

Attachment 1– Parking Regulation History

In 1995, the Town amended the residential parking standards to require a parking space per bedroom with a minimum of (2) spaces and maximum of (4) spaces for single-family and duplex development. Multi-family residential had a minimum of one (1) parking space and a maximum of two (2) spaces. The parking reduction for proximity to transportation and carpooling was eliminated, but a new on-street parking credit was created for businesses located adjacent to public street parking in the Central Core Zoning District (i.e. Main Street neighborhood). A parking fee-in-lieu program was also established to allow for payment of funds to be used for Town owned public parking lots in exchange for a reduction in the number of on-site parking spaces. The code was also updated to allow commercial parking requirements to be met at off-site private parking facilities.

In 2002, the Town ended the parking fee-in-lieu program and increased the maximum parking requirement for multi-family projects from two (2) spaces to four (4) spaces.

In 2004, a reduction in the maximum parking requirement of four (4) spaces to two (2) spaces was adopted as an incentive for deed restricted housing units. The Town also adopted incentives for commercial uses in the Central Core Zoning District and West Main Street by reducing parking ratios for commercial uses and reducing the maximum parking requirement for residential uses above ground-floor commercial.

In 2009, the Residential Traditional Neighborhood (RN) Zoning District was established to facilitate construction of the Peak One Neighborhood. This new zoning district included a reduced maximum parking requirement of two (2) spaces per unit. Later that year, the parking requirements for commercial uses in Central Core Zoning District and within the Mixed-Use District along West Main Street were reduced. A parking requirement of zero (0) spaces was established for restaurant, retail, and personal use businesses in those districts. Office and medical office uses were eligible for the previously created on-street parking credits which effectively eliminated commercial parking requirements along Frisco's Main Street corridor.

In 2014, the public expressed concerns about the bulk and mass and density of new mixed-use development projects being constructed on Granite Street. In response, the Town Council chose to increase the maximum parking requirement for residential uses in the Central Core Zoning District from two (2) spaces to four (4) spaces. Additionally, a visitor parking requirement was also established for residential uses in the Main Street neighborhood.

In 2021, the Frisco Unified Development Code was updated to incorporate sustainable land use practices. A parking reduction was established as an incentive for the installation of EV charging stations.