

To: Montrose Redevelopment Authority / TIRZ 27

From: The Goodman Corporation

Date: May 19, 2026

Re: Parking Study – Response to Public Comment

The Goodman Corporation presented the results of the survey conducted as part of the ongoing Montrose Parking Study at the monthly meeting of the Montrose Redevelopment Authority / TIRZ 27 Board of Directors on May 20, 2026. Comments were received during the public comment period of the meeting as well as via email. This memo provides answers to these questions.

- How was the study’s design impacted by existing city policies?
 - The existing City policies were reviewed as a part of this study – these, along with the survey results and the supply/demand analysis will inform the findings.
- Did the study document any issues with antisocial parking?
 - The interactive map portion of the survey allowed for people to put a pin down where there are “unwanted vehicles” – there were over 300 locations where these were noted by the survey takers.
- What kind of policy recommendations can be done to address those issues?
 - This will be discussed in the findings portion of the study.
- Were institutions considered in the study (e.g., churches, libraries, parks, schools, and museums)?
 - Yes, these were factored into the supply/demand analysis.
- Were the opinions for market-based parking considered in this survey?
 - This will be discussed during the findings phase of the study.
- Was bike parking considered?
 - This study focused on automobile parking issues.
- What percentage of on-street parking is currently metered versus unmetered, if known?
 - The vast majority of the study area does not have metered parking. During the field inventory, several blocks were found to have metered parking nearby the River Oaks Shopping Center off West Gray Street.

- How did utilization vary between metered and unmetered streets?
 - Utilization is not measured in this study, only inventory.
- Does the study treat free parking as a given?
 - Free parking is currently available on the street in Montrose. The findings phase of the study will discuss various options for curb management and addressing parking.
- Does it account for paid parking in any form?
 - This will be discussed during the findings phase of the study.
- Do any of the solutions going to be proposed involve paid parking?
 - This will be discussed during the findings phase of the study.
- What steps did the study take to account for selection bias towards respondents who already feel like parking is inadequate?
 - The survey is only one tool that is being utilized. The study also conducted a supply and demand analysis to determine where there could be issues with parking within the study area.
- Did the study go out into the field and test how long it took to find a spot in certain traffic hot spots?
 - No, the study did not – the slides presented the results from the survey results, which were self-reported by location.
- How many parking spaces are in the zone?
 - Off-street parking spaces for non-residential uses and on-street parking were inventoried. The results will be presented at a subsequent meeting as part of the supply/demand analysis.
- What percentage of all the land in the zone is parking lots and/or garages?
 - This study counts the number of parking spaces for off-street residential uses and on-street parking.
- What is the ratio of parking spots to residences/residents?
 - Residential parking spaces were not calculated as part of this study.
- Because of how the survey is structured, how can the board distinguish between a parking problem from an access problem?
 - The survey is only one tool that is being utilized. The study also conducted a supply and demand analysis to determine where there could be issues with parking within the study area.

- Did the study model dynamic or demand responsive pricing for on-street parking?
 - This will be discussed during the findings phase of the study.
- Did the study meaningfully examine how people initially arrive in Montrose- i.e. by foot, bike, transit, car?
 - Data is available regarding modal split for the Montrose area. The study will account for Montrose's urban character.
- Did the study conduct field counts of actual parking use-- by block and by time of day?
 - As part of the study, on-street parking spaces and off-street non-residential parking spaces were counted. The study did not include an occupancy analysis.