

Montrose Parking Study | Summary

Montrose Redevelopment Authority/TIRZ 27 · September 2026



The Montrose Redevelopment Authority/TIRZ 27 commissioned this study to evaluate parking conditions throughout Montrose and identify options for managing parking. It included a public survey, a physical parking inventory, a supply and demand analysis, and a review of City of Houston parking policy and related local variances. A Steering Committee, consisting of residents, businesses representatives and other stakeholders, was involved through the planning process.



Principal finding

Montrose has an overall surplus of parking across most of the study area at most times of day and week, with pressure concentrated in a limited number of locations during specific hours. The identified issue is the **distribution of and access to existing parking**, not overall supply.

Additional findings

The existing variance process, related to development/redevelopment and parking requirements, provides an effective and utilized mechanism to preserve the character of Montrose, while avoiding negative impacts to adjacent land uses. Parking-related congestion ('circling the block') can be addressed incrementally by the community using an identified toolkit.

Basis of the findings

- More than 33,500 off-street and on-street parking spaces inventoried
- Existing parking restrictions catalogued and field verified
- Parking demand modeled and analyzed by day/time
- More than 2,000 survey responses between October 2025 and January 2026: 1,271 to the residential/visitor/employee survey (83% of whom are Montrose residents), 715 interactive map comments, and 38 business responses

What the study finds

The study has identified existing City of Houston policies to address parking challenges in the area. This "parking management toolkit" can be matched to specific, observed problems rather than one area-wide solution. It documents tools available under City procedures — parking restrictions, metered parking, a Parking Benefit District, and residential permit parking — with the benefits, challenges, and initiation process for each.

What the study does not say

1. **Location specific changes to parking.** The study does not identify or propose any specific street or block for metered parking, residential permit parking, or new restrictions. It does not propose metered parking on residential streets anywhere in Montrose, nor does not recommend a specific boundary for a Parking Benefit District.
2. **Construction of a new parking garage or additional publicly funded off-street parking**
3. **A change to the City's off-street parking requirements in Montrose**

How this study gets used

Every parking tool in Houston is initiated by an applicant: a resident, business owner, property owner. The request is then actioned by the City based upon evaluation criteria. A 311 request for parking restrictions, paid parking, or a residential permit petition can be evaluated by the City against data that is now available for the entire study area. What the study does not do is convert that data into a recommendation that a particular street be restricted or metered. That determination belongs to the City traffic engineer, ParkHouston, or City Council depending on the tool, and is initiated by an applicant/the community.