

## Special Parking Area Application

Montrose Management District  
Houston, Texas

Interim Review Only
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Prepared for  
Montrose Management District

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TAB ONE:       Property Owners within the Special Parking Area

TAB TWO:       Property Owners within 500 feet of the Special Parking Area boundary

## INTRODUCTION

At the request of the Montrose Management District, Walter P Moore conducted a comprehensive parking study within the District focusing on the commercial area centered on the intersection of Montrose Boulevard and Westheimer Road. As shown in **Figure 1**, the study's west/east parameters are between Mandell Street and Taft Street along Westheimer Road and north/south between Hyde Park Boulevard and Harold Street along Montrose Boulevard. The parking study focused on the area's parking supply and demand, walking distances, and parking restrictions/regulations with the goal of submitting an application to be designated as a Special Parking Area as defined by the City of Houston's Code of Ordinances Chapter 26, Section 26-511.



**Figure 1:** Montrose Management District – Special Parking Area Application Boundary

## **HISTORY**

The Montrose Management District is an area of diverse land uses. Located just west of Downtown Houston, it is bounded by W. Dallas to the north, Taft or Spur 527 to the east, US 59 or Bissonnet to the south, and Shepard to the west. Encompassing an area of approximately one square mile, the District is predominately residential but also includes significant retail, entertainment, and institutional land uses. A significant portion of the retail and entertainment land uses are generally centered on the intersection of Montrose and Westheimer which is the focus of the study.

## **SPECIAL PARKING AREA APPLICATION**

The requirements of the Special Parking Area application were reviewed and have been grouped into key topics for this report. The sections included in the report are as follows:

- Special Parking Area Boundary
- Notifications and Fee
- Current Parking Requirements and Restrictions
- Existing and Proposed Parking Facilities
- Transit Facilities
- Vehicular Trips
- Parking Supply and Demand
- Employment and Household Demographic Data

## **SPECIAL PARKING AREA BOUNDARY**

The Montrose Management District is an area of diverse land uses ranging from small boutique shops to popular restaurants/bars and from small bungalow homes to large apartment complexes. This type of diversity translates to a complex ever-evolving parking demand with significant additional parking demands in the very near foreseeable future.

The District's rich diversity means that there are multiple core areas of high parking demand. One core of high parking demand and arguably the heart of the District is centered around the

intersection of Westheimer and Montrose. The bulk of the parking demand within the Westheimer/Montrose core is generated by popular restaurants and bars. The concentration of these high parking demand generators in a small core area equate to a high peak parking demand. Because of this concentrated bulk of high parking demand land uses the Montrose Management District chose the Westheimer/Montrose core as an area to be designated as a Special Parking Area. For the purpose of the Special Parking Area application, the application area utilizes streets as boundaries instead of parcels. The application boundary includes some of Montrose's most popular restaurants and bars including Katz's, Underbelly, and Anvil. Also included are large commercial developments such as the approximately 3-acre commercial site at the southeast corner of Montrose and Westheimer. The Montrose Management District contemplates seeking similar designations in other areas of the District in the future.

**Figure 1** shows the area within the Montrose Management District applying to be designated as a Special Parking Area as defined by the City of Houston's Code of Ordinances Chapter 26, Section 26-511. *Reference Sec. 26-511 Application requirements for designation of a special parking area (f)*

## NOTIFICATIONS AND FEE

- 1) Application Fee is enclosed in application package. *Reference Sec. 26-511 Application requirements for designation of a special parking area (a)*
- 2) **Tab 1** provides the names and addresses of Owners within the proposed Special Parking Area. *Reference Sec. 26-511 Application requirements for designation of a special parking area (b)*
- 3) **Tab 2** provides the names and addresses of Owners within 500 feet of the proposed Special Parking Area. *Reference Sec. 26-511 Application requirements for designation of a special parking area (c)*
- 4) Stamped envelopes to each Owner listed in a) and b) are enclosed in application package. *Reference Sec. 26-511 Application requirements for designation of a special parking area (d)*

## CURRENT PARKING REQUIREMENTS AND RESTRICTIONS

As described above, many of the parcels within the application area have been grandfathered into older parking code requirements, therefore there are different governing parking codes within the Special Parking Area boundary. If current COH parking code (adopted March 6, 2013) requirements and mobility reductions were applied, the effective parking ratio (that is the number of off-street parking spaces divided by total square footage) in this application area is 33.83 spaces per 1,000 SF of development. See **Table 1**.

A parking analysis was also performed of the same core subarea using “Best Practices” metrics based on experience in the marketplace. These ratios and respective demand calculations are what one would see as a market driven parking recommendation for a successful development; where parking or the perceived lack of parking is a manageable issue. When the best practices ratios for individual parcel are applied the effective parking ratio for the application area is 6.10 spaces per 1,000 SF of development.

**Table 1** – Effective Parking Ratios (spaces/1,000 SF)

Effective Parking Ratio (spaces/1,000 SF)	
Based on COH	3.83

Based on the current number of spaces in the sub-area, the required effective parking ratio is not currently met, therefore, the special parking area is being created to address and mitigate some of the deficiencies.

## EXISTING AND PROPOSED PARKING FACILITIES

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(2), e(3)*

The parking facilities within the application area are generally self-contained, designated for individual parcel use and are not typically shared. The rare instances where there is sharing of land for parking is due to a financial agreement between the two Land Owners. There are no public structured facilities within the application area. The application area does have sections of metered on-street

parking that are at or near capacity during peak parking demand. See **Figure 2** for application area on-street and restricted parking. The metered parking supply is an ever changing variable that makes it hard to predict exact quantities for future use. As the application area evolves and continues to add development additional parking facilities will required. At this time, there are no known planned structured parking facilities in the area. The Montrose Management District's plan is to create parking facilities that will result in a reduction / removal of parking on residential streets. We are not encouraging on street parking.

Valet parking within the Special Parking Area is not controlled by the Montrose Management District. The following is a list of valet operations, at the time of application, within the Special Parking Area observed during our study:

**La Colombe d'Or**

3410 Montrose Blvd

Valet Parking offered at:

Lunch 11:00 a.m. – 2:00 p.m.

Dinner 6:00 p.m. – 9:00 p.m.

Valets park on lot behind La Colombe d'Or

**Sorrento Ristorante Italiano**

415 Westheimer

Valet Parking offered at:

Dinner 4:00 p.m. – 10:00 p.m.

Valets park on lot in front of restaurant (strip center).

**Indika**

516 Westheimer

Valet Parking offered at:

Dinner 6:00 p.m. – 10:30 p.m.

Valets park on restaurant lot.

**Underbelly / Hay Merchant**

1100 Westheimer

Valet Parking offered at:

Dinner 5:00 p.m. – 11:00 p.m.

Valets park on the lot behind the restaurant and also utilize lot behind Blacksmith's which closes at 5:00 p.m.

**Royal Oak Grill**

1318 Westheimer

Valet Parking offered at:

Dinner 4:00 a.m. – 2:00 a.m.

Valets park on restaurant lot

**Da Marco Restaurant**

1520 Westheimer

Valet Parking offered at:

Dinner 5:30 – 10:00 p.m.

Valets park on restaurant lot

**Hugo's**

1600 Westheimer

Valet Parking offered at

Lunch/Dinner 11:00 a.m. – 11:00 p.m.

Valets utilize lot behind restaurant.



As shown in **Figure 2** we have located both on street and off street parking within the Special Parking Area.



**Figure 2:** Montrose Management District – Special Parking Area Parking Allocation

## TRANSIT FACILITIES

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(4)(a), (b), (c), (d), (e), (f)*

There are alternative modes of transportation within the application area including bus routes, designated bicycle lanes, walking from adjacent neighborhoods and a nearby proposed Light Rail Transit line. For the purpose of this application and calculations, a modal split, which is defined as the percentage of persons arriving at a destination in different modes of transportation, of 20% was assumed.

As the application area evolves, mode adjustments and adjustments to the base parking ratios based on local transportation characteristics, should be made. As the application area continues to improve and development of pedestrian friendly sidewalks with connection portals to area businesses, the use of different modes of transportation will be embraced by patrons. This in turn will reduce the effective parking ratios currently calculated for the application area.

At the time of this application there are thirteen METRO bus routes that service Montrose Management District. Most of these routes are local routes that stop several times as they pass through the District. Within the application area there are currently three bus routes, Route 42, 81 and 82.

Route 42: Holman Crosstown is a local route. It connects the Montrose area with the Eastwood, Magnolia and Fifth Ward/Denver Harbor Transit Centers, traveling along Westheimer and Montrose.

Route 81: Westheimer-Sharpstown is a local route that connects Downtown with the Sharpstown area traveling along Westheimer.

Route 82: Westheimer-West Oaks is a local route that runs from Downtown to Eldridge and the Energy Corridor along Westheimer.

There is currently a proposed transit corridor which will serve Richmond Avenue to the south. Coupled with METRO bus routes this may alleviate some of the vehicular traffic in the application area.

Figure 3 - METRO Ridership Information – Total Boardings and Alightings



Figure 4 below shows the existing bus routes within the application area:



Figure 4: METRO Bus Routes

The Montrose Management District Special Parking Area has several bicycle facilities, including bike lanes, signed bike routes and shared signed roadways. The City of Houston's bike sharing program Houston BCycle has a location at the intersection of Westheimer and Waugh with 10 bikes available. Currently there is limited private bike racks on individual commercial tracts. It was observed that the bicycles being utilized were by patrons were being secured on poles and signage throughout the Special Parking Area. Only one area Underbelly/Hay Merchant provided bicycle racks in front of their building. Figure 5 shows the bike routes within the application area.



Figure 5: Bicycle Routes

Currently the application area has limited formal taxi service areas and is generally served by patrons calling individual taxi cab companies. Figure 2 above shows the one designated taxi area located at the intersection of Mt Vernon and Westheimer where approximately 6 spaces are available.

The Montrose Management District currently does not have a shuttle service in place nor are there plans to provide a shuttle service within the near future. There is also no private shuttle service in place at this time.

### **VEHICULAR TRIPS**

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(5)*

The approximate number of vehicular trips generated by the existing use classifications within the proposed Special Parking Area was estimated using standard Institute of Transportation Engineer Trip Generation rates. **Table 3** shows the vehicular trips generated within the proposed Special Parking Area.

**Table 3:** Trip Generation Calculations

General Land Use	ITE Code	Trip Generation Land Use	Size	Unit	Weekday				AM Peak Hour				PM Peak Hour			
					Average Rate	Total	Enter	Exit	Average Rate	Total	Enter	Exit	Average Rate	Total	Enter	Exit
Large Restaurant	931	Quality Restaurant	95,498	square feet	89.95	8,590	4,295	4,295	0.81	77	n/a	n/a	7.49	715	479	236
Take Out Restaurant	933	Fast-Food Restaurant without Drive-through window	12,790	square feet	716.00	9,158	4,579	4,579	43.87	561	337	224	26.15	334	170	164
Neighborhood Restaurant	932	High-Turnover Sit-Down Restaurant	4,000	square feet	127.15	509	255	255	10.81	43	24	19	9.85	39	23	16
Bar	925	Drinking Place	18,951	square feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11.34	215	142	73
Retail	826	Specialty Retail Center	65,982	square feet	44.32	2,924	1,462	1,462	n/a	n/a	n/a	n/a	2.71	179	79	100
Grocery Store	850	Supermarket	42,168	square feet	102.24	4,311	2,156	2,156	3.40	143	89	54	9.48	400	204	196
Beauty Salon/Barber	918	Hair Salon	2,400	square feet	n/a	n/a	n/a	n/a	1.21	3	3	0	1.45	3	1	2
Shopping Center	820	Shopping Center	66,364	square feet	42.70	2,834	1,417	1,417	0.96	64	40	24	3.71	246	118	128
Office	710	General Office Building	19,302	square feet	11.03	213	107	107	1.56	30	26	4	1.49	29	5	24
Clinic	630	Clinic	40,000	square feet	31.45	1,258	629	629	n/a	n/a	n/a	n/a	5.18	207	85	122
Vet Office	640	Animal Hospital/ Veterinary Clinic	2,000	square feet	n/a	n/a	n/a	n/a	4.08	8	6	2	4.72	9	4	5
Health Club/Spa	492	Health/Fitness Club	3,735	square feet	32.93	123	62	62	1.41	5	3	3	3.53	13	7	6
Service Station	945	Gasoline/Service Station with Convenience Market	8	pumps	162.78	1,302	651	651	10.16	81	41	41	13.51	108	54	54
<b>TOTAL</b>						<b>31,222</b>	<b>15,611</b>	<b>15,611</b>		<b>1,015</b>	<b>567</b>	<b>371</b>		<b>2,497</b>	<b>1,371</b>	<b>1,126</b>

Data from Trip Generation 9th edition

\* Where applicable Peak Hour is that of the Adjacent Street, not the Generator

## PARKING SUPPLY AND DEMAND

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(6)*

**Table 4** shows the parking supply and demand analysis performed for the Special Parking Area based on current, March 6, 2013, City of Houston Parking Codes. The parking supply and demand analysis focused on individual tracts within the Special Parking Area. The purpose of the supply and demand analysis is to determine the current and future amount of parking spaces in relation to demand; shortages or surpluses. In other words, the analysis confirms if the number of available parking spaces is adequate to serve a particular land use, given factors such as price of parking and the availability of alternative travel modes. As stated above, the application area has developed and redeveloped over time and has a multitude of governing parking codes as many parcels within the



application area are grandfathered. This further complicates the parking situation as many grandfathered parcels are not obligated to provide current required parking spaces.

The Special Parking Area is a dynamic ever evolving core area within the Montrose Management District. Moving forward, the District is planning for and expects about a 25% growth in development and demand within the next five years. This influx and increase of parking demand can be managed by the designation. The current program and land use of the Special Parking Area experiences a peak hour demand at 7 PM when the restaurants and the bars peak.

**Table 4 – Special Parking Area Supply and Demand – Westheimer and Montrose Area**

<i>Address</i>	<i>DEMAND</i>		<i>Parking Ratio based on Houston Municipal Code</i>				<i>Spaces Required</i>
	<i>Land Use</i>	<i>Quantity</i>					
403 Westheimer	Restaurant	2,203 GSF	10.0	Space per	1000 sqft	23	
404 Westheimer	Office	4,734 GSF	2.5	Space per	1000 sqft	12	
416 Westheimer	Office	2,472 GSF	2.5	Space per	1000 sqft	7	
420 Westheimer	Residence	4,900 GSF	0.0	Space per	1000 sqft	0	
425 Westheimer	Strip Center	16,228 GSF	4.0	Space per	1000 sqft	65	
500 Westheimer	Restaurant	5,002 GSF	10.0	Space per	1000 sqft	51	
503 Westheimer	Bar/Restaurant	6,300 GSF	3.5	Space per	1000 sqft	23	
515 Westheimer	Strip Center	13,108 GSF	4.0	Space per	1000 sqft	53	
516 Westheimer	Restaurant	4,614 GSF	10.0	Space per	1000 sqft	47	
528 Westheimer	Retail (massage)	3,735 GSF	4.0	Space per	1000 sqft	15	
534 Westheimer	Vetinary Clinic	2,000 GSF	5.0	Space per	1000 sqft	10	
604 Westheimer	Retail	2,508 GSF	4.0	Space per	1000 sqft	11	
607 Westheimer	Residence (Women's Home)	9,624 GSF	0.0	Space per	1000 sqft	0	
608 Westheimer	Retail	4,718 GSF	4.0	Space per	1000 sqft	19	
616 Westheimer	Restaurant	8,425 GSF	10.0	Space per	1000 sqft	85	



802								
Westheimer 811	Office	2,641	GSF	2.5	Space per	1000 sqft		7
Westheimer 812	Retail	22,581	GSF	4.0	Space per	1000 sqft		91
Westheimer 904	Restaurant	8,736	GSF	10.0	Space per	1000 sqft		88
Westheimer 912	Restaurant	6,953	GSF	10.0	Space per	1000 sqft		70
Westheimer 913	Restaurant	2,884	GSF	10.0	Space per	1000 sqft		29
Westheimer 926	Restaurant (Smoothie King)	966	GSF	4.0	Space per	1000 sqft		4
Westheimer 1001	Gas Station (8 bays)	2,791	GSF	1.0	Space per bay			8
Westheimer 1002	Strip Center	44,674	GSF	4.0	Space per	1000 sqft		179
Westheimer 1018	Restaurant (Burger King)	3,739	GSF	4.0	Space per	1000 sqft		15
Westheimer 1038	Restaurant	1,470	GSF	10.0	Space per	1000 sqft		15
Westheimer 1100	Restaurant	6,482	GSF	10.0	Space per	1000 sqft		65
Westheimer 1111	Restaurant	9,928	GSF	10.0	Space per	1000 sqft		100
Westheimer 1200	Restaurant	22,125	GSF	10.0	Space per	1000 sqft		222
Westheimer 1203	Pool Hall (Bar)	8,651	GSF	14.0	Space per	1000 sqft		122
Westheimer 1207	Retail	4,200	GSF	4.0	Space per	1000 sqft		17
Westheimer 1212	Beauty Salon	240	GSF	8.0	Space per	1000 sqft		2
Westheimer 1225	Strip Center	18,474	GSF	4.0	Space per	1000 sqft		74
Westheimer 1302	Restaurant	1,519	GSF	9.0	Space per	1000 sqft		14
Westheimer 1303	Restaurant (McDonalds)	4,125	GSF	4.0	Space per	1000 sqft		17
Westheimer 1318	Restaurant	2,770	GSF	10.0	Space per	1000 sqft		28
Westheimer 1330	Restaurant	5,736	GSF	10.0	Space per	1000 sqft		58
Westheimer 1340	Office	3,702	GSF	2.5	Space per	1000 sqft		10
Westheimer 1401	Strip Center	6,336	GSF	4.0	Space per	1000 sqft		26
Westheimer 1402	Retail (tattoo)	1,556	GSF	4.0	Space per	1000 sqft		7
Westheimer 1412	Restaurant	1,130	GSF	10.0	Space per	1000 sqft		12
Westheimer	Retail	1,651	GSF	4.0	Space per	1000 sqft		7

1416 Westheimer	Retail	1,346	GSF	4.0	Space per	1000 sqft	6
1424 Westheimer	Bar	4,000	GSF	12.0	Space per	1000 sqft	48
1431 Westheimer	Vacant	11,839	GSF	0.0	Space per	1000 sqft	0
1435 Westheimer	Retail	8,600	GSF	4.0	Space per	1000 sqft	35
1512 Westheimer	Retail	1,656	GSF	4.0	Space per	1000 sqft	7
1513 Westheimer	Restaurant	3,400	GSF	9.0	Space per	1000 sqft	31
1521 Westheimer	Restaurant	2,791	GSF	9.0	Space per	1000 sqft	26
1525 Westheimer	Restaurant	1,626	GSF	9.0	Space per	1000 sqft	15
1533 Westheimer	Retail (tattoo)	3,479	GSF	4.0	Space per	1000 sqft	14
1540 Westheimer	Retail	3,800	GSF	4.0	Space per	1000 sqft	16
1544 Westheimer	Retail	2,940	GSF	4.0	Space per	1000 sqft	12
1550 Westheimer	Retail	1,602	GSF	4.0	Space per	1000 sqft	7
1600 Westheimer	Restaurant	5,860	GSF	10.0	Space per	1000 sqft	59
2503 Montrose	Retail (Hollywood Food Store)	3,816	GSF	4.0	Space per	1000 sqft	16
2520 Montrose	Niko Nikos Restaurant	4,960	GSF	10.0	Space per	1000 sqft	50
2615 Montrose	Office	1,634	GSF	10.0	Space per	1000 sqft	17
2703 Montrose	Restaurant	920	GSF	8.0	Space per	1000 sqft	8
2710 Montrose	Restaurant	836	GSF	8.0	Space per	1000 sqft	7
2710 Montrose	Retail Cleaners	1,000	GSF	4.0	Space per	1000 sqft	4
3205 Montrose	Retail	5,624	GSF	4.0	Space per	1000 sqft	23
3209 Montrose	Office	5,416	GSF	2.5	Space per	1000 sqft	14
3217 Montrose	Office	16,500	GSF	2.5	Space per	1000 sqft	42
3220 Montrose	Restaurant (Jack in the Box)	2,478	GSF	4.0	Space per	1000 sqft	10
3300 Montrose	Supermarket	47,029	GSF	5.0	Space per	1000 sqft	236
3317 Montrose	Retail (Walgreens)	20,108	GSF	4.0	Space per	1000 sqft	81
3400 Montrose	Office	183,816	GSF	2.5	Space per	1000 sqft	460

3407 Montrose	Strip Center (StarbucksBerryhills)	16,708	GSF	8.0	Space per	1000 sqft	134
3410 Montrose	Restaurant	12,948	GSF	8.0	Space per	1000 sqft	104
1006 Missouri	Dentist Office	1,969	GSF	4.5	Space per	1000 sqft	9
2607 Grant	Restaurant (Baba Yega)	3,410	GSF	10.0	Space per	1000 sqft	35
2607 Grant	Restaurant (Baba Yega) Clinic (Legacy Community Health)	2,152	GSF	10.0	Space per	1000 sqft	22
1415 California		40,000	GSF	4.5	Space per	1000 sqft	180
804 Pacific	Restaurant	3,368	GSF	10.0	Space per	1000 sqft	34
805 Pacific	Bar	2,809	GSF	14.0	Space per	1000 sqft	40
808 Pacific	Restaurant	6,064	GSF	10.0	Space per	1000 sqft	61
810 Pacific	Bar	9,911	GSF	14.0	Space per	1000 sqft	139
903 Harold	Bar (Griffs)	2,400	GSF	14.0	Space per	1000 sqft	34
1110 Lovett	Office	14,869	GSF	2.5	Space per	1000 sqft	38
1203 Lovett	Retail (Charity Guild Resale shop)	38,285	GSF	4.0	Space per	1000 sqft	154
<b>Total Existing Requirement</b>							<b>3,936</b>

Est. Off Street Parking Supply	2,081	Transit/Pedestrian Mobility Assume 20% Reduction
Requirement based on March 2014 COH Parking Codes	3,936	3,149
<b>DELTA based on current parking code requirements. SPA's parking requirements differ.</b>	<b>-1,855</b>	<b>-1,068</b>

## EMPLOYMENT AND HOUSEHOLD DEMOGRAPHIC DATA

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(7), (9)*

The Special Parking Area sub-area is a commercial hub of the Montrose Management District surrounded by residential neighborhoods and development. Its proximity to Midtown, Downtown, and Uptown contributes to the constant influx of patrons visiting the local bars and restaurants. As the District explores and encourages more office development the application area will begin to benefit more from shared parking. It is important to gather the employment and residential data of the area to understand the correlation between the number of residents that live and work in the area. Typically a resident employed within the area would not require a parking space at their residence and place of work, lowering the effective parking ratio.

According to information gathered by ESRI Business Analyst, 2012 there are currently 832 people employed and 459 people residing within the Special Application area.

Currently there are several streets within the Special Parking Area that require Residential Permits for on-street parking between the hours of 6:00 p.m. and 12:00 a.m.:

- 1600 block of California
- 1700-1800 blocks of Missouri Street(Seeking to extend the hours on Sat / Sun
- 400 Block of Lovett Blvd
- 400 Block of Avondale

The adjacent Super Neighborhood 24 (Nearthown/Montrose) has two pending Residential Permits:

- 800 Block of Drew
- 2400 Block of Morgan

## SPECIAL PARKING AREA – PARKING MANAGEMENT PLAN

*Reference Sec. 26-511 Application requirements for designation of a special parking area (e)(10)*

The area within the Montrose Management District has developed and redeveloped over several decades. For this reason, there is a diversity of parking issues ranging from:

- Spillover parking from businesses into neighborhoods (day and night)
- Parking in areas used by pedestrians
- Insufficient parking at some retail and entertainment venues
- Insufficient street and/or right-of-way (ROW) width for parking and traffic movement needs
- Parcels being grandfathered into older parking requirements
- Restricted parking for specific parcels
- No shared parking program
- No on-street parking along Westheimer and Montrose

### ALTERNATIVE PARKING REGULATIONS

The Montrose Special Parking Area focuses on one primary alternative parking regulation. Currently, Section 26-499 Off-site parking code states:

A parking space required by this article may be provided on off-site parking facilities if the following conditions are met:

- (1) The off-site parking facilities are located less than 250 feet from the tract where the use classification is located except as provided for in items (2) and (3) of this subsection;
- (2) Up to 25 percent of the required number of parking spaces may be provided on off-site parking facilities located:
  - a. Less than 800 feet from a tract where the use classification is located if the building for which the off-site parking is being provided contains less than 30,000 square feet of GFA; or
  - b. Less than 1,000 feet from a tract where the use classification is located if:

- o The building for which the off-site parking is being provided contains less than 30,000 square feet of GFA; and
  - o The director determines in his or her sole professional judgment that sufficient pedestrian amenities mitigate the impact of the extended distance of the off-site parking facilities.
- (3) Up to 75 percent of the required number of parking spaces for a freestanding class 7 use under section 26-492 of this Code may be provided on off-site parking facilities located up to 1,000 feet from a tract where the use classification is located if:
  - a. The off-site parking facilities are used only for valet parking services in accordance with this chapter;
  - b. Valet parking services for the off-site parking facilities must be available during all operating hours of the use classification;
  - c. 25 percent or more of the parking spaces required by this article are located either on-site or on off-site parking facilities located within 250 feet of the tract where the use classification is located; and
  - d. The applicant or responsible party submits an annual certification of valet parking in accordance with the requirements of section 26-502 of this Code.
- (4) The off-site parking spaces required by this article are not already being used to satisfy the parking requirement of a different building or tract.

In the proposed Montrose Special Parking Area, it is requested that **100% of the required off-street parking be allowed to be provided in parking facilities within the Special Parking Area and/or 1,000 feet of proposed development.**

This increase in allowable walking distance would be of benefit to the Montrose District as it would allow the District to:

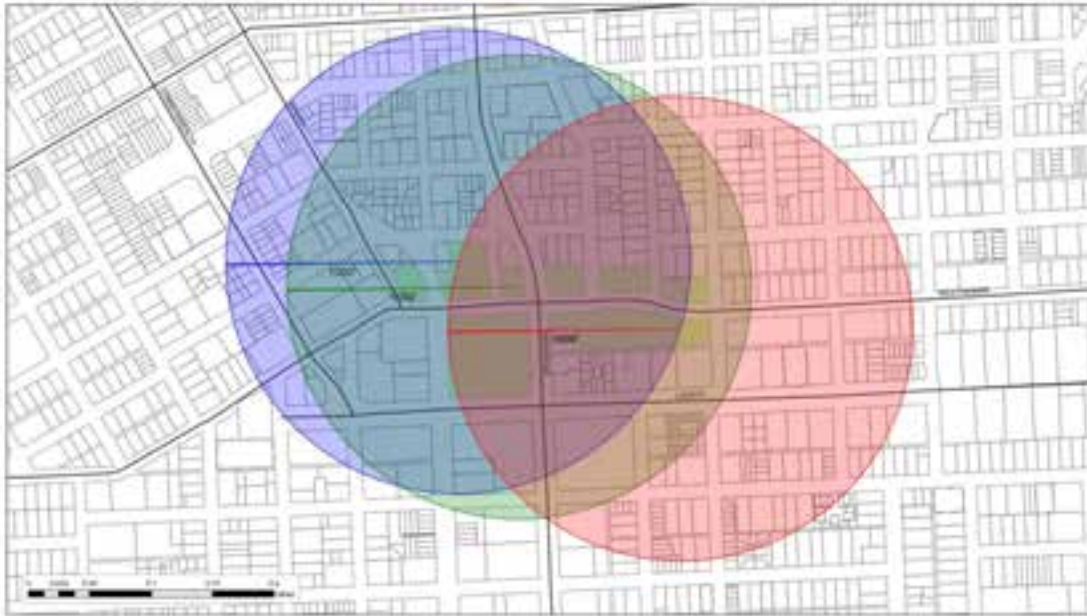
- Begin conversations with developers to potentially provide additional parking within the District than their development requirements and share with adjacent or other properties
- Increase area for centralized parking
- Increase opportunity for shared parking among land Owners
- Allows for developers to “contribute” to centralized parking rather than providing full parking on site
- Potential to reduce effective parking ratios
- Reduce parking spillover into neighborhoods
- Maximize use of underdeveloped land within the District

#### **PROPOSED SHARED PARKING PLAN**

The Special Parking Area application subarea is composed of individual land Owners with self-contained parking areas. There is no “shared” parking plan within the area or an active mitigation plan in place. This Special Parking Area is a proposed mitigation plan the District is excited about implementing. The parking study performed by Walter P Moore for the Montrose Management District showed that the application area could benefit from shared or centralized parking. This centralized parking would afford the District with a means of reducing effective parking demand ratios by increasing the allowable walking distance within the Special Parking Area boundaries. Walter P Moore analyzed potential central garage locations. Three potential garage areas were located as follows (See **Figure 6**):

- Site 1: SW Corner of Westheimer and Stanford
- Site 2: NW Corner of Westheimer and Montrose
- Site 3: SW Corner of California and Lincoln (just off Montrose)

A walking distance of 1,000 feet was used in the location analyses. This is a variance of current City of Houston code.



**Figure 6:** Potential Centralized Parking Garage Locations

## PLAN IMPLEMENTATION

The Montrose Management District is seeking to increase the allowable walking distances with the proposed boundaries of the Special Parking Area. Specifically the District is requesting that **100% of the required off-street parking be allowed to be provided in parking facilities either 1) within the Special Parking Area or 2) within 1,000 feet of proposed development.** The Montrose Management District is prepared to take on the responsibility of implementing the provisions of the proposed parking management plan within the Special Parking Area. The District has taken or will take the following steps to manage the responsibility of implementing the Special Parking Area application guidelines:

- 1) Set-up direct communications with City of Houston's Parking Management Division. This open dialogue will provide notifications from the PMD on changes to on-street parking restrictions and Residential Parking Permit applications within or surrounding the proposed



Special Parking Area. This will allow the continuance of the Montrose Management District's desire to protect its surrounding neighborhoods.

- 2) The Montrose Management District has performed an inventory of sidewalks, ramps, signage, and pavement conditions within the Special Parking Area. As the Special Parking Area evolves and centralized parking is realized within the boundaries, the Management District has a tool already in place to strategically focus on improvements within the Special Parking Area. Part of the implementation of the Special Parking Area will be to create a more user and pedestrian friendly area within the Montrose District.
- 3) The Special Parking Area will act as a catalyst for the Montrose Management District to continue their discussions with area developers to encourage additional parking within the boundaries to be utilized for shared parking. As more developers support centralized parking, the District's hope is to see Centralized Garages as a means of alleviating parking deficiencies within the Special Parking Area. Garages are long term solutions to the current parking issues and act a benefit to both commercial and residential interests.
- 4) Through the Special Parking Area the Montrose Management District looks to expand on its current signage branding efforts. The Montrose Management District is currently in final stages of adding signature signage and lighting throughout the District. This wayfinding would be expanded within the Special Parking Area to identify areas of centralized parking.
- 5) The Special Parking Area would empower the Montrose Management District to manage or facilitate parking within the Special Parking Area boundaries. The Management District would contract Walter P Moore (or another vendor, if needed) to facilitate, manage and control parking counts/shared parking spaces within the Special Parking Area.
- 6) The Montrose Management District will submit a review of the parking management plan to the City of Houston Planning Commission every two years after the designation of the Special Parking Area. This will ensure that all concerned and stakeholders are up-to-date on the activities within the Special Parking Area. This review will keep the plan fluid and flexible as the Montrose area continues to evolve.

The District understands that if they fail to submit a review for the parking management plan within three years of the designation of the Special Parking Area or the last review for the parking management plan, the provisions of the parking management plan shall not apply within the Special

Parking Area and the building official shall issue a building permit or a certificate of occupancy for buildings or tracts that comply with the provisions of this article without reference to the parking management plan.

TAB ONE

Property Owners within the Special Parking Area

TAB TWO

Property Owners within 500 feet of the Special Parking Area boundary