



Parking Study

Montrose Tax Reinvestment Zone 27

Contents



Chapter 1: Introduction	4
Introduction	4
Project Objectives	5
Overview of Project.....	6
What is not included.....	6
Chapter 2: Supply and Demand Analysis	7
Introduction	7
Inventory	7
Off-Street	7
On-Street	10
Demand	16
Methodology.....	16
Results	20
Chapter 3: Public Engagement	25
Introduction	25
Community Outreach	25
Surveys	26
Residential/Visitor/Employee Survey Results	26
Commercial Tenants/ Business Managers/ Business Owners Survey Results.....	45
Interactive Map Survey Results	52
Conclusion	63
Chapter 4: City of Houston Parking Policies	65
Introduction	65
Parking Code.....	65
City of Houston	65
ITE Manual.....	82
City of Houston Parking Policies.....	84
Transit Oriented Development, Walkable Places, and Special Parking Areas.....	84
Market-Based Parking	88

Contents

Shared Parking Policy.....	89
Parking Benefits Districts	90
Residential Permit Parking	93
Community Parking Program	94
Timeline of City of Houston Parking Policies.....	96
Summary.....	97
Study Area Variances.....	98
Chapter Summary & Conclusion	100
Chapter 5: Key Findings and Parking Toolkit.....	101
Introduction	101
Key Findings	101
Parking Toolkit.....	103
Parking Restrictions	103
Parking Benefits District	105
Residential Permit Parking	106
Summary.....	107
Site Specific Options	107
Shared Parking.....	107
Variances	108
Next Steps & Implementation	108
Garages & Off-Street Parking.....	108
Signage and Enforcement	109
Implementation	110
Appendix A: Board Meeting Presentations	111

Chapter 1: Introduction



Introduction

The Montrose Redevelopment Authority (MRA)/Tax Increment Reinvestment Zone (TIRZ) 27 endeavors to improve local parking opportunities and commissioned a comprehensive parking study (Study) to better understand existing parking conditions in the study. The goal of the study was to identify strategies to improve parking management throughout the study area.

Parking has been an identified concern in Montrose for many years. The original Project Plan for the TIRZ mentioned parking. One of the five goals was to “enhance local parking opportunities” through addressing the mobility and economic development issues associated with parking. A special parking area was created in 2017, spearheaded by the now defunct Montrose Management District, near the Montrose Boulevard and Westheimer Road intersection. Furthermore, a Livable Centers Study for Montrose, completed in 2020/2021, discussed the parking challenges in this area and encouraged better management of existing parking resources. The Montrose Collective’s parking garage was opened in 2022, and spots are available for public usage. Despite these existing efforts, perception of parking difficulties have abounded throughout the community.

In addition, redevelopment accommodating the City of Houston’s (COH) existing parking minimums has, in some cases, resulted in a change in the highest and best use of property to surface parking lots. This change has contributed to reductions in neighborhood character, density, walkability, and available productive real estate, among other undesirable outcomes.

This study evaluates parking conditions throughout Montrose and identifies 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. The study area that was utilized for the purposes of this parking study is shown in **Figure 1**.

Figure 1. Project Study Area



Project Objectives

The following objectives were identified in the original scope of work, as presented and approved by the TIRZ Board of Directors in 2025:

- Identify non-residential parking supply and demand throughout the entire area (quantitative and qualitative).
- Document negative impacts of redevelopment for parking.
- Evaluate the tradeoff between expansion of market-based parking to preserve neighborhood character and address parking deficiencies.
- Explore the potential of “carrots” and “sticks” for parking policies.
- Consider the establishment of a parking benefits district to generate potential revenue for the City of Houston and for Montrose community projects from existing on-street parking.
- Evaluate residential permit parking areas.
- Understand the City’s established parking policies and catalog permitted variances and how they relate to the Authority.

The output of this study is a series of tools in a toolkit of parking policies that could be implemented to address the various parking challenges identified within Montrose. 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.

Overview of Project

The Study was organized into several components, each used to develop a comprehensive understanding of parking conditions in Montrose:

- **Parking Supply and Demand:** Cataloged existing on-street and off-street parking supply within the study area and forecasted parking demand by land use type using Institute of Transportation Engineers (ITE) Parking Generation Manual methodology, as described in Chapter 2.
- **Community Engagement:** Public and stakeholder engagement was a central component of the Study, including coordination with the Authority Board of Directors and a Steering Committee, and the development, distribution, and analysis of a survey described in Chapter 3. Survey results were presented to the Authority Board and public in May 2026, and a study recap summarizing the supply and demand analysis, policy review, and a parking toolkit of options for consideration was presented to the Board of Directors and public in September 2026.
- **City of Houston Parking Policies:** The study did a detailed examination and documented the City of Houston’s established parking policies and various parking tools being utilized throughout the City of Houston. This chapter also contains an analysis of the City of Houston’s off-street parking code, and a code comparison to peer cities of Austin, Dallas, Miami, Atlanta and Los Angeles. Study area variances were also considered. This research is documented in Chapter 4.
- **Key Findings and Parking Toolkit:** Chapter 5 of this report presents key findings and options for consideration moving forward. The study identified key focus areas and developed a toolkit of parking policies and strategies that can be implemented to address the parking challenges identified within Montrose.

What is not included

This 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 in Montrose, nor does not recommend a specific boundary for a Parking Benefit District. The study does not recommend construction of a new parking garage or additional publicly funded off-street parking, nor does it recommend a change to the City of Houston’s off-street parking requirements in Montrose at this time.

Chapter 2: Supply and Demand Analysis



Introduction

This chapter discusses the supply and demand analysis, culminating in a series of maps that show the balance at the block level. This, coupled with the survey results, helps paint a picture of where parking challenges exist in the study area.

Inventory

As part of the supply demand analysis, an inventory of the parking spaces within the study area was performed. There were two components: off-street, non-residential parking, and on-street parking. The inventory was done through desktop reviews and on-site field visits, to catalog the available off and on-street parking. In total, nearly 34,000 parking spaces were counted, and an on-street parking restrictions map was developed as an outcome of this portion of the analysis.

Off-Street

Methodology

Off-street spots were counted using satellite imagery (Google and NearMap), and then field verified where the imagery was not sufficient to do a detailed count of individual spaces. Efforts were made to ensure consistency, timeliness, and accuracy when conducting the off-street supply count. The inventory was completed in summer 2025; the parking space count reflects this point in time.

For this study, all non-residential spaces were counted. Using Harris County Appraisal District (HCAD) data, non-residential parcels were identified. For all of these locations, including schools and religious institutions, the off-street parking spaces were inventoried. Parking lots designated “valet only” were counted. Lots that were gated or otherwise inaccessible were not included. Handicapped spaces were also counted, but EV charging spots were not considered in the total count. All publicly accessible parking garages were also included in the inventory. However, spots that were blocked off by a gate, marked reserved, or designated for charging were not included within the garage.

The spaces in each parking lot were assigned to the specific parcel. In cases where a lot is shared by multiple HCAD parcels, the spaces were assigned to one parcel. The parcel level inventory was coupled with the parcel level demand and aggregated to the block level. Spaces were also counted adjacent to the study area border to better account for supply at the study area edge.

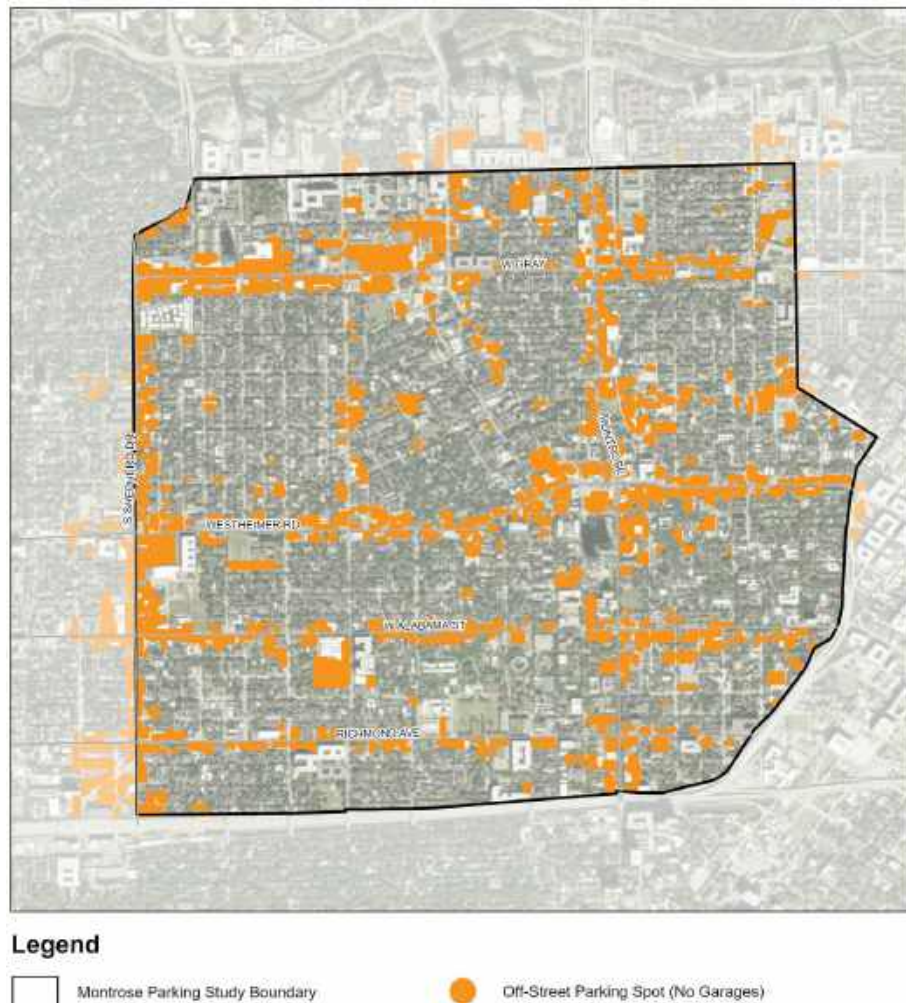
Results

The study area contained a total of over 18,500 off-street parking spots. The total surface lot off-street supply contained over 16,400 spots within the study area, illustrated by **Figure 2**. The

Chapter 2: Supply and Demand Analysis

available off-street surface supply is primarily concentrated along major thoroughfares within the study area, including West Gray Street, Westheimer Road, West Alabama Street, Richmond Avenue, South Shepherd Drive, and Montrose Boulevard. **Table 1** shows the percentage of the total count of spots within a 200-foot buffer of these corridors.

Figure 2. Point Map of Existing Off-Street Parking Supply (not including garages)



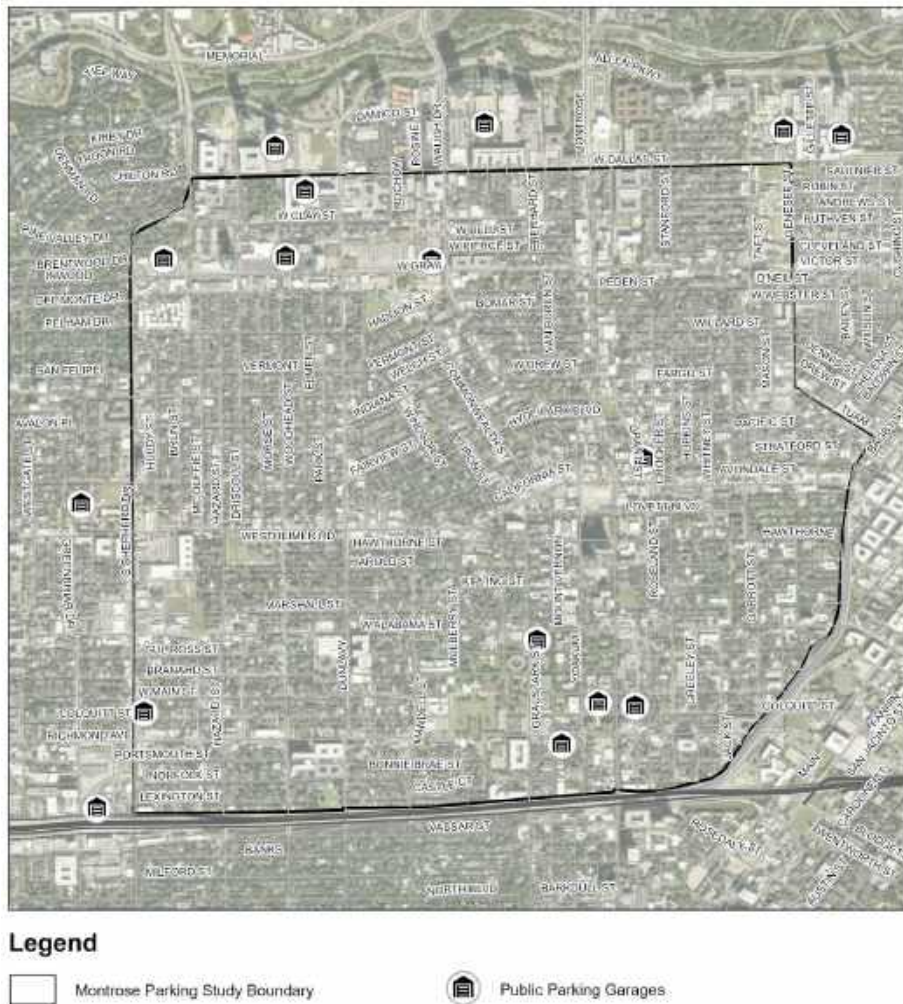
Chapter 2: Supply and Demand Analysis

Table 1. Off-street supply along major Study Area corridors (200 ft. buffer).

Corridor	Raw Spot Count (Rounded to nearest 100)	% of Total
West Gray Street	2,000	12%
Westheimer Road	2,000	12%
West Alabama	1,600	10%
Richmond Avenue	1,000	6%
South Shepherd Drive	1,400	9%
Montrose Boulevard	1,200	7%
Total	9,300	56%

The garages account for the remaining 2,100 spots in the off-street supply. The locations of the garages inventoried are shown in **Figure 3**. The existing parking garages are located and clustered in three key areas within the study area: The University of St. Thomas, The River Oaks Shopping Center, and the Montrose Collective.

Figure 3. Existing Parking Garage Locations.



On-Street

Methodology

The on-street supply was developed through an analysis of curb space and cataloging of existing parking restrictions. Results were aggregated at the block level: all spaces along a block face were aggregated and broken out into daytime and nighttime spaces to account for any restrictions along the block face.

To develop the supply, satellite imagery (Google and NearMap), Google Streetview and field visits were utilized to mark the areas along each block where on-street parking is allowed. These were marked as lines on a map and excluded curb space that conflicted with mapped “no parking restrictions” and driveways. The available and usable curb space was then divided into sections of 20 feet (a standard on-street parallel parking space size) to determine the number of cars that can fit in each segment. Segments that were below 20 feet (ie. between driveways) were removed. Actual on-street parking space size varies greatly based on car length, as well as density of the cars that actually park on the roadway.

Parking Restrictions

Parking restrictions were cataloged as part of the parking study; this was done to understand the impact of restrictions on on-street parking supply. The City of Houston’s inventory consisted of streets that are subject to residential permit parking. However, information was not readily available about other restrictions, including time limited parking across the study area.

To collect information on all parking restrictions, a driving inventory was conducted. This took multiple days in mid-2025. The map that resulted from this exercise catalogs which restrictions were present in what areas, delineating between residential permit parking, no parking, and no parking for a time window restriction signage, along with details about the hours in which each restriction is in effect. Google’s Streetview and the City of Houston’s Permit Parking Map Viewer were also utilized for cross-checking. Several streets were checked with additional field work.

Results

There were nearly 15,200 potential spots calculated in the on-street parking inventory. The results were aggregated by block and considered by time of day (day vs. night).

The restrictions were utilized to decrease the parking supply, as appropriate. For example, if a block has residential permit parking from 8am-5pm on Monday-Friday, the on-street spots along the block were only considered available for evenings and weekends.

The type of restrictions changed block by block, with parking restrictions in different forms. These restrictions included varying time windows with no accompanying residential parking permits, time windows dependent on residential parking permits, time duration based parking restrictions (i.e. 2 hour parking only), and no parking any time. There are a wide variety of parking restrictions by hours. The hours by category are listed below, organized by the starting hour of the restriction:

- **Permit parking only during these windows (residential)**
 - o 6am
 - 6am-5pm
 - 6am-6pm Monday through Sunday
 - 6am-12am Monday through Friday
 - 6am-12am Monday through Sunday
 - o 8am
 - 8am-5pm Monday through Friday
 - 8am-7pm Monday through Saturday
 - 8am-8pm Monday through Sunday
 - o 9am
 - 9am-5pm Monday through Saturday
 - o 10am
 - 10am-10pm
 - o 11am
 - 11am-11pm
 - 11am-11pm Tuesday through Sunday
 - o 5pm
 - 5pm-2am
 - 5pm-2am Monday through Sunday
 - 5pm-5am
 - 5pm-6am Monday through Saturday, 12pm-6am Sunday
 - 5pm-6am Monday through Sunday
 - o 6pm
 - 6pm-12am
 - 6pm-12am Monday through Saturday, 12pm-12am Sunday
 - 6pm-6am
 - 6pm-8am
 - o 11pm
 - 11pm-5am
 - 11pm-5am Wednesday through Sunday
 - 11pm-6am
 - 11pm-6am Wednesday through Sunday
- **Time Window Restrictions**
 - o No Specific Time indicated
 - 1 hour parking
 - 2 hour parking
 - 3 hour metered
 - 3 hour parking Monday through Saturday
 - 3 hours commercial vehicles only
 - 15 minute loading zone

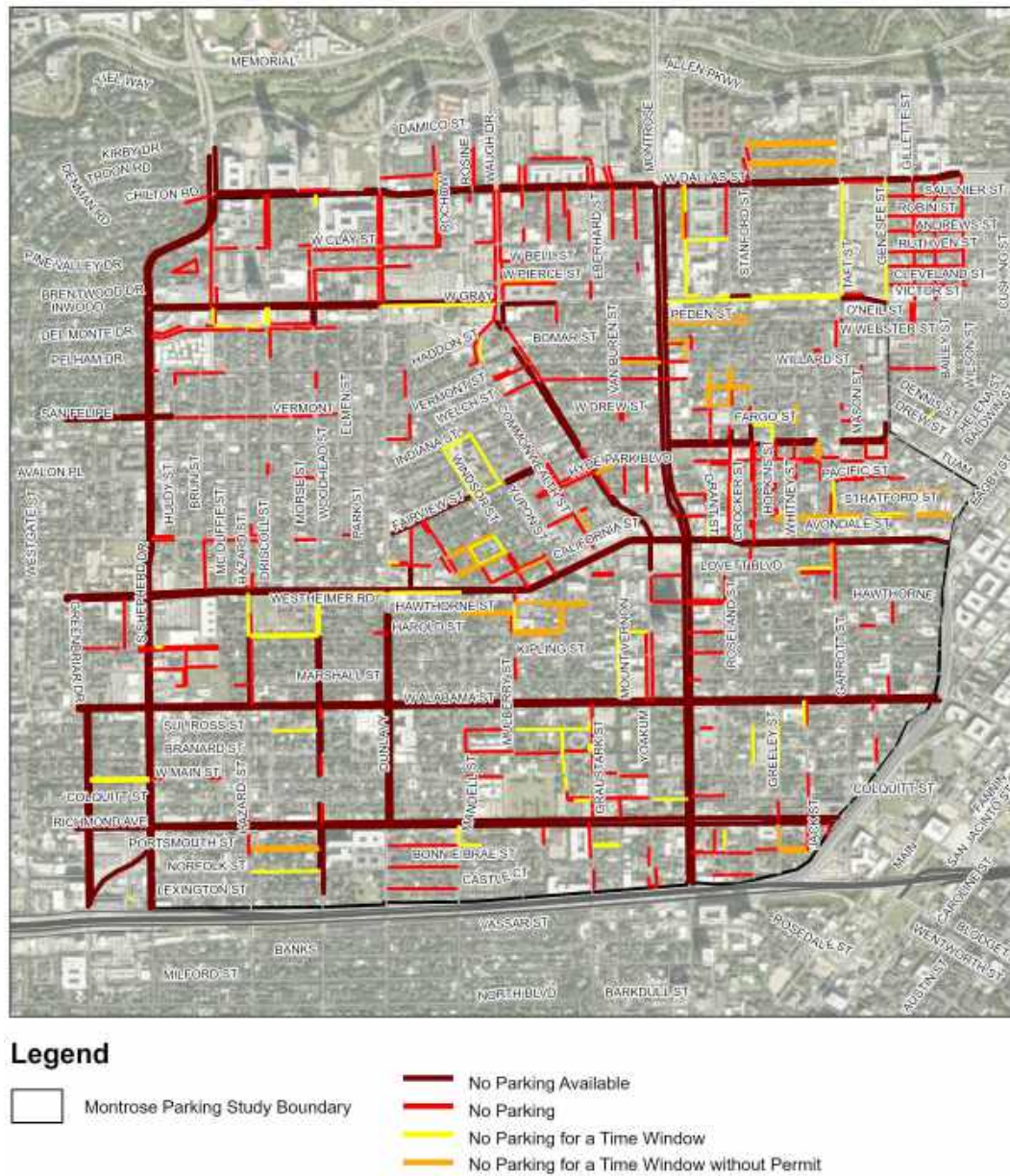
- 30 minute parking and loading zone
 - No commercial parking
 - Stopping or standing only
- **No parking allowed during the following hours (no permits accepted):**
 - o 5am
 - 5am-2pm
 - o 6am
 - 6am-12pm Monday through Sunday
 - o 7am
 - 7am-9am Monday through Friday
 - 7am-6pm Monday through Friday
 - 1 hour parking from 7am-6pm
 - 7am-7pm Monday through Friday
 - 7am-7pm 1 hour parking
 - 7-9am and 2-4pm
 - 7-9am and 2:30-4pm school days
 - 7-9am and 4-6pm Monday through Saturday
 - 7-9am and 3-5pm school days
 - o 10am
 - Valet only 10am-3am Sunday through Saturday
 - o 11am
 - 11am-11pm Tuesday through Sunday
 - o 4pm
 - 4pm-6pm school days
 - 4pm-7am
 - o 5pm
 - 5pm-5am Monday through Sunday
 - o 10pm
 - 10pm-2am Wednesday through Sunday
 - 10pm-3am
 - o 11pm
 - 11pm-6am

Figure 4. Sample Restriction Signage in the study area



Figure 5 visualizes this landscape of parking restrictions, broken into four (4) broad categories: no parking available (due to street geometry), no parking (due to signage), no parking for a time window, and no parking for a time window (unless with a residential permit).

Figure 5. Final Existing Parking Restrictions.¹



¹ A similar restrictions map from July 2025 was used for the inventory analysis. The map in **Figure 3** includes sparse edits that were made as the study progressed. These edits were not reflected in the on-street supply but are negligible.

Chapter 2: Supply and Demand Analysis

Figure 6 shows the on-street supply of available curb space. Much of the residential area of Montrose has ample curb space. Several major corridors, including West Alabama Street, Montrose Boulevard, and Richmond Avenue do not have on-street parking allowed along the corridor.

The on-street parking supply is coupled with the off-street parking supply to determine the number of total parking spaces per block.

Figure 6. On-Street Available Curb Space.



Demand

Methodology

Parking demand for the study area was calculated at the parcel level and then later aggregated to the block level. Harris County Appraisal District (HCAD) data from 2024 was used to catalog each parcel by land use and determine the square footage of each building.

The land use classification of each parcel was used to determine demand. Demand is defined as the number of parking spaces needed to accommodate all the vehicles that will be parked at a site at a given time. This applies to all vehicles where the drivers may park and leave the vehicle, even for a short period of time. Demand does not include vehicles that may be part of a queue, such as a school pick up line, a restaurant drive-thru window, or a gas pump at a gas station.

The study only considered non-residential land uses. More than half of the parcels were residential, so they were dropped from this study. The remaining parcels in the study are a combination of commercial uses, public institutions, businesses, and eating establishments. The land uses in the study area, based on the percentage of site square footage, are shown below:

Table 2. Study Area Land Use

	Land Use	Square Feet	Percent of Total
Residential	Single Family	41,363,687	43%
	Multi Family	10,774,006	11%
	Multi Story Condo	4,645,290	5%
	Duplex	4,088,744	4%
	Commercial	17,815,554	19%
Institutional/Governmental	Charitable	2,348,448	3%
	Religious	1,728,764	2%
	Private School	1,227,322	1%
	Government (includes schools)	5,474,078	6%
	Other (utility, misc)	1,514,130	2%
	Vacant	4,289,341	5%

The ITE Parking Generation Manual (6th Edition) was used to determine average parking demands by land use. Each land use in the manual had a number of studies completed, by day of the week, range of parking required, and average demand. Some uses had a breakdown of peak demand based on hours (such as schools), and an area type. For this study, general urban/suburban was utilized. However, in some cases, adjustments were made based on local conditions.

Chapter 2: Supply and Demand Analysis

Table 3. Land Uses and ITE code with Average Peak Requirements*

ITE code	Land use	Average Rate: Monday – Friday/by 1,000 sf ft GFA unless otherwise noted
150	Warehousing	0.37
151	Mini-Warehouse	0.1
219	Multifamily Houston (High Rise)	0.68/unit
252	Senior Adult Housing – Multifamily	0.61/unit
255	Continuing Care Retirement Community	0.97/unit
310	Hotel	0.64/room
312	Limited Service Hotel	0.66/room
411	Public Park	0.77/acre
437	Bowling	3.69
438	Billiards	6.72
441	Theater	0.25/seat
445	Movie theater	9.88
492	Health/Fitness Club	5.2
493	Athletic Club	3.09
495	Rec Community Center	1.8
520	Elementary School	0.14/student
522	Middle School/Junior High	0.1/student
525	High School	0.26/student
532	Private School (K-12)	0.35
550	University/College	0.32/student
560	Church	13.94 (Sunday)
561	Synagogue	0.41/attendee (Friday)
562	Mosque	20.38/(Friday)
565	Day Care Center	2.27/1000 sqft
566	Cemetery	0.46/acre
575	Fire Station	0.48
580	Museum	0.9
590	Library	2.28
610	Hospital	2.25

Chapter 2: Supply and Demand Analysis

ITE code	Land use	Average Rate: Monday – Friday/by 1,000 sf ft GFA unless otherwise noted
612	Surgery Center	8.5/operating room
620	Nursing Home	0.67
630	Clinic	3.67
640	Animal Hospital/Vet Clinic	3.08
660	Urgent Care Center	2.99
710	General Office Building	1.95
720	Medical-Dental Office	2.63
730	Government Office Building	2.36
812	Building Material and Lumber	0.57
813	Free-Standing Discount Superstore	1.4
814	Variety Store	1.07
816	Hardware/Paint Store	1.05
820	Shopping Center	1.67
822	Strip Retail Plaza	2.79
840	New Automobile Sales	2.29
843	Auto parts and service Center	1.82
850	Supermarket	2.47
851	Convenience Store	3.17
880	Pharmacy/Drugstore without drive through	2.46
881	Pharmacy/Drugstore with drive through	2.04
890	Furniture Store	0.24
892	Carpet Store	0.9
899	Liquor Store	1.76
912	Drive in bank	3.4
920	Print Copy Express Ship store	3.01
930	Fast Casual Restaurant	9.77
931	Fine Dining Restaurant	16.18
932	High turnover sit down restaurant	8.97

ITE code	Land use	Average Rate: Monday – Friday/by 1,000 sf ft GFA unless otherwise noted
933	Fast food without drive-through	7.54
934	- With drive-through	7.51
	-	
936	Coffee/Donut without drive-through	10.36
937	- With drive-through	5.1
939	Bread/donut/bagel without drive-through	9.78
940	- With drive-through	4.5
945	Convenience Store/Gas Station	8.21
	Cemetery	
	Fire Station	

*This list is applicable to the land uses in the Montrose Parking Study Area.

The demand was calculated by multiplying the ITE average for weekday, Saturday, Sunday by either square footage, acreage, or independent variable for each parcel. These were done in groups depending on which variable was used. The ITE generation provides demand for the three types of days; however, professional judgement to break out each land use type and estimate demand by daytime and evening usage, given the unique characteristics of the study area.

There were also a number of exempt parcels that needed to be individually investigated and calculated such as schools, religious facilities and other government buildings. There were number of instances where one use is split between multiple parcels, particularly schools and other public institutions. There are several mixed-use parcels with differing demands as well.

Each parcel was examined individually, in order to account for the nature of the business or usage. Hours of operation, business type, and other factors were considered and demand was adjusted as needed. Some notable examples include:

- Church demand being adjusted due to field visits and discussions with staff about parking occupancy at peak service hours on Sundays
- University adjusted due to reasonableness and professional judgement about time of day for demand
- Fine dining parking generation being adjusted to be lower than ITE suggestions due to multimodal options in study area
- Some parcels, including parks and restaurants, were vacant or under construction, but were marked as their intended usage.
- The ITE manual does not account for demand at several land use types on Sundays; however, several of these businesses are actually open on Sundays, thus, Saturday demand was utilized.

- o Examples of these include: billiard hall, live theater, movie theater, gyms, museums, strip retail plazas, and convenience stores

Results

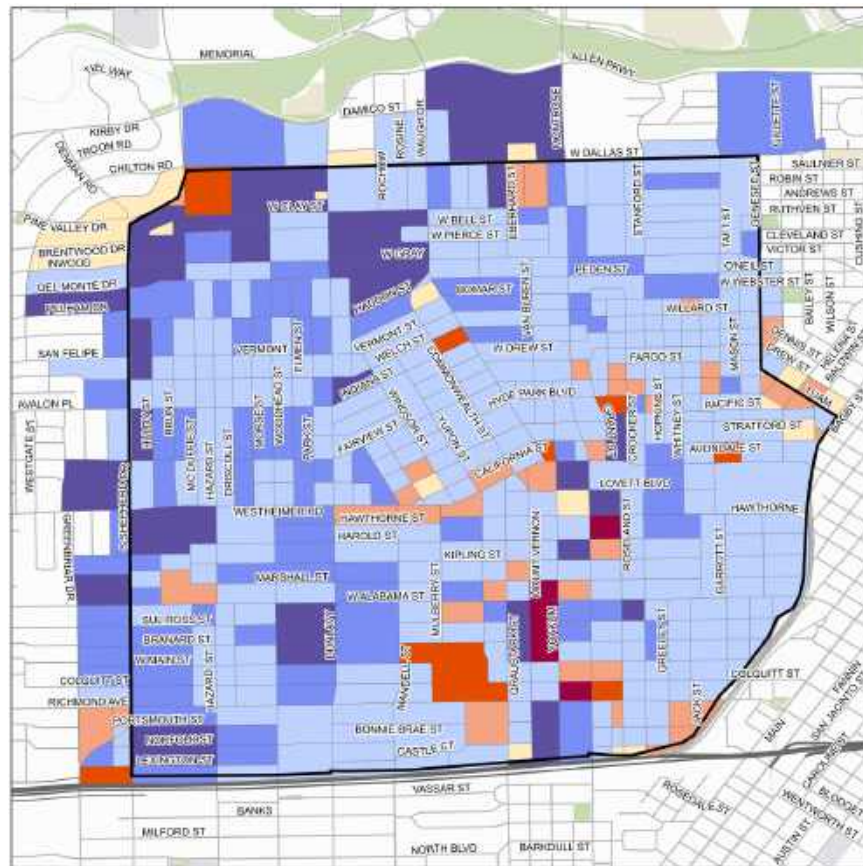
The supply and demand analysis was combined at the block level; the study area was broken up into over 100 blocks (informed by actual geography). For each of the four time periods (weekday day, weekday evening, Saturday, and Sunday), the difference between the supply and demand was calculated for each of these blocks. The block level results are shown in the subsequent figures.

An adjacency analysis was conducted to account for conditions at each adjacent block, and return one number for each block. This GIS based analysis accounts for nearby blocks to account for people being able to walk nearby for parking and off-site parking lots for a particular business sometimes located on a nearby block. The aim of this analysis is to better understand areas in the study area that experience pressure, as opposed to a “one off” block or land use that might show a deficit or supply.

Overall, the results show that Montrose has a general surplus of available parking. There is more supply than demand for most areas. It should be noted that these numbers do not account for the actual availability of parking; not every individual block has open parking, and not every off-street space can be used by every vehicle looking for a space. Many off-street lots throughout the study area are marked with signage indicating that these spots are for customers only or that towing is enforced 24/7. Furthermore, this analysis does not account for actual occupancy either on-street or off-street at these times of day.

Chapter 2: Supply and Demand Analysis

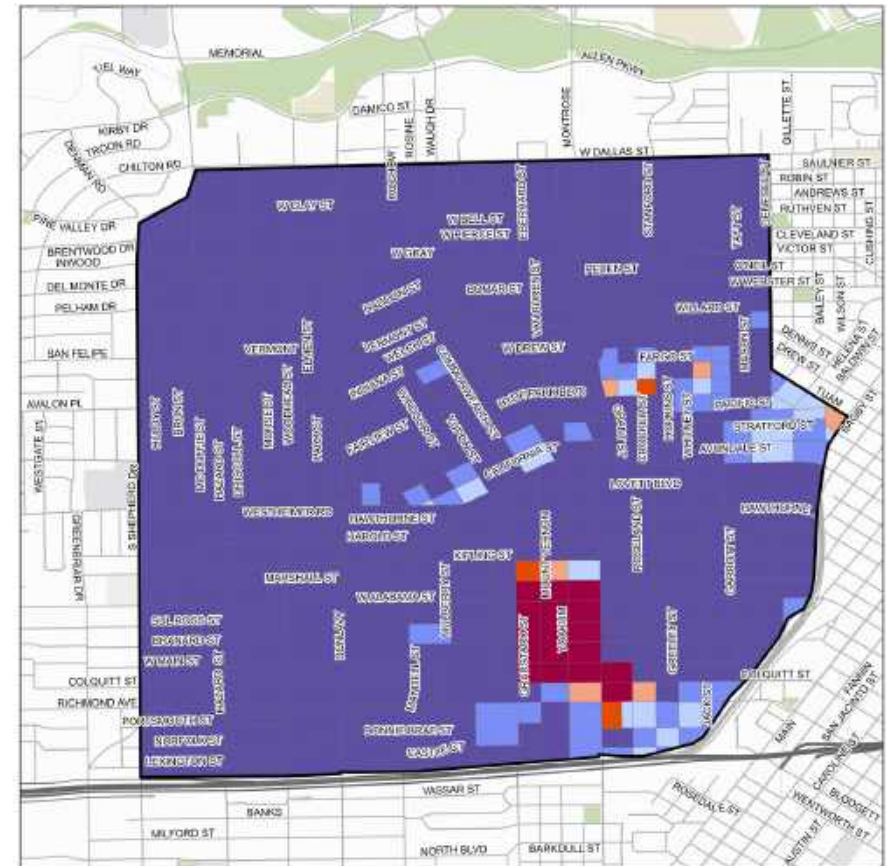
Figure 7. Weekday Day Supply/Demand Difference



Legend



Figure 8. Adjacency Analysis: Weekday Day Supply/Demand Difference



Legend



Chapter 2: Supply and Demand Analysis

Figure 9. Weekday Evening Supply/Demand Difference

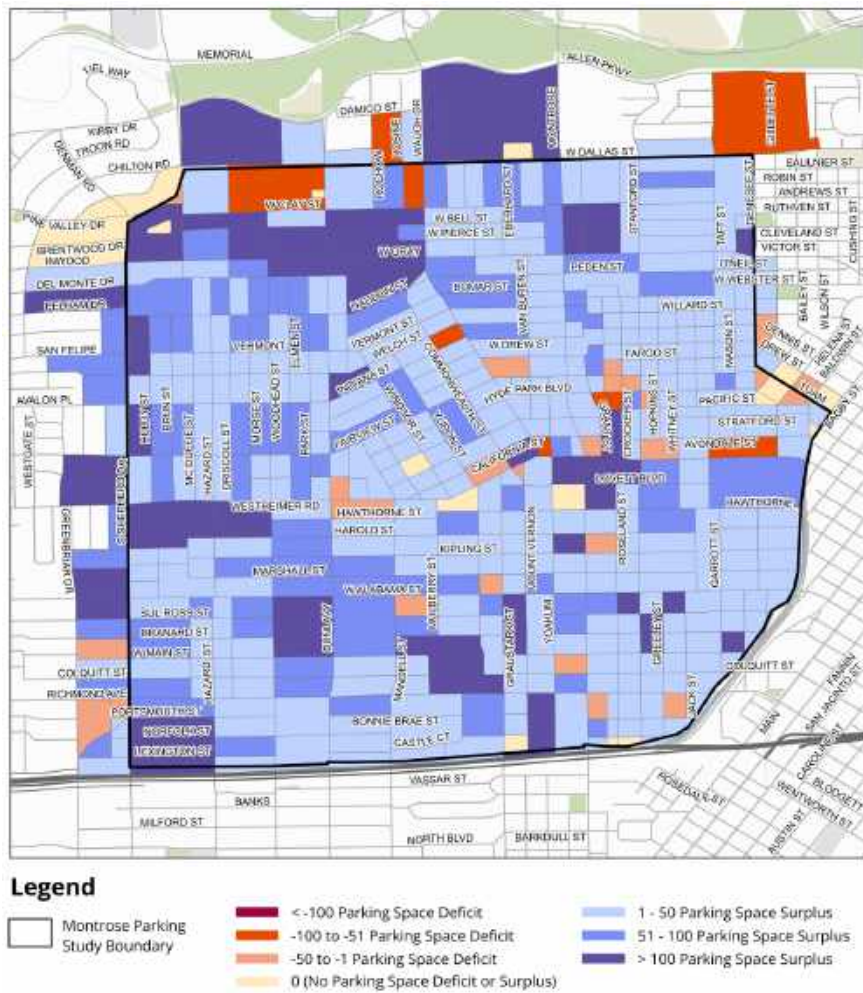
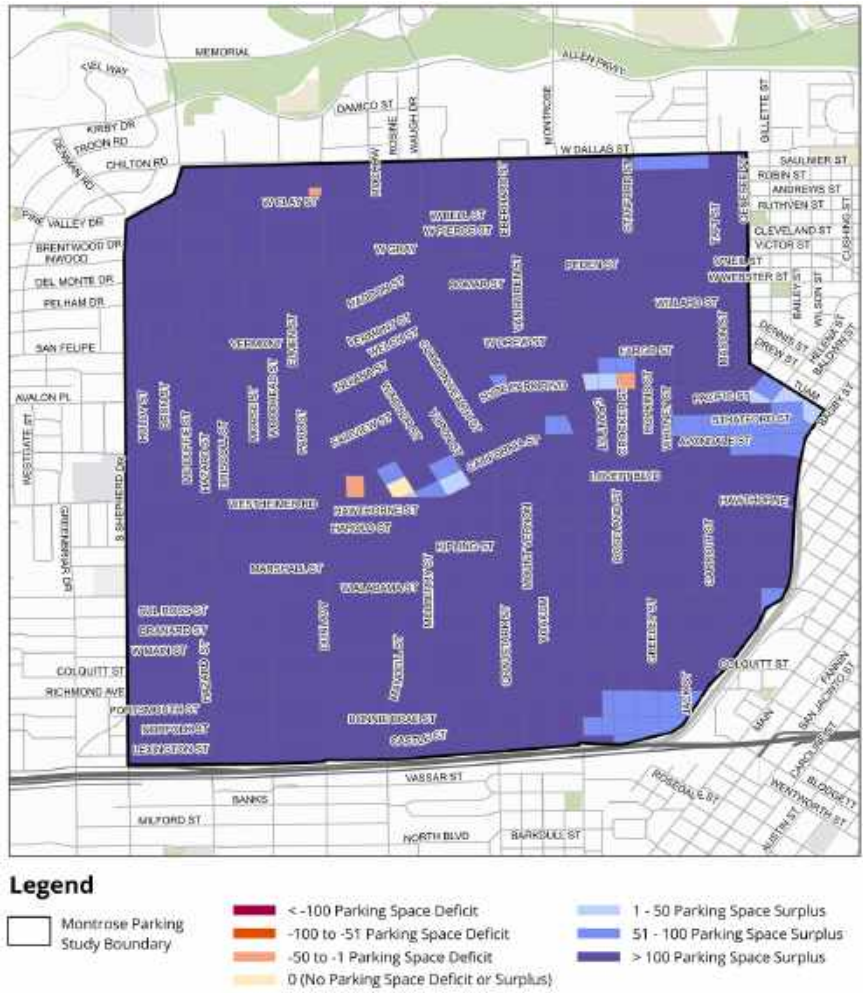


Figure 10. Adjacency Analysis: Weekday Evening Supply/Demand Difference



Chapter 2: Supply and Demand Analysis

Figure 11. Saturday Combined Supply/Demand Difference

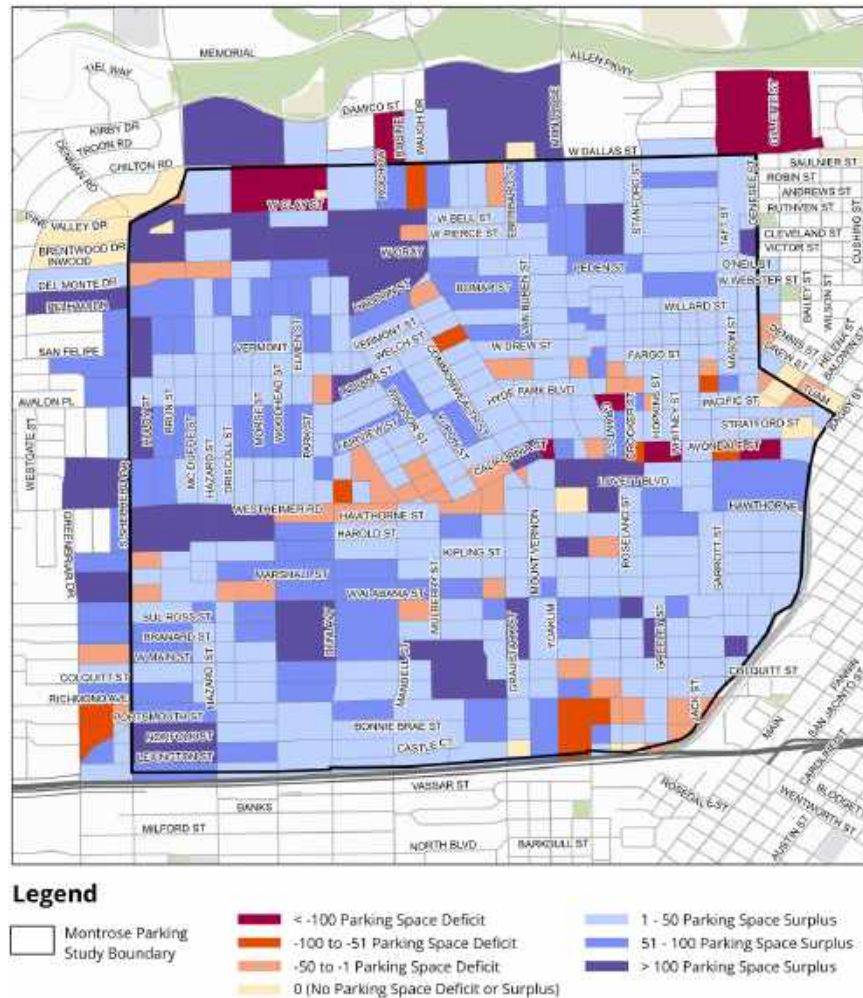
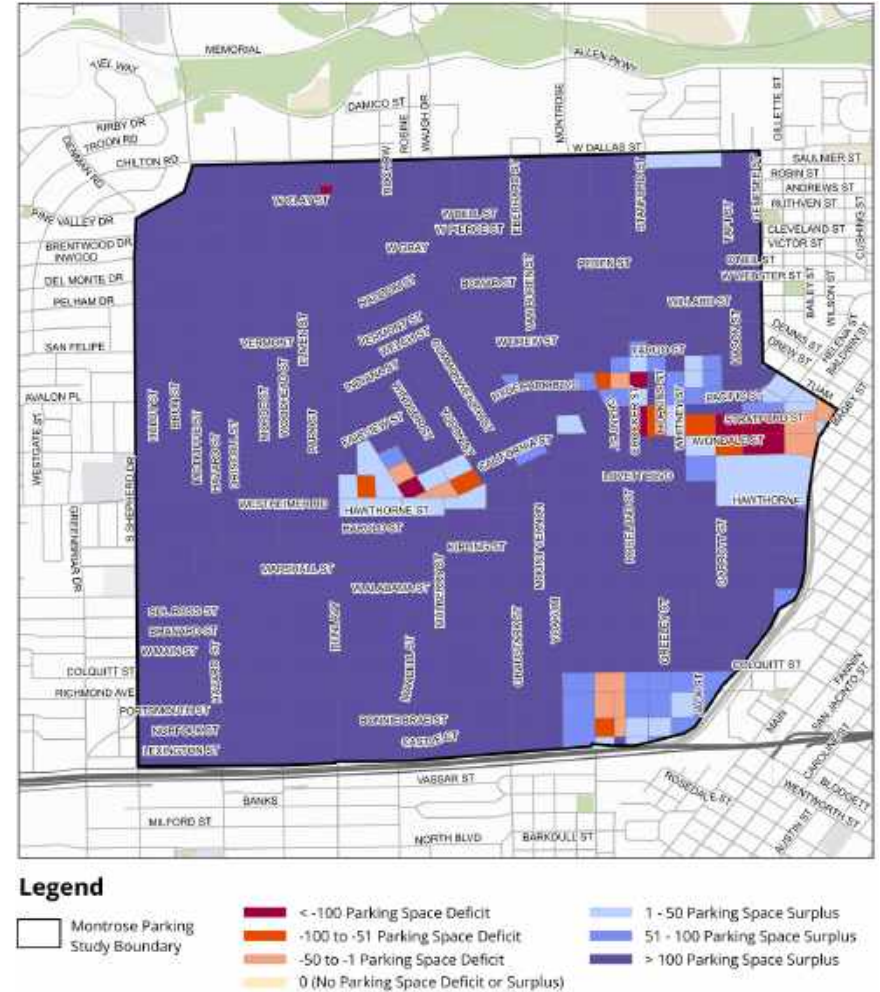


Figure 12. Adjacency Analysis: Saturday Supply/Demand Difference



Chapter 2: Supply and Demand Analysis

Figure 13. Sunday Combined Supply/Demand Difference

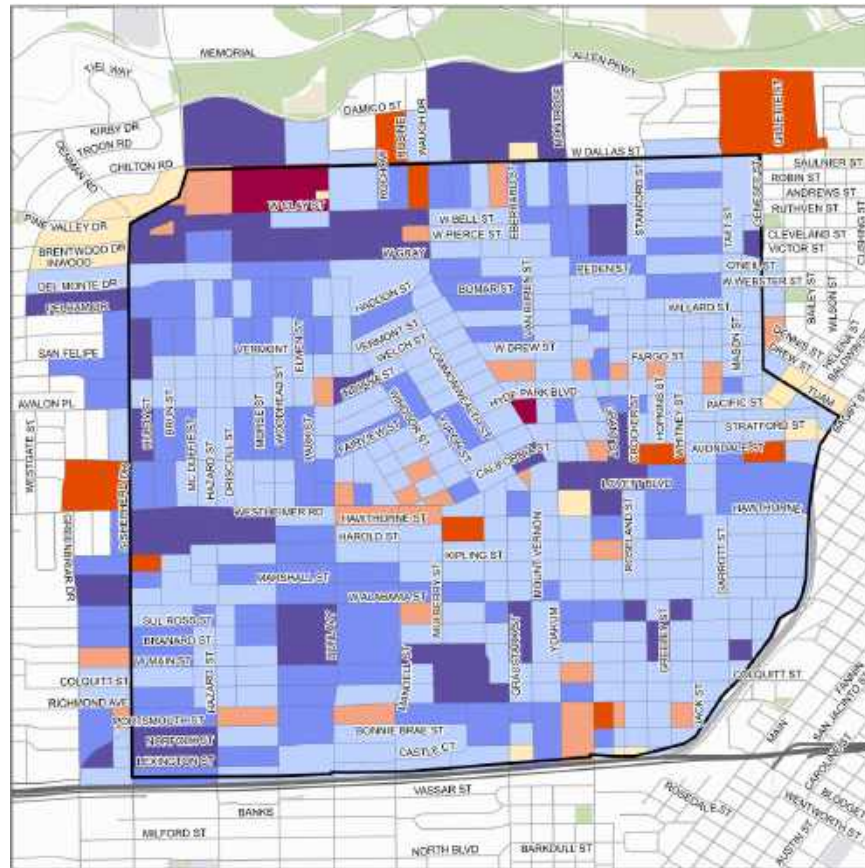
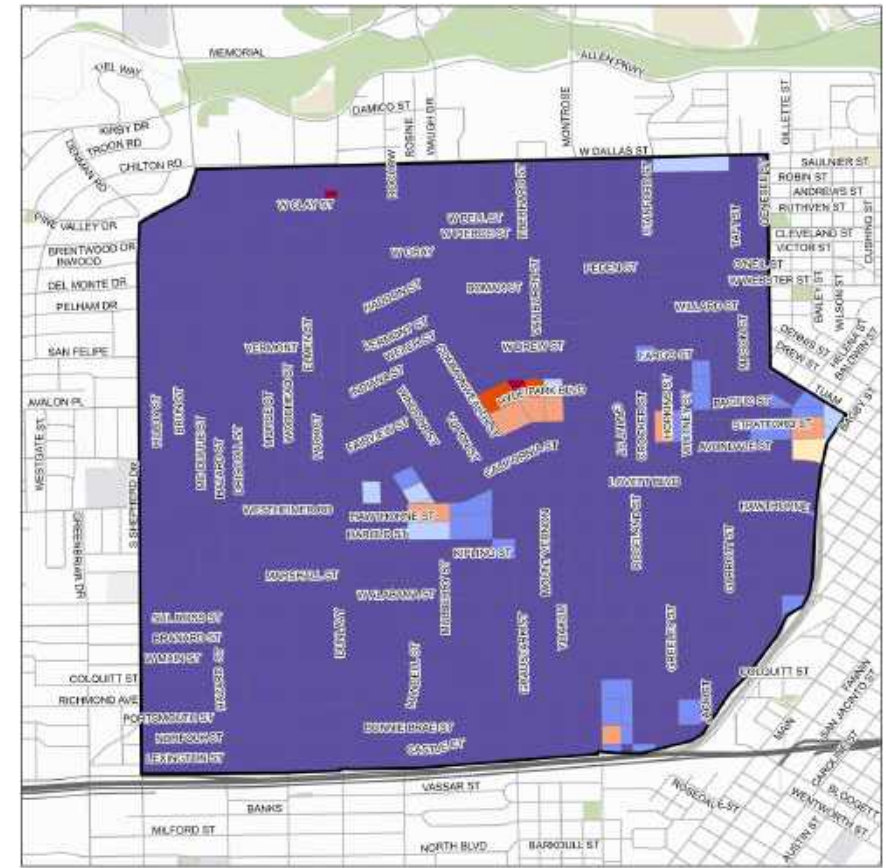


Figure 14. Adjacency Analysis: Sunday Supply/Demand Difference



Chapter 3: Public Engagement



Introduction

The TIRZ conducted extensive public and stakeholder engagement to identify parking challenges and concerns in Montrose. This chapter provides an overview of the public engagement efforts conducted as part of this study.

Community Outreach

A variety of methods were used to advertise the parking study and survey with the community and businesses:

- Steering Committee comprised of business owners, commercial interests, residents, and other stakeholders was formed to provide their perspective on parking in Montrose, to review study materials and survey questions, and to discuss preliminary recommendations. Members of the Steering Committee also shared information about the study and survey to their contacts in the Montrose area.
- Dedicated project page on the Authority's publicly available website to provide general information about the parking study, a link to the various surveys, answers to frequently asked questions about survey data, and presentation materials (<https://montrosehtx.org/projects/montrose-parking-study/>). The Authority also shared information related to the study and survey via email distribution lists and various social media platforms. An email was sent in advance of the presentations in May (survey results) and September (study recap and parking toolkit) 2026.
- Distributed over 10,000 door hangers with a link to the project page and QR code to access the survey throughout the study area and adjacent neighborhoods in October 2025.
- Canvassed and called over 100 businesses along several commercial corridors to provide information about the study, encourage participation in the business owner survey, and flyers to distribute to customers for the resident/visitor/employee survey.
- Digital advertisements to take the survey were displayed at the various IKEA kiosks throughout the Zone between October 2025 and January 2026.
- Attended Neartown Association meeting to discuss the parking study, discuss parking concerns with attendees that represent various neighborhoods across Montrose, and encourage participation in the survey.

Surveys

Three survey opportunities: residential survey, business owner survey, and an interactive map survey, were available to the public between October 13, 2025 – January 15, 2026. Ultimately, over 2,000 survey responses were collected.

The residential and commercial survey are analyzed by question and the interactive map survey responses are analyzed by sentiment. The data for all three surveys were reviewed and cleaned. All open-ended comments were read by the project team.

Residential/Visitor/Employee Survey Results

The Residential/Visitor/Employee survey elicited information on current parking conditions and constraints in the study area. In total, 1,271 survey responses were received. The survey consisted of seven questions with an additional five questions for residents specifically. All questions in the survey were optional, so each question has a different number of total responses collected. The following sections analyze responses by question.

Methodology used for Open-Ended Survey Questions

Open-ended feedback gathered in this survey was organized and tagged based on common themes (Questions 2, 4, 5, 7). Each comment was given a unique comment ID number, and the following methodology was applied to clean, organize, and synthesize the information:

- The project team read the comments and created comment categories and sub-categories based on common themes.
- Every unique comment was tagged at least one time; however, a comment was allowed to be tagged in multiple categories if it aligned with multiple sentiments.
- As comments were read in detail and assigned categories, comment categories and sub-categories were refined.
- The comment tagging spreadsheet was peer reviewed by a member of the project team, and tags were refined.
- After the human peer review, the spreadsheet was run through an AI assistant (Copilot) to identify any suggested refinements needed to the comment categories. The AI suggestions were then reviewed by a member of the project team to determine its validity before implementing the suggested changes.

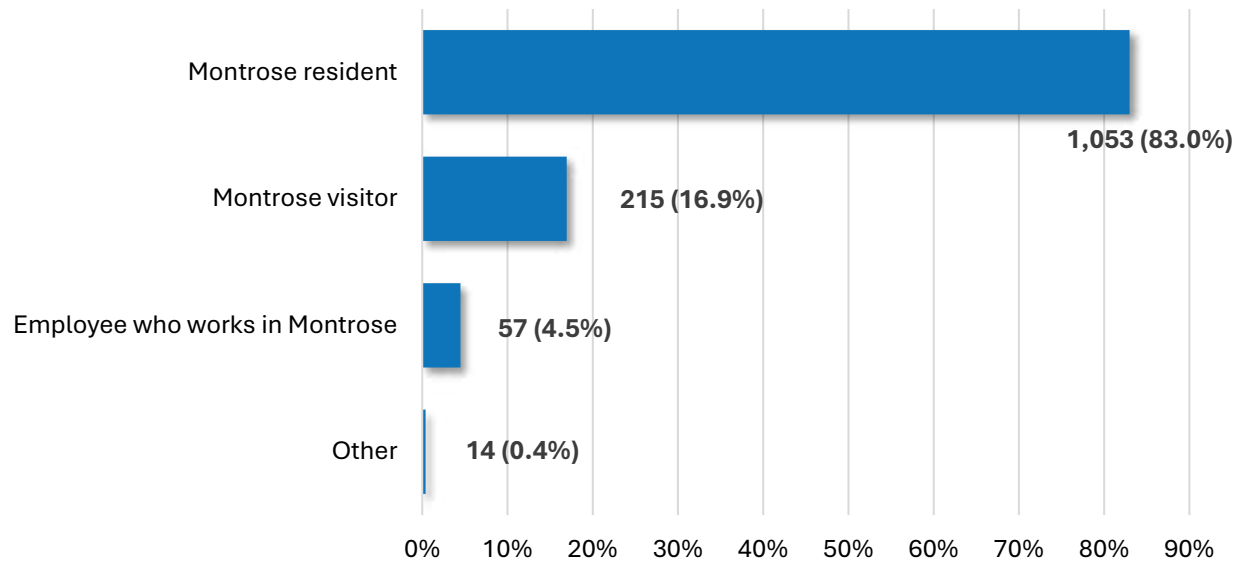
This methodology was applied for all questions in this engagement process that had open ended feedback. The methodology enabled the project team to identify major themes in survey feedback.

Question 1: I am a... (Choose 1 or more)

Survey respondents were asked to describe their relationship to Montrose. Respondents were able to choose multiple answers to this question. **Figure 15** displays the results of this question; 83% of survey respondents indicated they were a Montrose resident, 16.9% were visitors to the area, 4.5% work within in Montrose, and 0.4% selected “other.” The other responses included commercial

and residential property owners, residents of adjacent neighborhoods, former residents, a student attending a school in the zone, and a business owner.

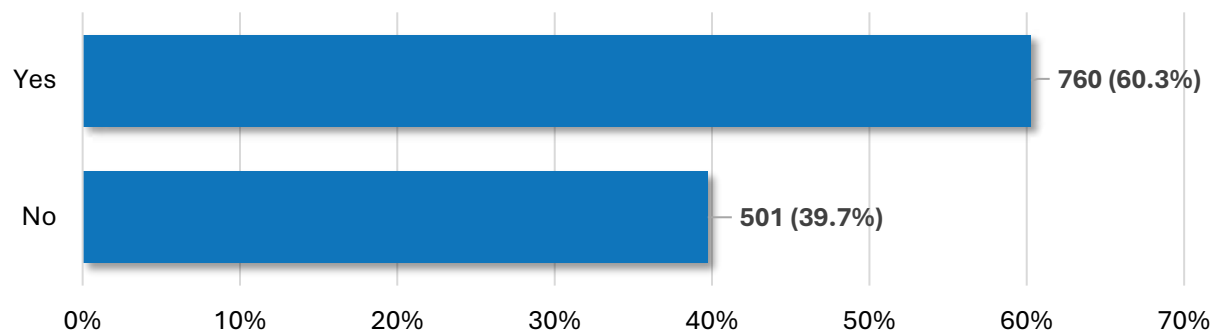
Figure 15. Residential Survey Question 1 Results



Question 2: Does parking availability influence whether or not you frequent a particular location in Montrose? If yes, please explain.

Survey respondents were asked how parking availability influences the frequency they visit a particular location within Montrose. **Figure 16** shows the results of this question; 60.3% of survey respondents indicated parking availability does influence their decision, and 39.7% of respondents indicated it does not.

Figure 16. Residential Survey Question 2 Results



Answer: Yes, parking availability does influence my decision.

Survey respondents that indicated “yes” parking availability does influence their decision to visit a business in Montrose were asked to explain why in an open-ended comment box. The following major themes were identified:

- **I won’t stop/park if I can’t find convenient parking (291 of 363/45.8%):** If parking at a Montrose business is inconvenient (e.g., requires extra effort, uncertainty, cost, walking far distances), respondents of this question indicated they would choose to go elsewhere.
 - o If a parking situation was confusing, congested, or undersupplied, respondents indicated they avoid going to certain businesses, with many indicating they would just stay at home instead.
 - *“Lack of adequate parking discourages me from visiting locations.”*
 - *“If there is difficulty finding a suitable parking space I will not go to the desired place.”*
 - o Comments discuss visiting alternative destinations to businesses in Montrose where parking is more reliable. For example, going to Kroger instead of H-E-B or leaving Montrose to do shopping and dining in the Heights, Highland Village, the Galleria, or River Oaks instead of other businesses in Montrose.
 - *“If parking is difficult to obtain, I drive to Highland Village, the Heights, or to the Galleria.”*
 - o If parking required circling, searching for parking, is limited to parallel parking, requires several blocks to walk, or requires figuring out payment systems, respondents would not stop or park at that business.
 - *“We circle and then give up.”*
 - *“If I cannot find parking within a reasonable distance (5 block radius), I will not visit the location.”*
- **Parking issues at specific locations (125 of 363/19.7%):** Comments that addressed parking constraint issues at the following specific locations:
 - o Westheimer commercial area – Comments discussed difficulty finding parking along Westheimer Road, particularly around the intersections of Montrose Boulevard, Dunlavy Street, and near restaurant and retail clusters.
 - *“A lot of restaurants (especially off Westheimer) don’t have enough available parking, so we tend to avoid these during peak dining hours.”*
 - *“I sometimes do not go to certain areas during busy times. Around Westheimer and Montrose, Fairview, West Dallas and Dunlavy”*
 - o Montrose Collective and the public library area – Respondents discussed issues with parking near the Montrose Collective, including general lack of available parking, mandatory valet parking, or available parking limited to paid parking. Respondents indicate there are not enough parking spaces to visit the Montrose Library as well.
 - *“...We haven’t gone to the Montrose Collective because the parking around that area, the Burger Joint, etc., seems difficult to navigate.”*

- o River Oaks Shopping Center deters visitors –respondents disliked the paid parking in this shopping center and indicate even with paid parking, parking availability is still limited.
 - *“Parking around the River Oaks shopping/dining area on West Gray is all paid parking now, and even with paid parking, often it is unavailable due to lack of parking spaces.”*
 - *“I avoid River Oaks Shopping Center now that it's all pay to park, even on the streets.”*
 - **I won't stop/park if I have to pay for parking (120 of 363/18.9%):** Respondents also indicated they will not visit a business in Montrose if parking is paid (in general, not specific to River Oaks Shopping Center) or if the only parking option is a paid valet service.
 - o *“If valet is mandatory, I won't go, and if spots are limited it not always worth the hassle of finding parking elsewhere.”*
 - o *“I'm less likely to go to a place if I am unsure about the parking or if it is forced valet or how far I will have to walk from my car to the location.”*
 - o *“Some areas only have valet parking and no other parking so we may not go there...”*
- Safety issues, including public safety and infrastructure conditions (52 of 363/8.2%)**
- Comments highlight concerns about personal safety, such as:
- o Respondents say they won't park if they are walking alone or walking at night. Respondents do not feel safe walking in certain areas and will not park if they do not feel safe walking between parking areas and the destination.
 - *“If very limited parking- I don't go at night as walking unfamiliar streets is dangerous.”*
 - o Respondents also discussed feeling unsafe due to the existing street infrastructure such as narrow streets, street parking on both sides of the street, limited sight distance, traffic congestion, and high demand areas where parking is limited.
 - *“On street parking on many residential streets, it's so crowded is very dangerous to try to drive in between cars parked on both sides of the street. I just avoid those areas for safety.”*
 - o Respondents are concerned their cars could be at risk for break-ins, theft, vandalism, or hit-and-run damage, especially if parked on the street.
 - *“If there is no parking or if I fear that my car is going to be towed or broken into, I will not visit the business.”*
 - *“Parking can be very challenging in the area and dangerous since there are many cases of break ins.”*
 - o Respondents indicated they won't park if distances are too far to walk, if they or someone in their family has a mobility disability.
 - *“I am handicapped and only come and go when parking is available and others are fewer in attendance.”*

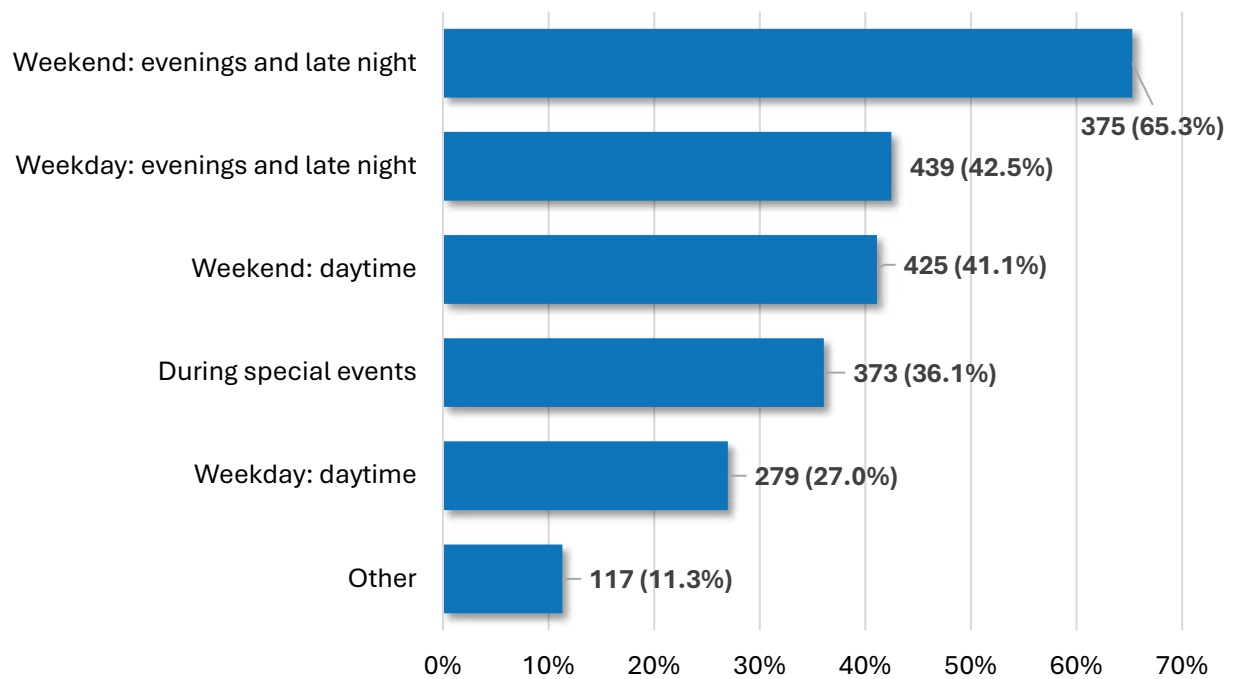
- **I don't drive, I walk or bike to my destination (50 of 363/7.9%):** Some respondents indicated they avoid parking all together by either walking or biking to their destination in Montrose.
 - *"We will walk rather than drive from our home to locations in Montrose in the evening or on weekends. This avoids having to look for places to park but means that we typically stay within a mile of our home and often stay in if it is raining or very hot/cold."*
 - *"I try to walk to many places because parking is such a challenge or because valet parking is required."*
- Other additional themes included:
 - The weather or time of day impacts people's decision to park in a particular location. If it is too hot, or if it is late at night, this will influence survey respondents' decisions on where they are willing to park **(30 of 363/8.3%)**.
 - If a parking location is too far away from the destination, this also influences respondents' parking decisions **(23 of 363/5.5%)**.
 - Other respondents indicated they will use Uber or other ridesharing services to avoid parking issues **(24 of 363/6.6%)**.

Question 3: Are there specific days or times when parking is especially difficult?

Survey respondents were asked which days or times were particularly difficult to park in Montrose; multiple answers could be selected. **Figure 17** displays the results; 65.3% of respondents indicate that evenings and late nights on weekends are difficult for parking, 42.5% indicate weekday evenings, 41.1% indicate weekend daytime, 27% indicate daytime during the weekdays, and 11.3% selected other days or times.

For the "other" category, approximately half of the write in comments **(59 of 117/50.4%)** indicated there were no issues finding parking at any time in Montrose. On the other hand, other write-in comments mentioned parking difficulties experienced all the time, during school drop off/pick up times, and during peak traffic periods.

Figure 17. Resident Survey Question 3 Results



Question 4: What are some challenges you face parking in Montrose?

In this open-ended question, survey respondents were asked to identify challenges they face when parking in Montrose. **Figure 18** displays the major comment themes identified from the responses, each discussed in the following sections: parking convenience and cost; safety, access, and enforcement; lack of parking; active transportation or last mile connections, and no issues with parking.

Figure 18. Question 4 Comment Themes



Parking Convenience and Cost

Several key themes related to parking convenience and cost were mentioned in the comments:

- **Valet Parking (63/8%):** Survey respondents felt that valet operations reduced the amount of available parking, both for on- and off-street parking options. Respondents described situations where valet blocked parking lots or coned areas along on-street parking for valet operations.
 - *“The Harlow District parking situation is challenging to the residents of the neighborhood. The valet parking company has the entire parking lot blocked off and with the exception of weekend evenings there is amply open parking that business customers cannot access without paying for valet. This pushes a lot of people in dangerous parking/driving situations along W. Clay and Eberhard Streets.”*
 - *“Mostly businesses taking streets or parking lots for themselves in order to valet park, which prevents residents and visitors from easily parking in the neighborhood.”*
- **Paid Parking (51/6%):** Respondents expressed challenges with paid parking in Montrose, including challenges with parking meter apps and meter stations and the perception that parking prices are prohibitively high. Respondents noted businesses, restaurants, and other popular destinations in the district either charge for parking or require paid valet parking. Feedback also highlighted
 - *“Small parking spaces and getting charged for parking in many more places where we didn’t have to pay before.”*
 - *“Parking is too expensive or not enough spaces.”*
- **Time of Day or Day of Week (45/5%):** Respondents cited evenings during the week and weekends experience higher parking demand, making it more difficult to find convenient parking.
 - *“During weekdays the parking on my street is congested, making it hard for visitors/guests of my home to find street parking. I expect it to get worse as more business nearby open.”*
 - *“Street parking at my house is frequently difficult during Friday evenings and the weekends.”*
- **Special Event or School Parking Challenges (24/3%):** Special events and parking around school locations, particularly during peak pick-up and drop-off times, were noted as inconvenient for parking.
 - *“Whenever there are major events along the bayou, neighborhoods get flooded with cars for many blocks. There is no infrastructure for Bayou visitor overflow.”*

Safety, Access, and Enforcement

Comments related to safety, access, and enforcement included the following themes:

- **Signage, Permits, and Towing Enforcement Concerns (213/23%):** Respondents expressed parking challenges in areas with permit parking, unclear signage, or towing enforcement. Some comments discussed the lack of enforcement in areas that are permitted or parking restricted.
 - *“Figuring out what streets are permit only, finding adequate space given the vast number of three-story town homes with their accompanying driveways.”*
 - *“Tow Enforcement with odd timing for permitted parking for guests/visitors.”*
- **Parking Blocking Street Access/Narrow Streets (198/22%):** Respondents noted that residential streets are too narrow for two-way traffic to pass through when parking is allowed on both sides of the street. Other comments noted concerns about street congestion, conflicts between vehicles and pedestrians, emergency vehicle access, and issues with trash pickup along residential streets that are lined with on-street parking.
 - *“Some narrow streets are difficult to drive through, as people park on both sides; people park opposite my driveway, which can make things challenging, especially on trash day; people damage my plants when parking around my house.”*
 - *“I feel most of the streets in the neighborhood are in trouble if an emergency vehicle needs to get by with both sides of the street full of cars and large trucks.”*
- **Crime and Public Safety (83/9%):** Respondents mentioned concerns about crime, personal safety, and vehicle vandalism when parking, notably in the Fairview bar district and its associated late-night activity.
 - *“Heavy traffic nights & weekends, rowdiness of people after bars close.”*
 - *“There's not enough parking, street parking is hard and am worried about the car getting broken into. If I have to park far from the restaurant, it's not very safe to walk around, day and night.”*

Lack of Parking

Comments related to the lack of parking include the following:

- **General Lack of Parking (229/25%):** Respondents noted a general lack of convenient parking near popular destinations due to high demand.
 - *“It can be hard to find parking in the area around the new library branch.”*
 - *“Limited on-street and establishment parking at popular destinations.”*
- **Business Parking Spillover into Residential Areas (120/13%):** Respondents discussed parking congestion and concerns on residential streets due to commercial spillover on adjacent or nearby streets.
 - *“We live in Montrose and try to walk most places. Our residential homes look like parking lots. Driveways in front of homes with garages are packed with cars overflowing over onto sidewalks.”*

- o *“Retail and restaurant employees taking much of the street parking around homes nearby.”*
- **Limited Available Residential (On-Street) Parking (115/13%):** Respondents noted the lack of street parking in residential areas and illegal parking behaviors on residential streets, such as parking too close to intersections, blocking driveways, or blocking residents’ ability to put out their trash on the curb for collection.
 - o *“Our street is getting off street parking pressure because the other neighborhood streets have permit parking. Some people will park their car in front of our house for five or six days at a time without moving it because they don’t have room to park it at their residence.”*
 - o *“Lack of safe parking for visitors or residents with more cars than allotted parking spaces.”*
- **Denser Land Development/Townhomes (52/6%):** Survey respondents call out the denser, townhome development style commonly found in Montrose neighborhoods as the reason why parking can be a challenge. It was mentioned that driveways are sometimes too short for a car to park, causing homeowners to park on the street.
 - o *“Visitors/workers are hard pressed to find street parking because of the townhouse configuration that has so many driveways leading no available street spots.”*

Active Transportation/Last Mile Connections

Active transportation infrastructure, including sidewalks and bike lanes, can affect parking conditions in the zone. Respondents said that inadequate walking and biking infrastructure can force them to drive, which may contribute to parking issues.

- **Lack of Adequate Walking/Biking Infrastructure (82/9%):** Some comments mentioned the desire for improved walking and biking infrastructure in Montrose so parking can be avoided all together.
 - o *“Parking lots and garages are expensive, ugly, and create more traffic. I’d rather invest in our sidewalks, crosswalks, and bike parking. Lack of safe walking and biking options are the real issue.”*
 - o *“I would rather walk and bike to these locations than drive, but the existing infrastructure makes it so I’m forced to drive.”*
- **Pedestrian Safety/Lighting Concerns (63/7%):** Some respondents expressed their desire for better pedestrian lighting. Comments discussed if they felt safer on Montrose streets, they would rather choose to walk or bike to their destination.
 - o *“Although street parking is ample in Montrose, a lack of sidewalks and crosswalks often make it difficult, if not dangerous, to then walk the final distance to my destination. Inconsistent/poor street lighting also makes this difficult and hurts the perception of safety in Montrose.”*
- **Existing Infrastructure Conditions (39/4%):** Several commenters noted that if existing infrastructure conditions were better, they would choose to walk or bike more and not rely on their vehicle to get around Montrose.

- o *“The sidewalks poor condition can make it hard to walk from the car to the store, bar, restaurant. Also so many curb cuts, folks blowing past stop signs and nose in parking make me worried about being hit when walking to the store from the car.”*
- o *“Street parking on side streets is usually available but poor road condition or sidewalk condition and lack of crosswalks discourages its use.”*
- o *“Montrose is considered one of Houston's most walkable/bikeable neighborhoods. I live just outside Montrose, and would love to walk & bike more to Montrose. But unfortunately there are not very many safe, high-quality walking & biking routes into Montrose. This forces me to drive more often, which then takes parking spaces away from others that would want to use them (in other words, to support existing parking we should be investing more into walking, biking, & transit).”*
- **Public Transit (8/1%):** Several comments asked for public transit improvements so that they do not have to park their cars.
 - o *“Too many cars in general. Would prefer to see transit improvements, along with pedestrian safety improvements. Note: car parking along Westheimer can impede the Westheimer #82 METRO bus.”*

No Issues with Parking

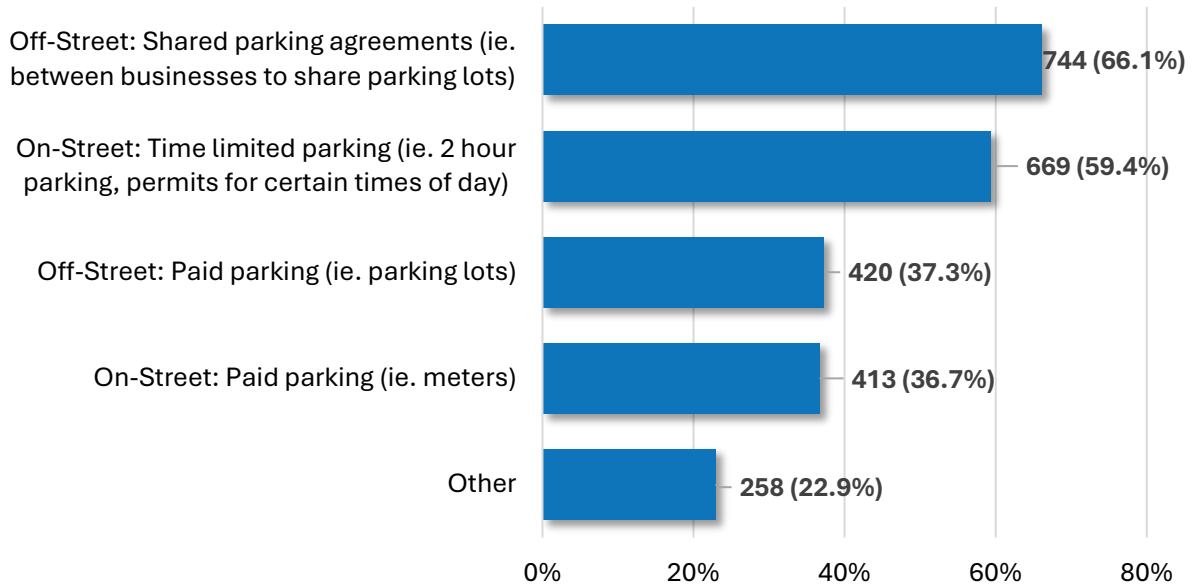
Some survey respondents indicated they did not have challenges parking in Montrose:

- **No Issues with Current Parking (120/13%):** Some survey respondents did not have any concerns with current parking conditions in Montrose.
 - o *“I feel the parking difficulty is appropriate: not too easy but not impossible.”*
 - o *“Parking is usually not a challenge, what I find to be challenging is safely crossing the street or finding somewhere safe and secure to lock up my bike.”*
- **Less Parking (23/3%):** Some comment suggested reducing parking minimums:
 - o *“I think there is too much parking! I support lifting parking restrictions as the city has done in downtown, EaDo and Midtown.”*
 - o *“Too many parking lots in areas that should be for pedestrians. Don’t add more lots where we could have shops.”*

Question 5: Do you support any of the following policies specifically related to parking? Please choose from the list below:

Survey respondents were given a list of parking policies and asked to select policies they would support (if any). Respondents were able to choose more than one answer. **Figure 19** shows that 66.1% of respondents support shared parking agreements and 59.4% support on-street time limited parking. In the “Other” answer choice (22.9% of responses), respondents provided their own ideas, including new sidewalk, bicycle, and transit infrastructure, to remove parking, to not make any changes to parking in Montrose, or to add additional parking enforcement.

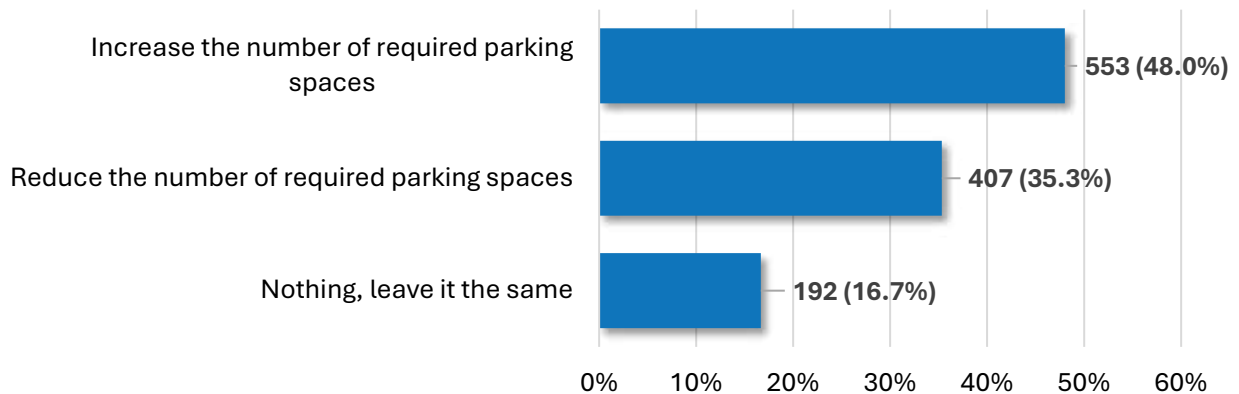
Figure 19. Resident Survey Question 5 Results



Question 6: How should the parking spaces required by code for new developments be addressed?

Residents were asked how new developments in Montrose should address parking; 16.7% of respondents said to leave parking requirements as is, 48% said to increase the number of parking spaces required, while 35.3% said to reduce the number of required parking spaces (**Figure 20**).

Figure 20. Resident Survey Question 6 Results



Question 7: What changes would you like to see related to parking in Montrose?

In an open-ended question, survey respondents had the opportunity to list or describe what changes they would like to see related to parking in Montrose. Comments were able to be tagged in multiple categories if multiple ideas were expressed. Several themes emerged: reducing parking, stricter parking regulations, additional parking, investing in multimodal transportation, utilize existing parking, and less paid and prohibited parking (**Figure 21**).

Figure 21. Question 7 Comment Themes



Reduce Parking

Comments related to a reduction in parking including limiting on-street parking, fewer parking restrictions, and less parking infrastructure:

- **Limit On-Street Parking (135/15%):** Survey respondents mentioned restricting on-street parking availability to one side of the street, particularly on narrow streets where parking on both sides of the street makes two-way traffic flow difficult and dangerous. Some respondents are in favor of residential parking permits or limiting on-street parking because retail and commercial patrons often park on residential streets, notably near bars, restaurants, and the Westheimer commercial corridor.
 - “Street parking availability on both sides of the street in Vermont Commons effectively limits huge stretches of street to a single lane. This leads to dangerous intersections with limited visibility and backups in traffic. For much of our neighborhood, it would be safer to limit parking to one side of the street.”
 - “The sections of on-street parking on Westheimer Road have been problematic in my experience. It limits sight distance coming in and out of driveways and sometimes clogs up the only lane open in one direction.”
 - “...Create a resident parking permit system to maintain availability for residents to find parking.”
- **Reduce parking minimums (135/15%):** Comments supported reducing or eliminating parking minimums to create a denser, more walkable urban environment.
 - “Reduce the amount of required parking in Montrose and invest in multi-modal transit and bike parking.”
 - “Focus on reducing the parking requirement to create a more walkable neighborhood...”

- **Less Parking Infrastructure (113/13%):** Some commenters suggested removing parking and reducing the number of empty, underutilized parking lots in the zone.
 - *“Eliminate all parking on Westheimer.”*
 - *“Less parking lots in Montrose, build more housing on them, more business, add more bike lanes and public transit options, widen every sidewalk by 3 feet.”*

Stricter Parking Regulations

Comments related to stricter parking regulations included feedback related to increased enforcement of existing regulations, more residential parking permits, and more paid parking to manage parking demand.

- **More Enforcement (125/14%):** Survey responders discussed the desire to have additional parking enforcement of existing regulations because the perception is that current restrictions are not being followed and drivers are not being penalized.
 - *“Enforcement of the existing rules. Someone has parked their truck in front of our fire hydrant for 6 months with no penalties.”*
 - *“Enforcement, i.e., blocking hydrants, parking/blocking on top of sidewalks, parking too close to intersections. More stripes indicate proper spacing for cars.”*
- **Increase residential parking permits (120/14%):** Survey respondents suggested adding residential permit parking.
 - *“I would like to see my neighborhood require a residential sticker for street parking.”*
 - *“Allow resident parking only in residential areas.”*
- **More Paid Parking (97/11%):** Some comments discussed adding paid parking in more areas, including more paid parking lots and parking garages.
 - *“Montrose could use a parking district. Price street parking to fund pedestrian infrastructure and safety. Sidewalk maintenance, crosswalks, public bike parking, so that we have more options to access local businesses.”*
 - *“I would like to see more parking lots and more paid parking with time limits to make it fair for all drivers as well as improved roads and parking structures.”*

Add More Parking

Respondents suggested adding additional parking options to Montrose’s businesses and destinations:

- **Construct More Parking (151/17%):** Comments discussed the desire to construct more parking options in Montrose, such as adding meters or building additional surface parking lots or parking garages.
 - *“Metered on street parking in commercial zones, more parking lots.”*
 - *“I’d like to see more parking options for retail and commercial customers so that more street parking can be available for residents.”*
- **Require More Parking for Business (65/7%):** Comments mentioned requiring businesses to have additional parking spots for their customers.

- *“Each business needs a plan to provide adequate parking for its patrons. If you reduce businesses’ requirements to provide parking, you simply push more cars onto the nearby streets, so please don’t do that.”*
- *“Do not allow new businesses to open unless there is adequate parking in their buildout plan, whether it’s a parking lot or designated on-street parking.”*
- **More Requirements on Residential Parking (33/4%):** Some comments discussed requiring developers to provide additional parking for residential developments.
 - *“Townhouses should be required to leave curb space for at least one car in addition to any driveway and garage parking. This would alleviate problems for their guests and sometimes their extra vehicles.”*
 - *“There are many small apartment projects in Montrose that do not have enough parking, the residents of these apartment projects end up using most of the free space on the street, or park their cars over the sidewalk making it difficult to impossible to use the sidewalks for pedestrian traffic.”*

Invest in Multimodal Transportation

Respondents discussed investing more in Montrose’s multimodal transportation network rather than investing in parking

- **Make it Easier to Walk and Bike (170/19%):** Comments noted that making it easier to walk and bike in Montrose could reduce the demand for parking.
 - *“I’d like to see Montrose become more walkable and with better public transit so we need fewer parking spaces and can use our space more efficiently.”*
 - *“I would love to see more emphasis on alternative transportation in Montrose to reduce the need for more and more parking.”*
- **Improve Transit (60/7%):** Transit connections in the zone may also reduce the demand for parking.
 - *“Better public transportation options to and from the area would help. Better designated areas for rideshare drop-offs. Ideally there would be fewer parking lots so people could better enjoy the area.”*
 - *“There should be a focus on improving walking and biking infrastructure and expanding public transit options to reduce car dependence. This would free up parking for those who need to drive.”*
- **More Bike Parking (54/6%):** Bicycle parking may encourage more people to bicycle and reduce the need for parking.
 - *“More parking for bikes would be nice.”*
 - *“More and improved bicycle parking. Bicycles are much more space-efficient to store & the TIRZ should encourage this type of parking.”*
- **Implement a Parking District (55/6%):**
 - *“Montrose could use a parking district. Price street parking to fund pedestrian infrastructure and safety, sidewalk maintenance, crosswalks, public bike parking, so that we have more options to access local businesses. Eliminate parking mandates.”*

Support shared parking agreements. Discourage garage and lot development. Parking enforcers can discourage car break-ins. Parking lots and garages are financial drains, ugly, and crime magnets.”

Better Utilize Existing Parking

Respondents discussed ideas to better use existing parking, such as shared parking agreements and improving existing parking.

- **Shared Parking Agreements (76/9%):** Businesses can explore sharing available parking to subsidize some of the parking needs in the zone.
 - *“Businesses should share parking lots and metered parking with revenue going to improve the neighborhood would be great.”*
 - *“More shared parking lots between stores, especially the ones that are back to back from each other.”*
 - *“Walgreens is close by, and always has an over abundance of parking. They should share or lease to provide parking for people always parked on Lovett and extra needed parking for Snooze.”*
- **Improve Existing Parking and Parking Signage (42/5%):** Existing parking lots can be improved with upgraded striping and signage. Parking is often not clearly marked, causing confusion about where public parking is available.
 - *“Clear parking signage. A few parking garages with reasonable rates and at least one that is free.”*
 - *“I would like to see clearly marked parking areas, be it street parking or in lots. I also think that having lines delineating spaces for street parking would be helpful. Often vehicles are parked with almost enough space for another vehicle, yet not quite enough, making inefficient use of the street parking available.”*

Less Paid and Sign Prohibited Parking

Respondents mentioned that although Montrose has plenty of parking, they would prefer fewer areas with paid or prohibited parking.

- **Less Paid Parking (96/11%):** Respondents suggested removing existing paid parking areas in Montrose.
 - *“Eliminate paid parking on streets in parking lots.”*
 - *“Availability of free, on street and lot parking. Maybe with 2 hour limit. With enforcement.”*
- **Less Valet (22/3%):** Survey respondents asked for less valet-only parking areas. Some noted that valet areas block off much of the available parking for restaurants and businesses in the zone.
 - *“Fewer valet-only establishments. No parking allowed on both sides of W Gray where it is so congested with businesses.”*
 - *“More parking for residents and visitors to enjoy the area, shopping, eating, without having to pay for valet.”*

- **Decrease Existing On-Street Parking Restrictions (21/2%):** Several comments suggested removing parking restrictions for some of the on-street parking areas.
 - o “Too many streets have restricted parking.”
 - o “Open up some of the no parking areas.”

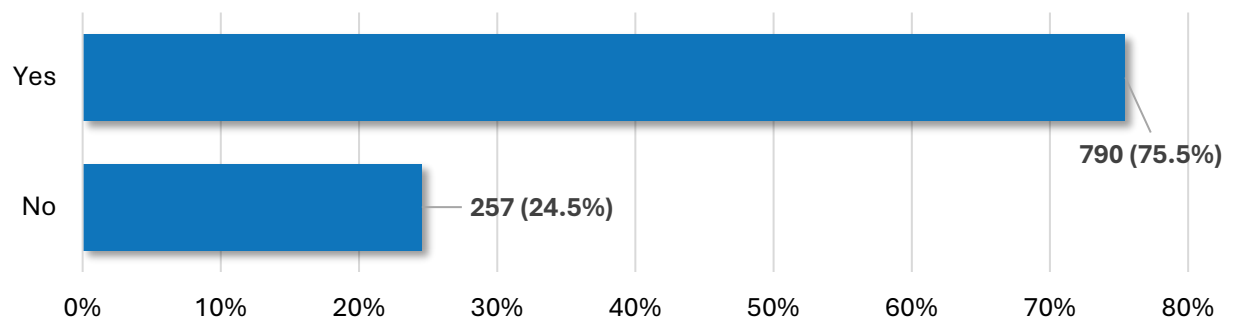
Questions for Residents

If respondents claimed they were a Montrose resident in Question 1, a set of additional questions appeared to ask specifically about parking near their residences.

Residents Only – Question 8: Do you have adequate parking at your residence?

Participants were asked whether they had adequate parking at their residence. **Figure 22** Shows that 75.5% of respondents said yes, they did have adequate parking at their residence; 24.5% said they did not.

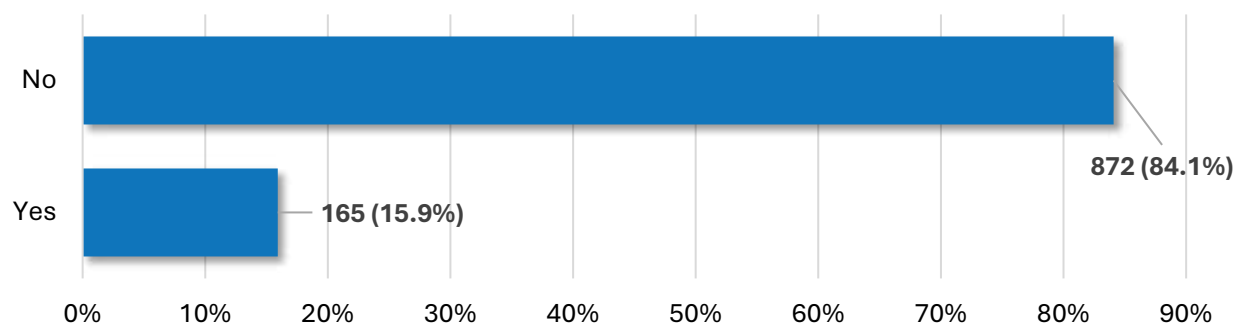
Figure 22. Resident Survey Question 10 Results



Residents Only – Question 9: Is your property location subject to residential permit parking?

Survey respondents were asked whether their property was subject to residential permit parking (RPP). **Figure 23** shows that 84.1% of respondents were not subject to RPP.

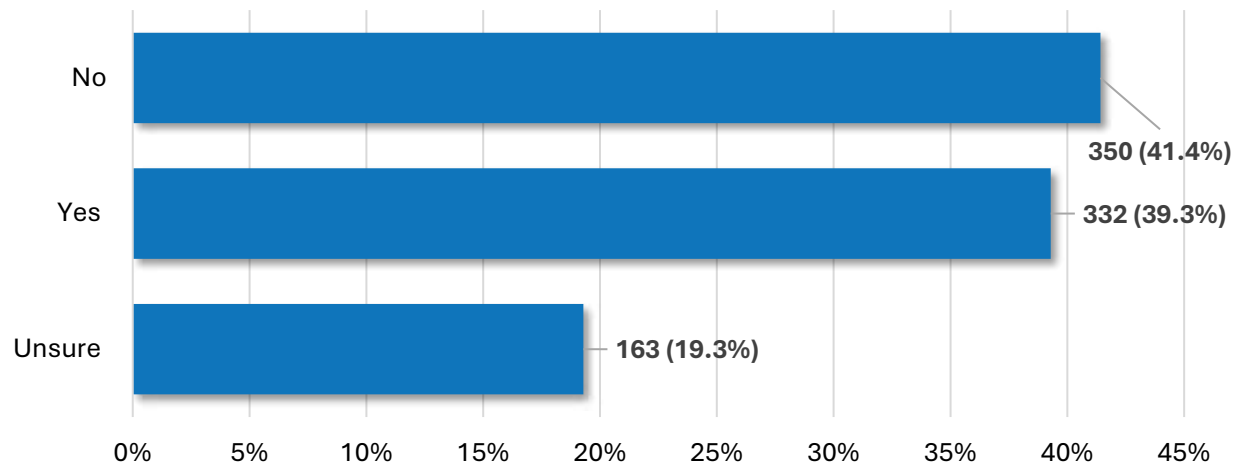
Figure 23. Resident Survey Question 11 Results



Residents Only – Question 10: If not, do you want residential parking near you?

Respondents that indicated they were not subject to RPP were asked if they would support RPP near their homes. **Figure 24** shows that of those who responded, 41.4% do not want RPP near their home.

Figure 24. Resident Survey Question 12 Results



Residents Only – Question 11: Which neighborhood of Montrose do you live in?

Respondent self-selected their neighborhood from a drop-down list of 21 neighborhoods; this list was derived from the Neartown Association’s map of neighborhoods. As shown in **Figure 25**, North Montrose had the most survey participants, making up 18.7% of the resident survey responses, followed by Hyde Park (13%), and Vermont Commons (9.4%).

Figure 25. Resident Survey Question 13 Results

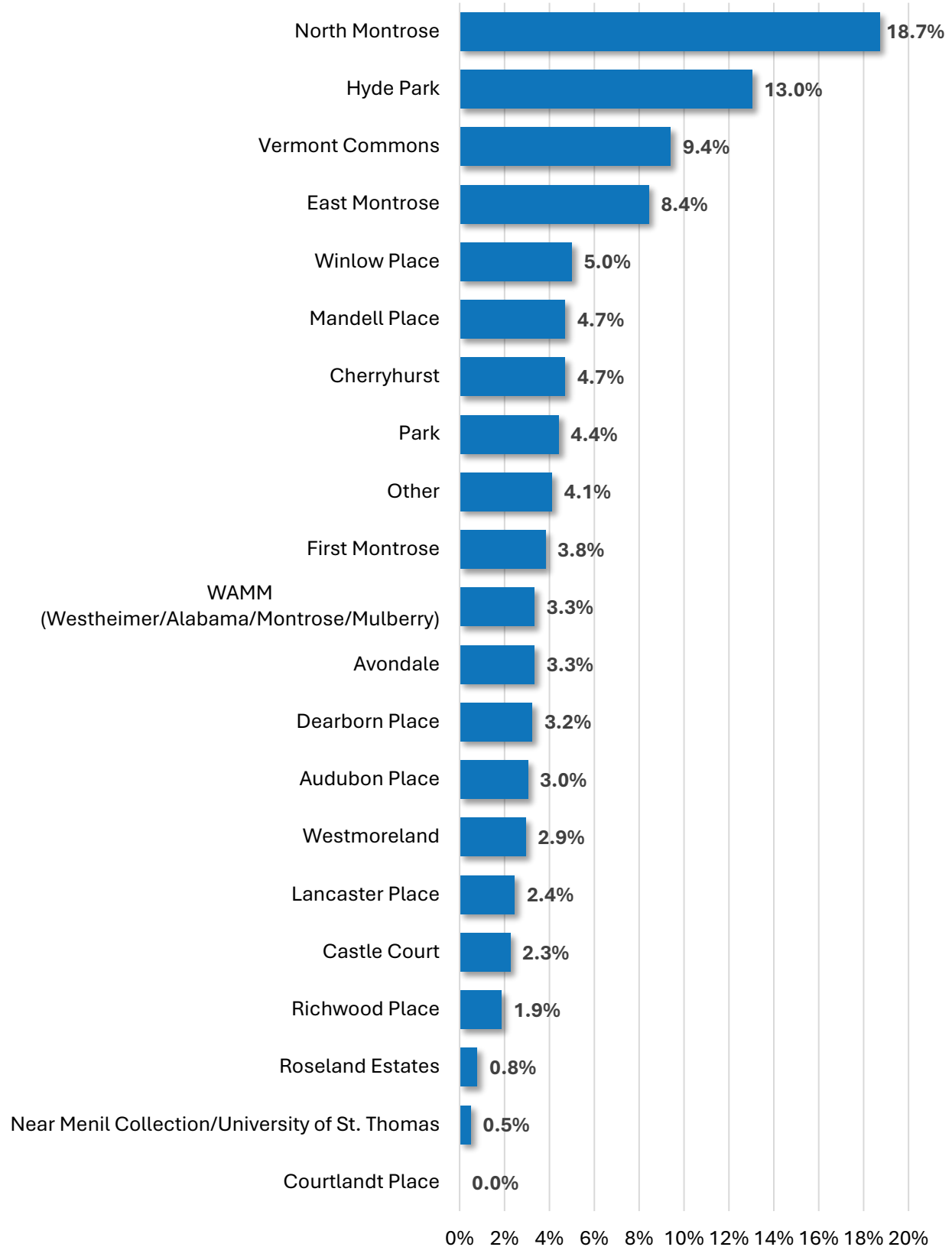


Figure 26. RPP desires by neighborhood

Neartown Super Neighborhood

Map showing the boundaries and names of various civic associations and clubs within the Neartown Super Neighborhood:

- NORTH MONTROSE CIVIC ASSOCIATION
- PARK CIVIC CLUB
- WOODMONT COUNTRY CIVIC ASSOCIATION
- WINDSOR PLACE CIVIC CLUB
- UNIVERSITY OF ST. THOMAS
- EAST MONTROSE CIVIC ASSOCIATION
- ROCKWELL CIVIC ASSOCIATION
- ST. LOUIS PLACE CIVIC ASSOCIATION
- WINDSOR PLACE CIVIC CLUB
- WINDMILL PLACE CIVIC ASSOCIATION
- WINDY CIVIC ASSOCIATION
- WINDSOR PLACE ASSOCIATION
- WEST WINDSOR CIVIC ASSOCIATION
- BEAVERBROOK PLACE
- UNIVERSITY OF ST. THOMAS
- WINDSOR PLACE CIVIC ASSOCIATION
- WINDSOR PLACE CIVIC ASSOCIATION
- WINDSOR PLACE CIVIC ASSOCIATION
- WINDSOR PLACE CIVIC ASSOCIATION

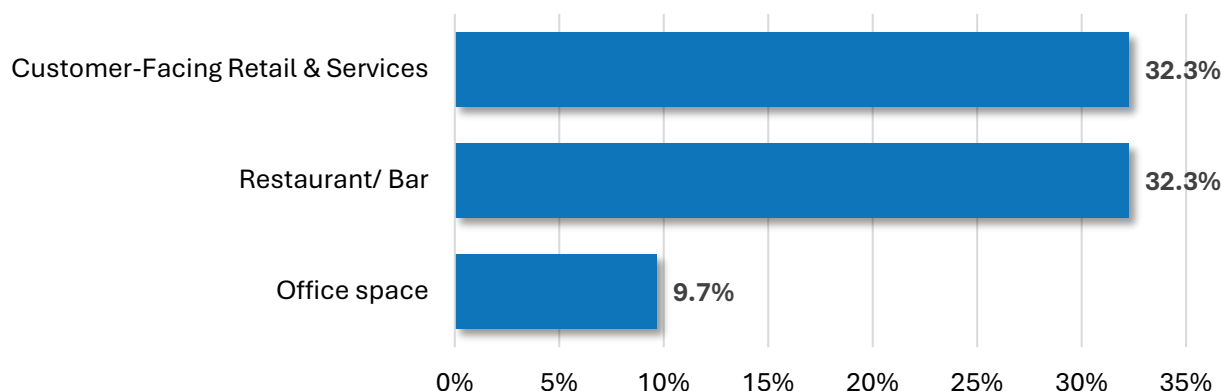
Commercial Tenants/ Business Managers/ Business Owners Survey Results

A survey specifically for commercial tenants, business managers, and/or business owners was also available to understand parking issues from the commercial perspective. A total of 38 responses were received. Not all questions were required for this survey, so different numbers of responses were collected for each question. The results of this survey are discussed for each question in the following sections.

Question 1: Please provide the name of your business, the address, or nearest roadway cross-streets.

A total of 31 respondents answered this question; 32.3% of respondents represented customer-facing retail and services, such as coffee shops or retail storefront, 32.3% of respondents were owners or managers of bars or restaurants; 9.7% of responses represented office spaces in Montrose (refer to **Figure 27**).

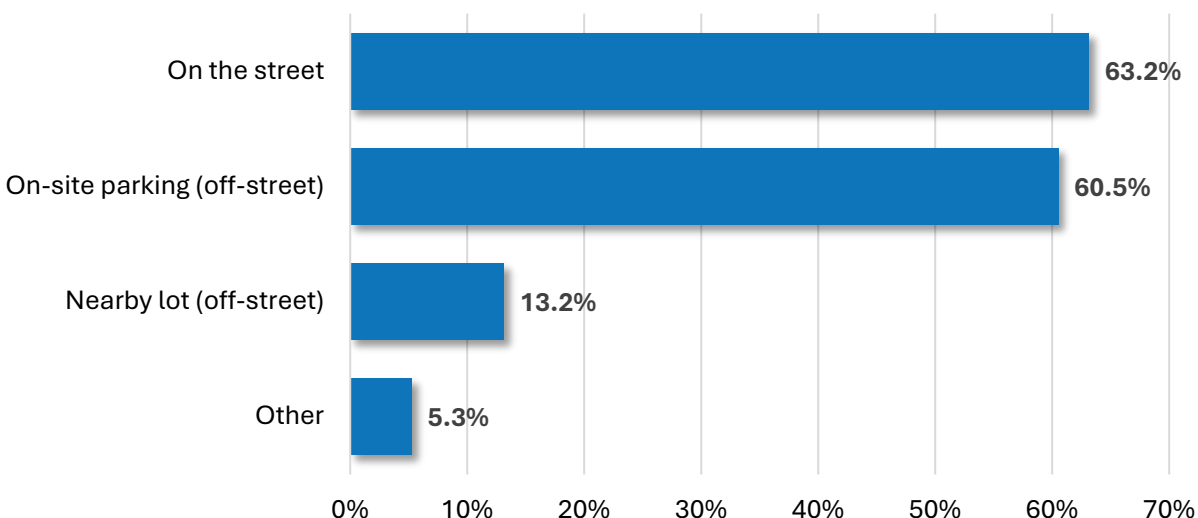
Figure 27. Commercial Survey Q1 Results



Question 2: Where do your employees park?

Respondents were asked where their employees park: on-site parking, a nearby lot, and/or another option not listed. Respondents could select more than one answer. **Figure 28** shows that 63.2% said their employees utilize on-street parking and 60.5% indicated their employees use on-site parking (i.e., parking lot). Those who selected “other” had the opportunity to write-in a response. Responses received included using a parking garage or using multimodal transportation alternatives.

Figure 28. Commercial Survey Q2 Results



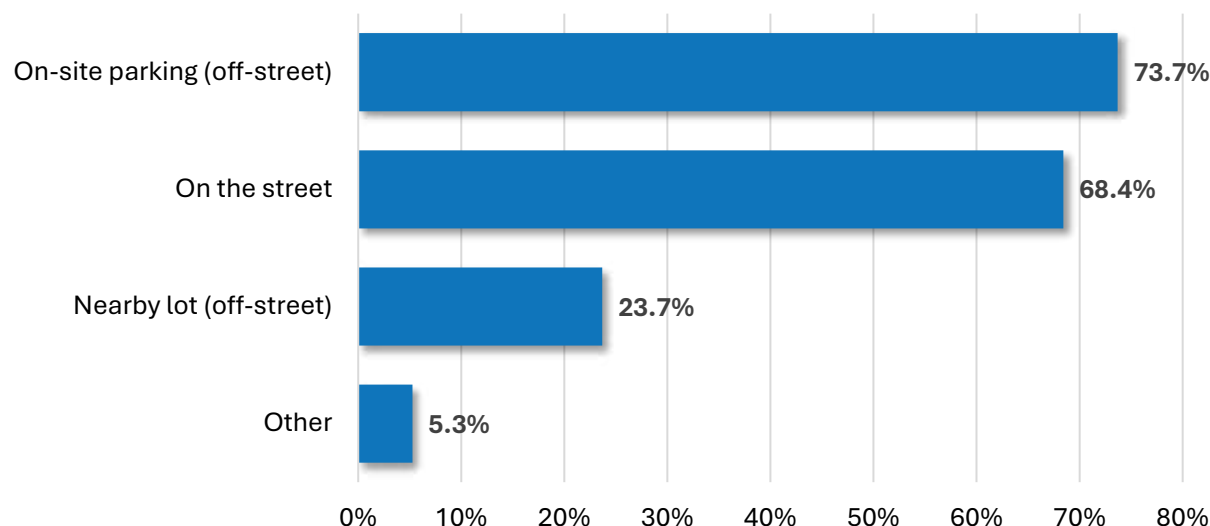
Question 3: How many of your employees arrive via rideshare, transit, walking or biking and therefore DO NOT need parking?

Respondents were asked how many employees use an alternative form of transportation to get to work and do not need parking. This was an open-ended question. Based on the responses, it is estimated that 5% - 30% (or more) of employees working for businesses in Montrose use alternative modes of transportation to get to work and therefore do not necessarily need parking.

Question 4: Where do your visitors/customers park?

Respondents were asked where their customers park. More than one answer could be selected. As shown in **Figure 29**, 73.7% of respondents indicated that their customers used on-site parking (e.g., site specific parking lot) And 68.4% of respondents said customers use street parking. Other parking locations included using a nearby parking garage or using valet services.

Figure 29. Commercial Survey Question 4 Results



Question 5: How many of your visitors/customers arrive via rideshare, transit, walking or biking and therefore DO NOT need parking?

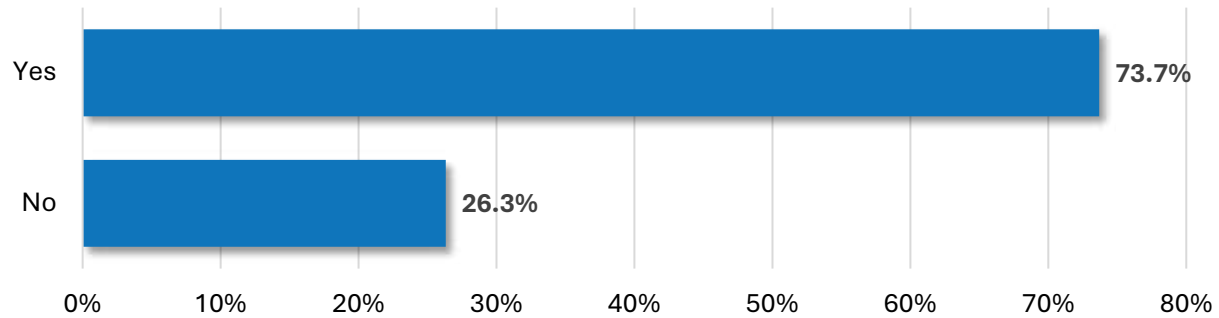
Survey participants were asked to estimate how many of their customers do not need parking due to arriving at business via other modes of transportation. This survey question was open-ended, which resulted in a wide range of response types.

- 39.4% said very few people use alternative modes of transportation to reach their businesses.
- Approximately 27.3% of respondents said that more than half of their customers use alternative modes of transportation.
- 4 comments indicated that approximately 10% - 30% of their customers use alternative modes of transportation.
- The remainder of respondents either did not know or did not respond to the question.

Question 6: Do you feel like you have enough dedicated parking for your business?

Respondents were asked if they have adequate parking for their businesses. As shown in **Figure 30**, 73.7% of participants said yes, there is adequate parking, while 26.3% said there is not enough parking.

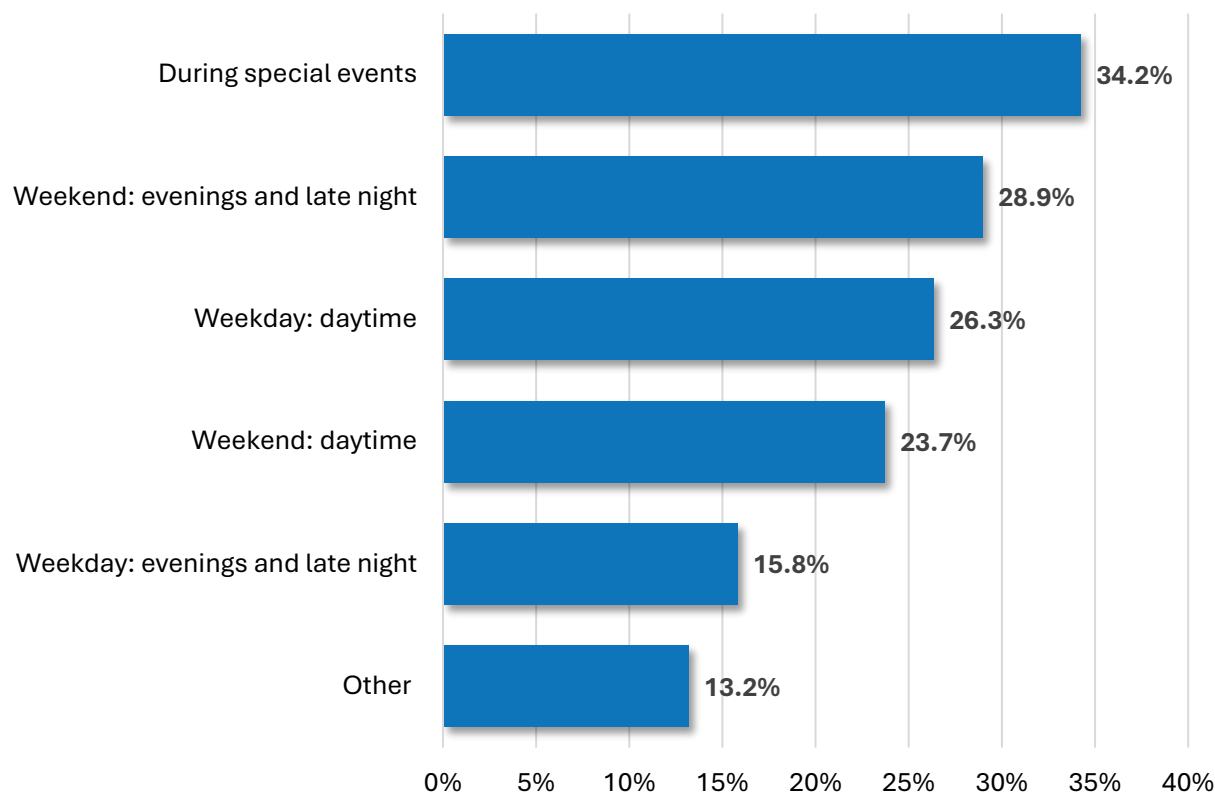
Figure 30. Commercial Survey Question 6 Results



Question 7: Are there specific days or times when parking is especially difficult?

Survey respondents were asked if there are specific days or times when parking is especially difficult. This was a multiple choice and more than one time or day could be selected. The results in **Figure 31** show that 34.2% of respondents feel that parking is especially difficult during special events, followed by evenings and late nights on weekends (28.9% of responses), and during the day on weekdays (26.3% of responses). 13.2% of responses said “other;” responses reported that parking was difficult during times of road work, the AM peak periods, and school pick-up/drop-off times.

Figure 31. Commercial Survey Question 7 Results

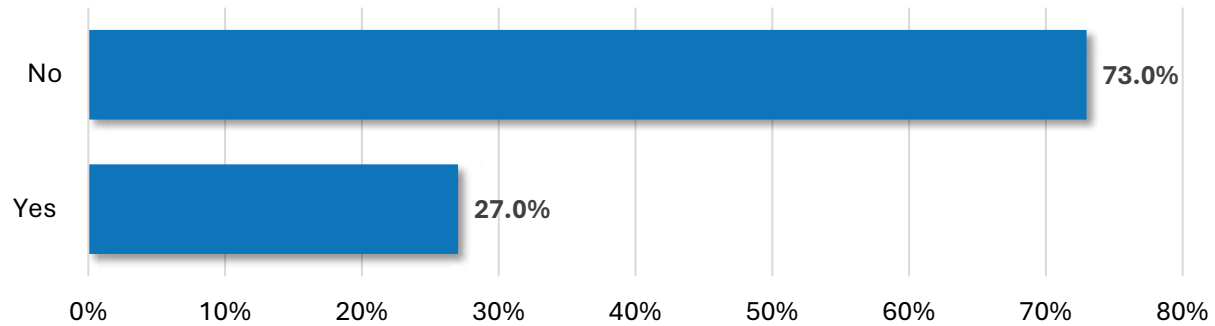


Question 8: Do you receive any complaints about parking at or near your business?

Respondents were asked whether or not they had received any complaints about parking at or near their businesses. If recipients chose “yes,” they were given the option to provide additional context about the complaint(s). As shown in **Figure 32**, 73% of respondents answered that they have not received any complaints, while 27% of the participants answered yes.

Open-ended responses discussed issues with existing parking restrictions, potential vandalism, and safety concerns, echoing feedback received in the residential/visitor/employee parking survey. Respondents also mentioned issues with drivers parking in their businesses parking lots, restricting access for customers wanting to visit their store.

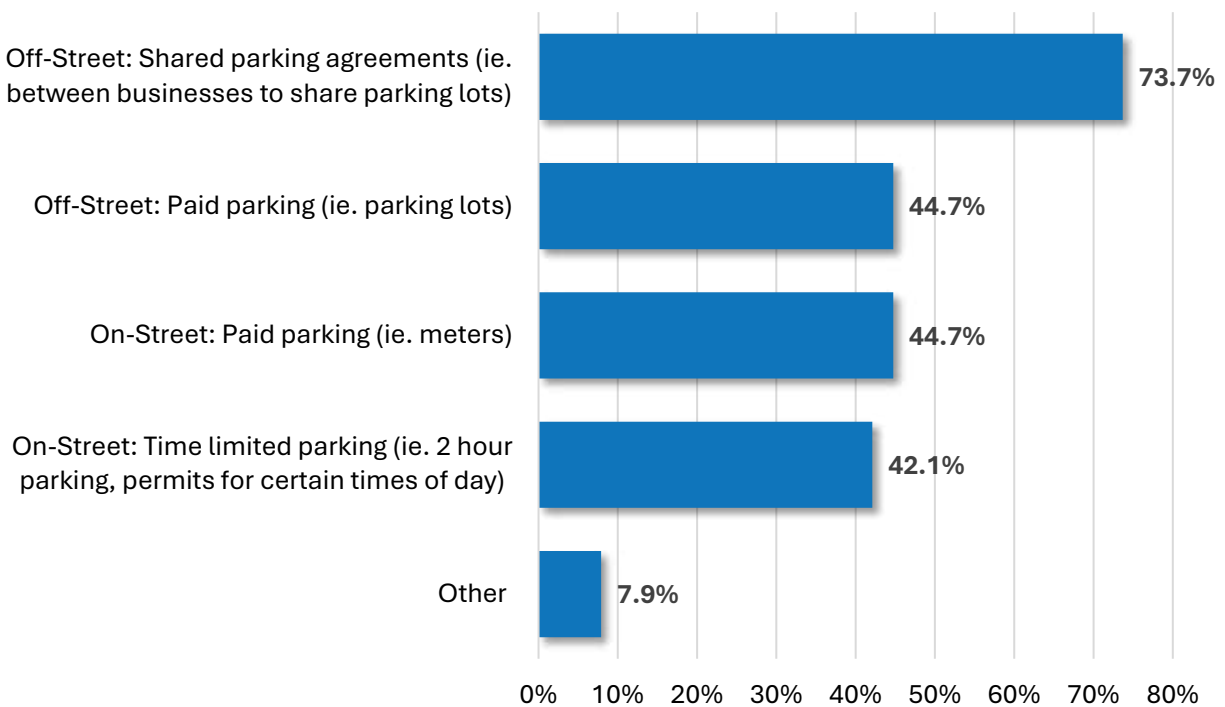
Figure 32. Commercial Survey Question 8 Results



Question 9: Do you support any of the following policies specifically related to parking? Please choose from the list below.

Survey participants were asked which, if any, policies they would support related to parking in Montrose. As shown in **Figure 33**, 73.7% of respondents indicated they would support shared parking agreements, 44.7% supported more paid parking lots, 44.7% supported more paid meters, and 42.1% supported timed parking restrictions. 7.9% responded with “Other,” which included support for residential parking permits, more free parking, and a new parking garage.

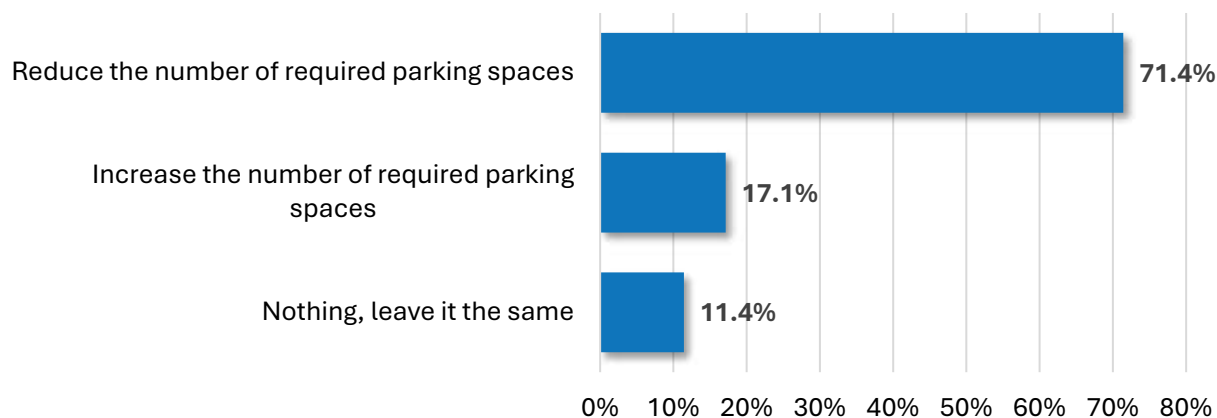
Figure 33. Commercial Survey Question 9 Results



Question 10: How should the parking spaces required by code for new developments be addressed?

When asked how parking for new developments should be addressed, 71.4% of respondents selected a reduction in the number of parking spaces required (refer to **Figure 34**). This question was multiple choice and only one choice could be selected.

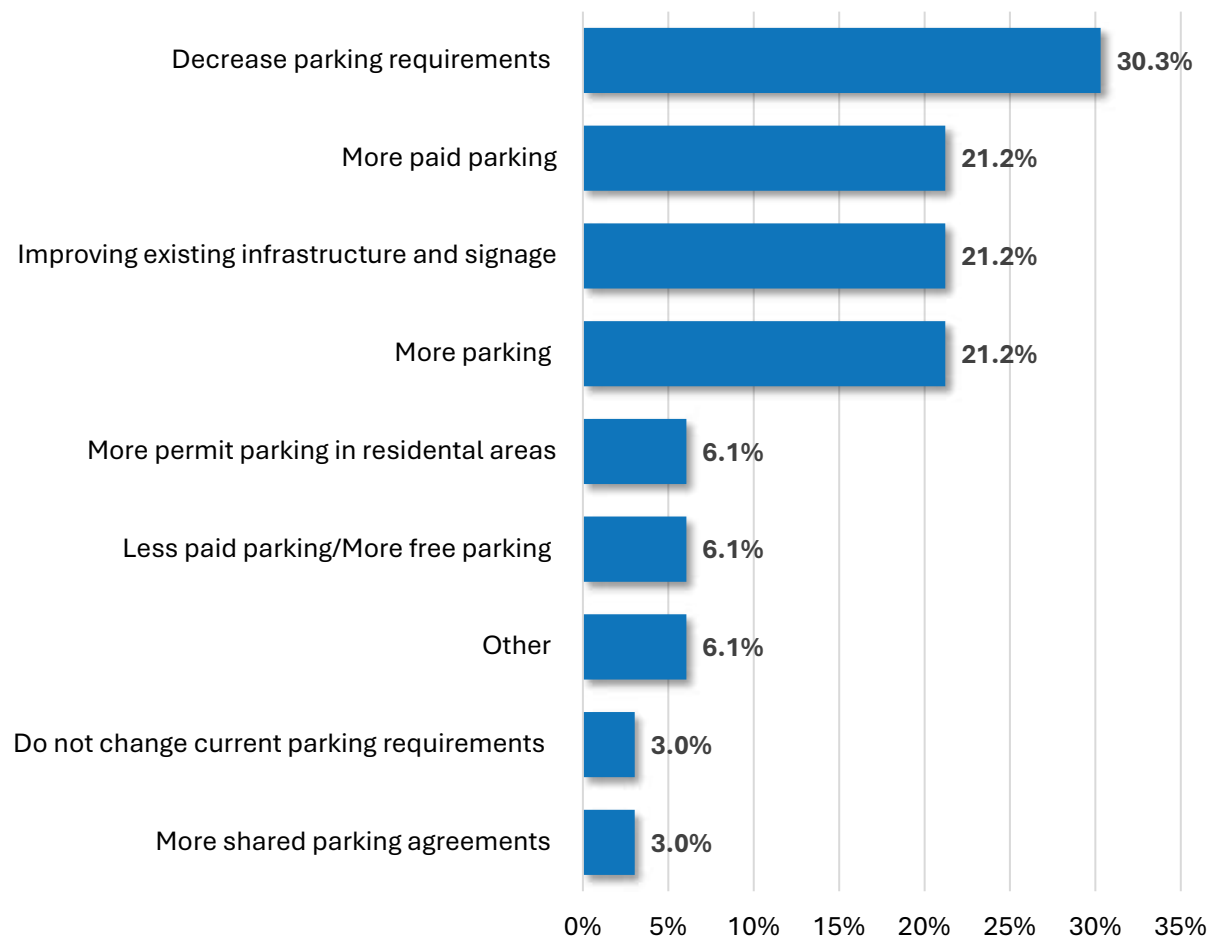
Figure 34. Commercial Survey Question 10 Results



Question 11: What changes would you like to see related to parking in Montrose?

In an open-ended question, respondents were asked what changes they would like to see in Montrose related to parking. As shown in **Figure 35**, respondents would like to see a reduction in parking, more paid parking, improved infrastructure and signage, and more parking overall.

Figure 35. Commercial Survey Question 11 Comment Tagging



Interactive Map Survey Results

In addition to the online surveys available for residents and business owners, an interactive map survey was available for all respondents to leave geographically based feedback on parking issues in Montrose. Respondents had the opportunity to leave comments related to four categories:

- Areas where unwanted vehicles are parked
- Areas where there is not enough parking
- Areas that have too much parking
- Other

Table 4 displays the overall number of comments that were gathered for this interactive map activity by comment type. A total of 543 comments were gathered and analyzed.

Table 4. Interactive Map Comment Types

Interactive Map Comment Type	Number of Comments	Percentage
Unwanted Vehicles	303	55.8%
Not Enough Parking	151	27.8%
Over Supply of Parking	70	12.9%
Other	19	3.5%

Survey respondents were able to leave a write-in comment with their comment pin location, but that was not required. This resulted in some comments having write-in feedback, while others as just a pin location on the interactive map tool.

Interactive Map Data Cleaning and Analysis Methodology

Interactive map comments were reviewed and tagged before being analyzed to ensure comments were unique and to avoid false comment clusters added by a single user.

First, duplicate comments in the same area that were made by the same user. A case-by-case data assessment was conducted based on computer IP addresses, comment date, and time stamps. Survey respondents were allowed and encouraged to add multiple comments to the interactive map, however, if multiple comments were made in the same location at the same time by the same user, these comments were consolidated into one single comment. For example, one survey respondent added over 30 comments in one location on the same day; these comments were consolidated into one comment to avoid fabricated comment clusters in this particular area.

Next, each comment was given a comment tag. Comment tags were created by comment category, and each comment was tagged at least once. However, multiple tags were given to comments that had multiple themes. Comments that were tagged “other” were reviewed individually and recategorized into one of the three main categories (unwanted vehicles, not enough parking, over supply of parking) if appropriate.

Unwanted Vehicles

Figure 36 shows the location of comments tagged as areas where unwanted vehicles park. Several “hot spots” emerged due to the number of comments:



1. **Westheimer Road and Adjacent Streets:** Many of the comments in this cluster expressed the desire to remove the on-street parking on Westheimer Road, noting that this parking is perceived to be dangerous and difficult to navigate safely.
 - o *“Too many vehicles parking on Westheimer. Pedestrians trying to cross mid-block are a constant danger as drivers can’t see them when they step out between cars. Cars leaving parking lots must get all the way to traffic before they can see around parked cars, making it dangerous.”*
 - o *“Parking should not be allowed on Westheimer. This is one of the busiest streets in Houston. There should always be two lanes of traffic flowing in each direction.”*
2. **Montrose Collective/Library Area:** Comments clustered around this area note that too much of the available parking is limited to valet, or that existing parking is difficult to find and/or not easily marked. Respondents also mention that the volume of parked cars make the area difficult for two-way traffic to navigate, which can cause congestion and additional wait times.
 - o *“Too many cars park here on a narrow road that is a highly trafficked pedestrian area, next to the public library. Due to the takeout orders from Burger Joint and all the cars there, we should get rid of all parking in this small strip of California Street.”*
 - o *“Incredibly congested area. Drivers trying to find parking near these businesses often slows down the speed of traffic on northbound Montrose.”*
3. **Fairview Bar District:** Respondents indicate issues with late night noise, litter, vandalism, or theft in this area and vehicles parked on the streets in residential areas.
 - o *“Cars park here for bars the block over. Crazy driving at night. Parking only surges in need on weekends and holidays.”*
 - o *“On the weekends at night people park here since there is not permit parking and cause disturbances late at night leaving the bars drunk. These instances have been covered by the local news multiple times.”*
4. **Harlow District:** Comments in this cluster discussed the need for additional employee parking, overflow parking from nearby apartment complexes, and overflow retail and restaurant parking along nearby residential streets. Commentors noted cars park on both sides of the road on adjacent side street, making it difficult for two-way traffic to pass.
 - o *“So many cars that people have to take turns passing. Only wide enough for one car with parking on both sides of the street.”*
 - o *“The Harlow District only has valet parking. Large numbers of patrons of the Harlow District park here to avoid valet charges. This eliminates parking for residents.”*
5. **West Gray Commercial Area:** Comments here mention sight distance issues caused by parked cars.
 - o *“Cars park too close to intersection making it very difficult to see oncoming traffic.”*
 - o *“Whether driving or walking, it no longer feels safe to take turns or cross at the Stanford - W. Gray intersection; parked cars are often blocking site lines. The school on the other side also complicates the issue causing lots of traffic during pickup times and creating the need for hyper-attention to driving/pedestrian safety.”*

6. **Vermont Street near Dunlavy Street:** Comments in this area note that Vermont Street is very narrow and there are issues associated with allowing parking on both sides of the street. Respondents report sight distance, safety, and access concerns with available parking.
- o *“This is a blind corner and parking should be restricted. I have had many close calls at this bend of the street due to poor visibility accentuated by parked vehicles.”*
 - o *“Vermont is a narrow street with car parked both sides what makes a hazard situation for residents entering and leaving their driveways. Cars also park in the curb aimed for garbage collection.”*

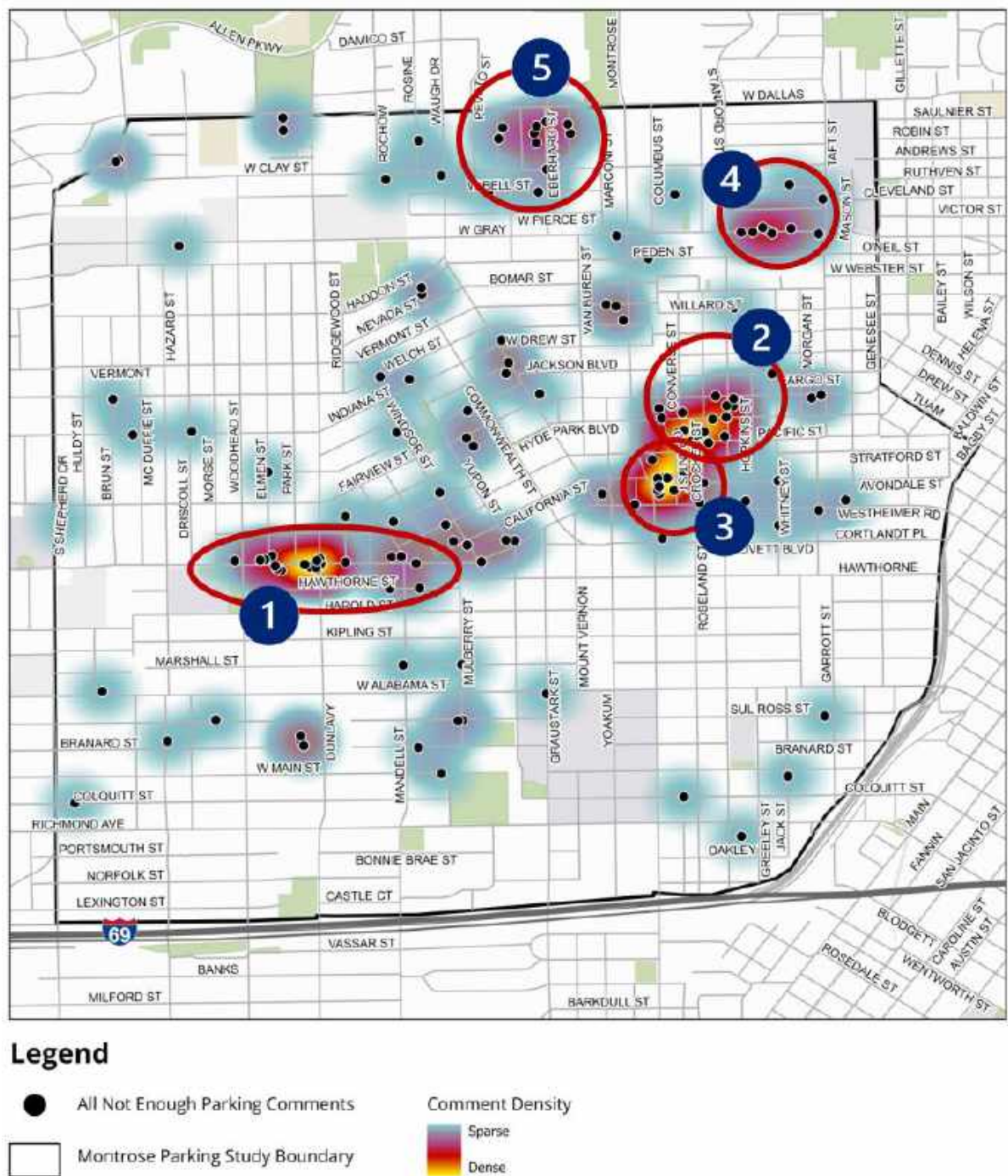
Other common themes for unwanted vehicles include:

- **Narrow Streets (162/53%):** Comments mention unwanted vehicles parked along residential streets that are perceived to be too narrow to support parking on both sides of the street. Comments note sight distance issues with parked cars near intersections, access issues with two-way traffic, and issues with curb management including blocked sidewalk and driveway access as well as issues with putting out trash on the curb of residential streets due to the number of vehicles parked on the residential streets. Commonly mentioned streets include Vermont Street and Indiana Street.
- **General Commercial Spillover (107/35%):** Comments mention that unwanted vehicles parked on residential streets to visit nearby adjacent commercial businesses or activity centers. Among commenters, there is a desire to remove these vehicles from residential streets to make parking available for residents’ guests and other neighborhood visitors.
- **Enforcement Issues (30/10%):** Some comments also discussed issues with enforcement, citing that existing parking regulations are not enforced. Respondents would like to see additional parking enforcement for existing parking restrictions.

Not Enough Parking

Figure 37 shows the location of comments related to not enough parking, revealing several comment clusters.

Figure 37. Not Enough Parking Locations



1. **Westheimer Commercial Area:** Commentors mentioned there is not enough parking in this area.
 - o *“Cars are always circling because, there is never enough street and lot parking in this area (in addition to the clogged roads from construction).”*
 - o *“Too many cars parked along the street. It turns the 4 lane road into a 2 lane road. Also traffic needs to slow down as people get in and out of their vehicles. This is a busy intersection with great businesses that need more parking.”*
2. **Fairview Bar District:** Respondents noted there is not enough parking available in this area to support the bar and nightlife activities.
 - o *“A lot of nightlife in the area and not enough street parking.”*
 - o *“Paid parking on the weekends is helpful, but there is opportunity in this area near the bars to supply better, safer parking options for patrons.”*
3. **Montrose Collective/Montrose Library Area:** Comments discussed limited parking around the library and the Burger Joint, and frequently mentioned cars circling the area looking for parking.
 - o *“The previous library had accessible parking. Now, there is limited parking. I have not been able to visit the library.”*
 - o *“Several restaurants in close proximity without enough parking.”*
4. **West Grey Commercial Area:** Comments discussed general lack of parking for the West Grey commercial areas.
 - o *“Explosion of retail growth has made it hard for parking to keep up.”*
 - o *“There is not enough parking to support the commercial establishments on Gray from Taft to Stanford Street.”*
5. **Harlow District:** Commentors discussed how the new businesses paired with expensive parking has resulted in customers using all of the available street parking.
 - o *“Too many patrons of the restaurants and coffee shop park here and residents and their guests have no room. We now park on other streets.”*
 - o *“Too many restaurants and too little parking or too expensive parking making customers choose to park on residential streets.”*

Other common themes for comments related to not having enough parking include:

- **Not Enough Parking for Businesses (58/38%):** There is a general concern that businesses do not have enough parking in Montrose, which makes drivers park on nearby residential streets.
- **Lack of On-Street Parking for Residents (33/22%):** Respondents indicate there is not adequate on-street parking in front of their residences due to parking spillovers from nearby commercial areas, and townhome developments with driveways too short to accommodate vehicles, resulting in increased demand for on-street parking.
- **Many Unspecified or General Lack of Parking Comments (73/48%):** Almost half of the comments collected in this category were unspecified, meaning no additional information was provided with the pin at the specific location.

Not Enough Parking Follow Up Questions

Respondents that identified an area on the interactive map with insufficient parking (i.e., dropped a pin at a specific location) were asked two follow-up questions: 1) how long they typically spend searching for a parking space and 2) how many blocks they usually travel to find parking in that area. These follow up questions were not available if a respondent chose the “Over Supply of Parking” or “Unwanted Vehicles” comment category.

How many minutes does it typically take you to find parking here?

Table 5 and **Figure 38** show that 75% of respondents find parking near their destination within 10 minutes. Respondents search for parking longer near the Fairview bar district, along the Westheimer commercial area, and near the West Grey commercial area.

How many blocks away from your destination do you have to search for parking?

Table 6 and **Figure 39** show that 36% of respondents find parking within 2 blocks of their destination. More respondents indicated they typically park more than three blocks from the Fairview bar district than other areas in Montrose.

Table 5. Minutes to Find Parking Results

Minutes to Find Parking	Frequency	Percent
0 – 2 Minutes	48	32%
3 – 5 Minutes	22	15%
6 – 8 Minutes	22	15%
9 – 10 Minutes	19	13%
11 – 12 Minutes	2	1%
13 – 15 Minutes	38	25%

Table 6. How Many Blocks to Find Parking Results

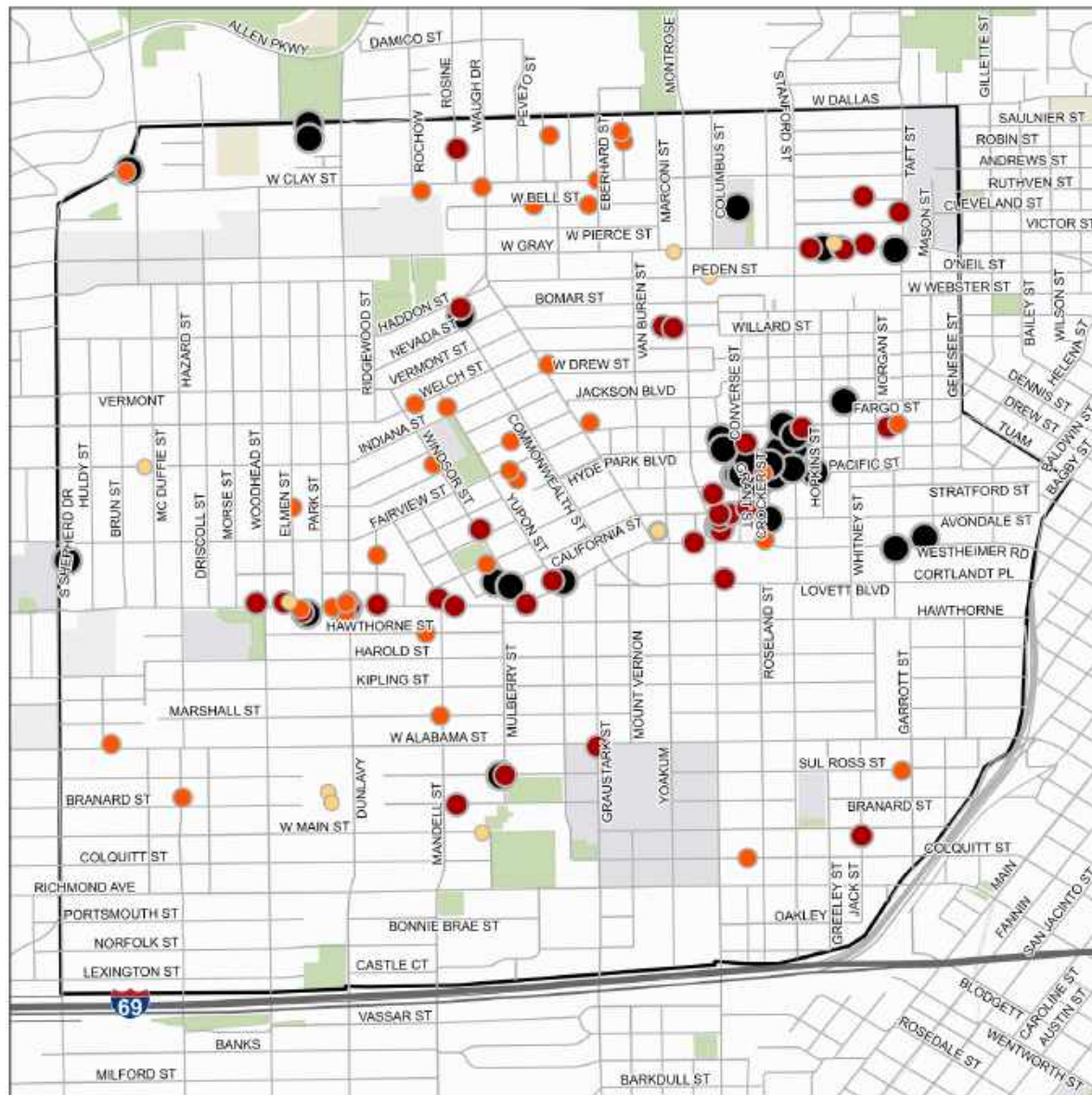
How Many Blocks	Frequency	Percent
Less than 1 block	9	7%
1 – 2 blocks	36	29%
2 – 3 blocks	39	31%
More than 3 blocks	40	32%



- 11 - 12 Minutes

-  11 - 12 Minutes
-  13 - 15 Minutes

Figure 39. How Many Blocks Do You Search for Parking Results



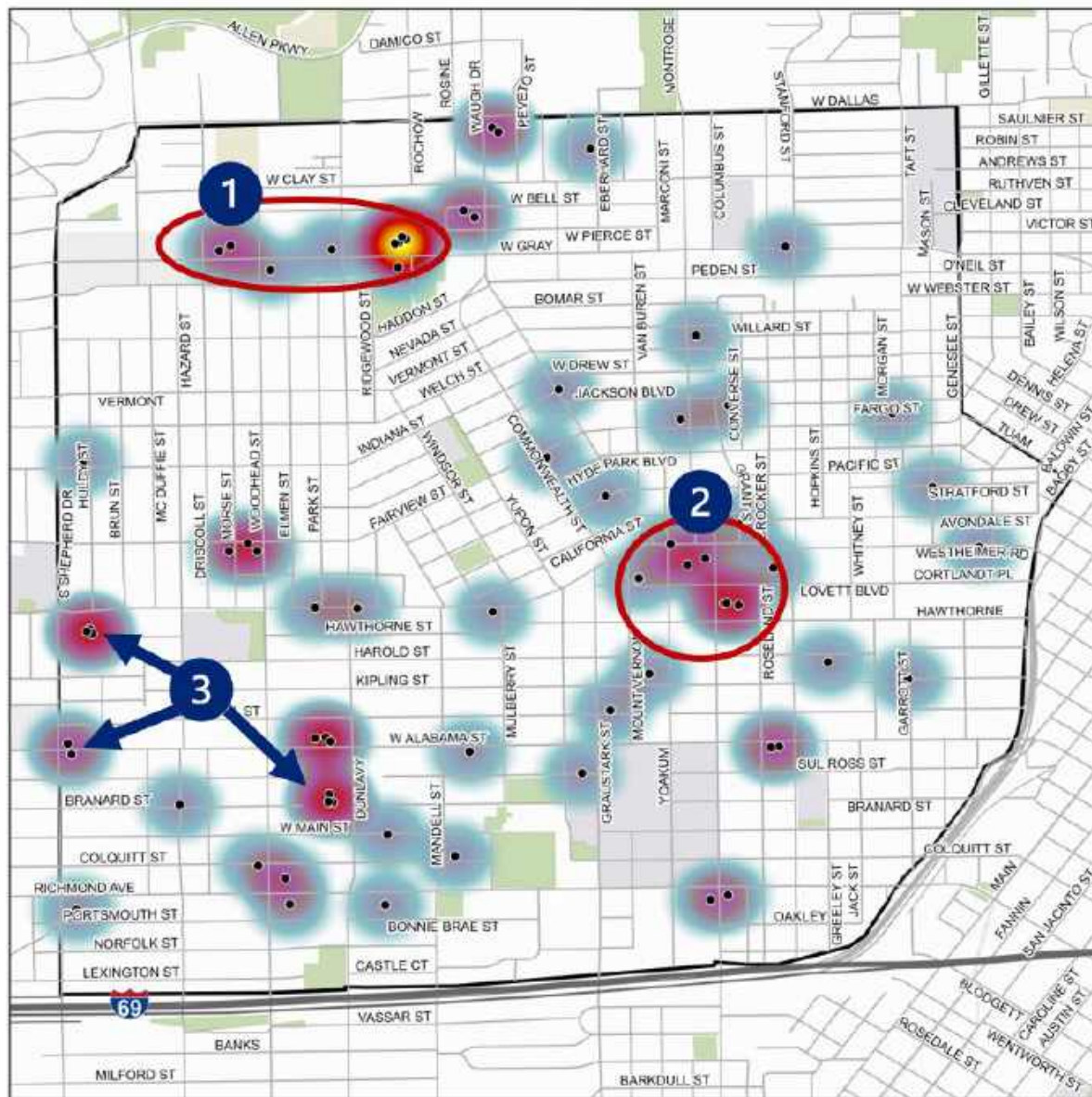
Legend

- | | | |
|-----------------------------------|--|----------------------|
| ● All Not Enough Parking Comments | How many blocks do you have to search for parking? | |
| □ Montrose Parking Study Boundary | ● Less than 1 block | ● 2 - 3 blocks |
| | ● 1 - 2 blocks | ● More than 3 blocks |

Over Supply of Parking

Figure 40 shows where respondents have identified an oversupply of parking. Several clusters emerged.

Figure 40. Over Supply of Parking Comments



Legend

- All Oversupply of Parking Comments
- Montrose Parking Study Boundary
- Comment Density
 - Sparse
 - Dense

1. **The River Oaks Shopping Center:** Comments discussed the underutilized parking lots near the River Oaks Shopping Center, citing times where the existing parking is empty.
 - o *“Very empty most of the time. Inefficient use of space on a busy/dense corridor.”*
2. **Underutilized Lots Near Montrose/Westheimer Intersection:** There are several existing large, underutilized parking lots near the intersection of Westheimer Road and Montrose Boulevard.
 - o *“Big, empty parking lot. Would be nice to redevelop it into something valuable for the community (a park, more restaurant space, etc.)”*
 - o *“I have never seen a car in this lot.”*
3. **Large Retail Parking Lots:** Several large retail parking lots were identified as areas that have an over supply of parking in Montrose.
 - o *“This business has been closed for nearly a year and has a large parking lot on the south side. Even when it was open, the parking was underutilized.”*
 - o *“There's a huge new parking lot, and I barely see any cars ever parked there. Seems like a waste of space.”*

Other

Comments that did not coincide with unwanted vehicles, not enough parking, or an oversupply of parking with categorized as “other.” These comments include infrastructure related issues (e.g., potholes and deteriorating parking infrastructure), traffic congestion-related issues, and miscellaneous safety issues related to parking.

Conclusion

The Montrose Parking Study gathered over 2,000 responses through three surveys: residential, visitor, and employee survey, a business owner survey, and an interactive map feature, revealing several recurring themes:

- Parking availability shapes where people go. 60.3% of residential/visitor/employee survey respondents said parking availability influences whether they visit a particular location in Montrose, with many indicating they will choose an alternative destination or stay home rather than deal with difficult or inconvenient parking.
- Westheimer Road commercial area: High retail and restaurant demand has residents wanting more parking in this corridor, but there is also strong support for removing on-street parking along Westheimer Road itself due to safety and sight-distance issues. Nearby residential streets are frequently affected by commercial parking spillover.

- Fairview Bar district: Bar activity drives high parking demand, along with concerns about break-ins, theft, and personal safety while walking to and from parked cars. This area had the longest average search times in the study; respondents reported searching up to 15 minutes and parking as far as three blocks away. Opinions were mixed on solutions, with some favoring residential permit parking or restricted hours and others noting that existing restrictions already limit available spaces.
- Valet parking is a recurring, cross-cutting complaint. Across the open-ended survey questions and the interactive map (notably the Harlow District), respondents consistently cited valet operations as reducing available on- and off-street parking and pushing customers, residents, and visitors onto nearby streets.
- Narrow residential streets: Parking on both sides of narrow streets was a widespread concern, creating two-way traffic conflicts. Vermont Street, Colquitt Street, Yoakum Boulevard, Hawthorne Street, and Michigan Street were named most often.
- Montrose Collective / Library area: Existing parking is perceived to be insufficient, compounded by valet operations occupying nearby on-street spaces. This leads to circling and adds traffic congestion, with nearby restaurants cited as major demand drivers.
- West Gray commercial area: Parking constraints here stem from the concentration of restaurants, retail, and bars driving up demand.
- Residents and businesses diverge on parking minimums. 48% of residents favor increasing required parking for new development, while 71.4% of business owners favor reducing it.
- Shared parking agreements stand out as a point of consensus. This was the top-supported policy among both residents (66.1%) and business owners (73.7%).
- Parking shortages are uneven, not uniform. While many areas report insufficient parking, the interactive map also identified real oversupply at specific locations, including the River Oaks Shopping Center, the Westheimer/Montrose intersection, and several underutilized retail lots. This suggests the core challenge is as much about the location and allocation of parking as it is about total supply.
- Across several survey questions and map comments, some respondents called for investment in sidewalks, bike infrastructure, and transit as an alternative to expanding parking.

Chapter 4: City of Houston Parking Policies



Introduction

This chapter reviews the existing City of Houston parking code and various parking policies that are in place within the City. The chapter also includes information on the parking related variances that have taken place in the study area since 2020.

Parking Code

This chapter presents the existing City of Houston codes. The code is compared to peer communities, and the demand established by the Institute of Transportation Engineers (ITE) Parking Generation Manual.

City of Houston

The Houston Code of Ordinances Chapter 26² addresses parking in the City of Houston. The Parking Ordinance addresses parking.

This chapter of the code lists all land use classifications and specifies the required number of parking spaces required for each use. Unlike many peer cities, the City of Houston makes a further division of land use categories, especially for food and beverage which is a major attractor to the Montrose area. As Houston lacks zoning, development enforcement is done through ordinance, particularly by overseeing parking. Section 26-492 lists all uses and the required number of parking spaces for the construction of a building or the alteration of a building or tract for any of the listed uses.

Table 7 is the City of Houston Parking summary table by class and land use with the requirements as found in Chapter 26-492.³ There are nine major classifications: Office, Residential, Healthcare, Manufacturing, Religious/Educational, Recreation/Entertainment, Food/Beverage, Retail, and Automobiles.

² City of Houston. Code of Ordinances: Chapter 26 – Parking. Municode Library. Retrieved from https://library.municode.com/tx/houston/codes/code_of_ordinances?nodeId=COOR_CH26PA

³ City of Houston. Section 26-492: Parking Spaces for Certain Types of Use Classifications. Municode Library. Retrieved from <https://library.municode.com/print.aspx?h=&clientID=10123&HTMRe>

Chapter 4: City of Houston Parking Policies

Table 7. City of Houston Parking Requirements

Class	Land Use	Requirement
Class 1 Office	Office	2.5 parking spaces for every 1,000 square feet of GFA or 2.75 parking spaces for every 1,000 square feet of UFA
	Financial facility	4.0 parking spaces for every 1,000 square feet of GFA
Class 2 Residential	Multi-family housing	1.25-2/DU based on # bedrooms (many other cities based on FAR and not bedrooms)
	Special residential	0.3 parking spaces per sleeping room, plus 1.0 parking space per employee on largest shift
	Retirement community (with kitchen)	0.75 parking spaces per dwelling unit, plus 1.0 space per employee on the largest shift
	Retirement community (no kitchen)	1.0 parking space for every 6 beds, plus 1.0 parking space per employee on largest shift
	Hotel or motel	1.0 parking space for each sleeping room up and including 250 rooms; 0.75 parking spaces for each sleeping room from 251 rooms to 500 rooms; 0.50 parking spaces for each sleeping room in excess of 500 rooms
	Single family	2.0 parking spaces for each dwelling unit, except that a secondary dwelling unit not larger than 900 square feet of GFA shall provide 1.0 parking space
Class 3 Healthcare	Hospital	2.2 parking spaces for each bed
	Psychiatric hospital	1.0 parking space for every 4 beds and 1.0 parking space for every 4 employees
	Clinic	2.7 parking spaces for every 1,000 square feet of GFA
	Dental	3.5 parking spaces for every 1,000 square feet of GFA
	Nursing home	1.0 parking space for every 3 beds and 1.0 parking space for every 4 employees
	Funeral home	0.5 parking spaces for every chapel seat
	Veterinary	5.0 parking spaces for every 1,000 square feet of UFA
Class 4 Manufacturing	Multi-tenant at grade (no docks)	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 5,000 square feet of GFA of warehouse space
	Multi-tenant semi-dock high	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 5,000 square feet of GFA of warehouse space

Class	Land Use	Requirement
Class 4 Manufacturing (Cont.)	Multi-tenant full-dock high	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 7,000 square feet of GFA of warehouse space
	Bulk Warehouse	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 7,000 square feet of GFA of warehouse space
	Heavy Manufacturing and industrial	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 2,000 square feet of GFA of warehouse space
	Light Manufacturing assembly and research and development	2.5 parking spaces per 1,000 square feet of GFA of office space; and 1.0 parking space per 1,500 square feet of GFA of warehouse space
	Transportation terminal	6.5 parking spaces per 1,000 square feet of GFA of waiting area
	Truck terminal	1.0 parking space per 2,000 square feet of GFA
	Mini-warehouse facility	1.0 parking space for every 50 storage units or bays
Class 5 Religious and Educational	High school	1.0 parking space per every 3 occupants
	Junior high	1.0 parking space per every 7 occupants
	Elementary school	1.0 parking space per every 12 occupants
	Day care	1.0 parking space for every employee on duty during the largest shift, plus 1.0 parking space for every 5 children in attendance when the facility is operating at maximum capacity
	Church	1.0 parking space for every 5 fixed seats in auditorium or sanctuary or, if there are no fixed seats, 1.0 parking space for every 40 square feet of GFA in the main auditorium or sanctuary
	Library	1.2 parking spaces for every 1,000 square feet of GFA
	Art Gallery or Museum	3.0 parking spaces for every 1,000 square feet of GFA or exhibit area or gallery space
Class 6 Recreation and Entertainment	Golf	5.0 parking spaces for every green
	Movie theater	0.3 parking spaces for every seat
	Bowling alley	5.0 parking spaces per lane
	Theater	1.0 parking space for every 3 seats
	Tennis club	3.0 parking spaces per court
	Sports club	5.0 parking spaces for every 1,000 square feet of GFA
	Roller or ice rink	5.0 parking spaces for every 1,000 square feet of GFA

Class	Land Use	Requirement
Class 6 Recreation and Entertainment (Cont.)	Swim club	9.0 parking spaces per employee
	Park (5-10 acres)	1.0 parking space for the first 2 acres and 1.0 parking space for each additional acre and additional parking spaces must be provided for each separate use classification constructed in the park
	Park (10+ acres)	5.0 spaces for the first acre; and 1.0 space for each additional 10.0 acres and additional parking spaces must be provided for each separate use classification constructed in the park
	Park pavilion	1.0 parking space for each picnic table
	Sport complex	1.0 parking space for every 40 square feet of seating
	Mini golf	1.0 parking space for each hole
	Driving range	1.0 parking space for each tee
	Arcade	5.0 parking spaces for every 1,000 square feet of GFA
Class 7 Food and Beverage*	Take out	4.0 parking spaces for every 1,000 square feet of GFA
	Dessert shop	6.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas in excess of 15% of GFA
	Small restaurant	8.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas in excess of 15% of GFA
	Neighborhood restaurant	9.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas in excess of 15% of GFA
	Restaurant	10.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas in excess of 15% of GFA
	Tavern or pub	10.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas
	Small bar	12.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patio and seating areas
	Bar, club or lounge	14.0 parking spaces for every 1,000 square feet of GFA and outdoor decks, patios and seating areas
Class 8 Retail	Supermarket	5.0 parking spaces for every 1,000 square feet of GFA
	Furniture store	2.0 parking spaces for every 1,000 square feet of GFA
	Retail store	4.0 parking spaces for every 1,000 square feet of GFA

Class	Land Use	Requirement
Class 8 Retail (Cont.)	Home improvement store	4.0 parking spaces for every 1,000 square feet of GFA of retail sales area
	Barber shop/salon	8.0 parking spaces for every 1,000 square feet of GFA
	Shopping strip (up to 25,000 sqft)	4.0 parking spaces for every 1,000 square feet of GFA, plus the incremental increase in the number of parking spaces required by 26-495(a)
	Shopping center (up to 100,000 sqft)	4.0 parking spaces per 1,000 square feet of GFA, plus the incremental increase in the number of parking spaces required by 26-495(b)
	Regional shopping center over 100,000 sqft	4.0 parking spaces for every 1,000 square feet of GFA
Class 9 Automobiles	Auto sales	5.5 parking spaces for every 1,000 square feet of GFA
	Auto repair	5.0 parking spaces for every 1,000 square feet of GFA
	Car wash (automatic)	2.5 parking spaces for each bay or stall for stacking space
	Car wash (other)	1.0 parking space per bay or stall
	Service station	3.0 parking spaces for each service stall and 1.0 space for each employee on duty during largest shift
	Auto parts and supply store	4.0 parking spaces for every 1,000 square feet of GFA of retail sales area

Peer Cities

This section compares the City of Houston’s codes to peer cities of Austin, Dallas, Atlanta, Miami and Los Angeles. These cities were chosen due to their similarity to Houston: either in size, relative proximity, and land use patterns. Comparatively, all of the peer cities have zoning requirements, which the City of Houston does not. The City of Houston enforces development through ordinances such as their parking ordinance in Chapter 26 and subdivision, platting, and development in Chapter 42. The cities of Atlanta and Dallas have their parking codes distributed throughout their land use codes by use. Los Angeles, Miami and Austin all have separate dedicated parking codes. These cities all have parking codes organized by categories found in the ITE parking manual. The City of Houston has a parking code that is further subdivided more than all of the other cities based on items sold, presence of a drive thru, and hours of business.

In Texas and peer cities across the state, there has been a reduction in parking requirements. In Austin, the city eliminated off-street parking minimums citywide in 2023 for all new residential and commercial developments. In May of 2025, Dallas adopted a Parking Code Amendment, which reduces or eliminates minimum off-street parking requirements across the city, particularly for certain land use types and locations. These include within downtown and within half-mile of light

rail/streetcar stations, historically designated properties, offices and retail uses, most industrial and heavy commercial and uses, bars and restaurants under 2,500 square feet, and certain instructional and recreational uses. Other requirements were scaled down, including for multifamily residential, where larger residential complexes have lowered ratios, and bars and restaurants larger than 2,500 square feet have reduced minimum requirements.

Texas Senate Bill 840 (SB 840) states that cities may not adopt or enforce a parking requirement that exceeds one space per dwelling unit or requires a multilevel parking structure for a mixed-use residential or multifamily residential project.⁴ Off-street parking requirements will be reduced for the following uses: triplexes, quadplexes, apartments (five or more units). Live-work units will require one space per unit.

This bill became effective on September 1, 2025. The bill is intended to address the state's housing shortage by: (1) allowing mixed-use residential and multifamily residential development in more zoning districts; (2) limiting development regulations for these projects in general; and (3) streamlining the permitting process for the conversion of commercial buildings to mixed-use residential and multifamily residential occupancy.

Table 8 shows land uses for the City of Houston compared to peer cities of Austin, Dallas, Atlanta, Miami, and Los Angeles.

⁴ Texas Legislature (2025). Texas Senate Bill 840. Retrieved from <https://capitol.texas.gov/tlodocs/89R/billtext/pdf/SB00840F.pdf#navpanes=0>

Chapter 4: City of Houston Parking Policies

Table 8. City of Houston requirements in relation to peer cities

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Ordinance		Sec. 26-492	Ch. 25-6 App. A	Div. 51A-4.200	Sec. 16-08 to 16-17	Sec. 33-124	Sec. 12.21
Office							
General/Corporate office	710	2.5/1k SF	1 space for each 275 sq. ft.	No minimum parking required	One (1) space for each three hundred (300) square feet of floor area (minimum five (5) spaces)	One (1) parking space for each three hundred (300) square feet of gross floor area of such building or fractional part thereof	Having a gross floor area of 7,500 square feet or more, at least one parking space for each 1,000 square feet of floor area in said building,
Medical office	720	3.5/1k SF	1 space for each 200 sq. ft.		One (1) space for each three hundred (300) square feet of floor area (minimum of five (5) spaces).	One (1) parking space for each three hundred (300) square feet of gross floor area of such building or fractional part thereof	5 spaces/1,000 sq ft
Residential							

⁵ Austin Parking Requirements. Munistandards. Retrieved from <https://www.munistandards.com/texas/austin/parking-and-loading-requirements/parking-requirements/>

⁶ City of Dallas (2025). Parking Reform Development Code Amendment Summary. Retrieved from https://dallascityhall.com/departments/pnv/Documents/Parking%20Reform%20Summary_053025.pdf

⁷ City of Atlanta, Texas. Section 28: Off-Street Parking Requirements. Retrieved from <https://ecode360.com/40636728#40636736>

⁸ Miami – Dade County, Florida. Chapter 33: Zoning. Article VII: Off-Street Parking. Retrieved from https://library.municode.com/fl/miami_-_dade_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH33ZO_ARTVIIOREPA_S33-126SUPAAR

⁹ City of Los Angeles, California. Los Angeles Planning and Zoning. Section 12.21: General Provisions. Retrieved from https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-5183

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Multifamily	220,221,222	1.25-2/DU (based on # BR)	Dwelling unit larger than 1 bedroom: 1.5 spaces plus 0.5 space for each additional bedroom	Tiered parking ratio: - developments 200 dwelling units or more: minimum 1 space per dwelling unit. - developments between 21 and 199 dwelling units: minimum 1/2 space per dwelling unit. - developments 20 dwelling units and less: no minimum parking required.	One and one-half (1.5) spaces per dwelling unit for residents plus one space per every five dwelling units for visitors.	Five (5) or more unit apartment buildings or apartment hotels: One and one-half (1.50) parking spaces for each guest room, efficiency, or one (1) bedroom unit. One and three-quarters (1.75) parking spaces for each two-bedroom unit. Two (2.0) parking spaces for each three- or more bedroom unit.	The ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms.
Affordable Housing	223		None required	Developers can apply for reduced parking for affordable housing through the Multifamily Inclusionary housing development program (MIHDB)	One per three dwelling units	For any other apartment building exceeding four (4) units providing low and/or moderate-income housing for older persons as defined by the Fair Housing Act, 42 U.S.C. § 3607, one (1) parking space shall be provided for each dwelling unit in the apartment building	
Single Family		2/DU ADU (<900 SF) =1	2 spaces for each dwelling unit	1/DU in R, D, TH zones	Two (2) spaces per dwelling unit	(2) Parking Spaces	In all zones, there shall be at least two automobile parking spaces on the same lot with each one-family dwelling thereon, and in any RW Zone there shall be at least two automobile parking spaces per dwelling unit which shall be upon the same lot with the dwelling unit.
Boarding/Dorm		0.3/room 1/employee	1 space for each 2 residents	One space per unit	Depends on zone. One space per each three sleeping accommodations.	Two (2) spaces for each three (3) sleeping rooms	One space per first 30 rooms then ½ space for next 30 room and 1/3 room after.
Healthcare							

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Hospital	610	2.2 / bed 1/4 beds + 1/4 employees (psychiatric)	1 space for each 4 beds, plus 1 space for each 2 employees (largest shift)	One space for each patient bed	One (1) space for every two (2) beds	At least one (1) parking space for each of the first three hundred (300) beds and one (1) additional parking space for every two (2) additional beds thereafter for patients contained in such building, plus one (1) parking space for each three (3) employees and resident staff members	2.0 automobile parking spaces for each patient bed for which the hospital is licensed
Surgery Center	612			Set by Department of State Health Services. Two spaces for each operating room. One space for each staff member. One visitor space for each operating room			At least one automobile parking space for each 500 square feet of floor area
Nursing home	620	1 / 3 beds 1 / 4 employees	1 space for each 200 square feet of floor area	0.3 spaces per bed	One (1) space per five (5) beds plus one (1) space for each day staff member.	At least one (1) parking space for each two (2) beds for patients contained in such buildings, plus one (1) parking space for each two (2) employees	One automobile parking space for each 500 square feet of floor area, or 0.2 automobile parking spaces per patient bed, for which the facility is licensed, whichever provides the greater number of automobile parking spaces
Clinic	630	2.7 / 1K SF (human) 5 / 1K SF UFA (animal)	1 space for each 200 sq. ft.	One space per 200 square feet of floor area	One (1) space for each three hundred (300) square feet of floor area (minimum of five (5) spaces).		One automobile parking space per 200 square feet of total floor area.
Manufacturing							

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
General Light Industrial/ R&D	110	2.5 / 1K SF (Office) 1 / 2-7K SF (Warehouse)	Schedule A 1 space for each 1,000 sq. ft.	No minimums except when contiguous with single family uses in R zoning.	One (1) space per three (3) employees on the maximum work shift or one (1) space per one thousand (1,000) square feet of gross floor area, whichever is greater, plus space to accommodate trucks and other vehicles used in connection therewith.	One parking space shall be provided for each 1,000 square feet of gross floor area in the building up to 10,000 square feet and then one space for each 2,000 square feet of gross warehouse floor area thereafter	
Industrial/Manufacturing/Warehousing	140/150		Schedule A 1 space for each 1,000 sq. ft.		One (1) space per three (3) employees on the maximum work shift or one (1) space per one thousand (1,000) square feet of gross floor area, whichever is greater, plus space to accommodate trucks and other vehicles used in connection therewith.	One parking space shall be provided for each 1,000 square feet of gross floor area in the building up to 10,000 square feet and then one space for each 2,000 square feet of gross warehouse floor area thereafter	Has a gross floor area in excess of 10,000 square feet, in addition to the one automobile parking space for each 500 square feet of floor area for the first 10,000 square feet, only one parking space need be provided for each 5,000 square feet of floor area in excess of the first 10,000 square feet contained in such warehouse

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Mini-warehouse	151	1/ 50 units	Schedule A 1 space for each 1,000 sq. ft.		Four (4) spaces per complex	One (1) parking space per five thousand (5,000) square feet of building area for the first twenty thousand (20,000) square feet of building; one (1) parking space per ten thousand (10,000) square feet (or fraction thereof) of building area thereafter; and one (1) parking space for the manager's apartment, where provided. One (1) parking space per four hundred (400) square feet of gross office area (or fraction thereof) shall also be provided. In the application of these regulations, a minimum number of five (5) off-street parking spaces shall be provided for any self-service storage facility regardless of size	
Institutional							
Elementary School	520	1/12 occupants	1.5 spaces for each staff member	No minimums for all school types and levels except senior high school.	One (1) space for each classroom plus one (1) space for each four (4) seats in any auditorium, gymnasium, or other place of assembly.	Total parking spaces shall equal the combined total of personnel and transportation vehicles	One automobile parking space on the same lot with each classroom contained in any elementary school
Middle/Junior High	522	1/7 occupants				Total parking spaces shall equal one and one-quarter (1¼) times the combined total of personnel and transportation vehicles.	
High School	530	1/3 occupants			One (1) space per each classroom, laboratory or instruction area plus one (1) space for each four (4) students	One (1) parking space per two hundred (200) square feet of classroom area, including laboratories, libraries and administrative areas	

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
College/University	550	1/3 employees 1/10 resident students 1/5 non-resident	1 space for each 2 residents	No minimum if private property	accommodated in the institution.	One (1) parking space per two hundred (200) square feet of classroom area, including laboratories, libraries and administrative areas	
Religious	560/56 1/562	1/5 fixed seats or 40 SF (sanctuary/auditorium)	Schedule B	No minimums for places of worship 20,000 sf. or less of floor area.	One (1) space per three (3) seats or per seventy-five (75) square feet of gross floor area, whichever is greater.	At least one (1) parking space for each one hundred (100) square feet	
Day Care	565	1/employee 1/5 children (x2 w/drop-off)	1 space for each employee		One (1) space per six (6) children or as otherwise provided for at the time of approval of a Special Use Permit	Total parking spaces shall equal the combined total of personnel and transportation vehicles	
Museum/Gallery	580	3/1k SF (exhibit area)	1 space for each 500 sq. ft.	one space per 600 square feet of floor area	One (1) space per employee plus one (1) for each five hundred (500) square feet of floor area	one (1) parking space for each two hundred fifty (250) square feet of gross floor area, or fractional part thereof.	
Library	590	1.2/1k SF		one space per 500 square feet of floor area	One (1) space per employee plus one (1) for each five hundred (500) square feet of floor area		
Recreation and Entertainment							
Public Park	411	1+1 / AC > 2 (5-10 AC) 5 + 1 / 10 AC (> 10 AC) 1 / pavilion table		None required			
Bowling/Billiards/Games	435/43 7/438	5/ lane or 1K SF	Minimum 1 space per 500 sf. of floor area	six spaces per lane.	Five (5) spaces for each lane	One (1) parking space per two hundred fifty (250) square feet of gross floor area, or fractional part thereof	
Theater/Arena/Civic Facility	441	1/ 3 seats	1 space for each 4 seats within auditorium	One space per 28 square feet of seating area	One (1) space for each three (3) seats	One (1) parking space for each one hundred (100) square feet of auditorium seating area or fractional part thereof.	At least one automobile parking space for each five seats contained within

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Movie Theater	444	0.3 / seat			One (1) space for each three (3) seats	One (1) parking space for each one hundred (100) square feet of auditorium seating area or fractional part thereof.	
Sports/Fitness Club	492/493	3/court 5/1k SF		Three spaces for each game court and one space for each additional 150 square feet of floor area	One (1) space per two hundred (200) square feet of gross floor area		There shall be at least one automobile parking space for each 100 square feet of floor area in the building being utilized for a health club
Food and Beverage/Services							
Financial/Drive-in Bank	912	4/1k SF	1 space for each 275 sq. Ft. 8 queue spaces for each service lane		One (1) space for each three hundred (300) square feet of floor area	One (1) parking space for each and every two hundred fifty (250) square feet of the gross floor area or fractional part thereof	
Copy. Print, Express Ship	920					One (1) parking space for each and every two hundred fifty (250) square feet of the gross floor area or fractional part thereof	
Fast Casual/Neighborhood Restaurant	930	9/1kSF + outdoor area>15%	1 space for each 275 sq. ft	One space per 100 square feet of floor area	One (1) space for every three (3) seats under maximum seating arrangement (minimum of five (5) spaces)	Take-out establishments shall be provided one (1) parking space for each two hundred fifty (250) square feet of gross floor area, or fractional part thereof.	There shall be at least one automobile parking space for each 100 square feet of gross floor area included within the total square footage of any restaurant, café, coffee shop, tea room, fast food establishment, bar, night club, or any similar establishment, which dispenses food or refreshments or provides dancing or live entertainment. This requirement shall only apply to an
Quality Restaurant	931	10/1k SF + outdoor area > 15%	1 space for each 100 sq. Ft < 2,500 sf 1 space for each 75 sq. Ft> 2,500 sf		One (1) space for every three (3) seats under maximum seating arrangement (minimum of five (5) spaces)	Table service establishments shall be provided one (1) parking space for each fifty (50) square feet of floor area, or fractional part thereof devoted to patron use.	
High Turnover/Pub Restaurant	932	10/1k SF + outdoor area		No minimums for the first 2,500 sf. of building. For buildings over 2,500 sf.:	Eight (8) spaces plus one (1) space per fifty	Take-out establishments shall be provided one (1)	

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Fast-food/Small Restaurant (no drive thru)	933	8/1k SF + outdoor area		Minimum 1 space per 200 sf. of floor area for area above 2,500 sf.	(50) square feet of seating area.	parking space for each two hundred fifty (250) square feet of gross floor area, or fractional part thereof.	establishment which has a gross floor area greater than 1,000 square feet. If a restaurant, café, coffee shop, or other dining establishment has a gross floor area of 1,000 square feet or less, then it need provide only one automobile parking space for each 200 square feet of gross floor area
Fast-food/Small Restaurant (with drive thru)	934						
Coffee/Take-out (no drive-thru)	935	4/1k SF					
Coffee/Take-out (with drive thru)	937						
Bread/Bagel/Dessert (no drive thru)	939	6/1 k SF+ outdoor area > 15%					
Bread/Bagel/Dessert (with drive thru)	940						
Winery/Brewery/Distillery	970		<2,500 sf = 1 space each 275 sf 2,500-10,000 sf = 1 space each 100 sf >10,000 sf = 1 space each 50 sf	No minimums for buildings 2,500 sf. or less. For buildings over 2,500 sf.: Minimum 1 space per 200 sf. of floor area.			
Bar/Lounge/Club		12-14/1k SF + outdoor area	1 space for each 5 persons capacity		One (1) space per three (3) seats or per seventy-five (75) square feet of gross floor area, whichever is greater. One (1) space per fifty (50) square feet of gross floor area.		
Retail							

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Building Materials and Lumber	812	4/1k SF retail sales area			One (1) space per two thousand (2,000) square feet of site area	Five (5) off-street parking spaces for the first five thousand (5,000) square feet of net lot area, or fractional part thereof and one (1) parking space for each additional five hundred (500) square feet of net lot area so used	
Free Standing/Super store	813			When contiguous with single-family uses in R zoning: - 1/500 sf. for all uses. - 1/600 sf. for job or lithographic printing. - 1/1,000 sf. for machinery, heavy equipment, or truck sales and service.		(1) parking space for each and every two hundred fifty (250) square feet of the gross floor area or fractional part thereof	At least four automobile parking spaces for each 1,000 square feet of gross floor area
Variety/ Specialty Store	814		1 space for each 275 sq. ft.		One (1) space per five hundred (500) square feet of gross floor area	(1) parking space for each and every two hundred fifty (250) square feet of the gross floor area or fractional part thereof	
Shopping Center	820	4/1k SF	1 space for each 275 sq. ft.			All retail uses within enclosed malls in excess of three hundred thousand (300,000) square feet shall provide parking at the rate of one (1) parking space for each and every three hundred and fifty (350) square feet of the gross floor area or fractional part thereof,	At least four automobile parking spaces for each 1,000 square feet of gross floor area
Supermarket	850	5/1k SF				(1) parking space for each and every two hundred fifty (250) square feet of the gross floor area or fractional part thereof	

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Furniture/Carpent Store	890/892	2/1k SF	1 space for each 500 sq. ft.		One (1) space per five hundred (500) square feet of gross floor area	Three (3) parking spaces for the first twenty-five hundred (2,500) square feet of gross floor area, or fractional part thereof, and one (1) parking space for each additional five hundred (500) square feet of gross floor area or fractional part thereof	At least one automobile parking space for each 500 square feet of gross floor area.
Liquor Store	899		1 space for each 275 sq. ft	One space per 200 square feet of floor area			
Barber/Beauty Shop		8/1k SF					
Automobile							
Quick Lube Vehicle Shop	941	3 stack/bay 1/employee	1 parking space for each bay and 3 queue spaces for each bay			Three (3) parking spaces for the first twenty-five hundred (2,500) square feet of floor area, or fractional part thereof, and one (1) parking space for each additional five hundred (500) square feet of gross floor area, or fractional part thereof, plus three (3) parking spaces for each five thousand (5,000) square feet, or fractional part thereof, of open lot area	

Chapter 4: City of Houston Parking Policies

City	ITE#	Houston	Austin ⁵	Dallas ⁶	Atlanta ⁷	Miami ⁸	Los Angeles ⁹
Automobile Parts and Service Center	943		1 space for each 275 sq. ft.		One (1) space per two hundred (200) square feet of gross floor area.	three (3) parking spaces for the first twenty-five hundred (2,500) square feet of floor area, or fractional part thereof, and one (1) parking space for each additional five hundred (500) square feet of gross floor area, or fractional part thereof, plus three (3) parking spaces for each five thousand (5,000) square feet, or fractional part thereof, of open lot area	
Super Convenience Market/Gas Station			1 space for each 275 sf			One (1) parking space for each two hundred fifty square feet (250) of gross floor area or fractional part thereof, with a minimum of three (3) spaces which shall be designed so as not to interfere with the dispensing operation.	

Chapter 4: City of Houston Parking Policies

With regards to the other peer cities, Atlanta has minimums, with parking requirements for affordable housing. Similar to Houston, dining establishments are further divided by type and drive thru. Miami's parking requirements include minimums. Their code is detailed based on square footage for certain land types. The code for Los Angeles has fewer uses, with several of them having no requirements.

Review of the peer cities demonstrated that the City of Houston does require more off street parking than the other cities reviewed. The peer parking codes do not show any major differences that may be applicable to the study area.

ITE Manual

The 2025 ITE Parking Generation Manual (5th Generation) presents peak parking demand for a variety of land uses by time of day and day of week. The manual is to be used for informational purposes and is not a set standard. Local conditions and transit availability are to be considered in addition to these estimates. Each category includes the description of the land use and locations that were surveyed for the data. Weekday/no rail averages were used for base urban/suburban densities, unless otherwise noted for some uses. Overall, Houston does not differ too much from the ITE requirements or other peer cities, with a few exceptions. Houston does require more multi-family residential parking than others, additional parking at high schools, and at many food service facilities. While Houston dining establishments parking is determined by square feet and outdoor area, others are determined by only indoor square feet and presence of alcohol sales.

Table 9. ITE Parking Demand

ITE code	Land use	Average peak requirement
110	General Light Industrial	0.65/1000 sqft
140	Manufacturing	0.92/1000 sqft
151	Mini-Warehouse	1.36/storage unit
220	Multifamily Housing (low-rise)	1.21/DU
	Multifamily Housing (low-rise)	0.66/BR
221	Multifamily Housing (mid-rise)	1.31/DU
	Multifamily Housing (mid-rise)	0.75/BR
222	Multifamily Housing (high-rise)	0.98/DU
	Multifamily Housing (high-rise)	0.49/BR
223	Affordable Housing	0.99/DU
		0.54/BR
310	Hotel	0.74/room
		0.83/occupied room
411	Public Park	1.21/acre (Sunday)
437	Bowling	4.39/lane
438	Billiards	6.72/1000 sqft
441	Theater	0.38/attendee (rural)
444	Movie theater	68.62/screen (Saturday, non-December)
		0.19/seat (Saturday, non-December)
492	Health/Fitness Club	4.73/1000 sqft
		9.91/member

Chapter 4: City of Houston Parking Policies

ITE code	Land use	Average peak requirement
493	Athletic Club	3.05/1000 sqft
		9.16/tennis court
495	Rec Community Center	2.07/1000 sqft
		2.29/member
520	Elementary School	0.13/student
		0.95/employee
522	Middle School/Junior High	0.09/student
		1.40/employee
530	High School	0.26/student
550	University/College	0.33/student
		0.26/school population
560	Church	9.44/1000 sqft (Sunday)
		0.48/attendee (Sunday)
561	Synagogue	0.41/attendee (Friday)
562	Mosque	19.22/1000 sqft (Friday)
565	Day Care Center	2.45/1000 sqft
		1.22/employee
		0.24/student
580	Museum	0.92/1000 sqft
		0.15/attendees
590	Library	2.35/1000 sqft
		1.33/employee
610	Hospital	2.25/1000 sqft
		3.74/bed
612	Surgery Center	8.5/operating room
630	Clinic	3.89/1000 sqft
		0.83/employee
710	General Office Building	2.39/1000 sqft
		0.84/employee
720	Medical-Dental Office	3.23/1000 sqft
		1.26/employee
812	Building Material and Lumber	0.57/1000 sqft
		1.25/employee
815	Free-Standing Discount Superstore	2.2/1000 sqft (Saturday non-December)
820	Shopping Center	2.91/1000 sqft (Saturday non-December)
843	Auto parts and service Center	1.7/1000 sqft
		1.11/employee
850	Supermarket	3.64/1000 sqft (Saturday)
		3/employee
880	Pharmacy/Drugstore without drive through	2.19/1000 sqft
881	Pharmacy/Drugstore with drive through	2.27/1000 sqft
		1.31/employee
890	Furniture Store	1.43/1000 sqft (Sunday)

ITE code	Land use	Average peak requirement
		2.23/employee (Sunday)
892	Carpet Store	1.54/1000 sqft (Saturday)
		1.68/employee (Saturday)
899	Liquor Store	1.72/1000 sqft
912	Drive in bank	3.72/1000 sqft
		1.32/employee
920	Print Copy Express Ship store	3.01/1000 sqft
930	Fast Casual Restaurant	9.93/1000 sqft
931	Quality Restaurant	17/1000 sqft
		0.52/seat
		3.8/employee
932	High turnover sit down restaurant	12.28/1000 sqft
		0.47/seat
		7.78/employee
933	Fast food without drive-through	9.91/1000 sqft
		0.25/seats
	With drive-through	12.41/1000 sqft
		0.44/seats
936	Coffee/Donut without drive-through	14.44/1000 sqft
	With drive-through	8.7/1000 sqft
939	Bread/donut/bagel without drive-through	9.78/1000 sqft
940	With drive-through	4.5/1000 sqft
970	Winery	25.38/1000 sqft (Saturday)

City of Houston Parking Policies

The following section explains the various parking policies utilized within the City of Houston. ParkHouston is the department within the City responsible for on-street parking, off-street metered parking, temporary restriction of access to metered parking, commercial loading zone permits, residential parking permits, community parking permits, parking benefit districts, and valet permits.

Transit Oriented Development, Walkable Places, and Special Parking Areas

The City of Houston City Council adopted the Walkable Places and Transit-Oriented Development (TOD) ordinances in August 2020. Both programs benefit property owners, pedestrians and neighborhoods by creating more buildable areas, safer streetscapes and activated public spaces. These policies were spurred by Plan Houston, Houston's General Plan adopted in 2015. When created, the intent was for the programs to work toward a similar goal, creating mandatory and optional standards for the neighborhoods. The City of Houston or a property owner can propose the designation of a Walkable Place and it can be done so anywhere in the City, whereas TOD Street is designated by the City by evaluating transit stations against a series of criteria.

Chapter 4: City of Houston Parking Policies

The Walkable Places Ordinance can also be utilized in conjunction with Special Parking Areas to reduce parking requirements.

Transit - Oriented Development

A TOD street can only be designated by proximity to transit, within half-mile walking distance of a transit station platform. A TOD Street is a qualified street segment within half-mile walking distance of a transit station platform. There are two types of TOD Streets: Primary and Secondary. A Primary TOD Street is within 1,000 feet walking distance and new development must adhere to standards. A Secondary Street is between 1,000 feet and half-mile from the transit station platform, and opting into the standards is optional.¹⁰

Section 26- 503 of the City of Houston's Code allows for reduced parking for transit-oriented developments. For uses located on Primary TOD streets, there are no minimum parking spaces required and for uses on Secondary TOD streets, parking can be reduced by 50% if the building complies with Article IV of Chapter 42 and if there are no additional reductions granted under Section 26-497 or 26-498. **Table 10** summarizes the changes to standard parking requirements.

Table 10. TOD Reductions

Source: City of Houston User's Guide for Walkable Places and Transit-Oriented Development¹¹

Designated Use	Off-Street Minimum Parking Standard
Single Family	
Primary and Secondary Streets	No minimum (market-based)
All Other Uses	
Primary TOD	No minimum (market-based)
Secondary TOD	50% reduction from minimum parking requirement
Bicycle Parking	1 for every 5,000 sq ground area 1 for every 20 dwelling units of MF

Walkable Places

The Walkable Places program was established by Ordinance No. 2020-684. It allows for standards on new development and redevelopment on properties along designated Walkable Places Streets. Property owners in a Walkable Place can petition for a Special Parking Area; a petition can be filed simultaneously. If property owners do not believe that there is no special parking demand, the regular parking requirements in City of Houston's Code of Ordinances will apply.

¹⁰ City of Houston Planning and Development Department (2020). User's guide for Walkable Places and Transit-Oriented Development. Retrieved from https://houstontx.gov/planning/docs_pdfs/User's%20Guide%20for%20WP%20and%20TOD%20report_2020-10-01.pdf

¹¹ City of Houston Planning and Development Department (2020). User's guide for Walkable Places and Transit-Oriented Development. Retrieved from https://houstontx.gov/planning/docs_pdfs/User's%20Guide%20for%20WP%20and%20TOD%20report_2020-10-01.pdf

Chapter 4: City of Houston Parking Policies

The Walkable Places created three Pilot Areas: Emancipation Avenue (in the East End), Midtown, and Hogan/Lorraine Street (in the Greater Northside area). Most recently, in 2024, the Park Eight Place development in Westchase received a Walkable Places Designation by Houston's City Council. This 70-acre development is located at Bellaire Boulevard and Beltway 8. The City requires the development to comply with standards across the following categories: sidewalks and buffer widths, street-facing windows and doors, maximum fence height, rear on-site parking, side or rear lot access and bike parking.¹²

As of 2026, the Walkable Places Designation application is not available on the City of Houston's website.

Special Parking Areas

A Special Parking Area (SPA) is designated by City Council to have alternative parking requirements, as compared to those required in Chapter 26 Article VIII. A SPA requires a parking management plan.

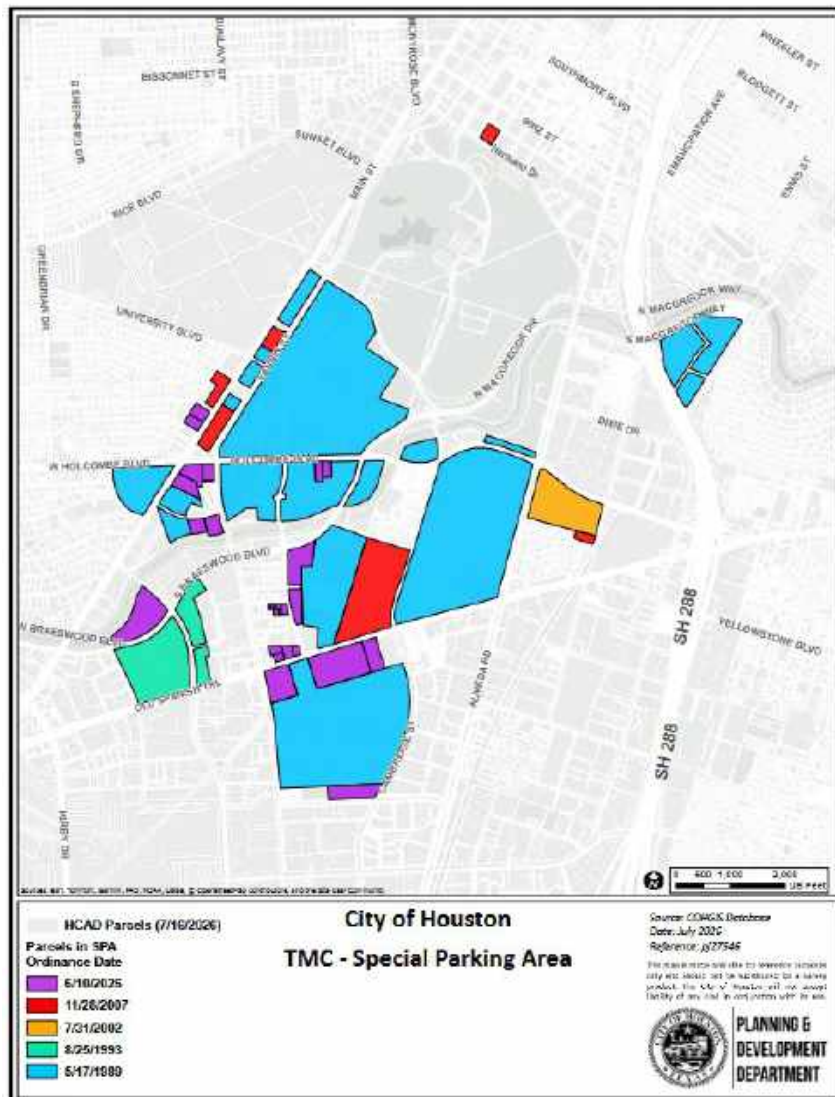
There are currently two special parking areas in the City of Houston: The Menil Museum and Campus, and the Texas Medical Center (TMC). The Menil's area was approved in 2015, and allowed for a 40% reduction between West Alabama, Mandell, Richmond, Yupon and Graustark Streets. The museum only needs to provide 1.8 parking spaces per 1,000 square feet of gallery, bookstore and classroom space.¹³ The map of the TMC's boundaries are shown in **Figure 41**.

¹² Houston Public Media (2024). Houston designates new Westchase development under its 'Walkable Places'. Retrieved from <https://www.houstonpublicmedia.org/articles/infrastructure/development/2024/11/15/506312/houston-designates-new-development-under-its-walkable-places-ordinance/>

¹³ Houston Culture Map (2015). Fewer parkings spaces, more green space in city-approved Menil Collection plan - the first of its kind. Retrieved from <https://houston.culturemap.com/news/arts/05-17-15-fewer-parkings-spaces-more-green-space-in-city-approved-menil-collection-plan-the-first-of-its-kind/>

Chapter 4: City of Houston Parking Policies

Figure 41. Texas Medical Center (TMC) TMC Special Parking Area
Source: City of Houston¹⁴



In Montrose, a SPA was approved by City Council in 2017, encompassing about 24 blocks.

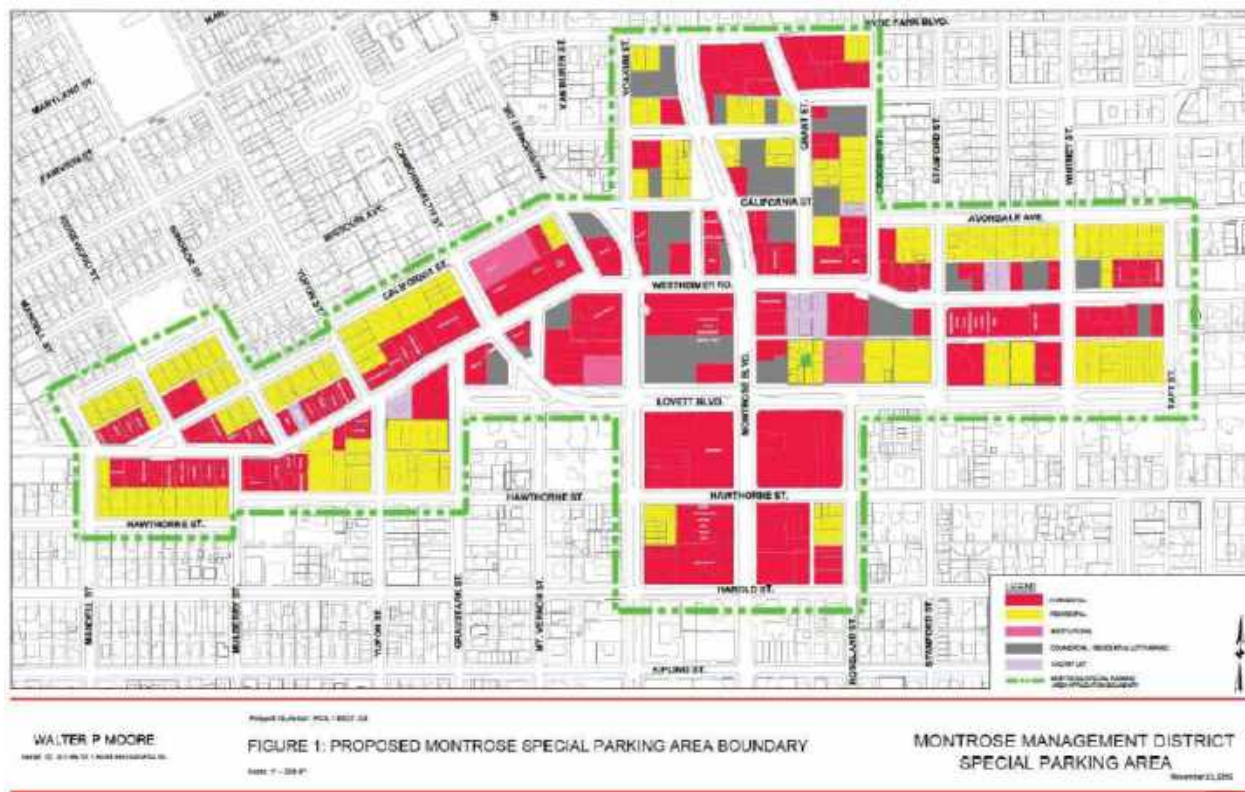
Figure 42 shows the area, along Westheimer Road from Mandell Street to Taft Street, and along Montrose Boulevard from Hyde Park Boulevard to Harold Street. This allowed businesses to provide off-site parking within 500 feet, rather than 250 feet from the site, and up to 25% of off-site parking within 800 feet from the site. The request for the SPA was spearheaded by the Montrose Management District and was not renewed after its two-year term expired in 2019.

¹⁴ City of Houston (2026). Planning & Development Department. TMC – Special Parking Area. Retrieved from https://www.houstontx.gov/planning/DevelopRegs/docs_pdfs/Texas-Medical-Center-SPA-Map-071726.pdf

Chapter 4: City of Houston Parking Policies

Figure 42. Montrose Special Parking Area

Source: Houston Public Media¹⁵



Market-Based Parking

Market-Based Parking (MBP) allows developers to be exempt from the parking requirements and instead decide how much parking their customers need. There are three areas of Houston that are currently exempt from Houston’s minimum parking requirements. These include Downtown, portions of Midtown, and East Downtown, as shown in **Figure 43**. In July 2019, Houston’s City Council voted to expand market-based parking into Midtown and East Downtown, after one year of stakeholder engagement. This was codified in Ordinance O2019-540, which also encourages the retention and adaptive reuse of existing structures by eliminating the need to demolish a structure in order to create a parking lot, and allowing the creation of alternative parking standards within these areas to account for unique parking demands.

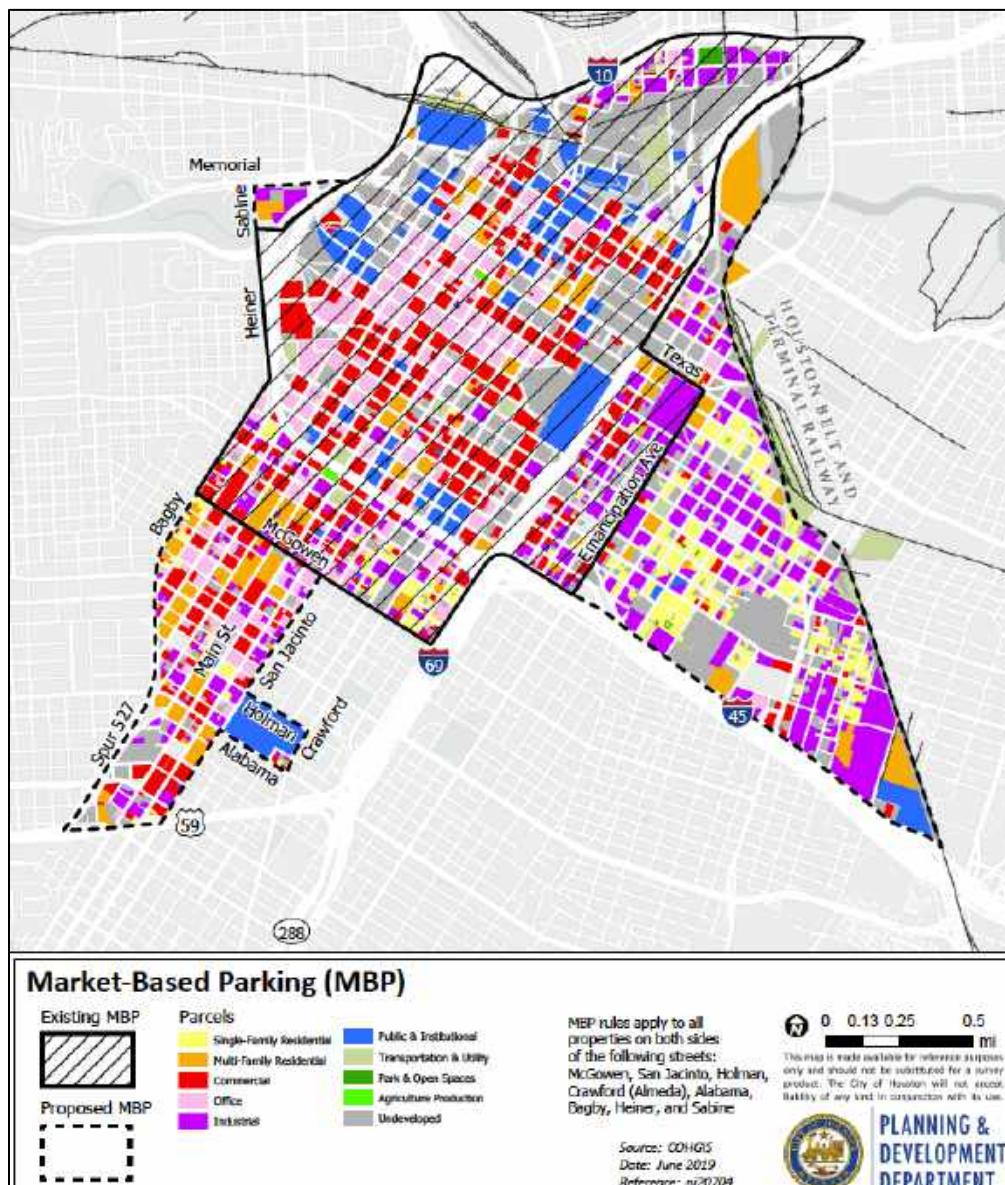
15

Houston Public Media (2017). A Section Of Montrose Tries Out A New Parking Plan. Retrieved from <https://www.houstonpublicmedia.org/articles/news/2017/03/06/190055/a-section-of-montrose-tries-out-a-new-parking-plan/>

Chapter 4: City of Houston Parking Policies

Figure 43. Market Based Parking (MBP) Areas

Source: City of Houston¹⁶



Shared Parking Policy

Shared parking is allowed in the City of Houston; the requirements are detailed in Section 26-500 of the Code of Ordinances. Shared parking is allowed for two or more different use classifications within one or more tracts (that are not single-family) to reduce the overall parking space requirement. There are nine land use classifications that are applicable: Office, Residential (multifamily or hotel only), Health Care Facilities, Industrial/Commercial/Manufacturing, Religious and Educational, Recreation and Entertainment, Food and Beverage, Retail Services, and

¹⁶ City of Houston (2019). City Council Meeting: Chapter 26 Amendment To Extend Off-Street Parking Exemption Area of Central Business District. Retrieved from <https://houston.novusagenda.com/agendapublic/CoverSheet.aspx?ItemID=16865&MeetingID=368>

Chapter 4: City of Houston Parking Policies

Automobiles. The shared parking space requirement is based upon individual uses and time of day percentages. An additional 10% of shared parking spaces can be reduced if approved. Shared parking spaces must conform to the following five criteria:¹⁷

1. A shared parking space shall not be reserved for or restricted to a specific use classification. A parking space reserved for a specific use classification shall not be considered a shared parking space;
2. All shared and reserved parking spaces shall be identified on a site plan;
3. Each shared parking space shall be clearly identified by signage on each tract and parking facility identifying the location and availability of the shared parking spaces for participating uses;
4. Each shared parking space must be made available at all times for use by employees, customers, and patrons; and
5. Shared parking spaces that are located on off-site parking facilities must comply with the provisions of Section 26-499 of this code for each individual use classification.

The burden is on the developer to meet the requirements. The shared parking agreement needs to be approved by the City of Houston's legal department, and any change in land use classifications require new site plans to be submitted for approval. Building permits or certificates of occupancy will not be issued without an approved site plan with the revised shared parking agreement.

Parking Benefits Districts

A Parking Benefits District (PBD) is a defined area where a portion of the net revenue is returned to the District. These funds can be utilized for projects that benefit the quality of life, safety, and multimodality of the area. This concept has been utilized in cities across the United States, including Pasadena (California), Portland (Oregon) and Boulder (Colorado), as well as in Houston. In Houston, the City of Houston returns 60% of net meter revenues (after operating costs). The City retains the remaining 40% of the funds.

There are three examples of PBDs in Houston: Washington Avenue, Midtown, and Museum Park. The Washington Avenue PBD was the first one in Houston, implemented in 2013. The hours for paid parking are from Thursday through Sunday, from 6 p.m. to 2 a.m. The Washington PBD allows for residents to purchase one residential permit per address, and certain streets are designated for residential permits, where these holders are exempt from paying. In 2024, the total revenue was \$231,686.¹⁸ This PBD is administered by ParkHouston and has an advisory committee appointed by the Mayor and approved by City Council. The boundary of the district can be seen in **Figure 44**.

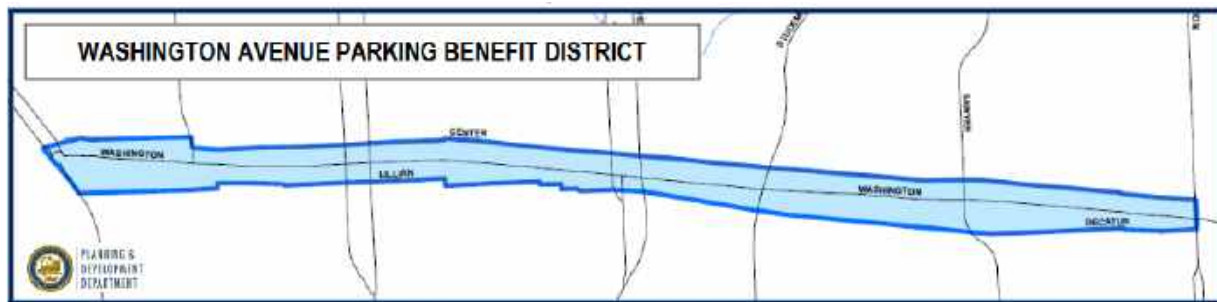
¹⁷ City of Houston. Code of Ordinances: Section 26-500. Shared Parking Requirements. Municode Library. Retrieved from https://library.municode.com/tx/houston/codes/code_of_ordinances?nodeId=COOR_CH26PA_ARTVIIIOR_PALO_DIV2REPASPBISP_S26-500SHPA

¹⁸ City of Houston. Washington Avenue Parking Benefits District Financial Summary. Retrieved from <https://www.houstontx.gov/parking/washingtonavenue/Washington-Ave-PBD-Analysis-Oct-2023.pdf>

Chapter 4: City of Houston Parking Policies

Figure 44. Washington Avenue Parking Benefit District (PBD) Boundaries

Source: City of Houston¹⁹



The Museum Park PBD was created in 2019. The area is roughly from US-59 south to Hermann Park. Meters in the area are in effect six days a week from 7 a.m. to 6 p.m. When the fund reaches the threshold of \$524,000 in gross revenue for the fiscal year, 60% of the revenue is returned back to the Greater Southeast Management District (GSMD). The projected gross revenue in 2023-2024 was nearly \$715,000.²⁰ This PBD is administered by GSMD.

¹⁹ City of Houston. Washington Avenue Corridor Parking Benefit District. Retrieved from <https://www.houstontx.gov/parking/washingtonavenue/pbd-flyer.pdf>

²⁰ City of Houston (2024). Museum Park Income Statement. Retrieved from <https://www.houstontx.gov/parking/pbd/Museum-Park-PBD-Income-Statement-FY2024.pdf>

Chapter 4: City of Houston Parking Policies

Figure 45. Museum Park Parking Benefit District (PBD) Boundaries

Source: City of Houston²¹



The Midtown PBD, located in the northwest corner of Midtown, was approved by the City Council in April of 2022. The revenue from meters after 6 p.m. is returned to the Midtown Management District (MMD). The meters are in effect until midnight for six days of the week. The projected net revenue for Fiscal Year (FY) 2026 is estimated to be just over \$384,000.²² Midtown's PBD is administered by the MMD and also has an Advisory Committee.

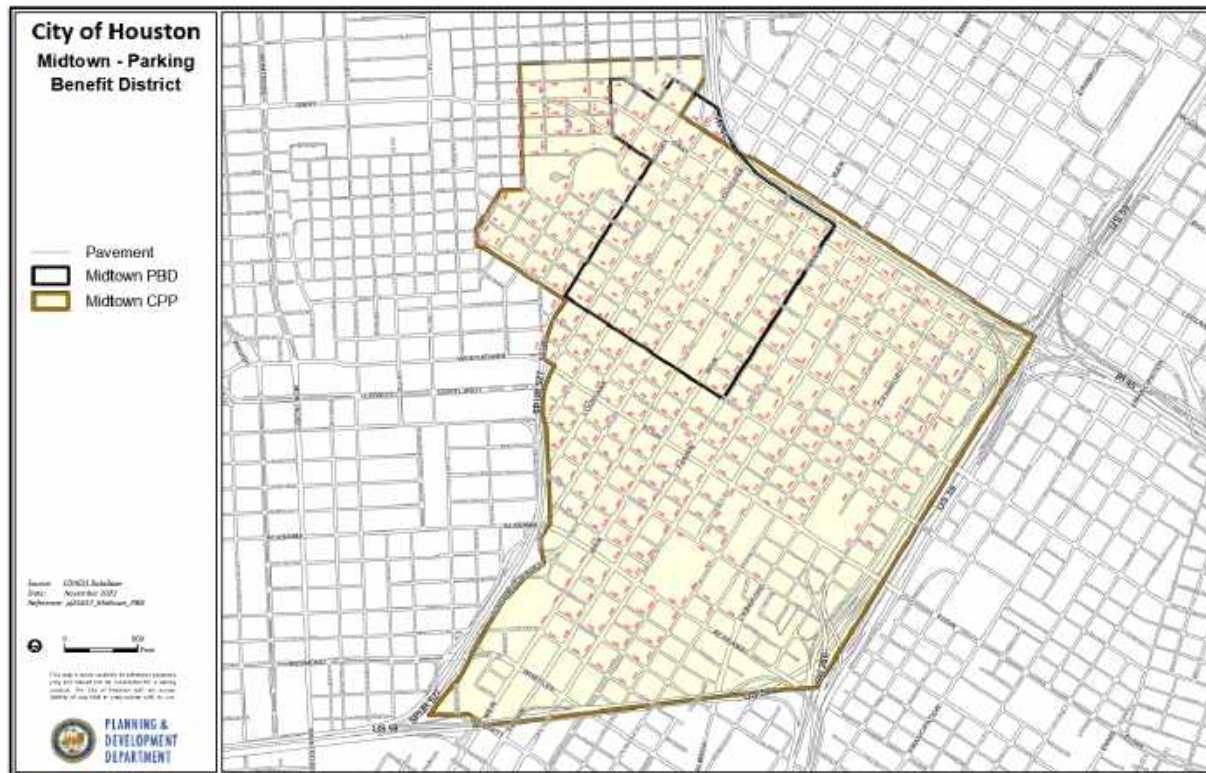
²¹ City of Houston. ParkHouston. Museum Park Parking Benefit District. Retrieved from <https://www.houstontx.gov/parking/pbd-museum-park.html>

²² Midtown Management District (2026). Parking Benefit District Advisory Committee Meeting Minutes. Retrieved from <https://www.houstontx.gov/parking/pbd/midtown-pbd-minutes-20260108.pdf>

Chapter 4: City of Houston Parking Policies

Figure 46. Midtown Parking Benefit District (PBD) Boundaries

Source: City of Houston²³



A PBD can be implemented in conjunction with a Community Parking Program, as was done for both the Midtown and Museum Park areas of Houston.

Further detail about PBD's can be found in Chapter 5.

Residential Permit Parking

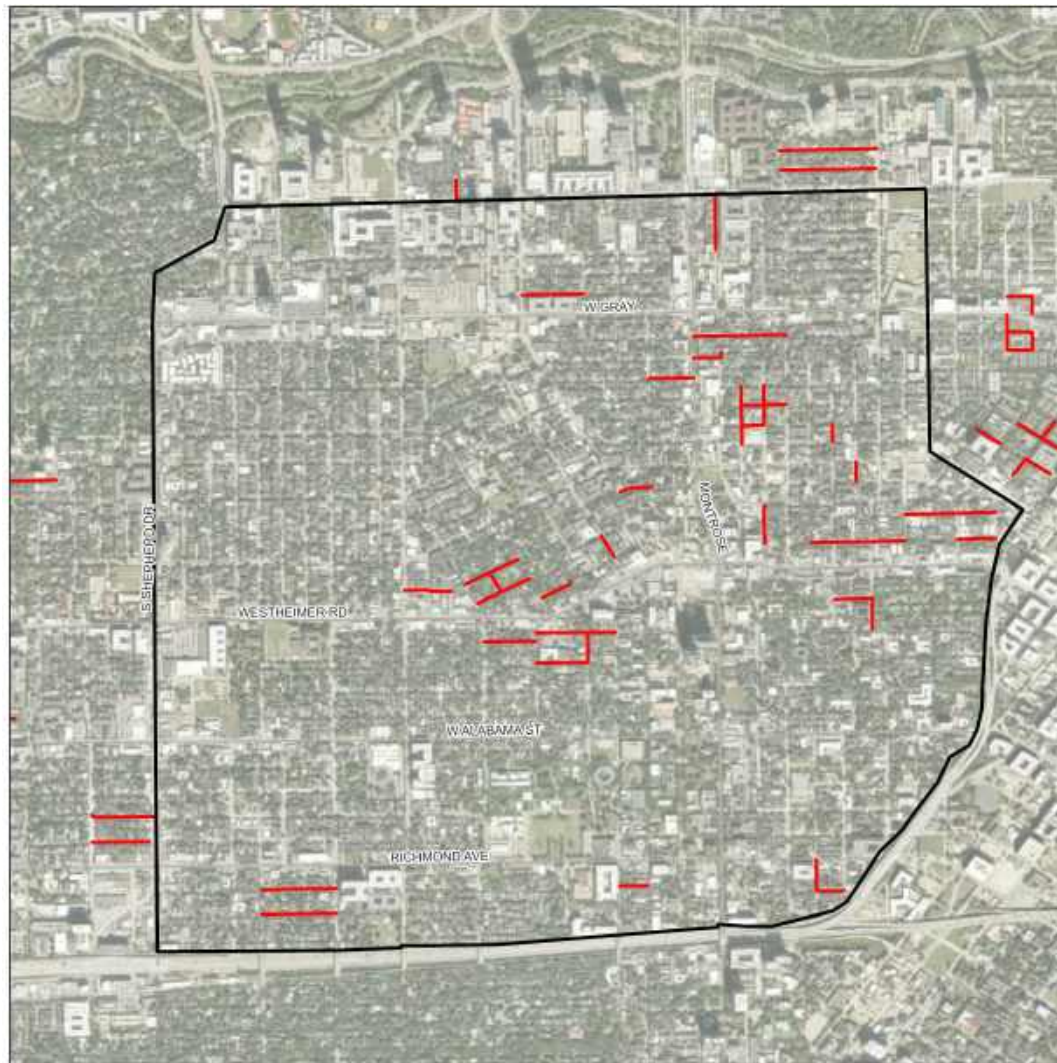
Residential Permit Parking (RPP) is a tool that is used in several areas of Houston, including in the study area. This limits on-street parking to those with permits during specified hours. The City of Houston Code of Ordinances Chapter 26 (Section 26-311) establishes this program. Residents must apply for this designation, via a petition process. A petition initiates a parking survey, a public hearing, and City Council action. There are very specific thresholds that must be met for a street to be considered for RPP. The minimum area is one blockface, including both sides of the street if residential, or one side if only one side is residential. The current restrictions in the study area are shown in **Figure 47**.

²³City of Houston. Planning & Development Department. Midtown Parking Benefit District. Retrieved from <https://www.houstontx.gov/parking/pbd/Midtown-PBD-Map.pdf>

Chapter 4: City of Houston Parking Policies

Figure 47. Residential Permit Parking (RPP) as of September 2026

Source: City of Houston



Legend



Further details on this program are provided in Chapter 5.

Community Parking Program

Several areas of Houston use Community Parking Programs (CPP) to manage curbside parking in mixed use areas. Essentially, it is a permit parking in mixed-use areas with on-street parking restrictions.

These areas are managed by ParkHouston and include Museum Park, Almeda, Midtown, and Museum Area Municipal Association (MAMA). Community parking programs are different from residential permit parking in that they apply to both mixed-use areas of residential and commercial. This program is intended to maximize parking availability for residents and businesses and can be implemented in conjunction with a PBD. Permits can be purchased to allow the holder

Chapter 4: City of Houston Parking Policies

to be exempt from on-street restrictions (time limits and paid parking). Permits are limited to one per business and three for residents of single-family homes. Residents of multifamily complexes are subject to restrictions based on the number of dwelling units.

The CPP is described in Code Section 26-771 and is enacted by City Council Ordinance.

Figure 48 below shows the difference between the CPP and Residential Permit Parking (RPP).

Figure 48. Differences between Community Parking Programs (CPP) vs. Residential Permit Parking (RPP)
Source: City of Houston²⁴



The graphic features the ParkHouston logo on the left, which consists of a stylized 'P' inside a circle with the word 'PARK' below it and 'HOUSTON' in smaller text. To the right of the logo, the title 'Community Parking vs Residential Parking Program' is displayed in a green, sans-serif font. Below the title is a table with three columns: 'ITEM', 'CPP', and 'RPP'. The table compares various aspects of the two parking programs, including area, tools, process, equity, use of asset, and requirements.

ITEM	CPP	RPP
Area	Multiple streets, mixed use area	Block by block, mixed use areas do not qualify
Tools	Meters, time limits, permits (residents and employees), progressive pricing	Permits for residents only
Process	District and permits approved by CNL in advance Phased deployment	Block by block approval by City Council
Equity	Everyone can park, permits available for single-family, multi-family and business	Only single-family residential can park at peak periods
Use of Asset	Maximizes use with penalties for abuse	Minimizes use
Requirements	Permits must be approved by CNL	Block must be 75% single family Parking occupancy at least 60% Commuters at least 25% of the above

²⁴City of Houston (2019). ParkHouston. Community Parking Program. Retrieved from <https://www.houstontx.gov/parking/cpp/mama-presentation.pdf>

Timeline of City of Houston Parking Policies

The timeline below shows changes to parking policies over the last 15 years, in chronological order.

- 2010: Discussions began on amending Houston's off-street parking ordinance, acknowledging it is outdated since it was updated 1989 and there had been changes in development trends.
- 2011: Amendments were made to the Off-Street Parking Ordinance, impacting parking requirements for facilities like mini-warehouses and schools.
- 2012/13: Creation and modifications of PBD began, including the Washington Avenue Corridor
- 2013: Shared Use Parking and Special Parking Areas were implemented
- 2014: Financial model developed for the Washington Avenue Corridor PBD
- 2015: Plan Houston, Houston's General Plan was adopted and used as a blueprint for TOD and Walkable Places
- 2019 (July): Parking minimums eliminated in parts of Houston with MBP: removal of minimum parking requirements in parts of Midtown and East Downtown (EaDo)
- 2019 (December): Introduction of CPP and establishment of Museum Park PBD
- 2020: Walkable Places and TOD Ordinances implemented
 - Chapter 26 of its Code of Ordinances to address on-street parking restrictions in dedicated bicycle lanes.
- 2022: Midtown PBD established
- 2023: Livable Places Initiative and amendments to residential development requirements - Houston's City Council approved significant amendments aimed at promoting walkability and affordable housing. This included:
 - Relaxing parking requirements for smaller secondary dwelling units: No additional parking is required for units under 1,000 square feet if the primary dwelling has two existing spaces.
 - Reintroducing courtyard-style developments: These developments can front green spaces, prohibit individual driveways, and require pedestrian connections.
 - Incentivizing small-scale multi-family developments: Easier to develop three to eight unit apartments with height and parking requirements based on unit size.
 - Encouraging narrow lot development: To enhance walkability, these lots may take rear or shared access, reducing driveway widths and requiring front doors and windows along the street to maintain neighborhood character.

Summary

Table 11 details the policies that were discussed in this section and an overall summary of where they are codified, where these policies apply and already exist in Houston, and when they were implemented.

Table 11. City of Houston Policy Summary

Policy	Code Section/ Ordinance Number (No.)	Applies to	Existing in Houston	Implemented	Reduction in Parking Requirements
Transit Oriented Development (TOD)	Section 26-503	Streets designated by City based on prescribed requirements	Along high speed/high frequency transit	2020	Yes
Walkable Places	Ordinance No. 2020-684	Areas designated by application from the area	Midtown, Near Northside, Westchase, Third Ward	2020	No; only in conjunction with SPA
Special Parking Area (SPA)	Section 26-510	Designated area where parking can be primarily off site	TMC, Menil	2013	Yes
Market-Based Parking (MBP)	Exempt from Chapter 26	Dense, multimodal areas	Downtown Houston, EaDo, portions of Midtown	2019 (EaDo, Midtown)	Yes
Shared Parking	Section 26-500	Site specific	Yes	Varies	Yes
Parking Benefit District (PBD)	26-701/Article XI	Area established by Council and managed by entity	Midtown, Museum District, Washington Ave	2013	No
Residential Parking Permit (RPP)	Section 26-311	Minimum of one block face of residential streets that apply	Several streets in Montrose (and other city neighborhoods)	Varies	No
Community Based Parking (CBP)	Section 26-771	Mixed-use areas	Museum District, Midtown, Alameda	2019	No

Study Area Variances

City of Houston Plat Tracker was used to perform a search of the area for parking variances granted in the last six years.²⁵ The search was done for permits within City Council Districts C, G, H and in Super Neighborhoods of Neartown-Montrose, Midtown, and Fourth Ward. There were five residential parking variances resulting in changes to driveways or shared driveways. For the most part, these would result in additional on-street parking due to fewer ingress/egress points needed for residential access.

An open records request was also filed with the City of Houston to obtain variances in the study area that requested a reduction in off-street parking requirements. Five of the six variances were approved; the sixth was withdrawn and did not go to the Planning Commission. Generally, these variances were approved due to the multimodal nature of the neighborhoods and access via other modes. These variances resulted in a parking reduction of 45-70% from what the code requires. These requests took into consideration access to public transit, walkability, and other nearby parking. Other factors such as the nature of the business also contributed to the approval of the variances.

²⁵ City of Houston. Planning and Development. Plat Activity Reports. Retrieved from <https://plattracker.powerappsportals.us>

Chapter 4: City of Houston Parking Policies

Table 12. Study Area Variances (non-residential)

Year	Use	Building Area in Square Feet (sqft)	Parking Requirement	Parking Provided/ Requested	Request	Planning Commission Outcome
2025	Dessert/coffee shop	3,621 sqft	20 spaces	11 on site, 9 off-site	25% of the parking requirement to be located on an off-site tract more than 500 ft away.	Withdrawn
2024	Mixed use shopping center	30,327 sqft	203 spaces	101 spaces	50% reduction in parking. Site has mix of uses with different peak times, access to public transit, walking paths, and other public parking. Providing parking would require demolition of structure.	Approved
2024	Residential treatment facility	42,025 sqft	25 spaces	12 spaces	50% reduction for trees, greenspace and buffers. Site has historic buildings and public transit access and residents who do not own vehicles.	Approved
2020	Emergency medical clinic	6,822 sqft	24 spaces or 22 vehicle spaces and 2 bicycle racks (8 spaces)	13 vehicle spaces and 2 bicycle racks (9 spaces)	13 vehicle spaces and 8 bike spaces. Staff recommended approval based on need/use from previous location and the licensing agency for the clinic, proximity to METRO, walkable sidewalks, and adjacent on street and off street parking	Approved
2025	Spa with apartment	3,152 sqft	10 spaces	3 spaces	Reduction for conversion from residential to spa with apartment. Staff recommended denial; lack of off-site and overflow parking at nearby locations.	Approved
2022	Dog daycare center	6,600 sqft	25 spaces	10 spaces	Reduction due to usage; requirements based on nursery school/children's daycare. Needs for dog facility different. Staff recommended approval based on change in use and observed demand along with other cities' requirements from like uses.	Approved

Chapter Summary & Conclusion

This chapter reviewed the existing City of Houston parking code and various parking policies. Some of these policies are examined in the Parking Toolkit, where further information and details are provided for those which are applicable to Montrose, along with an exploration of the benefits and challenges of the selected policy tools.

Chapter 5: Key Findings and Parking Toolkit



Introduction

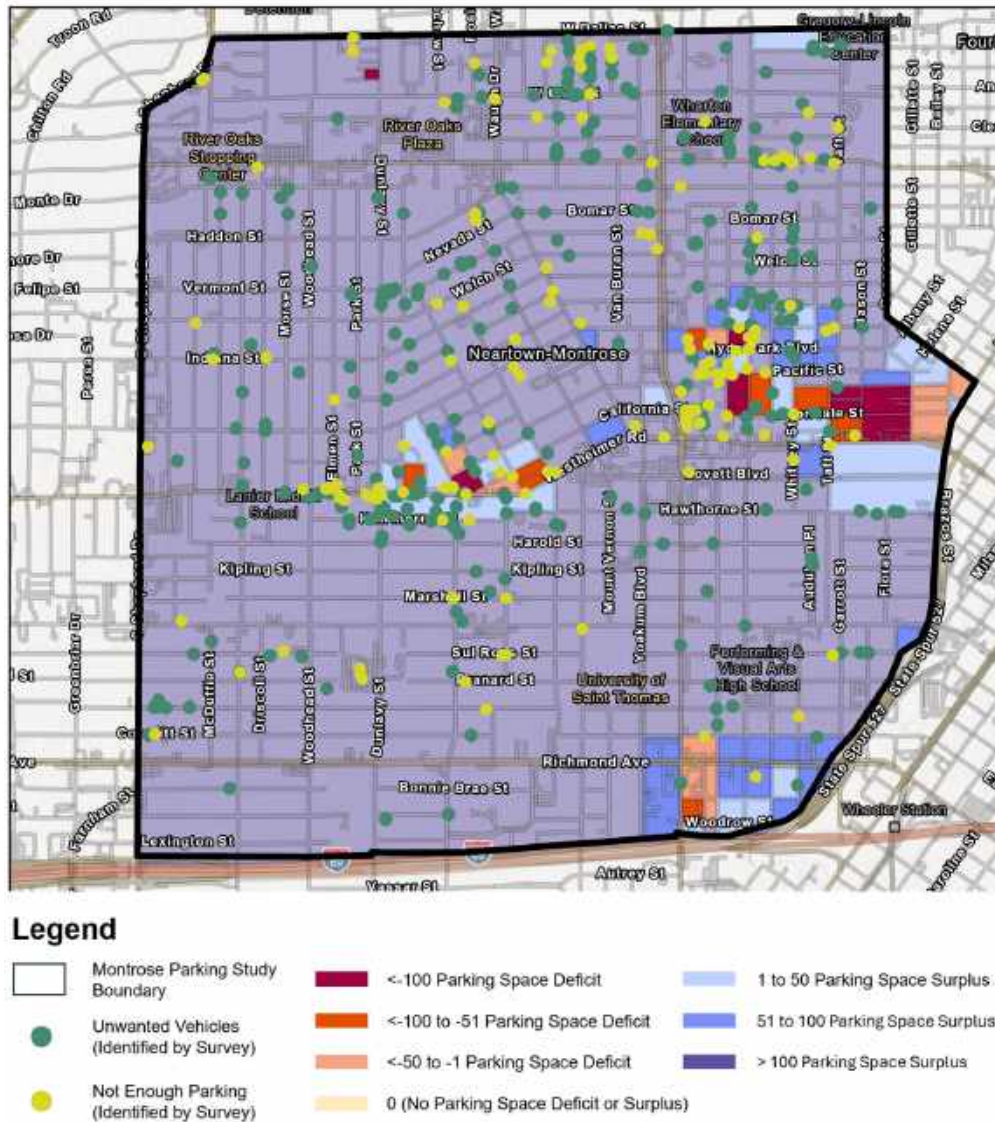
The overall findings of the study are that there is generally enough parking in Montrose, in aggregate. The parking challenges are concentrated on particular blocks during particular times of the day. This is not an overall supply issue, but rather a distribution and access issue. The inventory conducted for this study does not account for actual limitations and restrictions on off-street parking lots, which do exist across the study area.

Parking in Montrose can be managed through a series of policies, and there is not a one-size fits all solution for the various areas in Montrose which experience pressure during certain times. This chapter discusses the key findings and areas of concern that have emerged from the supply/demand analysis as well as the survey, the parking toolkit with a series of policies that can be utilized to address parking issues in Montrose, and site-specific options. The chapter concludes with some items that the Montrose Redevelopment Authority (TIRZ 27) can implement in the short-term, as well as longer-term actions that would need to be coordinated with the City of Houston.

Key Findings

Based upon the survey as well as the supply/demand analysis, a few key areas in Montrose emerged as focus areas. Some of these are where community experience and the data most clearly overlap. The survey data, based upon “unwanted vehicles” and “not enough parking” is overlaid with the Saturday supply/demand balance in **Figure 49**.

Figure 49. Key Areas of Concern



The focus areas that emerge include the following:

- **Westheimer Road:** Along the western portion (near the Dunlavy intersection), this area has on-street parking allowed along a portion of the major corridor. This resulted in several survey respondents identifying “unwanted vehicles” in this area. Other concerns in this area include commercial spillover into residential areas, and difficulty in finding public parking spaces.
- **Fairview Bar District:** This area, located east of Montrose Boulevard and north of Westheimer, with several bars and restaurants, shows areas of pressure with Saturday demand. There are also comments in the survey about people needing to “circle the block” or park several blocks away from their destination in this area.

Chapter 5: Key Findings and Parking Toolkit

- Harlow District (West Clay area): This area is roughly bounded by West Gray and West Clay Streets in northern Montrose. Although the supply and demand analysis shows an adequate amount of parking, this area has many automobiles looking for on-street parking to avoid the valet parking in the large off-street lot.
- Southeastern Montrose: This area has challenges with street geometry and on-street parking, resulting in reduced visibility and mobility in the area. The geographic boundaries of US-59 and Spur 527 can also limit the ability of people to park nearby their destination if looking for on-street parking.
- West Gray Street: The section between Taft Street and Montrose Boulevard contains two large schools: Carnegie Vanguard High School and Wharton Dual Language Academy

Parking Toolkit

The outcome of this study is a parking toolkit, which consists of existing City of Houston policies to address challenges in Montrose. This toolkit contains policies that address different problems that users face in the study area, as there is no one-size fits all solution that can be broadly applied to the study area. Each policy is presented below with its benefits, challenges, and how to implement them.

Parking Restrictions

Time Limitations

What it is

These are signs that limit parking on certain streets. Several restrictions like this already exist in Montrose. There are streets that do not allow parking at certain times and there are streets that have parking for a limited duration only, such as two or three hours.

Benefits

Implementing these signs is a relatively low-cost measure. Limiting the time in which a vehicle can park in a particular spot can improve turnover of parking spaces. This is particularly beneficial on commercial corridors or in areas where cars are circling the block looking for parking, or parking can be perceived as limited. By encouraging turnover, the parking supply can be made more available by allowing several drivers to utilize the same space. This tool can also provide improved access to businesses. Implementing these restrictions in commercial sections of corridors only would have lesser impacts on residential parking. Time-limited parking could be implemented without a fee for the user, limiting its regressive impacts.

Challenges

Time-limited parking might have varying opinions from members of the public, as well as nearby residents and businesses who are along the corridor. In order for the signage to be effective, there needs to be enforcement to monitor compliance with the posted time limits.

How to Implement

ParkHouston, a division of the City of Houston, is responsible for implementing time limited parking. A citizen can submit a 311 request for time limited parking; these requests would need to be studied by the City. In other areas of the City where this exists, ParkHouston conducted stakeholder meetings to ensure alignment and community buy-in.

Parking Removal

What it is

Parking removal is a form of a parking restriction in which there are signs along the street indicating no parking. This can be placed on one or both sides of the street.

Benefits

Parking removal can be implemented with signage, which is low-cost. Removal of parking can improve mobility and safety on streets. The survey and field work conducted as part of this study identified several areas in the study area where parking is allowed on narrow streets. Parking removal would address concerns with safety due to reduced sight lines, limited emergency access, and general mobility concerns with parking being allowed on two sides of the street.

Challenges

Once implemented, removal of time limited signs cannot be done. Thus, property owners along a particular street need to be aligned. This policy also removes parking spaces from the overall supply, which could have spillover impacts on surrounding streets and areas. Similar to the time limited parking, this type of restriction also requires enforcement.

How to Implement

A citizen can submit a 311 request for parking removal. Once a request is received, it will be studied by a traffic engineer, who would make a determination. If a street is under 22 feet wide, then parking is only allowed on one side of the street. If the street is 20 feet wide or less, then no parking would be allowed on either side of the street. In the case where a street is wide enough for parking for both sides, there needs to be a petition from the affected community.

Paid Parking

What it is

Paid parking is interchangeable with “metered parking” for this item in the toolkit. This would apply to on-street spots that require payment, via a ParkHouston kiosk or QR code. These spots are considered public and available to all users, irrespective of destination. These parking rates are set by the City of Houston. Paid parking in this context does not account for parking at privately owned lots or garages (ie. at the River Oaks Shopping Center), or valet parking at establishments.

Benefits

Paid parking has several benefits. When vehicles have to pay for parking, there is often more turnover, and improved parking availability. This can also result in reducing congestion by those who are circling the block. Parking prices can be dynamic, which results in improved curb management. The revenue from paid parking would go back to the City of Houston.

Challenges

Paid parking also brings a set of challenges. As demonstrated by the survey results, the Montrose community is split on the desire for paid parking. Paid parking also has a regressive impact – a fee to park can have a larger impact on lower-income populations. Instituting paid parking on only certain corridors could also result in parking spillover to adjacent areas, or other streets where parking is free. With metered parking, there is no way to exempt residents from the fee and any associated time limits.

How to Implement

ParkHouston has the ability to implement paid, on-street parking. This is usually done in alignment with community and business needs, demonstrated demands, and with review by traffic engineering.

Parking Benefits District

What it is

A Parking Benefits District is paid on-street parking, with a portion of the revenue going back to the District. It is explained in detail in Chapter 2.

Benefits

A parking benefits district has several of the advantages listed in the “paid parking” tool. Instead of the revenue going solely to the City of Houston, however, the area would share in the revenue generated. This money can be utilized to support community priority projects. As mentioned in the survey, the community has a strong desire for additional multimodal infrastructure. The funds can go toward these items, as well as safety improvements, parks, and any other area-wide priorities. Funding from this revenue can also be used for additional security or police, which is something that the TIRZ cannot fund. The cost of implementation is relatively low, if only QR codes and app-based payments are accepted. Unlike metered parking, there can be exemptions for residential uses. In the Washington PBD, for example, residents can purchase a yearly permit which allows them to be exempt from the metering and time limits in the PBD.

Challenges

The challenges with a PBD are similar to that of paid parking. A PBD would also need to be administered by an entity, which results in additional overhead costs that would be borne. Some members of the community are also opposed to a PBD.

How to Implement

City Council would action a PBD, via an Ordinance. The roles of various entities for administration would need to be defined during this Ordinance process, for any PBD established in Montrose. A PBD requires an administrator – in the case of Washington’s PBD, it is the City of Houston. For the other two existing PBDs in Houston, they are administered by a Management District. The administrator would be responsible for creating and maintaining an advisory committee, setting quarterly meetings, and implementing the projects. An Advisory Committee would also be created, consisting of a variety of stakeholders from the community. They would recommend which projects receive funding and provide any recommendations to ParkHouston regarding changes to metering and fees.

Residential Permit Parking

What it is

Residential permit parking (RPP) limits on-street parking to permits for specific residential blocks. Further information on the RPP program can be found in Chapter 2.

Benefits

This program prioritizes residential parking in certain areas. It can protect residential areas from the effects of commercial spillover.

Challenges

There are strict thresholds for implementing RPP, so there are limited streets and blocks that qualify. The community is mixed on their opinions of wanting RPP; the breakdown by neighborhood can be found in the survey results (see Chapter 3). Some residents find RPP to be a hassle, particularly for visitors.

How to Implement

RPP begins with a resident-led petition. This process requires the lead applicant to list and contact every household on the block. Once the application is received by the City of Houston, a review ensues to determine if the block meets the threshold of being 75% residential. The City conducts its own parking survey. The block must have 60% of on-street spaces occupied, with 25% or more being used by non-residents/commuters. The City then holds a public hearing, makes a recommendation and then sends to City Council for a vote. If enacted, the RPP restriction can be in effect for no more than 12 hours per day.

Summary

Table 13 provides a summary of parking issues in the study area, the potential solution, and how to action this tool.

Table 13. Summary table

If the problem is...	The tool is...	Who starts it
Cars park all day and never move; customers can't find a space	Time limits or paid parking	Park Houston / City
Street is too narrow when cars are parked — impacted sight lines, emergency access limited	Parking removal	Resident
Commercial spillover onto a residential block	Residential permit parking; or a PBD with resident permits	Residents
Busy commercial corridor and the area wants to share in the revenue generation	Paid parking with a Parking Benefit District	Stakeholder coalition + City
Empty private lots next to a business with limited parking	Shared parking agreement; parking variance	Property owners

Site Specific Options

The parking toolkit focuses on policies that are applicable to a larger area, such as blocks or collections of blocks. This section covers site-specific options for parking.

Shared Parking

Shared parking is two property owners working together to share their parking supply to meet the demand of both uses. The tool can be used to help an owner reach their required parking minimum, and it can also be used to support a business that requires more parking than they currently have. This tool results in efficiency and reduced costs. Shared parking has broad-based support across residents and businesses across the study area, as demonstrated by the survey results in Chapter 3.

The City's parking code accommodates the ability for this to happen, as discussed in Chapter 2. This is already being done right now, and there are agreements in place between certain businesses in the study area.

Chapter 5: Key Findings and Parking Toolkit

However, there are legal and practical challenges with shared parking. A lease can expire, while a certificate of occupancy is ongoing. A business cannot always rely on a temporary agreement to satisfy a permanent requirement. Shared parking is useful, but it is not infinitely flexible. It is also hard to police and enforce.

Variances

Through the examination of the study area variances and coordination with the Planning Commission, the history of the area shows that reasonable variance requests for reduced parking are supported, as long as no adverse impact to surrounding properties is identified. The existing variance process provides case-by-case relief for older or constrained sites.

For that reason, the study does not recommend an area-wide change to off-street parking requirements. The existing mechanism is being used, and it preserves the ability to evaluate the actual land use, site constraints, and neighborhood impacts. The variance process is a suitable approach to addressing “market based parking” in the study area.

Given the public spaces that already exist at the Montrose Collective garage, the existence of this garage can possibly be used as justification for variance requests in the vicinity.

Next Steps & Implementation

The information provided in this study can be utilized by the community, TIRZ, and the City of Houston to move forward. There are actions which the TIRZ can implement, including additional signage for the Montrose Collective garage, improved information regarding parking availability at the garage, and improved signage around the study area regarding parking restrictions. With the information provided in the toolkit, the community can coordinate regarding various solutions and determine the path forward for specific areas of concern.

Garages & Off-Street Parking

Based on the information gleaned from the parking survey, and the supply and demand analysis, the study does not find need for additional off-street parking. There appears to be an adequate supply in the study area; rather, the issue with parking appears to be distribution and access. Thus, building an additional publicly funded garage or additional off-street parking would not be anticipated to provide a cost-effective means to address the challenges identified.

Montrose Collective garage

A public parking garage opened in 2022, near the corner of Montrose Boulevard and Westheimer Road, as part of the Montrose Collective development. Per the developer agreement, 100 parking spaces are required to be accessible for public parking. The rates for the garage average to about \$3 per hour, with a maximum daily rate of \$20.

The survey showed that many people along east Westheimer and the Fairview Bar District areas are circling the block for parking for up to 15 minutes, and parking more than 3 blocks away from their final destinations. This garage is proximate to this area and operates 24/7.

There is opportunity for increased information sharing regarding the garage. The TIRZ has recently installed wayfinding signage in the adjacent streets to inform nearby drivers about the garage

Chapter 5: Key Findings and Parking Toolkit

(**Figure 50**). There are additional opportunities for the TIRZ to advertise the garage, ensuring that it is on all major third-party parking websites/platforms/apps. The TIRZ can also create a page on their website informing the public about the garage’s presence, how and where to enter, and displaying the parking rates. One other idea for improved information would be to install dynamic signage, which shows real-time availability of parking spaces. An example is shown in **Figure 51**.

Figure 50. Wayfinding signage for the Montrose Collective Garage

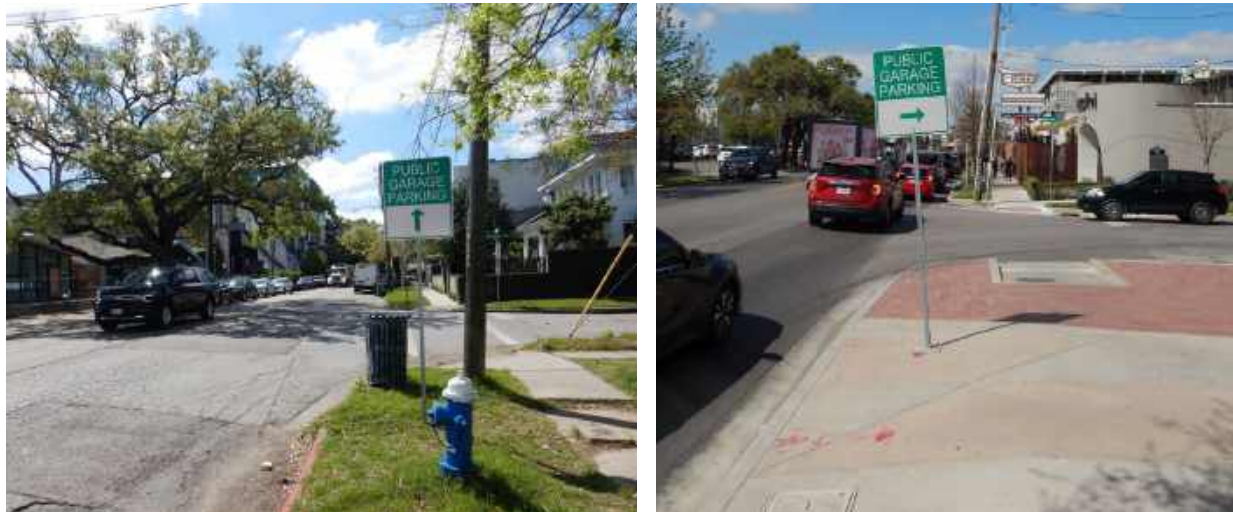


Figure 51. Sample electronic/dynamic signage



Signage and Enforcement

Signage in the study area, particularly regarding parking restrictions, can be improved. While conducting the field inventory, 52 different variations of parking restrictions were found. The accompanying signage for these restrictions were in varying conditions. Some signs were faded, hard to read, or hidden by vegetation. Additionally, there were a number of survey respondents who complained about insufficient parking enforcement. There are others who expressed concern about towing, and with signs that are difficult to read, it is unclear where some of these restrictions actually are, and what they are.

Chapter 5: Key Findings and Parking Toolkit

The TIRZ can replace some of the older signs, and work with ParkHouston to ensure enforcement of existing restrictions.

Figure 52. Faded and hard to read signage across the study area



Implementation

In the short-term, the TIRZ can work to advertise the Montrose parking garage, including additional signage, website posting, and ensuring information is available on third-party parking apps. The TIRZ can also replace faded and illegible restriction signage across the study area, and work with ParkHouston on enforcement of existing restrictions.

The current Administration has reviewed the findings from this study. The City wants to carefully consider any changes to parking in the Montrose area before supporting or depicting any geographically specific change. The City does not have a specific timeline in mind for considering any change but encourages community coordination and outreach to the Council District office to generate neighborhood alignment on specific tools presented in the toolkit.

Appendix A: Board Meeting Presentations





MONTROSE PARKING STUDY:

Study Recap & Parking Toolkit

September 2026



PROJECT STATUS



SURVEY RESULTS

COMPLETE: Results Presented at May Board Meeting



SUPPLY/DEMAND ANALYSIS



OPTIONS FOR CONSIDERATION

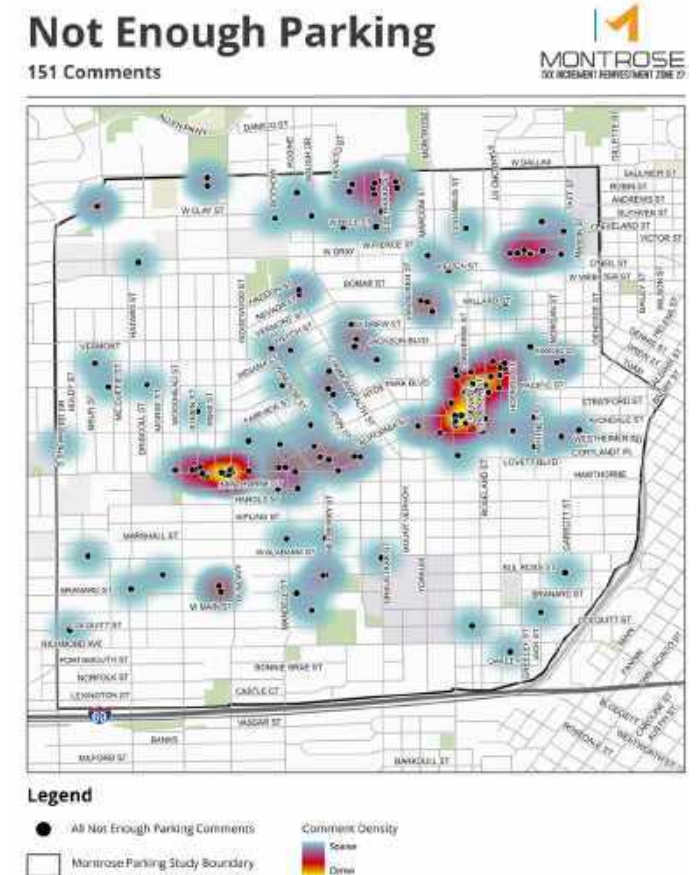
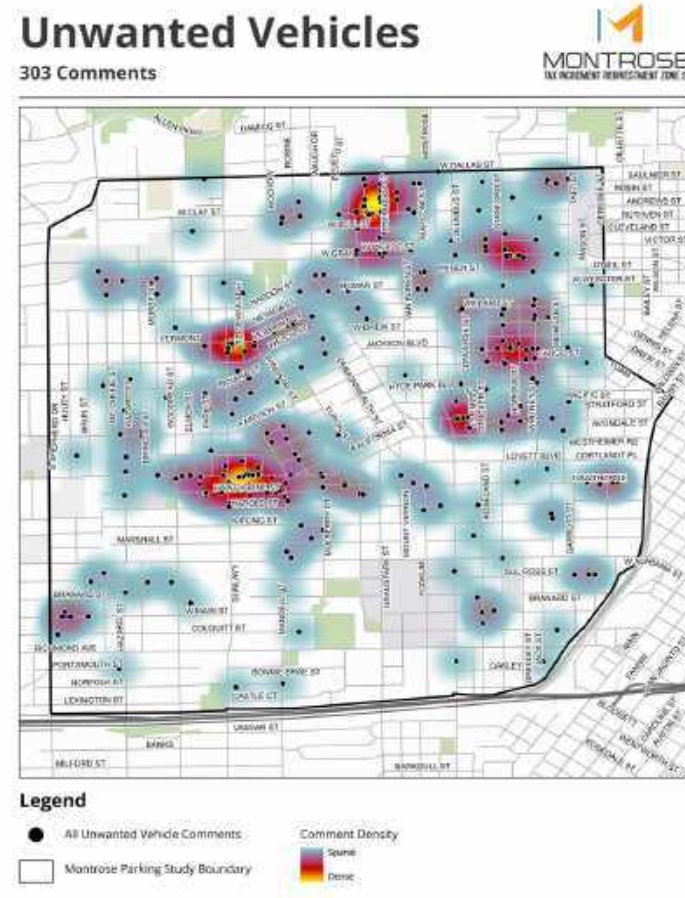
PROJECT OBJECTIVES

- ▶ Identify and validate parking needs in Montrose (a need noted in original Project Plan)
- ▶ Identify and mitigate potential parking related impacts on (re)development
- ▶ Reduce congestion associated with “circling the block”
- ▶ Encourage higher turn over rates for on-street parking in commercial areas
- ▶ Identify mutually beneficial outcomes for residents, visitors, and businesses



SUMMARY: SURVEY ANALYSIS

- ▶ Fall 2025-Winter 2026
- ▶ 1,271 responses for residential/visitor/employee, 715 interactive map comments and 38 business responses
- ▶ High-level points:
 - ▶ 60% respondents say parking influences whether or not they frequent particular location in Montrose
 - ▶ Evenings and late nights identified as pinch points for parking
 - ▶ Split between people feeling like there's adequate/too much parking and those who feel like it isn't enough
 - ▶ Similar split between paid parking vs. opposition to paid parking
 - ▶ Desire for more multimodal infrastructure throughout various questions

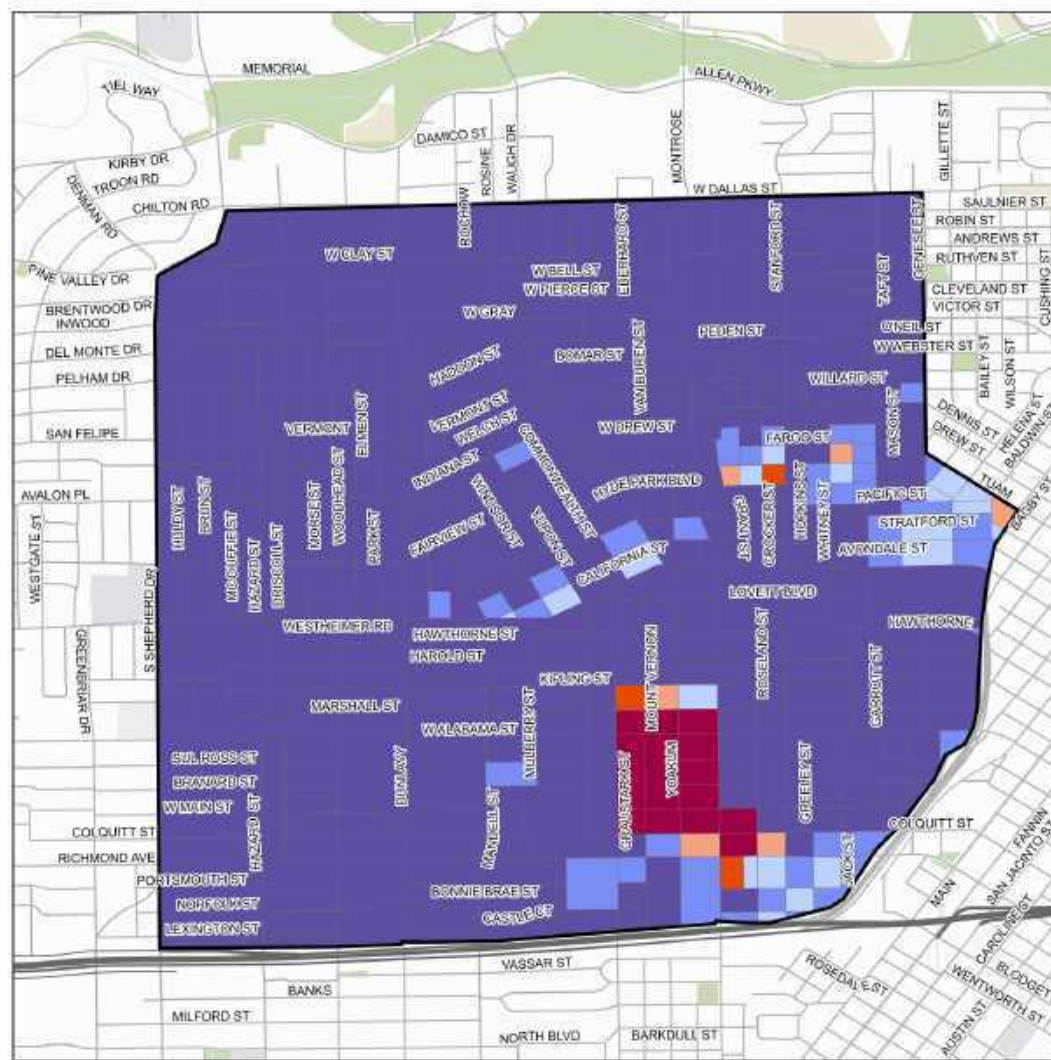


INVENTORY AND DEMAND ANALYSIS

- ▶ Counted all off-street parking spots for non-residential uses
 - ▶ Used aerial imagery when possible
 - ▶ Field checked anything that was not easily visible
 - ▶ Manually counted all garage spaces (non-residential)
 - ▶ Over 15,000 spaces
- ▶ Counted all on-street parking spots
 - ▶ Used aerial imagery and made assumptions based on car length
 - ▶ Drove every street in Montrose to catalog parking restrictions (time restrictions, permits, etc.)
 - ▶ Over 18,500 spaces
- ▶ Demand analysis at the parcel level using ITE Parking Generation Codes
 - ▶ All non-residential uses assigned a land use code
 - ▶ Used HCAD data to determine size (square footage) and use
 - ▶ ITE estimates demand for weekday, Saturday, Sunday
 - ▶ We also considered time of day (daytime, evening) when possible
- ▶ Combined all this at the block level to understand supply/demand delta across the study area
- ▶ Performed an adjacency analysis in GIS to consider balances across the study area

Adjacency Analysis

Weekday Day Supply/Demand Difference

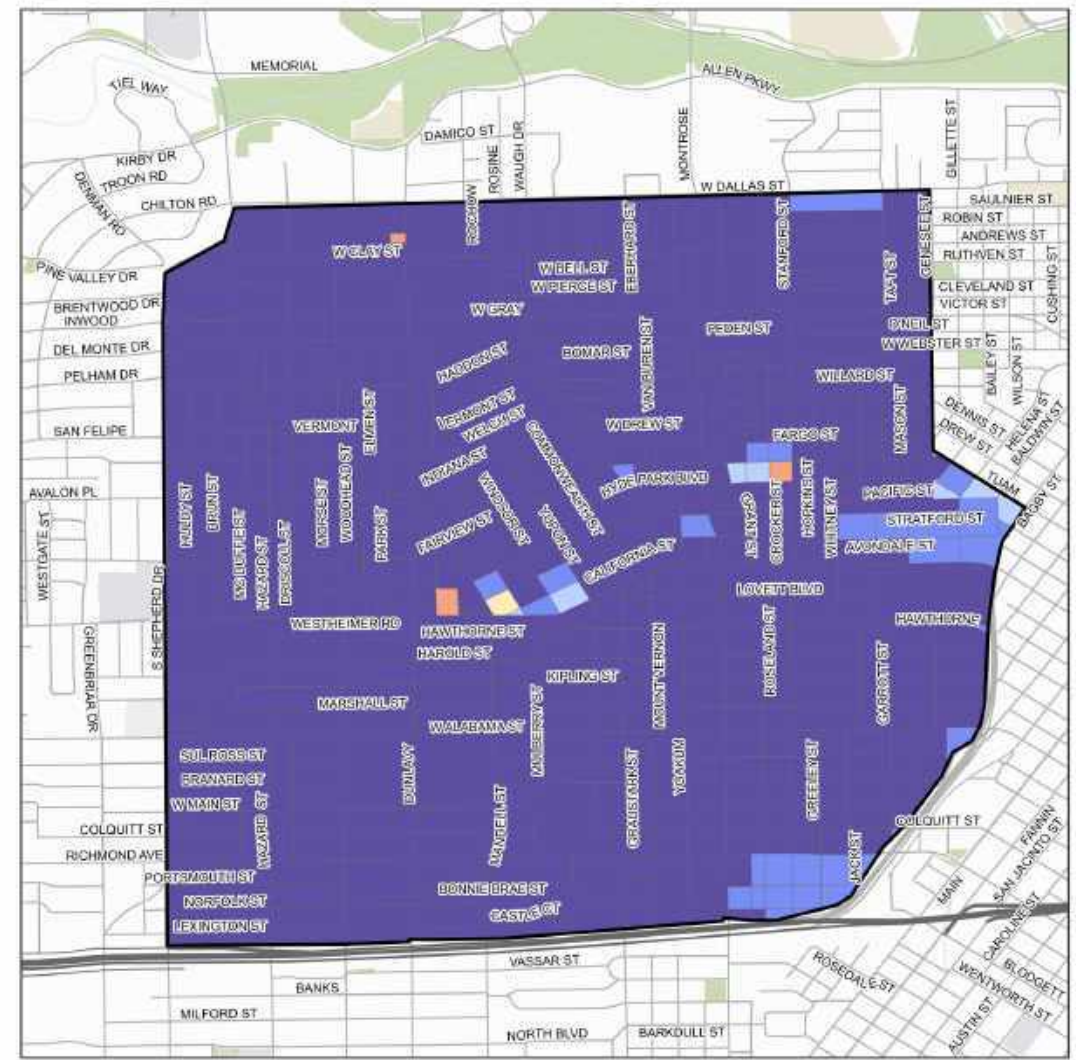


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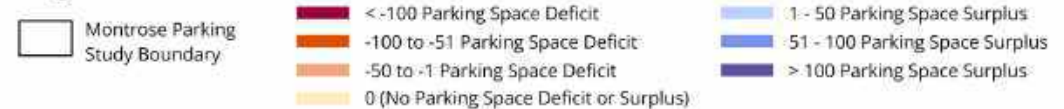


Adjacency Analysis

Weekday Evening Supply/Demand Difference

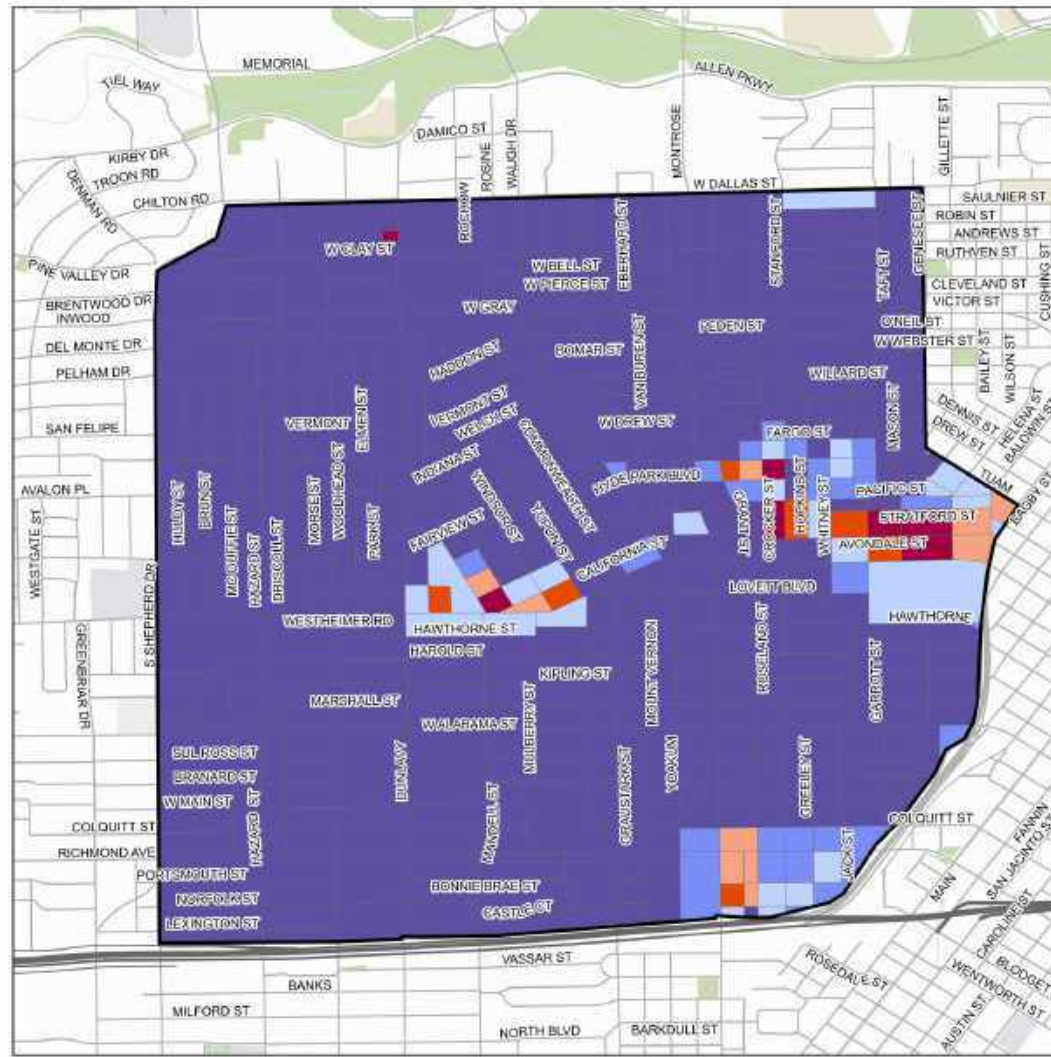


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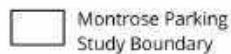


Adjacency Analysis

Saturday Supply/Demand Difference



Legend

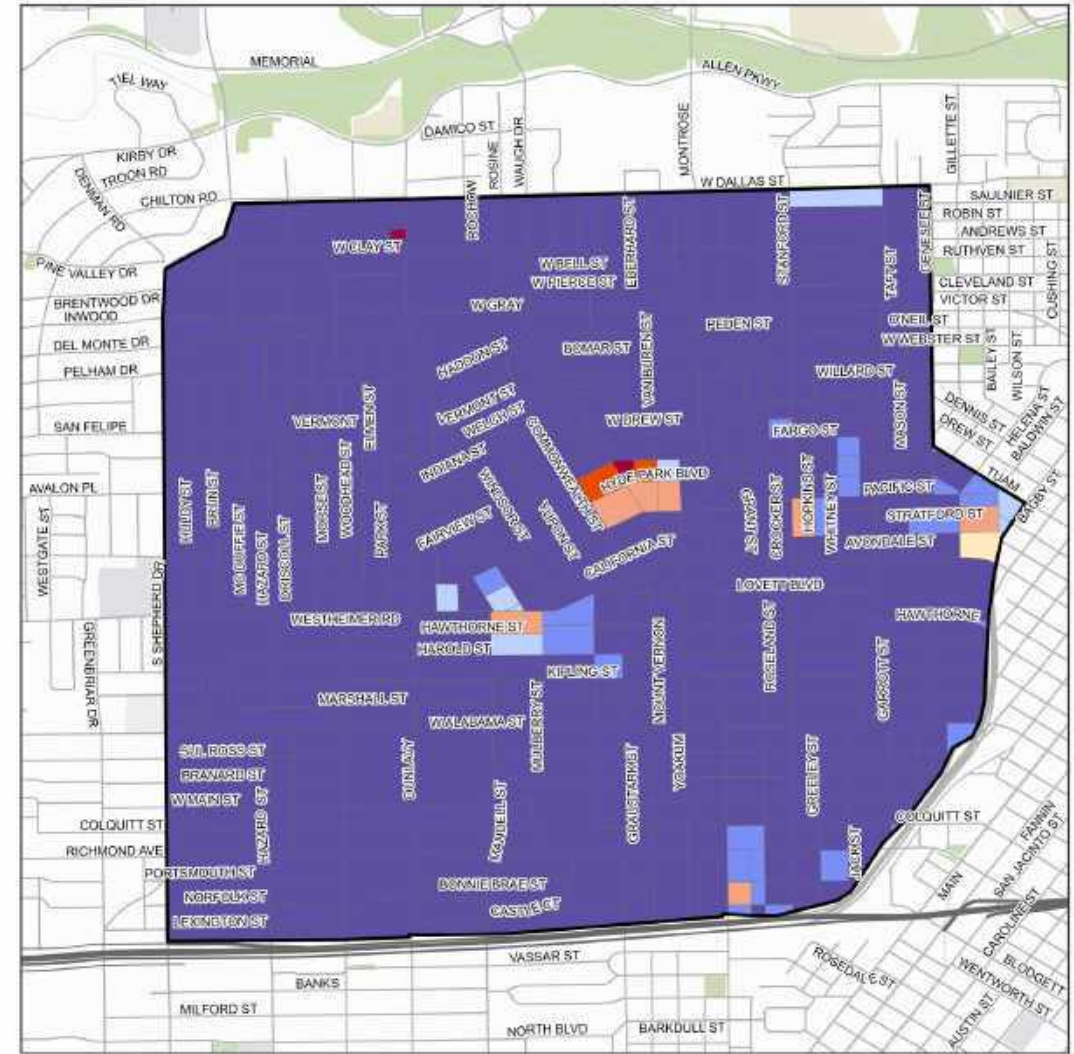


- < -100 Parking Space Deficit
- 100 to -51 Parking Space Deficit
- 50 to -1 Parking Space Deficit
- 0 (No Parking Space Deficit or Surplus)

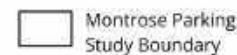
- 1 - 50 Parking Space Surplus
- 51 - 100 Parking Space Surplus
- > 100 Parking Space Surplus

Adjacency Analysis

Sunday Supply/Demand Difference



Legend



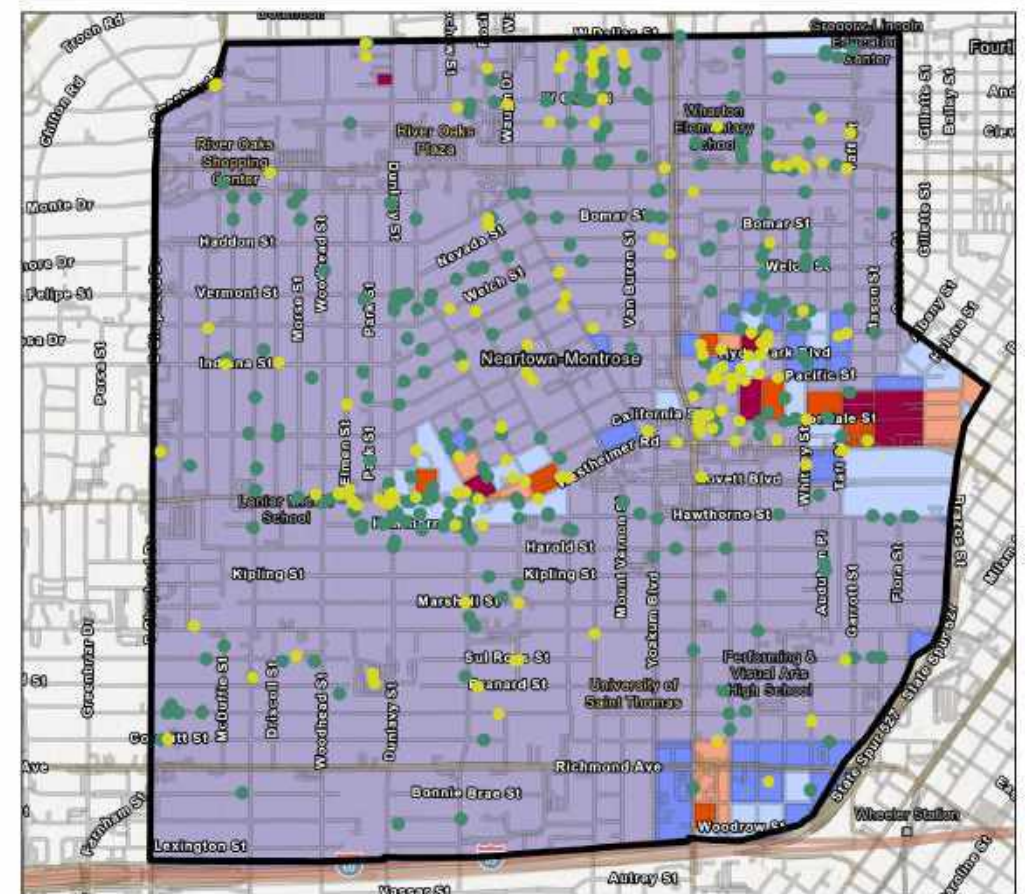
- < -100 Parking Space Deficit
- 100 to -51 Parking Space Deficit
- 50 to -1 Parking Space Deficit
- 0 (No Parking Space Deficit or Surplus)

- 1 - 50 Parking Space Surplus
- 51 - 100 Parking Space Surplus
- > 100 Parking Space Surplus

KEY AREAS IDENTIFIED

- ▶ Survey and supply/demand analysis identified areas of particular concern to the community and where parking might be a challenge depending on time of day and day of week
- ▶ Westheimer Road
 - ▶ Western portion identified in the survey
 - ▶ Eastern portion identified in the inventory
- ▶ West Gray: east of Montrose, west of Taft
- ▶ Fairview Bar District (north of Westheimer)
- ▶ Harlow District (West Clay)
- ▶ Areas in southeastern Montrose (near Spur527/Richmond)

Key Areas



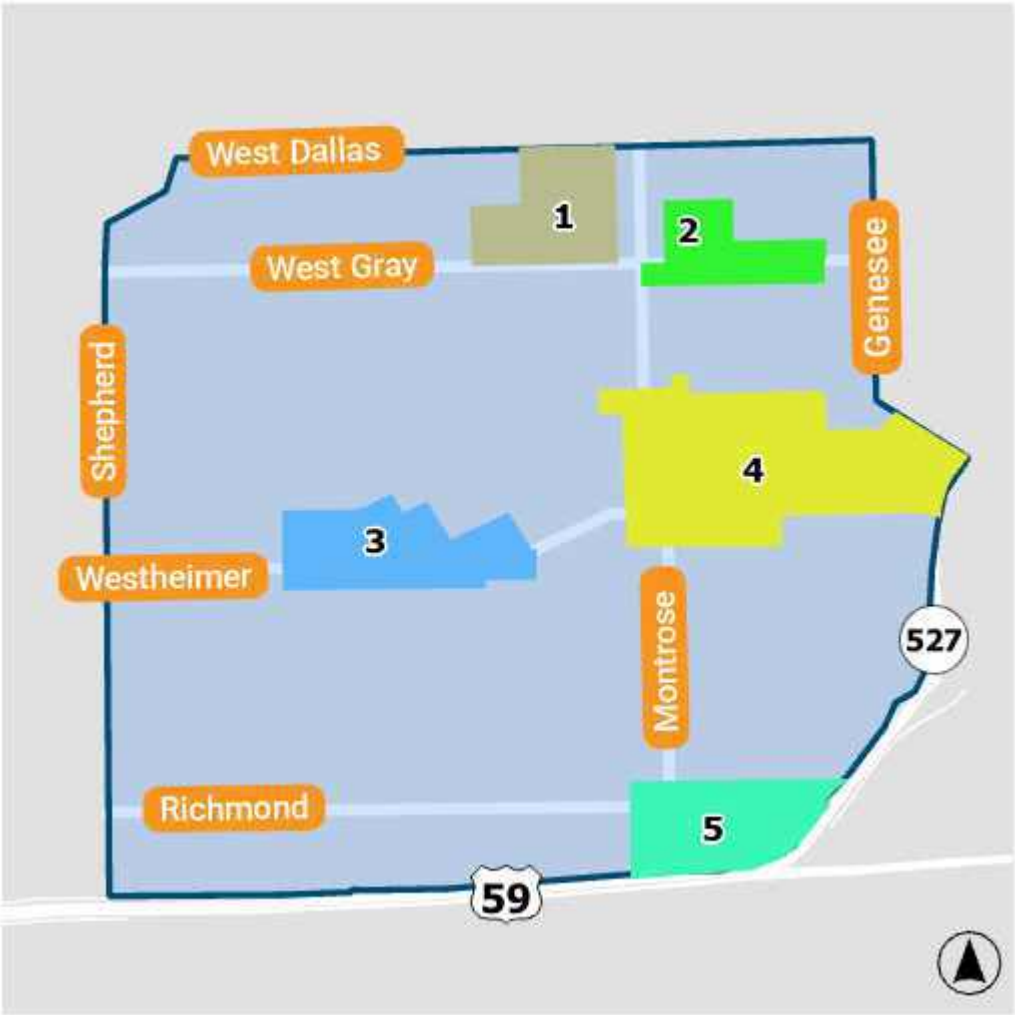
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KEY AREAS IDENTIFIED

- ▶ Overall inventory shows general surplus of parking
 - ▶ Does not account for restrictions on private parking lots
- ▶ Table shows the difference between supply and demand in each of these aggregated areas

Area	Weekday Evening: Surplus	Saturday: Surplus
1	450	320
2	250	250
3	370	150
4	1,300	440
5	270	70



PARKING TOOLKIT

Parking Toolkit



Parking Restrictions:
Time Limitations



Paid Parking



**Residential Permit
Parking**



Parking Restrictions:
Parking Removal



**Parking Benefits
District**

PARKING TOOLKIT



▶ Parking Restrictions: Time-limitations

- ▶ Signs to indicate time restrictions for on-street parking spots (ie. 2 hours only)
- ▶ Benefits
 - ▶ Minimal cost to implement
 - ▶ Improves turnover of parking spaces
 - ▶ Can implement on commercial roadways only; lesser residential impact
- ▶ Challenges
 - ▶ Property/business owners need to be aligned
 - ▶ Mixed public opinion
 - ▶ Requires enforcement
- ▶ **How to Action:** Citizen can submit 311 request, studied by traffic engineer who makes determination, stakeholder coordination



PARKING TOOLKIT



▶ Parking Restrictions: Parking Removal

- ▶ Signs to indicate no parking on one or both sides of the street
- ▶ Benefits
 - ▶ Minimal cost to implement
 - ▶ Can improve through mobility on certain streets
- ▶ Challenges
 - ▶ Reduction of parking supply
 - ▶ Removal cannot be undone: property owners need to be aligned
 - ▶ Mixed public opinion
 - ▶ Requires enforcement
- ▶ **How to Action:** Studied by traffic engineer who makes determination based on requirements, may involve petition process



PARKING TOOLKIT



▶ Paid Parking

- ▶ Paid on-street parking (ie. meters)
- ▶ Benefits
 - ▶ Turnover of spaces
 - ▶ Congestion reduction
 - ▶ Revenue for City of Houston
- ▶ Challenges
 - ▶ Requires enforcement
 - ▶ Public and business perception
 - ▶ Regressive impact
 - ▶ No special exemptions for residents living nearby
 - ▶ Potential to push parking into adjacent residential areas
- ▶ **How to Action:** Done by ParkHouston based on traffic engineering approval and associated demand



PARKING TOOLKIT



▶ Parking Benefits District

- ▶ Paid on-street parking with 60% of net revenue returning back to area for public improvement projects. City retains 40%.
 - ▶ 3 examples in City of Houston: Midtown, Museum Park, Washington Avenue
- ▶ Benefits
 - ▶ Same as metered parking
 - ▶ Already precedent for this in City of Houston
 - ▶ Can support community priority projects for safety improvements, sidewalks, and other items that would serve to mitigate mobility, access and parking challenges
 - ▶ Can institute permits in area for residential parking to be preserved, if metered.
 - ▶ Low cost of implementation with app-based payment
 - ▶ Supports dynamic pricing
- ▶ Challenges
 - ▶ Same as metered parking
 - ▶ Requires additional administration and overhead
- ▶ **How to Action:** City Council action via Ordinance
 - ▶ Administrator and Advisory Committee would need to be established
 - ▶ Administrator: responsible for creating and maintaining advisory committee, quarterly meetings, public notices, implement approved projects
 - ▶ Advisory Committee (made up of variety of stakeholders): recommends which projects should receive funding, timing and priority, and recommendations to ParkHouston for changes to meters / fees



PARKING TOOLKIT



▶ Residential Permit Parking

- ▶ Permit parking for residential blocks
 - ▶ Has to be resident driven (petition process)
 - ▶ 75% of block needs to be residential
 - ▶ 60% of on-street parking spaces are occupied, with 25% or more being used by non-residents (parking survey needed)
 - ▶ Would be in effect maximum of 12 hours per day (peak parking hours)
- ▶ Benefits
 - ▶ Prioritizes residential parking in certain areas
- ▶ Challenges
 - ▶ Mixed public opinion
 - ▶ Can be a hassle for residents
 - ▶ Limited areas which qualify
- ▶ **How to Action:** Needs to be done via a residential petition to ParkHouston, which then undergoes City review, City survey, public hearing, Council action via Ordinance



SITE SPECIFIC OPTIONS

▶ Shared Parking Agreements

- ▶ Existing developments vs. meeting requirements for future development
- ▶ Public support for this solution; also results in efficiency and reduced costs
- ▶ Property owners suggest shared parking is being used to the extent feasible, and there are inherent challenges with the impermanent nature of a lease versus and how it relates to ongoing occupancy permit requirements
- ▶ Hard to police and enforce

▶ Variance Process

- ▶ Planning Commission history supports reasonable variance requests for reduced parking so long as no adverse impact to surrounding properties is identified
 - ▶ Suitable approach to “market based parking” in the study area
- ▶ Recommended method to result in reduced parking requirements at this time

▶ Multifamily Parking Requirements

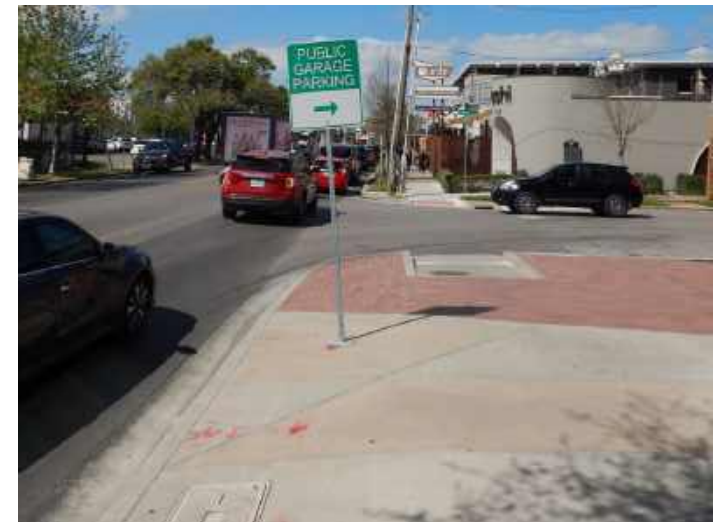
- ▶ Reduction in 2025 via state law (SB840), which limits the requirement to 1 space/dwelling unit and cannot require structured parking

MONTROSE COLLECTIVE GARAGE

- ▶ Improved advertising/information sharing about garage
 - ▶ Information about availability and rates on TIRZ website
 - ▶ Garage only shows up on SpotHero, not ParkWhiz or ParkMobile
- ▶ Wayfinding for garage
 - ▶ Signage showing space availability outside of garage
 - ▶ Additional signage in neighborhood recently installed
- ▶ Additional public parking can be used towards variance justification for nearby businesses/development



Sample electronic signage



Top: Grant/Missouri

Bottom: Westheimer/Grant

ENFORCEMENT AND SIGNAGE

► Enforcement

- There are many different types of restrictions/rules in the Montrose area
- Recommendation: ensure clear signage of restrictions; ensure areas are enforced and signed



TOOL SUMMARY / CONCLUSION

If the problem is...	The tool is...	Who starts it
Cars park all day and never move; customers can't find a space	Time limits or paid parking	Park Houston / City
Street is too narrow when cars are parked — impacted sight lines, emergency access limited	Parking removal	Resident
Commercial spillover onto a residential block	Residential permit parking; or a PBD with resident permits	Residents
Busy commercial corridor and the area wants to share in the revenue generation	Paid parking with a Parking Benefit District	Stakeholder coalition + City
Empty private lots next to a business with limited parking	Shared parking agreement; parking variance	Property owners
People can't find the parking that already exists	Wayfinding, signage, availability information	TIRZ / City
Signs are faded and confusing	Signage replacement and enforcement	TIRZ / City

MONTROSE PARKING STUDY: SURVEY SUMMARY

Montrose Redevelopment Authority/TIRZ 27 Board Meeting
May 2026



STUDY OVERVIEW

Project Components

- ## ► Existing Conditions



- ▶ Survey & Public Input
- ▶ Supply/Demand Analysis



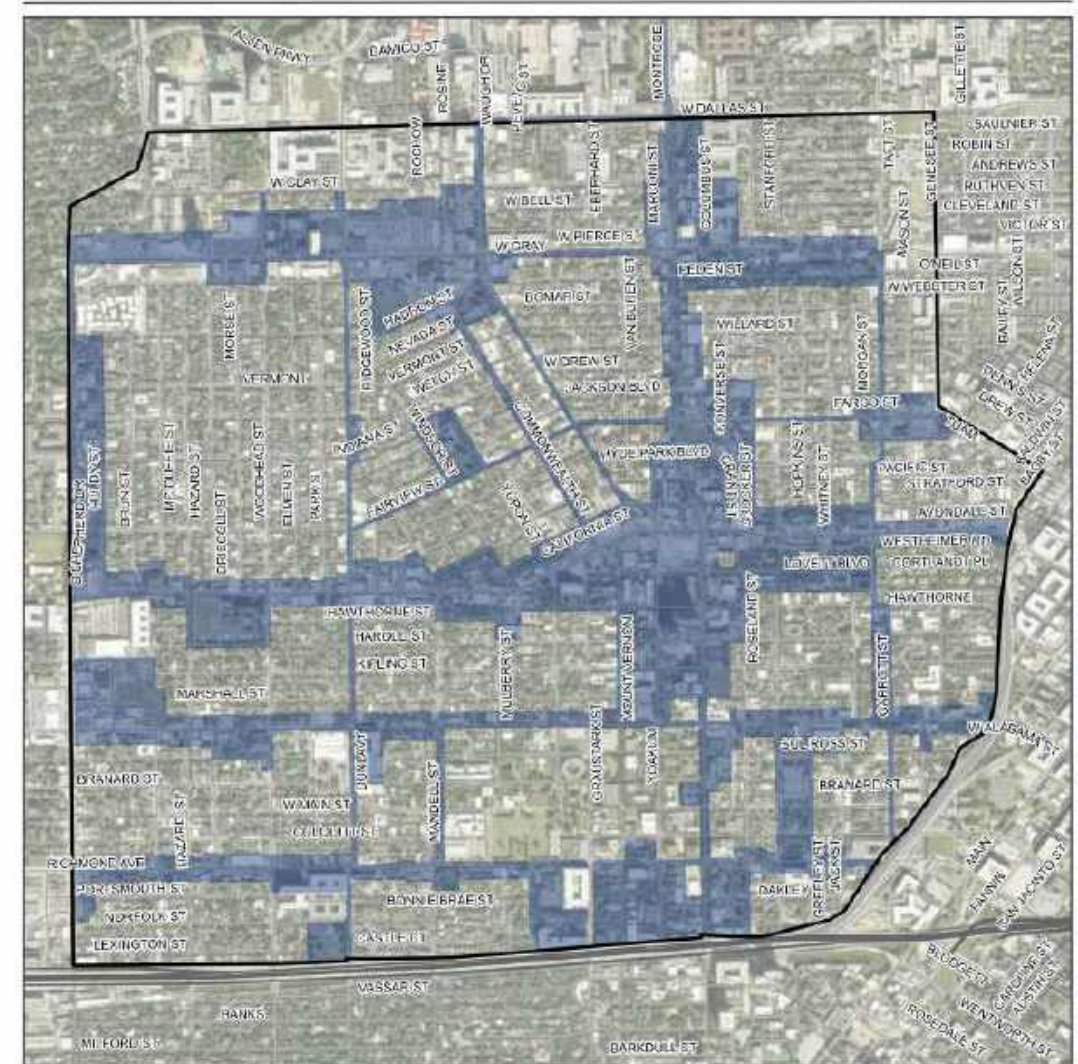
- ▶ Parking Inventory
- ▶ Parking Demand



- Existing Policy Review
- Options for Consideration



Parking Study and TIRZ District Boundary

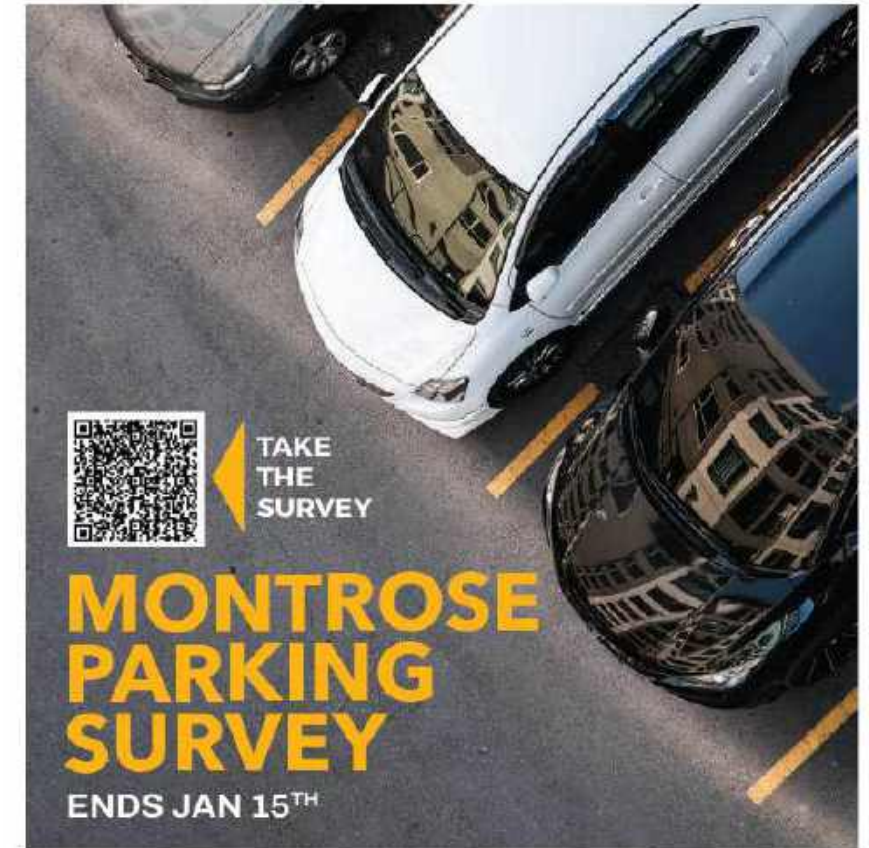


Legend

-  Montrose TIRZ (TIRZ 27) Boundary
 Montrose Parking Study Boundary

SURVEY OVERVIEW

- ▶ Opened late October 2025; closed January 15, 2026
- ▶ Social Pinpoint platform
- ▶ 3 components of survey
 - ▶ Residential, Visitor, Employee form
 - ▶ Interactive Map
 - ▶ Business/Commercial form
- ▶ 1,271 responses for residential/visitor/employee, 715 interactive map comments and 38 business responses
- ▶ Advertisement methods: door hanger, TIRZ social media/email distribution list, pop-up on TIRZ website, IKE Kiosks, flyer distribution, business visits/calls
- ▶ Analysis
 - ▶ No questions were required on the survey: all optional
 - ▶ Manually read every comment
 - ▶ Cleaned interactive map points for equal weighting



We want your feedback on parking in Montrose!

For the latest updates, visit:
montrosehtx.org/projects/MontroseParkingSurvey

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

1,271 Total Survey Responses

“I AM A MONTROSE...”

– 1,269 RESPONSES

RESPONSE TYPE	RESPONSES	% OF RESPONDENTS
Montrose resident	1,053	83%
Montrose visitor	215	17%
Employee who works in Montrose	57	4%
Other*	14	1%

**Other respondents included business owners, students, and Montrose association representatives*

Note: Respondents could choose multiple answers to this question

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

“DOES PARKING AVAILABILITY INFLUENCE WHETHER OR NOT YOU FREQUENT A PARTICULAR LOCATION IN MONTROSE?”

– 1,261 RESPONSES

- ▶ **60% (760) of respondents** said yes and **40% (501)** said no
 - ▶ ~640 people who said yes provided qualitative responses
- ▶ People either:
 - ▶ Don’t visit businesses (**365 of 760/48%**)
 - ▶ Can’t find parking (**291 of 760/38%**)
 - ▶ Won’t go if they have to pay or concerns about paid parking (**120 of 760/16%**)
 - ▶ Other top themes in comments:
 - ▶ Safety/public safety/ADA complaints
 - ▶ Using alternate modes (rideshare, walk/bike, transit)
 - ▶ Insufficient supply of parking

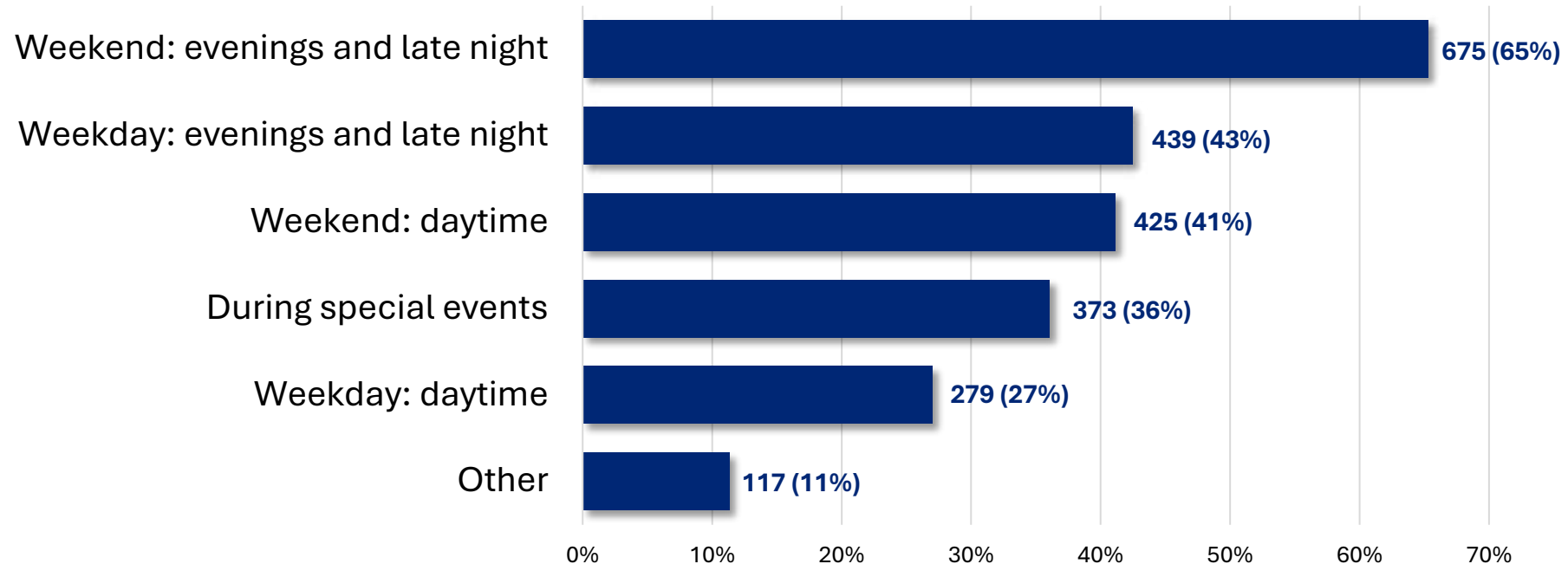
“YES” : PARKING INFLUENCES WHETHER THESE RESPONDENTS FREQUENT A LOCATION IN MONTROSE...		
Employees	24 (out of 57 respondents)	42%
Visitors	118 (out of 215 respondents)	55%
Residents	638 (out of 1,053 respondents)	61%

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

“ARE THERE SPECIFIC DAYS OR TIMES WHEN PARKING IS ESPECIALLY DIFFICULT?”

– 1,034 RESPONSES

- ▶ Time of day: **evenings and late nights** are when “parking is especially difficult”
 - ▶ Note: no option to say “none” – about 60 people said so in “other” comments



RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

Note: Comments were tagged in multiple categories based on sentiment.

“WHAT ARE SOME CHALLENGES YOU FACE PARKING IN MONTROSE?”

– 920 RESPONSES

Parking Convenience and Cost



- ▶ Other parking challenges (75/8%)
- ▶ Valet issues (63/7%)
- ▶ Issues with paid parking (51/6%)
- ▶ Time of day or day of week (45/5%)
- ▶ Special event challenges (24/3%)

Safety, Access, and Enforcement



- ▶ Parking blocking street access / narrow streets (198/22%)
- ▶ Signage, permits, and enforcement concerns (121/13%)
- ▶ Towing or enforcement (92/10%)
- ▶ Concerns around crime and public safety of parking locations (83/9%)

Lack of Parking



- ▶ Lack of adequate parking (229/25%)
- ▶ Concerns with business parking spillover into residential areas (120/13%)
- ▶ Limited available residential (on-street) parking (115/13%)
- ▶ Denser land development (townhome) styles contribute to parking issues (52/6%)

No Parking Issues



- ▶ No issues with current parking (120/13%)
- ▶ Requests for less parking in this category (23/3%)

Active Transportation/ Last Mile Connections



- ▶ Lack of adequate walking/biking infrastructure; request for increased multimodal infrastructure (82/9%)
- ▶ Pedestrian safety / lighting concerns (63/7%)
- ▶ Connectivity issues (25/3%)
- ▶ Existing infrastructure conditions (14/2%)
- ▶ Public transit (8/1%)

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

Note: Comments were tagged in multiple categories based on sentiment.

“WHAT ARE SOME CHALLENGES YOU FACE PARKING IN MONTROSE?”

– 920 RESPONSES

Question Highlights

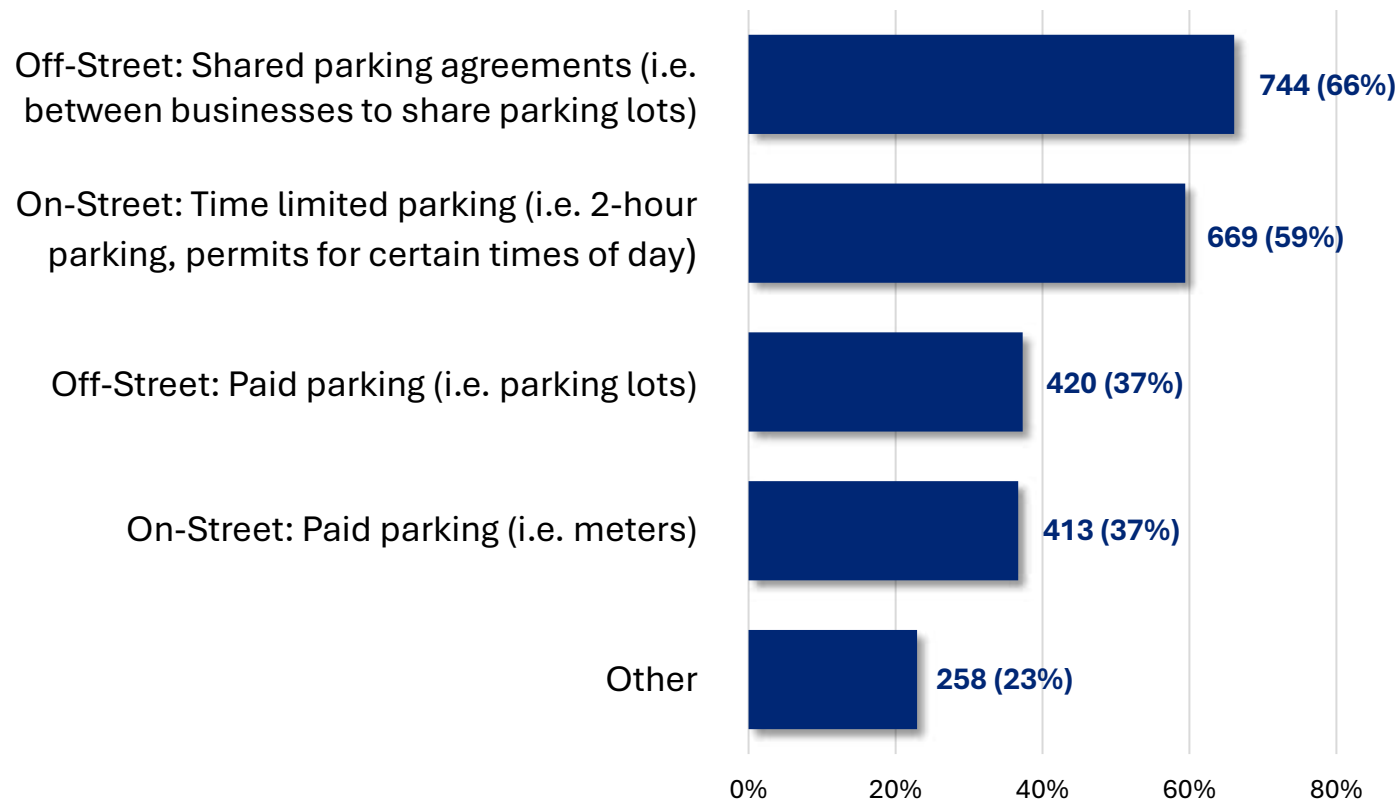
- ▶ **450 (49%)** of comments discussed on-street parking issues, and **170 (18%)** of comments discussed off-street parking issues
- ▶ **200 (22%)** comments mentioned that parking on certain streets can cause sight distance, access, and/or safety issues
 - ▶ *“Allowing parking on both sides of the street can lead to bottlenecks with cars approaching from different directions.”*
 - ▶ *“Street parking often limits through way to one lane. Creates danger for pedestrians, children at play, etc. Also blocks visibility at crossings, resulting in more danger for pedestrians.”*
- ▶ **120 (13%)** concerned about business spillover in residential areas
 - ▶ *“The influx of street parking for businesses has made access difficult for residents.”*
 - ▶ *“Our street is jammed with customers and employees during business hours, and I can’t even park my own car in front of my own house.”*
- ▶ **230 (25%)** feel like there’s a general lack of adequate parking vs. **145 (16%)** feel like there is adequate or too much parking
 - ▶ *“Limited on-street and establishment parking at popular destinations.”*
 - ▶ *“Honestly, the challenging parking has been a great reminder to uber or bike. In particular when any drinking is involved. But no major issues – just a re-programming of good behavior.”*

Note: Response numbers in this slide are rounded to the nearest 5

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

“DO YOU SUPPORT ANY OF THE FOLLOWING POLICIES SPECIFICALLY
RELATED TO PARKING?”

– 1,126 RESPONSES



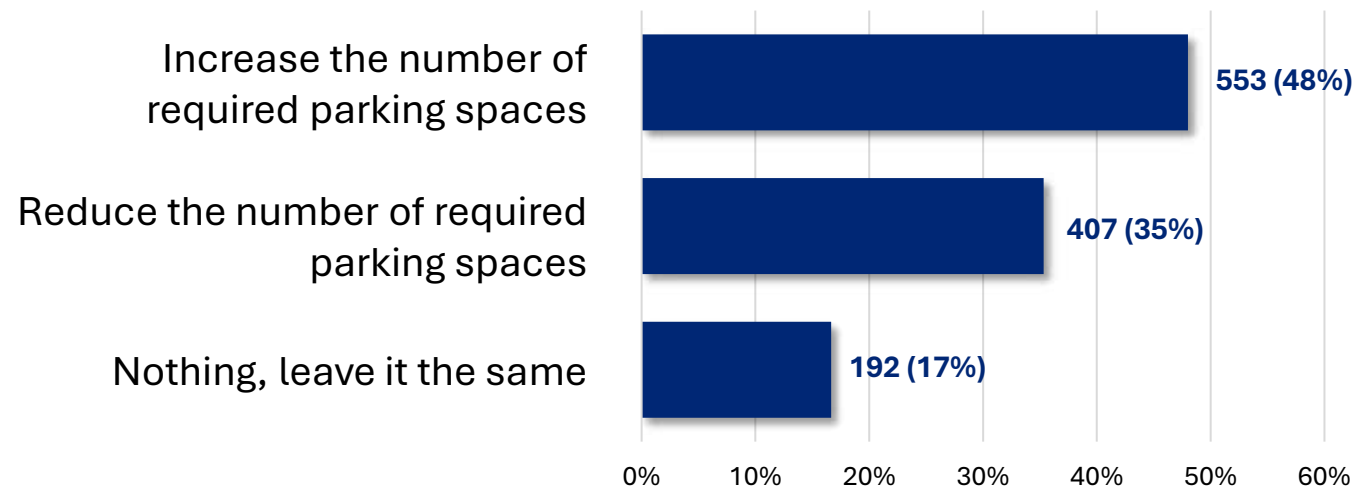
- ▶ Shared parking (~745) and time limited/permitted parking (~670) seem to be the most popular choices
- ▶ Paid parking of some sort has support of just over 1/3rd of survey respondents

Note: Respondents were able to choose multiple options for this question. An “other” option was available with a freeform text box – when possible, those were recategorized into the other categories

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

“HOW SHOULD THE PARKING SPACES REQUIRED BY CODE FOR NEW DEVELOPMENTS BE ADDRESSED?”

– 1,152 RESPONSES



- ▶ **~550:** want to increase requirements
- ▶ **~600:** want to reduce requirements or leave them the same

Note: Respondents were asked to pick exactly one response for this question.

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

Note: Comments were tagged in multiple categories based on sentiment.

“WHAT CHANGES WOULD YOU LIKE TO SEE RELATED TO PARKING IN MONTROSE?”

– 875 RESPONSES

Reduce Parking



- ▶ Less on-street parking (narrow streets) **(135/15%)**
- ▶ Less parking regulations **(135/15%)**
- ▶ Less parking infrastructure **(113/13%)**

Stricter Parking Regulations



- ▶ More enforcement **(125/14%)**
- ▶ Parking regulations or permits on residential streets **(120/14%)**
- ▶ More paid parking **(97/11%)**

Add More Parking



- ▶ Construct more parking **(151/17%)**
- ▶ More business parking or parking requirements **(65/7%)**
- ▶ More requirements on residential parking **(33/4%)**

Invest in Multimodal Transportation



- ▶ Make it easier to walk and bike **(170/19%)**
- ▶ Better transit **(60/7%)**
- ▶ More bike parking **(54/6%)**
- ▶ Parking district or using revenue earned through parking into multimodal improvements **(55/6%)**

Utilize Existing Parking



- ▶ Requests for more shared parking agreements **(76/9%)**
- ▶ Improve existing parking and parking signage **(42/5%)**
- ▶ Use underutilized existing lots **(8/1%)**

Less Paid and Sign Prohibited Parking



- ▶ Less paid parking **(96/11%)**
- ▶ Less valet **(22/3%)**
- ▶ Decrease existing on-street parking restrictions **(21/2%)**

RESIDENTIAL/VISITOR/EMPLOYEE SURVEY

Note: Comments were categorized into multiple categories based on sentiment.

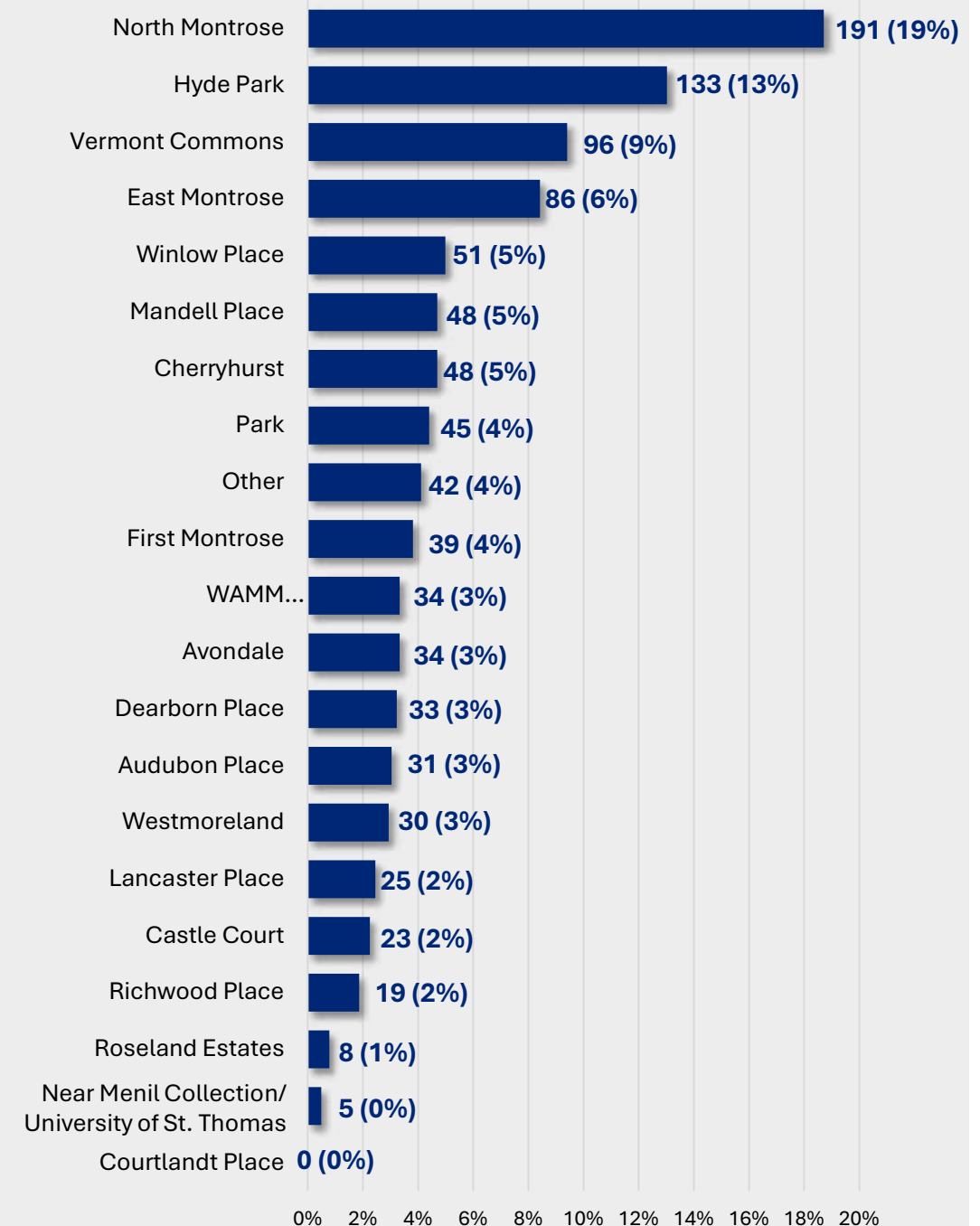
“WHAT CHANGES WOULD YOU LIKE TO SEE RELATED TO PARKING IN MONTROSE?” – 875 RESPONSES

Question Highlights

- ▶ **170 (19%)** want to make it easier to walk or bike in Montrose to reduce the reliance on driving and parking
 - ▶ *“Prioritize pedestrian safety and infrastructure, bicycle safety and infrastructure, and improving metro transit (city buses)”*
 - ▶ *“Lean into pedestrian bike friendly policies and urban infrastructure to make it safe for people who can walk or bike around instead of using their cars. This will reduce pressure on parking and create a better experience for the people who need to drive...”*
- ▶ **135 (15%)** want to see less parking regulations for businesses
 - ▶ *“More businesses would open if there were less regulations...”*
 - ▶ *“Montrose is a dense community, and parking issues are nothing like other big cities. And requiring larger lots for small businesses is unfair and inhibits growth of the quirky and fun attractions that keep the neighborhood interesting.”*
- ▶ **97 (11%)** are in favor of paid parking vs. **96 (11%)** opposed to paid parking
- ▶ **151 (17%)** want to construct more parking vs. **113 (13%)** want less parking infrastructure in Montrose

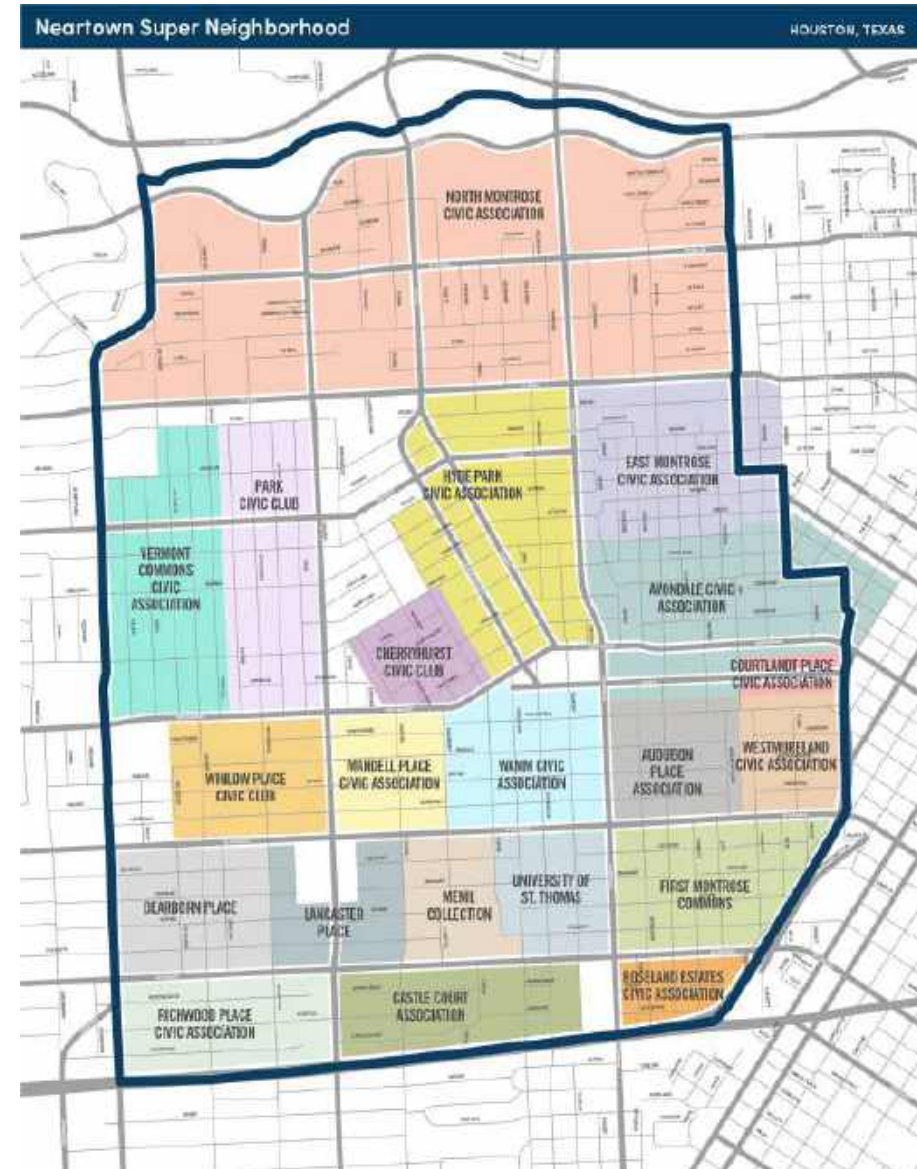
RESIDENTIAL SURVEY

- ▶ Subset of questions for those who indicated that they are Montrose residents
 - ▶ 83% of survey respondents are Montrose residents
- ▶ All neighborhoods represented (except Courtlandt Place), with North Montrose at nearly 19% (191 out of 1,021 respondents)
- ▶ 75% residents (790 out of 1,047 responses) feel like they have adequate parking at their residence
- ▶ 84% residents (872 out of 1,037 responses) not subject to residential permit parking
 - ▶ 41% (350) do not want permit parking, 39% (332) do, and 19% (163) not sure
 - ▶ Breakdown by neighborhood on next slide



RESIDENTIAL PERMIT PARKING

NEIGHBORHOOD	WANT RPP	DO NOT WANT RPP	UNSURE	GRAND TOTAL	WANT RPP	DO NOT WANT RPP	NOT SURE
Audubon Place	8	13	7	28	29%	46%	25%
Avondale	10	10	1	21	48%	48%	5%
Castle Court	9	9	4	22	41%	41%	18%
Cherryhurst	20	9	2	31	65%	29%	6%
Dearborn Place	10	12	8	30	33%	40%	27%
East Montrose	29	20	11	60	48%	33%	18%
First Montrose	12	15	7	34	35%	44%	21%
Hyde Park	40	53	14	107	37%	50%	13%
Lancaster Place	5	13	5	23	22%	57%	22%
Mandell Place	21	15	5	41	51%	37%	12%
Near Menil Collection/University of St. Thomas	1		2	3	33%	0%	67%
North Montrose	67	54	27	148	45%	36%	18%
Park	16	17	8	41	39%	41%	20%
Richwood Place	2	6	5	13	15%	46%	38%
Roseland Estates	3	2	1	6	50%	33%	17%
Vermont Commons	25	35	26	86	29%	41%	30%
WAMM (Westheimer/Alabama/Montrose/Mulberry)	9	8	6	23	39%	35%	26%
Westmoreland	10	11	2	23	43%	48%	9%
Winlow Place	14	26	7	47	30%	55%	15%



INTERACTIVE MAP

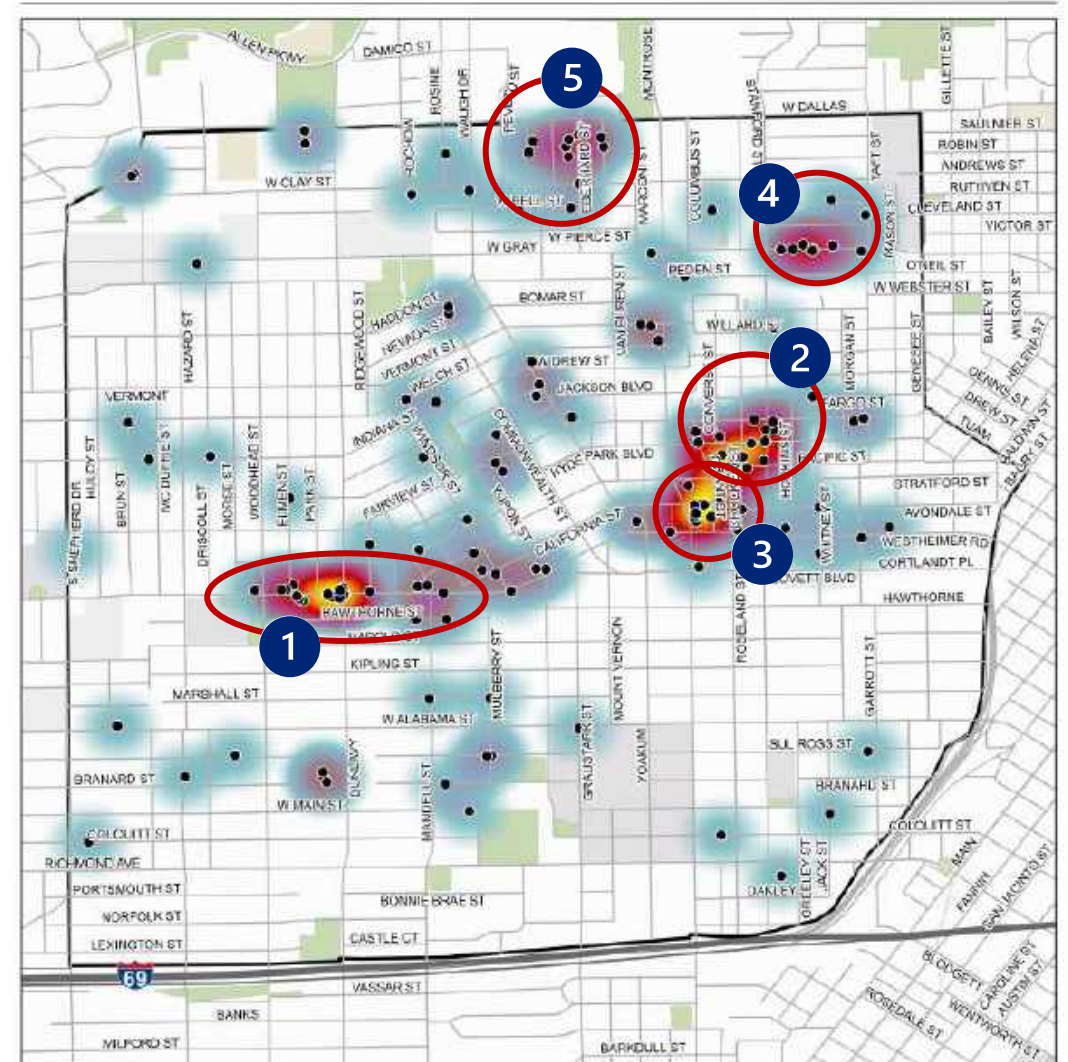
NOT ENOUGH PARKING COMMENTS

► Comments concentrated near:

- 1 Westheimer commercial area (between Woodhead Street and Mandell Street)
- 2 Fairview bar district
- 3 Montrose Collective/Montrose Library
- 4 West Gray commercial area (between Stanford Street and Taft Street)
- 5 Harlow District

Not Enough Parking

151 Comments



Legend

- All Not Enough Parking Comments
- Montrose Parking Study Boundary

Comment Density
Sparse
Dense

INTERACTIVE MAP

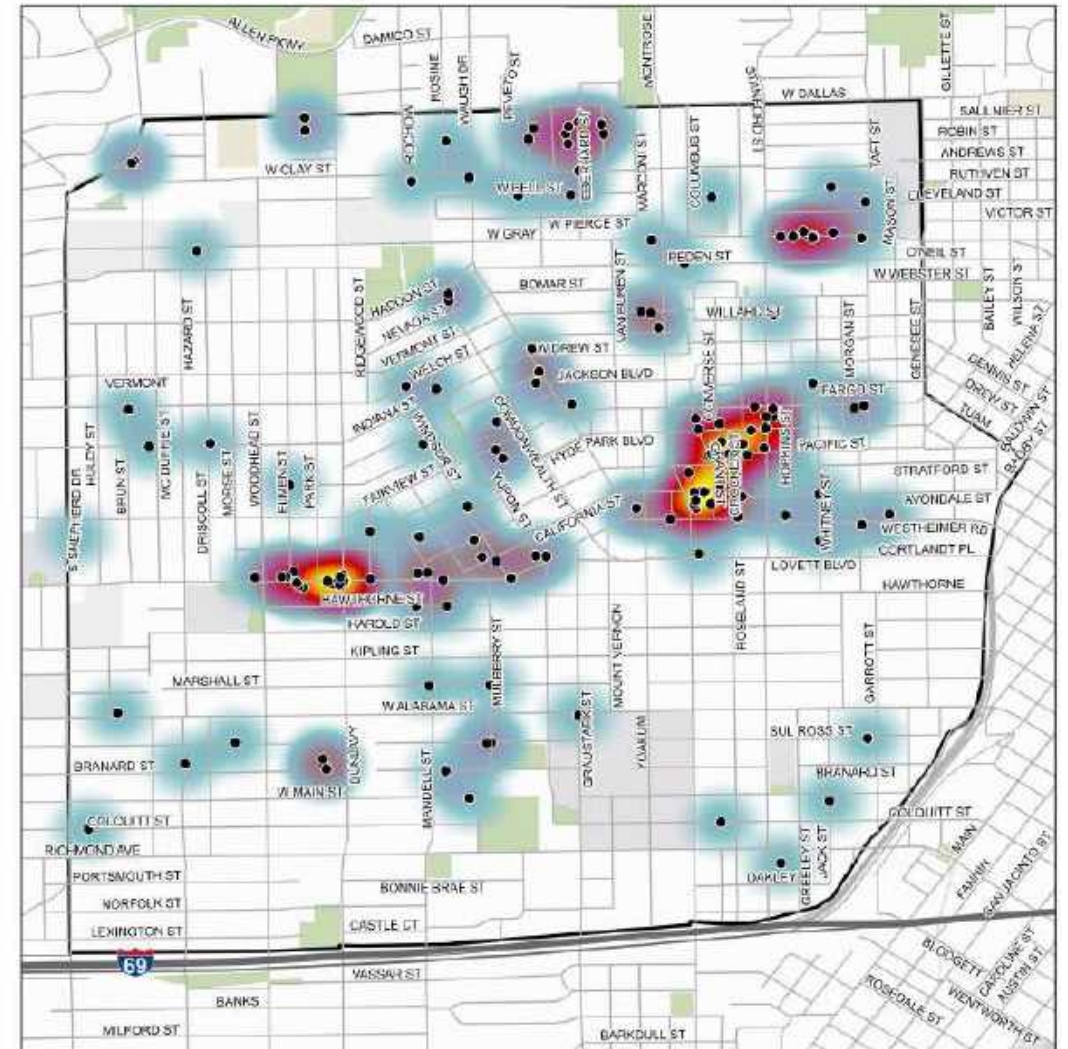
NOT ENOUGH PARKING COMMENTS: MAJOR THEMES

- ▶ Not enough parking for businesses (**58/38%**)
- ▶ Lack of on-street parking concerns for residences (**33/22%**)
 - ▶ Due to commercial spillover
 - ▶ Dense development types (townhomes) reducing available on-street parking
 - ▶ Residential spillover
- ▶ Many unspecified or general lack of parking comments (**73/48%**)

Note: Commentors were able to leave the interactive map comment blank for this question (48 comments were blank/location based only)

Not Enough Parking

151 Comments



Legend

- All Not Enough Parking Comments
- Montrose Parking Study Boundary

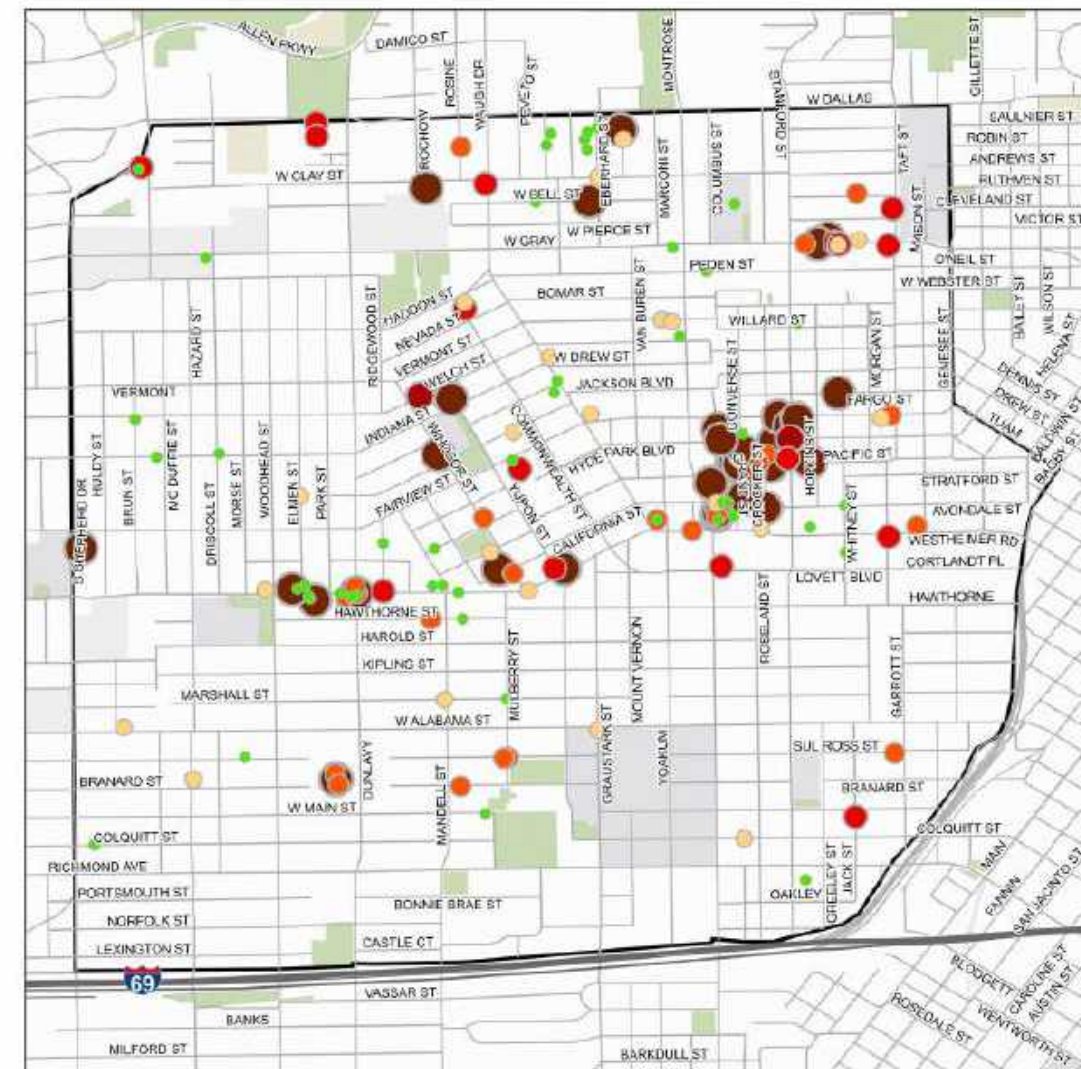
Comment Density
Sparse
Dense

INTERACTIVE MAP

NOT ENOUGH PARKING

MINUTES TO FIND PARKING	FREQUENCY	PERCENT
0 – 2 Minutes	48	32%
3 – 5 Minutes	22	15%
6 – 8 Minutes	22	15%
9 – 10 Minutes	19	13%
11 – 12 Minutes	2	1%
13 – 15 Minutes	38	25%

Time to Find Parking (0 - 15 Minutes)



Legend

Montrose Parking Study Boundary

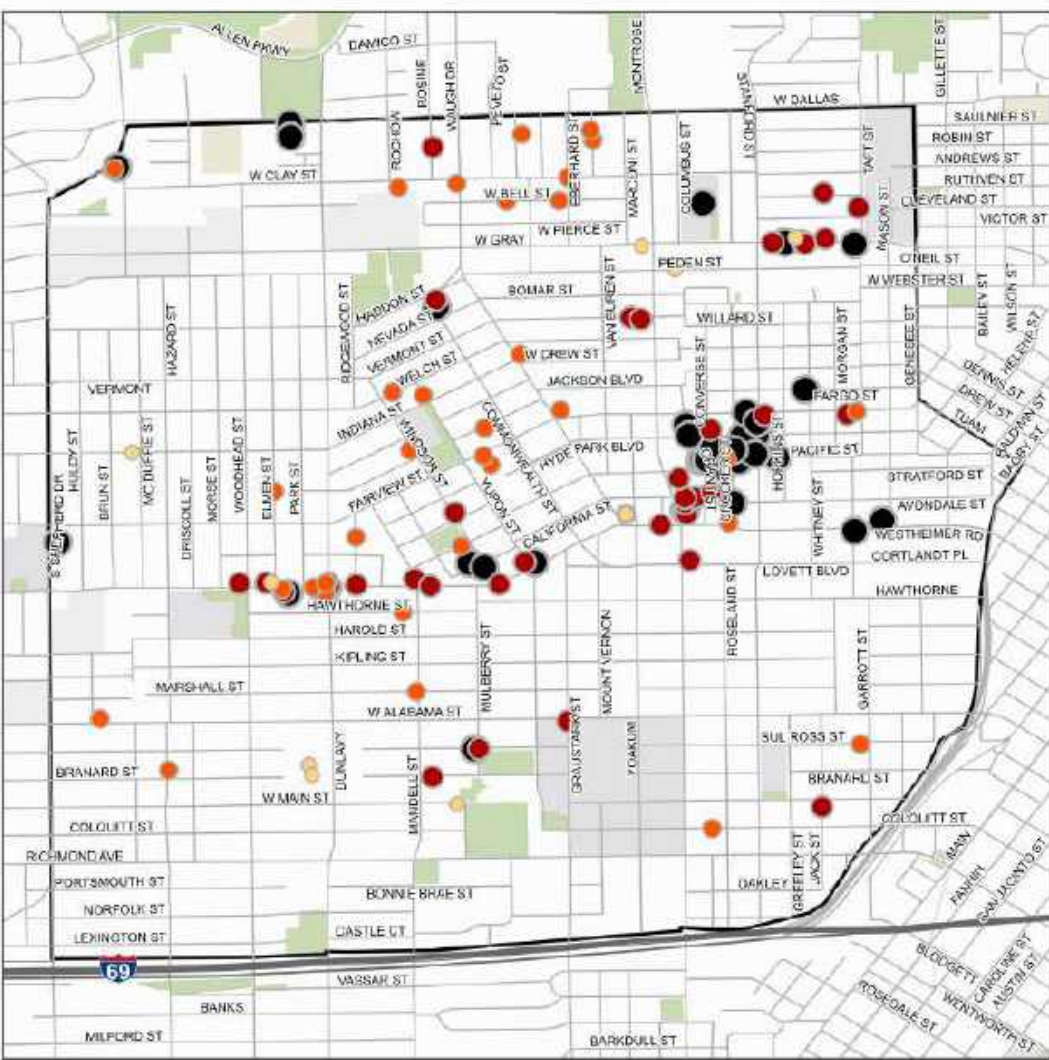
Time to Find Parking

0 - 2 Minutes 3 - 5 Minutes 6 - 8 Minutes 9 - 10 Minutes 11 - 12 Minutes 13 - 15 Minutes

INTERACTIVE MAP

NOT ENOUGH PARKING

HOW MANY BLOCKS	FREQUENCY	PERCENT
Less than 1 block	9	7%
1 – 2 blocks	36	29%
2 – 3 blocks	39	31%
More than 3 blocks	40	32%



Legend

- All Not Enough Parking Comments
- Less than 1 block
- 2 - 3 blocks
- 1 - 2 blocks
- More than 3 blocks
- Montrose Parking Study Boundary

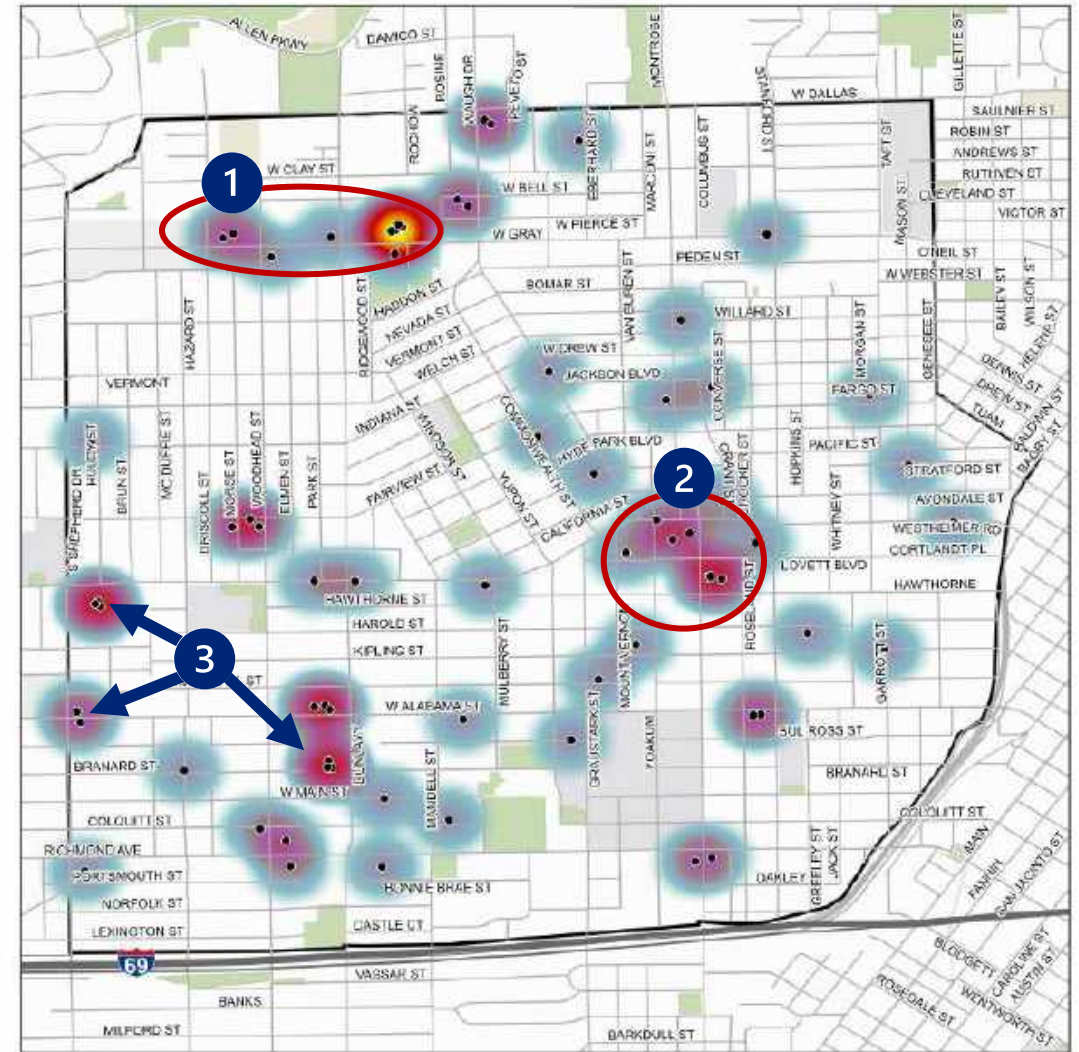
INTERACTIVE MAP

OVERSUPPLY OF PARKING COMMENTS

- ▶ Underutilized lots and on-street parking
- ▶ Opportunities for shared parking identified
- ▶ Oversupply of parking around major/national retailers
- ▶ Comments concentrated near:
 - 1 River Oaks Shopping Center
 - 2 Underutilized lots near Montrose/Westheimer intersection
 - 3 Large retail parking lots

Oversupply of Parking

70 Comments



Legend

- All Oversupply of Parking Comments
- Montrose Parking Study Boundary
- Comment Density
 - Sparse
 - Dense

INTERACTIVE MAP

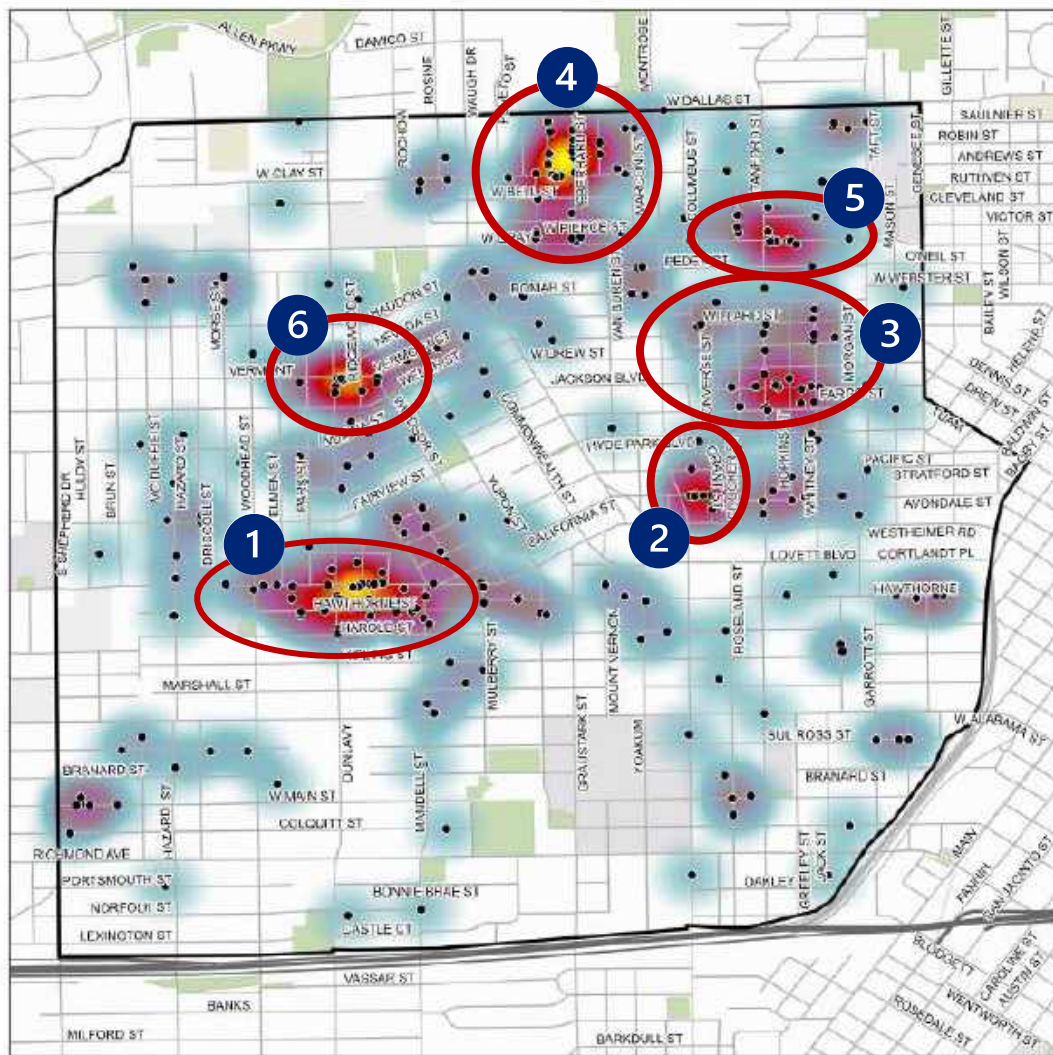
UNWANTED VEHICLE COMMENTS

► Comments concentrated near:

- 1 Westheimer Road and adjacent streets
- 2 Montrose Collective
- 3 Fairview bar district
- 4 Harlow District
- 5 West Gray (eastern section)
- 6 Vermont Street near Dunlavy Street

Unwanted Vehicles

303 Comments



Legend

- All Unwanted Vehicle Comments
- Montrose Parking Study Boundary

Comment Density
Sparse
Dense

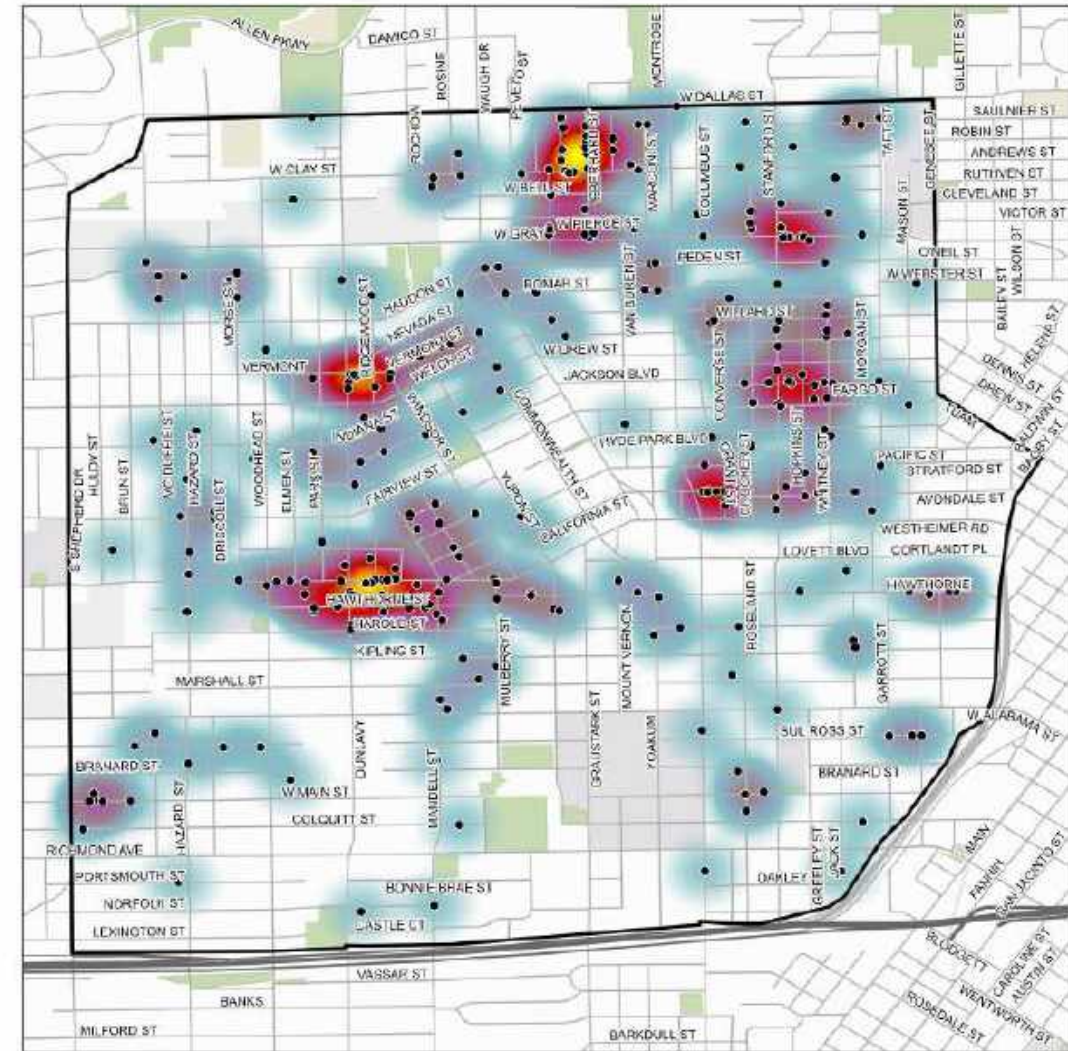
INTERACTIVE MAP

UNWANTED VEHICLE COMMENTS: MAJOR THEMES

- ▶ Westheimer on-street parking is a concern for the community
 - ▶ Including Westheimer spillover on surrounding residential streets
- ▶ Narrow streets due to street parking/sight distance issues/emergency access concerns **(162/53%)**
- ▶ Unwanted vehicles due to commercial spillover and/or lack of parking for businesses **(107/35%)**
- ▶ Bar area/nightlife parking is also a concern for unwanted parked vehicles **(30/10%)**
- ▶ Enforcement issues **(30/10%)**

Unwanted Vehicles

303 Comments



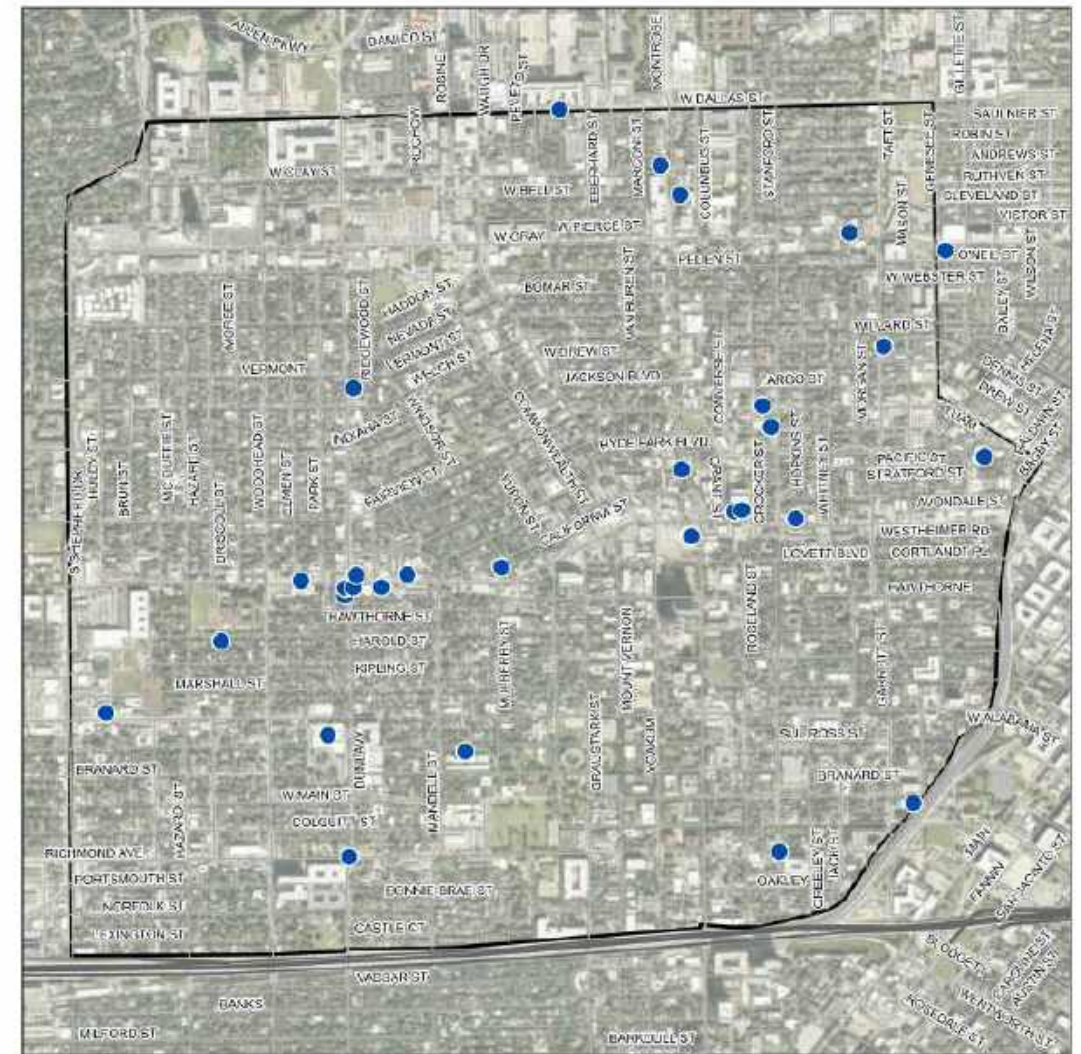
Legend

-  All Unwanted Vehicle Comments
 Montrose Parking Study Boundary
- Comment Density
 Sparse
 Dense

COMMERCIAL SURVEY

- ▶ 38 business owners (owning 40 businesses) took the survey
 - ▶ Out of those who can be identified, 10 bars/restaurants, 10 retail/services and 3 miscellaneous
- ▶ Employees and Visitors
 - ▶ Generally, park on-site or on the street nearby businesses
 - ▶ **65% (24)** of respondent's employees utilize on-street parking, while **61% (23)** utilize on-site (off-street) parking
 - ▶ **74% (28)** respondents say that visitors/customers park on-site (off-street) and **68% (26)** say that visitors/customers park on the street
 - ▶ Asked about employees/visitors not needing parking, got variation of responses
- ▶ 28 respondents (**75%**) feel like they have enough dedicated parking, and about the same do not receive any complaints about parking
 - ▶ Complaints include: parking shortages, safety (geography and crime), spillover of parking
- ▶ Weekend evenings (**29%, 12 responses**) and special **events (34%, 13 responses)** are the top days/times where parking is especially difficult, per respondents

Commercial Survey Responses - Business Locations



Legend

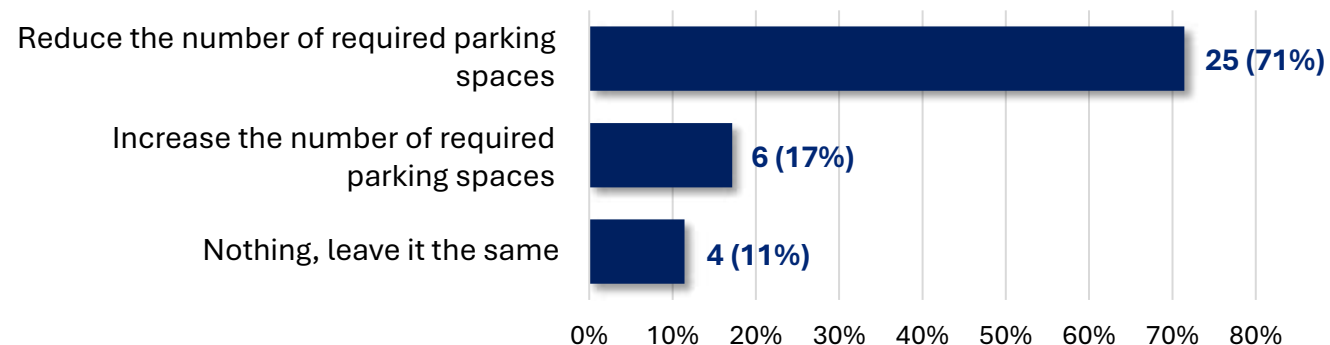
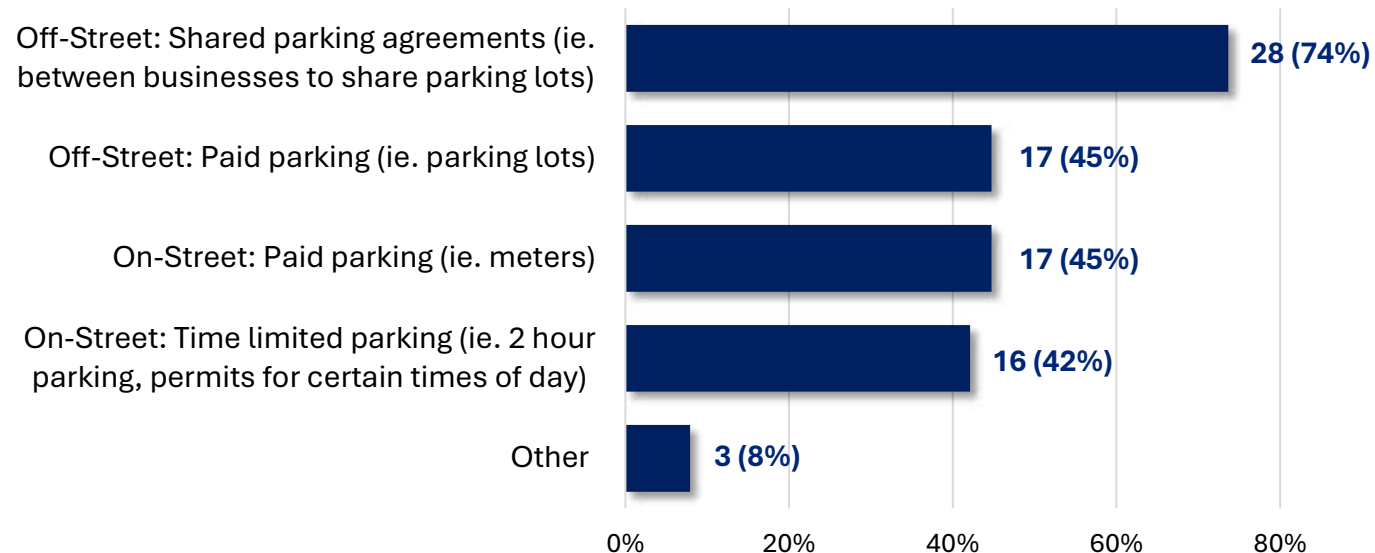
- Commercial Survey Respondents - Business Locations
- Montrose Parking Study Boundary

29 business provided their exact location
 4 businesses provided cross streets (approximate location)
 7 businesses did not provide a location (and were not mapped)

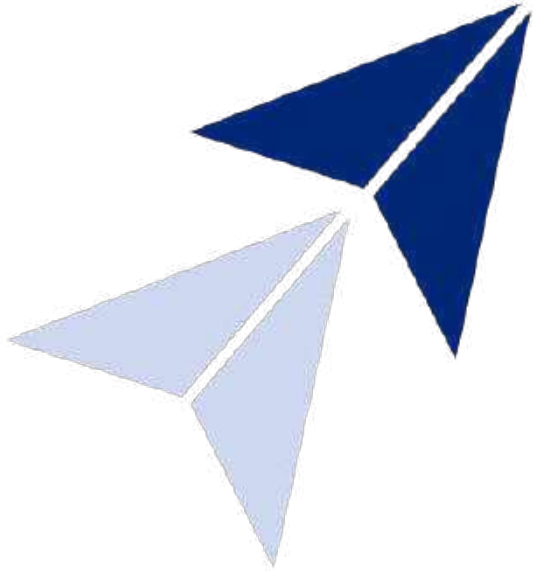
38 business owners owning 40 businesses took this survey
(two business owners owned two businesses)

COMMERCIAL SURVEY

- ▶ **28 (75%)** support off-street shared parking agreements
- ▶ **25 (70%)** of businesses want to reduce the parking requirements on new developments, 6 want to increase, and 4 say do nothing
- ▶ Overall changes desired (free-form question):
 - ▶ Decrease parking requirements
 - ▶ More parking
 - ▶ Paid parking
 - ▶ Improved infrastructure and signage



NEXT STEPS



- ▶ Survey identified key geographic areas of concern and public sentiment regarding parking issues in Montrose
- ▶ Survey, coupled with supply/demand analysis and policy review will inform next steps
- ▶ Options for consideration in development