

- D. Contains an access point off an unimproved roadway or unincorporated area;
- E. Contains an access point off a road with a service level of D or F; or
- F. Is expected to generate 400 or more daily trips per day.

180-6.12.2. TRAFFIC STUDIES

The extent of the area to be included in a traffic study shall be determined by Town staff based on the type, scale, and location of the development proposed. Elements of a traffic study shall include, but not be limited to, the following:

- A. Existing traffic flow conditions within the defined study area, considering the peak hours and average daily traffic.
- B. Future conditions due to the traffic impact from the proposed development within the defined study area.
- C. Pedestrian circulation within the study area accessing the proposed development.
- D. Recommendations to relieve impacts to traffic due to the proposed development, including but not limited to, pedestrian access, intersections, current roadway sections, noise, signage and safety.

180-6.13 Parking and Loading Regulations

[Amended 04-09-19, Ord. 19-04; 01-26-21, Ord. 20-23]

180-6.13.1. APPLICABILITY

These regulations are applicable to all new development and the expansion of existing development, and all commercial vehicles parked in residential areas within the Town of Frisco that create parking and loading demand. All such structures shall provide parking on the premises according to the following requirements. Parking, loading and driveway facilities shall comply with the Town of Frisco Minimum Street Design and Access Criteria, as referenced in Chapter 155. All new developments shall comply with the Building Construction and Housing Standards' requirements for the provision of electric vehicle supply equipment installed, electric vehicle ready, and electric vehicle capable parking spaces, as required, in Chapter 65.

180-6.13.2. PURPOSE

The intent of these regulations is to require that parking and loading spaces be provided relative to the impacts created by proposed new developments, while promoting a pedestrian oriented commercial and downtown area.

180-6.13.3. ON-PREMISE PARKING REQUIREMENTS

A. Parking Requirements

The following minimums for permitted uses. Minimum must be complied with in all zoning districts except the Central Core District (CC) and those properties within the Mixed-Use District (MU) that front on West Main Street. On premise parking requirements for the Central Core District and those properties in the Mixed-Use District that front on West Main Street are found under paragraph D of this Subsection 180-6.13.3. Conditional uses may require additional parking. Multiple uses will be assessed parking requirements per

use and an aggregate number will be generated. Unless specifically prohibited elsewhere in this section, accessible parking spaces and electric vehicle charging stations shall be included in the calculation for required parking spaces.

**TABLE 6-1
REQUIRED NUMBER OF PARKING SPACES BY LAND USE**

USE CATEGORY	USE TYPE		PARKING SPACE REQUIREMENTS
Household Living	Accessory dwelling unit	Per accessory unit:	1.0
		Per Lock-Off:	1.0
	Duplex and two-unit townhomes	Per Bedroom:	1.0
		Minimum Per Unit:	2.0
		Maximum per Unit	4.0
	Single-household	Per Bedroom:	1.0
		Minimum Per Unit:	2.0
		Maximum Per Unit:	4.0
	Multi-unit (3+ Units) [1]	Studio:	1.0
		Per Bedroom:	1.0
		Maximum Per Unit:	4.0
	Deed restricted units (affordable units)	Studio:	1.0
		Per Bedroom:	1.0
		Maximum Per Unit:	2.0
Lodging Facilities	Lock-off	Per Lock-off	1.0
	Boarding, rooming, and lodging facility	Each bedroom	1.0
		Each Residential Employee unit	1.0
	Hotel or motel	Each bedroom	1.0
		Each Resident Employee unit	1.0
Commercial	Auto wash	Stacking spaces per washing bay	5.0
		Plus 500 square feet of GFA or portion thereof	1.0
	Commercial use with drive-through	Stacking spaces per window	5.0
	Auto fuel sales	Per pump	1.0
	Laundromat, Commercial/Industrial	Per 750 square feet of GFA or portion thereof	1.0
	Laundromat, Self-service	Per 350 square feet of GFA or portion thereof	1.0
	Medical office	Per 350 square feet of GFA	1.0
	Office	Per 350 square feet of GFA or portion thereof	1.0
	Personal Services, General	Per 350 square feet of GFA or portion thereof	1.0
	Retail	Per 350 square feet of GFA area or portion thereof	1.0
	Service station, auto repair	For every service bay	4.0
	Warehousing, wholesale business and contractor trades	Per 750 square feet of GFA	1.0
Educational Facilities	Day care [2]	For every employee at maximum staff level	1.0
	Elementary, junior high	For every classroom	2.0
	High school/college	For every 4 students (capacity)	1.0

TABLE 6-1
REQUIRED NUMBER OF PARKING SPACES BY LAND USE

Food & Beverage	Fast food restaurant	Per 150 square feet of GFA (non-seating area)	1.0
		Plus Per 250 square feet of GFA (seating area)	1.0
		Stacking spaces per drive-up window	5.0
	Restaurant, bar and tavern	Per 250 square feet of GFA	1.0
Public Utilities and Facilities	Church or place of worship or assembly	Per every 4 seats	1.0
	Hospital	Per every 3 beds	1.0
		Plus for every employee at maximum staff level	1.0
	Institutional use	Per 400 square feet of GFA	1.0
		Plus per every 2 employees at maximum staff level	1.0
	Senior housing	Per 3 beds	1.0
Recreation and Entertainment	Arts and entertainment center	For every 4 seats	1.0
	Bowling alley	Per lane	2.5
	Health, recreation, and exercise establishment	Per 200 Square feet of GFA	1.0

Notes:

[1] Plus additional spaces for visitors: One visitor space required for every five units including caretaker units.

[2] Adequate drop-off/pick-up space, equivalent to one parking/stacking space per every ten children (based on center's regulated capacity)

B. Other Unlisted Parking Requirements

As determined by the Director or Planning Commission, as applicable to the application decision maker. The Director and Planning Commission shall be guided by the comparison with the parking requirements for similar uses which are listed.

C. Non-Residential Change in Use

A parking reduction may be allowed such that the “new” use is not assessed by the parking use requirements. In order to qualify for such reduction, the change in use must meet one of the following criteria:

1. Based on the Town's Parking Study for the Central Core area, that the change in use will not substantially limit the amount of parking space availability on-street in that location and at that time of day.
2. That enough on-premise parking is provided for the commercial project area in that it is designed to serve two or more distinctly different land uses at a reduced ratio, as indicated by a study to substantiate different peak uses, which must be provided by a traffic engineer or other qualified professional, and approved by the Town.
3. In all cases, the existing parking space requirements must be maintained.

D. Minimum Parking Requirements for the Central Core District (CC) and Properties within the Mixed-Use District (MU) that Front on West Main Street

1. The following minimums for permitted uses are required. Conditional uses may require additional parking. Multiple uses will be assessed parking requirements per use and an aggregate number will be generated. Unless specifically prohibited elsewhere in this section, accessible parking spaces and electric vehicle charging stations shall be included in the calculation for required parking spaces.

TABLE 6-2 MINIMUM REQUIRED PARKING SPACES – CENTRAL CORE DISTRICT AND MIXED-USE DISTRICTS FRONTING WEST MAIN STREET	
USE	PARKING SPACE REQUIREMENTS
Retail [1]	0.0
Personal Service, General	0.0
Office	1.0 Per 450 square feet of GFA, or portion thereof 0.0 if not located on the ground floor
Medical Office	1.0 Per 450 square feet of GFA or portion thereof
Restaurants, Bars and Taverns [1]	0.0
Hotel or Motel,	1.0 Each resident employee unit 1.0 Each bedroom
Residential Uses	1.0 Per Studio and Accessory Unit 1.0 Per bedroom 4.0 Maximum per unit 1.0 Visitor parking space for every 5 units in multi-family and mixed use developments
Notes: [1] Any change in the use from retail, restaurant, bar or tavern GFA approved by the Town using the parking provisions contained herein to other uses (permitted or conditional) must provide parking spaces in the amounts and locations required by the Article.	

2. For purposes of calculating the minimum parking requirements for any property located within the Central Core District or the Mixed-Use District when a property fronts on West Main Street, if any proposed use is not noted under this paragraph D, the parking requirements as provided in paragraph A of this section shall apply.

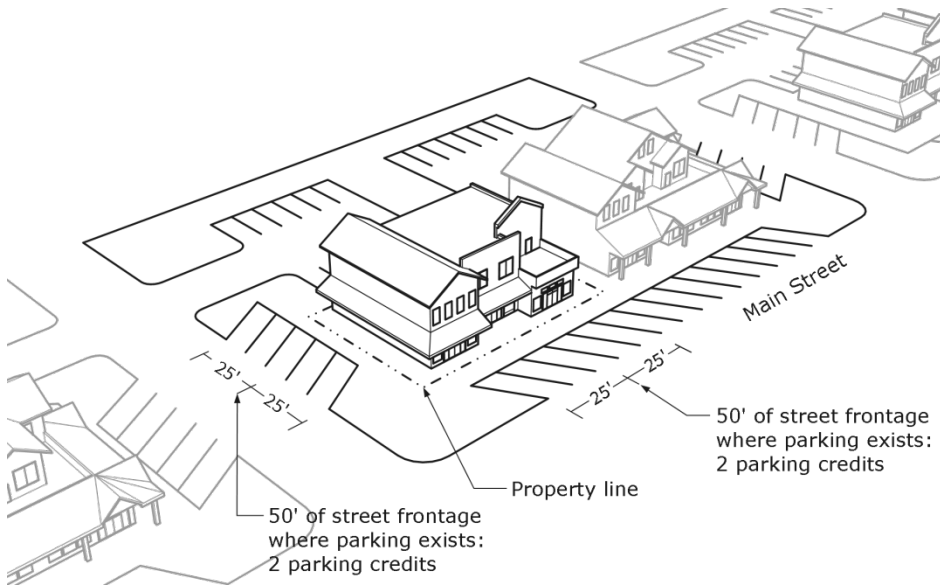
E. On-Street Parking Credits

1. In recognition of adjacent on-street and alley parking, the parking requirements for non-overnight uses may be reduced within:
 - a. The Central Core District (CC);
 - b. The Mixed-Use District for properties that front on West Main Street; and
 - c. Any other property fronting Main Street, including West Main Street and East Main Street.
2. In addition, the parking requirements for non-overnight uses may be reduced for properties within the Mixed-Use District that front on Granite Street. The reduction in parking requirements for such

properties that front on Granite Street shall not apply to any property that fronts along the alley way or other streets in the vicinity of Granite Street.

3. Credits for nearby parking within rights-of-way shall be granted based on the following:
 - a. One parking space reduction for every 25 feet of linear frontage abutting a public right-of-way on which legal on-street parking exists within 300 feet of the property.

Figure 6-C: On-Street Parking Credits



F. Multi-Use Shared Parking Provisions

Within the GW, CO, CC, MU, LI, and RH zoning districts, parking reductions for multi-use developments may be allowed of up to 20 percent of the required parking upon approval (with or without conditions) by the Planning Commission according to the following criteria:

1. The proposed parking for both uses shall be on-site; and
2. The parking is provided in areas designed to serve two or more distinctly different land uses; and
3. The reduction in parking is justified using industry standards such as those established by the Urban Land Institute, the Institute of Transportation Engineers or other acceptable standards.

G. Understructure Parking Facility Provisions

For purposes of this provision, understructure parking shall mean that the parking will be located in a parking facility which is substantially underground or substantially below the average existing grade or located at grade under a structure. All understructure parking must meet the following criteria:

1. That above grade parking for the project be significantly screened from adjacent public rights-of-way; and,

2. That the understructure Parking Facility is significantly screened from any public rights-of-way; and,
3. That vehicular access to and from the understructure Parking Facility is not provided from Main Street or Summit Boulevard, unless no other access point exists.

Technical specifications for underground parking structures are found in the Town of Frisco Minimum Street Design and Access Criteria, as referenced in Chapter 155.

H. Accessible Parking Space Requirements

1. All facilities, commercial, mixed-use, and multi-family (with seven attached units or more) projects shall provide accessible parking according to the following requirements or Federal ADA requirements, whichever is greater. In addition, a minimum of one required accessible space must be designated for accessible vans. One van accessible space is required for every six required accessible spaces:

TABLE 6-3 TOTAL ACCESSIBLE PARKING SPACES REQUIRED	
REQUIRED PARKING SPACES	REQUIRED ACCESSIBLE SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
1001 and over	20 plus 1 for each 100 over 1000

2. All required accessible parking spaces shall not count towards any required visitor parking space requirements.

I. A nonconforming use or structure that is nonconforming due to inadequacies in its provision of onsite parking may be expanded, changed, or altered in accordance with the provisions of this section, provided that parking is provided for the expansion in accordance with the current parking standards.

J. Parking Incentive for Installation of Electric Vehicle Spaces

In order to promote the provision of parking spaces with charging capabilities for electric vehicles, the Town may reduce the parking space requirements for developments that provide additional electric vehicle supply equipment (EVSE) installed spaces in accordance with the following standards:

1. The parking reduction is available to non-residential developments with parking lots of ten or more spaces.
2. The reduction may be applied on a one-to-one basis, for every EVSE installed space that exceeds the requirements of Chapter 65, up to 10% of the total required spaces.

3. At the discretion of the Town, EVSE installed spaces provided per this incentive may not be signed or reserved for the exclusive use of charging vehicles.

180-6.13.4. BICYCLE PARKING

- A. All mixed-use and non-residential development shall provide bicycle parking facilities, in an appropriate location, with bicycle spaces in the amount of not less than 20 percent of the total number of parking spaces required for the project, with a minimum of five bicycle spaces.
- B. All multi-family residential developments must provide both enclosed, secure bicycle parking, and outdoor bicycle parking facilities. One bicycle parking space is required for every bedroom. 50% of the total spaces must be enclosed, secure bicycle parking. Dwelling units with a private garage are not required to provide enclosed, secure bicycle parking.
- C. Standards for enclosed, secure bicycle parking:
 1. **Shall be covered and include use of a locked room, or an area enclosed by a fence with a locked gate.**
 2. **Enclosed bicycle parking spaces may not be located on porches or balconies.**
 3. **The bicycle parking area shall be located on site or in an area within three hundred feet of the building it serves.**
 4. **Adequate lighting shall be provided for the bicycle parking area and the route to the building entrance.**
 5. **The bicycle parking area shall include adequate clearance around racks or lockers to give cyclists room to maneuver, and to prevent conflicts with pedestrians or parked cars.**
 6. **If the bicycle parking is provided in an auto garage, the bicycle parking spaces shall be clearly marked as such and shall be separated from auto parking.**
- D. Standards for outdoor bicycle parking:
 1. Be designed so as not to cause damage to the bicycle.
 2. Facilitate easy locking without interference from or to adjacent bicycles.
 3. Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws.
 4. Be consistent with their environment in color and design and be incorporated whenever possible into building or street furniture design.
 5. Be located in convenient, highly visible, active, well-lighted areas but not interfere with pedestrian movements.

180-6.13.5. OFF-SITE PARKING ALLOWANCES

A. Off-Site Parking

Up to 100 percent of required non-overnight parking, excluding required accessible spaces, in the Central Core (CC) and Mixed Use (MU) Districts may be met off-site if approved by the Planning Commission pursuant to the following criteria:

1. The property is located within 300 feet (using the shortest distance between two points) of off-site private parking developed per Subsection B.
2. The public health, safety, or welfare would not be adversely affected or more than normal impacts on the neighborhood created by locating the required parking off the property.
3. The off-site parking is easily accessible from the property.

B. Private Parking Facilities

1. Required non-overnight parking may be provided in off-site private parking facilities or lots if the title to the land for off-site parking is deed restricted, in whole or in part, and made subject to an exclusive perpetual easement for parking purposes in favor of the owner(s) of the developing/remodeled property for use of the required number of parking spaces. Proof of ownership of the off-site parking spaces must be provided at the time of development application, subdivision or resubdivision application, business license application or renewal, and/or building permit, whichever is sooner.
2. The off-site parking must be existing and complete prior to a final Certificate of Occupancy being issued for the developing/remodeled property and the off-site parking must be noted on a recorded plat as dedicated to the developing/remodeled property for required parking.

180-6.13.6. PARKING STANDARDS AND CRITERIA

A. Dimensions

Except as noted in Subsection 3, parking stall dimensions shall be designed to conform to the following minimums:

1. Parking Facilities

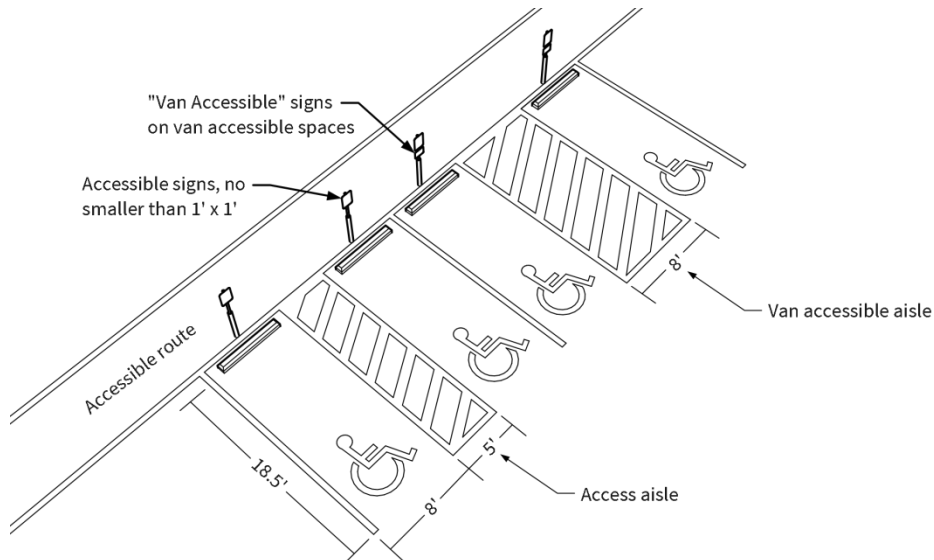
Nine by eighteen and five-tenths (9 x 18.5) feet (including stacked spaces) with the exception of parallel parking spaces which shall be eight by twenty-five (8 x 25) feet. Covered parking spaces and parking structures shall have a minimum vertical clearance of at least eight feet in height.

2. Accessible Spaces

Eight by eighteen and five-tenths (8 x 18.5) feet plus a minimum accessibility aisle area of five feet for each space. All accessible spaces designated for accessible van must have a minimum aisle width of eight feet. Two adjacent accessible spaces may share the same accessibility aisle. All accessible spaces must be designated by a sign showing the symbol of accessibility (a wheelchair). Accessible spaces designated for accessible vans shall have an additional sign with the words "Van Accessible" mounted below the symbol of accessibility. All accessible signs shall not be obscured by a parked vehicle. Each sign shall be no smaller than one foot by one foot and shall be located at the end of the space.

Accessible spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance or to an accessible pedestrian entrance of a parking facility.

Figure 6-D: Accessible Parking Space Design

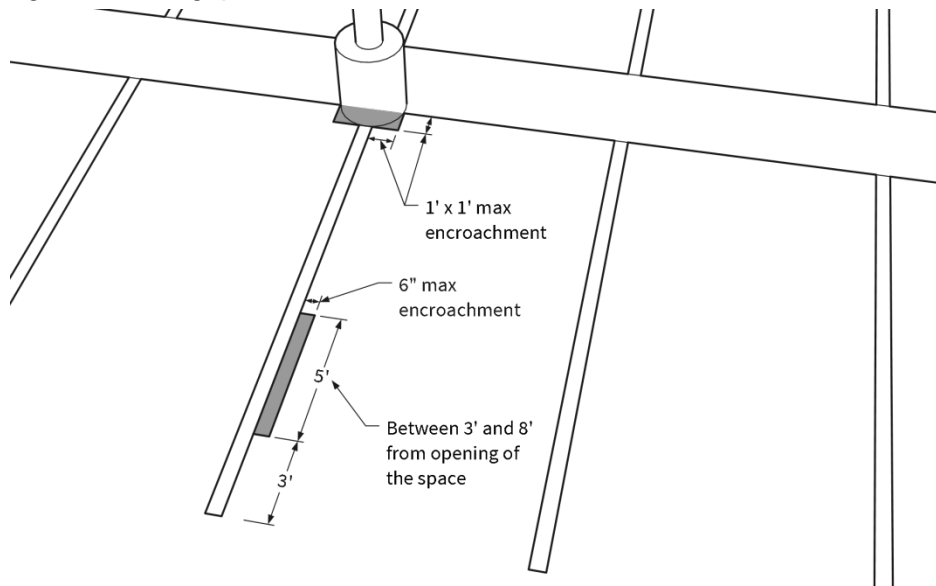


3. Parking Space Encroachments

Encroachment into parking area stalls with vertical elements (e.g. structural columns, light fixtures) is allowed in accordance with the following provisions:

- a. The centerline of the vertical element shall be placed on the adjacent parking space line along the 18.5 foot dimension.
- b. Encroachment at the front end of the parking space is allowed, but shall be limited to one foot of encroachment from the head of the space and 1 foot of encroachment into the head of the adjacent parking space. No stall shall have more than one of this type of encroachment.
- c. Encroachments along the 18.5 foot dimension also is allowed between three feet and eight feet from the opening of the parking space and shall not encroach more than six inches into any one stall. Only one vertical element shall be allowed for this type of encroachment. No stall shall have more than one of this type of encroachment.
- d. Nothing in this Subsection 3 shall be construed to allow for an encroachment into or adjacent to any accessibility aisle for accessible parking spaces.

Figure 6-E: Parking Space Encroachments



B. Aisle Widths

Parking lot aisles shall meet the following minimum requirements, upon approval of the Public Works Director.

TABLE 6-4 REQUIRED AISLE WIDTHS	
TYPE	AISLE
90 degree parking	24 feet (two-way)
90 degree parking	20 feet (one-way, parking on one side of aisle)
60 degree parking	18 feet (one-way)
45 degree parking	12 feet (one-way)
All two-way aisles for multi-family and commercial uses	24 feet (two-way)

c. Design

1. Parking areas shall be designed to be in conformance with the following diagrams and in conformance with the Town of Frisco's Minimum Street Design and Access Criteria, as referenced in Chapter 155:

Figure 6-F: Measuring Parking Spaces

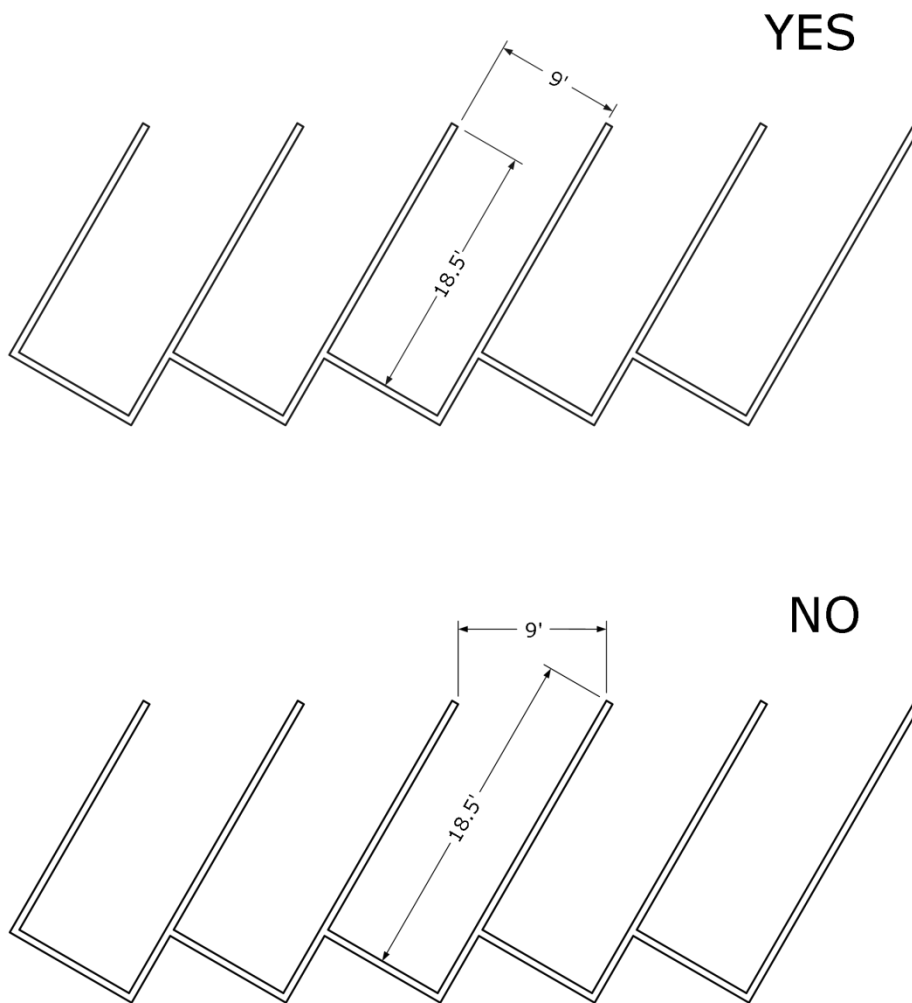
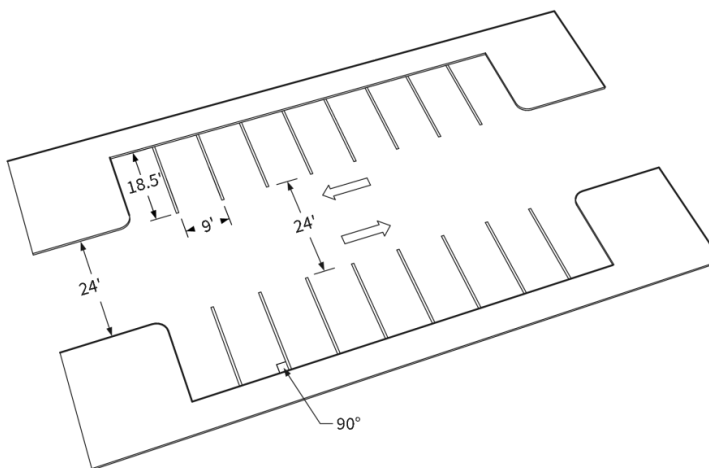
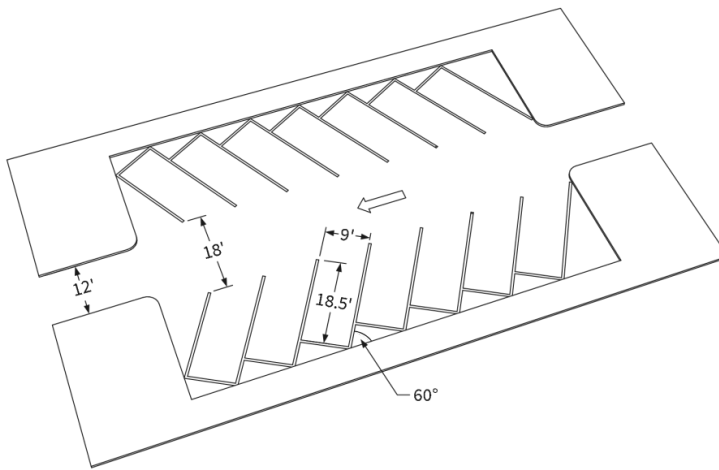
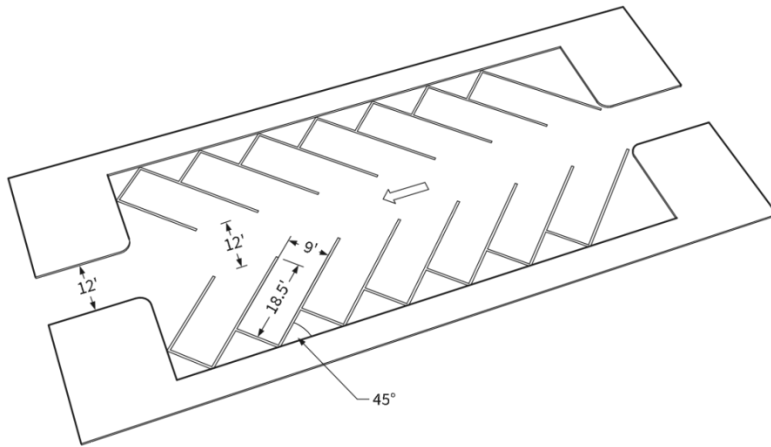
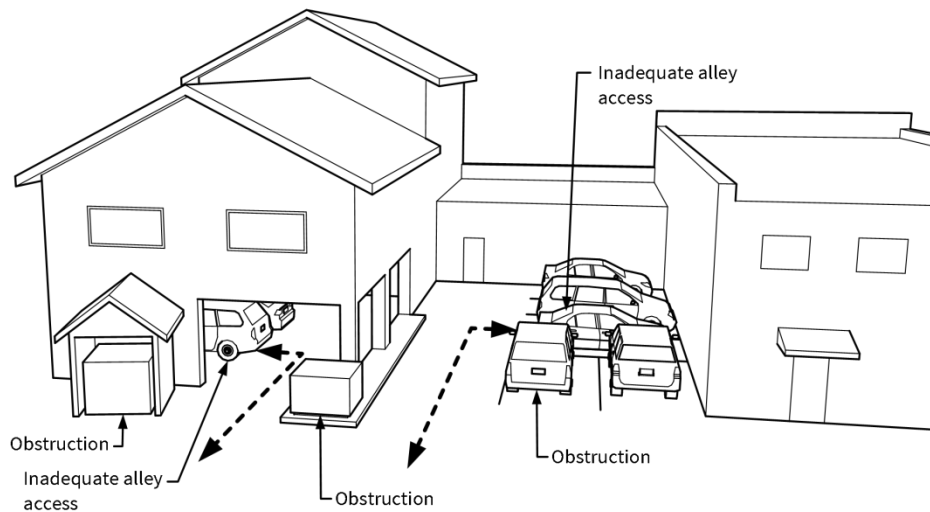


Figure 6-G: Parking Lot Configurations



2. A backup space shall be provided for the end space in dead end lots. Said backup space shall be sized to allow for a safe backing movement, and provide a minimum depth of five feet for the width of the aisle. Backup space shall be considered part of the parking lot.
3. All parking areas shall provide landscaping or other appropriate screening to reduce the visual impact of the parking from any public street as provided in the landscape requirements for the Town of Frisco in Section 180-6.14, Landscaping and Revegetation Requirements.
4. Parking areas shall be graded for proper drainage with surface water diverted in such a way as to keep the parking area free from accumulated water or ice. Drainage improvements shall be designed in compliance with Section 180-6.6, Drainage Plans, of the Frisco Town Code.
5. All required parking spaces shall have adequate access to a street or alley.

Figure 6-H: Inadequate Alley Access



6. Residential driveways must be a minimum of nine feet wide by eighteen and five-tenths (9 x 18.5) feet long.
7. All parking areas and driveways required for commercial uses or for multi-family projects containing three or more residential units shall be surfaced concrete or asphalt material and shall be built in accordance with the Town of Frisco Minimum Street Design and Access Criteria, as referenced in Chapter 155. Responsibility for maintenance of the lot shall rest with the property owner.

D. Tandem Parking

1. For non-residential uses, stacked (tandem) parking spaces shall not qualify as required parking spaces.
2. Single-household residential units and duplex units are exempt from the tandem parking space restrictions of 180-6.13.6.A.1 above.

3. For multi-family residential projects, two spaces stacked (tandem) spaces may be permitted if Planning Commission finds that the layout of the parking is functional and, at a minimum, finds two out of the following four criteria are met:
 - a. That some of the spaces could be used as potential visitor parking space; and/or,
 - b. That, given the layout and design of the building, adequate storage space is provided for the residents so that it is not anticipated the parking space(s) will be needed predominately for storage; and/or,
 - c. That the architecture of the building façade which faces or accesses the parking spaces avoids a canyon effect, such that movement is provided in the building design; and/or,
 - d. That an adequate turning radius area is provided with the parking layout to allow for turning and backing into or out of the tandem parking spaces.

E. Residential Parking Restriction

Operable licensed commercial vehicles may be parked on-site in residential areas as long as they are parked in designated and approved parking spaces, and provided that the spaces are wide and long enough to accommodate the commercial vehicles and not impede the access of other vehicles to any other designated and approved parking space on the property.

180-6.13.7. SNOW STORAGE AREAS

Snow storage for all uncovered parking areas and drives shall be provided for all developments in the following manner:

A. Amount Required

Snow storage shall be provided on premises in the amount of 100 square feet for every 350 square feet of paved surface area and any unpaved parking and driveway areas.

B. Exceptions

The Town of Frisco wishes to encourage design solutions that allow for the efficient use of land within the Town. It is in the best interests of the community to promote the use of alternative energy sources and the use of more reliable technologies and the Town finds that solar technologies are more reliable than similar, non-solar technologies.

1. A 50 percent reduction in the required snow storage area shall be permitted by the Planning Commission if an adequate snow melt system is constructed for any parking area. Snow storage meeting the Town's requirements must still be provided for any driveway. The snow melt system shall include all functional design aspects including on-site drainage, and shall be approved by the Frisco Public Works Department as to the location of the snow melt equipment in relation to public rights-of-way and facilities and the provision of adequate capacity for the system. All snow melt boilers and similar equipment shall be located within a structure.
2. A 70 percent reduction in the required snow storage area shall be permitted by the Planning Commission if solar technology is used for the snow melt system constructed for any parking area. Snow storage meeting the Town's requirements must still be provided for any driveway. The snow melt system shall include all functional design aspects including on-site drainage, and shall be approved by