for disabled residents and care providers to park.

3. RECOMMENDED ACTION

Approve the installation of approximately 22 feet of blue curb along the frontage of 1025 E. Chalynn Avenue.

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

A disabled resident has submitted a request for blue curb along the frontage of 1025 E. Chalynn Avenue. The 1000 block of E. Chalynn Avenue is situated between S. Cambridge Street and S. Gardner Drive and consists of single-family residential properties.

The property has a single-car driveway, which is utilized by multiple caregivers rotating through the home daily. The resident has provided substantial evidence demonstrating the need for a blue curb parking spot on the street adjacent to their home, including to accommodate an ACCESS OC van for pickup and drop-off services.

It should be noted that blue curb is still public parking and may be utilized by anyone with a disabled decal or placard on their vehicle. In the event that the resident no longer requires the blue curb, they are to contact the Public Works Department so that it may be removed.

Based on these considerations, staff recommends that the City Traffic Commission approve the installation of 22 feet of blue curb along the frontage of 1025 E. Chalynn Avenue.

7. ATTACHMENTS

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

From: Amy Angela Spade
Sent: Sunday, May 11, 2025 1:27 PM
To: Sonum Parihar <SParihar@orangepd.org>; Sonum Parihar <SParihar@orangepd.org>
Cc: Jon Dumitru <jdumitru@cityoforange.org>
Subject: Disabled Parking 92866 City of Orange, District 2 Sent: Sunday, May 11th, 2025

Subject: Request for Residential Disabled Parking Designation - Angela Christine Spade

Dear City of Orange Traffic Bureau and Councilmember,

I am writing on behalf of my daughter, Angela Christine Spade, a 33-year-old adult with significant developmental and physical disabilities.

Angela currently resides at 1025 E Chalynn Ave in Orange, and we respectfully request the designation of a curbside disabled parking space-with white or blue painted curb and ADA-compliant signage-directly in front of her residence.

Angela's California Disabled Person Parking Placard was recently processed and is pending delivery:

Placard Case Number:

Status: Successfully Processed - April 2025

While living in Seattle, the City approved a designated disabled parking space in front of her former residence at

At her current Orange address, Angela:

- Receives specialized transportation with 2:1 support staff- Utilizes a converted garage for therapy and adaptive fitness
- Has a narrow driveway limited to one compact or one mid-size vehicle
 - Experiences daily care team overlaps, requiring multiple hand-to-hand transitions
 - Depends on door-to-door assisted entry and exit, often using lift or ramp vehicles
 -

Angela's care plan involves a steady rotation of professional support staff, with multiple vehicle arrivals and departures throughout the day, overlapping cares = overlapping vehicle parking. While we do our best to manage driveway and curbside use, this can sometimes lead to congestion.

We are grateful to have a kind and supportive neighborhood community, all of whom are familiar with Angela and act as natural allies in ensuring her safety and well-being.

To maintain this positive dynamic, we believe that earmarking a single dedicated disabled parking space for her care team's specialized transportation is a good-neighbor solution.

It provides a clear, respectful boundary for where caregiver drop-off and pick-up occur, reducing disruption for surrounding residents while enhancing safety for Angela and her team.

We understand that any designated space would remain publicly accessible to vehicles displaying a valid DMV-issued disabled placard or license plate.

We kindly request your support in initiating the appropriate steps or connecting us with the responsible department to formally apply for this essential safety accommodation.

Since we are a bit new to the area, if we have contacted you in error regarding this request, any guidance to the correct contact is most welcome 😊.

With appreciation,

Amy Spade

Co-Conservator for Angela Christine Spade

Short bio included for reference and getting to know new family to Orange! We are very happy to be here and back in California after two decades away. 😊 ☀️ 🌊 🌴 🍊

Angela was born in Santa Maria, California, and participated in numerous academic and clinical research studies at UCLA, UC Santa Barbara, and Cal Poly San Luis Obispo, which helped expand understanding of autism and complex neurodevelopment and physiological conditions.

Her path later took her to Madison, Wisconsin and Seattle, Washington, where she participated in further research and accessed highly specialized community supports. Now, she has joyfully returned to her home state to live out her best life in Citrus City-surrounded by a dedicated care team, family, and a therapeutic living environment.



City of Orange

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

May 29, 2025

Dear Resident/ Property Owner:

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

- **Installation of blue curb on Chalynn Avenue in front of 1025 Chalynn Avenue**

The matter will be considered at the **June 11, 2025**, 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) 744-5537 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer



(714) 744-5525



www.cityoforange.org



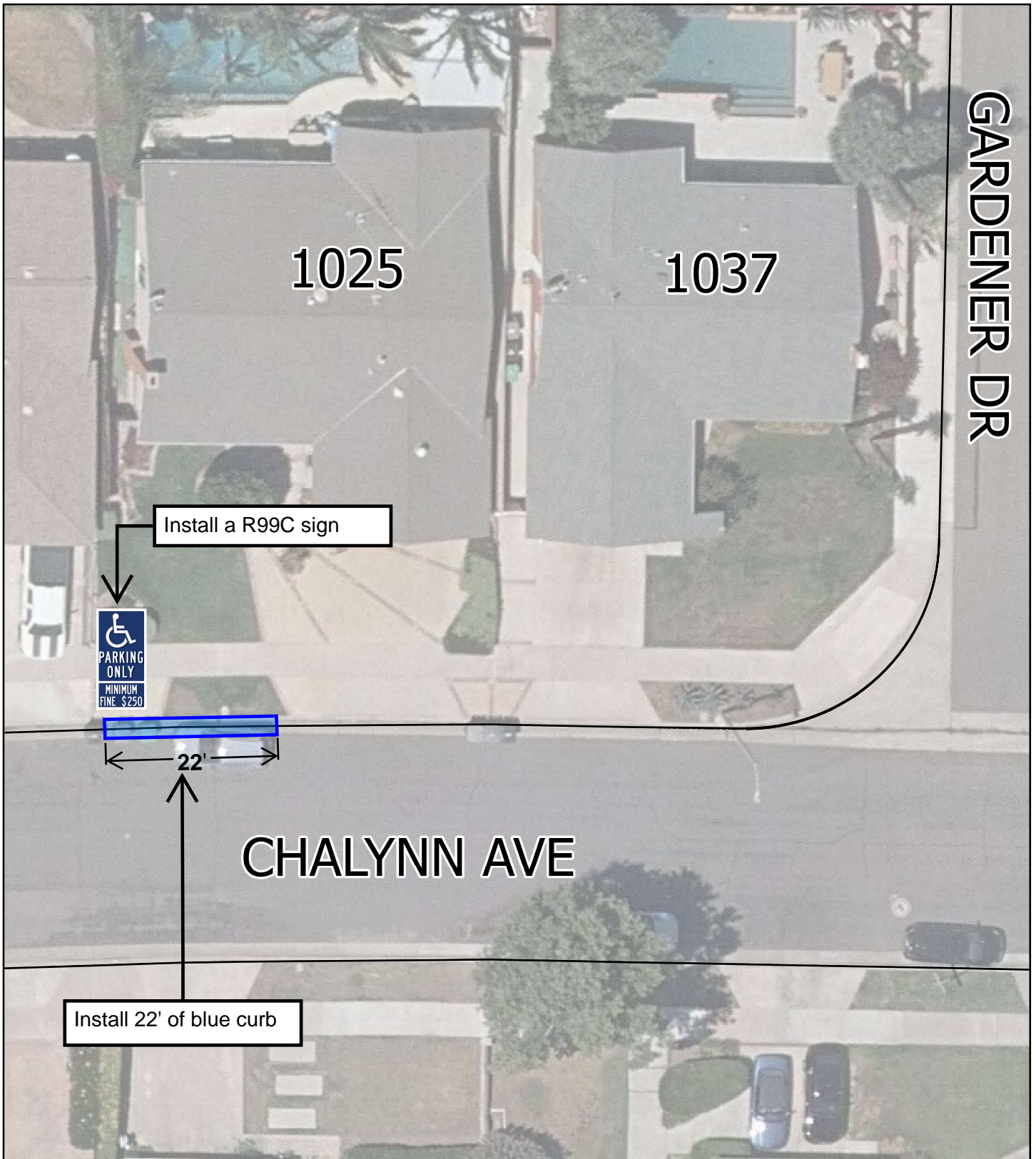
pwinfo@cityoforange.org




Item 4.1 Blue Curb at 1025 E. Chalynn Avenue

CITY OF ORANGE

AREA MAP



LEGEND:

 Proposed Blue Curb

Item 4.1 Blue Curb at 1025 E. Chalynn Avenue

CITY OF ORANGE
SITE SKETCH



Agenda Item

City Traffic Commission

Item #: 4.2.

6/11/2025

File #: 25-0331

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on both sides of E. Via Lardo Avenue from S. Hewes Street to easterly terminus.

2. SUMMARY

The City received a request for permit parking on the aforementioned street. The request was evaluated in accordance with the City's Neighborhood Permit Parking Program, and all applicable criteria were satisfied.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking on E. Via Lardo Avenue from S. Hewes Street to easterly terminus.
2. Forward to the 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 E. Via Lardo Avenue submitted a request to initiate the process for permit parking on Via Lardo Avenue. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff preformed 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 streamlined procedures.

Since Via Lardo Avenue qualifies for permit parking but isn't within 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 these requirements are outlined below.

Parking Occupancy

Staff mapped and counted the number of legal parking spaces along Via Lardo Avenue. 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 observation during those reported hours. Per the City's NPPP, a street parking occupancy rate of 75% is required to qualify. Via Lardo Avenue exceeded the 75% threshold with an average parking occupancy over 100%.

Petition Results:

Because the parking occupancy exceeded the minimum 75% threshold on Via Lardo Avenue, a petition was circulated to the homeowners on that street. The petition letter and a list of permit parking advantages and disadvantages were provided to the property owners. The table below shows the results of the neighborhood petitions.

Street	Homes in Favor		Homes Opposed		Unreturned	
E. Via Lardo Avenue	9	75%	0	0%	3	15%

The final results of the petition process indicated the Via Lardo Avenue meets the required minimum 75% of property owners in favor of the permit parking program.

Findings:

Since the level of demand for parking exceeds the minimum requirements under the City's NPPP, permit parking is recommended on the aforementioned street. 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 threshold, and other requirements in effect at the time would still apply.
2. Any vehicle parked in a designated parking-by-permit area without 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 #: 4.2.

6/11/2025

File #: 25-0331

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on both sides of E. Via Lardo Avenue from S. Hewes Street to easterly terminus.

2. SUMMARY

The City received a request for permit parking on the aforementioned street. The request was evaluated in accordance with the City's Neighborhood Permit Parking Program, and all applicable criteria were satisfied.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking on E. Via Lardo Avenue from S. Hewes Street to easterly terminus.
2. Forward to the 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 E. Via Lardo Avenue submitted a request to initiate the process for permit parking on Via Lardo Avenue. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff preformed an initial screening of the study area to determine the following:

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Since Via Lardo Avenue qualifies for permit parking but isn't within 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 these requirements are outlined below.

Parking Occupancy

Staff mapped and counted the number of legal parking spaces along Via Lardo Avenue. 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 observation during those reported hours. Per the City's NPPP, a street parking occupancy rate of 75% is required to qualify. Via Lardo Avenue exceeded the 75% threshold with an average parking occupancy over 100%.

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2. Any vehicle parked in a designated parking-by-permit area without 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

4505 to 4631

Request for Parking Permit Consideration

Good morning, Dave,

I want to submit a request at the start of a petition for the 4500 block of Via Lardo Ave., Orange, CA. This request is due to:

1. There is heavy parking from people who live 2-3 blocks away. They park and have someone pick them up. The car remains for days until street cleaning day.
2. Trash is left behind
3. Big utility trucks and trailers are parked, making it difficult to back in and out of driveways. The big trucks used for metal recycling are stacked high with metal objects, which is dangerous for anyone walking by.
4. Cars parked in the red obstruct the view so that people can turn left or right onto Hewes Ave.
5. Heavy parking hours start between 5:30 pm – 6:00 pm daily.

Thank you in advance for your consideration.

Please feel free to contact me with any questions or concerns.

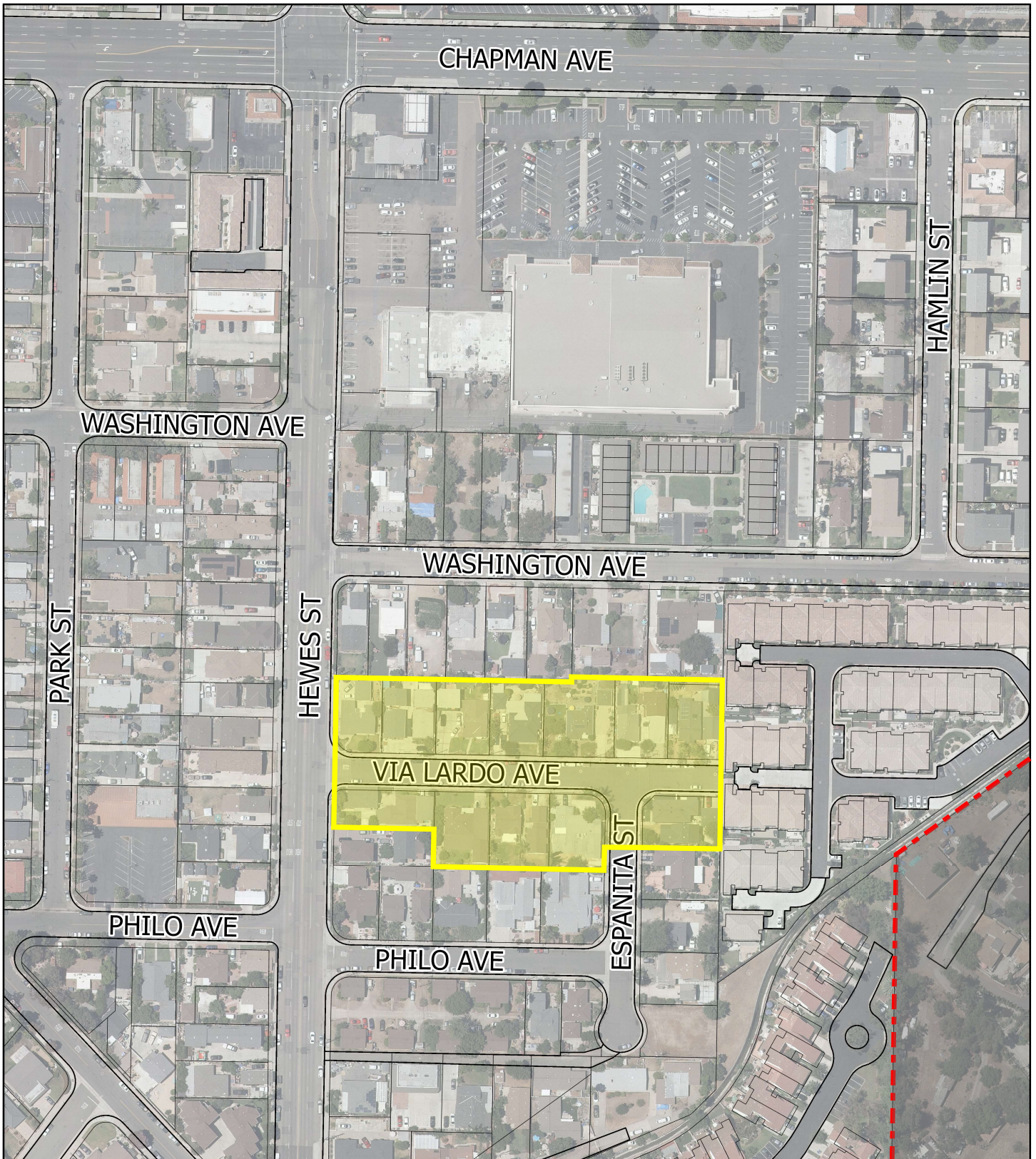
Velinda Lynem / Concern Neighbors

Mon, 7:30 pm

Tues. "

Thurs "

Friday "



Legend:

- Subject Area
- City of Orange Boundaries

Item 4.2 Permit Parking on Via Lardo Avenue



Legend:

- Proposed Permit Parking Area AC
- Petition Area
- Existing Red Curb

Item 4.2 Permit Parking Via Lardo Avenue

CITY OF ORANGE

SITE SKETCH & PETITION AREA MAP



City of Orange

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

May 29, 2025

Dear Resident/ Property Owner:

This is to inform you that the City Traffic Commission will be hearing a request to add a **Neighborhood Parking Permit Program** on the following street(s):

- **Via Lardo Avenue between Hewes Street and Easternly Terminus**

The matter will be considered at the **June 11, 2025**, 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) 744-5537 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer



Agenda Item

City Traffic Commission

Item #: 4.3.

6/11/2025

File #: 25-0334

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue, and both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.

2. SUMMARY

The request is to implement permit parking on the east side of S. Swidler Place and both sides of E. Almond Avenue, which is adjacent to Permit Parking Area I. The request meets the implementation criteria contained in the city's Neighborhood Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue.
2. Approve the implementation of permit parking on both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.
3. Forward to the 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

In January 1999, the City Council approved the establishment of Permit Parking Area I for the streets surrounding McPherson Magnet School as depicted on the Area Map attached. S. Swidler Place and E. Almond Avenue were given the opportunity to implement permit parking at the time, but they did not receive enough support from residents. In recent years, residents have noticed an increase in demand for on-street parking along their frontage, explaining that the demand for on-street parking originates from outside the neighborhood.

A property owner on S. Swidler Place submitted a request to initiate the process for permit parking on Swidler Place. Due to its proximity to existing Permit Parking Area I and Swidler Place, Almond Avenue was included in the evaluation for permit parking. The limits for evaluation are shown on the attached Area Map. In accordance with the Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether each street is eligible to be considered for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with streamlined procedures.

Because each of the above streets are eligible for permit parking and outside of a City-defined permit parking opportunity area, minimum levels of parking occupancy and property owner support must be met to recommend permit parking. Both are discussed 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. Per the City's NPPP, a street parking occupancy rate of 75% is required to qualify for permit parking. Both Swidler Place and Almond Avenue exceeded the 75% threshold, with an average parking occupancy of 93% for Swidler Place and 87% for Almond Avenue.

Petition Results

Because the parking occupancy exceeded the minimum 75% threshold on both Swidler Place and Almond Avenue, a petition was circulated to the property owners along those streets. The petition letter and a list of permit parking advantages and disadvantages were provided to each owner on the candidate streets. The table below shows the results of the neighborhood polling.

Affected Streets	Households in Favor		Households Oppose		Unreturned	
Swidler Place	6	85%	0	0%	1	15%
Almond Avenue	9	75%	0	0%	3	25%

The final results of the petition process indicate that both Swidler Place and Almond Avenue meet the required minimum 75% of property owners in favor of the permit parking program.

Findings:

Through the parking occupancy studies, staff have documented a consistently high demand for on-street parking on Swidler Place and Almond Avenue. Since the level of demand for parking exceeds the minimum requirements for occupancy and petition support under the City's NPPP, permit parking is recommended for Swidler Place and Almond Avenue as shown on the Site Sketch & Petition Area Map.

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 would still apply.

2. Any vehicle parked in a designated 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 Letters (2)



Agenda Item

City Traffic Commission

Item #: 4.3.

6/11/2025

File #: 25-0334

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, City Traffic Engineer

FROM: Maria Flores, Assistant Engineer

1. SUBJECT

Request for permit parking on the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue, and both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.

2. SUMMARY

The request is to implement permit parking on the east side of S. Swidler Place and both sides of E. Almond Avenue, which is adjacent to Permit Parking Area I. The request meets the implementation criteria contained in the city's Neighborhood Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along the east side of S. Swidler Place from E. Chapman Avenue to E. Almond Avenue.
2. Approve the implementation of permit parking on both sides of E. Almond Avenue from S. Swidler Place to S. Olympia Way.
3. Forward to the 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

In January 1999, the City Council approved the establishment of Permit Parking Area I for the streets surrounding McPherson Magnet School as depicted on the Area Map attached. S. Swidler Place and E. Almond Avenue were given the opportunity to implement permit parking at the time, but they did not receive enough support from residents. In recent years, residents have noticed an increase in demand for on-street parking along their frontage, explaining that the demand for on-street parking originates from outside the neighborhood.

A property owner on S. Swidler Place submitted a request to initiate the process for permit parking on Swidler Place. Due to its proximity to existing Permit Parking Area I and Swidler Place, Almond Avenue was included in the evaluation for permit parking. The limits for evaluation are shown on the attached Area Map. In accordance with the Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether each street is eligible to be considered for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with streamlined procedures.

Because each of the above streets are eligible for permit parking and outside of a City-defined permit parking opportunity area, minimum levels of parking occupancy and property owner support must be met to recommend permit parking. Both are discussed 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. Per the City's NPPP, a street parking occupancy rate of 75% is required to qualify for permit parking. Both Swidler Place and Almond Avenue exceeded the 75% threshold, with an average parking occupancy of 93% for Swidler Place and 87% for Almond Avenue.

Petition Results

Because the parking occupancy exceeded the minimum 75% threshold on both Swidler Place and Almond Avenue, a petition was circulated to the property owners along those streets. The petition letter and a list of permit parking advantages and disadvantages were provided to each owner on the candidate streets. The table below shows the results of the neighborhood polling.

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The final results of the petition process indicate that both Swidler Place and Almond Avenue meet the required minimum 75% of property owners in favor of the permit parking program.

Findings:

Through the parking occupancy studies, staff have documented a consistently high demand for on-street parking on Swidler Place and Almond Avenue. Since the level of demand for parking exceeds the minimum requirements for occupancy and petition support under the City's NPPP, permit parking is recommended for Swidler Place and Almond Avenue as shown on the Site Sketch & Petition Area Map.

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 would still apply.

2. Any vehicle parked in a designated 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 Letters (2)

Hello,

We are writing to formally request the implementation of permit parking on South Swidler Place in Orange. Over the past few years, parking conditions have become increasingly challenging for the residents of our street, primarily due to the rise in the number of occupants in the nearby apartments.

The residents from these apartments have adopted practices that severely impact parking availability for homeowners on our street. These include deliberately parking vehicles in a manner that occupies multiple spaces, frequently swapping out vehicles to retain prime spots, leaving cars parked for extended periods, and moving them only for street sweeping on Thursdays. Furthermore, we have observed that some residents use their parked vehicles as gathering spots, lingering for hours and even working on their cars late into the night.

These behaviors have created significant challenges for the residents of South Swidler Place. For example, on Wednesdays, trash pickup has become increasingly difficult, leading many of us to resort to placing our trash cans in the street to a spot for trash day. Otherwise, our trash may not be collected due to blocked access, which has occurred multiple times. Additionally, some individuals park dangerously close to driveways, making it difficult for residents to enter or exit their homes.

The situation has escalated to the point where tensions have risen between residents and those occupying parking spots from the apartments. There have been altercations, including an incident involving our gardener, who was confronted by apartment residents for "taking" a parking spot. This hostile environment is creating an uncomfortable atmosphere for all involved.

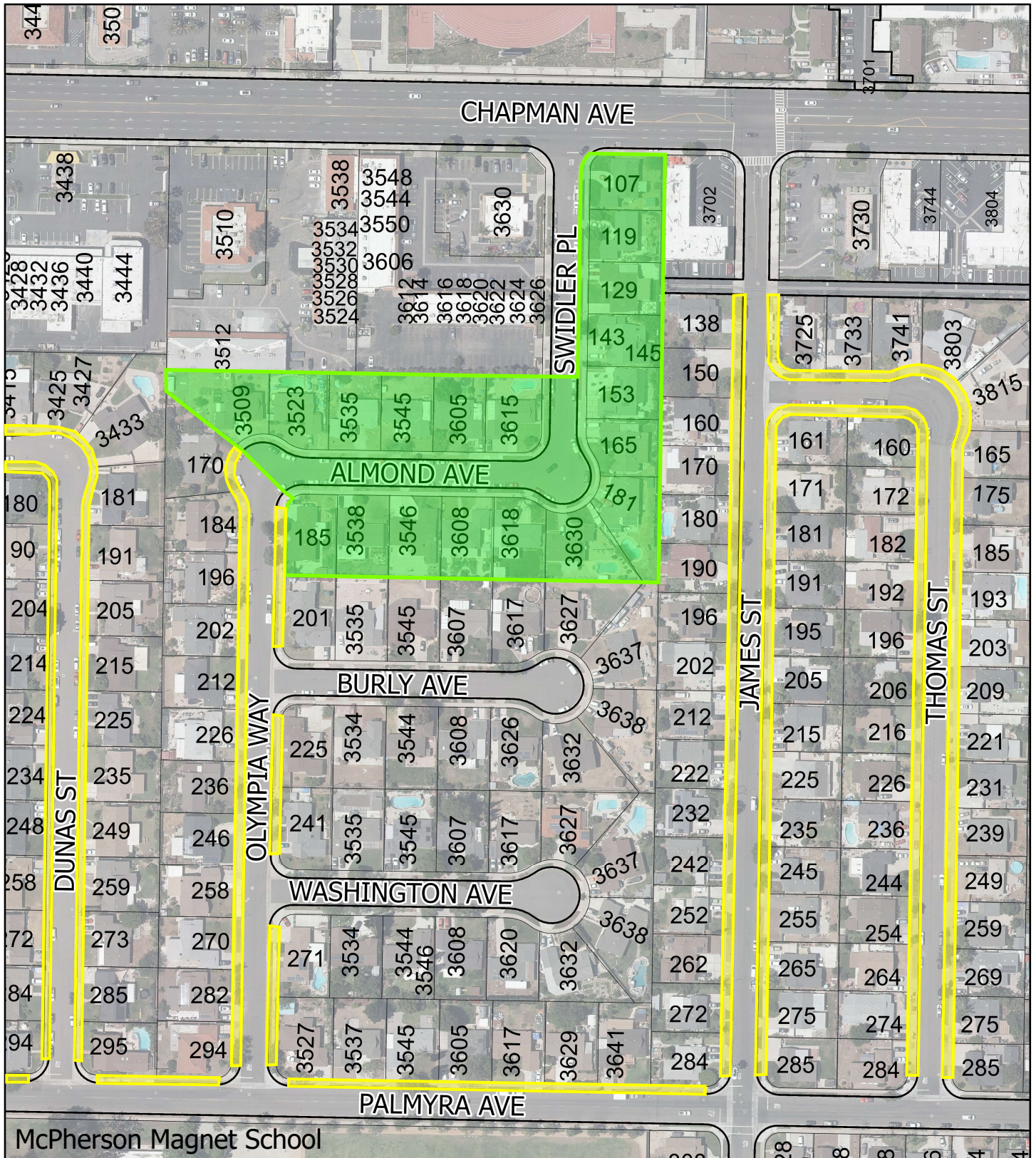
Moreover, the lack of available parking has become a severe inconvenience for our guests, and we have received tickets when forced to use the parking lot across the street during gatherings. This is particularly concerning as we have a disabled child who requires regular medical attention, and nurses and other supportive service staff need a spot to park. The current situation often necessitates "musical cars" to ensure a spot in our driveway, leading to us blocking the sidewalk—a situation that is far from ideal.

It is worth noting that all streets surrounding ours have implemented permit parking due to similar issues, and it is unclear why South Swidler Place has yet to be afforded the same consideration. Given the significant challenges we face, we strongly believe that permit parking is a necessary measure to restore order and ensure that the residents of South Swidler Place can enjoy the peace and comfort of their homes.

Please consider our request and take the necessary steps to implement permit parking on our street.

Thank you.

James Perez



Item 4.3 Permit Parking on Swidler Place & Almond Avenue

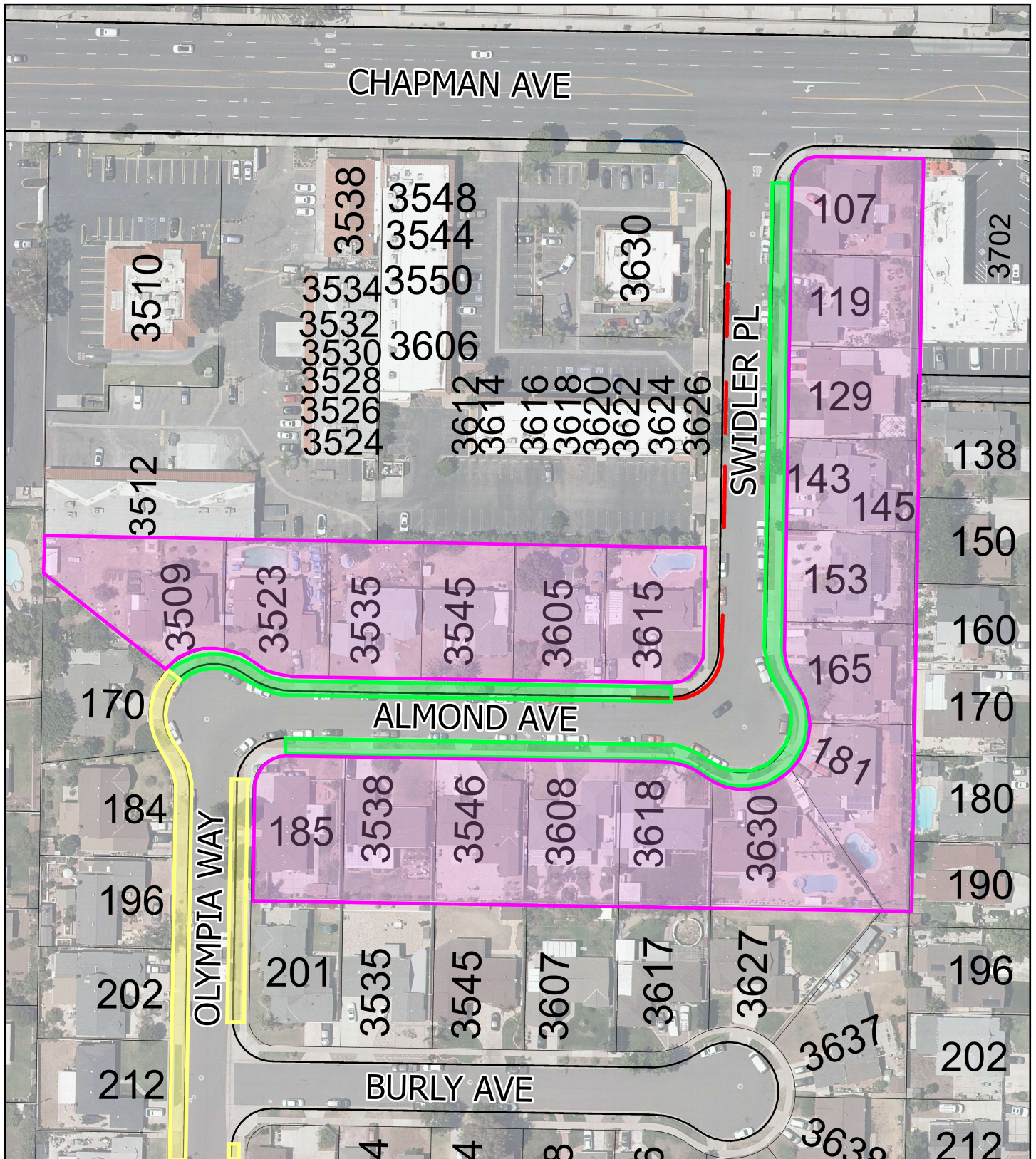


Legend:

Study Area

Existing Permit Parking Area I (1999)





Item 4.3 Permit Parking on Swidler Place & Almond Avenue



Legend:

Proposed Permit Parking Area AD

Existing Permit Parking Area I (1999)

Petition Area

Existing Red Curb



CITY OF ORANGE

SITE SKETCH & PETITION AREA MAP



City of Orange

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

June 4, 2025

Dear Resident/ Property Owner:

This letter is intended to provide an update to the notification letter dated May 29, 2025, related to a potential Neighborhood Parking Permit Program on Swidler Place. Another street in the area has subsequently satisfied the necessary requirements to be considered for permit parking. Therefore, the City Traffic Commission (CTC) will be hearing a request to add a **Neighborhood Parking Permit Program** on the following two street(s):

- East Side of Swidler Place between Chapman Avenue and Almond Avenue
- Both Sides of Almond Avenue between Swidler Place and Olympia Way

The matter will be considered at the **June 11, 2025**, meeting of the CTC 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) 744-5537 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer



City of Orange

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

May 29, 2025

Dear Resident/ Property Owner:

This is to inform you that the City Traffic Commission will be hearing a request to add a **Neighborhood Parking Permit Program** on the following street(s):

- **East Side of Swidler Place between Chapman Avenue and Almond Avenue**

The matter will be considered at the **June 11, 2025**, 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) 744-5537 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



Agenda Item

City Traffic Commission

Item #: 4.4.

6/11/2025

File #: 25-0335

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, City Traffic Engineer

1. SUBJECT

Time limits and curb restrictions related to paid parking in Old Towne

2. SUMMARY

City Council approved a paid parking ordinance that affects eight square blocks near and around Plaza Square Park. To achieve the desired parking turnover, paid parking must be accompanied by time limits. The City Council directed staff to present time limits and other curb restrictions within the paid parking footprint to the City Traffic Commission ("CTC") for approval.

3. RECOMMENDED ACTION

1. Approve the following:
 - a. Time- limited parking restrictions as described in Resolution No. TC 02-2025.
 - b. Yellow-curb (cargo loading zones) as described in Resolution No. TC 02-2025.
 - c. Passenger loading zones as described in Resolution No. TC 02-2025
 - d. Parking time limits in city-owned parking lots and on city streets identified in Chapter 10.40.030 of the Orange Municipal Code to be effective from 9 AM to 6 PM every day, including Sundays and holidays.
2. Adopt Resolution No. TC 02-2025. A Resolution of the Traffic Commission of the City of Orange for the establishment of parking time limits, loading zones and curb restriction on public streets and City owned lots identified in Chapter 10.40.030 of the orange Municipal Code

4. FISCAL IMPACT

None.

No appropriation is required at this time. The cost of implementing the recommended changes is approximately \$25,000. Upon CTC approval, staff expects to utilize a combination of in-house resources and contractual services, funding for which is either already approved in the FY 25 budget or included in the proposed FY 26 budget. Any future appropriation requests, if necessary, would be presented to City Council for approval.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility and Technology

Objective 5.4: Develop and implement Old Towne parking management program

6. DISCUSSION AND BACKGROUND

Background

At their January 28, 2025, meeting, City Council approved a series of recommended actions related to implementing and supporting a paid parking program, including introducing and conducting the First Reading of Ordinance No. 02-25 (parking meters), approving and funding consulting services needed to procure a parking operator/manager, and expanding the city's Neighborhood Permit Parking Program to include residential areas susceptible to commercial parking displacement. The sixth and final action directed staff to:

- (1) Identify appropriate curb restrictions including time-limited parking and loading zones; and
- (2) Present to City Traffic Commission for approval.

Discussion

The aforementioned paid parking program affects the eight square blocks closest to Plaza Park. These eight square blocks, bounded by Maple Avenue to the north, Almond Avenue to the south, Grand Street to the east, and Lemon Street to the west, are hereafter referred to as the "commercial core". Moreover, the individual streets and parking lots that are contained within the commercial core and made a part of the paid parking program are delineated in Chapter 10.40.030 of the Orange Municipal Code.

In order for paid parking to achieve the intended effect of facilitating parking turnover and discouraging long-term parking, parking time limits must be reviewed, implemented, and regularly enforced. To that end, the recommendations in this report are intended to:

1. Rely upon existing conditions as a starting point.
2. Enact the necessary changes/additional parking restrictions to complement the paid parking program.
3. Preserve existing passenger loading zones where they are still needed.
4. Provide cargo loading zones where currently utilized.
5. Do the above in a manner that promotes enforceability and is easy for motorists to understand.
6. Work within the confines established by the vehicle and municipal codes.

Existing Curb Restrictions

Time Limits and Effective Hours

City Streets

Within the commercial core, several city streets and all city-owned lots currently have designated parking time limits. While the parking time limits are generally “2-hour parking” on city streets and “3-hour parking” in city lots, there are a few exceptions where the allowable time increment is a lesser duration, e.g. 15 or 30 minutes. These exceptions appear be legacy restrictions that were presumably made for abutting businesses at the time and no longer represent the best use of the curb space. Moreover, there are also inconsistencies in the effective hours of the time limits, and time limits do not currently apply on Sundays and Holidays.

City-Owned Lots

With some exceptions, city lots are currently designated 3-hour parking from 6AM to 6PM, Sundays and holidays exempt.

Cargo and Passenger Loading Zones

There are seven existing loading zones (generally delineated with yellow curb) in the commercial core as follows:

1. West side of Grand Street between Chapman and Maple avenues, in front of the Grand Gimeno, 146 N Grand Street.
2. East side of Orange Street between Chapman and Maple avenues, abutting the Presbyterian School addressed at 180 N Grand Street.
3. East side of Orange Street approximately 75 feet north of Chapman, south of Contra Coffee and Tea, 115 N Orange Street.
4. West side of Orange Street approximately 100 feet south of Chapman, north of the Assistance League side entrance, 120 S Orange Street.
5. North side of Maple Avenue approximately 100 feet west of Orange Street, in front of The Richland, 137 E Maple Street.
6. East side of Olive Street south of Chapman Avenue, side frontage of Bosscat, addressed at 118 W Chapman Avenue.
7. East side of Lemon Street south of Chapman Avenue, side frontage of Snooze, addressed at 240 W Chapman Street.

In accordance with the Orange Municipal Code (OMC), these loading zones are in effect from 7AM to 6PM, excluding Sundays and holidays.

Passenger Loading Zones

There are three passenger loading zones (generally delineated with white curb or signs) as follows:

- A. East side of Orange Street between Almond and Chapman avenues, adjacent to First United Methodist Church/School, 161 South Orange Street (30 minute maximum, 6AM to 9AM, Monday through Friday).
- B. West side of Olive Street approximately 100 feet north of Almond Avenue, in front of the Senior Center, 170 S Olive Street (5 minute maximum, "24/7").
- C. West side of Lemon Street approximately 125 feet south of Chapman Avenue, serving the US post office and mailbox, 130 S Lemon Street (5 minute maximum, "24/7").

Proposed Curb Restrictions

The following restrictions are proposed in the commercial core:

1. 2-hour time-limited parking, from 9AM to 6PM, everyday, unless in a parking-by-permit zone, permit parking opportunity area, or otherwise marked or signed as a no-parking or loading zone.
2. 3-hour time-limited parking, from 9AM to 6PM, everyday, in all city-owned parking lots.

These time limits (described in 1 and 2 above) will apply to all streets and lots in the commercial core, with the effective hours coinciding with those of the paid parking program. Also consistent with the paid parking program, any existing Sunday and holiday exemptions are eliminated.

Time intervals less than 2 hours (on public streets) and 3-hours (in city lots) are also eliminated for consistency in visitor expectations and ease of enforcement.

3. Provide for cargo loading zones as follows:

- Preserve Loading Zone 1 (approximately 180 feet long)
- Preserve Loading Zone 5 (approximately 40 feet long)
- Preserve Loading Zone 6 (approximately 73 feet long)

- Extend Loading Zone 7, from approximately 30 feet to 82 feet in length
- Eliminate Loading Zones 2, 3, and 4, as they appear to be legacy installations that are no longer necessary.

Loading Zones 1,5,6, and 7, respectively, will be renumbered as Loading Zones 1,2,3, and 4, respectively, on the attached Resolution No. TC 02-2025. The effective hours of these cargo loading zones will continue to be in accordance with the OMC, e.g., 7AM to 6PM, except Sundays and holidays.

4. Provide for passenger loading zones as follows:

- Preserve Loading Zone A (approximately 200 feet long, 30 minute maximum, 6AM-9AM, Monday through Friday). No change from existing conditions.
- Preserve Loading Zone B and modify restriction to exclude weekends. (Approximately 67 feet long, 5 minute maximum, Monday through Friday). This loading zone serves the Orange Senior Center, which is closed Saturday and Sunday.
- Preserve Loading Zone C (approximately 25 feet long, 5 minute maximum, "24/7"). No change from existing conditions.

Outside of the specified loading times, curb spaces designated as loading zones would revert to either paid, time-limited parking (if in effect,) or unrestricted parking (otherwise.)

All other parking restrictions, including, but not limited to, overnight parking or street sweeping, previously approved, shall remain in place.

Lastly, while there may be competing interests and differing preferences for the use of curb space in certain parts of the commercial core, it can be difficult to anticipate all changes that might become necessary to optimize curb management. Therefore, staff recommends an iterative approach. Specifically, this proposed curb management plan, which (1) achieves consistency throughout the commercial core and (2) carries forward critical loading zones, would be deployed prior to the implementation of paid parking (expected to occur around Fall 2025,) with the understanding that any post-implementation needs could be considered and addressed through future CTC action.

The proposed curb restrictions for the entire commercial core are depicted in the attached Curb Management Map and described in Resolution No. TC 02-2025. Two notification letters, attached for reference, were sent to property owners and tenants within the commercial core.

7. ATTACHMENTS

- Jan 28 CC Staff Report on Paid Parking_without attachments
- Commercial Core Curb Management Map
- Resolution No. TC 02-2025

- Notification Letters (2)



Agenda Item

City Traffic Commission

Item #: 4.4.

6/11/2025

File #: 25-0335

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, City Traffic Engineer

1. SUBJECT

Time limits and curb restrictions related to paid parking in Old Towne

2. SUMMARY

City Council approved a paid parking ordinance that affects eight square blocks near and around Plaza Square Park. To achieve the desired parking turnover, paid parking must be accompanied by time limits. The City Council directed staff to present time limits and other curb restrictions within the paid parking footprint to the City Traffic Commission ("CTC") for approval.

3. RECOMMENDED ACTION

1. Approve the following:
 - a. Time-limited parking restrictions as described in Resolution No. TC 02-2025.
 - b. Yellow-curb (cargo loading zones) as described in Resolution No. TC 02-2025.
 - c. Passenger loading zones as described in Resolution No. TC 02-2025.
 - d. Parking time limits in city-owned parking lots and on city streets identified in Chapter 10.40.030 of the Orange Municipal Code to be effective from 9AM to 6PM everyday, including Sundays and holidays.
2. Adopt Resolution No. TC 02-2025. A Resolution of the Traffic Commission of the City of Orange for the Establishment of Parking Time Limits, Loading Zones, and Curb Restrictions On Public Streets And City Owned Lots Identified In Chapter 10.40.030 Of The Orange Municipal Code

4. FISCAL IMPACT

None.

No appropriation is required at this time. The cost of implementing the recommended changes is approximately \$25,000. Upon CTC approval, staff expects to utilize a combination of in-house resources and contractual services, funding for which is either already approved in the FY 25 budget or included in the proposed FY 26 budget. Any future appropriation requests, if necessary, would be presented to City Council for approval.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility and Technology

Objective 5.4: Develop and implement Old Towne parking management program

6. DISCUSSION AND BACKGROUND

Background

At their January 28, 2025, meeting, City Council approved a series of recommended actions related to implementing and supporting a paid parking program, including introducing and conducting the First Reading of Ordinance No. 02-25 (parking meters), approving and funding consulting services needed to procure a parking operator/manager, and expanding the city's Neighborhood Permit Parking Program to include residential areas susceptible to commercial parking displacement. The sixth and final action directed staff to:

- (1) Identify appropriate curb restrictions including time-limited parking and loading zones; and
- (2) Present to City Traffic Commission for approval.

Discussion

The aforementioned paid parking program affects the eight square blocks closest to Plaza Park. These eight square blocks, bounded by Maple Avenue to the north, Almond Avenue to the south, Grand Street to the east, and Lemon Street to the west, are hereafter referred to as the "commercial core". Moreover, the individual streets and parking lots that are contained within the commercial core and made a part of the paid parking program are delineated in Chapter 10.40.030 of the Orange Municipal Code.

In order for paid parking to achieve the intended effect of facilitating parking turnover and discouraging long-term parking, parking time limits must be reviewed, implemented, and regularly enforced. To that end, the recommendations in this report are intended to:

1. Rely upon existing conditions as a starting point.
2. Enact the necessary changes/additional parking restrictions to complement the paid parking program.
3. Preserve existing passenger loading zones where they are still needed.
4. Provide cargo loading zones where currently utilized.
5. Do the above in a manner that promotes enforceability and is easy for motorists to understand.
6. Work within the confines established by the vehicle and municipal codes.

Existing Curb Restrictions

Time Limits and Effective Hours

City Streets

Within the commercial core, several city streets and all city-owned lots currently have designated parking time limits. While the parking time limits are generally “2-hour parking” on city streets and “3-hour parking” in city lots, there are a few exceptions where the allowable time increment is a lesser duration, e.g. 15 or 30 minutes. These exceptions appear be legacy restrictions that were presumably made for abutting businesses at the time and no longer represent the best use of the curb space. Moreover, there are also inconsistencies in the effective hours of the time limits, and time limits do not currently apply on Sundays and Holidays.

City-Owned Lots

With some exceptions, city lots are currently designated 3-hour parking from 6AM to 6PM, Sundays and holidays exempt.

Cargo and Passenger Loading Zones

There are seven existing loading zones (generally delineated with yellow curb) in the commercial core as follows:

1. West side of Grand Street between Chapman and Maple avenues, in front of the Grand Gimeno, 146 N Grand Street.
2. East side of Orange Street between Chapman and Maple avenues, abutting the Presbyterian School addressed at 180 N Grand Street.
3. East side of Orange Street approximately 75 feet north of Chapman, south of Contra Coffee and Tea, 115 N Orange Street.
4. West side of Orange Street approximately 100 feet south of Chapman, north of the Assistance League side entrance, 120 S Orange Street.
5. North side of Maple Avenue approximately 100 feet west of Orange Street, in front of The Richland, 137 E Maple Street.
6. East side of Olive Street south of Chapman Avenue, side frontage of Bosscat, addressed at 118 W Chapman Avenue.
7. East side of Lemon Street south of Chapman Avenue, side frontage of Snooze, addressed at 240 W Chapman Street.

In accordance with the Orange Municipal Code (OMC), these loading zones are in effect from 7AM to 6PM, excluding Sundays and holidays.

Passenger Loading Zones

There are three passenger loading zones (generally delineated with white curb or signs) as follows:

- A. East side of Orange Street between Almond and Chapman avenues, adjacent to First United Methodist Church/School, 161 South Orange Street (30 minute maximum, 6AM to 9AM, Monday through Friday).
- B. West side of Olive Street approximately 100 feet north of Almond Avenue, in front of the Senior Center, 170 S Olive Street (5 minute maximum, "24/7").
- C. West side of Lemon Street approximately 125 feet south of Chapman Avenue, serving the US post office and mailbox, 130 S Lemon Street (5 minute maximum, "24/7").

Proposed Curb Restrictions

The following restrictions are proposed in the commercial core:

1. 2-hour time-limited parking, from 9AM to 6PM, everyday, unless in a parking-by-permit zone, permit parking opportunity area, or otherwise marked or signed as a no-parking or loading zone.
2. 3-hour time-limited parking, from 9AM to 6PM, everyday, in all city-owned parking lots.

These time limits (described in 1 and 2 above) will apply to all streets and lots in the commercial core, with the effective hours coinciding with those of the paid parking program. Also consistent with the paid parking program, any existing Sunday and holiday exemptions are eliminated.

Time intervals less than 2 hours (on public streets) and 3-hours (in city lots) are also eliminated for consistency in visitor expectations and ease of enforcement.

3. Provide for cargo loading zones as follows:

- Preserve Loading Zone 1 (approximately 180 feet long)
- Preserve Loading Zone 5 (approximately 40 feet long)
- Preserve Loading Zone 6 (approximately 73 feet long)

- Extend Loading Zone 7, from approximately 30 feet to 82 feet in length
- Eliminate Loading Zones 2, 3, and 4, as they appear to be legacy installations that are no longer necessary.

Loading Zones 1,5,6, and 7, respectively, will be renumbered as Loading Zones 1,2,3, and 4, respectively, on the attached Resolution No. TC 02-2025. The effective hours of these cargo loading zones will continue to be in accordance with the OMC, e.g., 7AM to 6PM, except Sundays and holidays.

4. Provide for passenger loading zones as follows:

- Preserve Loading Zone A (approximately 200 feet long, 30 minute maximum, 6AM-9AM, Monday through Friday). No change from existing conditions.
- Preserve Loading Zone B and modify restriction to exclude weekends. (Approximately 67 feet long, 5 minute maximum, Monday through Friday). This loading zone serves the Orange Senior Center, which is closed Saturday and Sunday.
- Preserve Loading Zone C (approximately 25 feet long, 5 minute maximum, "24/7"). No change from existing conditions.

Outside of the specified loading times, curb spaces designated as loading zones would revert to either paid, time-limited parking (if in effect,) or unrestricted parking (otherwise.)

All other parking restrictions, including, but not limited to, overnight parking or street sweeping, previously approved, shall remain in place.

Lastly, while there may be competing interests and differing preferences for the use of curb space in certain parts of the commercial core, it can be difficult to anticipate all changes that might become necessary to optimize curb management. Therefore, staff recommends an iterative approach. Specifically, this proposed curb management plan, which (1) achieves consistency throughout the commercial core and (2) carries forward critical loading zones, would be deployed prior to the implementation of paid parking (expected to occur around Fall 2025,) with the understanding that any post-implementation needs could be considered and addressed through future CTC action.

The proposed curb restrictions for the entire commercial core are depicted in the attached Curb Management Map and described in Resolution No. TC 02-2025. Two notification letters, attached for reference, were sent to property owners and tenants within the commercial core.

7. ATTACHMENTS

- Jan 28 CC Staff Report on Paid Parking_without attachments
- Commercial Core Curb Management Map
- Resolution No. TC 02-2025

- Notification Letters (2)



Agenda Item

City Council

Item #: 10.1.

1/28/2025

File #: 24-0655

TO: Honorable Mayor and Members of the City Council

THRU: Tom Kisela, City Manager

FROM: Christopher Cash, Public Works Director

1. SUBJECT

Introduction and First Reading of an ordinance establishing paid parking in the Orange Plaza area, approval of an amendment to the agreement with Dixon Resources Unlimited for RFP support services, and modifications to the Neighborhood Permit Parking Program necessary to support paid parking. Ordinance No. 02-25. Resolution No. 11595.

2. SUMMARY

Previous parking studies and recent stakeholder discussions have identified a need for implementation of parking management strategies to maximize available parking for businesses within the Plaza area. The most effective method to accomplish this is to charge a nominal fee for parking near the Plaza. The idea of paid parking is supported by key players, including, among others, the Orange Chamber of Commerce, and many of the downtown merchants. The six recommended actions of this report are required to initiate and ultimately implement paid parking.

3. RECOMMENDED ACTION

1. Introduce and conduct First Reading of Ordinance No. 02-25. An Ordinance of the City Council of the City of Orange establishing Parking Meter Zones, operations; fees; and procedures.
2. Approve First Amendment to Agreement with Dixon Resources Unlimited in the amount of \$30,881 for RFP support services.
3. Authorize the appropriation of \$35,000 from the Parking in Lieu (555) unreserved fund balance to:
555.5031.56100.20522 CIP-St Light/Signal Install-Old Towne PMS
4. Modify City Neighborhood Permit Parking Program to adjust the boundaries of Area "A" and establish Permit Parking Opportunity Area "6."
5. Adopt Resolution 11595. A resolution of the City Council of the City of Orange adopting a revised master resolution of designated permit parking areas and established permit parking opportunity areas within the City of Orange.
6. Direct staff to identify appropriate curb restrictions, including time-limited parking and loading zones, and present to City Traffic Commission for approval.

4. FISCAL IMPACT

The expense for this amendment is \$35,000 and will be funded through Parking in Lieu (555): 555.5031.56100.20522 Evaluation of Smart Parking Devices in Old Towne.

If paid parking is approved, a request-for-proposals would be issued, the result of which is expected to be the award of a contract for a vendor to implement a paid parking system. The initial capital cost, estimated at approximately \$700,000, will be reported at that time. Moreover, the net revenue from paid parking is anticipated to be around \$1.2 million per year.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

Objective 5.4: Develop and implement Old Towne parking management program

6. DISCUSSION AND BACKGROUND

Background

The continued economic success of Old Towne Orange has resulted in increasing calls for parking policy changes in and around the Plaza. Specifically, the current business composition in the Plaza is such that it would significantly benefit from a policy that (1) encourages parking turnover along storefronts, (2) facilitates enforcement of time-limited parking within the same area, and (3) provides long-term parking around the commercial “periphery.” This policy recommendation is supported based on both an analysis of available parking data and discussions with the Downtown Merchants and Orange Chamber of Commerce.

Chronology

In August 2022, the City commissioned the Old Towne Parking study, which evaluated parking inventory and occupancy on the streets and 14 city parking lots (including the Old Towne West Structure) around the Plaza. The study indicated that, while parking supply was adequate for current and future (intermediate term) parking demand, there is a parking distribution imbalance that renders the parking supply inefficient and incompatible with current land use patterns. This contributes to traffic congestion, visitor frustration, and potentially suppresses the economic potential of Old Towne. The results of the study were presented to City Council in April 2023.

In October 2023, the City Council awarded a professional services agreement to Dixon Resources Unlimited (Dixon) to develop a parking technology implementation plan. Specifically, Dixon’s scope of work included, among other things, identifying ways to apply modern parking management concepts and technologies in and around the Plaza. The Dixon report, attached for reference, discusses paid parking implementation (including equipment demos and financial analysis), enforcement improvements, wayfinding enhancements, and curb management strategies. The key takeaways from the report are that license plate-based paid parking and enforcement are the most effective ways to achieve these recommendations.

Concurrent with the development of its report, Dixon teamed up with Public Works and Economic Development staff to host three outreach meetings between January and October 2024 with the Downtown Merchants, as well as several vendor demonstrations with City staff to preview smart parking technologies and devices that could be deployed in the field. The feedback received at the outreach meetings indicated support for the paid parking concepts.

Staff has subsequently developed a framework to implement paid parking in the commercial core of Old Towne (a map of the affected area is shown in the attached Area Map), and related documents for the City Council’s consideration, including:

1. A paid parking ordinance - required to identify affected streets and lots, establish effective times, and approve parking rates.
2. Permit parking resolution - to ensure that surrounding residential areas are included in one of the city's pre-defined permit parking areas, thereby allowing residents a streamlined process to opt in to permit parking if future commercial parking displacement were to occur.
3. A contract amendment for Dixon to provide RFP development and support services - Smart parking technologies, including paid parking infrastructure, are such that the systems architecture, including selection and customization of specific equipment, is competitively developed by prospective vendors responding to a detailed request-for-proposals. Dixon would provide the technical expertise to oversee that process for the City.

Proposed Paid Parking Program Details

Footprint

Paid parking is the most effective way to achieve the desired storefront turnover and enforce time limits, e.g. 2-hour parking, in and around the Plaza. The parking supply in Old Towne can viewed as a three-zone system (as shown in Area Map):

1. The Commercial Core (eight square blocks closest to the Plaza), generally bounded by Maple Avenue to the north; Almond Avenue to the south; Lemon Street to the west; and Grand Street to the east. This area includes City Parking Lots 1 through 8.
2. The Transitional Zone between the Commercial Core and the surrounding residential neighborhoods. This includes portions of Cypress Street, Center Street, Glassell Street, and Maple Avenue; the City Hall and Library parking Lots, the Metrolink Station parking lot, and the Old Towne West Parking Structure.
3. The Residential and Commercial Periphery beyond the Commercial Core and Transitional Zone

Based on parking supply and demand, staff recommends implementing paid (short-term) parking in the Commercial Core (except along residential frontages); preserving free (long-term) parking in the Transitional Zone and Periphery, where allowed; and expanding the neighborhood permit parking program to provide coverage for all portions of the Residential Periphery, as needed.

Key Parameters

The draft ordinance reflects paid parking within the Commercial Core on Monday through Sunday, from 9 a.m. to 6 p.m., with pricing as follows:

- \$1.25 per hour in city parking lots.
- \$1.50 per hour on city streets.
- \$2.00 per hour in marked parking spaces around the circular roadway.

Parking sessions would be paid for through a designated mobile payment system or pay stations

strategically placed throughout the area. Visitors would enter their license plate number, along with their payment. The license plate information is then stored in a parking management system, which can communicate with licensed plate readers (“LPR”) deployed by Parking Enforcement officers.

Enforcement

The license plate-based approach facilitates efficient parking enforcement, as LPR-equipped vehicles can simply canvas an entire street, lot, or area by driving down the aisles. Any violators can be quickly and automatically identified, with the decision to issue a citation up to the officer on site.

Exceptions/Permits

Because there is the potential need to accommodate City sponsored special events, the ordinance allows staff to administratively suspend paid parking operations. Moreover, permits exempting payment and/or time limits can be issued to Senior Center patrons and residents of certain mixed-use buildings.

Similarly, should the library parking lot experience excessive spillover, a digital permit parking system may be put in place, whereby the lot would be restricted but library patrons could obtain a permit by registering their vehicle during their visit.

The ordinance would also allow the Director of Public Works to issue a certain number of permits for long-term parking within the paid parking footprint, in exchange for an administrative fee to be determined by staff.

Revenues and Expenditures

The annual recurring net revenue from implementing the above paid parking program is projected to be approximately \$1.2 million, excluding any citation revenue. Moreover, the initial capital outlay is expected to be about \$700,000, which would reduce Year 1 revenue to approximately \$500,000.

In addition, there would be administrative support needed to run the program. This cost is factored into the revenue projections, and would provide for oversight of vendor contracts, coordination of maintenance efforts, program and parking data analysis, and auditing of parking fees collected and deposited with the City. Staff anticipates initially contracting this function out to a qualified consultant and may assess the need to hire in-house staff at a future date.

As Old Towne evolves, and parking needs change, City Council may, by Ordinance, expand the paid parking footprint beyond the Commercial Core and into the Transitional Zone. That modification, if necessary, could be implemented piecemeal. Expanding the footprint and/or adjusting the parking rates can significantly increase future revenue.

Permit Parking “Shield”

The City’s Neighborhood Permit Parking Program NPPP contains pre-defined areas of high parking demand potential, known as Permit Parking Opportunity Areas (PPOA.) Within PPOAs, residents may opt into permit parking under a streamlined process that simply requires 55% support of residents on a block(s). There are no application fees or parking occupancy studies required.

As part of the proposed paid parking program, staff also recommends the NPPP be modified such that all residential areas around the Commercial Core and Transitional Zone be incorporated into one of the city’s PPOAs. In doing so, residents of those areas would have a mechanism to request permit parking if any displacement or spillover were to occur as a result of adjacent paid parking.

Through Resolution 11595, the boundaries of Area A are being modified to cover residential areas north of Chapman Avenue; and PPOA #6 is being established to cover residential areas south of Chapman Avenue.

Next Steps

Curb Regulations for CTC Consideration

To achieve the desired turnover, paid parking would need to be supplemented with updated time limits, e.g. “2-hour” and “3-hour” parking, in the Commercial Core. Staff will present recommendations to the City Traffic Commission for approval, along with modification of any loading zones.

Develop and Issue RFP

Staff will work with DIXON to develop specifications for a smart parking system. The specifications will be used to procure a vendor, through an RFP process. Prospective vendors will identify equipment and architecture needed to achieve the City’s parking objectives and provide cost proposals for consideration. At the end of this process, staff will present a recommendation to City Council to award a vendor contract. This process is expected to take approximately three months.

Procurement and Integration

Once a vendor is on-boarded, various equipment would need to be procured, installed, programmed, and integrated in the field. This process, dependent on lead-times, is expected to take 4-6 months.

Based on the above timelines, paid parking is expected to “go live” sometime in early to late fall this year. Economic Development staff and the Public Information Officer will assist with ensuring adequate information is provided to the community prior to enforcing paid parking.

7. ATTACHMENTS

- Area Map
- DIXON Study
- Ordinance No. 02-25
- Resolution No. 11595
- First Amendment to agreement with Dixon

RESOLUTION NO. TC 02-2025

A RESOLUTION OF THE TRAFFIC COMMISSION OF THE CITY OF ORANGE FOR THE ESTABLISHMENT OF PARKING TIME LIMITS, LOADING ZONES, AND CURB RESTRICTIONS ON PUBLIC STREETS AND CITY OWNED LOTS IDENTIFIED IN CHAPTER 10.40.030 OF THE ORANGE MUNICIPAL CODE.

WHEREAS, the City Council adopted metered parking in the Old Towne “commercial core,” generally described as the eight square blocks around Plaza Square Park; and

WHEREAS, the affected Public Streets and City Owned lots within the “commercial core” are identified in 10.40.030 in the Orange Municipal Code; and

WHEREAS, the City seeks to manage parking demand and encourage parking turnover in the Old Towne “commercial core”; and

WHEREAS, the combined effect of metered parking and time limits are expected to achieve the City’s parking management goals; and

WHEREAS, pursuant to California Vehicle Code Section 22507, local authorities may generally prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, pursuant to the authority provided by the California Vehicle Code, the City Council of the City of Orange codified Chapter 10.34.010 of the Orange Municipal Code generally authorizes the Traffic Commission to establish parking time limits on various streets for the City of Orange; and

WHEREAS, the City desires to exercise curb management authority by modifying, adding, and enforcing parking time limits and loading zones on public streets and City owned parking lots within the Old Towne “commercial core”; and

NOW, THEREFORE, BE IT RESOLVED the City of Orange Traffic Commission does hereby approve as follows:

SECTION I:

The following streets are two (2) hour time-limited parking, 9AM to 6PM, Monday through Sunday, unless otherwise marked or within a permit parking opportunity area:

1. Plaza Square (Circular roadway around the perimeter of Plaza Square Park)
2. Maple Avenue, from Lemon Street and Grand Street
3. Chapman Avenue, from Lemon Street and Grand Street

4. Almond Avenue, from Lemon Street and Grand Street
5. Lemon Street, from Maple Avenue and Almond Avenue
6. Olive Street, from Maple Avenue and Almond Avenue
7. Glassell Street, from Maple Avenue and Almond Avenue
8. Orange Street, from Maple Avenue and Almond Avenue
9. Grand Street, from Maple Avenue and Almond Avenue

SECTION II:

The following parking lots are three (3) hour time-limited parking, 9AM to 6PM, Monday through Sunday, unless otherwise marked:

1. Lot 1
2. Lot 1A
3. Lot 2
4. Lot 3
5. Lot 4
6. Lot 5
7. Lot 6
8. Lot 7
9. Lot 8
10. Lot 9

SECTION III:

The establishment of passenger loading zones and cargo loading zones within the Orange Plaza “commercial core,” incorporated by reference herein Exhibit “A”.

ADOPTED this ____ day of _____ 2025.

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 _____ 2025, by the following vote:

AYES:

NOES:

RECUSED:

ABSENT:

Larry Tay, City Traffic Engineer

EXHIBIT A

LOADING ZONES DESCRIPTIONS

Loading Zone	Loading Type	Loading Description
1	Freight or Passenger	30-minute loading only, from 7AM-6PM, except Sundays and Holidays.
2	Freight or Passenger	30-minute loading only, from 7AM-6PM, except Sundays and Holidays.
3	Freight or Passenger	30-minute loading only, from 7AM-6PM, except Sundays and Holidays.
4	Freight or Passenger	30-minute loading only, from 7AM-6PM, except Sundays and Holidays.
A	Passenger	30-minute loading only, from 6AM-9AM, Monday through Friday.
B	Passenger	5-minute loading only, all day, Monday through Friday.
C	Passenger	5-minute loading only, all day, Monday through Sunday.

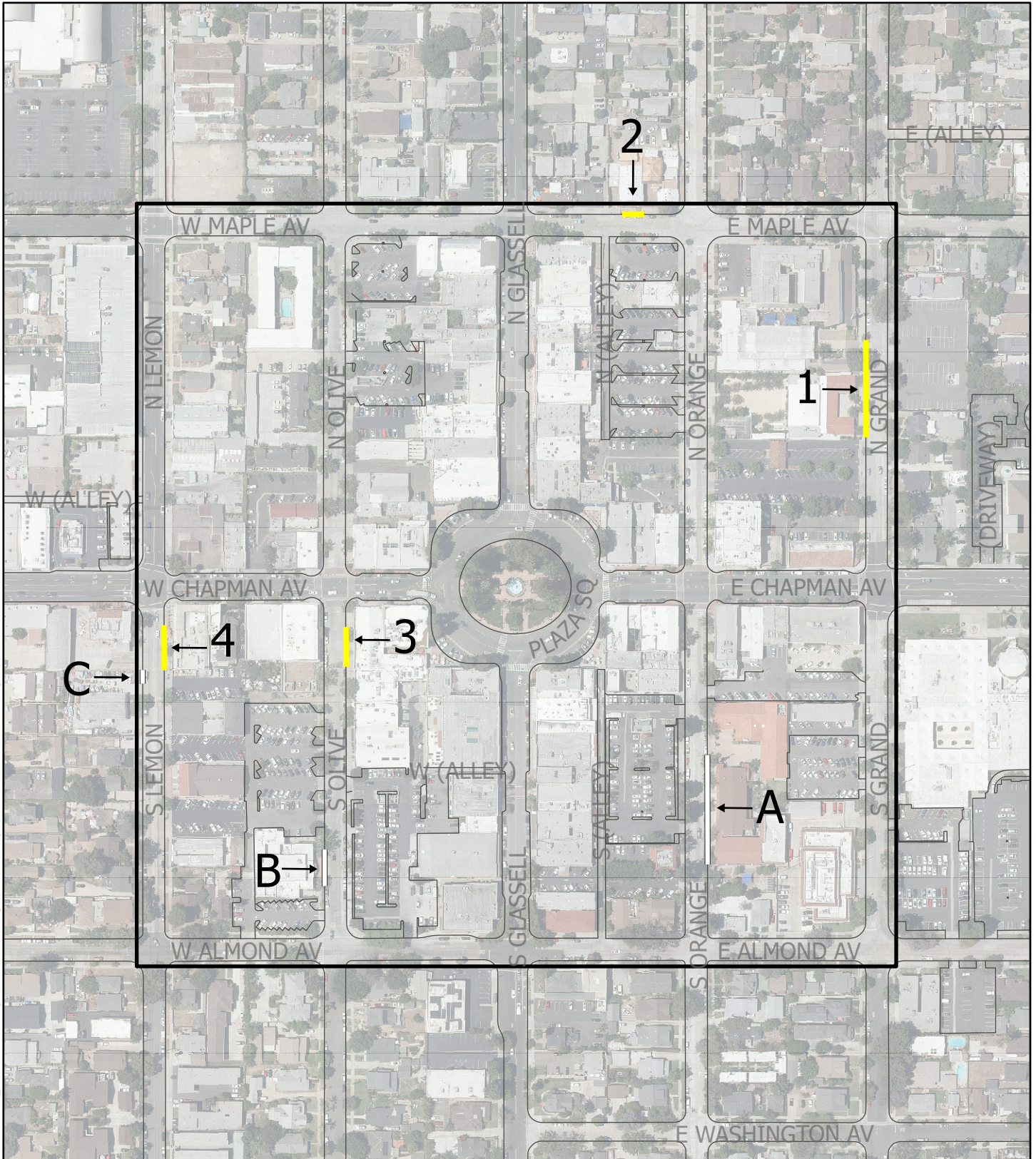
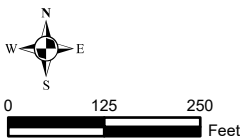


Exhibit A



Legend

- Yellow line: Loading Zone
- White line: Passenger Loading Zone



6/5/2025

Source: City of Orange (2025), Resolution TC 02-2025

CITY OF ORANGE
LOADING ZONES



City of Orange

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

May 30, 2025

Dear Resident/Property Owner:

This is to inform you that the follow item will be presented to the City Traffic Commission for consideration and potential action:

- **Time limited parking & other curb restrictions related to the Old Towne Paid Parking Program**

The matter will be considered at the **June 11, 2025**, 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 me at (714) 744-5525 if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer

LT/fv



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



City of Orange

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

June 3, 2025

Dear Resident/Property Owner:

This is to follow up on my May 30, 2025, notification letter informing you that the following item will be presented to the City Traffic Commission (CTC) for consideration and potential action:

- **Time-limited parking & other curb restrictions related to the Old Towne Paid Parking Program**

The matter will be considered at the **June 11, 2025**, meeting of the CTC. The meeting is scheduled to begin at **5:30 p.m.** in the **City Council Chamber**, located at 300 East Chapman Avenue. Anyone who would like to provide input is encouraged to attend.

The meeting agenda packet, including a staff report for this item, is scheduled to be made available on the City's website (<https://cityoforange.legistar.com/Calendar.aspx>) by 6:00 p.m., Thursday, June 5.

Please feel free to contact me at (714) 744-5525 if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer

LT/fv



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org