CHAPTER 6: PARKING

6.0. INTRODUCTION

This Chapter outlines the Transit Villages Specific Plan strategy for accommodating and managing public parking within each of the three station areas. Public parking amenities include on-street parking, off-street City owned parking lots and structures, and privately owned off-street lots and structures that provide publicly accessible parking spaces. Requirements for parking on private property are located in Chapter 4 (Development Code). This Chapter suggest parking improvements to ensure enough parking is provided for Redlands Passenger Rail commuters and Downtown visitors and also provides parking management methods and strategies to ensure enough parking supply is available and that parking does not spill over into adjacent residential neighborhoods.

This Parking Chapter is comprised of the following sections:

Directional Sign

View of City-owned Orange Street Parking lot.

View of City-owned Citrus Avenue parking garage.

6. PARKING

6.1. PARKING OBJECTIVES

Sufficient parking is essential for the success of thriving downtowns and mixed-use centers. However, too much parking, especially surface parking lots located next to the sidewalk, can be detrimental to these settings, creating an unattractive street character and unpleasant pedestrian environment. The goal is to find just the right balance, using parking spaces efficiently in order to ensure customers can always find a nearby space easily and conveniently and that they do not park in nearby neighborhoods. Strategies and methods for achieving this include:

A. **On-street parking in front of stores, restaurants, entertainment venues, and residences.** Convenient on-street parking is critical for the success of stores and restaurants by enabling patrons to park in front of stores and quickly run an errand or two or grab a cup of coffee. On residential streets it enables visitors to park right in front of residences. On-street parking also provides a barrier between vehicles on the street and pedestrians on the sidewalk. It can be provided in a number of configurations, including parallel, angled, and reverse angled, and can be paved with permeable pavers to enable storm water to infiltrate into the water table. On-street parking is supplemented by strategically located off-street parking lots and garages designed to serve longer term users, employees, and transit users.

B. **A "Park-Once" environment comprised of a network of small blocks, pedestrian-friendly streets, a fine-grained mix of land uses, and multiple destinations within easy walking distance of one another.** This allows a single parking space to serve multiple destinations, enabling visitors to park and walk to dinner and a movie, employees to park for the day and walk to take care of errands before, after, or during their workday, and residents to walk or bike for the daily necessities of life. This compact, mixed-use environment reduces the total number of parking spaces that would otherwise be needed by the same uses in conventional, stand-alone developments. In addition, park-once is better accommodated in large centralized parking facilities, instead of many, small, dispersed facilities, enabling a more efficient use of land resources (since land is developed with buildings rather than parking lots), and resulting in more efficient traffic flow due to fewer curb cuts into parking lots and less people turning into them. This has the added benefits of reducing accidents and lowering emissions from idling vehicles stuck in traffic.

C. **Sufficient demand-based parking for existing and new development.** This can be accommodated on-street, on-site, and/or in shared and park-once arrangements. Residential parking is generally provided on-site and on the street for visitors. Parking for commercial uses is located on the street and in shared lots and garages and is managed by monitoring the number of available parking spaces and employing parking management strategies to ensure enough spaces are available at a given time.

D. **Downtown parking management.** Parking management in the Downtown Station Area makes it easier for people to find parking, ensures that people park where they should (for instance, so store employees do not park in on-street spaces directly in front of stores), and – since parking is expensive to build and rail transit will offer a viable alternative to vehicles– reduces or delays the amount of parking that needs to be built. Downtown parking also serves a combination of users, taking advantage of different peak usage times (for instance, spaces used by transit riders during the weekday can be used by restaurant patrons or theater goers at night and on weekends).

E. **Neighborhood parking management.** Parking management in the New York Station and University Street Station areas ensures residents, employees, and transit riders do not park in adjacent residential neighborhoods and vice versa.

Parallel parking.

Angled Parking.

Reverse angled parking

A lined parking garage

6.2. PARKING MANAGEMENT

Parking management within the Specific Plan area is necessary to ensure parking in commercial and mixed-use areas (such as Downtown and University Village) is utilized efficiently and does not spill over into surrounding residential neighborhoods. The parking management program is calibrated according to parking inventory (number of parking spaces) and occupancy (parking spaces with cars in them) with the goal of providing adequate parking based on utilization (the number of occupied spaces). Key components of the program – demand, location, time, price, and supply (described in further detail below) – are phased in incrementally as parking utilization increases and approaches capacity (where 85-90% of the parking spaces are occupied for a given period of time).

The 85-90% utilization rate is a very important threshold. If parking spaces are consistently above capacity and parking management strategies are not implemented, motorists may become frustrated and go shop or do business elsewhere. Until parking demand approaches capacity, most motorists will not readily accept parking management strategies, such as using alternative modes (walking, biking, transit) to get to their destination, parking further away, or paying for a parking space. Once on-street utilization reaches 85-90%, however, people are typically more willing to change their expectations and behavior regarding parking. At this point parking management measures should be implemented to ensure adequate parking is available.

A. **Demand.** Parking demand can be reduced by providing easy access to alternative modes of transportation. This includes introducing bike lanes and associated amenities such as bike racks, and working with SBCTA, Omnitrans, and local businesses to introduce incentives such as transit pass discount programs or programs to encourage employees to walk or bike instead of using their car.

B. **Location.** Location parking management strategies consist of leveraging parking resources located in a broader, secondary area in order to alleviate parking demand in priority parking areas. Critical to the success of a more widespread parking network are pleasant, comfortable, and inviting pedestrian routes between the parking lot or garage and the destination (whether it be one of the stations, Downtown, the University, or Esri), and clear signage and wayfinding that directs users to and from parking lots and garages. Such a walkable and easily navigable environment increases the distance that people are willing to park.

   Location parking management strategies also include parking permit programs that prioritize parking for specific user groups (such as residential parking permit programs) and encouraging or requiring secondary parking users (usually employees) to park in areas located further from the destination in order to free up parking spots, for example, for retail and restaurant patrons in front of stores and restaurants.

   When parking reserved for transit reaches full capacity, underutilized parking lots or lots with light weekday use (such as a Church or recreational facility) along transit routes can be used during the week as park and ride lots.

C. **Time.** Time parking management strategies include time limits, combination zones (loading areas that are also used by customers later in the day or on weekends), and other parking time restrictions that ensure parking in priority parking areas is readily available for short-term users. Time limits in priority areas can also be used to ensure that secondary users (such as employees) park in more distant locations, rather than right in front of stores where customers should be parking. Time limits can also be combined with prices to encourage turnover of prime parking spaces and to encourage employees and transit riders to park further away (for a lower price or for free). Time restrictions need not be implemented until parking demand approaches capacity (85-90% full).

D. **Price.** As demand for free parking spaces approaches capacity (with or without time limits) – it is reasonable to implement paid parking programs. These are best implemented on a limited basis in parking areas with the highest parking utilization. Parking prices should be set to ensure that parking availability remains at 85% to 90% and can be adjusted during the course of the day or week in relation to demand – during certain times of the day, for instance, the cost of parking could be free. In addition, parking revenue should be reinvested back into the area that the parking serves and should be used for upkeep of sidewalks, street furniture, and streetscape; cleanliness; bicycle and walking infrastructure; lighting; marketing; safety and security; as well as alternative mode programs, such as discounted transit passes.

   Pricing strategies also include in-lieu fees or other types of paid parking programs, such as parking permit programs for both on-street and off-street parking spaces. In lieu fees calibrated based on the cost of providing a parking space, can be used to pay for future parking improvements and resources such as future garages.

   Residential parking permit programs usually have a pricing component with fees calculated on an annual basis. It is recommended that each household be offered a limited supply of residential parking permits. Additional residential parking permits (for example, above 2 per household) should be charged at a higher rate so that local residents are encouraged to use their off-street parking (residential parking garage) in an appropriate manner and prevent the proliferation of excess cars parked on-street.

   Implementation of parking pricing creates revenues that should be reinvested into the parking district and be used for alternative transportation incentives, clean and safe programs, lighting, wayfinding, information systems, marketing, and other related uses.

E. **Supply.** Supply strategies focus on building parking facilities to meet needs. It also includes parking requirements, shared use, preferential parking permits, and transit-friendly parking design based on site design and urban design considerations rather than focus on parking. Supply strategies also include strategic placement of bike parking facilities and other types of non-vehicular parking needs in a project area. It may include a more creative approach for mobility options, loading zones and other types of vehicles (electric vehicles, rideshare, car sharing etc.) that will need to access these areas.

Access to this lined parking garage is directly from the sidewalk.

Critical to the success of a more widespread parking network are pleasant, comfortable, and inviting pedestrian routes between the parking lot or garage and the destination.

6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS

A. Introduction. The parking supply is important to the economic success of Downtown. There should be sufficient parking available and it should be conveniently accessible. However, parking consumes significant amounts of physical space and is costly to build. The supply of parking should therefore be carefully balanced with the actual operational need for it. An oversupply of parking takes up valuable land that could be used for better purposes, while encouraging additional automobile use.

B. The Parking Vision. The vision for parking in Downtown is therefore to provide sufficient parking to ensure the economic viability and success of the Downtown, to provide that parking cost-effectively and in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly downtown environment.

The Specific Plan takes a holistic approach to parking, by recommending increased management of the parking supply by the City, including increased City ownership and operation of parking, in order to achieve a more efficient utilization of overall parking resources in the Downtown. This approach is based on a "Park Once" strategy, where downtown visitors can park once in conveniently located lots or garages, and then walk around Downtown as they shop, dine, and visit entertainment without having to re-park their cars. The Plan anticipates the increased use of public-private partnerships in the provision and operation of parking, including shared use parking, in the Downtown.

C. General Parking Characteristics in Downtowns. Downtowns contain many different land uses, that are located in close proximity, and that interact with each other. Downtown users and visitors can therefore park and leave their car to visit multiple destinations by walking rather than driving.

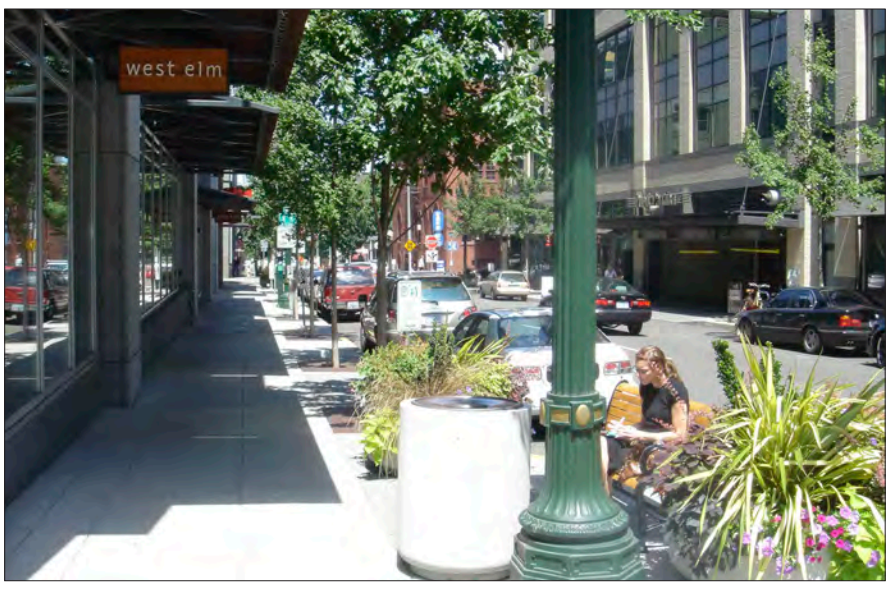
Downtowns are also often the focus of a transit system, with the most intensive transit service of any area of the City. Use of transit is therefore often higher in downtown areas and can significantly increase person carrying capacity of the transportation system while reducing overall demand for parking spaces. This is true of Downtown Redlands with the existing bus system focusing a number of routes on the Downtown and the planned Orange Blossom Trail providing a non-motorized connection into Downtown, and the planned Redlands Passenger Rail Line with a station in Downtown.

The proximity of many different land uses and buildings in Downtown, and the different time profiles of peak parking demands of these uses, means that parking spaces can be shared between uses – resulting in fewer total spaces being necessary than for "stand-alone" buildings in more suburban locations.

Joint use or shared parking facilities that are in public ownership are able to balance the peak parking needs that often occur at different times among adjacent/nearby properties, or in the Downtown in general, thereby reducing the overall number of spaces needed.

All of the above factors lead to (a) less overall parking being required in downtowns than in suburban locations and for "stand-alone" buildings, and (b) better opportunities to manage and share parking resources, particularly if the majority of parking spaces are in public ownership or under public control.

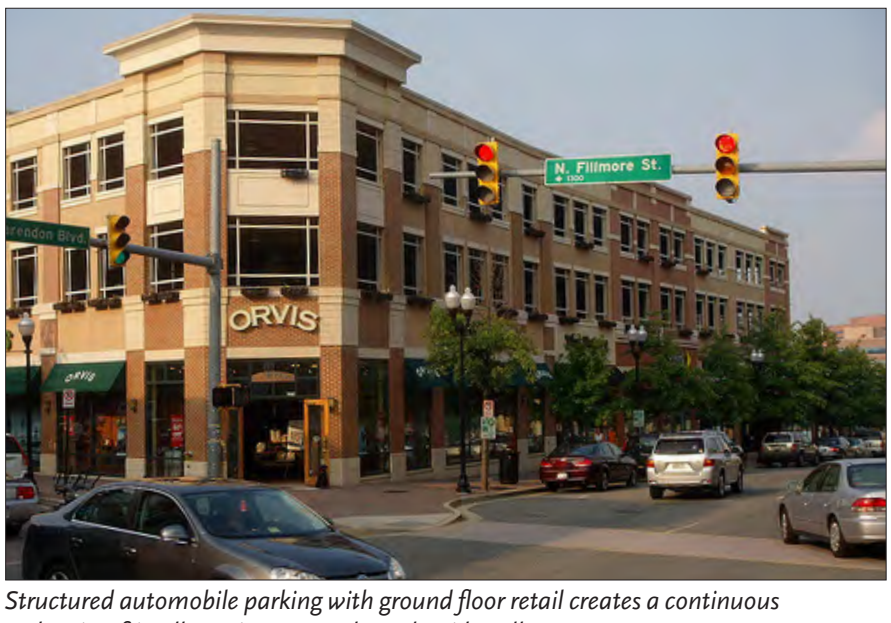
Research and experience in other cities has shown that actual parking needs in downtown areas are often between 25% and 50% less than the theoretical requirements of parking codes. Some cities have therefore not only reduced parking requirements in downtown areas, but have also instituted a "flat rate" parking requirement for commercial land uses – in some cases as low as 2.0 or 2.5 spaces per 1,000 sq.ft. In areas with substantial transit options, the parking requirement can be further reduced or even eliminated.



Street trees, wide sidewalks, street furniture, active storefronts, and safe street crossings are a few of the key ingredients for generating a walkable environment.

On-street parking provides convenient parking in front of stores and restaurants.

Clear signage and wayfinding that directs users to and from parking lots and garages.



Structured automobile parking with ground floor retail creates a continuous pedestrian-friendly environment along the sidewalk.

D. **Current Parking in Downtown Redlands.** Parking within the New York Street and University Street station areas is provided on street and on site. Parking within Downtown is provided in on-street spaces, on-site, in City-owned public parking lots, and the City-owned Citrus Avenue parking garage, located at the corner of Citrus Avenue and 6th Street (see Figure 6-1). Per the *2017 Downtown Parking Study*, there are a total of 8,061 parking spaces within the Downtown Area: 5,050 private spaces and 2,501 public spaces. Of these spaces, 1,915 are on-street public spaces and 586 are in parking lots and garages.

In the downtown core, peak parking utilization occurs between 12 p.m. and 2 p.m. with 90% to 110% public parking occupancy and 60% to 70% private parking occupancy. On Market Night, parking utilization between 6 p.m. and 9 p.m. can exceed 100% in public parking areas. Private lots can be 95% occupied in this time frame.

The majority of new development projects generally accommodate parking on-site per the current Zoning Code, which stipulates 45 individual non-residential parking requirements. This Specific Plan has simplified these parking requirements reducing the number of non-residential parking categories down to eight (see Section 4.3 of the Development Code Chapter).

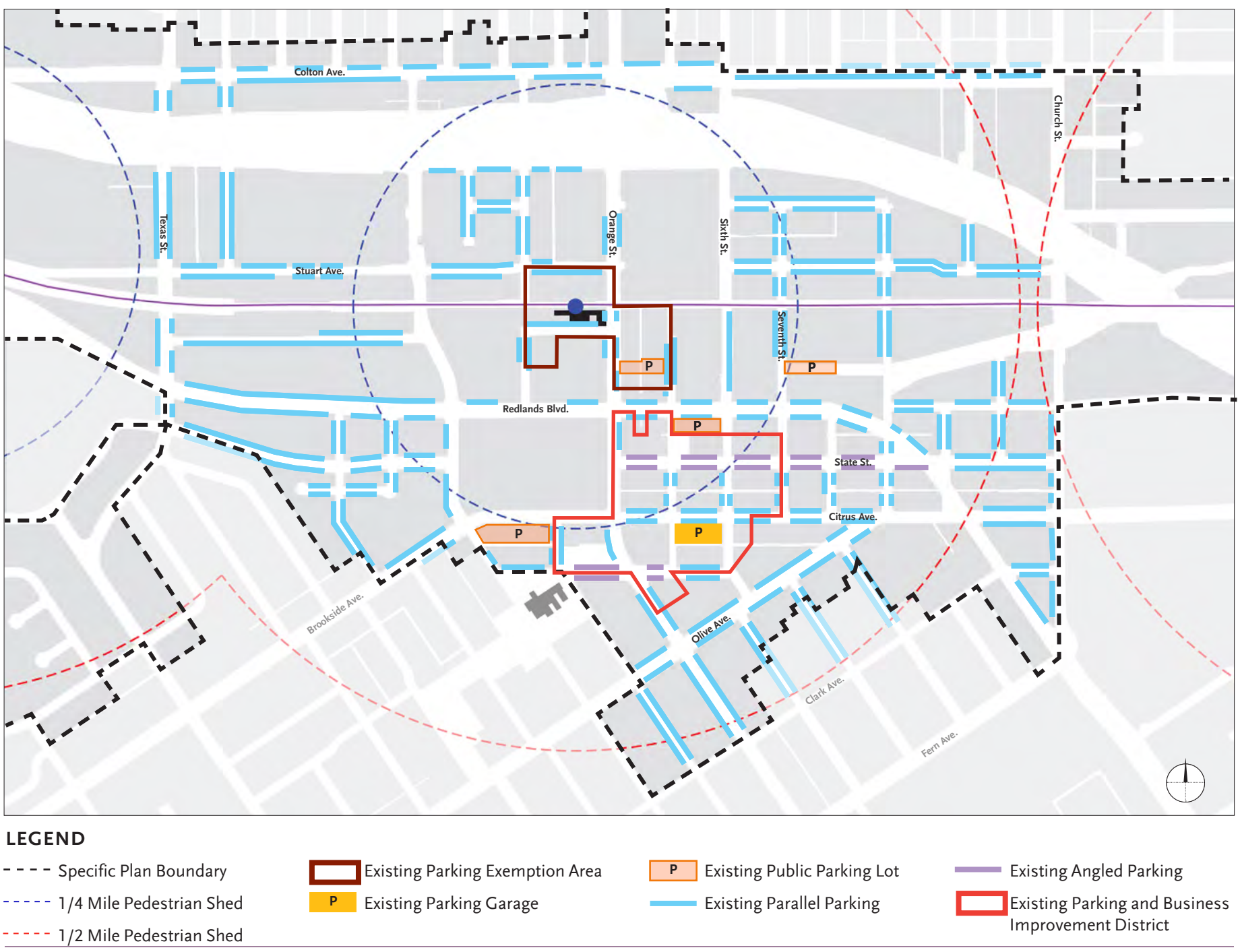
For older buildings, especially historic structures, with limited undeveloped area on their parcel, it can be difficult to meet the current parking standards. Historic buildings surrounding the Downtown Depot and along the east side of Orange Street and the west of Fifth Street between the railroad tracks and just north of Redlands Boulevard are exempt from having to provide parking. For those not within the exempted area , options are provided within the City Municipal Code to enable these structures to be renovated for new uses and meet a portion of their parking needs by way of off-site parking (within a specified distance), shared parking (for businesses with different peak hours), tandem parking (for residential uses only), and payment of in-lieu fees.

Currently, the City does not charge for parking within Downtown other than leasing a small number of spaces at the lot on 7th Street. A portion of the downtown core area is limited to two- and three-hour parking. This parking is monitored by the Police Department. As new development occurs and parking utilization increases, it may become appropriate to introduce more areas with two- and three-hour parking time limits and eventually parking pricing in areas with high parking utilization. This should not be seen as an answer, but rather as part of a parking management program after the implementation of appropriate demand, location, and time strategies. Revenues should be reinvested back into the station areas.

E. **Future Parking Needs in Downtown Redlands.** Future new development in Downtown will of course need parking and will displace existing surface parking — some of which will need replacing, particularly if it is currently being utilized. However, the amount of future additional parking that is provided should be closely related to the overall needs of parking in Downtown.

Firstly, the existing parking supply should be better managed and used more effectively. Secondly, future parking supplies should be provided at rates appropriate to the Downtown environment (i.e. rates that are less than in other parts of the City). Finally, existing parking lots begin to infill with new development, future parking supply will need to be provided in parking garages rather than surface lots. The Downtown parking strategy enables Downtown parking to be introduced incrementally over time and according to available resources.

FIGURE 6-1. *EXISTING DOWNTOWN ON-STREET AND PUBLIC PARKING*



6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS (CONTINUED)

F. **Downtown Redlands Parking Strategy.** The parking strategy for Downtown is based on the "Park Once" concept, where people are encouraged to park in one location and then walk around Downtown to multiple destinations. This reduces the amount of needed parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, and improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses). To enable this strategy, the below integrated and comprehensive approach to parking in the Downtown Area should be implemented over time. Much of this strategy is dependent on market conditions and, in the case of additional parking supply, on availability of property. Accordingly, many of these strategies may not be realized in the early phases of the implementation of this Plan, while some, such as instituting a pay for parking program, will require further actions by future developers and/or the City.

1. **On-street Parking.** Provide and preserve convenient on-street parking in front of stores, restaurants, entertainment venues, and residences to enable patrons to park in front of stores and quickly run an errand or two or grab a cup of coffee.

2. **Accommodate Redlands Passenger Rail Commuters.** Build a parking garage along the south side of Stuart Avenue that provides station-adjacent automobile and bicycle parking for rail commuters. Also designate vehicular drop-off locations for rail patrons near the station, whether on Stuart Avenue or Shoppers Lane.

3. **Improve the Downtown Pedestrian Environment.** The City should improve the pedestrian environment in the Downtown, to encourage visitors to "Park Once" and walk by improving pedestrian amenities such as sidewalks, shade trees, lighting, benches, etc., as specified in Section 4.16 (Street and Streetscape Design Standards) of this TVSP.

4. **Manage Existing Parking Resources.** Implement parking management strategies to ensure there is sufficient parking and that people park where they should. These include:

   a. **Better Utilize Existing Parking Supply.** The current privately held parking supply can be used more efficiently by encouraging properties with surplus parking to offer that parking for use by others – either by shared use agreements with properties that need more parking, or allowing public use of some of the parking.

   b. **Encourage Employees to Use Off-Street Parking Facilities.** The City should work with the private sector, the downtown business community, and public institutions, to encourage employees to use off-street parking lots and garages, rather than short-term on-street spaces, so that the on-street spaces are conveniently available for visitors. This can also be facilitated by increased and more effective enforcement of short-term on-street parking

   c. **Provide Better Parking Supply Information.** The City or a Parking Management District (see strategy 7 below) should prepare and distribute, with ongoing updates as necessary, enhanced parking supply information for visitors and employees, including brochures and maps showing parking locations.

   d. **Introduce Wayfinding Signage.** Install wayfinding and parking lot signage to direct shoppers, customers, and visitors to appropriate parking lots and structures.

   e. **Make Existing Parking Locations More Attractive.** Existing public parking garages, or private garages that are available for public parking, should be made more attractive and pleasant to use, including brightening up the interiors, adding lighting and security stations, and adding way finding and directional signs for users.

   f. **Valet Parking.** Introduce a universal parking valet program where several valet stands are placed around the Downtown's commercial areas and users can drop their car off at one location and pick it up at another. This can be accomplished as part of an on-street parking pricing program.

5. **Introduce Time Limits.** When parking utilization along streets with free parking reaches 90% or higher Introduce appropriate time limits for on-street spaces in front of stores for retail and restaurant patrons and locate long-term and employee parking in areas with lower parking utilization.

6. **Introduce Pricing.** When parking utilization reaches 90% or higher despite the presence of time limits, institute a pay for parking program that charges for the use of on-street and/or off-street parking spaces. Parking revenues should be allocated towards Downtown oriented programs, maintenance, and construction needs (such as cleaning, safety, marketing, lighting, bicycle facilities, sidewalks enhancement, etc.), while off-street parking revenue should be reinvested back into off-street parking facilities (operation, maintenance, security, and new facilities).

7. **Establish a Downtown Transportation Improvement District.** The City should consider the establishment and operation of a Downtown Transportation Improvement District to manage all parking operations in Downtown including enforcement, maintenance, marketing, branding, and security, use of curb space (for loading, valet, and/or Transportation Network Companies (TNC) such as Uber and Lyft), as well as the construction of new public shared parking facilities. When and if parking pricing is introduced, the District can also determine parking rates, collect parking revenue, and allocate parking

Complete streetscapes encourage to people to park and walk.

Example of map showing locations of parking and valet (green circles) in Old Pasadena.

revenues. The revenue can be allocated for a wide range of improvements within the District boundaries, including streetscape improvements; transit, bicycle and pedestrian improvements; Transportation Demand Management (TDM) programs; parking construction; and other programs and initiatives that benefit the District.

The District should cover the area of the existing Parking and Business Improvement District, and could replace the existing Parking District and the Parking In-Lieu Fee areas.

8. **Encourage Use of Alternative Transportation Modes to Reduce Parking Demand.** The City should promote the use of alternative transportation modes, such as transit and bicycling, and should encourage transportation demand management programs, to reduce the overall demand for parking. The planned Redlands Passenger Rail Line provides a unique opportunity to reduce auto trips and parking demand in the downtown area. Use of alternative modes is critical to reducing peak parking demand.

   Parking revenues can be used to pay for TDM services such as parking cash out programs, transit pass offerings, bike programs, and car sharing. These can consist of a special event, seasonal, or year-round program depending on parking demand and the person carrying capacity of the transportation system.

9. **Increase the Public Parking Supply.** As needed and as funds become available, the City should increase the amount of public parking in the Downtown, either with additional surface lots or with new parking structures. These future parking facilities, which will need to be built as and when demand dictates, should be public facilities provided for either by the City, or with some form of public-private partnership. Additional parking supply is shown in Figure 6-2 on page 6:7.

   City ownership or control of parking spaces in the Downtown Area maximizes the potential for the efficient management and sharing of parking resources. With enough supply of shared parking, the parking for new Downtown commercial development can be accommodated in public garages, rather than on site.

   Funding sources for additional parking garages include: a Downtown Parking Fund, Business License Fees, Community Facilities District (CFD), Enhanced Infrastructure Financing District (IEFD), in lieu parking fees, and cost recovery through paid parking. See Chapter 9 (Implementation) for a description of these funding strategies.

10. **Modify the Parking Code Requirements for Specific Plan Area.** After on-street and off-street parking pricing has been established, and in conjunction with the construction of additional public parking supply, modify parking requirements to reflect Downtown's generally lower overall parking needs as a transit oriented district and downtown. Potential modifications include:

    a. Establish a flat parking rate for all commercial uses, such as 2 – 2.5 spaces/1,000 sf.

    b. Increase the alowable distance to off-site parking facilities.

    c. Consider exemptions from code requirements for certain uses or sizes of uses, or expand the parking exemption area as shown in Figure 6-2.

    d. Allow new residential development within Downtown to sell residential dwelling units separately from on-site parking spaces.

    e. Expand Shared Parking to all Downtown Parking Resources. The existing zoning code currently allows shared parking between the individual uses of mixed use development projects. To reduce overall parking supply needs and to enable the most efficient utilization of parking resources, the City should consider extending allowed shared parking by all land uses throughout the Downtown Area - i.e. rather than reserving separate parking supplies for specific land uses, development projects, and/or buildings, parking spaces in Downtown would instead be shared between all uses. This sharing of spaces between uses with different peak hours and peak days of parking needs (such as office, retail, restaurant, and entertainment uses) allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply. It also provides more convenient parking for Downtown customers and visitors without needing to build more parking.

    f. Provide for reduced parking requirements for existing uses that are willing to share their on-site parking with others or make it available for public use.

Localized pay stations eliminate the need for individual meters and makes it easy to pay by cash or credit card.

Ed Hales public parking lot could be improved with perimeter landscaping.

6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS (CONTINUED)

G. **Parking Garages.** A key feature of the Specific Plan is the future provision of City (or joint public-private) parking garages within Downtown to support the Park Once plan. These should be public garages to facilitate shared parking and parking management. Parking garages are anticipated at some or all of the locations listed below. The number of garages eventually needed and the exact size of these potential parking garages will need to be more precisely determined in the future, according to actual needs.

1. **Stuart Avenue Parking Garage.** This garage is introduced along the south side of Stuart Avenue between Third Street and Eureka Street, next to the proposed Downtown Metrolink platform, as shown in Figure 6-2 (Downtown Parking Improvements) and Figure 6-3 (Downtown Station Area). This garage provides 367 parking spaces, 200 of which are dedicated to passenger rail patrons, with the remainder available for nearby stores and offices. The garage also provides covered bicycle parking for commuters arriving by bike. The parking spaces dedicated to commuters during the weekday can be used by retail and theater patrons during evenings and weekends. Vehicular access to the garage will be from Stuart Avenue. An at-grade crossing of the railroad tracks along the Third Street alignment will enable commuters who park in the garage to access the Arrow platform at the historic Redlands Santa Fe Depot building. This garage is in the design phase and will be built in the short term in order to serve Redlands Passenger Rail patrons once or shortly after service begins in 2021.

2. **Redlands Mall Garage.** Located on the revitalized Redlands Mall megablock, this garage will be built by private developers according to the requirements of this Specific Plan. Via development agreement or similar arrangement, the City can either require the developer(s) make the parking garage available to the public, or the City can lease these spaces and make them available as public parking. This garage will be built in the short- to mid-term as part of the redevelopment of the Redlands Mall. The garage will accommodate anywhere from 200 to 400 spaces, depending on how many stories it is.

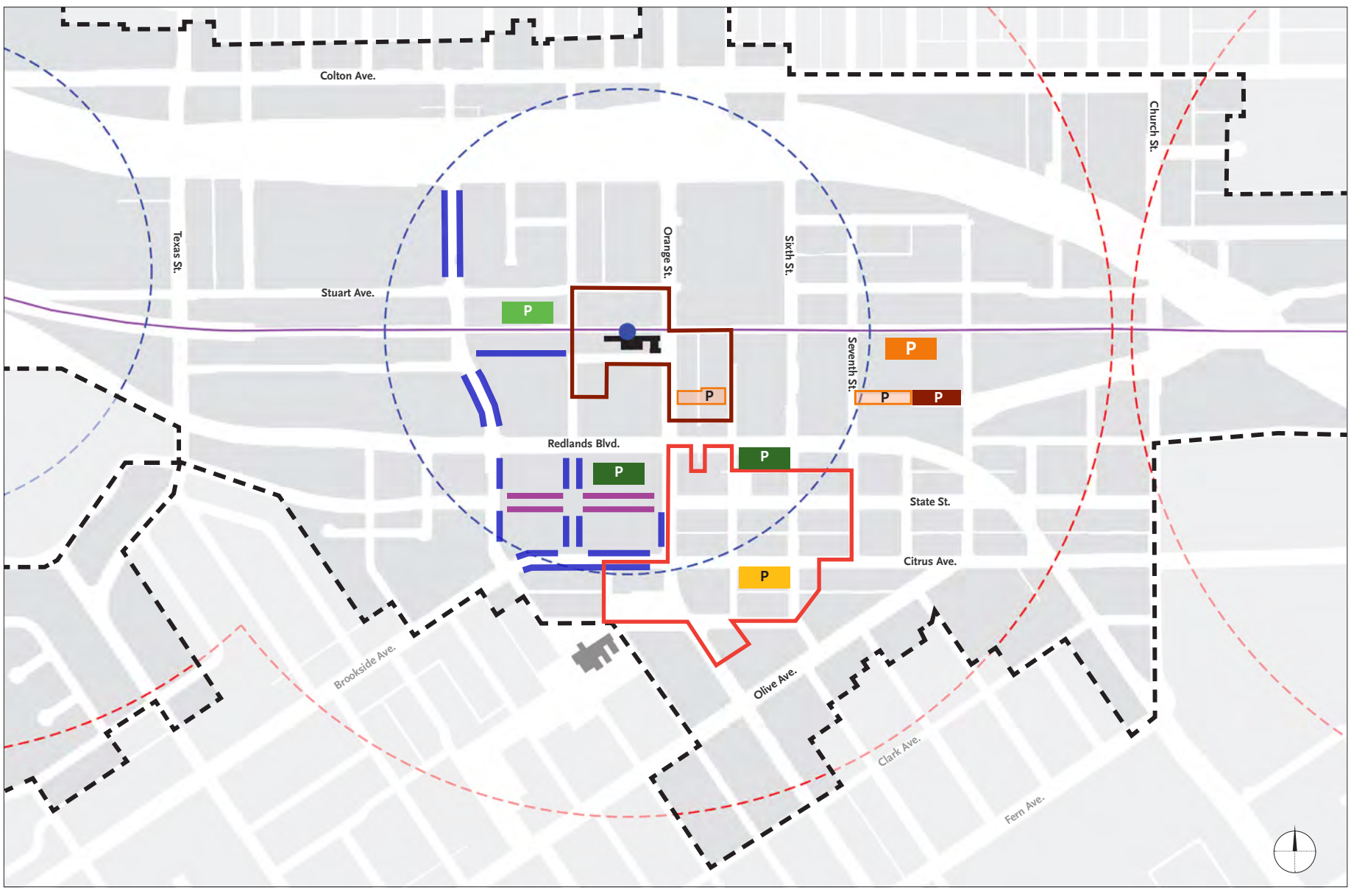
3. **Ed Hales Parking Garage.** This is introduced on the existing City-owned parking lot at the southeast corner of 6th Street and Redlands Boulevard. When demand for additional parking is needed and sufficient funds are accumulated, the City can build a parking garage on the lot. This garage would accommodate approximately 160 parking spaces and would be built in the mid- to long-term.

4. **Seventh Street Garage.** This garage will be built in the long-term to serve development that occurs in the area bounded by Orange Street, Redlands Boulevard, Church Street, and the Freeway and could accommodate anywhere between 200 to 400 spaces.

These locations were selected after careful consideration of land availability, lot size, garage feasibility, and access and egress considerations. They were recommended for the following reasons:

- They are located in key locations, adjacent to the proposed rail station and the State Street corridor, where the need for parking will be the greatest.

FIGURE 6-2. *DOWNTOWN PARKING IMPROVEMENTS*



LEGEND

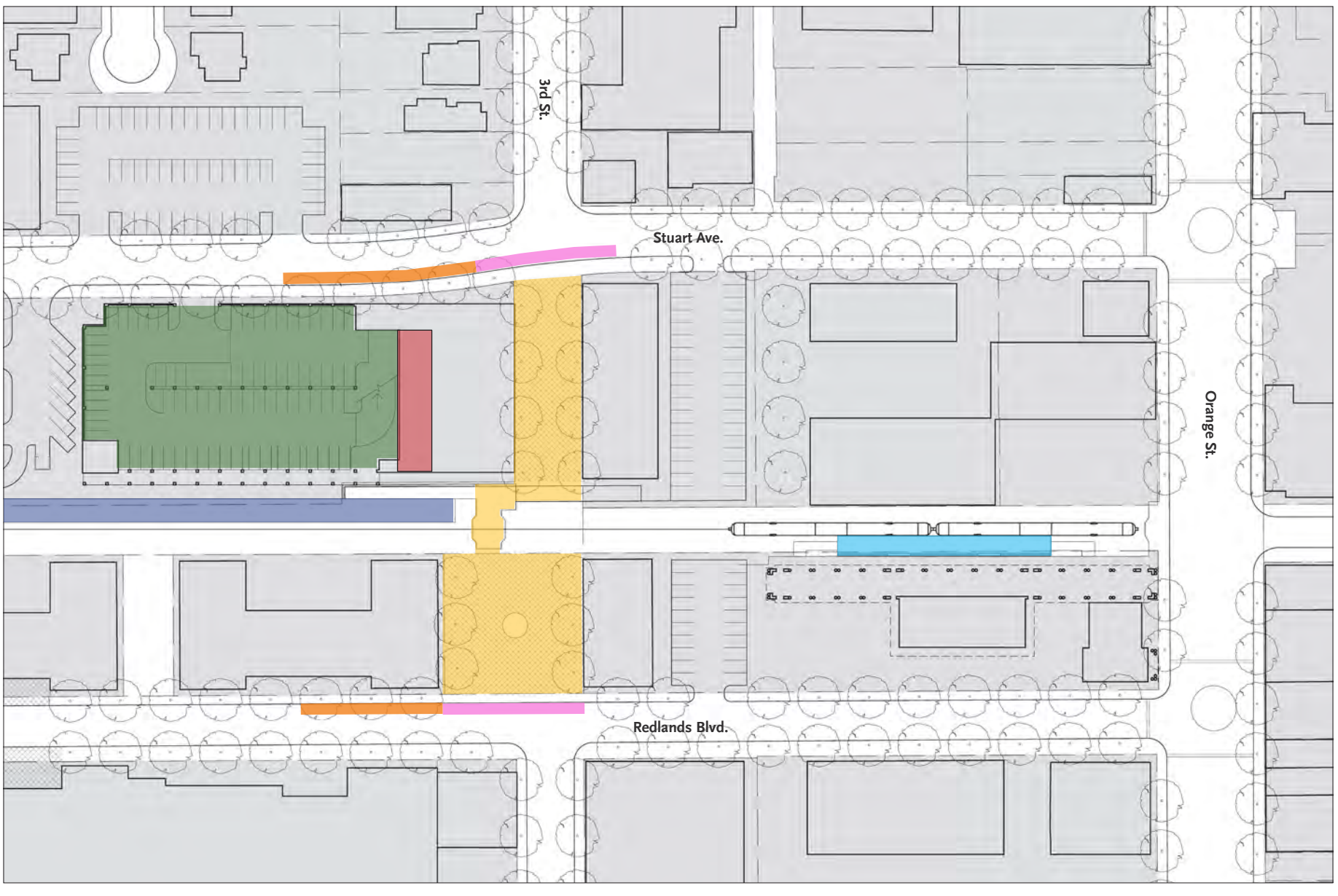
- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Parking Exemption Area
- Existing Public Parking Lot
- Potential Parking Lot Expansion
- Existing Public Parking Garage
- Parking Garage in Design Phase
- Potential Parking Garage
- Proposed Parallel Parking
- Proposed Angled Parking
- Existing Parking and Business Improvement District
- Curb space for "kiss-n-ride," taxi, and transit network company
- Potential Commuter Parking

- The majority of these locations are able to intercept traffic coming from the east and the north before it reaches the center of downtown thereby reducing vehicular circulation in the core area. The Stuart Avenue Garage location is particularly accessible to the 1-10 freeway for rail commuters and downtown visitors alike.
- Providing several structures enables parking supply to disperse traffic over more streets rather than concentrating traffic in one location. There are other potential locations for additional parking garages in the future, for example the southwest corner of Redlands Boulevard and 7th Street (currently a Bank of America surface lot), or the north side of Citrus Avenue between 6th Street and 7th Street (currently a Wells Fargo Bank lot). However, most locations are in private ownership, so garages in these locations would need to be constructed with some form of public-private partnership or when those lots redevelop.

Transit Plaza.

Uber and Lyft pcik-up sign.

FIGURE 6-3. *DOWNTOWN STATION AREA*



LEGEND

- Arrow Passenger Rail Platform
- Metrolink platform
- Stuart Street garage
- Bicycle storage
- Plaza and pedestrian rail crossing
- Potential bus stop locations
- Curb space for "kiss-n-ride," taxi, and transit network company

6.4. NEW YORK STREET/ESRI STATION AREA PARKING STRATEGY AND IMPROVEMENTS

A. Introduction. The New York Street Station will be a neighborhood station that serves a major employer (Esri) as well as surrounding residents and/or employees once housing and/or offices are developed around the station. Accordingly, the station will have qualities of both a destination and an origin station. Unlike the Downtown and University Street stations, however, the New York Street station will not provide parking for Redlands Passenger Rail Commuters.

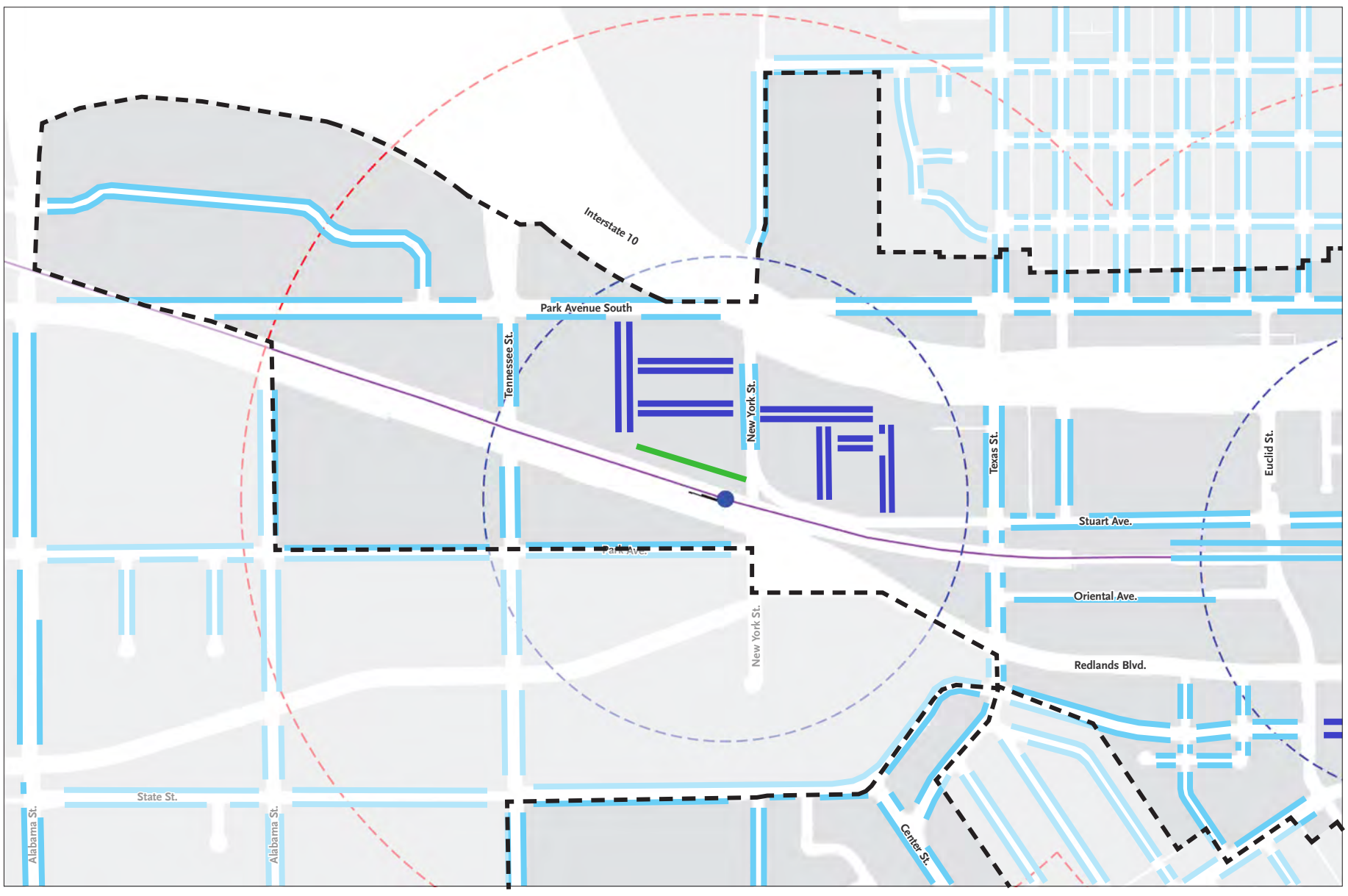
B. Current Parking. Parking within the New York Street station area is provided on street and on site. Parking for the Esri campus is provided in lushly planted surface parking lots. Parking is not permitted on New York Street south of Redlands Boulevard, although sidewalks along New York Street are separated from New York Street by landscaped planters, providing a very attractive, well shaded route for pedestrians walking to the proposed passenger rail station. Other businesses within the New York Street station area provide on-site parking. Additional parking is provided along the street.

C. Future Parking Needs. Initially, parking for Redlands Passenger Rail commuters will not be provided at the New York Street Station. However, curb space for "kiss-in-ride," taxis, and transit network companies such as Uber and Lyft will be accommodated along Redlands Boulevard south of the Station. When the parcels located immediately to the north of the station are developed, parking for commuters could be provided along a new street that runs parallel to the railroad right-of-way. Curb space for "kiss-in-ride," taxis, and transit network companies could also be provided along this new street. It is anticipated that new development within the New York Street Station Area will be primarily residential, office, or a combination of the two. However, a small amount of retail could be introduced near the station or along Texas Street. Parking for these uses will be provided on the street and on site.

Lushly planted Esri parking lot.

New York Street south of Redlands Boulevard.

FIGURE 6-4. *NEW YORK STREET STATION AREA PARKING IMPROVEMENTS*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- Existing Parallel Parking
- Proposed Parallel Parking
- Potential Commuter Parking

D. **Parking Strategy.** Parking strategies for the New York Street Station Area include:

1. **On-street parking.** Provide convenient on-street parking in front of stores, restaurants, and residences.

2. **Enhance Alternative Modes.** Enhance pedestrian and bicycle access to the station and to the Esri campus by introducing bicycle lanes and bike routes, providing bicycle and scooter parking, making intersections more pedestrian-friendly, and introducing streetscape enhancements such as street trees and lighting that make the walk or bike ride to station more appealing.

3. **Manage Parking as Necessary.** As the Station Area begins to develop into a mixed-use village, implement parking management strategies to ensure there is enough parking and that people park where they should. These include:

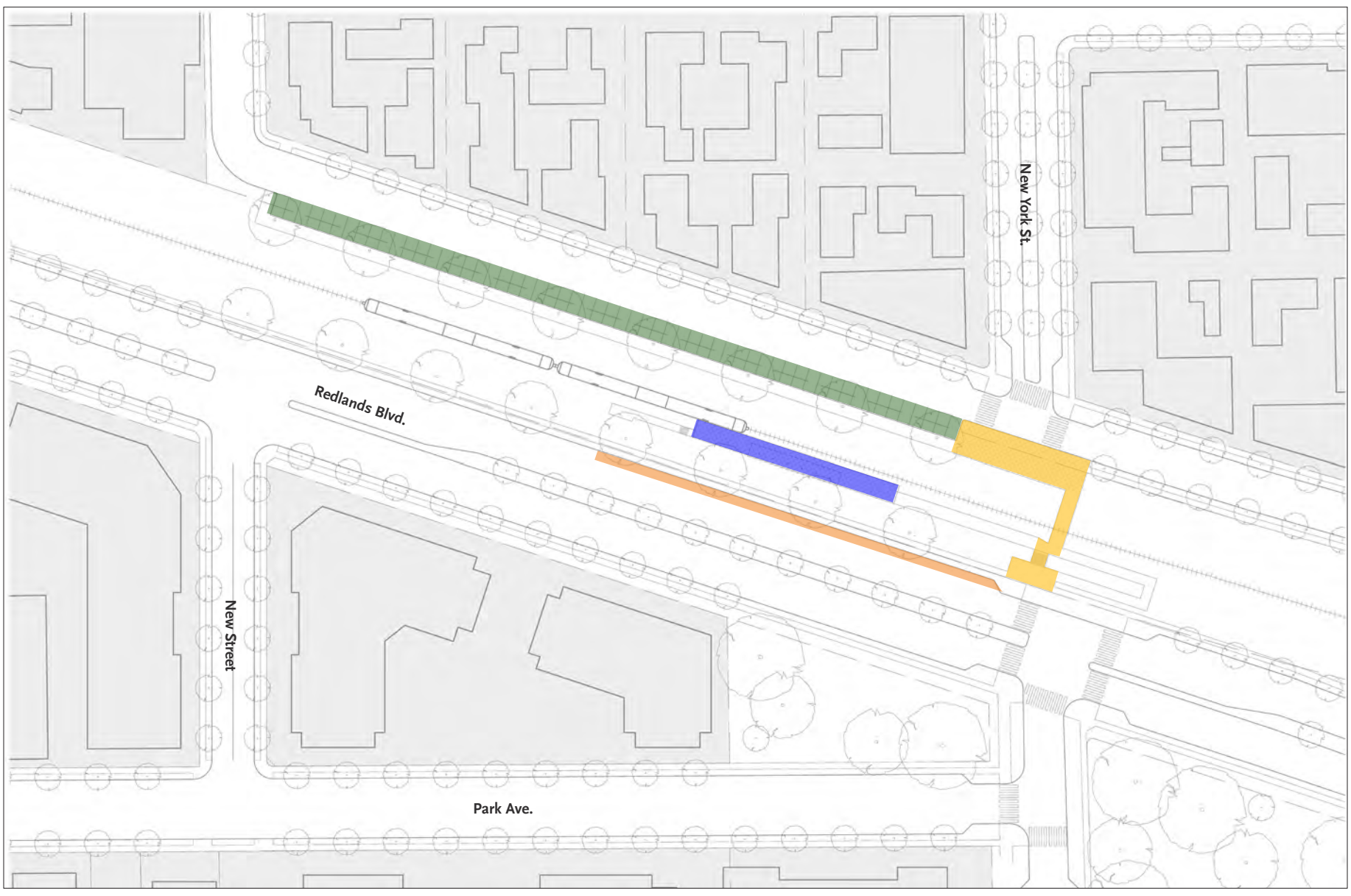
   a. If transit users consistently park along adjacent residential or commercial streets, introduce time limits and/or a residential parking permit program to ensure on-street parking is available for residential visitors and retail patrons.

   b. If on-street parking spaces in front of stores and restaurants reach capacity on a regular basis, institute time limits or pay for parking to assure parking space turnover.

Designated "Kiss and Ride" curb space.

On-street parking.

FIGURE 6-5. *NEW YORK STREET STATION AREA*



LEGEND

- Arrow Passenger Rail Platform
- Plaza and pedestrian rail crossing
- Curb space for "kiss-n-ride," taxi, and transit network company
- Potential commuter, residential guest, or commercial parking

6.5. UNIVERSITY VILLAGE PARKING IMPROVEMENTS

A. **Introduction.** The University Street Station has a different user pool than the Downtown and New York Street stations and therefore different use patterns and parking needs. Station users will consist of nearby residents, commuters who will drive and park at the University Street Station, as well as students, staff, faculty, administrators and visitors to the campus. Many of these patrons will be younger in age, and therefore more likely to walk or ride a bicycle than users of the other stations. In addition, many of these users will only use the train during the school year. If they stay in the community after graduation, a good transit experience may make them more likely to become permanent users of the train system.

B. **Current Parking.** Parking within the University Street station areas is provided on street and on site. Parking for Sylvan Park is provided in two parking lots, a larger one accessed from Park Avenue and a smaller one accessed from Chapel Street, as well as angled on-street spaces along the west side of University Street and parallel spaces along Park Avenue, Division Street, High Avenue, and the southern portion of Chapel Street. Parking for University of Redlands academic buildings within the Plan Area is provided in parking lots accessed from Park Avenue and Sylvan Boulevard as well as parallel on-street spaces along University Street and Sylvan Boulevard.

C. **Future Parking Needs.** Initially most parking within the University Village will be accommodated on-street and in surface parking lots. As the Village develops and Park Avenue is built to the north and to the south of the Station, commuter parking may also be accommodated along Park Avenue. As vacant parcels begin to infill, parking management strategies should be used to ensure there is enough available parking in the Village's future retail areas and to ensure motorists park where they should. Finally, as all vacant land is developed, park-once garages will need to be introduced. If the University of Redlands parking lots infill with buildings, parking for the existing and proposed buildings would be accommodated in a parking structure located along the south side of Sylvan Boulevard. This parking garage could also serve the southern campus. The angled parking along the west side of University Street would be converted into parallel parking in order to make room for dedicated bike lanes along University Street.

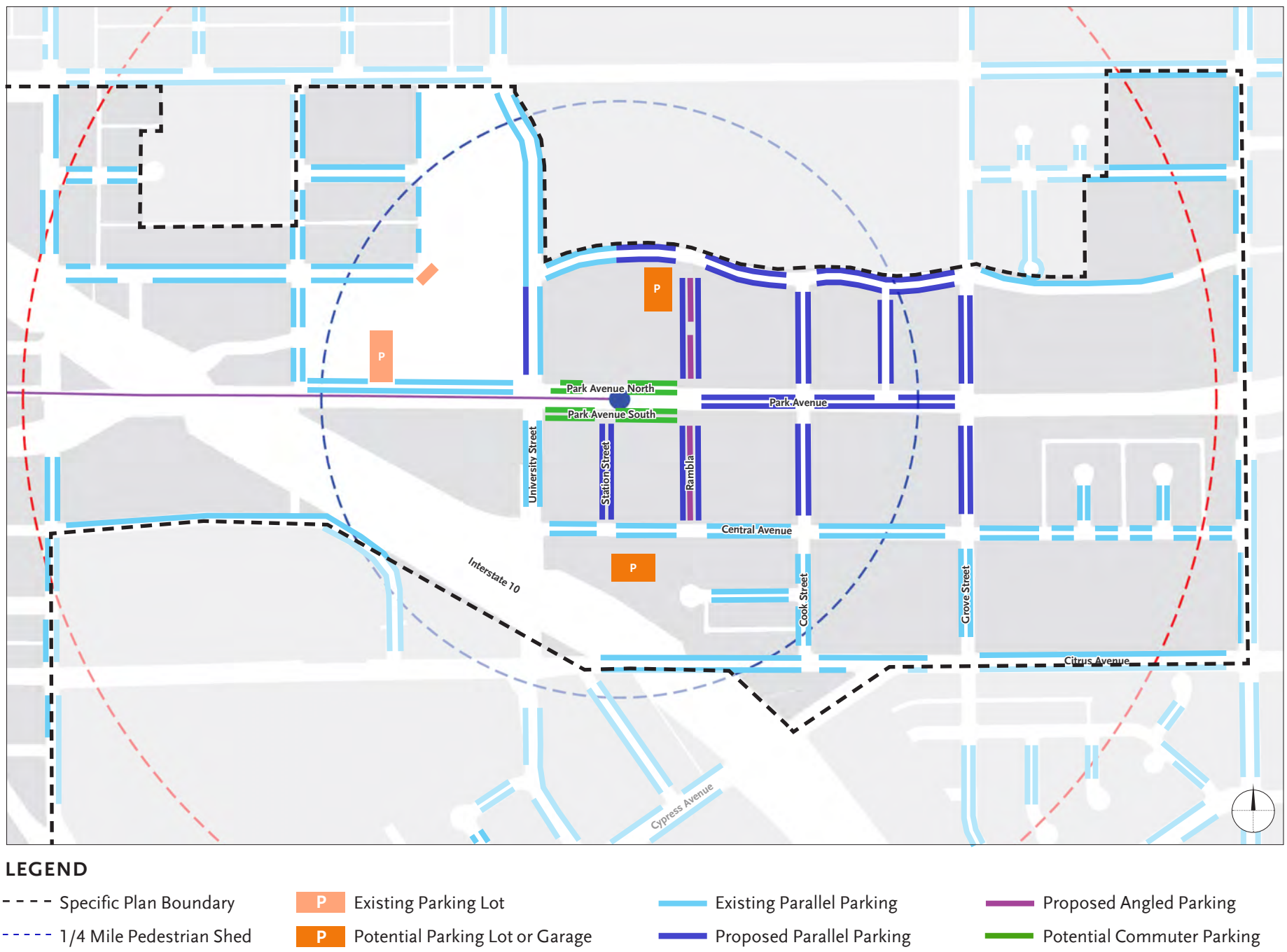
D. **University Village Parking Strategy.** The parking strategy for University Village consists of the following elements:

1. **On-street parking.** Provide convenient on-street parking in front of stores, restaurants, entertainment venues, and residences. In the short-term, on-street commuter parking can be provided on Park Avenue directly in front of the station.

2. **Accommodate Redlands Passenger Rail Commuters.** Provide parking and vehicular drop-off locations for rail patrons near the station. In the short term, provide on-street spaces on adjacent streets, or on vacant parcels near the station. As the Village infills, provide commuter parking in nearby parking lots or garages.

3. **Encourage Use of Alternative Modes.** To reduce parking demand, improve non-vehicular access to the station by:
   - Implementing pedestrian and bicycle facilities improvements to the station – see Section 5.3 (Pedestrian Improvements) and Section 5.4 (Bicycle Improvements). Also,
   - Designate curb space in front of the station for "kiss-n-ride," taxi, and transit network company pick-up and drop-off (see Figure 6-7 (University Street Station Area Parking) on the following page).
   - Consider adjusting existing bus transit lines to stop closer to the station Section 5.5 (Transit Network).

FIGURE 6-6. UNIVERSITY STREET STATION AREA PARKING IMPROVEMENTS



4. **Manage Parking as Village Grows.** As the Station Area begins to develop into a mixed-use village, implement parking management strategies to ensure there is enough parking and that people park where they should. These include:

   a. Introduce wayfinding strategies and signage to direct transit parkers to appropriate parking spaces.

   b. If transit commuters park in spaces meant for store patrons and/or parking utilization consistently approaches 90% along mixed-use streets, introduce time limits to encourage turnover and preserve the parking supply for short term retail users.

   c. If transit commuters begin parking in surrounding residential neighborhoods, introduce time limits and/or a residential parking permit program to ensure on-street parking is not used by commuters, students, or other non-local parkers. The utilization threshold for determining when time limits and/or permits should be introduced is 75% of total spaces are occupied and 50% of those are occupied by commuters.

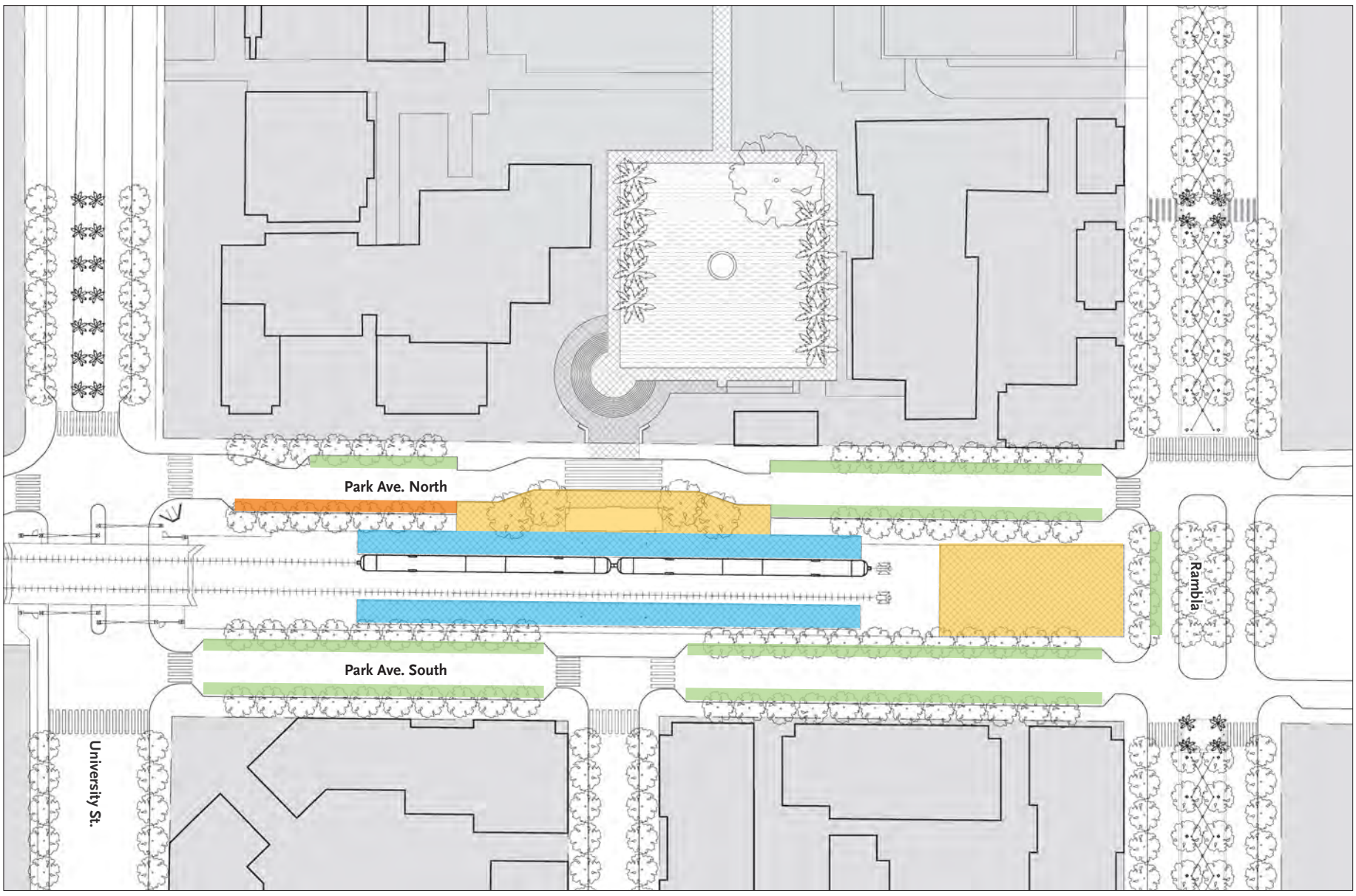
   e. If parking in prime spaces fills up yet again, implement pricing strategies to ensure appropriate turnover of parking spaces occurs.

   f. As vacant land continues to infill with new buildings, introduce park-once parking lots and/or garages.

5. **Park Once and Shared Parking.** As commercial uses are introduced in the Village Center, introduce parking according to Park Once precepts whereby people park once in one location and then walk around to multiple destinations and where parking is shared by multiple lands uses (rather than reserving separate parking supplies for specific land uses). This reduces the amount of needed parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses), and allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply.

6. **Introduce Park-Once Garages.** In the future, when the above strategies 1 -3 are fully implemented and pricing becomes a viable option, parking structures will eventually need to be built. One is recommended at the north end of the Rambla to provide parking for the south campus area. A second should be built in the southern portion of the Village to provide parking for ground floor retail and entertainment uses and perhaps upper floor office or residential uses.

FIGURE 6-7. *UNIVERSITY STREET STATION AREA PARKING*



LEGEND

- Arrow Passenger Rail Platform
- Metrolink platform
- Future On-Street Commuter Parking
- Plaza
- Curb space for pick-up and drop-off ("kiss-n-ride," taxi, and transit network company)

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