



City of Laguna Hills Traffic Commission

Scott Miller
Chair

Regular Meeting Agenda
Wednesday, July 15, 2026 - 6:00 PM

Neel Patel
Vice Chair

Mark Jones
Commissioner

City Council Chamber
24035 El Toro Road
Laguna Hills, CA 92653

Mike Caputo
Commissioner

Any person wishing to address the Traffic Commission on any matter, whether or not it appears on this Agenda, is asked to complete a "Request to Speak" form available on the table at the back of the Chamber. The completed form is to be submitted to the Recording Secretary prior to an individual being heard by the Traffic Commission. Completion of the form is voluntary. All persons may attend the meeting regardless of whether this form is completed.

Members of the public wishing to address the Traffic Commission can do so during the Public Comments portion of the Agenda with a time limitation of three minutes per person, as determined by the Chair, for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the Commission on an item not listed on the Agenda, the Traffic Commission is prohibited by law from discussing or taking any action on that item.

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Pledge of Allegiance

Roll Call of Commissioner Members

1. Public Comment

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission.

Public Comments are limited to three minutes per person as determined by the Chair.

2. Minutes Approval

2.1 Approval of Minutes for May 20, 2026, Regular Meeting

Recommendation: That the Traffic Commission approve the Minutes of the May 20, 2026, Regular Meeting.

3. Presentations

4. Administrative Reports

4.1 Review of Petitions Received Regarding the Establishment of Proposed Residential Permit Parking District(s) for Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Avenida Avalon, Luton Street, Costeau Street, Salford Street, Derby Circle, York Circle, Sunset Place West, Sunset Place East, and Sunset Place

Recommendation: That the Traffic Commission receive a presentation from City staff reviewing the petitions received for the proposed Residential Permit Parking District(s).

4.2 Discussion of Citywide Speed-Related Traffic Concerns and the Residential Streets Traffic Management Policy

Recommendation: That the Traffic Commission: 1. Receive a presentation from City staff; and 2. Provide direction to City staff concerning Residential Streets Traffic Management Policy, No. 350.

5. Informational Items

5.1 Sheriff's Department Verbal Report

5.2 City Engineer's Verbal Report

6. Commissioner Comments

Adjournment

The next Regular Meeting of the Traffic Commission will be September 16, 2026, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, JOE AMES, P.E., T.E., Assistant City Manager of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and Knotty Pine Park by July 10, 2026, at 5:00p.m.



Joe Ames, P.E., T.E., Assistant City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the Public Works Director/City Engineer at (949) 707-2651. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

Materials related to an item on this Agenda submitted to the Commission after distribution of the Agenda packet are available for public inspection in the Public Services Department at 24035 El Toro Road, Laguna Hills, California, during normal business hours.



LAGUNA HILLS MINUTES

Traffic Commission Regular Meeting

May 20, 2026

A regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Scott Miller at 6:00 p.m., on May 20, 2026, at City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Pledge of Allegiance: Michael Caputo

Roll Call of Commission Members

Present: Scott Miller, Chair
Neel Patel, Vice Chair
Michael Caputo, Commissioner
Mark Jones, Commissioner

Absent: None

1. Public Comment

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission. Public Comments are limited to three minutes per person as determined by the Chair.

The following individuals provided public comments on non-agendized items: Electronic comments from Theresa Frost and Steven Mueller. In-person public comments from Curtis Van Buskirk, Danny MacNair, Larry Bremer, Tracy Doudt, Bruce Cook, Terry Whitley, Afsaneh Namiranian, Siyamak Zohrabi Kabifang, Alex Galvzevski, Gary Steinberg, Jeanne Costello, Jame Reed, Briget O'Hara, Barbara Ryan and Rose Marie Reed.

2. Minutes Approval

2.1 Approval of Minutes for the April 30, 2026, Traffic Commission Special Meeting.

Motion made by Vice Chair Patel, seconded by Commissioner Caputo, to approve the amended minutes of the April 30, 2026, Traffic Commission Special Meeting.

On roll call, said motion carried by the following vote:

AYES: Miller, Patel, Caputo, Jones
NOES: None
ABSTAIN: None

3. Presentations

There were no presentations or proclamations.

4. Administrative Reports

4.1 E-Bike Safety Education

Presentation by Sergeant Avalos. Laguna Hills Police Services (LHPS) emphasizes education over enforcement, with outreach at school, community events and social media. Collaboration with Saddleback Valley Unified School District for an e-bike certification program requiring students and parents to complete safety education and assessments prior to riding.

Presentation included a 22-minute safety video for riders and parents. Emphasis on compliance with California Vehicle Code.

4.2 Multi-Way Stop Control Warrants Analysis for Intersections of Aliso Hills Drive and El Segundo Street, and Aliso Hills Drive and La Cienega Street

Staff presented a traffic engineering analysis for pedestrian improvements. Recommendations included:

1. Installation of ADA-compliant curb ramps
2. Enhanced crosswalk markings
3. Updated warning signage
4. Consideration of a solar-powered Rectangular Rapid Flashing Beacon (RRFB)

The following individual provided public comment on Item No. 4.2: Elizabeth Stolarski.

Motion made by Commissioner Caputo, seconded by Vice Chair Patel, to approve a recommendation to install the proposed pedestrian safety improvements, including curb ramps and an RRFB.

On roll call, said motion carried by the following vote:

AYES: Patel, Caputo, Jones
NOES: None
RECUSED: Miller
ABSTAIN: None

5. Informational Items

5.1 Sheriff's Department Verbal Report

No report.

5.2 City Engineer's Verbal Report

Report provided by Assistant City Manager Joe Ames regarding permit parking program implementation, capital improvement projects, challenges with limited gas tax revenue which impacts residential street resurfacing projects.

6. Commissioner Comments

Thanked residents for their participation. Discussed concerns related to parking, street racing, traffic safety, and enforcement. Expressed support for continued public outreach and development of long-term parking solutions.

Adjournment

There being no further business to come before the Traffic Commission at this session, Chair Miller declared the meeting adjourned at 8:03 p.m.

The next Regular Meeting of the Traffic Commission will be July 15, 2026, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

Joe Ames, Assistant City Manager

ATTEST:



Scott Miller, Chair

Approved at meeting of July 15, 2026.



City of Laguna Hills Traffic Commission Staff Report

Date: July 15, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Review of Petitions Received Regarding the Establishment of Proposed Residential Permit Parking District(s) for Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Avenida Avalon, Luton Street, Costeau Street, Salford Street, Derby Circle, York Circle, Sunset Place West, Sunset Place East, and Sunset Place

Recommendation: That the Traffic Commission receive a presentation from City staff reviewing the petitions received for the proposed Residential Permit Parking District(s).

Background:

At the March 18, 2026, Traffic Commission Regular Meeting, City staff made a presentation regarding requests received by the City from residents desiring the establishment of a Residential Permit Parking District that would prohibit overnight parking on streets near Beckenham Park, Camberwell Street, Beckenham Street, and in the Sunset Place neighborhood without a parking permit. To designate a neighborhood as a permit parking area within the City of Laguna Hills, the Laguna Hills Municipal Code requires that a City-created petition form be submitted to the City and with the signatures of at least sixty-seven (67%) percent of the property owners supporting the proposed permit parking area. During the March 18th Traffic Commission meeting, residents residing on or near Camberwell Street as well as in the Sunset Place neighborhood described undesirable safety, accessibility, and quality-of-life issues due to non-resident vehicle parking and lack of enforceable street sweeping as the basis for requesting the establishment of a Residential Permit Parking District. There was also discussion of how, over time, the establishment of nearby Residential Permit Parking Districts resulted in more parked vehicles being displaced onto these streets, presumably as a result of the lack of available parking at or adjacent to nearby multi-

family housing.

In response, the Traffic Commission recommended that City staff send out petition forms to residents for the above-listed streets. Additionally, the Traffic Commission recommended the establishment of no overnight parking on streets adjacent to Beckenham Park, on the side of the street closest to the Park.

At the April 14, 2026, City Council Regular Meeting, the City Council adopted a Resolution establishing a “No Overnight Parking Zone from 10:00 p.m. to 6:00 a.m.” on the following roadway segments:

(1) The roadway segments abutting Beckenham Park on the side of the street(s) closest to the park, including:

- North side of Beckenham Street;
- West side of Wilkes Place;
- West side of Camberwell Street; and

(2) The south side of Beckenham Street (side of the street furthest from the park) extending from Acacia Lane to Wilkes Place.

At the June 9, 2026, City Council Regular Meeting, Mayor Pro Tem Mathis and Council Member Wheeler requested that City staff return to a future City Council meeting with a report discussing parking and street sweeping issues. Mayor Pro Tem Mathis also made a motion that was seconded by Council Member Wheeler to look at allowing overnight parking on the south side of Laguna Hills Drive.

On June 15, 2026, City staff mailed ballot-petitions to property owners of 308 properties on Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Avenida Avalon, Luton Street, Costeau Street, Salford Street, Derby Circle, York Circle, Sunset Place West, Sunset Place East and Sunset Place. The ballot-petition mailed is attached to the staff report. The deadline for City receipt of the ballot-petitions is 5:00 p.m. on July 15, 2026, one hour prior to the scheduled start of this Traffic Commission meeting.

At the June 23, 2026, City Council Regular Meeting, City staff provided a comprehensive presentation on parking and street sweeping issues. That report is attached. Specific to solving the parking issues near Beckenham Park, Camberwell Street, Beckenham Street, and in the Sunset Place neighborhood, City staff also recommended allowing parking on the south side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia in order to decrease the number of vehicles, not owned by adjoining residents, parked near Beckenham Park, Camberwell Street, Beckenham Street, and in the Sunset Place neighborhood. City Council adopted a Resolution removing the overnight parking restriction and establishing a No Parking Zone during the days and hours of street

sweeping on the South side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia.

Now that the deadline has passed for receipt of ballot-petitions in favor of the establishment of a Residential Permit Parking Program for Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Avenida Avalon, Luton Street, Costeau Street, Salford Street, Derby Circle, York Circle, Sunset Place West, Sunset Place East and/or Sunset Place, City staff recommends that the Traffic Commission receive a presentation from City staff reviewing the results of the petition process. Because the deadline for receipt of ballots in support of the establishment of a Residential Permit Parking Program is one hour before the start of this Traffic Commission meeting, the results will be presented at the Traffic Commission meeting.

Attachments:

1. Ballot-Petition Mailed to Property Owners
2. Attachment: Item 7.2.3 from June 23 2026 City Council Meeting



CITY OF LAGUNA HILLS

June 12, 2026

SUBJECT: PROPOSED PERMIT PARKING DISTRICT for Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Luton Street, Salford Street, Costeau Street northwest of Alicia Parkway, Sunset Place East, Sunset Place West, Derby Circle, York Circle, and remaining sections of Wilkes Place

Dear Homeowner:

The City has received multiple requests by residents residing near or on Camberwell Street, Hendon Street, Sunset Place East and Sunset Place West for the City to establish a permit parking district to exclude non-resident vehicles from being able to park overnight on City streets citing quality of life concerns.

The City seeks your assistance in evaluating the interest of the homeowners in establishing a residential permit parking area that will prohibit overnight street parking between the hours of 10:00 p.m. and 6:00 a.m., except by parking permit, and no parking during the days and hours of street sweeping on the above listed streets.

If you are in support of overnight permit parking and street sweeping enforcement, you may either:

- Option 1: Sign the enclosed signature form (thereby functioning as a "ballot") and return it directly to the City in the enclosed envelope, or
- Option 2: Use the enclosed signature form as a "petition" to canvass for neighborhood signatures and return completed forms to the City in the enclosed envelope. Only one property owner signature per property is allowed.

If you are not in support of permit parking and street sweeping enforcement, please do NOT sign the petition.

In order for the petition to be deemed responsive, the signed petition form must be returned by July 15, 2026, by 5:00 p.m. to the City of Laguna Hills.

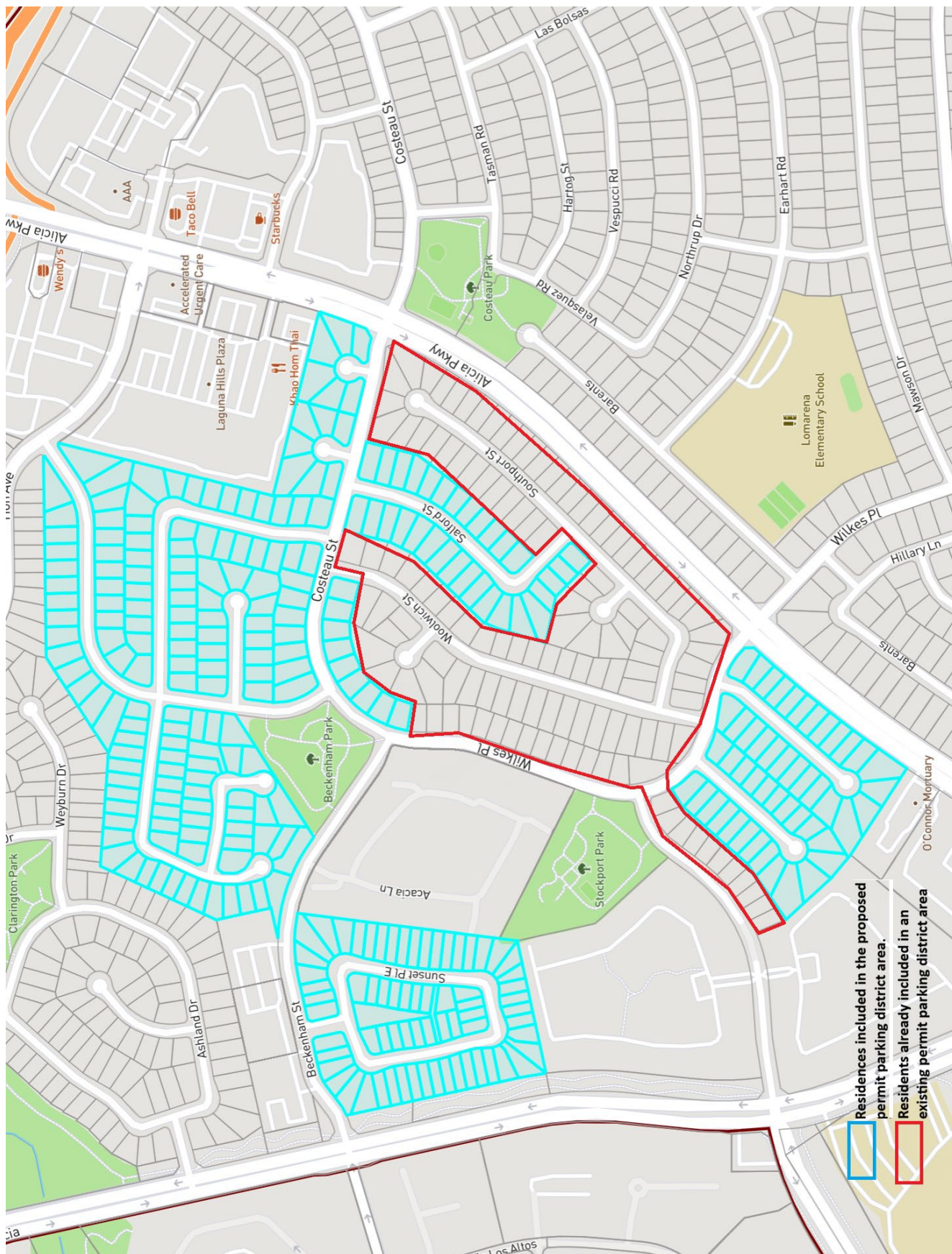
Please note the following:

- Only homeowners are eligible to vote.
- Only petition forms that include the name and address of the respondent will be tallied.
- Receipt of petition forms from 67% or more of the homeowners in the proposed permit parking district area is required to recommend the implementation of permit parking to the City Council.
- *City Council may also consider implementing permit parking on individual streets if the 67% threshold is met on any individual street.*
- If permit parking is recommended for implementation, the City will also implement a "no parking during hours and days of street sweeping" regulation.
- This matter will be presented to, and discussed at, a future Traffic Commission meeting.

If you have any questions about this letter, please contact us at jcomella@lagunahillsca.gov or 949/707-2651.

Sincerely,


Joe Ames, P.E., T.E.
Assistant City Manager



PETITION FOR RESIDENTIAL PERMIT PARKING

PROPOSED PERMIT PARKING DISTRICT

For Camberwell Street, Hendon Street, Calle Carmel, Via Balboa, Luton Street, Salford Street, Costeau Street northwest of Alicia Parkway, Sunset Place East, Sunset Place West, Derby Circle, York Circle, and remaining sections of Wilkes Place

The City has received multiple requests by residents residing near or on Camberwell Street, Hendon Street, Sunset Place East and Sunset Place West for the City to establish a permit parking district to exclude non-resident vehicles from being able to park overnight on City streets.

Pursuant to Laguna Hills Municipal Code (LHMC) Chapter 11-24, Residential Permit Parking Program, the establishment of a residential permit parking area shall only be considered by the City after a City-developed form petition, signed by property owners representing sixty-seven percent (67%) of the properties abutting the residential street upon which permit parking is proposed has been presented to the City. The City Clerk shall review the petition and determine ownership by reference to the latest available assessment role, or by such proof of subsequent acquisition of title as may be provided by the owner.

Therefore, this property owner signature form has been developed by the City to function as the City-developed form petition.

If you are in support of overnight permit parking and street sweeping enforcement, you may either:

Option 1: Sign the enclosed signature form (thereby functioning as a “ballot”) and return it directly to the City in the enclosed envelope, or

Option 2: Use the enclosed signature form as a “petition” to canvass for neighborhood signatures and return completed forms to the City in the enclosed envelope.

Only one property owner signature per property is allowed.

If you are not in support of permit parking and street sweeping enforcement, please do NOT sign the petition. Petitions not received from an address or received late will be treated as a “NO” vote.

In order for the petition to be deemed responsive, the signed petition form must be returned by July 15, 2026, by 5:00 p.m. to the City of Laguna Hills.

LHMC Residential Parking Permit Program Regulations:

1. **No Parking without a permit or guest pass from 10:00 p.m. to 6:00 a.m.**
2. **No Parking during the hours and days of street sweeping.**
3. One annual parking permit may be issued to each vehicle registered to a resident of the property with an annual permit fee of \$25 for each parking permit subject to annual renewal.
4. Upon application, up to four guest parking permits may be issued to each residential property with at least one paid parking permit for a fee of \$25 each, subject to annual renewal.
5. Upon application, residents may receive additional guest permit placards (i.e., “one-day parking passes”) for one day special events at no additional charge, subject to approval by the Public Works Department.
6. All parking permits and guest permit passes are numbered and registered with the OC Sheriff’s Department for parking enforcement purposes.

Starting in August 2026, the City will be implementing an online portal for permit parking district residents to register their motor vehicles, and apply for and pay for permits.

PETITION FOR RESIDENTIAL PERMIT PARKING

By signing this petition, I hereby petition the Mayor and City Council of the City of Laguna Hills to establish a limited "Residential Parking Permit Program" to restrict overnight parking of vehicles on my street in accordance with the Residential Permit Parking Regulations stated above.

I further understand and agree that if a Residential Parking Permit program is established for my street in accordance with the LHMC that the City will also implement a "No Parking During Hours and Days of Street Sweeping" restriction on my street.

Please sign and return in the postage paid envelope or sign as a petition to be returned to the City by others.

Only one signature per address will be valid. Homeowner signatures only. All signatures will be verified against property owner assessor roles. Only petition forms that include the name and address of the respondent will be tallied.

PRINT NAME	ADDRESS	SIGNATURE



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 23, 2026
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: Review of Citywide Parking and Street Sweeping Issues, and a Resolution Removing the Overnight Parking Restriction and Establishment of a Street Sweeping Parking Prohibition on the South Side of Laguna Hills Drive

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills Removing the Overnight Parking Restriction and Establishing a No Parking Zone During the Days and Hours of Street Sweeping on the South Side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia."

Background:

At the June 9, 2026, City Council Regular Meeting, Mayor Pro Tem Mathis and Council Member Wheeler requested that City staff return to a future City Council meeting with a report discussing parking and street sweeping issues.

Recent Parking Issues

Recently, residents near Beckenham Park, Camberwell Street, Beckenham Street, and in the Sunset Place neighborhood have spoken at the March 18, 2026, and May 20, 2026, Traffic Commission Meetings. They have described undesirable safety, accessibility, and quality-of-life issues due to non-resident vehicle parking and lack of enforceable street sweeping. City staff concurs there may be several vehicles parking during the day and night on Camberwell Street, around Beckenham Park, on Beckenham Street, and in the Sunset Place neighborhood that are not owned by residents living adjacent to those locations. City staff also concurs that quality-of-life issues may exist due to non-resident vehicle parking.

Unfortunately, it has been widely observed that insufficient parking exists at or near the City's multi-family housing complexes. Perimeter, collector, and entry streets to these multi-family housing complexes are often used for overflow parking and, usually, these streets do not have sufficient curb lengths to accommodate the overflow parking. This overflow parking typically "spills over" into adjoining neighborhoods and streets. For example, it has been reported to City staff that Alicia Village and Alicia Plaza residents park on Camberwell Street, around Beckenham Park, on Beckenham Street, and in the Sunset Place neighborhood.

Additionally, it has also been observed that non-residents may use public streets around Beckenham Park as a "park-and-ride" during the day. Both at the June 9, 2026, City Council meeting and at the March 18, 2026, Traffic Commission meeting, residents provided photographs and video of how park-and-ride activities may be occurring.

Therefore, residents adjoining Camberwell Street, around Beckenham Park, on Beckenham Street, and in the Sunset Place neighborhood have requested that permit parking be implemented.

Review of Residential Permit Parking Districts

Traditionally, these parking issues have been addressed through the establishment of residential permit parking districts. Residential permit parking districts, as defined in the Laguna Hills Municipal Code, limit parking of motor vehicles to only those motor vehicles registered and owned by people residing within the residential parking permit district, thereby limiting parking on those streets to only those who live adjacent to those streets.

Resident requests to establish a residential permit parking district do not require demonstration of any impacts. Rather, a singular resident request, subsequently supported by written confirmation by 67% of the property owners requesting implementation of a permit parking district using a petition process, is sufficient to allow for the establishment of a residential permit parking district with City Council approval. (See Laguna Hills Municipal Code Sections 11-24.030 and 11-24.040.)

Actions Currently Underway to Address Parking Issues

City staff presented two staff reports to the Traffic Commission on March 18, 2026 related to the issues near Beckenham Park, Camberwell Street, and Beckenham Street recommending that the Traffic Commission provide direction to City staff, as attached to this report.

These items were heard as Item 4.2, *Review of Residential Permit Parking Program Request for Camberwell Street*, and as Item 4.3, *Review of Parking Conditions on Beckenham Street*.

Several residents provided public comments at the meeting on these items. All cited quality of life concerns originating from non-resident vehicles parking within these neighborhoods.

In response, the Traffic Commission recommended the following actions:

Recommended Action for Item 4.2:

"Provide residents a mail-in ballot parking permit program request for the area shaded in blue on the "City Engineer's Originally Proposed Camberwell Permit Parking Area" map, in addition to the full length of Costeau Street as it hits Alicia Parkway and the streets that are not already included in the parking permit area for City Traffic Commission to work on at a later date."

Recommended Action for Item 4.3:

"1. Establish "No Overnight Parking" on all streets surrounding Beckenham Park on the side of the street closest to the park: a. North side of Beckenham; b. West side of Costeau; c. West side of Camberwell; and d. On opposite side, which is currently no parking on Beckenham, extending down to Acacia Lane." The Traffic Commission also indicated the Sunset Place neighborhood should be included in the Camberwell Street permit parking petition process.

City staff recently mailed out petition forms, attached. Petition forms are due by 5:00 p.m. on July 15, 2026, in order for them to be deemed responsive. City staff plan to present the results of the petition at the July 15, 2026, Traffic Commission meeting.

If a residential permit parking district is established for the area encompassing Beckenham Park, Camberwell Street, Beckenham Street, and the Sunset Place neighborhood, it may provide relief to those adjoining residents but may cause other parking issues, such as new displacements of parked vehicles.

The Displacement Effect of Implementing Residential Permit Parking Districts

When residential permit parking districts are implemented incrementally, motorists who previously parked in newly restricted areas often seek parking in adjacent neighborhoods that remain unrestricted. As additional permit parking districts are

established over time, these vehicles may be displaced repeatedly from one area to another. This displacement effect can transfer parking impacts to neighboring streets and residential areas, creating new parking congestion concerns and generating requests for further permit parking restrictions. As a result, this piecemeal approach appears to be leading to a cascading expansion of permit parking districts as displaced vehicles continue to relocate to the nearest available unrestricted parking supply. Without a comprehensive parking management strategy, each newly established district may unintentionally shift parking impacts rather than address the underlying parking demand.

Preventing Displacement

At the March 20, 2024, and July 17, 2024, Traffic Commission meetings, one comprehensive parking management strategy discussed was to ban overnight parking Citywide. It has been presumed that a ban may cause pressure on residential properties with insufficient on-site parking to reduce vehicle ownership or household size (which, in turn, presumably would reduce the number of vehicles per residence). If true, this may result in a disproportionate impact on renters and residents of higher-density housing. However, the City Engineer found through research and discussion with other Orange County jurisdictions that have implemented an overnight parking ban that such a ban actually often produces one or more of the following outcomes:

- Increased requests for overnight parking permits or exemptions.
- Parking displacement rather than a reduction in vehicle ownership or parking demand.
- Increased demand for on-site parking at apartment and condominium complexes.
- Spillover parking into private lots, commercial properties, or neighboring jurisdictions.
- Higher parking costs for residents who must secure off-street parking.

The Traffic Commission ultimately concluded that residents accustomed to overnight street parking may view a Citywide overnight parking restriction as burdensome or unnecessary, particularly in neighborhoods without documented parking problems. There was also concern that a Citywide approach may be perceived as a one-size-fits-all solution that does not reflect varying neighborhood conditions.

City Staff Proposal

City staff believes the only equitable comprehensive parking management strategy involves identifying where the demand exists and increasing supply in proximity to the demand.

Specific to the parking issues and vehicle displacement near Beckenham Park, Camberwell Street, Beckenham Street, and in the Sunset Place neighborhood, City staff suggests the best parking alternative is on Laguna Hills Drive. Laguna Hills Drive has sufficient shoulder width to accommodate parking. The south side of Laguna Hills Drive currently allows daytime parking, but is signed as No Parking from 9 PM to 6 AM. This was done to allow for Laguna Hills High School students to park on Laguna Hills Drive during the day. However, with decreased enrollment at Laguna Hills High School, City staff is informed the school no longer needs off-site parking on Laguna Hills Drive.

Therefore, City staff is proposing to remove the existing overnight parking restriction on the south side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia to allow for overnight parking by residents of the nearby multi-family complexes. The approximate curb length available on the south side of Laguna Hills Drive between Indian Hill Lane and Paseo de Valencia is 2,000 feet; thereby allowing approximately 85 cars (using 24' long parallel parking spaces) to park. In addition, City staff is proposing to include a street sweeping parking prohibition for the days and hours of street sweeping. Additional discussion below.

While there is parking on a portion of north side of Laguna Hills Drive west of Paseo de Valencia, that parking is currently reserved for permit parking for the medical office building on the northwest corner of the intersection of Paseo de Valencia and Laguna Hills Drive. The length of that permit parking is approximately 950 feet. Another 1,100 feet west of the permit parking could be available for general parking on the north side of the street. However, removal of the north side No Parking Anytime is not being recommended at this time.

Encouraging Turnover of Available Parking Spaces

Even if overnight parking is allowed on the south side of Laguna Hills Drive, the City Engineer suggests that parking space turnover may need to be encouraged to maximize the benefits of allowing parking on the street.

The traditional way to encourage parking space turnover is to implement time limit parking. For example, posting a two (2) hour time limit for parking. However, currently, there are no parking time limits anywhere in Laguna Hills other than the default time limit for all City streets. The Laguna Hills Municipal Code limits parking to a 72-hour

time limit on all streets.

Section 11-12.040:

Maximum Parking Time Limit. It is unlawful to park or stop a vehicle for a period of time longer than seventy-two (72) consecutive hours upon any city highway.

A second way to encourage parking space turnover is to implement paid parking. When parking is provided free of charge, motorists may occupy prime spaces for extended periods, reducing availability for other users. Paid parking can help manage limited curb parking resources by discouraging long-term vehicle storage and encouraging turnover. By requiring users to pay for parking, it creates an incentive for motorists to park only for the time they need, increasing the availability of spaces. This pricing mechanism helps reduce parking congestion and promotes more efficient utilization of public parking assets. However, the City Engineer cautions paid parking should only be implemented in conjunction with permit parking on other nearby public streets to prevent displacement of parked vehicles.

Although not customarily used to promote parking space turnover, a third way to encourage parking space turnover is to implement a street sweeping parking restriction. Additional discussion below.

Exploring Street Sweeping Parking Restrictions

Recently, after Mayor Caskey requested at the April 22, 2025, City Council meeting that the Traffic Commission explore Citywide street sweeping parking restrictions, the Traffic Commission discussed the merits of a Citywide street sweeping parking prohibition at the July 16, 2025, November 19, 2025, and January 21, 2026, Traffic Commission meetings.

The Traffic Commission did not recommend any changes to the existing street sweeping program citing that challenges for implementing Citywide street sweeping include financial and logistical challenges. The Traffic Commission determined these challenges appear to outweigh the demand for change. At the time, the Traffic Commission only heard from one resident with an interest in implementing Citywide parking restrictions. As an alternative, Traffic Commission recommended that any street sweeping restrictions be neighborhood specific, such as how the Moulton Ranch HOA Board of Directors requested a street sweeping parking restriction for its neighborhood many years ago.

However, in light of additional requests for street sweeping parking restrictions coupled

with the idea that a street sweeping parking prohibition assists in turning over parking spaces, in the future, the City Council may wish to consider implementing a Citywide street sweeping parking prohibition or granting, on a case-by-case basis, street sweeping parking restrictions after receipt of a request from an adjacent homeowners association. The financial and logistical challenges of implementing a Citywide street sweeping parking prohibition are detailed in the November 19, 2025, Traffic Commission agenda report, attached.

Conclusion

While City Council contemplates these important parking and street sweeping issues, City staff recommends providing parking displacement relief to nearby neighborhoods and that City Council adopt a Resolution removing overnight parking restrictions on Laguna Hills Drive and implementing a street sweeping parking prohibition.

If the Resolution is approved, the City Engineer intends to paint parking space stalls on the south side of Laguna Hills Drive to maximize the number of parking spaces. Parking space delineation would be done in conformance with the California Manual of Uniform Traffic Control Devices.

Fiscal Impact:

The fiscal impact of removing existing 9 PM to 6 AM No Parking signage on the south side of Laguna Hills Drive and installing revised signage indicating the limits of on-street parking is estimated to cost less than \$3,000. The estimated cost to paint parking stalls is estimated to be \$5,000.

Attachments:

1. Proposed Resolution to Allow Unrestricted Parking on the South Side of Laguna Hills Drive
2. Laguna Hills Drive Existing and Proposed Parking Map
3. Aerial Photograph of Laguna Hills Drive and Surrounding Development
4. March 18, 2026, Traffic Commission Agenda Item No. 4.2 - Camberwell Street Request for Permit Parking
5. March 18, 2026, Traffic Commission Agenda Item No. 4.3 - Review of Parking Conditions on Beckenham Street
6. November 19, 2025, Traffic Commission Agenda Item No. 4.3 - Street Sweeping

RESOLUTION NO. 2026-06-23-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, REMOVING THE “NO OVERNIGHT PARKING” RESTRICTION AND ESTABLISHING A NO PARKING ZONE DURING THE DAYS AND HOURS OF STREET SWEEPING ON THE SOUTH SIDE OF LAGUNA HILLS DRIVE BETWEEN INDIAN HILL LANE AND PASEO DE VALENCIA

The City Council of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, Vehicle Code Section 22507, subdivision (a), authorizes the City to prohibit or restrict the parking of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, Chapter 11-12 “Stopping, Standing and Parking” of the Laguna Hills Municipal Code establishes the City’s regulations pertaining to the stopping, standing and parking of vehicles; and

WHEREAS, Section 11-12.010 of the Laguna Hills Municipal Code provides that regulations pertaining to the stopping, standing or parking of vehicles shall be established by ordinance or resolution of the City Council; and

WHEREAS, the City current prohibits overnight parking on the South Side of Laguna Hills Drive between Indian Hill Lane and Paseo De Valencia (“Subject Location”); and

WHEREAS, the City Council hereby determines that, to provide additional parking and promote vehicular circulation, and to promote the health, safety, and welfare, the prohibition on overnight parking at the Subject Location should be removed; and

WHEREAS, the establishment of no parking zones during days and hours of street sweeping improves traffic circulation, community aesthetics, and furthers the City’s goal of achieving improved water quality; and

WHEREAS, it has been determined that removal of the No Overnight Parking restriction and establishment of a No Parking Zone during days and hours of street sweeping at the Subject Location are necessary to alleviate adverse parking conditions in the area and improve traffic circulation, community aesthetics, and further the City’s goal of achieving improved water quality.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by reference.

SECTION 2. To provide additional parking and promote vehicular circulation, and to promote the health, safety, and welfare of the public, the prohibition on overnight parking at the Subject Location is hereby removed.

SECTION 3. Additionally, there is hereby established a No Parking Zone during the days and hours of street sweeping at the Subject Location, on the second and fourth Tuesday of each month between the hours of 8:00 a.m. to 12:00 noon.

SECTION 4. The City Engineer is hereby directed to and shall cause signs and/or markings to be placed giving adequate notice of the No Parking Zone established herein.

SECTION 5. The City Council finds and determines that the removal of the Overnight Parking Prohibition and establishment of a No Parking Zone are not subject to the California Environmental Quality Act pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, Cal. Code of Regs, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

PASSED, APPROVED, AND ADOPTED this _____ day of _____ 2026.

DON CASKEY, MAYOR

ATTEST:

KAREN HAMMAN, INTERIM CITY CLERK

Resolution No. 2026-06-23-X
Page 3

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Karen Hamman, Interim City Clerk of the City of Laguna Hills, California,
DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2026-06-23-X adopted by the City Council of the City of Laguna Hills, California, at a
Regular Meeting thereof held on the 23rd day of June 2026, by the following vote:

AYES:

NOES:

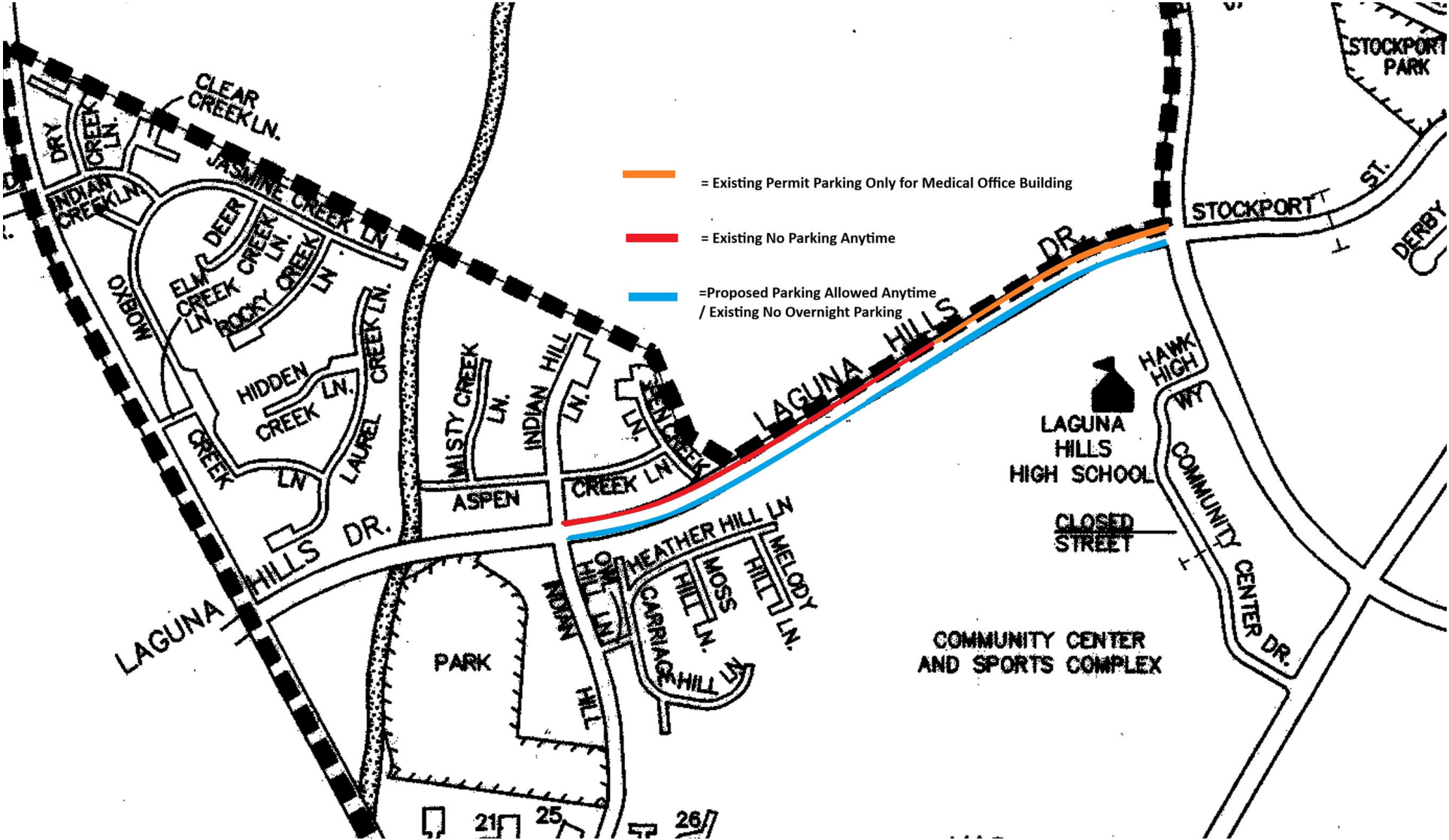
ABSENT:

ABSTAIN:

(SEAL)

KAREN HAMMAN, INTERIM CITY CLERK

Proposed Laguna Hills Drive Parking



Aerial Photograph of Laguna Hills Drive and Surrounding Development





City of Laguna Hills Traffic Commission Staff Report

Date: March 18, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Review of Residential Permit Parking Program Request for Camberwell Street

Recommendation: That the Traffic Commission provide direction to City Staff.

Background:

In June 2025, City staff received the attached resident-generated petition form from Mr. Curtis Van Buskirk, a resident on Camberwell Street, addressed to the City to establish residential permit parking on Camberwell Street between Hendon Street and Costeau Street.

Residential Permit Parking Program Historic Practice:

On March 22, 1994, the City of Laguna Hills City Council passed, approved, and adopted City Ordinance No. 94-4, which established the City's Residential Permit Parking Program (Laguna Hills Municipal Code Chapter 11-24). The procedures and regulations have not been changed since adoption in 1994. Chapter 11-24 includes how to establish a permit parking area, procedures regarding permit issuance, enforcement, and removal of permit parking areas.

Historically, the City has taken the approach to only restrict parking on public streets in response to specific requests for permit parking from residents. This approach aligns with the approach taken by most of the cities in Orange County.

To designate a neighborhood as a permit parking area within the City of Laguna Hills, a **City-created petition form** (emphasis added) must be submitted to the City and with the signatures of at least sixty-seven (67%) percent of the property owners supporting

the proposed permit parking area.

Section 11-24.050 of the Laguna Hills Municipal Code provides that the City Engineer is "authorized to establish rules and procedures and to produce signs, forms, and other materials necessary, or appropriate, to implement the provisions of this chapter." Since 1994, the rules and procedures have involved the requestor working with the City Engineer to delineate the proposed permit parking area limits and the City Engineer approving the proposed permit parking area.

Traditionally, a super-majority threshold is chosen by national, state, and county governments in order for significant actions to be approved. The implementation of a permit parking program has long-lasting and significant impacts on residents, including placing self-restrictions on residents' own ability to park on a street. Therefore, in most cities including Laguna Hills, a super-majority threshold was chosen to ensure that residents are committed to the permit parking program process.

Once a permit parking area is approved by City Council, the streets are signed by the Public Works Department as "Permit Parking Only" with the designated dates and times, or as required. Thereafter, motorists must display a decal or placard to park on the public street during the established time period(s). Typically, for a residential permit parking area, the City issues decals for each car registered to an address and issues four (4) annual "guest placards" (laminated, dashboard-displayed guest passes) for residents that choose to participate in the Residential Permit Parking Program.

The Department collects a nominal fee to cover the administration of the Program and the printing costs of the decals. Residents that choose not to participate in the Program may not park on the street during the prohibited dates and times.

Camberwell Street Permit Parking Petition Request:

The requestor cites that residents on Camberwell Street have been experiencing persistent safety, accessibility, and quality-of-life issues due to non-resident vehicle parking. City staff concurs that there may be several vehicles parking during the day and night on Camberwell Street and around Beckenham Park that are not owned by residents living around the park.

While City staff can not confirm that safety or quality-of-life issues exist due to non-resident vehicle parking, requests for the establishment of residential permit parking districts do not require demonstration of these types of impacts.

Because the petition form received from the resident was not City-created, the City Engineer communicated to the requestor that the petition area must include a larger area than requested, as the historic practice, with one exception, has been to include a larger area to prevent motorists from parking on immediate adjacent streets without parking permit restrictions. Approving only Camberwell Street between Hendon Street and Costeau Street will likely lead to displaced motorists parking vehicles on Camberwell Street north of Hendon Street or on Costeau Street. City staff is aware that Traffic Commissioners have expressed similar concerns over this aspect of implementing a residential permit parking program as a major factor in whether to recommend approval of a residential permit parking program.

In response to City staff's comments, the resident indicated he believed he could gain 67% approval from residents on Camberwell Street between Hendon Street and Costeau Street **and** on Luton Street. However, the resident's proposed petition area is still smaller than the City Engineer's recommended area.

At the February 10, 2026, City Council Regular Meeting, the same resident spoke during public comments requesting that the City Council intervene in the matter. The City Council indicated the matter would be referred to the Traffic Commission for review.

The City Engineer has re-reviewed the original request and subsequent correspondence with the requestor, and has reviewed the streets in question. The City Engineer now concludes that the residential permit parking petition area need not include Calle Carmel or Via Balboa, as the City Engineer finds it less likely that displaced motorists would park on these streets.

City staff recommends that the Traffic Commission provide direction on this issue. If a new residential permit parking area is preferred, staff recommends the City Engineer's proposed Residential Permit Parking Program petition area to include portions of Costeau Street and Camberwell Street, and all of Hendon Street and Luton Street. Alternatively, the Traffic Commission may recommend other parking controls, such as no overnight parking for any vehicles in and around Beckenham Park.

For reference, the attached map shows existing parking controls in and around Beckenham Park. This information may also be helpful as it relates to comments received about non-resident parking on Beckenham Street, also on the Traffic Commission agenda this evening.

Fiscal Impact:

The costs associated with implementing a permit parking program are within the Public Works budget.

Attachments:

1. Original Petition from Resident
2. City Engineer's Originally Proposed Camberwell Permit Parking Area
3. E-mail Correspondence with Requestor
4. List of Permit Parking Areas in Laguna Hills
5. Nearby Parking Restrictions Map

Petition to Request a Residential Permit Parking Program

City of Laguna Hills, California

Date: June 8, 2025

To:

City of Laguna Hills

City Clerk's Office

Attn: Jennifer Lee, CMC

24035 El Toro Road

Laguna Hills, CA 92653

(949) 707-2635

jlee@lagunahillsca.gov

We, the undersigned residents of Camberwell Street, Laguna Hills, CA 92653, respectfully submit this petition to formally request the establishment of a Residential Permit Parking (RPP) Program for our neighborhood.

Reason for Request:

We have experienced a significant and ongoing issue with non-resident vehicles parking on our streets, which has caused the following problems:

- Significant safety concerns for pedestrians, children and exiting vehicles. Parked vehicles create obstructed view creating "blind" corner traveling both directions. Vehicles continuously performing U-turns at intersection of Luton St and Camberwell St.
- Public nuisances and inappropriate behavior, including individuals engaging in sexual acts in vehicles, loud music past "quiet time" of 2200 hours per Laguna Hills Municipal Code § 5-24, discarding trash and litter on streets, unauthorized street vehicle repairs, vehicle fluid pollution, abandoned or overparked vehicles, driveway access obstruction, and other conduct that compromises the cleanliness, safety, and dignity of our neighborhood.
- Limited parking availability for residents and their guests
- Increased traffic congestion and reduced visibility during evening hours
- Decreased property value and overall quality of life and visual neighborhood degradation

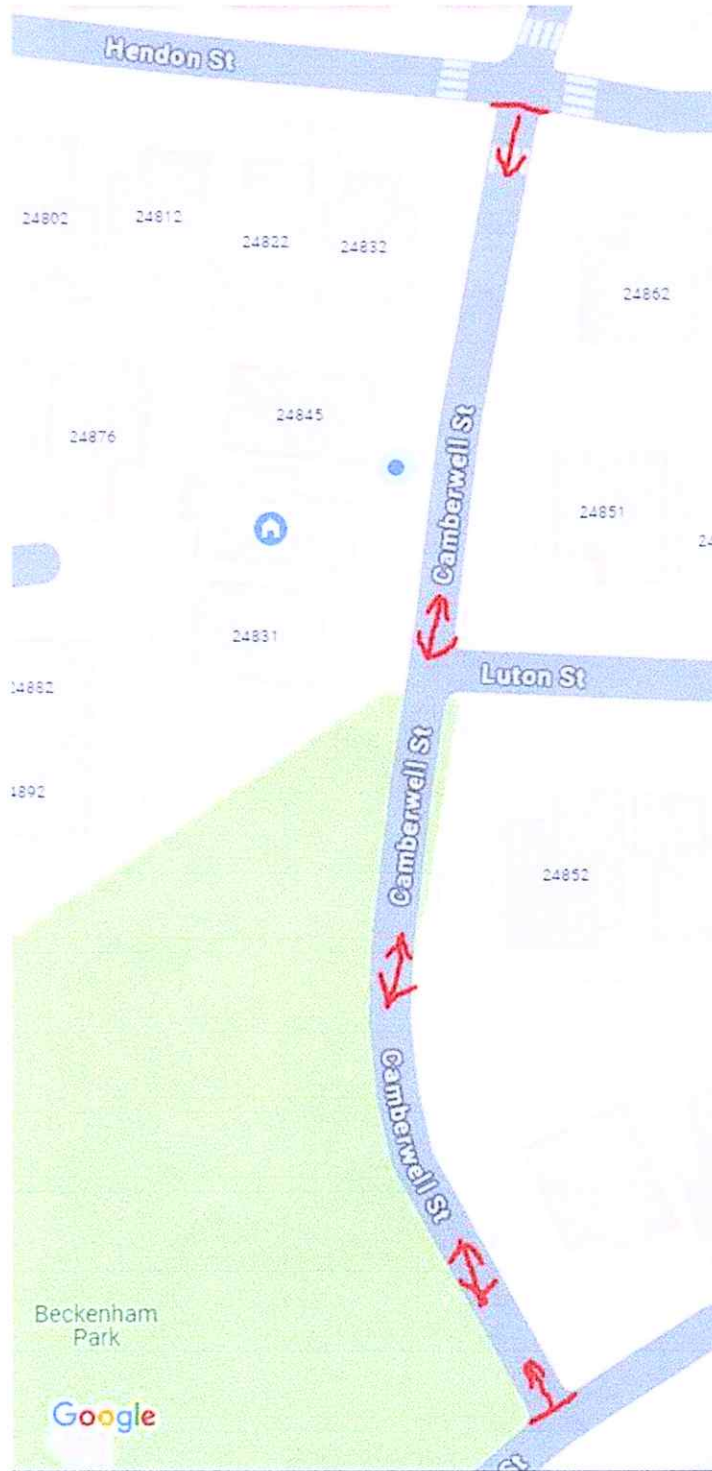
We believe that establishing a permitted parking zone will help alleviate these issues and restore the safety and accessibility of our neighborhood.

Requested Action:

We request that the City of Laguna Hills conduct a traffic and parking impact study and initiate the process for establishing a Residential Permit Parking Zone in accordance with the city's municipal code and procedures.

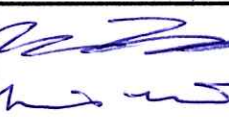
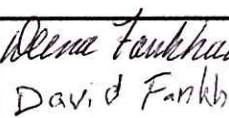
Proposed Area for Consideration:

Entirety of Camberwell Street from Hendon Street to Costeau Street.



Resident Support:

We understand the process may require a certain percentage of residents abutted to Camberwell Street in the proposed area for consideration to approve the implementation of such a program. The residents listed below support this request and are willing to participate in any required surveys, hearings, or meetings to further the request.

Name	Address	Signature	Phone/Email (optional)
Curtis Van Buskirk	24841 Camberwell Street, Laguna Hills, CA 92653		(562) 760-7513
JOHN PEDRER CLAIRE PEDRER	24845 Camberwell Street, Laguna Hills, CA 92653		(949) 278-5868
ALEX GALVZUSKI MABEL LEON	24831 Camberwell Street, Laguna Hills, CA 92653		(949) 584-3562
Warren Whiteaker	24832 Hendon Street, Laguna Hills, CA 92653		(949) 466-5078
	24862 Hendon Street, Laguna Hills, CA 92653		
	24851 Luton Street, Laguna Hills, CA 92653		
Deena Fankhauser David Fankhauser	24852 Luton Street, Laguna Hills, CA 92653		949-308-0779 949-429-9223
GLYNN SMITH JUDITH SMITH	24851 Costeau Street, Laguna Hills, CA, 92653		949-795-8042 949 458 1620

Contact Information:

Primary Contact:

Name: Curtis Van Buskirk

Address: 24841 Camberwell Street, Laguna Hills, CA 92653

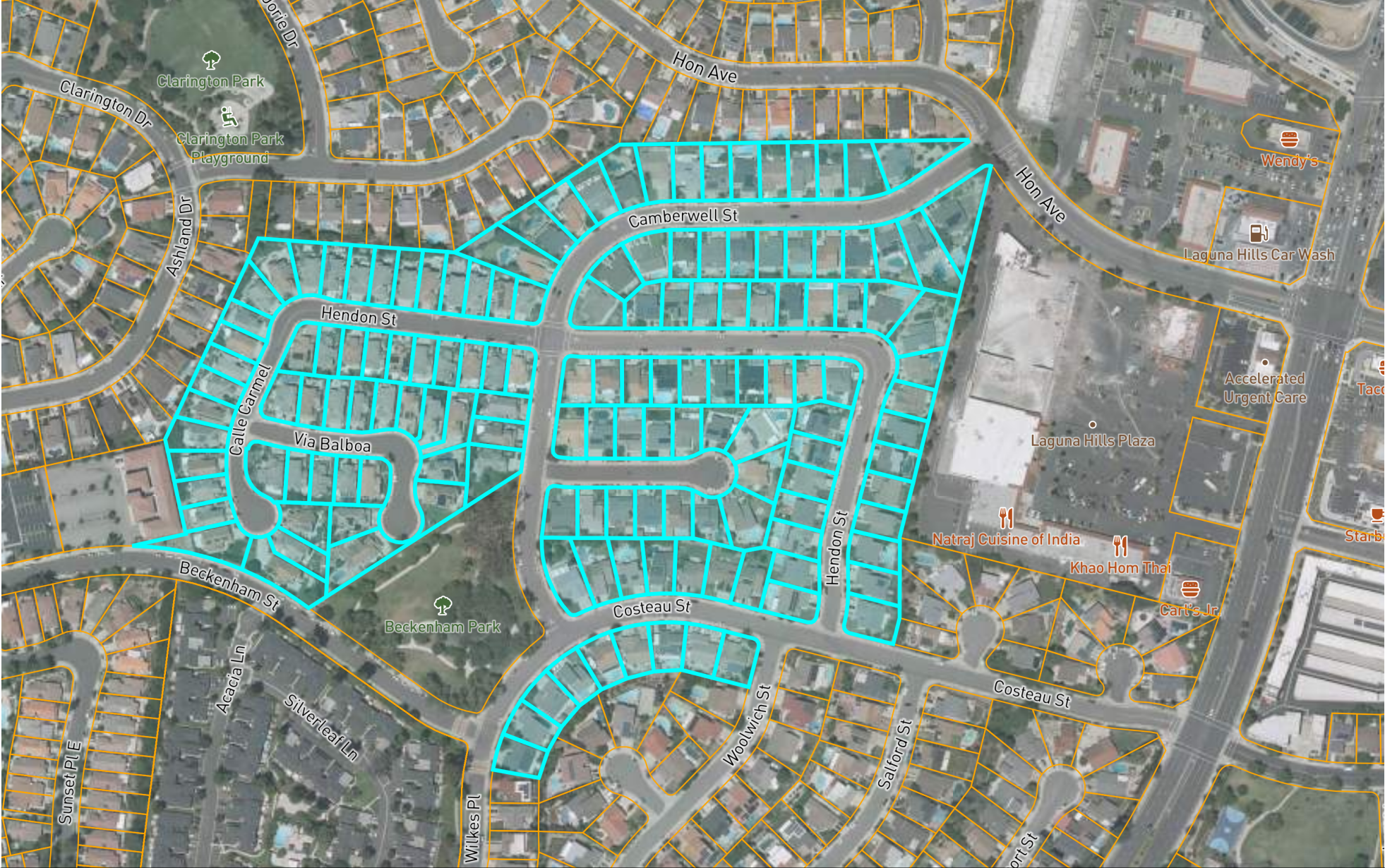
Phone: (562) 760-7513

Email: curtis.vanbuskirk@gmail.com

We thank you for your attention to this matter and look forward to your assistance in improving the safety and livability of our neighborhood.

Sincerely,

Residents of Camberwell Street (and abutted properties), Laguna Hills, CA



1" = 300 ft

07/28/2025



This map may represent a visual display of related geographic information. Data provided here is not a guarantee of actual field conditions. To ensure complete accuracy, please contact the responsible staff for the most up-to-date information.

From: [Curtis Van Buskirk](#)
To: [Joe Ames](#)
Cc: [Julie Comella](#)
Subject: Re: Submission of Petition for Residential Permit Parking Program – Camberwell Street
Date: Tuesday, July 29, 2025 8:16:53 PM

Dear Mr. Ames,

Thank you for your detailed response and for outlining the City’s perspective on expanding the proposed Residential Permit Parking (RPP) area.

After reviewing your recommendation and speaking further with neighbors, I would like to express our collective concern with broadening the scope of the RPP to include the additional 149 parcels identified in the attached map. While we appreciate the City’s attempt to anticipate future displacement, the fact remains that the adjacent parcels are not currently experiencing the parking issues that have led Camberwell residents to seek relief through a formal RPP program. As such, those residents have little or no current incentive to support or participate in the effort.

Expanding the boundary at this stage would likely dilute the petition’s impact and introduce unnecessary complexity, particularly since the outlined parcels are not facing the same burden. Pursuing a larger area for the sake of theoretical impacts runs the risk of weakening the current effort, which is driven by real, ongoing challenges faced specifically by residents along Camberwell Street.

It’s also worth noting that the City has approved RPPs in other neighborhoods where similar displacement concerns were likely present, yet the programs were still allowed to proceed—suggesting a precedent for more localized implementation. This reinforces the view that the need along Camberwell is distinct and actionable, even if broader conditions may eventually evolve.

We remain committed to working with the City to address this issue, but respectfully request that the focus remain on the affected parcels along Camberwell Street for the initial ballot.

I welcome a discussion over a phone call if you are available to discuss further. I would also like to understand the parameters that have been stated relative to an RPP program.

Sincerely,
Curtis Van Buskirk

Sent from my iPhone

On Jul 28, 2025, at 9:53 AM, Joe Ames <james@lagunahillsca.gov> wrote:

Dear Mr. Van Buskirk,

Thank you for your e-mail and for submitting the signed petition from the residents

with homes adjacent to Camberwell Street regarding the establishment of a Residential Permit Parking (RPP) Program. We appreciate the time and effort you and your neighbors have taken to document your concerns and formally submit this request.

While the City has approved of a singular street to be in a RPP, it has never been a collector residential street of this length with several adjacent residential streets. If permit parking were to be implemented on only Camberwell Street, it would be foreseeable that motorists would simply park on adjoining residential streets. Recently, the City's Traffic Commissioners have been concerned about this aspect of implementing a RPP as a major factor in whether to recommend approval of a RPP.

Therefore, if you and your neighbors wish to request a RPP, based upon the distribution of residents on the signed petition, City staff would recommend the attached map area with the 149 blue highlighted parcels be included in a ballot to residential property owners for establishment of a RPP. (See attached PDF.)

If you and your neighbors concur, we can schedule the mailing of the ballot.

Thank you,
Joe Ames

Joe Ames, P.E., T.E.

Assistant City Manager

City of Laguna Hills

<image002.jpg>

24035 El Toro Road, Laguna Hills, CA 92653

Phone (949) 707-2655 | Fax (949) 707-2633

james@lagunahillsca.gov

From: Curtis Van Buskirk <curtis.vanbuskirk@gmail.com>

Sent: Monday, June 23, 2025 3:41 PM

To: Julie Comella <jcomella@lagunahillsCA.gov>

Subject: Fwd: Submission of Petition for Residential Permit Parking Program – Camberwell Street

Dear Ms. Comella,

I hope this message finds you well.

Ms. Jennifer Lee kindly shared your contact information as a point of follow-up regarding my submitted request for a Residential Permit Parking study. I've attached the original petition that was previously submitted to Ms. Lee. Since then, I've received one additional signature, bringing the total to 7 out of 8 abutting properties—an 87.5% approval rate.

I will send a follow-up email with the updated petition shortly, as I am currently away from my home office.

I'd appreciate the opportunity to schedule a call at your convenience to discuss:

- Next steps in the process
- Any additional documentation or requirements needed to move forward

Thank you in advance for your time and assistance.

Warm regards,
Curtis Van Buskirk
(562) 760-7513

----- Forwarded message -----

From: **Jennifer Lee** <jlee@lagunahillsca.gov>

Date: Mon, Jun 23, 2025 at 7:31 AM

Subject: RE: Submission of Petition for Residential Permit Parking Program –
Camberwell Street

To: Curtis Van Buskirk <curtis.vanbuskirk@gmail.com>

Good morning,

I am not sure which staff member processes the petitions. Your best bet would probably be to reach out to the Administrative Assistant, Julie Comella. She can be reached at (949) 707-2651 or jcomella@lagunahillsca.gov.

Thank you,

<image001.png>	Jennifer Lee, CMC City Clerk, City of Laguna Hills PHONE (949) 707-2635 EMAIL jlee@lagunahillsca.gov WEB www.lagunahillsca.gov ADDRESS 24035 El Toro Road, Laguna Hills, CA 92653
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From: Curtis Van Buskirk <curtis.vanbuskirk@gmail.com>

Sent: Friday, June 20, 2025 1:54 PM

To: Jennifer Lee <jlee@lagunahillsCA.gov>

Subject: Re: Submission of Petition for Residential Permit Parking Program –
Camberwell Street

Good afternoon Ms. Lee

Can you let me know who on the public works team will reach out to me to discuss?

We are anxious to have this reviewed with escalating impact on the neighborhood.

Thank you in advance!

Warm regards

Curtis

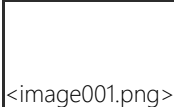
Sent from my iPhone

On Jun 16, 2025, at 3:33 PM, Jennifer Lee <jlee@lagunahillsca.gov> wrote:

Good afternoon,

Thank you for your inquiry. Your email has been forwarded to the Public Works Department which administers the City's residential permit parking programs.

Thank you,

	Jennifer Lee, CMC City Clerk, City of Laguna Hills PHONE (949) 707-2635 EMAIL jlee@lagunahillsca.gov WEB www.lagunahillsca.gov ADDRESS 24035 El Toro Road, Laguna Hills, CA 92653
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From: Curtis Van Buskirk <curtis.vanbuskirk@gmail.com>

Sent: Monday, June 16, 2025 3:26 PM

To: Jennifer Lee <jlee@lagunahillsCA.gov>

Subject: Submission of Petition for Residential Permit Parking Program – Camberwell Street

Dear Ms. Lee,

I hope this message finds you well.

Please find attached a signed petition from the residents of Camberwell Street in Laguna Hills, CA, formally requesting the initiation of a Residential Permit Parking (RPP) Program for our neighborhood. As outlined in the petition, we have been experiencing persistent safety, accessibility, and quality-of-life issues due to non-resident vehicle parking.

We respectfully request that the City of Laguna Hills conduct a traffic and parking impact study and begin the process of establishing an RPP Zone, in accordance with municipal procedures.

Should you need any additional information or require participation from residents in surveys or hearings, I would be happy to coordinate.

Thank you for your time and attention to this matter.

Warm regards,
Curtis Van Buskirk
24841 Camberwell Street
Laguna Hills, CA 92653
(562) 760-7513
curtis.vanbuskirk@gmail.com

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Curtis Van Buskirk
curtis.vanbuskirk@gmail.com

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Curtis Van Buskirk
curtis.vanbuskirk@gmail.com

<CamberwellStreet_RPP_Request_20250616.pdf>
<Proposed Camberwell Permit Parking Area.pdf>

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

PERMIT PARKING DISTRICTS

Alicia Place Neighborhood – Resolution No. 2024-11-12-2

Resolution No. 24-11-12-2 established a Residential Permit Parking Area and a No Parking Zone During days and hours of street sweeping on (1) Sunburst Avenue, (2) Largo Drive, (3) Creek Drive, (4) El Capitan Lane, and (5) Marin Court.

Permit Parking 10:00 p.m. to 6:00 a.m.

Cabot Park Neighborhood- Resolution No. 94-06-14-5

1. Resolution No. 94-06-14-5 established a No Parking Anytime Zone on Rapid Falls Road, southside only, from Cabot Road to Lost Trail Drive.

No Parking Anytime

2. Resolution No. 94-06-14-5 also established a Residential Permit Parking Only Zone on (1) Pinto Court; (2) Lone Acres Lane; (3) Lost Trail Drive, from address 27391 (approximately two lots southerly of Pinto Court) to Rapid Falls Road; (4) Rapid Falls Road, from Cabot Road to address 25641 on the north side and 25622 on the south side of the street (approximately two lots westerly of Lost Trail Drive); and (5) Sundowner Drive.

Permit Parking 24hrs a day.

Christina Court Neighborhood Resolution No. 2015-08-25-2

Resolution No. 2015-08-25-2 established a Residential Permit Parking Area and a No Parking Zone during days and hours of street sweeping along the streets of (1) Cresta Court; (2) Creekview Drive; (3) Woodcreek Drive; (4) Southhampton Court; (5) Christina Court; and (6) Avenida de la Carlota south of Los Alisos Boulevard.

Permit Parking 24hrs a day.

Gordon Road Resolution No. 2007-04-10-3

1. Resolution No. 2007-04-10-3 established a No Parking Anytime Zone; (1) on the westerly side of Sierra Bonita Drive from Aliso Hills Drive to 30 feet southerly thereof and on the easterly side of Sierra Bonita Drive from La Cienega Street to Aliso Hills Drive; and (2) northerly side of La Cienega Street from Sierra Bonita Drive to 25 feet easterly thereof.

No Parking Anytime

2. Resolution No. 2007-04-10-3 established a Permit Parking Only Zone on the northerly and southerly sides of Gordon Road from 60 feet to 370 feet easterly of Moulton Parkway.

Permit Parking 24hrs a day.

Indian Hill Lane Resolution No. 2009-04-14-2

A Residential Permit Parking Area consisting of no street parking anytime on the West side of Indian Hill Lane from 425-895ft southerly of Laguna Hills Drive without a parking permit is hereby established on certain streets in the Sheep Hills Park Area southerly of Laguna Hills Drive, specifically consisting of the following streets: (1) Indian Hill Lane West side from 425-895ft southerly of Laguna Hills Drive.

Permit Parking 24hrs a day.

Laguna Hills Drive Resolution No. 2005-07-12-2

Resolution No. 2005-07-12-2 established a Permit Parking Only Zone and No Overnight Parking from 10:00 p.m. to 6:00 a.m. on the northerly side of Laguna Hills Drive from 200 feet to 1,000 feet westerly of Paseo de Valencia.

Permit Parking Only 6:01 a.m. to 9:59 p.m.

No Parking 10:00 p.m. to 6:00 a.m

Lomas Laguna Neighborhood Resolution No. 2022-02-08-1

Resolution No. 2022-02-08-1 established a Residential Permit Parking Area consisting of no overnight street parking between the hours of 10:00 p.m. to 6:00 a.m. without a parking permit on streets in the Lomas Laguna Residential Neighborhood south of Alicia Parkway, specifically consisting of the following streets: (1) Ramona Street; (2) Yolanda Street; (3) Amalia Street; (4) Carmel Street; (5) Eva Street; (6) Lupita Street; (7) Patricia Street; (8) Rosa Street; (9) Andrea Street and (10) a segment of Louisa Street defined as beginning 700 feet westerly of the centerline of Moulton Parkway to the end of the cul de sac.

Permit Parking 10:00 p.m. to 6:00 a.m.

Mandeville Neighborhood Resolution No. 2023-12-12-2

Resolution No. 2023-12-12-2 established a Residential Permit Parking Area and a No Parking Zone during days and hours of street sweeping on streets in the Mandeville Residential Neighborhood, specifically consisting of the following streets: (1) a segment of Mandeville Drive from Moulton Parkway to Los Alamitos; (2) Santa Rosa Avenue; (3) Alta Loma Court; (4) Sundance Avenue.

Permit Parking 10:00 p.m. to 6:00 a.m.

Ridgefield Neighborhood Resolution No. 2021-04-13-3

Resolution No. 2021-04-13-3 established a Residential Permit Parking Area and a No Parking Zone during the days and hours of street sweeping, consisting of no overnight street parking between the hours of 10:00 p.m. and 6:00 a.m. without a parking permit on certain streets in the Ridgefield Residential Neighborhood south of Aliso Hills Drive, specifically consisting of the following streets: (1) Sierra Bonita Drive, (2) La Cienega Street, (3) Los Cerros Drive, and (4) Rio Grande Avenue.

Permit Parking 10:00 p.m. to 6:00 a.m.

Stockport Park Neighborhood (1/3) Resolution No. 2022-05-24-2

Resolution No. 2022-05-24-2 established a Residential Permit Parking Area and No Parking Zone during the days and hours of street sweeping consisting of no overnight street parking between the hours of 10:00 p.m. and 6:00 a.m. without a parking permit on certain streets in the Stockport Park Residential Neighborhood northerly of Alicia Parkway, specifically consisting of the following streets: (1) Woolwich Street, and (2) Southport Street.

Permit Parking 10:00 p.m. to 6:00 a.m.

Stockport Park (2/3) Resolution No. 98-12-08-3

1. Resolution No. 98-12-08-3 Established a No Overnight Parking Restriction 10:00 p.m. to 6:00 a.m. on the northerly side of Stockport Street between Wilkes Place and approximately 230 feet westerly thereof, along the frontage of Stockport Park.

No Parking 10:00 p.m. to 6:00 a.m.

2. Resolution No. 98-12-08-3 also established a Residential Permit Parking Zone on Stockport Street from Wilkes Place to the westerly barricade end at address 25002 Stockport Street, except for the frontage of northerly side of Stockport Street along Stockport Park.

Permit Parking 24hrs a day.

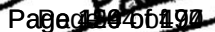
Stockport Park (3/3) Resolution No. 2001-04-10-3

1. Resolution No. 2001-04-10-3 established a No Overnight Parking Zone from 10:00 p.m. to 6:00 a.m. on the westerly side of Wilkes Place from Woolwich Street to Beckenham Street.

No Parking 10:00 p.m. to 6:00 a.m.

2. Resolution No. 2001-04-10-3 established a Residential Permit Parking Zone on the easterly side of Wilkes Place from Woolwich Street to Beckenham Street.

Permit Parking 24hrs a day.





City of Laguna Hills Traffic Commission Staff Report

Date: March 18, 2026
To: Traffic Commissioners
From: Samantha Vu, Assistant Engineer
Issue: Review of Parking Conditions on Beckenham Street

Recommendation: That the Traffic Commission discuss and provide direction to City Staff.

Background:

Beckenham Street is a residential collector, has a posted speed limit of 30 MPH, and has parking on both sides. Beckenham provides access to a small office complex, Beckenham Park, Sunset Place neighborhood, and Acacia Knolls gated condominium development. The Sunset Place neighborhood includes Sunset Place, Sunset Place West, and Sunset Place East which are all public streets. The gated Acacia Knolls condominium development includes Acacia Lane and Silverleaf Lane which are both private streets.

At the previous Traffic Commission Regular Meeting on January 21, 2026, two speakers made public comments regarding street and parking conditions along Beckenham Street from Paseo de Valencia to Wilkes Place. Comments concerned parking, street, and safety conditions along Beckenham. Specifically, the commenters reside in the Sunset Place neighborhood and indicated their community is affected by motorists that park on Beckenham Street who are not associated with the Sunset Place neighborhood. Please see the attached Vicinity Map of the area.

One speaker requested an overnight parking restriction along Beckenham Street. Another speaker requested permit parking within the Sunset Place neighborhood due to the spillover from Beckenham Street and other nearby apartment complexes.

During the preparation of this agenda report, City staff reviewed previous Traffic Commission agenda reports and minutes and found that similar concerns were previously discussed in 2016 resulting in some parking controls being implemented on Beckenham Drive. These parking controls are still in existence today. The agenda report and minutes are attached for reference.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. Beckenham Vicinity Map
2. March 23, 2016, Traffic Commission Agenda Report
3. January 27, 2016, Traffic Commission Meeting Minutes
4. March 23, 2016, Traffic Commission Meeting Minutes

March 18, 2026, Traffic Commission Agenda Item No. 4.2



1" = 190 ft

Beckenham Street

03/13/2026





City of Laguna Hills Traffic Commission Staff Report

Date: March 18, 2026
To: Traffic Commissioners
From: Samantha Vu, Assistant Engineer
Issue: Review of Parking Conditions on Beckenham Street

Recommendation: That the Traffic Commission discuss and provide direction to City Staff.

Background:

Beckenham Street is a residential collector, has a posted speed limit of 30 MPH, and has parking on both sides. Beckenham provides access to a small office complex, Beckenham Park, Sunset Place neighborhood, and Acacia Knolls gated condominium development. The Sunset Place neighborhood includes Sunset Place, Sunset Place West, and Sunset Place East which are all public streets. The gated Acacia Knolls condominium development includes Acacia Lane and Silverleaf Lane which are both private streets.

At the previous Traffic Commission Regular Meeting on January 21, 2026, two speakers made public comments regarding street and parking conditions along Beckenham Street from Paseo de Valencia to Wilkes Place. Comments concerned parking, street, and safety conditions along Beckenham. Specifically, the commenters reside in the Sunset Place neighborhood and indicated their community is affected by motorists that park on Beckenham Street who are not associated with the Sunset Place neighborhood. Please see the attached Vicinity Map of the area.

One speaker requested an overnight parking restriction along Beckenham Street. Another speaker requested permit parking within the Sunset Place neighborhood due to the spillover from Beckenham Street and other nearby apartment complexes.

During the preparation of this agenda report, City staff reviewed previous Traffic Commission agenda reports and minutes and found that similar concerns were previously discussed in 2016 resulting in some parking controls being implemented on Beckenham Drive. These parking controls are still in existence today. The agenda report and minutes are attached for reference.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. Beckenham Vicinity Map
2. March 23, 2016, Traffic Commission Agenda Report
3. January 27, 2016, Traffic Commission Meeting Minutes
4. March 23, 2016, Traffic Commission Meeting Minutes

March 18, 2026, Traffic Commission Agenda Item No. 4.3



1" = 190 ft	Beckenham Street	03/13/2026	
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City of Laguna Hills Traffic Commission Staff Report

DATE: 3/23/16

TO: TRAFFIC COMMISSIONERS

FROM: KENNETH H. ROSENFELD, P.E.
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER

ISSUE: REVIEW OF BECKENHAM STREET PARKING CONDITIONS

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECEIVE AND FILE THIS REPORT.

SUMMARY:

Over the course of the past 18 months, staff has responded to resident concerns regarding an increase in disturbance due to overnight parking activity on Beckenham Street. The Traffic Commission has reviewed the existing parking regulations, the results of multiple night surveys of vehicle parking and considered several parking control options to address the resident's concerns. Most recently, in late fall 2015, the City Council discussed the potential creation of a Permit Parking Zone on Beckenham Street with Permits being made available only to residents of the Acacia Knolls community and the Sunset Place community to address this issue. However, after public comments on this proposal, the City Council requested an alternate approach and staff proposed the addition of a no overnight parking zone on the southerly side of Beckenham Street across the frontage of Acacia Knolls to address the disturbance complaint. This regulation was implemented as of November 30, 2015. Staff is providing the Traffic Commission the results of before and after studies of the parking impact of this regulation. As described herein, the new parking regulation on Beckenham street did not have a significant impact on night parking usage on the nearby streets of Sunset Place West, Sunset Place East, Costeau Street or Camberwell Street. Staff recommends that no further parking control options need be considered at this time and the Traffic Commission Receive and File this report.

BACKGROUND:

Beckenham Street is a two-way collector street with a 30 mph speed limit. It serves to provide access to commercial/medical offices on the north side of the street, to Beckenham Park, to Sunset Place (public street) leading to a non-fronting single family

Beckenham Street Parking Conditions

March 23, 2016

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residential neighborhood, and to Acacia Lane (private street) leading to a gated non-fronting single family residential neighborhood. Beckenham Street terminates at a fire gate barrier at the intersection with Wilkes Place. There are selective No Parking Zones on Beckenham Street associated with sight-distance restrictions and lane access. Today's agenda item has been noticed to all residents of Acacia Knolls and Sunset Place as well as the management of the Alicia Plaza and Alicia Village apartments located at the intersection of Paseo de Valencia and Stockport Street.

Beginning in 2014, a resident of the gated community known as Acacia Knolls, accessed via Beckenham Street, made regular contact with staff and Police Services about night disturbances due to the parking of vehicles on Beckenham Street behind the rear yards of the Acacia Knolls homeowners. This contact resulted in staff initiating a review of the parking controls on Beckenham Street, performing night counts of vehicle parking and the consideration of a variety of parking control options. This matter was first presented to the Traffic Commission on November 19, 2014, with a staff recommendation to take no action as the parking on Beckenham Street was done at legally allowed locations without parking supply impact to any fronting homes or businesses.

In 2015, the resident again requested City assistance with the expressed parking concern and staff again initiated parking studies along Beckenham Street. In a report to the Traffic Commission on September 16, 2015, staff noted at that time that there are approximately 30 vehicles parked on Beckenham Street each night and that only some of this parking was likely from out of neighborhood community residents. However, information provided from residents of Acacia Knolls has confirmed that there is a need for offsite parking on Beckenham Street due to limited and controlled parking with the Acacia Knolls community.

Noting that Beckenham Street is a public street which provides a parking supply for any person, regardless of their domicile location, staff again recommended no action be taken but did provide the Traffic Commission with a menu of parking control options. These options included time limited parking controls such as two-hour parking, no overnight parking from 2:00 am to 6:00 am, no overnight parking from 10:00 pm to 6:00 am and no parking anytime. The Traffic Commission recommended to the City Council the establishment of a Permit Parking Zone for Beckenham Street for use by residents of both the Acacia Knolls neighborhood and the Sunset Place neighborhood.

The City Council addressed the proposed Beckenham Street Permit Parking Zone at the meeting of October 27, 2015, during which residents, primarily from Sunset Place, expressed concerns about the potential adverse impacts of the proposed Permit Parking Zone. The expressed concern is summarized as out of neighborhood night parking vehicles could move into Sunset Place and consume that neighborhood's limited parking supply. In consideration of these concerns, the City Council directed staff to develop an alternative parking control option, such as a no overnight parking control only across the frontage of Acacia Knolls. The City Council also encouraged the Sunset Place neighborhood to consider the benefits of Permit Parking and advise their interest in this parking option. And, the City Council requested staff review the potential use of expanded

Beckenham Street Parking Conditions

March 23, 2016

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Permit Parking on Laguna Hills Drive to address the potential need for additional parking supply in the general area.

The City Council, at the meeting of November 10, 2015, approved a Resolution to establish a No Parking Zone from 10:00 pm to 6:00 am on the south side of Beckenham Street from 165 feet east of Acacia Lane to 405 feet easterly thereof. Please see the attached vicinity map. This parking restriction removed approximately 10 parking spaces from the parking supply along Beckenham Street. The City Council requested that the parking issue subsequently be reviewed to determine if any further action was warranted. The No Parking Zone was implemented on November 30, 2015.

Staff initiated a before and after parking usage night survey on Beckenham Street for three nights before the implementation of the new No Parking Zone described above and for three nights after implementation of the new No Parking Zone. Parking usage was monitored on all nearby streets including Beckenham Street, Sunset Place West, Sunset Place East, Costeau Street and Camberwell Street. The actual parking counts, as measured by street and directional side of each street, are shown on the attachment. Staff has averaged the three-day parking counts as follows:

<u>Street Location</u>	<u>Average Parking Before</u>	<u>Average Parking After</u>
Beckenham Street North	26	36
Beckenham Street South	19	17
Sunset Place East (combined)	10	13
Sunset Place West (combined)	8	9
Costeau Street (combined)	5	7
Camberwell Street (combined)	0	0

In addition, on the night of March 8, 2016, staff counted the parked cars on Beckenham Street which revealed 33 vehicles parking on the north side of the street and 10 vehicles parking on the south side of the street, consistent with the most recent studies. As compared with summer 2015, there is more general vehicle parking occurring on Beckenham Street. Parking is more concentrated on the north side of the street, opposite the side of the residential neighborhoods. The newly placed No Parking Zone on Beckenham Street has apparently not pushed vehicle parking onto other residential streets as there has been no significant additional parking usage on these nearby streets. Vehicle parking in the area continues to occur in a legal manner and has not consumed the available parking supply. Unless new information or concerns are expressed about the newly established No Parking Zone, staff recommends no further action be taken.

Parking on the City's arterial highways is generally prohibited for traffic flow and operational purposes. There are a few exceptions to this arterial parking restriction and one exception is the Permit Parking Zone on a portion of the north side of Laguna Hills Drive westerly of Paseo de Valencia that exists for the sole benefit of the medical office uses at that corner. Please see the attached vicinity map. It is not proposed that that

Beckenham Street Parking Conditions

March 23, 2016

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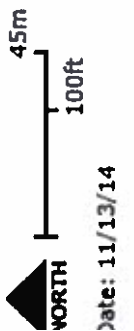
Permit Parking Zone be modified. Open parking is not permitted on the north side of Laguna Hills Drive to avoid its daily use by students of Laguna Hills High School and the resultant potential undesirable mid-block student-pedestrian crossing of this arterial highway. Day time parking only is allowed on the south side of Laguna Hills Drive to accommodate student parking needs. There is no overnight parking on Laguna Hills Drive in the area easterly of Paseo de Valencia. While nightly parking on the north side of Laguna Hills Drive, beyond the existing Permit Parking Zone could be allowed, beginning 1000' westerly of Paseo de Valencia, it may not be necessary and it may be too distant to be effective to pull parking off of Beckenham Street. In the alternative, the Permit Parking Zone could be expanded or modified in favor of "first come first served" utilization of the potential parking supply with permits offered to City residents, but this alternative raises other access issues, particularly for the medical office building. No action on this parking supply option is proposed at this time.

ATTACHMENTS:

- Beckenham Vicinity Map
- Beckenham Parking Study
- Laguna Hills Drive Vicinity Map



VICINITY MAP

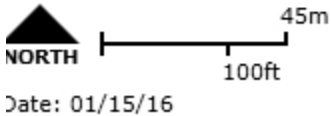


CITY OF LAGUNA HILLS PARKING STUDY

		PHASE 1						PHASE 2					
	STREET / LOCATION	11-16-15 MON		11-18-15 WED		11-20-15 FRI		12-07-15 MON		12-09-15 WED		12-11-15 FRI	
		<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>
1	BECKENHAM ST Paseo de Valenica to Wilkes Pl	28	18	22	19	27	20	33	18	39	17	35	16
		<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>
2A	SUNSET PLACE East Loop	4	6	3	8	6	3	4	8	6	9	5	7
		<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>
2B	SUNSET PLACE West Loop	4	5	5	2	4	5	5	2	7	6	6	2
		<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>
3	COSTEAU STREET Beckenham to Woolwich	3	2	2	2	2	4	3	5	2	2	4	5
		<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>	<i>E</i>
4	CAMBERWELL STREET Costeau to Luton St	0	0	0	0	0	0	0	0	0	0	0	0



3/23/2016 ITEM NO. 6.1



LAGUNA HILLS DRIVE PERMIT PARKING ZONE
1000' W/O PASEO DE VALENCIA



**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

CALL TO ORDER

The Adjourned Regular Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Vice Chair Steven Beeuwsaert at 7:00 PM in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Vice Chair Beeuwsaert.

ROLL CALL OF COMMISSION MEMBERS

Present: Vice Chair Steven Beeuwsaert, Commissioner Mark Jones, Commissioner Greg Staar and Commissioner Larry Woodruff

Absent: Chair Michael Caputo

1. ELECTION OF CHAIR

Motion was made by Vice Chair Beeuwsaert to open nominations to elect a new Chair. Commissioner Mark Jones nominated Commissioner Steven Beeuwsaert. The nomination was seconded by Commissioner Larry Woodruff. There were no further nominations.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

2. ELECTION OF VICE CHAIR

Motion was made by Chair Beeuwsaert to open nominations to elect a new Vice Chair. Commissioner Larry Woodruff nominated Commissioner Mark Jones. The nomination was seconded by Commissioner Greg Staar. There were no further nominations.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

3. PUBLIC COMMENTS

There were no Public Comments.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

4. MINUTES

THE TRAFFIC COMMISSION APPROVED THE MINUTES OF THE NOVEMBER 18, 2015, REGULAR MEETING, BY M/COMMISSIONER JONES, S/COMMISSIONER STAAR.

APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)

5. PRESENTATIONS

There were no Presentations.

6. ADMINISTRATIVE REPORTS

6.1 BECKENHAM STREET PARKING REGULATIONS

Director of Public Services/City Engineer, Kenneth H. Rosenfield, indicated over the course of the past 18 months, staff has responded to resident concerns regarding an increase in overnight parking activity on Beckenham Street. The Traffic Commission has reviewed the existing parking regulations, the results of multiple night surveys of vehicle parking and considered several parking control options to address residents concerns. Most recently, the City Council discussed the potential creation of a Permit Parking Zone on Beckenham Street with Permits being made available only to residents of the Acacia Knolls community and the Sunset Place community. However, after public comments on this proposal, the City Council requested an alternate approach of the addition of a no overnight parking zone on the southerly side of Beckenham Street across the frontage of Acacia Knolls. Director Rosenfield indicated this regulation was implemented as of November 30, 2015, and staff performed before and after parking counts on Beckenham Street. The survey indicated the new parking regulation on Beckenham Street did not have a significant impact on night parking usage on the nearby streets of Sunset Place West, Sunset Place East, Costeau Street or Camberwell Street. Vehicle parking in the area continues to occur in a legal manner and has not consumed the available parking supply. Director Rosenfield indicated that unless new information or concerns are expressed about the newly established No Parking Zone, staff recommends that no further parking control options need to be considered at this time.

Resident Debbie Rey spoke against the No Parking regulation.

Resident Hugh Meador spoke against the No Parking regulation.

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
JANUARY 27, 2016**

**THE TRAFFIC COMMISSION RECEIVED AND FILED THE REPORT, BY
M/COMMISSIONER WOODRUFF, S/COMMISSIONER STAAR.
APPROVED BY A VOTE OF 4-0 (Commissioner Caputo Absent)**

7. INFORMATIONAL ITEMS

7.1 2016 TRAFFIC COMMISSION SCHEDULE

Staff submitted the 2016 Traffic Commission meeting schedule.

7.2 SHERIFF'S DEPARTMENT PRESENTATION

Sergeant Prince gave a verbal report updating the Traffic Commission on traffic issues in the City.

7.3 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer.

8. COMMISSIONER COMMENTS

There were no Commissioner Comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Beeuwsaert declared the meeting adjourned at 7:39 p.m. The next Regular Meeting of the Traffic Commission, scheduled for March 16, 2016, will be re-scheduled to March 23, 2016, at 7:00 PM, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

Prepared by:

Kenneth H. Rosenfield, P.E.
Director of Public Services/City Engineer

Approved By:

STEVEN BEEUWSAERT, CHAIR

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
MARCH 23, 2016**

3. PUBLIC COMMENTS

Resident David Oslinker of Laguna Village, addressed the Commission regarding street sweeping on Mill Creek Road. Mr. Oslinker requested the City post no parking signs on the days and times of street sweeping on Mill Creek Road, to allow the street sweeper to sweep the street more efficiently.

4. MINUTES

**THE TRAFFIC COMMISSION APPROVED THE MINUTES OF THE JANUARY 27, 2016, ADJOURNED REGULAR MEETING, BY M/COMMISSIONER STAAR, S/COMMISSIONER WOODRUFF.
APPROVED BY A VOTE OF 5-0**

5. PRESENTATIONS

There were no Presentations.

6. ADMINISTRATIVE REPORTS

6.1 REVIEW OF BECKENHAM STREET PARKING CONDITIONS

Director of Public Services/City Engineer, Kenneth H. Rosenfield, indicated over the course of the past 18 months, staff has responded to resident concerns regarding an increase in overnight parking activity on Beckenham Street. The Traffic Commission has reviewed the existing parking regulations, the results of multiple night surveys of vehicle parking and considered several parking control options to address residents concerns. Most recently, the City Council discussed the potential creation of a Permit Parking Zone on Beckenham Street with Permits being made available only to residents of the Acacia Knolls community and the Sunset Place community. However, after public comments on this proposal, the City Council requested an alternate approach of the addition of a no overnight parking zone on the southerly side of Beckenham Street across the frontage of Acacia Knolls. Director Rosenfield indicated this regulation was implemented as of November 30, 2015, and staff had performed before and after parking counts on Beckenham Street. The most recent survey on March 8, 2016, indicated the new parking regulation on Beckenham Street did not have a significant impact on night parking usage on the nearby streets of Sunset Place West, Sunset Place East, Costeau Street or Camberwell Street. Vehicle parking in the area continues to occur in a legal manner and has not consumed the

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION MEETING
ADJOURNED REGULAR MEETING MINUTES
MARCH 23, 2016**

available parking supply. Director Rosenfield indicated that unless new information or concerns are expressed about the newly established No Parking Zone, staff recommends that no further parking control options need to be considered at this time.

Director Rosenfield indicated the City Council also requested staff look at extending parking on Laguna Hills Drive to address overflow parking from Beckenham Street. Director Rosenfield stated parking on the City's arterial highways is generally prohibited for traffic flow and operational purposes, but Laguna Hills Drive is one of the few exceptions. There is a Permit Parking Zone on a portion of the north side of Laguna Hills Drive westerly of Paseo de Valencia that exists for the sole benefit of the medical office uses at that corner. Open parking is not permitted on the north side of Laguna Hills Drive to avoid its daily use by students of Laguna Hills High School and the resultant potential undesirable mid-block student-pedestrian crossing of this arterial highway. Day time parking only is allowed on the south side of Laguna Hills Drive to accommodate student parking needs. There is no overnight parking on Laguna Hills Drive in the area easterly of Paseo de Valencia. While nightly parking on the north side of Laguna Hills Drive, beyond the existing Permit Parking Zone could be allowed, beginning 1000' westerly of Paseo de Valencia, it may not be necessary and it may be too distant to be effective to pull parking off of Beckenham Street. In the alternative, the Permit Parking Zone could be expanded or modified in favor of "first come, first served" utilization of the potential parking supply with permits offered to City residents, but this alternative raises other issues, particularly for the medical office building. Director Rosenfield indicated staff recommends that no action on this parking supply option be pursued at this time.

Resident Dee Dee Gollwitzer of Sunset Place, spoke in favor of permit parking on Laguna Hills Drive, and concerns about potential overflow parking onto Sunset Place, if permit parking were extended on Beckenham Street.

Resident Lou Greenleaf of Acacia Knolls, requested the City allow residents of Acacia Knolls to park on Beckenham Street, in the no overnight parking section, while Acacia Knolls performs upcoming curb, gutter and asphalt repairs.

Resident Norma Sangalang of Acacia Knolls, spoke in favor of permit parking on Beckenham Street.

**CITY OF LAGUNA HILLS
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Resident Hugh Meador of Acacia Knolls, spoke in favor of permit parking on Beckenham Street.

Resident Gary Steinberg of Sunset Place, spoke in favor of permit parking on Laguna Hills Drive, and against permit parking on Beckenham Street.

Resident Nancy Yuu of Acacia Knolls, stated the parking conditions are difficult for the Acacia Knolls residents.

Debbie Rey, HOA President for Acacia Knolls, stated there are 99 units in Acacia Knolls, 25% of the units do not have driveways and Acacia Knolls only has 26 guest parking spaces. Ms. Rey spoke in favor of permit parking on Beckenham Street.

**THE TRAFFIC COMMISSION RECEIVED AND FILED THE REPORT, BY
M/COMMISSIONER WOODRUFF, S/COMMISSIONER STAAR.
APPROVED BY A VOTE OF 5-0**

**6.2 REVIEW OF HON AVENUE TO KENNINGTON DRIVE PASS-
THROUGH TRAFFIC AND TRAFFIC SPEED CONDITIONS NEAR
CLARINGTON PARK**

Director Rosenfield indicated a resident recently contacted staff with an expressed concern that the residential neighborhood northerly of Alicia Parkway (referred to as the Missions Planned Community), which is accessed via Alicia Parkway/Hon Avenue and Paseo de Valencia/Kennington Drive, was a “major cut-through” for drivers intending to avoid traffic conditions along either or both Alicia Parkway and Paseo de Valencia. There was also an expressed concern over traffic vehicle speed near Clarington Park and a request for Speed Humps. Staff initiated an evaluation of the above issues and retained the consulting firm of Hartzog and Crabill, Inc., to evaluate the field conditions. Hartzog and Crabill, Inc., initiated an Origin and Destination Study, which determined a 19% pass-through condition of traffic during the three-hour study period. The vehicular traffic speed in the report found an 85th percentile speed, the speed at which 85% of the drivers are driving at or below, to be 29 mph near Clarington Park. The 10 mile per hour pace was 20 to 29 mph covering 82% of all vehicles. The expected traffic speed on a 25 mph speed limit street has been shown to be between 32 and 34 mph. However, in this case, the traffic speed was consistent with the speed limit. The use of physical devices to address traffic conditions is addressed in the City’s Residential Streets Management Policy, which states,

**CITY OF LAGUNA HILLS
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relative to speed humps, that these devices will only be considered when all other traffic control options and police enforcement have been exhausted and where the prevailing speed of traffic is greater than 34 mph for two speed surveys taken one month apart. In the current evaluation, the vehicular traffic speed does not support considering physical devices. Director Rosenfield stated the survey results of a 19% pass-through condition and an 85th percentile speed of 29 mph were not unusual or inconsistent with the usage of these roadways.

**THE TRAFFIC COMMISSION RECEIVED AND FILED THE REPORT, BY
M/VICE CHAIR JONES, S/COMMISSIONER STAAR.
APPROVED BY A VOTE OF 5-0**

7. INFORMATIONAL ITEMS

7.1 SHERIFF'S DEPARTMENT PRESENTATION

Sergeant Prince gave a verbal report updating the Traffic Commission on traffic issues in the City. Sergeant Prince updated the Commission on the Sheriff's response to the Beckenham Street vehicle vandalism, and reported they have increased patrols in the area. Staff selected a Deputy to fill a vacant Motor Deputy position, and pending successful completion of training, the new Motor Deputy should begin patrol in the summer. Sergeant Prince acknowledged Motor Deputy Joseph Bucaro, who has worked extra hours to help backfill the vacant Motor Deputy position. Deputy Bucaro successfully interacts with the public and is excellent with public relations, and has provided the City with a balanced traffic index rating. Sergeant Prince stated Deputy Bucaro is making a difference for the safety of our community.

7.2 RADAR SPEED TRAILER

Staff submitted the schedule for the radar trailer. Staff stated resident Mike Bland on Lost Colt Drive, requested the trailer be placed in a different location on Lost Colt Drive, and staff is accommodating Mr. Bland's request.

8. COMMISSIONER COMMENTS

Commissioner Mike Caputo

Commissioner Caputo wanted to thank Deputy Joseph Bucaro for his service.

**CITY OF LAGUNA HILLS
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Chair Steven Beeuwsaert

Chair Beeuwsaert recommended the Traffic Commission request the City Council acknowledge Deputy Joseph Bucaro for his service to the community.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Beeuwsaert declared the meeting adjourned at 8:03 p.m.

Prepared by:

Kenneth H. Rosenfield, P.E.
Director of Public Services/City Engineer

Approved By:

STEVEN BEEUWSAERT, CHAIR



City of Laguna Hills Traffic Commission Staff Report

Date: November 19, 2025
To: Chair and Commission Members
From: Joe Ames, Interim City Manager/City Engineer
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide direction to City staff.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

At the May 21, 2025, Traffic Commission meeting, City staff provided a report outlining potential costs of sign installation and enforcement, and an overview of how street sweeping is currently coordinated with trash pickup days and how it might change with the implementation of the new solid waste and recycling service contract with CR&R that takes effect on July 1, 2025.

During the May 21, 2025, Traffic Commission meeting, the Traffic Commission recommended that the City Engineer return to the Traffic Commission with a refined report on implementing a Citywide street sweeping parking restriction ordinance that includes an examination of the cost associated with placing signage only at the entrance to each housing tract, which is the minimum notification signage required by law.

At the July 16, 2025, Traffic Commission meeting, City staff presented the refined report. The July 16, 2025, Traffic Commission agenda report is attached.

During the July 16, 2025, Traffic Commission meeting, the Traffic Commission recommended that the City Engineer return to the Traffic Commission in four months after conducting additional public outreach campaign on the City's street sweeping program and after conducting a survey on the number of vehicles parked during street sweeping operations.

During the past four months, the City has engaged in the following public outreach:

Roundup Newsletter

- August 2025
- September 2025
- October 2025
- November 2025

Social Media Posts

- November 2025

Regarding observed vehicles parked during street sweeping operations, the City's contracted street sweeper conducted a survey on "arterials" (the City's street sweeping company defines "arterials" as all non-residential streets – arterial highways, collector streets of any type, and streets in commercial areas) during the period of July 28, 2025 through August 1, 2025.

The City's contracted street sweeper also conducted a survey on residential streets during the period of August 4, 2025 through August 8, 2025.

The results are as follows:

"Arterials" results:

Using the modified definition of "arterials," where the City's street sweeping company defines "arterials" as all non-residential streets – arterial highways, collector streets of any type, and streets in commercial areas, the City has 76.8 curb miles of "arterials."

Generally, no parking is allowed on arterial highways, except a portion of Los Alisos Boulevard and a portion of Laguan Hills Drive. Even in these areas, these areas are signed no parking during street sweeping.

Some residential collectors allow parking and are not signed no parking during street sweeping.

Streets in commercial areas, mostly in North Laguna Hills, are already signed no parking during street sweeping.

After subtracting out the number of curb miles where either a no parking or a no parking during street sweeping prohibition exists, 21.8 curb miles exist where vehicles can legally park. The street sweeper encountered 166 parked vehicles, which results in a ratio of approximately 29 vehicles parked per curb mile, on average – if the vehicles parked were parked legally. Unfortunately, City staff does not have data concerning if any of the vehicles were parked in violation of a no parking zone or a no parking during street sweeping prohibition.

Residential street survey results:

The curb miles for residential streets totals 62.9 curb miles. After removing streets already signed no parking during street sweeping and removing intersections where parking is not allowed due to “daylight laws” (where motorists can not park near an intersection), the number of curb miles where motorists can legally park during street sweeping operations is reduced to approximately 33.3 curb miles. The street sweeper encountered 973 parked vehicles, which results in a ratio of approximately 29 vehicles parked per curb mile, on average. Unfortunately, City staff does not have data concerning if any of the vehicles were parked in violation of a no parking zone or a no parking during street sweeping prohibition.

Conclusion:

City staff recommends that the Traffic Commission provide direction on this issue.

Fiscal Impact:

No cost associated with receiving this report. The cost of implementing a Citywide street sweeping restriction varies and is partially unknown because, while not directly related to the implementation of a Citywide street sweeping parking restriction, the cost may be impacted by the logistics and associated cost of implementing Citywide street sweeping parking restrictions in a new street sweeping contract.

Item No.7.2.3: June 23, 2026 City Council Meeting

November 19, 2025, Traffic Commission Agenda Item No. 4.3 - Street Sweeping

Street Sweeping Curb Miles

Arterials car count	166	Survey done July 28, 2025 to August 1, 2025	
Residential Car count	973	Survey done August 4, 2025 to August 8, 2025	
			MODIFIED RATIO
Curb miles for arterial sweepin	76.78	2.16202	7.61677 vehicles per curb mile
Curb miles for residential swee	62.9	15.469	29.1981 vehicles per curb mile
Arterial Curb Miles	76.78 Miles		
Alicia	20888		
Avenida de la Carlota	22859		
Cabot	16180		
El Toro	8070		
La Paz	24964		
Laguna Hills Drive	7437		
Lake Forest	12359		
Los Alisos	4395		
Moulton	63632		
Oso	37826		
PDV	37392		
Ridge Route	12841		
Santa Maria	1929		
Santa Vittoria	8282		
North Laguna Hills	9847		
Los Alisos		828	*Excluded to not double count. This measurement is the permit area only
Laguna Hills Drive		723	*Excluded to not double count. This measurement is the permit area only
Curves+Daylight	1425		
Subtotal	290326 FT		
	54.98598 Miles		
Modified Arterial curb-miles	21.79402		
Residential Curb Miles	62.9 Miles		
Creekview neighborhood	5803		
Indian Hill	551		
Via Lomas	5114		
Gordon Road	872		
Lomas Laguna	13056		
Moulton Ranch	54653		
Mandeville	5060		
Rio grande/La Cienega	4928		
Largo Neighborhood	6771		
Overland/ Cajon	2094		
Rapid Falls	7120		
Wilkes/Woolwich	10389		
Curves+Daylight	39750		
Each curb is 35+20+20			
527 corners in residential areas			
Subtotal	156161 FT		
	29.57595 miles		
Modified Residential Curb Mile	33.32405		



City of Laguna Hills Traffic Commission Staff Report

Date: July 16, 2025
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide direction to City staff.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

At the May 21, 2025, Traffic Commission meeting, City staff provided a report outlining potential costs of sign installation and enforcement, and an overview of how street sweeping is currently coordinated with trash pickup days and how it might change with the implementation of the new solid waste and recycling service contract with CR&R that takes effect on July 1, 2025. The May 21, 2025, Traffic Commission agenda report is attached.

The Traffic Commission recommended that the City Engineer return to the Traffic Commission with a refined report on implementing a Citywide street sweeping parking restriction ordinance that includes an examination of the cost associated with placing signage only at the entrance to each housing tract, which is the minimum notification signage required by law.

Analysis: Street Sweeping Parking Restriction Implementation

Implementing parking restrictions to facilitate street sweeping offers several operational and environmental benefits but also presents certain challenges for residents and city staff. Below is a summary of the key advantages and disadvantages:

Benefits

1. Improved Street Cleanliness

Parking restrictions allow sweepers to access the full width of the curb, resulting in more effective removal of litter, leaves, and roadway debris.

2. Enhanced Stormwater Quality

Street sweeping helps prevent pollutants such as oils, metals, and trash from entering the storm drain system, contributing to cleaner local waterways and compliance with environmental regulations.

3. Improved Neighborhood Appearance

Clean streets enhance community esthetics and can signal a well-managed and cared-for neighborhood.

4. Public Health and Safety

Removing organic material and waste reduces potential slip or skidding hazards for pedestrians and vehicles.

Challenges

1. Resident Inconvenience

Required vehicle relocation during restricted hours can pose a hardship, especially in high-density or multi-family residential areas where off-street parking is limited. Parking restrictions may inconvenience out-of-town guests unfamiliar with local regulations.

2. Enforcement Demands

Effective implementation depends on consistent enforcement, which may require additional staffing or lead to increased citation processing. This additional enforcement demand may vary depending on the level of enforcement sought.

3. Risk of Penalties

Residents who are unaware of the schedule or unable to move their vehicles may be subject to parking citations, potentially causing frustration or hardship.

4. Reduced Parking Availability

Temporary removal of on-street parking during sweeping periods may exacerbate parking shortages in some areas. Communities with lower access to private parking options may be more significantly impacted by the restriction, raising concerns about fairness and accessibility.

Specific to the City of Laguna Hills, implementation of street sweeping parking restrictions may be challenging as discussed further under Analysis: Street Sweeping Operations.

Analysis: Street Sweeping Parking Restriction Signage Implementation

Installing signage to notify residents and visitors of parking restrictions during scheduled street sweeping operations can significantly improve compliance and sweeping effectiveness. However, implementation involves logistical, financial, and community-related considerations.

Benefits

1. **Improved Compliance:** Clearly posted signs reduce confusion about sweeping schedules, leading to higher rates of vehicle relocation and more effective curb-to-curb cleaning.
2. **Enhanced Public Awareness:** Permanent signage serves as a daily reminder of local street maintenance schedules, reinforcing civic responsibility.
3. **Supports Enforcement:** Signage provides a legal basis for issuing citations, improving the enforceability of municipal codes.

Police Services recommends that signage be placed at distances similar to existing residential permit parking signs at 300' apart in order to maximize the benefits of street sweeping parking restriction signage.

Challenges

1. **Installation Costs:** Initial costs include purchasing, installing, and potentially updating hundreds of signs across sweeping routes.
2. **Maintenance and Vandalism:** Signs may require periodic replacement due to weathering, or repairs following vandalism or vehicle damage.
3. **Community Resistance:** Some residents may view signage as unsightly or object to parking restrictions, especially in areas with limited off-street parking.
4. **Enforcement Sensitivity:** Strict enforcement based on posted signage may lead to complaints or public backlash, particularly during early implementation.
5. **Coordination with Existing Signage:** Careful planning is required to avoid conflicts with existing parking restrictions.
6. **Coordination with the Contractor:** Careful planning is required to develop street sweeping route maps that will allow the sweeping contractor to implement the project.

Analysis: Street Sweeping Parking Restriction Signage Installation Costs

Regarding installation costs, the City Engineer is providing the following signage alternatives and estimated costs:

Signage Alternative No. 1: Place signs approximately every 300' along streets, which is

typical for permit parking signs already installed elsewhere in the City.

Based on a spacing interval of approximately 300', which is typical for permit parking signs already installed in the City, approximately an additional 2,400 no parking during street sweeping signs will need to be installed on residential and collector streets. Most of the signs can be attached to street light poles; however, City staff estimates that 900 signs will need to be posted on dedicated telespars (metal posts).

Approximately 2,400 signs x \$90 per installed sign = \$216,000

Approximately 900 telespars x \$150 per installed telespar = \$135,000

Total estimated cost: \$351,000

Signage Alternative No. 2: Place signs only at the entrances to housing tracts, which is how the only residential tract with a street sweeping parking restriction, Moulton Ranch, not associated with residential permit parking is signed. (Other tracts with residential street sweeping parking restrictions are associated with permit parking areas.)

The minimum required signage to enforce a street sweeping parking restriction in a residential area requires only that signage be posted at the entrance to any residential tract. City staff counted the number of residential tract entrances and determined that approximately 60 signs are needed to sign in this manner. However, this alternative is not recommended by Police Services due to enforcement and notification concerns.

Approximately 60 signs x \$90 per installed sign = \$5,400

Approximately 60 telespars x \$150 per installed telespar = \$9,000

Total estimated cost: \$14,400

Analysis: Street Sweeping Parking Restriction Enforcement Costs

Regarding enforcement costs of implementing street sweeping parking restrictions, the cost of enforcement can vary depending on the personnel used for enforcement (e.g. Orange County Sheriff's Community Service Officer, private contractor, or City Code Enforcement Officer), and the duration and frequency of enforcement.

Because the City already contracts with the Orange County Sheriff's Department for parking enforcement through the use of Community Service Officers, City staff recommends that Community Service Officers be used for any street sweeping parking restrictions enforcement.

At the May 21, 2025, Traffic Commission meeting, Commissioners suggested a three-phase approach to implementation:

1. Education period
2. Warning citation period
3. Enforcement period

City staff has developed a sample Public Outreach Plan for Phase 1, attached. This is also discussed below.

Phase 2 and 3 will likely require additional temporary Community Service Officer (CSO) resources. City staff foresees that after an initial warning citation period and enforcement period, enforcement efforts could be scaled back because compliance with the street sweeping parking restrictions will likely be more widespread.

Based on this anticipated educational and enforcement process, and assuming that the parking restrictions are from 8:00 AM to 4:00 PM two days per week, Police Services recommended scheduling full 12-hour overtime shifts because CSOs will need time for handling report writing and other daily administrative and preparation tasks before and after patrols. In addition to direct enforcement time spent, CSOs can use any available remaining time for related tasks such as equipment checks, fueling, picking up or dropping off supplies, uploading data and evidence, following up on parking complaints, and coordinating with Public Works on signage or problem areas, which helps make full use of their time and supports the overall success of the program.

City staff contemplates that the initial warning citation period would consist of a 12-week period, followed by 8 weeks of strict enforcement. For only the strict enforcement period, staffing two CSOs, two days per week for 8 weeks equates to 32 overtime shifts at \$55.15 per hour each, totaling \$21,177.60. For the same level outreach is required during the initial warning citation period, staffing two CSOs, two days per week for 12 weeks equates to 48 overtime shifts totaling an additional \$31,766.40.

Analysis: Street Sweeping Operations

A major challenge in implementing any street sweeping parking prohibition will be how to coordinate the proposed street sweeping parking prohibition with street sweeping operations, which in turn, is dependent on the solid waste collection schedule. Currently, street sweeping on residential streets is conducted the day after solid waste collection day on the 2nd and 4th week of the month. The collection of solid waste

from residences occurs Monday – Friday. The premise for conducting street sweeping the day after collection is to sweep up any windblown or other deposited material on the street which may occur during collection.

The new *Agreement for the Collection, Transportation, Processing and Diversion of Recyclable Materials, Food Scraps, Yard Trimmings, Construction and Demolition Debris and Other Materials and for the Collection, Transportation and Disposal of Municipal Solid Waste between the City of Laguna Hills and CR&R Incorporated* (“Solid Waste Agreement”) includes a proposal to change residential trash pickup days for some Laguna Hills residential properties starting July 2026 as part of the solid waste services joint-procurement with the City of Lake Forest. This Agreement took effect on July 1, 2025.

One of the proposed efficiency improvements in the new Agreement proposes to coordinate trash pickup days with Lake Forest. This would result in the City of Laguna Hills’ residential collection days being moved to Mondays and Thursdays. (Multi-family and commercial accounts would remain unchanged.) Therefore, all street sweeping operations on residential streets would need to be changed to Tuesdays and Fridays. However, City staff believes consolidating all residential street sweeping operations to the 2nd and 4th Tuesdays and Fridays of the month is not possible; therefore, it is likely street sweeping operations will need to be adjusted where some residential streets are swept on the 1st and 3rd Tuesday and Friday of the month, whereas, other residential streets are swept on the 2nd and 4th Tuesday and Friday of the month. Therefore, City staff recommends any proposed implementation of street sweeping parking restrictions be delayed until after the implementation of the proposed changes in trash pickup day for some residents.

Further complicating matters, if it is desired to allow for continuous on-street parking by structuring street sweeping times so that residents have the ability to move cars from one side of the street to the other side of the street throughout street sweeping day so as to avoid having to remove cars entirely from the roadway (e.g. the west side of the street is swept between 8 AM and 12 Noon, and the east side of the street is swept between 12 Noon and 4 PM), this may require significant additional planning and expense. Currently, the City’s street sweeping operators are free to sweep a tract in the most efficient manner, which typically results in one side of all streets within the tract being swept followed by the other side of all streets within the tract being swept.

Therefore, depending on the configuration of the streets in the tract, the time difference between one side of any particular street being swept and the other side of the same street being swept can vary widely. To illustrate this point, see attached street

sweeping route map, showing how long continuous streets versus cul-de-sac streets result in different times between two sides of the same street being swept. While not insurmountable, significant planning would need to occur to allow for continuous on-street parking, if desired.

The existing street sweeping contract expires June 30, 2026. Therefore, City staff will be placing street sweeping services out to bid in January 2026. If a street sweeping parking prohibition is directed to be implemented Citywide, this will likely have a significant impact on the cost for street sweeping operations. Usually, more restrictive and prescriptive conditions on the sweeping contractor, such as specific times when a sweeper must sweep, results in a higher bid for the services rendered.

Analysis: Public Outreach Plan

The success of any street sweeping parking restriction, regardless of the specific restriction chosen, is also largely dependent on the public outreach plan. A sample public outreach plan is attached for review.

Conclusion:

City staff recommends that the Traffic Commission provide direction on this issue.

Fiscal Impact:

Unknown, and while not directly related to the implementation of a Citywide street sweeping parking restriction, the cost may be impacted by the logistics and associated cost of implementing Citywide street sweeping parking restrictions in a new street sweeping contract.

Fiscal Impact:

Attachments:

1. TC Agenda Item 4.3 May 21, 2025
2. Current and Proposed Trash Day Map
3. Diagram Illustrative of Street Sweeping Routing
4. Sample Public Outreach Plan
5. Citywide Street Sweeping Map



City of Laguna Hills Traffic Commission Staff Report

Date: May 21, 2025
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Exploring Citywide Street Sweeping Parking Restrictions

Recommendation: That the Traffic Commission provide input on the topic and recommend City staff return to Traffic Commission at a future meeting with a written report.

Background:

At the April 22, 2025, City Council meeting, Mayor Pro Tem Caskey requested that the Traffic Commission look into adopting a Citywide street sweeping parking restriction ordinance. In separate correspondence to Assistant City Manager Ames, Mayor Pro Tem Caskey indicated that cost, enforcement, and coordination with trash pickup days be examined.

By happenstance, Assistant City Manager Ames recently attended a League of California Cities' Public Works Officers Institute Conference where one of the presentations featured the City of Ontario's recently implemented Citywide street sweeping parking restrictions, including costs for implementation. Additionally, the City recently received bids for a proposed street name sign replacement project.

Based on a spacing interval of approximately 300', which is typical for permit parking area no parking signs already installed in the City, approximately an additional 2,400 no parking during street sweeping signs will need to be installed on residential and collector streets. The estimated cost of installation of the required no parking on street sweeping day signage might range from \$175 to \$225 per sign installation location. This results in an estimated total project cost resulting in a range of \$420,000 to \$540,000.

Another cost of implementing street sweeping day parking restrictions is the cost of enforcement. The cost of enforcement will vary depending on the personnel used for enforcement (e.g. Orange County Sheriff's Deputy or Community Service Officer, private contractor, or City Code Enforcement Officer), and the duration and frequency of enforcement.

Regarding coordination with trash pickup day, currently street sweeping on residential streets is conducted the day after trash day on the 2nd and 4th week of the month. If a no parking during street sweeping restriction is proposed and adopted, City staff would propose that this schedule continue. It should be noted that there is a proposal to change residential trash pickup days for some residential properties starting July 2026 based on a new solid waste and recycling service contract awarded to CR&R, Inc. as part of a joint-procurement with the City of Lake Forest. One of the proposed efficiency improvements in the contract proposes to coordinate trash pickup days with Lake Forest. Therefore, City staff would recommend any proposed implementation of street sweeping parking restrictions should be delayed until after the implementation of the proposed changes in trash pickup day for some residents.

City staff recommends that the Traffic Commission provide input on the topic and recommend City staff return to Traffic Commission at a future meeting with a refined written report.

Fiscal Impact:

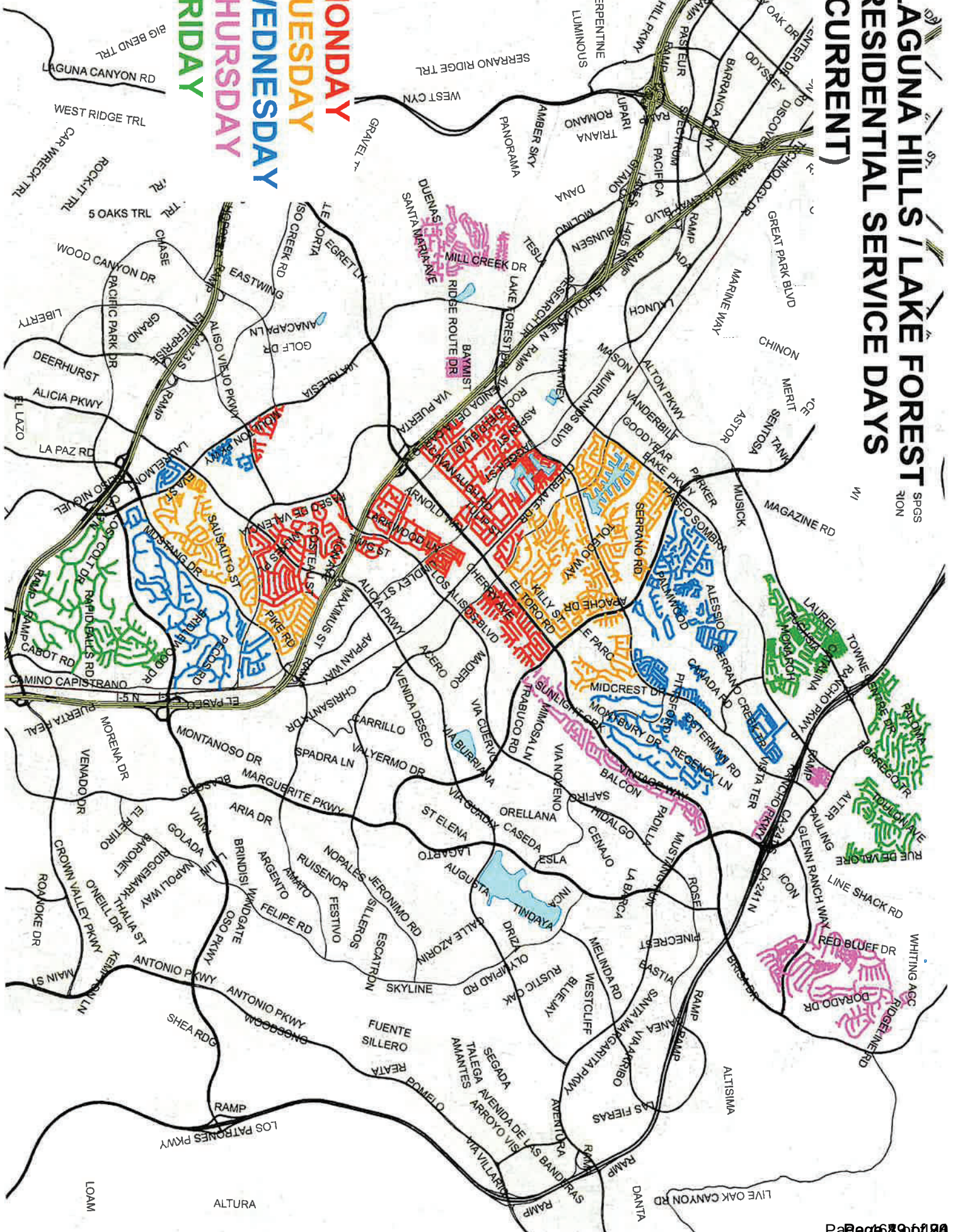
See above.

Attachments:

None

LAGUNA HILLS / LAKE FOREST RESIDENTIAL SERVICE DAYS (CURRENT)

MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY



MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY



TIME DIFFERENCE
BETWEEN TWO
DIFFERENT SIDES OF
STREET BENT
SWEEP IS
MINIMAL



Sample Public Outreach Plan for Street Sweeping Parking Restriction Signage

The purpose of this outreach plan is to inform and engage the public regarding the implementation of new parking restriction signage to support scheduled street sweeping. The goal is to ensure residents are aware of the changes, understand the benefits, and have adequate time to comply, thereby maximizing program effectiveness and minimizing community disruption.

Goals

- Educate residents and stakeholders on the benefits of curb-to-curb street sweeping.
- Promote voluntary compliance with new parking restrictions.
- Foster public trust and transparency through proactive communication.
- Address community concerns equitably and inclusively.

Key Messages

- **Cleaner Streets, Healthier Community:** Regular sweeping reduces debris, pollutants, and flooding risk.
- **Every Curb Matters:** Vehicle relocation allows for full curb access and more effective sweeping.
- **Ample Notice:** Residents will receive advance notice before enforcement begins.
- **We Welcome Feedback:** Community input is valued and will guide future refinements.

Target Audiences

- Residents (homeowners, renters, multi-family dwellings)
- Homeowners associations and property managers
- Local businesses
- Schools, libraries, and civic institutions
- Delivery and service providers
- Vulnerable populations (e.g., elderly, disabled, low-income households)

Outreach Phases & Activities

- **Phase 1 – Pre-Announcement (1–2 Months Prior to Signage Installation):**
 - City website updates with program overview, maps, and FAQs
 - Initial press release and media advisory
 - Social media messaging to raise awareness
- **Phase 2 – Notification Period (4–6 Weeks Prior):**
 - Direct mailers to affected households and businesses

- Email bulletins and e-newsletter announcements
- Flyers distributed at the Community Center and Civic Center
- Flyers distributed at any City events, if any
- Outreach materials translated into multiple languages as needed
- Phase 3 – Engagement and Education (2–3 Weeks Prior):
 - Public information meetings (virtual and/or in-person)
 - Community briefings with HOAs
- Phase 4 – Implementation and Grace Period (First 12 Weeks of Enforcement):
 - Temporary warning citations (no fines) issued for first-time noncompliance
 - Social media reminders
- Phase 5 - Strict enforcement period
- Phase 6 – Post-Implementation Follow-Up (1–2 Months After Rollout):
 - Resident feedback survey to assess awareness and satisfaction
 - Adjustment of signage or sweeping schedules, if warranted
 - Summary report of program outcomes, compliance rates, and lessons learned

Communication Channels

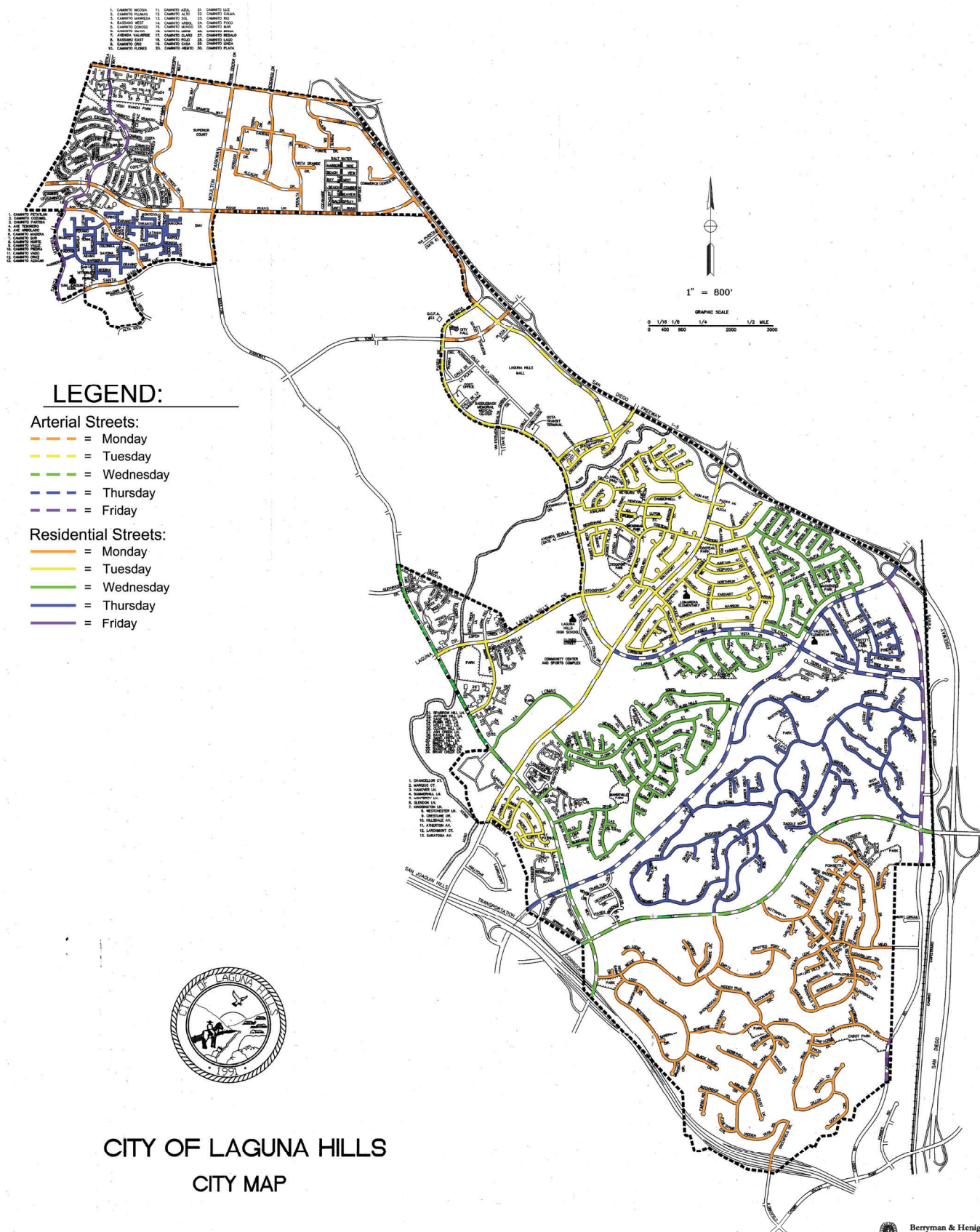
- City website and resident service portal
- Social media (Facebook, Instagram, Nextdoor, X/Twitter)
- City newsletters
- Community partners (HOAs)

Performance Metrics

- Number of households reached through direct mail and digital channels
- Attendance at public meetings or briefings
- Reduction in citations over time (indicating improved compliance)
- Number of feedback responses
- Changes in curb access and sweeping effectiveness based on follow-up assessments

CITYWIDE STREET SWEEPING MAP

November 19, 2025, Traffic Commission Agenda Item No. 4.3 - Street Sweeping





City of Laguna Hills Traffic Commission Staff Report

Date: July 15, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: Discussion of Citywide Speed-Related Traffic Concerns and the Residential Streets Traffic Management Policy

Recommendation: That the Traffic Commission: 1. Receive a presentation from City staff; and 2. Provide direction to City staff concerning Residential Streets Traffic Management Policy, No. 350.

Background:

On April 30, 2026, the Traffic Commission held a Special Meeting. One of the items on the Special Meeting agenda, "Strategic Planning Workshop to Discuss a Comprehensive Approach to Traffic Related Concerns," included discussion of Citywide speed-related traffic concerns.

At the conclusion of that item, the Traffic Commission recommended that City staff return to Traffic Commission with (1) a review of the Compass Data Collection program (a software program provided by the Orange County Transportation Authority that captures anonymized vehicle data); and (2) a literature review of the acceptable prevailing speed threshold for residential streets identified in the existing Laguna Hills Residential Streets Traffic Management Policy, No. 350. In addition, the Traffic Commission recommended that the Traffic Commissioners be prepared to present their individual, recommended edits to Policy No. 350.

Because the first item listed above requires real-time review of a proprietary software program that can only be accessed by City staff and the second item requires additional context not easily conveyed in an agenda report, City staff will be making a presentation at the July 15 meeting in response to items 1 and 2, above.

Attachments:

1. Residential Streets Traffic Management Policy

CITY OF LAGUNA HILLS



CITY COUNCIL POLICY
SUBJECT: RESIDENTIAL STREETS TRAFFIC
MANAGEMENT POLICY
POLICY No. 350

Effective Date: January 1995
Last Revision: August 28, 2018

PURPOSE:

The City Council, Traffic Commission, and staff of the City of Laguna Hills have developed this policy to provide guidance and uniform procedures to address resident concerns regarding traffic safety in our neighborhoods. We desire to resolve, to the extent feasible, our residents' concerns for residential street traffic safety issues. These issues will be documented and addressed through the use of available traffic engineering standards and police enforcement tools. The involvement of the neighborhood in fostering a consensus view of the issues and their resolution will be encouraged. Solutions to documented traffic safety issues will be addressed on an incremental basis from least to greatest actions as necessary to resolve the issue based upon traffic engineering practices.

POLICY:

I. INITIATING AN EVALUATION

The Traffic Engineering Staff shall initiate an evaluation of a traffic safety issue on a residential street when any of the following occurs:

- a. A resident has contacted City staff by telephone, letter, or e-mail. Residents are encouraged to utilize the City's website at www.lagunahillsca.gov to access the Request Tracker system to bring issues of concern to the staff's attention.
- b. A resident has addressed the City Council or Traffic Commission raising a traffic safety issue on a residential street.
- c. The Traffic Commission requests, or the City Council directs, an evaluation of a traffic safety issue on a residential street.
- d. The Staff observation of a traffic safety issue.

A single contact by a resident, with concurrence of the City's Traffic Engineer, is sufficient to initiate an evaluation of the stated concern. If the identified issue had previously been evaluated in the prior 18-month period, then the resident will be informed of the results of that previous

evaluation. No further evaluation will be performed until additional time elapses or the Traffic Engineer determines a need has arisen or the City Council so directs. If the traffic safety issue of concern is of a routine nature involving the adjustment, removal, or placement of minor traffic control devices as defined by the Traffic Engineer, then staff will address the issue directly without further evaluation. All other traffic safety concerns on residential streets will proceed through The Evaluation Process.

II. THE EVALUATION PROCESS

When a resident raises a traffic safety concern on a residential street involving the speed of traffic, the total volume of traffic, the amount of pass through traffic, traffic collision events, or pedestrian access issues, the following will occur:

- a. The Police Services Department will be advised of the issue for potential enforcement, as resources permit. Police enforcement of traffic laws is recognized as a first line of defense in resolving certain traffic safety issues. If, in the opinion of the Traffic Engineer, police enforcement is the primary solution to the issue, further evaluation will be suspended until the results of the enforcement activity can be reviewed. The Traffic Engineer will make a review of the impact of enforcement within 90 days of the initiation of enforcement.
- b. An evaluation of the traffic safety issue will be undertaken following the determination of the need for, or results of, enforcement as described above. An evaluation may involve the collection of traffic speed data, volume data, pass through volume data, traffic collision history reviews, and field reviews that will typically be performed within 60 days of the request.
- c. An evaluation report by the Traffic Engineer will be scheduled before the next available meeting of the Traffic Commission. If the issue of concern can be documented by data collection, traffic collision history and/or field reviews as being a traffic safety issue, then an incremental approach to a resolution of the issue will be recommended to the Traffic Commission.
- d. The resident raising the issue will be presented a copy of the staff report prior to the Traffic Commission meeting and will also be invited to attend the meeting to address the issue before the Traffic Commission.

- e. Following any action of the Traffic Commission that results in implementation of a change on a residential street and requires a legislative action by the City Council, a staff report will be prepared and presented to the next available City Council meeting for approval or modification of the recommendation. Otherwise, staff will proceed to implement non-legislative changes on a residential street in accordance with the budget and Traffic Engineering standards. The Traffic Commission meeting, and subsequent City Council meeting process, is typically completed within a 30-day time frame. Should changes to traffic control devices be approved by the City Council, the subsequent work is typically completed in the following 30-day time frame.

III. DATA COLLECTION

The evaluation and data collection effort of a traffic safety issue on a residential street will follow established traffic engineering practices and procedures as outlined within the State Traffic Manual, California Vehicle Code, and other professional literature. The evaluation and traffic data collection effort will typically include the following:

- a. A field review of the location to confirm that the street meets the California Vehicle Code definition (CVC Section 515) for a Residential Street and that the designated speed limit is 25 mph.
- b. An evaluation of the roadway geometrics to determine if appropriate visibility exists (sight distance) on the approach to intersections and to document any unusual conditions that may raise traffic safety concerns.
- c. A review of the most recent three or more year history of available traffic collision records to determine if there are any significant trends in collisions.
- d. Collection of 24-hour traffic volumes.
- e. Collection of peak hour pass through traffic volume counts by manual methods. The peak hour pass through traffic volume count will be assumed to be typical of daily conditions.
- f. Performance of spot speed studies by radar to determine the prevailing speed of traffic. The spot speed studies will be performed during off-peak times of the day to represent normal driving conditions of the reasonable driver. For information only, as needed, when the traffic safety issue of concern is believed to be occurring

at a particular time of day, a 24-hour Speed Profile will be collected. The spot speed radar studies will be performed for periods of time sufficient to collect the number of vehicles necessary for a valid statistical sampling of the traffic speed on the street. Alternative traffic speed data collection methods may be used as deemed appropriate by the Traffic Engineer. The prevailing speed of traffic, the 85th percentile, will be considered to be the normal traffic speed on the street unless there is prevalent speed-related traffic collision history.

IV. APPROACH TO SPEEDING ISSUES

The speed limit on residential streets in the State of California is, whether posted or not, 25 mph. For a street to have this speed limit, it must meet the definition of a residential street that is found in the California Vehicle Code (CVC) in Section 515. That Code Section requires a certain number of fronting residential homes on the street within a specified distance. Some streets that are “residential in character” are actually not residential streets within the meaning of the CVC. However, if the street does meet the definition of a residential street, then the 25 mph speed limit will be presumed for all analysis.

Through numerous studies of traffic speeds on residential streets in the City, it has been found that the typical prevailing traffic speed range is between 32 and 34 mph. The prevailing speed is the speed at which 85% of the motorists drive at or below. If motorists are driving on a residential street in the 32 to 34 mph range, and they are doing so safely as evidenced by a lack of documented speed-related traffic collisions, and a field review of the location did not reveal any unusual conditions raising other concerns for traffic safety, then that speed range will not automatically trigger implementation of this Policy. Accordingly, actions to address speeding issues on residential streets will only be recommended when the prevailing speed of traffic on the street has been found to be greater than 32 to 34 mph or other unusual conditions exist on the roadway that raise traffic safety concerns as determined by the Traffic Engineer.

For residential streets that have been found to have a speeding issue meeting the above criteria, an incremental approach to controlling the speed will be undertaken. The first action will be traffic speed enforcement. The enforcement of traffic laws will be the primary tool to gain compliance of the speed limit and will also be supplemented by the placement of the radar speed trailer. The radar speed trailer is an electronic display device utilized to advise motorists of their vehicle speed

as an education effort. To the extent that a motorist is not paying attention to their speed, the use of the radar speed trailer will remind them of that condition. The reasonable driver is then expected to adjust their speed downward into the prevailing speed range.

Upon the implementation of a recommendation to address a speeding issue on a residential street, a period of time will lapse to allow the implemented action to take effect on the traffic speed. Typically, a six-month period of time will be allocated and then a follow-up review of the traffic speed will be performed, if determined necessary by the Traffic Engineer. Should the speeding issue remain; the next incremental action will be recommended.

Following the use of traffic speed enforcement and the radar speed trailer for speed control, the use of traffic control devices, regulatory signs and markings, warning signs, and striping, will be used in an effort to reduce vehicular speed. On a case-by-case basis, the Traffic Engineer will recommend signing and striping which is appropriate for the particular residential street and the issue to be addressed. Signing, for example, supplemented with striping, will be used to guide vehicles around curves or through an area which otherwise requires delineation. All signing and striping shall be consistent with established Traffic Engineering standards.

The traffic control devices to be considered for use in addressing the speed of traffic will include, but not be limited to, the following:

- a. 25 mph speed limit signs.
- b. White “25” pavement legends. Oversized legends may also be used.
- c. Curve warning signs with speed advisory plates.
- d. “Watch Downhill Speed” signs.
- e. “Strict Enforcement Area” graphic and letter sign.
- f. Ceramic raised pavement markers as rumble strips.
- g. Perpendicular painted white bars with increasing frequency to represent a speed condition.
- h. Centerline striping.

- i. Supplementary reflective raised pavement markers.
- j. Other traffic control devices as approved in the manual for Uniform Traffic Control Devices and/or the California Traffic Control Device Committee.

Stop signs are not included in the above list. Stop signs are not intended for use as a speed control device. The primary purpose for a stop sign control is the assignment of right of way. The State Traffic Manual and professional literature repeatedly identify that stop sign controls are not appropriate for speed control. Several studies have shown no appreciable change in the prevailing speed of traffic on a street by the use of stop signs. The analysis for the need for stop sign controls takes into account the volume of traffic at the intersection, the accident history at the location, and any extenuating circumstances that, in the opinion of the Traffic Engineer, add to the need for the control. The evaluation of speed on a street is not a part of this analysis. If used improperly, a stop sign may contribute to increased occurrences of collisions and a general disregard for the traffic control device. The prudent placement of stop sign controls can improve traffic safety in an area when there is a determination that the control will be perceived by the reasonable driver as an appropriate device where placed.

Only after the installation of the above described traditional and incremental techniques, and the evaluation period, will the City consider the utilization of physical controls to address the identified traffic safety issues.

V. APPROACH TO VOLUME ISSUES

Traffic volume issues typically are either concerns for the total volume of traffic or the volume of pass through traffic. While not distinctly defined, experience suggests that low volume residential streets typically carry 1,500 or fewer vehicles per day, medium volume residential streets carry typically 1,500 to 3,000 vehicles per day, and higher volume residential street typically carry greater than 3,000 vehicles per day. Many moderate to high volume residential streets have been designed as, and are expected to act as, collector streets and carry higher traffic volumes. An evaluation of traffic volume issues will attempt to determine the causes of the volume and whether or not the traffic can be distributed to other non-residential streets.

Pass through traffic volumes vary greatly and must be considered on a case-by-case basis. The primary method to address the traffic volume on a residential street will be to keep it on the arterial streets with traffic flow improvements. Measures, which shift traffic volume from one residential street to another one, are undesirable and will be avoided. The use of physical devices are to cause a shift in traffic volumes and patterns and will only be considered after careful evaluation and an environmental assessment as to the impacts of such a shift in traffic may have on other locations.

VI. PHYSICAL DEVICES

Physical devices will only be considered as a last use effort to resolve an identified traffic safety issue that has been documented as not being resolved by other means described in this Policy. Physical devices are roadway features and may include barricades, chokers, cul-de-sacs, medians, one-way streets, semi-diverters, speed humps and related improvements.

One of the physical devices most often requested for speed or volume control is a speed hump. Speed humps have been documented in certain but not all cases, to reduce the prevailing speed of traffic depending upon their spacing and frequency of use. While not specifically designed as a traffic volume control device, speed humps can cause some reduction in traffic volumes as motorists seek other routes due to the inconvenience factor caused by speed humps.

A speed hump, in contrast to a speed bump, is an elongated, gentle roadway feature typically 12 feet across with a height of approximately 3 inches, which gives the traversing vehicle a gentle rise and fall as a reminder that the 25 mph speed for the street should be followed. A speed bump, typically two feet across with a height of approximately 4 inches, can jolt vehicles and their passenger, motorcycles, and bicycles, is to be avoided.

Speed humps are typically placed in not less than groups of three at approximately 400-foot spacings in order to achieve the desired result of addressing the upper speed of vehicles. Speed humps are always coupled with extensive signing and striping and may be objectionable to residential neighborhoods.

Physical devices, including speed humps, will only be considered for use where other appropriate traffic controls have failed to address the

documented traffic safety issue, where an environmental assessment has been considered and where the following minimum criteria are met.

- a. At least 67% of the affected residents of the street and adjacent area streets support the implementation of the physical device. The streets to be used to evaluate the support for the physical device will be those that reasonably can be inferred to draw traffic to the street of concern.
- b. The prevailing speed of traffic has been documented to be greater than 34 mph for at least two radar speed surveys taken 90 days apart as part of the follow-up evaluation of all other traffic controls used to address the issue.
- c. At least 1,500 vehicles traverse the street in a 24-hour period.
- d. The location meets the approval of the Police and Fire Department related to adequate response time of safety vehicles.
- e. The grade of the street shall not exceed 6%.
- f. The street must have a length of at least 1,300 feet and be able to accommodate a minimum of three speed humps unless otherwise directed by the City Council.
- g. Other issues related to traffic engineering will be considered as deemed appropriate by the City Traffic Engineer.

ATTACHMENTS:

- None