

5.9 PARKING RECOMMENDATIONS

The Revitalization of Downtown will require the implementation of the roadway concepts, follow through on several Parking Management Plan recommendations, and adoption of additional parking solutions shown in this chapter. Taken together, these should address parking demand for the next 20 to 25 years.

SUMMARY OF THE PARKING ANALYSIS RESULTS

In summary, the parking supply along future Beaumont Ave is anticipated to exceed future demand and will long serve as a parking resource for the community - especially during events with street closures. The future 6th St is anticipated to improve parking supply but the aforementioned supplemental solutions may be needed to support full build-out of a revitalized Downtown.

ALIGNMENT WITH THE PARKING MANAGEMENT MASTER PLAN

The 2021 Parking Management Master Plan includes many recommendations and policies that align with those of this Revitalization Plan. This plan recommends implementing those measures; all policies in the Parking Management Master Plan align with the Revitalization Plan.

Some policies and recommendations will benefit the City, but should be delayed until sufficient demand is apparent in the Downtown area. The recommendation in Strategy 5: Implementation of Paid Parking in the Downtown area is

written to be activated when 85% occupancy along block faces is achieved. This Revitalization Plan agrees that this is an effective method of managing parking supply; however, the City should maintain a posture of catalyzing economic activity with access to free available parking as long as tolerable. Enforcement of time-limits and rules about long-term on-street storage, as well as ensuring adequate supply should take priority before this measure is taken.

Some policies and recommendations are more immediately beneficial to the development and roadway concepts presented in this plan. In particular, a focus on Strategy 9 is recommended, which provides “Downtown Streetscape and Pedestrian Infrastructure” supporting a “park once” urban approach and visitor behavior.

DOWNTOWN REVITALIZATION PARKING RECOMMENDATIONS AND ACTION ITEMS

The following is a list of recommended steps for which the City should plan or program among future action items, in addition to implementing the roadway concepts in this plan:

- Near-term: Maximize on-street parking at 5th St + Wellwood Ave
- Near-term: Striping + demonstration projects for 6th
- Mid-term: Alleys between California Ave and Beaumont Ave
- Mid-term: Acquire or improve off-street parking facilities
- Long-term: Sidestreet permits for residents / employees
- Long-term: 6th St. Fee-in-lieu
- Long-term: Build a City-owned public parking deck

The parking deck recommendation across Orange Ave at the City Center and Civic Center development project

is an important instrument for addressing Downtown-wide parking challenges. The closure of Lancaster Blvd operates on the basis of large available off-street public parking lots behind street-facing businesses. This Revitalization Plan strongly advises the City to continually assess parking demand over the years of implementation to consider:

- Park-n-ride activity that may allow new residents to call Beaumont home by providing access to transportation solutions in Downtown. This will provide an economic support to Downtown and the City at large.
- The planned size of Downtown street closures, especially 6th St event closures that take median parking stalls out of the public supply. These scenarios should be carefully studied as they are planned to model the demand impact attributable to them.
- The experience of other historic Downtowns that have adopted decked parking above a single level, including Downtown Redlands and the Circle at Orange. Beaumont leadership is encouraged to reach out to community planners in those cities to understand the decision inflection points that convinced leaders to build multi-level public decks in their communities.
- Further community engagement over Strategy 6 of the Parking Management Master Plan, a Parking Benefit District, to assess the City’s ability to use this approach to fund a parking structure or single parking deck. This Benefit District may be a fee on the Downtown businesses, local taxes, or carried by a paid parking approach as advised in Strategy 5.

Lastly, the City of Beaumont may consider the elimination of parking minimums for all land uses within the Downtown Revitalization Plan study area - an approach taken in many other communities with successful outcomes in economic growth and Downtown livability.