

ZONING

**§ 180-23. Parking and Loading Regulations. [Amended 01-03-84, Ord. 84-01; 08-19-86, Ord. 86-07; 02-06-92, Ord. 92-03; 08-16-95, Ord. 95-07; 06-01-99, Ord. 99-08; 07-11-00, Ord. 00-11; 03-05-02, Ord. 02-02, 03-18-03, Ord. 03-05; 02-10-04, Ord. 04-01; 01-11-05, Ord. 04-23; 06-13-06, Ord. 06-19; 08-08-06, Ord. 06-26; 02-13-07, Ord. 07-04; 10-09-07, Ord. 07-17; Ord. 09-19, 11-10-09; Ord. 14-01, 02-11-14; Ord. 16-01, 04-12-16]**

A. 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 Criteria as referenced in Chapter 155.

B. 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.

C. On premise parking requirements:

1. Parking Requirements. The following minimums for permitted uses. Minimum must be compiled with in all zone 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 sub-paragraph (2) of this subsection C. Conditional uses may require additional parking. Multiple uses will be assessed parking requirements per use by staff and an aggregate number will be generated.

| Use                         |  | Parking Space Requirements                     |     |
|-----------------------------|--|--|-----|
| Accommodations:             | Accessory  | Per Lock-off                                   | 1.0 |
|                             | Boarding, rooming, lodging tourist home, bed & breakfast | Each bedroom                                   | 1.0 |
|                             |  | Each Residential Employee unit                 | 1.0 |
|                             | Hotel, motel inn   | Each bedroom                                   | 1.0 |
| Each Resident Employee unit |  | 1.0  |     |
| Commercial:                 | Car Wash   | Stacking spaces per washing bay                | 5.0 |
|                             |  | Plus 500 square feet of GFA or portion thereof | 1.0 |
|                             | Commercial Businesses with drive-up windows              | Stacking spaces per window                     | 5.0 |
|                             | Gas station  | Per pump                                       | 1.0 |

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|                    |   |  |     |
|--------------------|---|--|-----|
|                    | Medical offices   | Per 350 square feet of GFA                         | 1.0 |
|                    | Office  | 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 |
| Education:         | Day Care*   | For every employee at maximum staff level          | 1.0 |
|                    | *Adequate drop-off/pick-up space, equivalent to one (1) parking/stacking space per every ten (10) children (based on center's regulated capacity) |  |     |
|                    | Elementary, Jr. High  | For every classroom                                | 2.0 |
|                    | High school/college   | For every 4 students (capacity)                    | 1.0 |
| Food/entertainment | Arcades, dance halls, gymnasiums, skating rinks and other similar functions   | Per 200 Square feet of GFA                         | 1.0 |
|                    | Auditoriums, theaters, conference facilities, and similar functions   | For every 4 seats                                  | 1.0 |
|                    | Bowling alley   | Per lane   | 2.5 |
|                    | Fast food restaurants   | 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 |
|                    | Restaurants, bars and taverns   | Per 250 square feet of GFA                         | 1.0 |
| Miscellaneous:     | Church  | Per every 4 seats                                  | 1.0 |
|                    | Hospital  | Per every 3 beds                                   | 1.0 |
|                    |   | Plus for every employee at maximum staff level     | 1.0 |
|                    | Museum, art gallery, library  | Per 400 square feet of GFA                         | 1.0 |

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|                  |   |  |     |  |
|------------------|---|--|-----|--|
|                  |   | Plus per every 2 employees at maximum staff level  | 1.0 |  |
|                  | Nursing home  | Per 3 beds   | 1.0 |  |
|                  | For any Non-residential change in use   | <p>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:</p> <ol style="list-style-type: none"> <li>1. Based on the Town’s Parking Study for the Central Core area of Town, 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.</li> <li>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.</li> </ol> <p>In all cases, the existing parking space requirements must be maintained.</p> |     |  |
|                  | Other   | As determined by the Planning Commission. The Planning Commission shall be guided by the comparison with the parking requirements for similar uses which are listed.   |     |  |
| Residential:     | Accessory   | Per accessory unit:  | 1.0 |  |
|                  |   | Per Lock-Off:  | 1.0 |  |
|                  | Duplex  | Per Bedroom:   | 1.0 |  |
|                  |   | Minimum Per Unit:  | 2.0 |  |
|                  |   | Maximum Per Unit   | 4.0 |  |
|                  | Single Family   | Per Bedroom:   | 1.0 |  |
|                  |   | Minimum Per Unit:  | 2.0 |  |
|                  |   | Maximum Per Unit:  | 4.0 |  |
|                  | Multi Family (3+ Units)*  | Studio   | 1.0 |  |
|                  |   | Per Bedroom:   | 1.0 |  |
|                  |   | Maximum per Unit   | 4.0 |  |
|                  | *Plus additional spaces for visitors: One (1) space for every five (5) units including caretaker units. |  |     |  |
|                  | Deed Restricted Units (Affordable Units)  | Studio   | 1.0 |  |
| Per Bedroom      |   | 1.0  |     |  |
| Maximum per Unit |   | 2.0  |     |  |

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2. Minimum Parking Requirements for the Central Core District (CC) and properties within the Mixed Use District that front on West Main. The following minimums for permitted uses must be complied with. Conditional uses may require additional parking. Multiple uses will be assessed parking requirements per use by staff and an aggregate number will be generated.

| Use   |   | Parking Space Requirements        |
|---|---|-----------------------------------|
| Retail*   | Per 450 square feet of GFA or portion thereof                         | 0.0                               |
| Office  | Per 450 square feet of GFA or portion thereof                         | 1.0                               |
|   | If not located on the ground floor                                    | 0.0                               |
| Medical Office  | Per 450 square feet of GFA or portion thereof                         | 1.0                               |
| Restaurants, Bars and Taverns*                          | Per 350 square feet of seating area                                   | 0.0                               |
|   | Per 450 square feet of non-seating area                               | 0.0                               |
| Accommodations – hotel, motel, inn                      | Each resident employee unit   | 1.0                               |
|   | Each bedroom  | 1.0                               |
| Residential Uses located above ground floor commercial* | Studio and Accessory Unit   | 1.0                               |
|   | Per bedroom   | 1.0                               |
|   | Maximum per Unit  | 4.0                               |
|   | For Multifamily, 3 plus units, add'l parking for visitors is required | 1 parking space for every 5 units |

\*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 chapter.

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 subparagraph (2), the parking requirements as provided subparagraph (1) of this section shall apply.

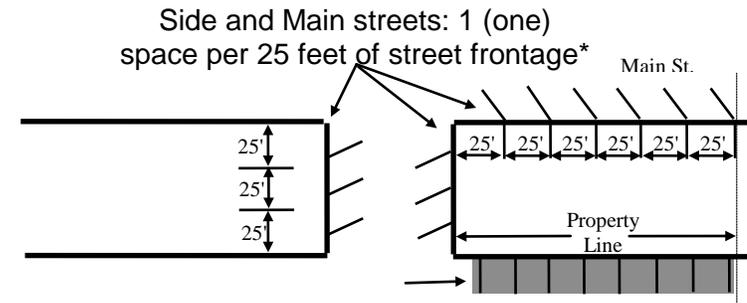
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3. On-Street Parking Credits. Parking requirements for non-overnight uses may be reduced within the Central Core District (CC), the Mixed Use District for properties that front on West Main Street, and any other property fronting Main Street, including West Main Street and East Main Street, in recognition of adjacent on-street and alley parking. 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. Credits for nearby parking within rights-of-way shall be granted based on the following:

Credit or Parking Reduction  
1 parking space reduction

Criteria

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



4. Multi-use Shared Parking Provisions. Within the AC, AO, CC and MU zoning districts, parking reductions for multi-use developments may be allowed of up to twenty (20) percent of the required parking upon approval (with or without conditions) by the Planning Commission according to the following criteria:
- The proposed parking for both uses shall be on-site; and
  - The parking is provided in areas designed to serve two (2) or more distinctly different land uses; and
  - 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.
5. 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:

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- a. That above grade parking for the project be significantly screened from adjacent public rights-of-way; and,
- b. That the understructure Parking Facility is significantly screened from any public rights-of-way; and,
- c. 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 Criteria, as referenced in Chapter 155.

- 6. Accessible Parking Space Requirements. All facilities, commercial and multifamily (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 (1) required accessible space must be designated for accessible vans. One van accessible space is required for every eight (8) required accessible spaces:

| Total Parking Spaces | Accessible Spaces Required       |
|----------------------|----------------------------------|
| 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 |

- a. All required accessible parking spaces shall not count towards any required visitor parking space requirements.
- 7. 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.

D. Off-Site Parking Allowances.

- 1. Overnight uses shall provide parking on premise. Up to one-hundred percent (100%) of required non overnight parking, excluding required accessible spaces, in the Central Core (CC) and West Main (MU) Districts may be met off-site if approved by the Planning Commission pursuant to the following criteria:
  - a. The property is located within three (300) hundred feet (using the shortest distance between two points) of off-site private parking developed per subsection D.2.

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- b. 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.
- c. The off-site parking is easily accessible from the property.

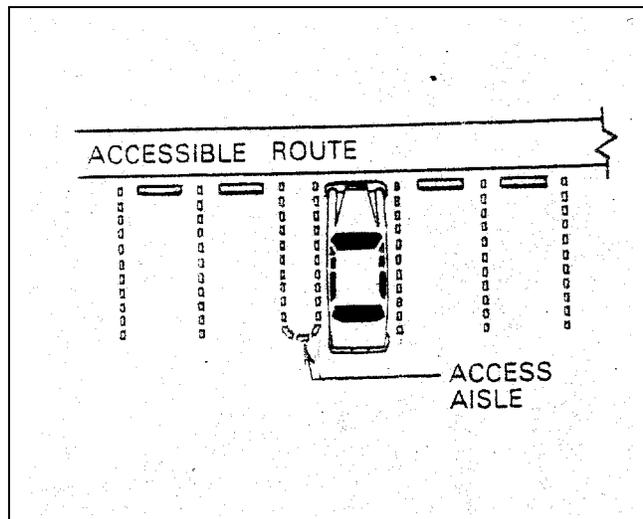
### 2. Private Parking Facilities.

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.

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.

### E. Parking Standards and Criteria.

1. Dimensions. Except as noted in subsection (c), parking stall dimensions shall be designed to conform to the following minimums:
  - a. 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 (8) feet in height.
  - b. Accessible Spaces. Eight by eighteen and five-tenths (8 x 18.5) feet plus a minimum accessibility aisle area of five (5) feet for each space. All accessible spaces designated for accessible van must have a minimum aisle width of eight (8) feet. Two adjacent accessible spaces may share the same accessibility aisle. All

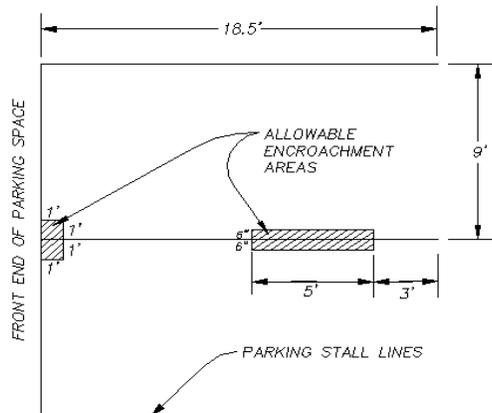


accessible spaces must be designated by a sign showing the symbol of accessibility (a wheelchair). Accessible spaces designated for accessible vans shall have an additional sign with the words "Van Accessible"

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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 (1) foot by one (1) 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.

- c. **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:
- The centerline of the vertical element shall be placed on the adjacent parking space line along the 18.5' dimension.
  - 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.
  - Encroachments along the 18.5' dimension also is allowed between 3 feet and 8 feet from the opening of the parking space and shall not encroach more than 6 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.
  - Nothing in this subsection (c) shall be construed to allow for an encroachment into or adjacent to any accessibility aisle for accessible parking spaces.



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

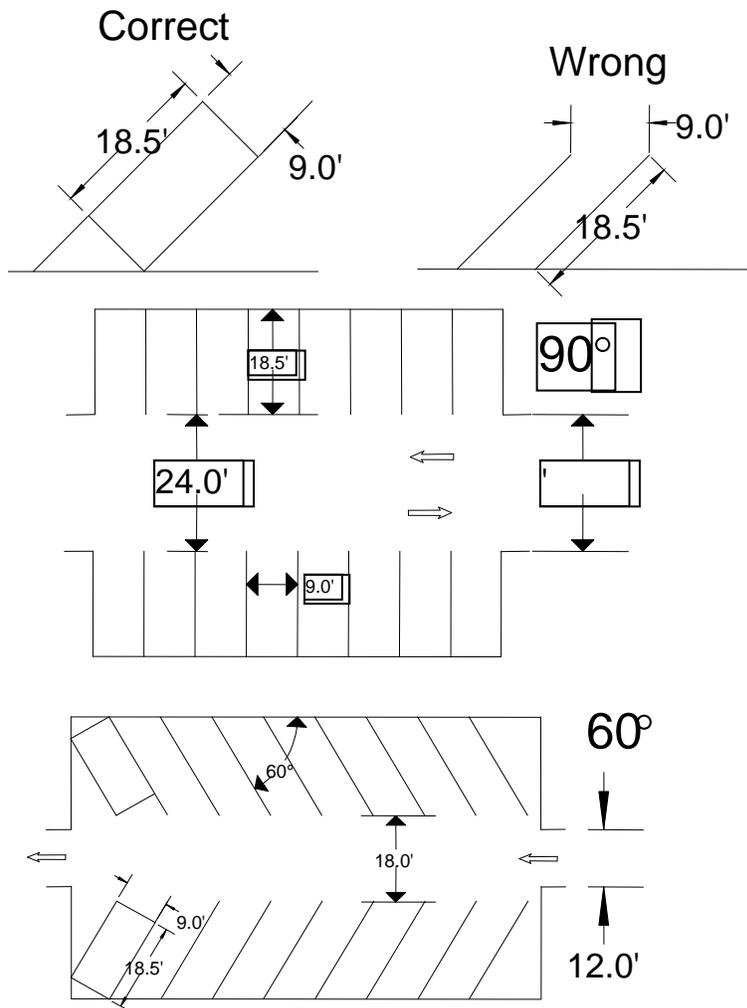
| Type              | Aisle   |
|-------------------|---|
| 90 degree parking | 24 feet (two-way)                               |
| 90 degree parking | 20 feet (one-way, parking on one side of aisle) |
| 60 degree parking | 18 feet (one-way)                               |
| 45 degree parking | 12 feet (one-way)                               |

All two-way aisles for multi-family and commercial uses shall be 24 feet wide.

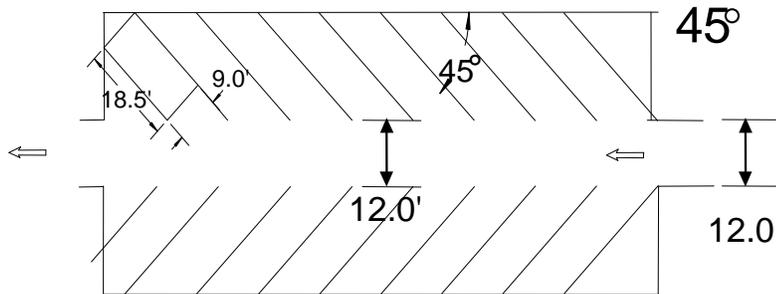
3. Design.

- a. 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:

## How to Measure Parking



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- b. 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 5 feet for the width of the aisle. Backup space shall be considered part of the parking lot.
  - c. 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 180-20.1.H, Landscaping and Revegetation Requirements.
  - d. 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 180-20E, Drainage Plans, of the Frisco Town Code.
  - e. All required parking spaces shall have adequate access to a street or alley.
  - f. Residential driveways must be a minimum of 9 feet wide x 18.5 feet long.
  - g. All parking areas required for commercial uses or for multifamily projects containing 3 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.
4. Tandem Parking.
- a. For non-residential uses, stacked (tandem) parking spaces shall not qualify for required parking spaces.
  - b. Single family residential units and duplex units are exempt from the tandem parking space restrictions of subsection 1 above.
  - c. 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 (2) out of the following four (4) criteria are met:

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- i. That some of the spaces could be used as potential visitor parking space; and/or,
  - ii. 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,
  - iii. 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,
  - iv. 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.
5. 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.

### F. Snow Storage Areas.

Snow Storage for all uncovered parking areas and drives shall be provided for all single family, duplex, multi-family and commercial developments in the following manner:

1. Amount Required. Snow storage shall be provided on premises in the amount of one hundred (100) square feet for every three hundred and fifty (350) square feet of paved surface area.

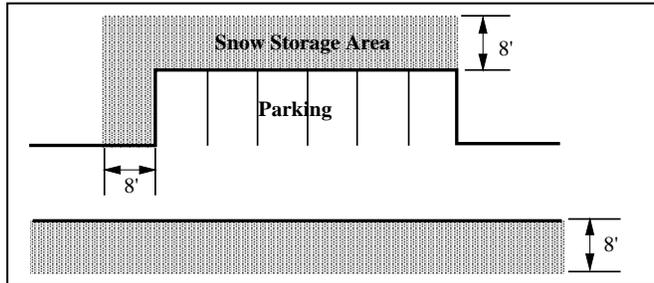
Exceptions. The Town of Frisco wishes to encourage design solutions that allow for the efficient use of land within the Town. It is in the best interests of the community to promote the use of alternative energy sources and the use of more reliable technologies and the Town finds that solar technologies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

- a. A 50% 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.
- b. A 70% 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 the

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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. The solar panels must be incorporated into the building design and must meet all applicable dimensional requirements such as building height.

2. Location. All snow storage areas shall be located lengthwise adjacent to the applicable paved area in order to facilitate snow removal. Required snow storage areas may not be placed on any public right-of-way or on adjacent private property.



3. Minimum Width. The dimension of snow storage areas must be adequate to serve the snow storage purpose and any snow storage area provided shall be a minimum of 8 feet in width.
4. Drainage Areas. Snow storage areas may be located within drainage facilities if approved by the Town Engineer using the drainage requirements found in Section 180-20.
5. Shared Uses. Snow storage areas may not be combined with other uses, such as but not limited to trails and trail/pedestrian easements, and parking areas (except as noted in drainage areas above). Snow storage areas may be combined with required landscaping if the landscaping is designed to be compatible with large amounts of snow.

### G. On Premises Loading Requirements.

On premises service and loading facilities shall be provided according to the following schedule for commercial uses. All such service and loading facilities shall be located so that no vehicle loading or unloading merchandise shall be parked in front of any property or block traffic in any street or public right-of-way including alleys, and must meet the following:

1. On premises loading areas must have a minimum dimension of fifteen by thirty (15 x 30) feet. Where loading areas are covered; a minimum height of fifteen (15) feet is required. Where semi-trailer trucks typically unload, the minimum loading area size shall be 15 feet by 60 feet by 15 feet high. No portion of a loading vehicle may protrude into a public right-of-way; and

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2. On premises loading areas shall be required for each structure according to the following schedule, unless it can be demonstrated to the satisfaction of the Town that sufficient loading is available from an adjacent alley or other suitable area, which alley or area is shown not to impede vehicular traffic or pedestrian use when used for loading purposes:

### Commercial Uses:

0-12,000 square feet GFA - 0

12,000 - 40,000 square feet GFA - 1

For each additional 40,000 square foot GFA, or increment thereof - 2

### H. Maintenance Standards.

1. All required parking improvements, including but not limited to, parking spaces, aisles, driveways, and curb and gutter shall be maintained in good repair.
2. The minimum required number of parking spaces shall be maintained and not reduced in number, unless there is a change of use or amendment to these regulations which allows for such reduction.
3. Required parking spaces shall not be used as snow storage areas, except on a temporary basis, not to exceed 48 hours for any one snow fall event.