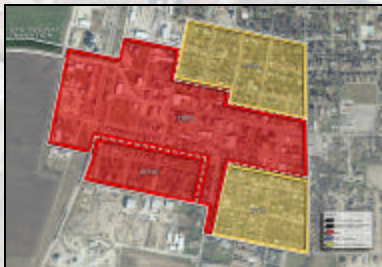


RTKL

# The City of FRISCO, TEXAS



## DOWNTOWN ARCHITECTURAL DESIGN STANDARDS; OTC & OTR

MAY 2002

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## Acknowledgements

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## I. OVERVIEW

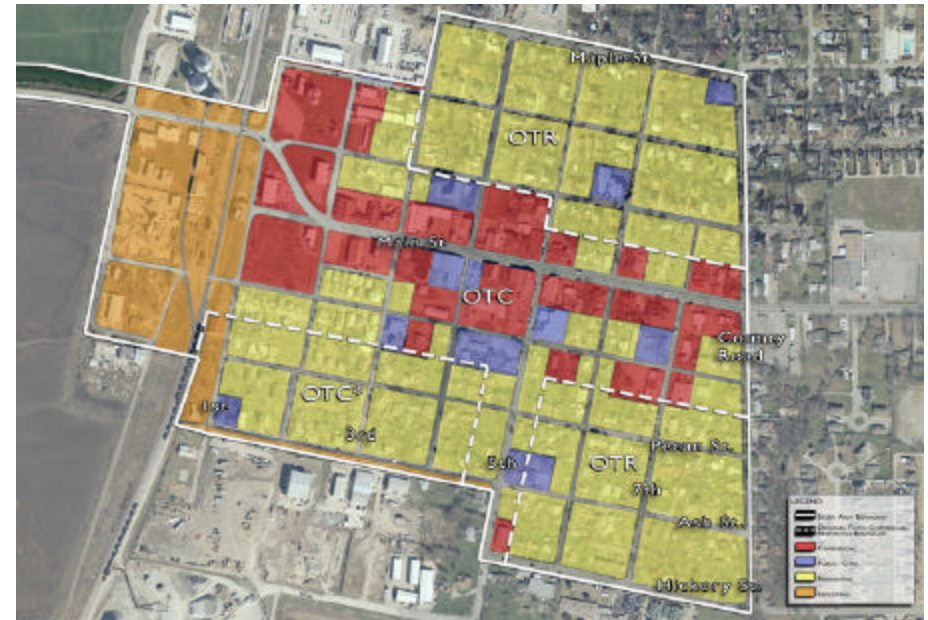
The Original Town Commercial (OTC) and Original Town Residential (OTR) Districts extend from just west of the Burlington Northern Railroad (BNR) tracks east to County Road, and from Maple Street on the north to the southern boundary of Ash Street. They were designated by the City of Frisco as special zoning districts in 2000 with the intent of establishing an early 20th century architectural vernacular.

The OTC District was established to preserve the historic areas of commercial character within the downtown. Due to the historic nature of this area, the district seeks to enhance and protect the commercial core of the downtown while providing infill opportunities and limiting "heavier" industrial and commercial uses. In addition, the relationship of the OTC District to the new Frisco Square development to the west is critical to the success of the City's downtown commercial core. Recognizing this fact, these design standards seek to unify the overall downtown commercial areas, while preserving and enhancing the unique character of the original commercial district.

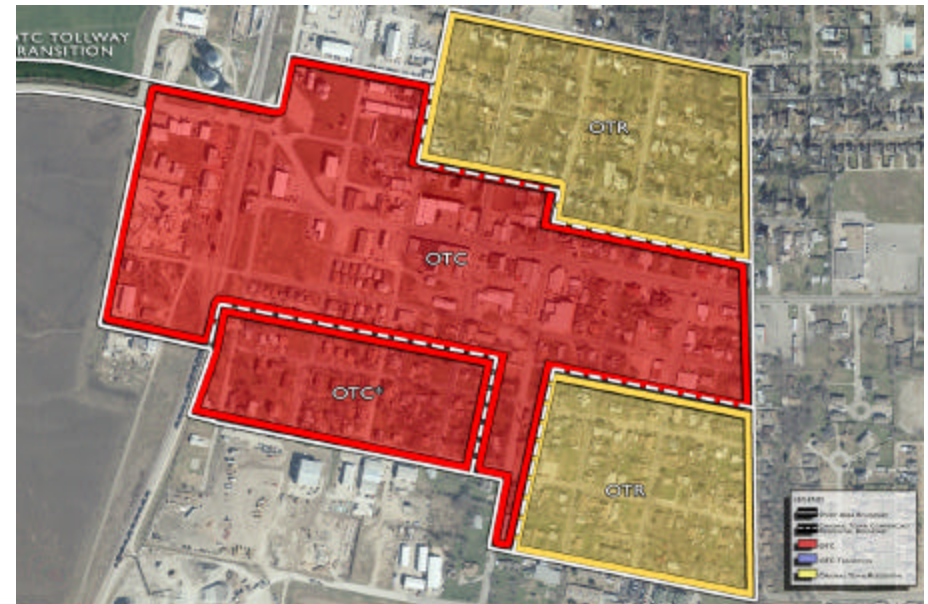
The OTR District was similarly established to preserve those areas of primarily residential character within the downtown. Due to the historic nature of these areas, the district seeks to enhance and protect the residential core of the downtown while providing mutually beneficial infill opportunities and encouraging renovation of existing structures. The result of a consensus based community planning effort these design standards are not intended to limit the creativity of the builders in their design or construction. They are intended to provide a basis for design concepts, forms and materials to create a historically compatible living environment.

For the purpose of these guidelines, the land use patterns of the study area were studied and recorded, and districts were established to prescribe appropriate standards. These districts are shown below:

1. OTR - Original Town Residential
2. OTC - Original Town Commercial
3. Tollway Transition Zone



Existing Land Use



Original Downtown Subdistricts

## II. HISTORY OF THE ORIGINAL TOWN DISTRICT

### 1. RAILROAD INFLUENCE

In March of 1849, the Pacific Railroad Company of Missouri (PRCM) was granted a charter by the Missouri Legislature to allow expansion of the railroad system into other states. The PRCM began laying tracks throughout Texas, constructing the St. Louis and San Francisco Railroads in North Central Texas. When surveying potential track routes through Western Collin County, the decision was made to place the route on the west side of what was known then and now as the Preston Ridge.

The Ridge itself is a geological formation that contains the highest point in Collin County and runs north-south through the heart of Frisco's current City boundaries. The western boundary of the ridge includes a sharp change in elevation that levels out onto flat, agricultural land. Because of the drop in elevation, storm water runoff could easily be captured at the foot of the ridge and channeled into a lake. At that time, the Preston Ridge provided enough water runoff to fill "Lake Frisco," a now non-existent lake that would have been located southwest of the existing downtown. Since steam engines require water, the train stops and depots were located near lakes to utilize this power source.

### 2. YEARS OF DEVELOPMENT PROSPERITY

Shortly after the completion of the railroad tracks in 1901, Frisco became a regular stop for trains taking advantage of Lake Frisco and the city's central location between Dallas and Tulsa, Oklahoma. Frank Witt of Little Elm opened Frisco's first general store in the summer of 1901. Later A.G. McAdams and the Conway Leeper Company opened lumberyards. Eventually Frisco was settled in 1902 under the name of Emerson, Texas. However, due to the similarity in name of Emerson and the town of Emberson, Texas in Lamar County, the town name was changed to Frisco City and later to Frisco in honor of the railroad. Originally incorporated in 1908, tracts in the Old Donation were subdivided into lots 25 feet wide and auctioned to the highest bidder at rates of \$20 to \$50 per lot. These lots and the majority of the buildings on them were sited with their lengths parallel to the railroad tracks, creating a gridiron pattern. This historic gridiron town layout, being a railroad oriented plan, typically was focused on the passenger depot location for the alignment of Main Street, which became the central business corridor. During this time Frisco's Main Street housed a post office, The Journal newspaper, a gin and flour mill, a livery stable, churches, a grain company, and a schoolhouse. Merchants and their families who moved from nearby areas to take advantage of the new rail trade brought by the direct link between Dallas/Fort Worth and Tulsa, Oklahoma (with some trade going as far north as Kansas City) soon inhabited Frisco. As



Early 1900s



Frisco Main Street 1913



Main Street 1920

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society



Frisco developed and then stabilized in this form, the historic townscape was essentially fixed, reflecting the first half of the twentieth century.

Frisco lies on the fringes of the "Grand Prairie", one of the most fertile farming areas in the Central United States. The fertile soil and underlying hardpan, which retained water, proved ideal for an agriculture community. Frisco as part of the Grand Prairie soon became a major center of grain and cotton production. In addition, great quantities of livestock, poultry and farm products were shipped annually through the town. From early settlement until well into the 1900s, cotton was the principal cash crop in Frisco and throughout north Texas. Old historic photographs show hundreds of bales of cotton, ready for shipment, lined up by the depot awaiting delivery.

The activity in the downtown area concentrated between the railroad tracks and North County Road where Main Street dead-ended. This area was a transportation center for the downtown because of the railroad. The depot, built at the turn of the century when the railroad came through town, was the focal point for all transportation and shipping. The blocks between 2nd and 5th Streets became the core retail business area with buildings fronted on Main Street on both sides. As the agricultural prosperity flourished in Frisco, local traders began to beat a common path between Dallas and Frisco. These trips were a full day by buggy and soon hotels were constructed to meet this business and travel demand. In 1921, spurred by continued commercial activity, Frisco began constructing more permanent roads. The Dallas Pike, completed in 1922, was a road with nine one-way bridges and six right angle turns that served Frisco as a link to Dallas. With this development Frisco became a hub of activity on the map.

### 3. DOWNTURN OF EVENTS

Overall in Frisco, the years from 1900, when Frisco was first settled to 1922, proved to be by far the most significant period of prosperity for both merchants and citizens. It was a great time of abundance and thriving community development. Unfortunately, this time of prosperity came to an abrupt end in 1922 when a devastating fire destroyed all non-masonry buildings within the downtown area. A fire that started in the back of a building on the south side of Main Street between 4th and 5th Streets destroyed almost all of the downtown businesses, leaving only the brick shells of buildings to stand as a reminder of the past. Although development was quick to rebuild the downtown core, the town never reached the prosperous stage it had held prior to the fire.

A few years after the 1922 fire, when the town had just reestablished itself, the 1929 Depression hit Frisco. No crops or livestock were sold and a town, which once thrived off agricultural trade, was now faced with keeping all its agricultural



Cotton Yard 1916



School 1912



1st Bank, circa 1902



Frisco Journal Office 1915

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society

commodities for its own self-sustainability. When the Depression eventually wore off with President Roosevelt's new programs, Frisco began rocking its streets, installing a sewer system and constructing a new high school. By 1935, Frisco was somewhat stabilized again and on the road to complete recovery. However as luck would have it, Frisco experienced one more fire in the 1940s that destroyed the original lumberyard, a home and the Methodist church, slowing the climb back to prosperity. The town never really began to prosper again until roads were improved in 1956. This was the year when the State constructed Highway 24, a paved road to McKinney, giving Frisco and the surrounding area a boost in agricultural trade, which had for so long been the sustaining force for the town.

Frisco has remained a rural farming community until very recently when the construction industry began to boom in the area. Whereas Frisco was originally settled because of the proximity to the railroad, now citizens are drawn to Frisco because of its proximity to major thoroughfares such as the Dallas North Tollway, Preston Road and State Highway 121. Trains still transport materials and trade through the town, however passenger trains have not traveled through the town since the late 1960s.

The City of Frisco has evolved into the fastest growing city in Texas (North Texas Council of Governments) and is the second fastest growing city in the country (among cities with populations between 10 – 50,000 - US Census). The current population of the city is 48,673 people as of January 1, 2002 (Frisco Planning Department), while in 1990, the population was 6,138 – that's nearly 400% growth rate over twelve years.



1923 Frisco Fire Truck



Ruins from the Big Fire of 1922



the Foncine Store east of Frisco



Frisco now

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society



### III. ORIGINAL TOWN COMMERCIAL (OTC) STANDARDS

#### 1. OVERVIEW

The OTC District was established to preserve areas of primarily commercial character within the downtown area. Due to the historic nature of this area, the district seeks to enhance and protect the commercial core of the downtown while providing the framework for infill opportunities and encouraging renovation of existing structures. Our objective is to create a classic American “Main Street” feel within the OTC. Primary characteristics are consistent building streetwalls with minimal setbacks, pedestrian-scale, mixed uses, and around-the-clock activity (a variety of users and uses). In order to achieve such attributes, special site planning and building orientation principles should be followed. As such, there are specific requirements to maintain the desired visual environment and quality within the original downtown area.

The Original Town Commercial guidelines are divided into nine sections, which define the intent of these guidelines and establishes the design standards that will direct development:

1. Description of Original Town Commercial
2. Original Town Commercial Goals
3. OTC Zoning Summary
4. Overall Commercial Building Design Concept
5. Character and Massing
6. Exterior Appearance of Buildings
7. Parking
8. Signage and Environmental Graphics
9. Landscape

The Development Guidelines are intended to allow and encourage flexibility and innovation in developing projects within the Original Town Commercial areas. They are to be a tool for the City in reviewing renovation and development plans, as well as, a tool for builders to understand the characteristics and intent of downtown development.



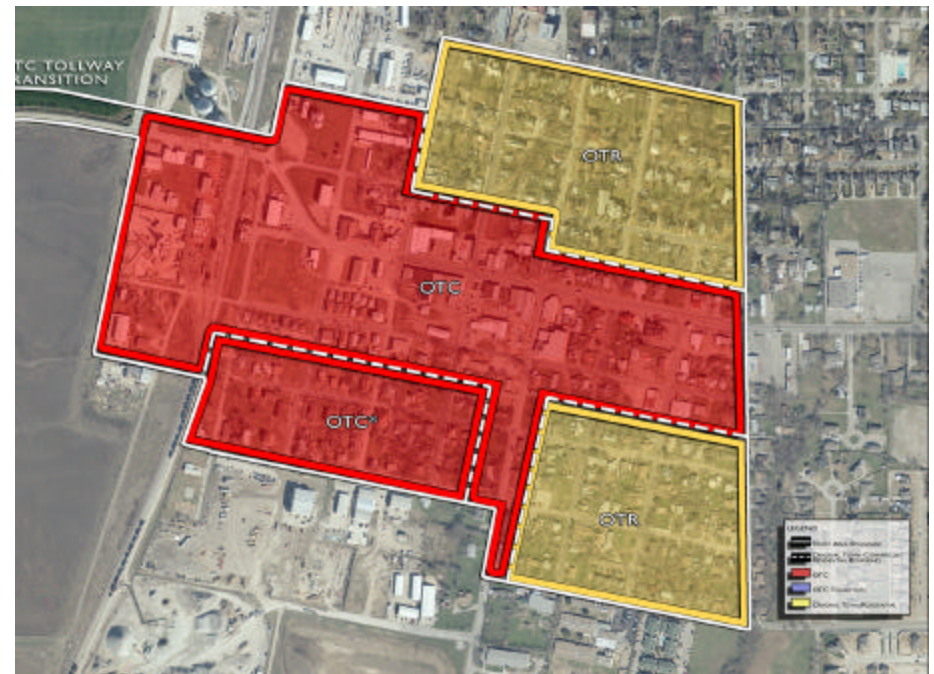
Existing Main Street



Commercial Vision



Commercial Vision



Subdistricts of the Original Town District

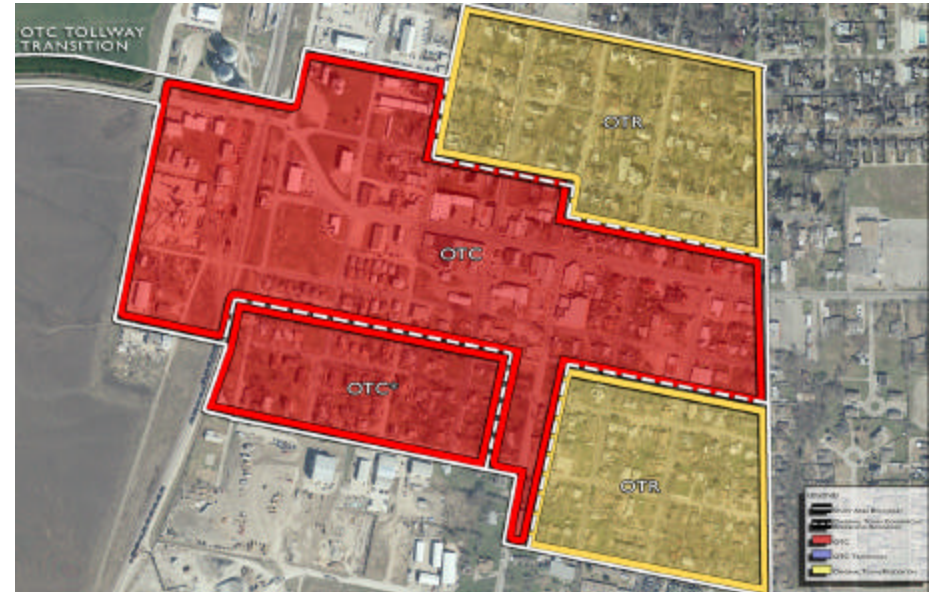
## 2. DESCRIPTION OF ORIGINAL TOWN COMMERCIAL

The development standards in the OTC District are designed to maintain and encourage development within the commercial section of the original town site commonly referred to as the Old Donation, a recognized subdivision of land. Standards for vehicle parking, building set-backs, and building height are similar to those existing on developed properties in this section of the City; therefore, these standards are only applicable to this section of Frisco.

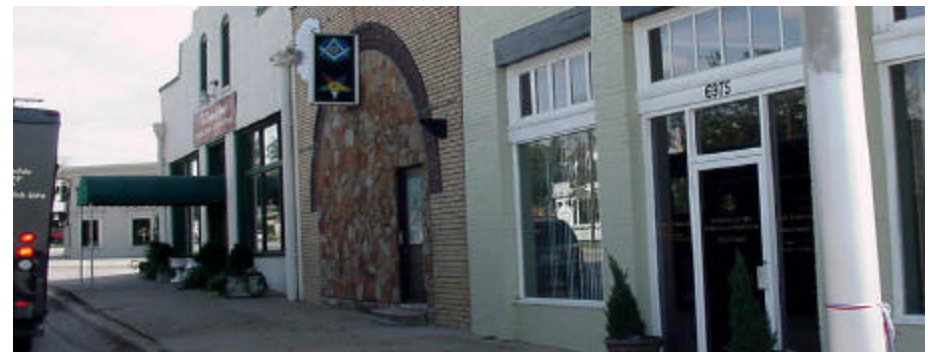
The Original Town Commercial district is characterized by a variety of retail, commercial, and industrial buildings developed over a wide time period. Some buildings have already been renovated to reflect the architectural vernacular of the early 20th century. This includes the City facilities located on Main Street, as well as, some of the businesses located in what were previously residential structures.

The core of the Original Town Commercial District is defined by (See Image): Beginning at North County road to the east, the boundary runs west along the midblock between Elm Street and Pecan Street from north county road to 5th Street excluding the first parcel abutting the eastern side of 5th Street, it then proceeds north to Pecan Street where it runs west to midblock between 4th and 5th Street where it runs south to the midblock between Pecan and Elm Streets. From this point it runs west to 3rd Street. The boundary then runs north to Oak Street where it turns east and runs east to 5th Street. At 5th Street it goes south to the midblock between Oak and Main Street where it turns east and runs back to North County Road.

OTC\* is a special area within the district that can incorporate ground floor retail with residential above or be simply residential in character. As such, the area can follow both the OTC and OTR depending on the proposed development (i.e. whether it is retail, mixed use, or residential). This area is defined by the Ash Drive to the south, the rail right of way to the west, the midblock between Elm Street and Pecan Street to the north, and parallels 5th Street to the east excluding the first parcel abutting the western side of 5th Street. This area is characterized by predominantly small and dense shotgun style housing, supposedly originally built for railroad workers. This was historically, the lowest income housing in Frisco. Today, few of the original houses in this area remain having been replaced by predominately rental housing.



Original Town Center - Main Street



Existing commercial in the OTC



**3. ORIGINAL TOWN COMMERCIAL GOALS:**

1. Create a continuous streetwall with buildings fronting on both sides of the street with zero lot line development maintained along Main Street within the OTC.
2. Building facades should maintain minimum 25' height to provide a sense of enclosure to the street.
3. Anchors should be located at block ends, with inline shops in between at midblock locations.
4. Focus pedestrian traffic along the street in front of shops by locating entries on the street side of buildings.
5. Access from parking areas to retail or residential uses should occur via major street sidewalks; office uses may provide direct pedestrian access from parking areas where necessary.
6. Intersection locations should accommodate larger buildings with tower elements of 30'-40' in height.
7. Corners of buildings can be eroded at key intersections to open up visibility and allow collection areas for pedestrians; cafes and other uses that promote street life are encouraged at these corner locations.
8. Mezzanine and/or second level retail, residential, and/or office is encouraged.



Pedestrian-friendly commercial districts

#### 4. OVERALL COMMERCIAL BUILDING DESIGN CONCEPTS

##### 4.1 Concepts:

Frisco is a place and a community. Architectural character should evoke the image of a classic Texas town. Designs that refer to “period architecture” should be interpreted in a contemporary way. Building groupings should be composed of a series of individual elements that stand on their own, but when combined contribute to a coherent overall sense of place. The buildings and shopfronts are to build on the basic design themes of the Downtown while striving for design creativity and individual expressions.

##### 4.2 Street Level Uses:

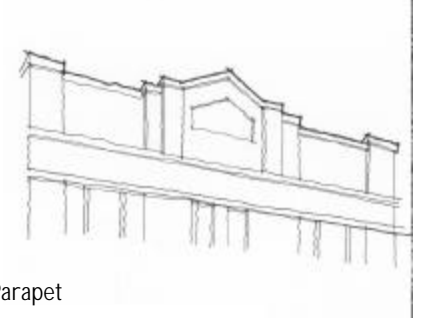
1. Design and leasing of ground floor areas should focus on uses that enhance and enliven the pedestrian experience along Main Street. Retail uses should occur as continuously as possible along the ground plane of Main Street.
2. Main entries to offices, housing, and other second level uses should front onto Main Street to promote street life.
3. Secondary entries oriented toward parking fields other than service entries are discouraged.
4. For non-residential uses at the ground floor, other than basement mechanical storage and parking levels, the finished floor elevation may not be lower than the finished sidewalk grade.

#### 5. CHARACTER AND MASSING

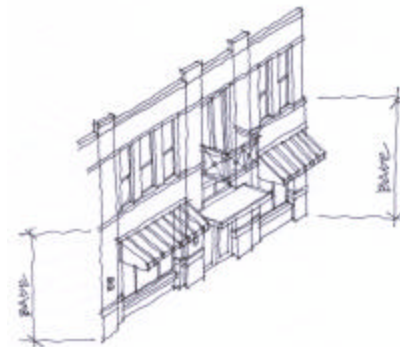
1. Simple yet varied massing promotes a “Main Street” character.
2. Breaking down the massing and scale of larger buildings creates a pedestrian scaled collection of smaller individualized elements that is in keeping with the overall concept.
3. Especially at corners, create a varied skyline with forms (i.e., towers, domes and rotundas).
4. Accentuate important locations, especially entries.
5. Architecture of “mass” that provides deep openings and shadow lines as well as details enhanced by the sun are encouraged.
6. Architecture should enhance the pedestrian experience by providing human-scaled details and amenities.



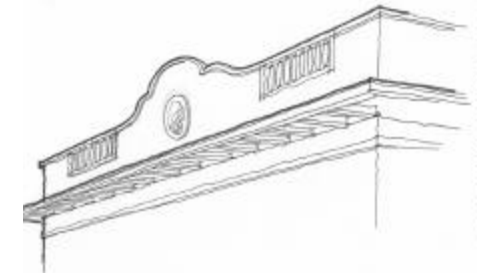
Single-story retail articulated in form and detail



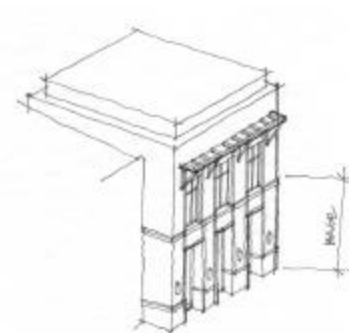
Parapet



Ground floor entry accentuated by awnings and overhangs



Parapet



Ground floor entry accentuated by architecture of “mass”



Roof lines express character and massing



## 6. EXTERIOR APPEARANCE OF BUILDINGS

### 6.1 Expression of the Base, Middle, Roof

Architectural massing that strongly defines a base, middle and cap is strongly encouraged. Roof forms should be expressed whenever possible along the pedestrian realm in a visually interesting fashion, avoiding flat, unarticulated expressions. The base and tops of buildings will vary in material and facades must include articulated ground floor levels, minimum 3 foot overhangs at eaves, articulated cornice line, and a stone base.

### 6.2 Modules

The massing of any facade should generally not exceed 50' maximum (horizontal dimension). Shopfronts should be broken down even further, with massing variations every 30' or less. Use variations to enhance the articulation of building volumes.

### 6.3 Corner Treatment

Buildings will reinforce a strong corner condition at street intersections. Angled corner clips (or other building conditions which do not form a protruding corner) are not allowable at street intersections, but may occur up to twice within the block (between street intersections). Buildings will be designed to accommodate City of Frisco required visibility triangles without compromising the corner design. The dominant primary cladding material will transition a minimum of twenty feet (20') around building corners.

### 6.4 Fenestration

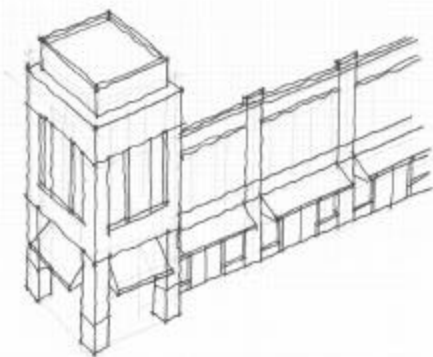
1. Punched-type windows are appropriate. They should be inset a minimum of 9 inches from the face of the building to create deep shadow lines and visual relief.
2. To control glare and reinforce the traditional image of bearing wall architecture, ribbon windows and curtain walls are discouraged.
3. Clear glass is required in all retail storefronts; smoked, reflective, or black glass is prohibited.
4. Use of reflective glazing shall be prohibited on the ground floor
5. Use of reflective glazing on the second level and above are subject to review by the city.



Expression of Base, Middle, and Top



Facade broken down into articulated modules



Strong corner condition

### 6.5 Awnings and Canopies

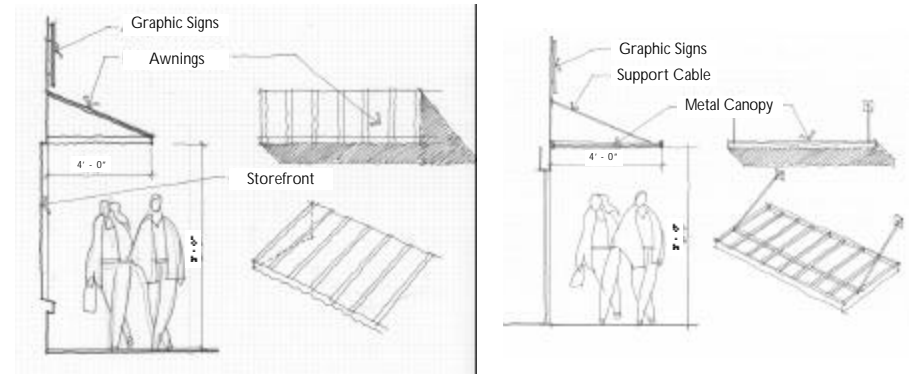
1. Structural awnings are encouraged at the ground level to enhance articulation of the building volumes.
2. The material of awnings and canopies should be architectural materials that compliment the building such as metal flashing and wood trim. Fabric (no vinyl) is allowed on upper levels.
3. Awnings shall not be internally illuminated.
4. Canopies shall not exceed the length of 70' without a break.
5. Awnings shall not extend more than 6' over the sidewalk, or over right-of-way, whichever is closer so they do not interfere with parked cars.
6. Canopies and awnings shall respect street trees and lighting.
7. All awning designs will be approved by the City

### 6.6 Colors

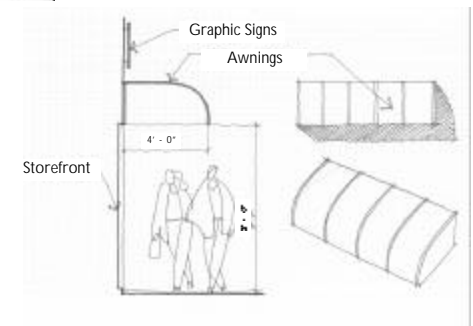
1. Color palette should take cues from the surrounding environment of Frisco, integrating the classic base colors of Texas materials including but not limited to warm earth tones such as tan, ochre, beige, and terra cotta.
2. Roses, pinks, plums and violets should generally be avoided.
3. Vibrant accents may be used in limited quantities at appropriate locations. Accents are to be of high quality materials and are used to promote a vibrant street life in a manner compatible with the "civic" nature of the street.

### 6.7 Materials

1. Primary building material shall be clay fired brick.
2. High quality materials such as terra cotta, natural stones, clay fired units, or other approved masonry materials are encouraged for architectural details and accents whenever appropriate. A stronger use of details and materials is suggested at entries and the ground floor along Main Street.
3. A high quality durable base material, such as terra cotta, natural stone, cast stone, clay fired tile, or other approved masonry materials is suggested for building facades abutting the sidewalk along Main Street. The base should be a minimum of 18" in height and appropriately proportioned and detailed for the facade of the building.
4. Roof tiles should be of high quality. Different shapes and finishes of tiles that promote variety and individuality to buildings within an overall compatible palette of materials are encouraged.



Appropriate Awnings and Canopies



Color palette integrates classic base colors of Texas materials



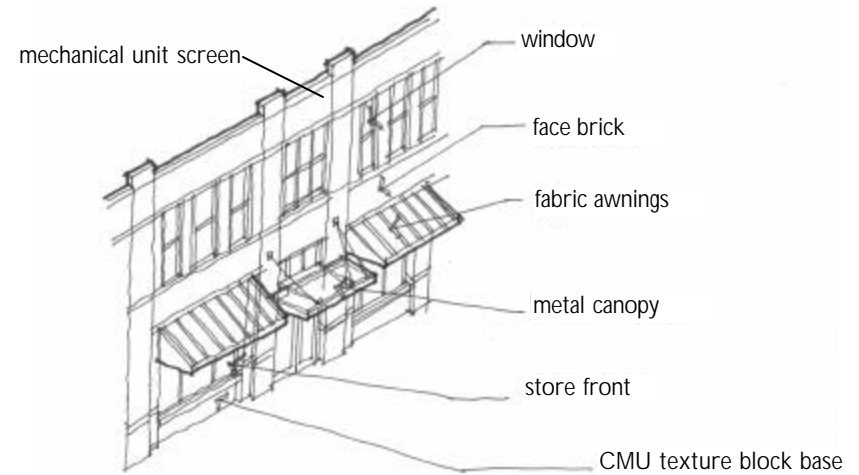
### 6.8 Details

1. Large expanses of flat exterior cement plaster walls along Main Street are not desirable. Where large amounts of mass are required, the mass should be broken down by changes in plane, reveals or decorative details.. The following accent features add detail and are encouraged:

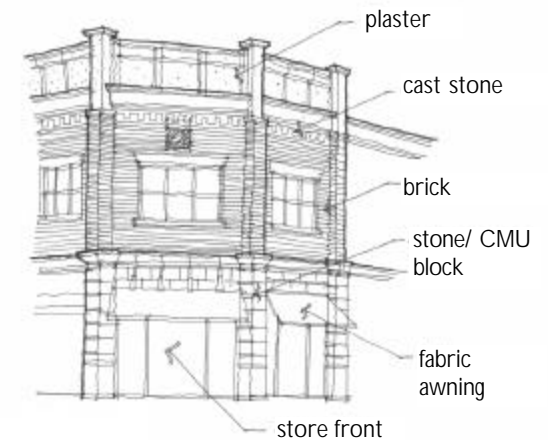
overhangs	cornices	string courses
peaked roof forms	arches	window sills
outdoor patios	lintels	pilasters
rustication		
canopies, awnings or porticos		
architectural details (i.e. tile work and moldings)		
integrated planters or wing walls with landscape and sitting areas		

### 6.9 Screening of Mechanical Units and Service Areas

1. All mechanical units and service areas should be screened from public view. This may include: air conditioners, transformers, trash collection equipment, off-street loading areas, etc.
2. When roof decks with mechanical units are visible from adjacent developments, they should be as unobtrusive as possible and painted to match finish roof material.
3. Trash collection areas, loading and service areas must be incorporated into the building envelope or by a masonry wall at least 6' high, or one foot (1') higher than the container it screens (whichever is higher). (See City Requirements)
4. Landscaping of screen walls is preferred. These walls will have a base planting of evergreen material that is a minimum of 3' high at the time of installation.
5. All screening will be complementary to the building served in material and landscaping approach through the use of a similar material palette.



Building mass broken down by architectural details



## 7. PARKING

### 7.1 Surface Parking

1. All surface parking lots shall be paved per city standards (see Appendix C).
2. Parking lots will not front Main Street.
3. Parking will be integrated in the OTC behind buildings where possible through the use of similar landscaping and building materials.
4. Consistent repetitive placement of streetscape elements, i.e. trees, will be placed every 10 parking spaces on surface parking lots.
5. Parking areas will be separated from buildings by a raised walkway and landscaped area to bridge the gap between buildings. Situations where parking spaces directly abut structures are discouraged unless no alternative exists.
6. Off street parking aisles will be oriented perpendicular to buildings so that pedestrians walk parallel to moving cars and/or provide separate distinct pedestrian walkways.
7. The alignment of travel lanes within parking lots in long straight configurations that facilitate speeding is discouraged. Use of traffic calming elements is encouraged.
8. Shared parking is allowable as approved by the City to reduce the total number of parking spaces within the development and to capitalize on off-peak parking synergies.
9. If a parking lot fronts Main Street, a soft screen shall be utilized to screen the area from the street, as well as, bridge the disconnect between buildings. If a wall is built, it must be compatible with the adjacent architecture.

### 7.2 On-Street Parking

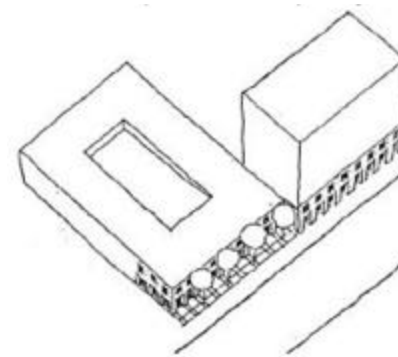
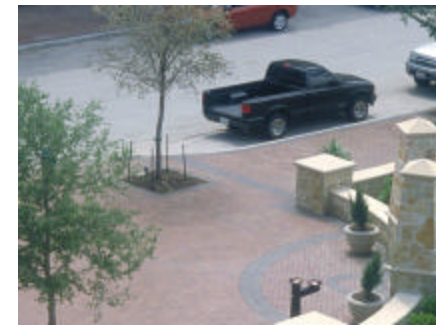
1. The street curbs will neck down at intersections where on-street parking occurs.

### 7.3 Parking Structures

The incorporation of parking structures in a development is encouraged in order to minimize site coverage, however, the location of structures shall not negatively impact the development, adjacent properties, or the visual corridors of the street.

1. The appearance of parking structures, whether freestanding or attached, should relate architecturally to the building they serve, and contribute positively to the character of the development.
2. Convenient, weather-protected pedestrian connections between parking structures and main buildings, and at pick-up points shall be provided.
3. The general architectural criteria shall apply to all parking structures from the street view; specifically with regard to mass, scale, and materials.

Parking and Screening of Lots / Structures



Integrated Parking Structure



## 8. SIGNAGE AND ENVIRONMENTAL GRAPHICS

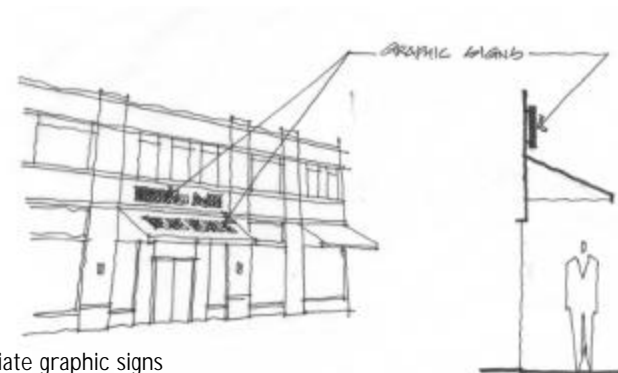
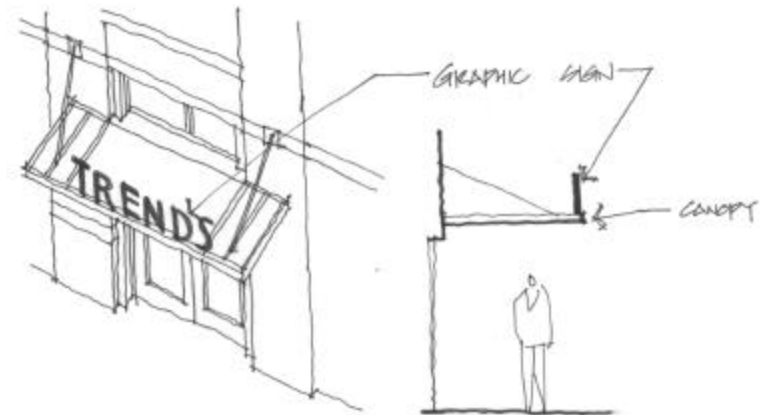
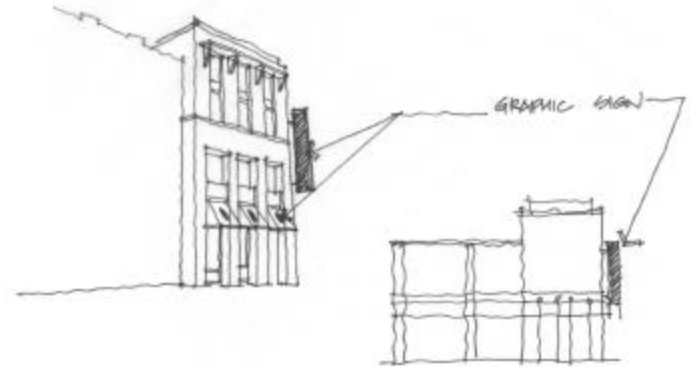
The purpose of the signage criteria is to ensure that tenants, residents, and visitors can quickly and easily make their way through the OTC and related development. As this area is unique and diverse, signage should be designed appropriately to contribute to the overall identity and wayfinding system.

### 8.1 Style of Signs

1. Signage and environmental graphics should be conceived as an integral part of the buildings architectural design, not applied as an afterthought.
2. Colors, materials, sizes, shapes and lighting of signs should be compatible with the architecture of the building, the business it identifies, and the character of the surrounding area.
3. Lettering should be simple, legible, and well proportioned for clear communication.
4. Sign shapes should be simple and straightforward to communicate well. Signs as symbols are encouraged because they are easily read and add to the vitality of a storefront.
5. The light levels of a sign should not block views of other signs on the street or the facades of nearby buildings.
6. Sign materials should be durable and easy to maintain. - see signage ordinance
7. All submitted building elevations should show proposed signage and environmental graphics.

### 8.2 Sign Placement

1. Signs on commercial buildings should fit within existing features of the building's facade.
2. Sign location should not detract from or hide significant architectural details of the building.
3. The number of signs should be limited to avoid clutter.
4. Wall and window signs should be placed only near or within the first story window area of a building.
5. Any signs identifying a particular district should be located near intersection entry points.



Appropriate graphic signs

## 9. STREETSCAPE

The OTC streetscape is urban in character with a density of pedestrian traffic. Therefore, plantings of shade trees, ornamental trees, shrubs, evergreen groundcovers, vines, and seasonal color set in paved surfaces are appropriate for front yard development. Plantings will promote entrance demarcation and pedestrian interest. Flexibility from the developer will be allowed as long as the intent of these guidelines is respected.

### 9.1 Gateways and Entries

Gateway markers may be used to define a commercial district. They are recommended only where a coordinated district plan includes markers as an important element to be unified with the overall district design.

The site and surrounding elements of markers are important. Lighting, planting and signs related to the markers should be carefully designed to reinforce the gateway. The design of the markers should be coordinated with the materials and details of other elements in the district and should embody the characteristics that identify the area.

1. Scale and proportion are critical to the design of the gateway. The scale of the markers should relate to street width and the size of buildings nearby and must be effective at the pedestrian and vehicular scale, meaning they must be attractive and interesting from the street and the sidewalk.
2. Entry markers must not interfere with driver sight-lines at corners.
3. Some districts may have a primary gateway and secondary points of entry. A hierarchy of gateways should be developed if secondary entries are to receive markers.

### 9.2 Pavement

#### 9.2.1 Sidewalks

Sidewalks give pedestrians access along streets. Sidewalks in the OTC should be detached from the curb. This provides room for street trees close to the curb.

Concrete is the preferred material, although interlocking concrete unit paving, flagstone and brick paving may be acceptable upon review by building official and city engineer. Special paving in tree lawns is recommended where pedestrian use is heavy and tree lawns cannot support turf or ground covers.

Paving is the best way to unify the street. Over-designed patterns may become chaotic or dated. Pattern and color should be subdued and avoid sharp contrasts with surrounding paving. Patterns should relate to the size and shape



Gateway within a commercial district



Entry monuments



Entry marker / plaque



Paving Material



Paving Material



of the space and should create a sense of order in the placement of other street furnishings and plant materials.

1. Maintain a clear unobstructed pedestrian path. 10 feet width is desired, but as little as 5 feet may be allowed in constrained locations.
2. Detached sidewalks should include tree gates surrounded by a hard surface of pavers or concrete.

### 9.2.2 Curb Ramp and Curb Cuts

The construction and reconstruction of all sidewalks in the OTC should include curb ramps at all intersection corners to enable the safe and convenient movement of all pedestrians. Curb ramps should align with curb ramp locations across the street. Ramps located at the 45 degree point of the curve are the least desirable because of the potential danger to pedestrians and bicyclists.

Curb ramps are required anywhere the sidewalk crosses a curb. Trough-type ramps are recommended.

### 9.2.3 Crosswalk Pavements

Crosswalks are generally painted at signalized intersections in most areas of the city. In commercial areas the crosswalk materials and pattern can be an important unifying feature of the district.

Within the OTC it is important to treat each street intersection the same in terms of size of curb radius, location and type of curb ramps, signage location and paving within crosswalks. Crosswalk pavement shall contrast with the adjacent street pavement through color or texture. Drivers need to know where to stop or look for pedestrians and pedestrians need to know where they can rely on crossing the street safely.

Even if the crosswalk is distinguished in terms of color and texture, it is still necessary to install “stop bars” using painted or thermoplastic street marking material.

### 9.2.4 Splash Strips

Splash strips are typically a 12 to 18 inch wide paving along the back of the curb. They protect the median or tree lawn landscaping from sand used on the roadway. They are most appropriate where streets have no parking lane and heavy auto traffic occurs adjacent to the curb. They should be installed in continuous sections for a uniform appearance and performance.



Curb Cuts and Ramps



Crosswalks



### 9.3 Paving Standards

#### 9.3.1 Sidewalk Paving

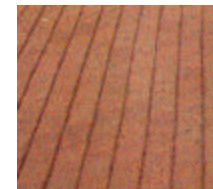
1. Concrete including plain grey, integral colored concrete and special finishes is acceptable (excluding stamped concrete, seeded concrete or epoxy concrete). Concrete should be a minimum of 4 inches thick, meeting industry standards for concrete mix, finishing, curing and sealing.
2. Care should be taken when using integral pigmented colored concrete. Select subdued and earthtone colors which will complement natural materials. Rich or bright colors will draw more attention than desired.
3. Use only paving bricks specifically designed for sidewalk use according to industry standards. Brick pavers must be set on a concrete slab with mortar joints and not on a sand base.
4. Interlocking concrete pavers, are a durable choice. Set on a sand base with tight sand joints according to manufacturers recommendations.
5. Flagstone pavers are recommended in historic areas where they originally existed. Installation may be on a sand base with sand joints or on a concrete base with mortar joints.
6. Precast concrete pavers may be installed using finish and color guidelines as discussed under concrete pavement above. These pavers must be installed a concrete slab with mortar joints.
7. Once installed, all pedestrian walks must be safe for pedestrians with no gaps or joints larger than 1/4 inch.

#### 9.3.2 Crosswalk Paving

1. Painted lines on the street are the most inexpensive solution and are the most visible marking.
2. Concrete paving can be used as a contrasting material in asphalt streets but it must be augmented be painted or thermoplastic stop bars. Stamped concrete is prohibited for crosswalk.
3. Unit pavers and brick pavers can be used with cautions. They are expensive, the contrast between pavers and asphalt may not be sufficient and painted stop bars are a necessary minimum.

#### 9.3.3 Paving Not Allowed

1. Stamped concrete is not permitted on sidewalks or elsewhere in public right-of-way because of appearance, difficulty of snow removal, poor durability and future repair difficulties. Patterned paving in tree lawns is not recommended because it visually calls attention to an area that should not be a focus.
2. Seeded concrete and epoxy concrete are not acceptable because of appearance, poor durability and future maintenance problems.



Allowable Paving



3. Any glazed product or smooth, slippery surface product should not be used in pedestrian traffic areas for pedestrian safety.
4. Any thin set material should not be used because of future maintenance problems.
5. Any clay brick product other than paving brick should not be used because it may be difficult to maintain and the product's resistance to freeze-thaw damage may not be adequate.
6. Any material that is so textured or patterned that it may cause a tripping hazard, should not be used.

#### 9.4 Street Furnishings

Street furnishings such as seating, newspaper racks, bicycle racks, bollards, and trash receptacles are important functional elements and amenities, especially in the commercial streetscape. They should be attractive and unified within any given district.

Maintenance, safety and comfort are primary considerations in the design and placement of street furnishings. All furnishings placed in the right-of-way should be of high quality, designed for outdoor use and require minimum maintenance.

In general, street furnishings should be located at least 2 1/2 feet from the curb face where on-street parking occurs, and 3 1/2 feet where travel lanes adjoin the curb.

##### 9.4.1 Seating

Seating may be provided when space allows for a clear pedestrian walking zone and separate seating areas. Seating expands opportunities for people to use the street, especially in commercial streetscapes. Seating may be provided by benches, planter walls, edges, steps, or moveable chairs.

1. Seating surfaces should be 16 to 18 inches high and should have a minimum depth of 16 inches for seats without backs, 14 inches for seats with backs.
2. Walls, ledges and steps that are available for seating should be between 12 and 20 inches high and 16 inches wide wherever possible. Walls used for seating on both sides should be a minimum of 30 inches wide.
3. Seating should be durable and comfortable. Avoid sharp edges and poorly designed or fabricated furniture. Metal is the preferred material.
4. Seating design should complement the style of the surrounding architecture and other furnishings.
5. Except for moveable chairs, seating should be secured permanently to paved surfaces for safety and to avoid vandalism.



Allowable Crosswalk Paving

#### Appropriate Seating similar to:



manufacturer: Victor Stanley  
product: Goblet Series  
model: FR-7 with Center Leg  
size: 4', 6', 8'  
color/finish: mahogany and powder-coated metal



manufacturer: Canterbury International  
product: Expo Bench  
size: 4', 6', 8'  
color/finish: wood, metal

6. Seating should not interfere with plant materials or pedestrian circulation and should be placed for psychological comfort.
7. Comfortable seating should provide a sense of having protection from behind and something interesting to look at such as shopfronts or other pedestrians.
8. Seating adjacent to where bicycling is permitted on sidewalks or other bike paths must have a minimum 3 foot clearance from the bicycle path. These areas should not be provided on the street where possible.

#### 9.4.2. Tree Grates

Tree grates are an attractive way to protect trees planted in paved areas. Other options such as modular blocks, brick pavers, flagstone (in historic areas) and ground covers may be used.

Tree grates are the recommended method for tree planting in paved areas.

1. Open tree grates should be at least 5 feet by 5 feet with openings no more than 1/4 inch in width. The size and shape of tree grates should relate to the paving pattern. They should be designed to allow for tree trunk growth, constructed of ductile iron, and unpainted or painted a dark color with a durable, factory applied finish.
2. Irrigation systems within grates are preferred but dry wells may be allowed with written maintenance agreements from the owners. The irrigation system should be on a zone separate from all other landscape zones.
3. If string lights are anticipated in the trees, electrical outlets should be provided in the tree grate area. If uplighting is desired, select a tree grate manufactured to support the light. (See Lighting Standards, Article IV 6-1)
4. Tree wells must drain into storm sewer in order to avoid damage because of existing non-porous clay soil.

#### 9.4.3 Bicycle Racks

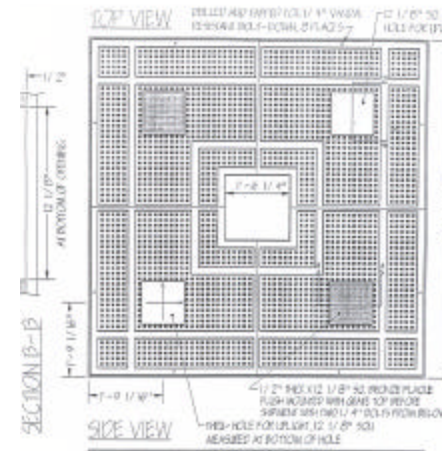
Bicycle racks should be provided within commercial streetscapes to encourage bicycle use.

1. Avoid placing bicycle racks in areas where they may endanger the safety of pedestrians or cyclists.
2. Select racks that are permanently mounted structures, designed in a simple style, and easy to use. The rack must allow both the frame and at least one wheel to be locked. Racks that allow for the locking of only one wheel are not acceptable.



manufacturer: Landscape Forms  
product: Plainwell  
size: 72" or 96" length  
color/finish: wood, metal

#### Appropriate Tree Grates similar to:



manufacturer: Urban Accessories  
product: Tree Grates  
model: BOSTON 8'  
size: 8' x 8'  
color/finish: cast iron



manufacturer: Ironsmith  
product: Sunrise  
size: 5' x 5'  
color/finish: cast iron



- Place bicycle racks where they are near entrances of gathering places. Avoid placement that creates a tripping hazard. If possible, place the racks where the parked bicycles will be visible from inside the adjacent building. Ideally, bicycle parking should be more convenient than automobile parking.

#### 9.4.4 Bollards

Bollards are generally used to create a low barrier that separates auto and pedestrian traffic, highlight and protect a special feature, emphasize the historical character of the area or direct circulation patterns.

Select a bollard design that is architecturally and aesthetically appropriate to the area and other streetscape elements. Bollards can be used to provide low-level lighting to pedestrian paths.

- Bollards should be between 28 and 42 inches high
- Bollards should be set 2 1/2 feet minimum clearance from curb face.
- Clearance between bollards or between bollard and any other structure or pole must be at least 36 inches. Clearance must be at least 60 inches where there is clearly one primary path.
- Bollards may be chained or cabled together if provided with attachments as an integral part of the design.
- Standard pipe filled with concrete is not acceptable in pedestrian locations.
- Utilize removable bollards where service vehicles need periodic access.

#### 9.4.5 Clocks

Clocks are intended to display time for pedestrian and vehicular use, in addition to serving as a punctuation point for the area. Clocks should relate architecturally to surrounding buildings and furnishings.

#### 9.4.6 Kiosks

Kiosks are intended to serve as informational points, to direct pedestrian traffic and to organize outdoor spaces. They should be used sparingly and only when needed to impart community information.

Kiosks should be carefully positioned in conjunction with other elements of street furniture such as benches, lighting, and landscaping. They should be focal points in open areas, and may be combined with other elements like business directories, telephones, mailboxes and newspaper racks. The design should be compatible with and complementary to the surrounding architecture and other furnishings.

#### Appropriate Bike Racks similar to:



manufacturer: Dero  
product: Hoop Rack  
size: 20" wide x 34" high  
color/finish: steel



manufacturer: Canterbury International  
product: Bicycle / Moped Rack  
size: 25 1/2" high  
color/finish: steel, powder coated black



manufacturer: Canterbury International  
product: Rook Bollard  
size: 6" diameter and 36" high  
or 9" diameter and 48" high  
color/finish: cast aluminum, black



manufacturer: Neri  
product: 2989.000 permanent installation  
color/finish: cast aluminum



Verona Clock



Verona Clock  
& Escalier IIII

manufacturer: Canterbury International  
product: Verona Clock Model III, IIII  
size: III: 9' -6" high with 20" diameter twin dials  
IIII: 10'-2 1/2" high with 20" diameter twin dials  
color/finish: cast iron post, quartz movement

1. Kiosks should facilitate the posting of notices and their removal and cleaning.
2. Kiosks should be easily accessible from all sides and adequately illuminated.
3. Kiosks should be designed so they are easy to maintain.

#### 9.4.7 Trash Receptacles

Trash Receptacles should be easily accessible for pedestrians and trash collection. Their design should relate to other site furnishings as well as building architecture. They must be carefully placed to be unobtrusive yet effective. On paths where bicycling is permitted, maintain a 3 foot setback from the edge of bike path.

Trash receptacles should be designed to fit anticipated use and frequency of maintenance. They should be firmly attached to paving to avoid vandalism. Covered tops and sealed bottoms should be included to keep the contents dry and out of sight at all times.

Trash receptacles should be designed in two pieces. The inner container should ensure easy trash pickup and removal and an outer shell should blend aesthetically with the other streetscape elements. They should be conveniently placed near benches, bus tops and other activity nodes, and arranged with other streetscape elements into functional compositions. They should not be placed directly adjacent to benches.

#### 9.4.8 Fountains

A fountain provides moving water that masks noise, as well as cools and humidifies the air, increasing comfort and beauty in a space. Fountains can also be used to define space or provide an interesting focal point. They can be provided for on-site

1. The rim around the fountain or pool should be between 12 and 20 inches in height and 16 inches in width if used for seating.
2. Fountain design should respond to wind direction, building location, pedestrian circulation, potential ice build-up in winter and the appearance of the fountain and its basin when not operating.
3. Fountains should include a recirculating pump for conservation purposes.
4. Maintenance is crucial to the success of all fountains. The owner should be committed to maintenance prior to beginning design.



Kiosks



Kiosks



manufacturer: Forms and Surfaces / Site Forms

product: Urban Renaissance Receptacle

model: LURB36 top entry

fire-retardant liner

weep hole and padlock eyelet

size: 36 gallon

color/finish: black semi-gloss



manufacturer: Canterbury International

product: Bowery

size: 22-1/2" diameter

39-1/2" high

40 gallons

color/finish: stainless steel or powder coated black



#### 9.4.9 Newspaper Racks

Appropriately designed newspaper racks should serve the public without compromising pedestrian circulation and the appearance of the street.

1. Cluster newspaper racks together wherever possible. Screening should also be considered to minimize views of the racks from the street. Arrange racks with other elements to create an organized streetscape.
2. Racks should be painted a neutral background color so that they do not stand out.
3. Racks should be placed at least 2 1/2 feet from the curb face making sure that there is adequate width on the sidewalk between racks and adjacent buildings. If possible, place racks against the building wall and leave the rest of the sidewalk clear for pedestrians.
4. Racks should be placed as close as possible to pedestrian activity nodes. They shall not be located where they will obstruct the view of drivers at intersections or block views of business displays or signs.

#### 9.4.10 Mailboxes

Mailboxes are placed by the U.S. Postal Service. Their location should be coordinated with the Postal Service during design to minimize clutter.

#### 9.4.11 Miscellaneous Street Uses

Uses such as street vendors, shoe shine stands, etc. are encouraged in order to activate and enliven the street.

#### 9.4.12 Utility boxes, Meters and Manholes

Coordinate the location of all proposed utility boxes and meters, including irrigation controls, with the proposed locations of site furnishings, trees, signs and lighting. Boxes and meters should be located 2 1/2 feet from the curb face and should not interfere with pedestrian movement.

There are several kinds of utility cabinets that may need to be accommodated, including cabinets for electric meters, water meters, water/irrigation controllers, backflow preventers, traffic signal switching equipment and transformers.

1. Utilities should not be located under walkways or where they might interfere with or preclude street trees.
2. Traffic signal switching gear cabinets are of a standard design. They must be located near the signals they control, with care not to block pedestrian access at the street corner.
3. Electric meters, water meters and irrigation controllers can be handled individually or consolidated into one cabinet. Transformer vaults and



Fountains as landmarks, sound, or interactive play



Mailboxes

switch cabinets are larger and should be located as inconspicuously as possible.

4. Any cabinet must be accessible, with room to swing the doors open and space to get the necessary equipment in position for service. Check with the appropriate utility for specific access requirements.
5. Before finalizing the design of any streetscape improvements, existing overhead and underground utilities should be located and sized with the assistance of the various city departments.
6. These elements should be painted a neutral background color or be integrated into the surrounding area so that they do not stand out.

### 9.5 Street Trees

Trees give many benefits to the city. They supply shade, buffer wind, sun, and help clean the air and reduce glare. Street trees are the most important tool for buffering people from cars. They create a pedestrian space, make the street more comfortable and provide beauty year-round. Without street trees, pedestrians are exposed to the sun and the car with little sense of comfort.

On commercial streets, trees are the most significant element that make streets attractive to shoppers. Without street trees, shoppers feel the heat, glare, dust and pollution of the roadway. With them, the harshness of a paved environment is alleviated and pedestrians can enjoy shade, beauty, and amenity that is essential to a pleasant shopping experience. A formal, repetitive use of trees is recommended to unify districts and create a continuous pedestrian scale suited to storefronts.

Design for street trees should respond to the uses on the street. In most areas, the same species should be planted on a block. Different species with similar characteristics, such as form and color may be alternated in a regular pattern to avoid over-use of one species. The loss of numerous trees in any city due to diseases such as Dutch Elm reflects the danger of extensive planting of a single species.

#### 9.5.1 General Tree Guidelines

Many factors affect design in commercial streets, including the volume of pedestrians, the size and orientation of sidewalks, the distance from trees to buildings, the visibility of facade and signs, and the speed and volume of vehicles.

1. Trees should have the same characteristics on both sides of the street. If mixing species, alternate them in a regular pattern.
2. Plant only one species where an area is to be unified. Avoid random changes in species.
3. Select trees that will fit when they are mature. Narrow areas suggest a narrow tree and open areas suggest a wide one.



Street trees alternate with pole location



Street Trees and Planting Locations



4. Where tree lawns do not exist, tree grates or pavers are recommended to protect tree roots and pedestrians. Ground covers may be considered in low traffic volume areas.
5. Use tree grates where pedestrian traffic is high.
6. Min. 5" Caliper @ installation to provide maturity and canopy definition at outset.
7. Trees encouraged where possible on Main Street. In particular at intersections as a transition to adjacent neighborhoods. Side streets shall be planted with trees 25' on center.
8. Trees shall be planted within parking tree islands on Main Street.

### 9.5.2 Tree Location

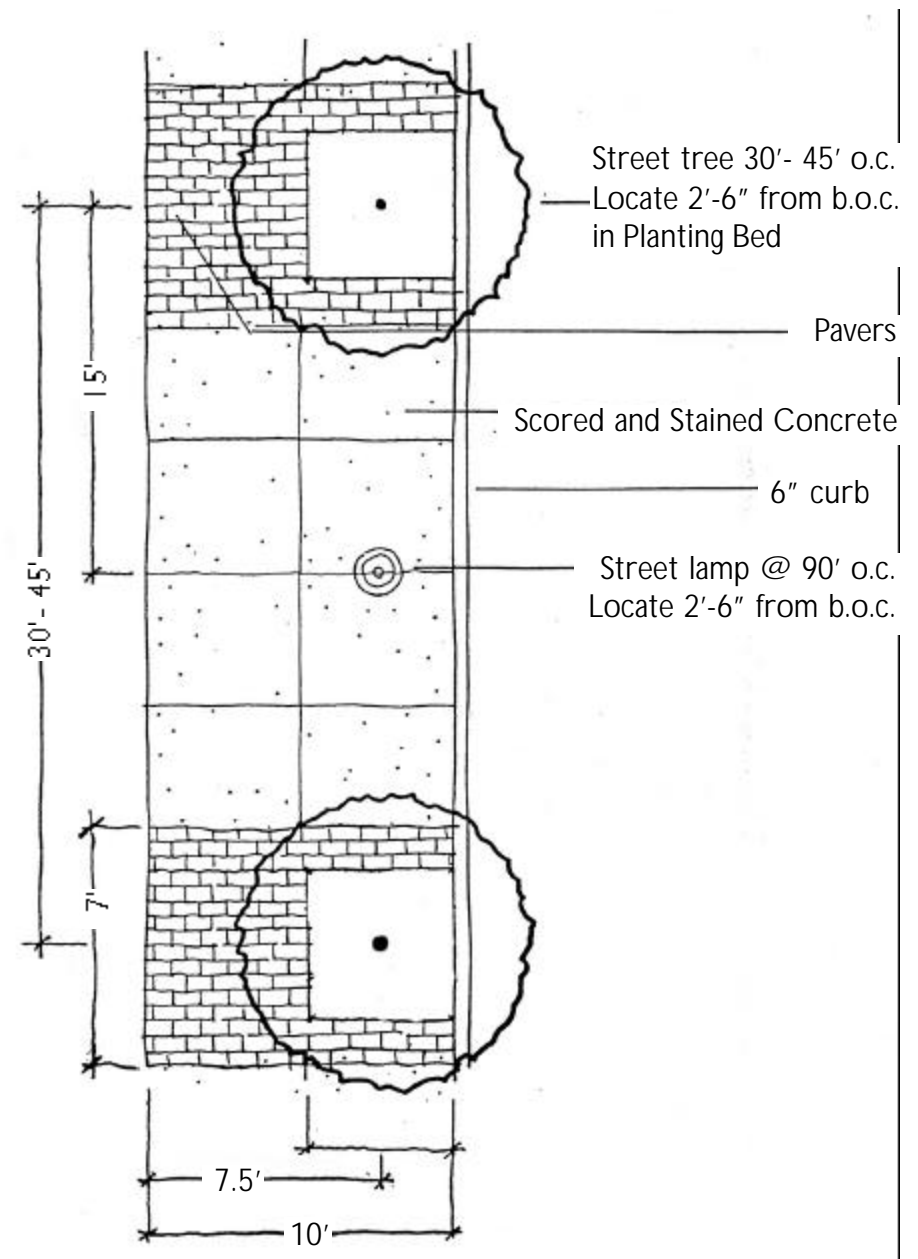
Consider mature tree size before planting so that trees have room to grow. Where signs, lights, overhead or underground utilities, utility poles and fire hydrants would limit mature tree size, adjustments in species or location should be considered to minimize excessive pruning.

1. Plant trees with regular spacing on side streets to create a continuous street edge. Adjust spacing for driveways and lights.
2. Trees must not interfere with visibility.
3. At alleys trees should not be located closer than 10 feet from the projected alley property line.
4. Trees should be located in the center of the tree lawn, 2'-6" from b.o.c.
5. Create a clear walking zone between trees and buildings. For the OTC, 10 feet is minimum. Distances as low as 5 feet may be possible where space is very limited, however few tree species will be appropriate in such a small area. Trees must be placed far enough away from buildings to allow them to grow without excessive pruning.

### 9.5.3 Tree Size

Trees should be large enough when planted to add substantial shade and to reach a height appropriate to surrounding buildings.

1. Street trees in grates should be 3 inch caliper, minimum, with high branching where pedestrians will be passing beneath the tree canopy. This size is recommended so that adequate branching height is achievable without severe pruning.
2. Trees in tree lawns should be 3 inch caliper, minimum. Note that under the favorable conditions of a tree lawn, this smaller size tree may soon catch up to the growth rate of a larger tree planted in a grate.
3. The branching height of mature trees should be no less than 13 feet 6 inches above the street.

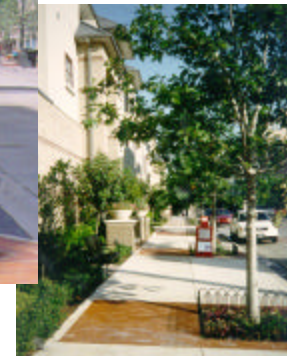


4. The branching height of mature trees should be no less than 8 feet above the sidewalk.
5. Small varieties of thornless and fruitless trees may be used only in median areas or traffic islands where lower branching habit will not interfere with pedestrians, vehicles, or driver visibility.
6. Trees within the special use and small street tree should only be used where power lines overhead would not allow a large street tree to reach maturity without severe pruning.

#### 9.5.4 Tree Selection

All trees should fit the microclimate, soils, sun, moisture, budget and maintenance environment in which they are planted. This is a major concern in areas with high levels of pollution or automobile and pedestrian damage. Trees should be able to endure pollution, compacted soils, minimal water and low maintenance.

1. Trees near walks should be thornless and fruitless to minimize maintenance and to reduce pedestrian hazards. They must be strong wooded, resistant to most diseases and insects, single trunked, with upright growth and a medium to long life expectancy. Branches should resist breaking.
2. Trees and irrigation techniques that require minimal water should be considered. Irrigation must be installed for street trees in all commercial streets. Irrigation must be designed to deliver the appropriate amount of water to each tree with minimum waste. Easily adjustable, automatic irrigation controls are recommended along with bubblers.
3. Along commercial streets, trees should be selected that will minimize the obstruction of views to retail signs. Employ trees with appropriate form and character. Utilize tree spacing which supports this concept.



Street Trees



**9.5.5 Recommended Street Trees** (See Landscape Requirements IV 2-1)

Frisco's climate and soils limit the variety of species which are recommended for street tree planting. These species best meet the selection and size guidelines for most conditions and are preferred for their dependability, low maintenance and drought resistance. Watering habits and soil conditions significantly affect the root structure.

The following is the approved plant material list for plant materials required in these guidelines. Other species may be utilized with approval from the City.

**Large Trees (Shade)****Common Name**

Caddo Maple  
Pecan  
Texas Persimmon  
Texas Ash  
Sweetgum  
Chinese Pistachio  
Texas Pistache  
Bur Oak  
Chinquapin Oak  
Shumard Oak  
Texas Red Oak  
Live Oak  
Pond Cypress  
Bald Cypress  
Winged Elm  
Cedar Elm  
Lacebark Elm

**Botanical Name**

*Acer barbatum* "Caddo"  
*Carya illinoensis*  
*Diospyros virginiana*  
*Fraxinus texensis*  
*Liquidambar styraciflua*  
*Pistacia chinensis*  
*Pistacia texana*  
*Quercus macrocarpa*  
*Quercus muhlenbergii*  
*Quercus shumardi*  
*Quercus shumardi* "Texana"  
*Quercus virginiana*  
*Taxodium ascendens*  
*Taxodium distichum*  
*Ulmus alata*  
*Ulmus crassifolia*  
*Ulmus parvifolia*



Pecan



Bald Cypress



Texas Red Oak



Lacebark Elm



Texas Ash



Eastern Red Cedar

**Special Use and Small Street Trees**

These small trees should generally not be planted as street trees, however they may be used in medians and neighborhood entry marker plantings. The small street tree should only be used where overhead powerlines along the street edge would not allow a large street tree to reach maturity without severe pruning. The list below notes those trees that are not appropriate for use along the street edge while the others may be used both as special use and small street trees.

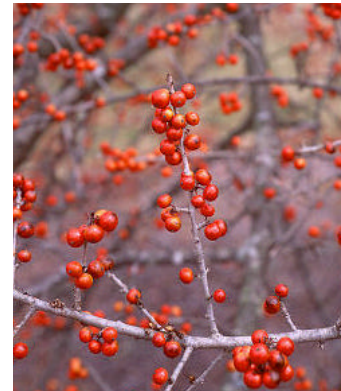
**Common Name**

River Birch  
 Redbud  
 Desert Willow  
 Possumhaw Holly  
 Eastern Palatka Holly  
 Foster Holly  
 Yaupon Holly  
 Eastern Red Cedar  
 Brodie Red Cedar  
 Golden Raintree  
 Crepe Myrtle  
 Flowering Crabapple  
 Wax Myrtle  
 Chinese Photinia  
 Afghan (Eldarica) Pine  
 Cherry Laurel  
 Mexican Plum  
 Callery Pear  
 Flowering Pear

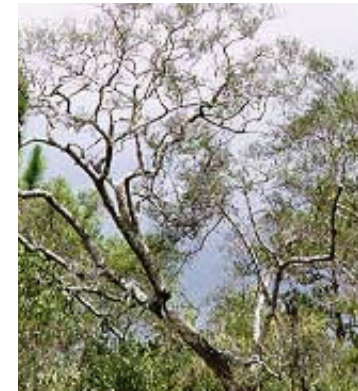
**Botanical Name**

*Betula nigra*  
*Cercis canadensis*  
*Chilopsis linearis*  
*Ilex decidua*  
*Ilex opaca*  
*Ilex opaca* #1-#5  
*Ilex vomitoria*  
*Juniperus virginiana*  
*Juniperus virginiana* "Brodie"  
*Koelerutaria paniculata*  
*Lagerstroemia indica*  
*Malis spp.*  
*Myrica cerifera*  
*Photinia serrulata*  
*Pinus eldarica*  
*Prunus caroliniana*  
*Prunus mexicana*  
*Prunus calleryana*  
*Prunus calleryana* "Bradford",  
 "Capital", "Aristocrat",  
 "Chanticleer",  
 "Cleveland Select"  
*Sophora affinis*  
*Vitex agnus-castus*

Texas Sophora  
 Chaste Tree



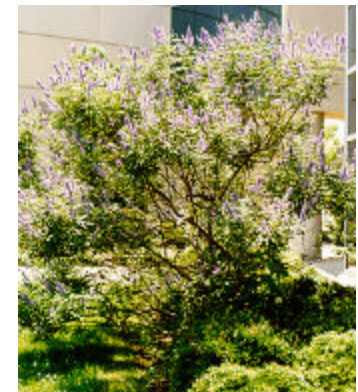
Possumhaw Holly



Yaupon Holly



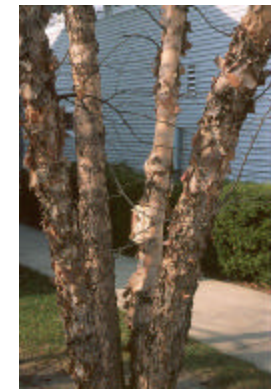
Desert Willow



Chaste Tree



Redbud



River Birch



### 9.6 Groundcovers, Shrubs, and Flowers

Plantings provide seasonal color, direct circulation and serve as a buffer between people and cars. Although they provide functional and aesthetic benefits, however maintenance is extremely important.

Plantings other than trees in the streetscape may include turf, ground covers or shrubs. This area helps soften the street environment along the street edge. Tree lawns should be planted with sod or low groundcovers (below 6 inches mature height) in commercial areas where pedestrian traffic does not warrant paving. Very narrow tree lawns or those in high traffic areas may be paved with brick, flagstone or concrete pavers and/or colored or scored concrete. However patterned (stamped) concrete is prohibited.

### 9.7 Planting Pots and Planters

Planting pots provide an added dimension and color to streetscape planting. Although planting pots are not required, they are encouraged to help direct pedestrian traffic, create focal points and provide pedestrian resting areas. Large pots are preferred instead of fixed planter boxes because of potential conflicts with vehicles and maintenance.

Planting pots should be planted with annual flowers or with ground covers. Pots should occupy a surface area of at least four square feet and should not block other elements such as streets, signs, meters, or street lights.

Planters that are to be used for seating should be between 12 and 20 inches in height with a rim of at least 8 inches in width, wider if seating is intended on the edge. Plant materials should not interfere with the seating. Provisions must be made for ensuring adequate watering and drainage. Staining of paving from planter drains should be considered in planter location.



Acceptable Plant Material



Pots and Planters

### 9.8 Fencing and Railings

Fencing within a commercial streetscape can be provided to enhance a neighborhood characteristic while in residential districts it helps to create a definition of the front yard. Railings may be necessary as a safety feature or as a functional support rail (leaning rail) for people to lean against. Railings and fences can help define the street space.

Fences and railings should have an ornamental character as well as utilitarian function. Where railings or fences in a particular neighborhood or district contribute to the overall image of the area, try to use the same or similar design details to reinforce that character.

1. Fences and railings must not interfere with pedestrian safety by blocking access from the street to the sidewalk.
2. In certain situations a railing is required to protect the public against potentially hazardous grade changes. Pedestrian safety railings at grade changes shall be a minimum of 42 inches high. They must have intermediate rails, balusters, ornamental or patterned infill.
3. Fences and railings should be between 32 inches and 48 inches tall except railings on bike ramps which must be 54 inches tall
4. Where desired, place leaning rails at or near bus stops, places where shoppers are picked up or dropped off, and places where people are likely to stop or wait without necessarily wanting to sit. Leaning rails should be between 27 and 42 inches in height.
5. A 2 to 3 inch high curb places 4 inches in front of a railing will prevent the footrest of wheelchairs or other wheeled vehicles from striking the railing's vertical supports.
6. Railings must be designed to support loads in both the horizontal and vertical directions of 50 pounds per linear foot. Fasten railings securely.

### 9.9 Walls and Screens

Walls and screens may be included in a streetscape to direct or screen view or to provide changes of grade. The height and material selected should relate to building architecture and the character of the district. Walls and screens can be important in creating continuous sidewalk edge the unifies the street space.



Fences and Rails



Walls and Screens



**9.10 Public Art**

Public art should capture and reinforce the unique character of a place. It can interpret the community by revealing its culture, history, or fantasy. Art that invites participation and interaction, and that adds local meaning is preferred.

Art should add beauty and interest. It may feature humor, water, seating, and opportunities for children to play. The setting for public art is significant to the experience of the art itself. The place's impact on the art may be as great as the art's impact on the place. The two together enrich the place and make it memorable.

1. When considering placement of freestanding pieces of art or sculpture, avoid locations where it would compete with a storefront or obstruct a pedestrian path, create a traffic hazard, or compete with another sculpture.
2. Murals or bas-relief may be used to enliven otherwise blank walls.
3. Construct public art using durable materials and finishes such as stone or metal.



Public Art

### 9.11 Lighting

Lighting can play an important role in the character, function and security of a streetscape. Scale, style, lighting effect, cost and maintenance affect fixture selection.

#### 9.11.1 Spacing and Location

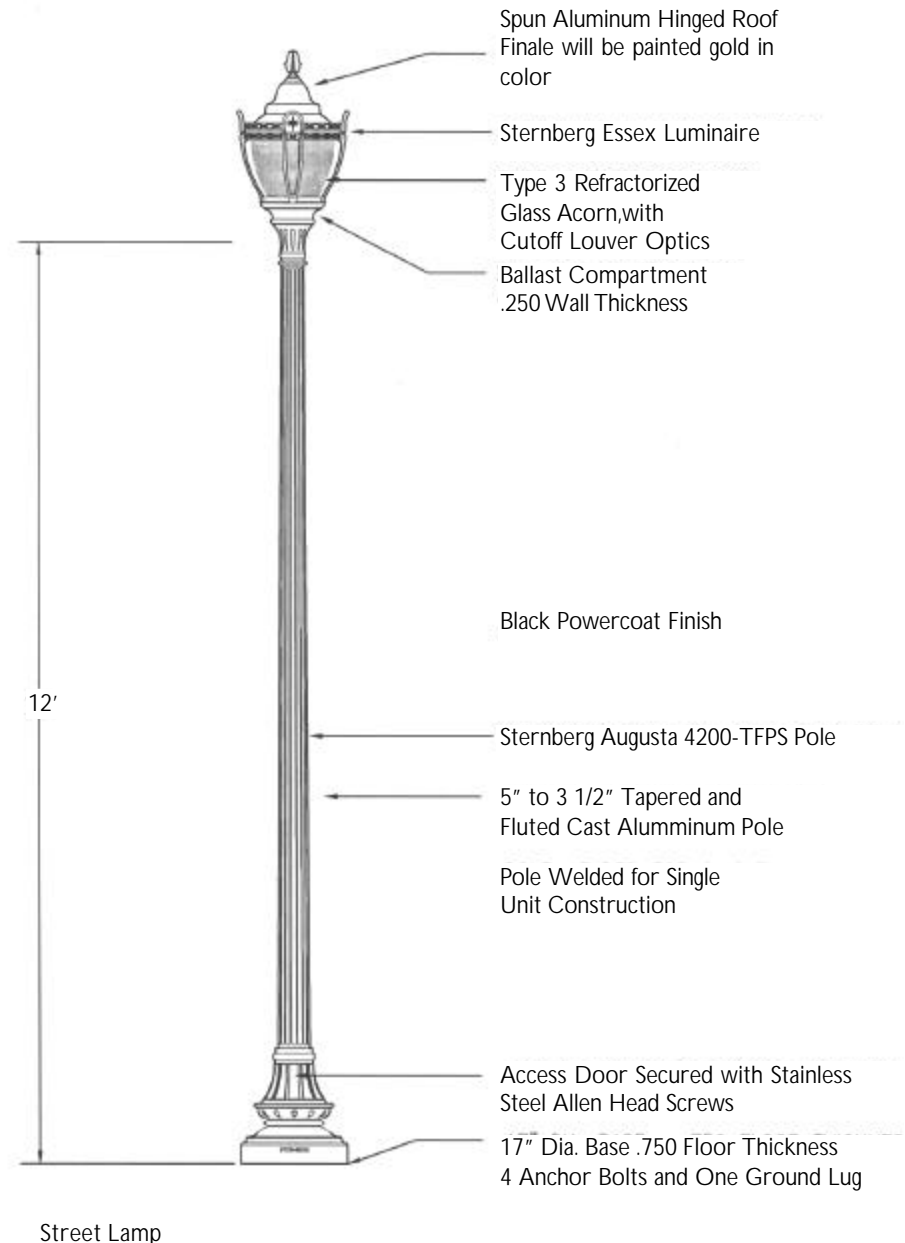
Locate lights as part of an overall system that organizes other street elements such as trees, benches, and paving.

1. Place lights at least 2 1/2 feet from the back of the curb to allow room for car bumpers and door swings. Align with street trees where possible.
2. Place lights at least 5 feet from the edge of the curb transition point nearest the driveway, curb cut or alley and at least 20 feet from the extended flow line of the nearest intersection.
3. Space lights at least 50 feet apart. 60-115 feet is preferable in most cases to provide a pleasing effect and to ensure room for street trees and other furnishings. Closer spacing can also cause uncomfortable glare.
4. Install luminaires a maximum of 14 feet and a minimum of 12 feet above sidewalks to avoid glare into upper windows. Avoid placing lights directly in front of residences to avoid disturbing inhabitants.
5. Lighting Plans must have a photometric plan.

#### 9.11.2 Style and Materials

Select lighting styles to integrate with the architectural or historical character of the area.

1. Acorn type luminaires are recommended for most commercial streets in order to maintain consistency throughout the city. Avoid selecting different types of lighting for small projects.
2. Poles should be well articulated with enough detail to create a range of scale for the pedestrian whether near or far away. Flutes, moldings or other traditional details are strongly preferred.
3. Alternative fixtures that reflect local architectural or historical character are subject to approval.
4. Single luminaires are highly preferred over multiples, which should be considered only for specific locations such as gateways or entry points of a district.
5. Luminaires are to be translucent or glare-free, utilizing obscure glass or acrylic lenses.
6. Multiple luminaires should not be more than 100 watts in each luminaire.





**9.11.3 Pedestrian Lighting**

Pedestrian-scaled light posts and luminaires play a vital role in developing the unique character of the OTC. Pedestrian lights illuminate the sidewalk and provide a feeling of security at night. Fixtures should relate to the image and history of the area.

**9.11.4 Street Lighting**

Street lighting plays an important role in the quality and safety of streets, especially at night. Lighting illumination levels are based on two criteria: the uses along the street (such as commercial or residential) and the volume of automobile traffic.

**9.11.5 Special Effect Lighting**

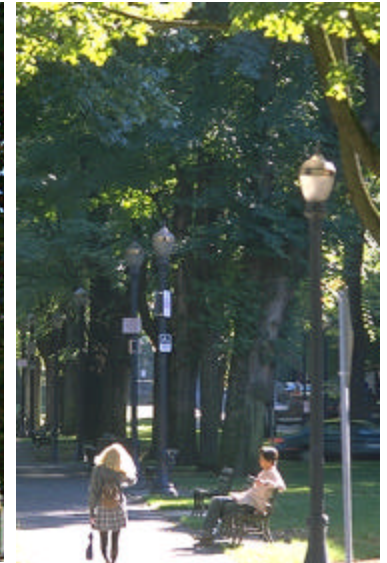
Special effect lighting may include string lighting in trees or uplighting in the tree grate or planting bed. If string lighting is desired, electrical outlets should be included adjacent to each street tree.

If uplighting is desired around trees, tree grates should be used with cut-outs for the light. Uplighting should be selected to blend with plantings, be waterproof and directional. Uplighting should use fixtures which shield the light source from passing motorists.

Special effect lighting must have pinpoint lighting in order to minimize nuisance.



Pedestrian Lighting



Uplighting

## IV. ORIGINAL TOWN COMMERCIAL TRANSITION ZONE STANDARD

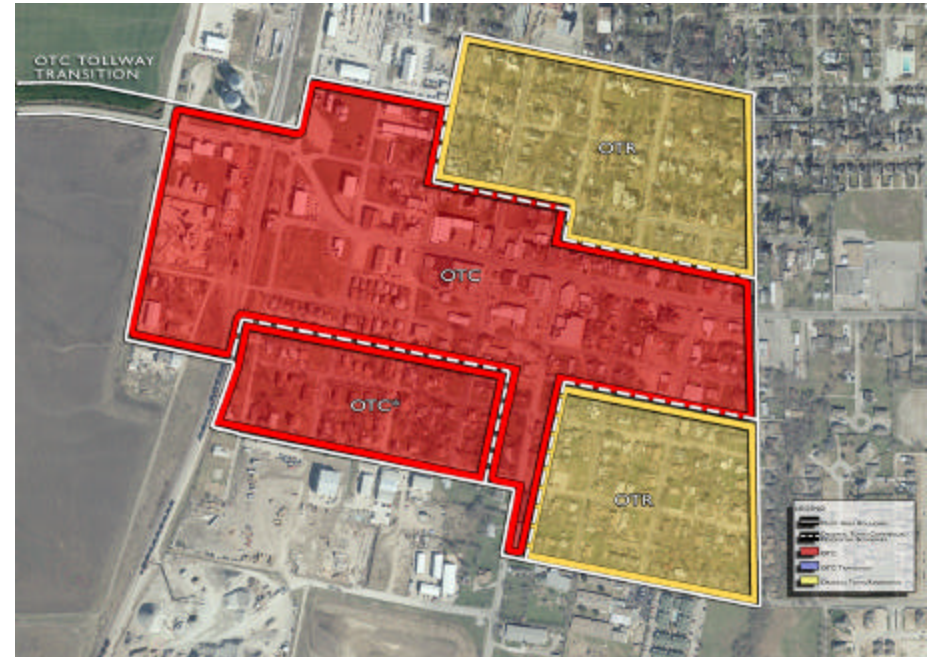
### 1. OVERVIEW

Recognizing that these areas are part of the OTC district, which was established to preserve areas of primarily commercial character within the downtown area, it is important that these areas also serve as a transition from the core of the OTC area to the surrounding Original Town Residential areas, the new Frisco Square development, and the surrounding transitional areas. Due to the historic nature of this area, these areas of the OTC district seeks to enhance and protect the commercial core of the downtown while providing the transition to surrounding areas. The OTC Transition zones will meet all the same elements established in the OTC Standards.

This Original Town Commercial Transition Zone Standards define the design intent and establishes the design standards that will direct development:

- |                            |    |
|----------------------------|----|
| 1. Overview                | 36 |
| 2. Tollway Transition Zone | 37 |

These Development Standards are intended to allow and encourage flexibility and innovation in developing projects within the Original Town Commercial Transition areas. They are to be a tool for the City in reviewing renovation and development plans, as well as, a tool for builders to understand the characteristics and intent of downtown development.



Original Town Commercial Transition Zones



Existing Transitional Zones



## 2. TOLLWAY TRANSITION ZONE

The location and placement of buildings on individual sites shall reflect consideration for roadway access, the preservation of major existing natural vegetation, visual impact, and the relationship to surrounding developments.

Development shall be sited as to maximize presence. The primary facade of all buildings shall face a public or private road or street.

The incorporation of slip roads and associated landscaping are required. Where slip roads are not physically possible, then a double row of large trees (minimum 3" caliper) are required 16' and 30' from back of curb.

All projects with parking fields must provide:

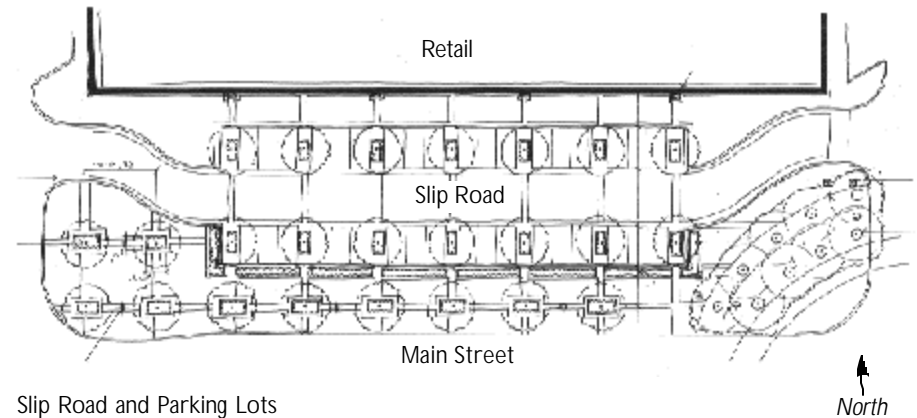
- Primary parking behind the buildings.
- Slip road parking areasMain Street.
- Driveways with medians at entries.
- Internal stacking areas (the drive lane between buildings from curb cut to parking behind buildings) will be a minimum of one hundred and fifty feet (150') at entries/exits. Stacking areas may only be intersected with slip roads.
- Drive lanes that define the streetscape experience from Main Street to building entry.

Building entries shall be emphasized by integrating potted plants, seating areas, and special paving that reinforce the articulation of the building entry.

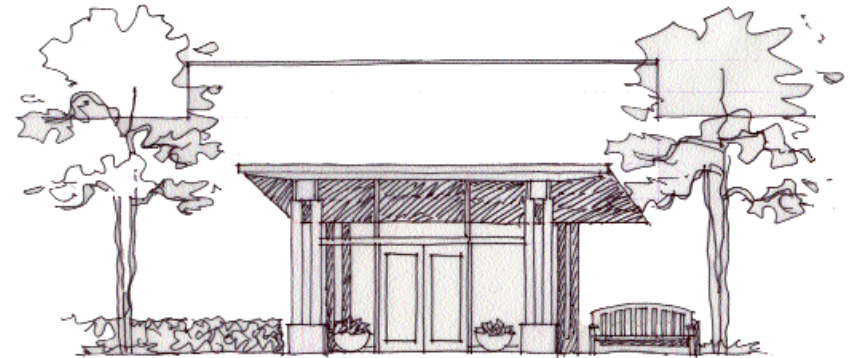
Special paving, for example, brick, exposed aggregate or special concrete finishes, shall be used to define building entries; special paving materials shall be selected for compatibility with building materials.

Pedestrian pathway connections shall be provided from building entries to parking areas and other pathways.

If outdoor dining areas are utilized then one thousand square feet (750S.F.) of outdoor dining areas per establishment is excluded from parking requirements.



Slip Road and Parking Lots



Articulation of Building Entry

## V. ORIGINAL TOWN RESIDENTIAL (OTR) STANDARDS

### 1. OVERVIEW

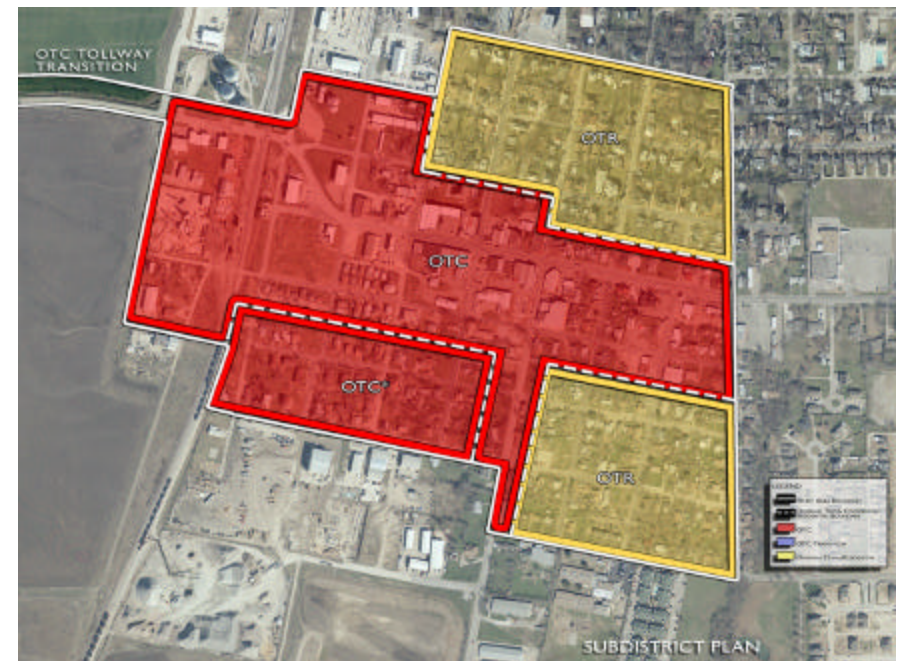
The standards reinforce goals and objectives established in the Original Town Residential (OTR) District zoning. Due to the historic nature and intent for these areas, the district seeks to enhance and protect the residential core of the downtown while providing infill opportunities and encouraging renovation of existing structures that reflect the historic character and identity of the downtown.

The information and guidelines for the Original Town Residential are intended to enhance residential development and renovation. The objective is to promote a high quality of life and to reflect the individual values of the residents and property owners of the community. In essence, these standards define the turn of the century architectural vernacular established through the visioning process and will guide the renovation of existing homes or construction of new homes within the Original Town Residential areas. As such, there are specific requirements which each builder (herein to be understood as builder of new homes or renovator of existing homes) should abide by to maintain the desired visual environment and quality within the original downtown area.

The Original Town Residential Standards are divided into eight sections, which define the intent of these guidelines and establishes the design standards that will direct development:

1. Original Town Residential Description
2. Original Town Residential Goals
3. OTR Zoning Summary
4. The Architectural Vernacular
5. Site Layout
6. Exterior Appearance of Buildings
7. Materials & Colors
8. Site Landscape Design

The Development Guidelines are intended to allow and encourage flexibility and innovation in developing projects within the Original Town Residential areas. They are to be a tool for the City in reviewing renovation and development plans, as well as, a tool for builders to understand the characteristics and intent of downtown development.





## 2. ORIGINAL TOWN RESIDENTIAL DESCRIPTION

The Original Town Residential District is designed specifically for the "Old Donation" section of the City. The OTR standards will provide for a suitable residential environment for family life on small parcels of land. Platted lots in the "Old Donation" are in twenty-five-foot widths with a preponderance of ownership's in multiples of this width. Therefore, standards are set forth in this District which accommodate the original platting, as well as the preferable standard for a minimum fifty-foot lot width, or two platted lots constituting a building site.

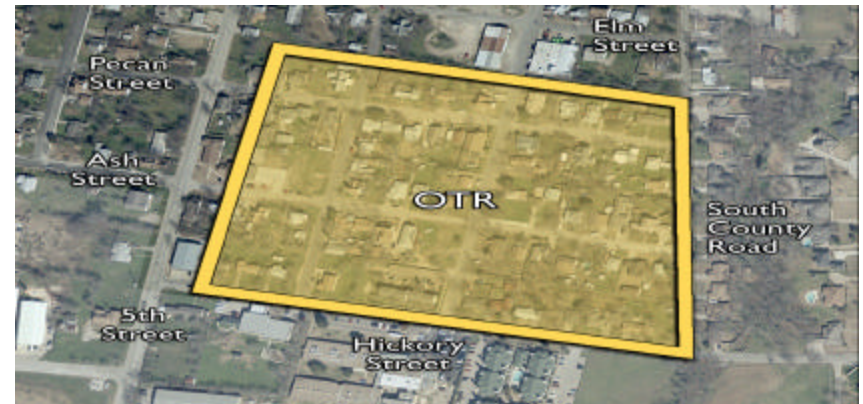
There are two areas of the downtown designated as Original Town Residential. The OTR, the area north of Main Street is characterized by a number of large historically significant homes, indicating this area was once prosperous and affluent. The structural styles in this area reflect the architecture associated with construction between the 1880s and 1950s. Seventy percent (70%) of the buildings within this area remain as contributing historical structures. Geographically, it sits atop the Preston Ridge between 3rd Street on the west and County Road and is defined by Maple Street to the north, 3rd Street to the west, Oak Street to the south from 3rd Street to 5th Street, at 5th Street the boundary runs to the middle of the block between Oak Street and Main Street and continues east along the midblock to North County Road, and North County Road defines the Eastern boundary.

The other OTR district occurs south of Main Street. One is defined by North County Road to the east, the midblock between Elm Street and Pecan Street to the North, the western boundary runs parallel to 5th Street excluding the first parcel abutting the eastern side of 5th Street, and along Hickory Street to the South. This area was historically the medium income residential area and is still characterized by smaller homes. Most of the structures in this area were built after 1922 and are not as historically significant as those of the OTR North.

OTC\* is a special district that can incorporate ground floor retail with residential above. This area is defined by the Ash Drive to the south, the rail right of way to the west, the midblock between Elm Street and Pecan Street to the north, and parallels 5th Street to the east excluding the first parcel abutting the western side of 5th Street. This area is characterized by predominantly small and dense shotgun style housing, supposedly originally built for railroad workers. This was historically, the lowest income housing in Frisco. Today, few of the original houses in this area remain having been replaced by predominately rental housing.



OTR north of Main



OTR south of Main

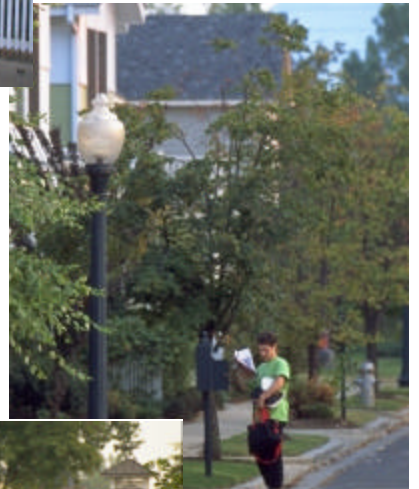
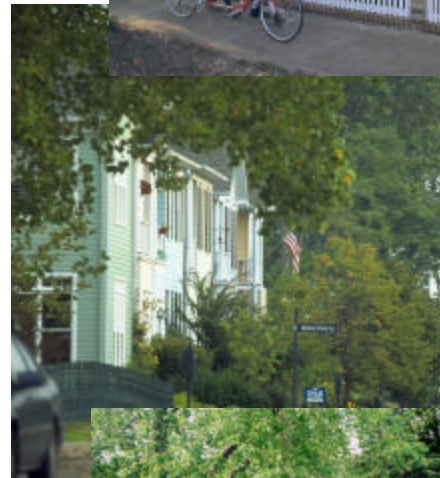
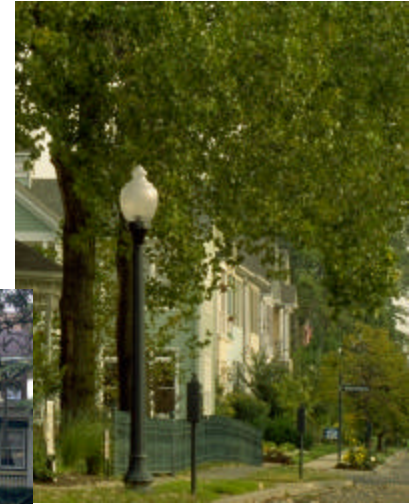


OTC\*

### 3. ORIGINAL TOWN RESIDENTIAL GOALS

The Original Town Residential neighborhood plan addresses a number of public policy goals, these include:

1. Preserve and enhance the existing historic fabric of downtown, with buildings that reflect early 20th Century Texas architectural styles.
2. Creating a sustainable "urban neighborhood development" that is built at a human scale, is pedestrian friendly and is not dominated by the requirements of the automobile, as well as, taking advantage of its relationship to the Main Street and Frisco Square.
3. Increase the efficiency and quality of pedestrian, vehicular, bicycle circulation
4. Implement streetscape and infrastructure improvements to enhance the visual and pedestrian quality of the downtown area.
5. Improve land use patterns within and encourage private development supporting the historical model of downtown.



Images of Place



#### 4. THE ARCHITECTURAL VERNACULAR

The purpose of defining the architectural vernacular in the Original Town Residential areas is to preserve and enhance the early 20th Century architectural styles present in the downtown area, while being flexible enough to guide the design of new development in a manner which is contextual but not duplicative of these period styles. Based upon a survey of the existing downtown and a visioning session with a diverse group of stakeholders three styles were defined as the preferred approach for the OTR areas. Though these standards reinforce these baseline styles, it does not preclude the development of more ornate styles (i.e. Victorian) in the OTR area through higher levels of architectural detail. These styles include:

- ◆ Folk Traditional
- ◆ Craftsman
- ◆ Four Square
- ◆ Victorian



Craftsman



Victorian



Victorian



Four Square



Folk Traditional

#### 4.1 Folk Traditional

Design leaders in the early 20th began to rebel against the flourishes of Victorian architecture. A yearning for a more "American" architecture spawned the Colonial Revival movement. Colonial Revival is a symmetrical style that accentuates a building's entrance by using decorative crowns, fan-like transoms, and sidelights. The rest of the structure retains a fairly plain appearance. Next came the Neoclassical movement, which revived Classical columns and pediments over porches, above windows, and over dormers. Independent of the philosophic concerns of these movements, working class people often found Victorian houses too expensive to build. The term "Vernacular" is used to classify structures that are not textbook examples of a particular style, but contain some of the features of one or more of the styles discussed above. Most houses in The Frisco Original Town Districts fall into the Vernacular category. They include descendants of Victorian styles and Post Victorian structures that reflect the changing philosophies of the early 20th and incorporate Colonial Revival or Neoclassical features.

Folk Traditional style is defined by:

- A square symmetrical shape
- Low pitched pyramidal shaped roof
- Roof projections mark entry
- Shallow overhangs
- Brackets under eaves
- Front gable (typically open)
- Smaller porches
- Windows simply trimmed
- Typically two stories in height
- Asymmetrical roof form articulation
- Wood frame with brick accents
- Minimal architectural detailing
- Carpenter gothic detail
- Side Wings
- Square porch columns/balustrades





#### 4.2 Craftsman

The Arts & Crafts Movement beginning to infiltrate the U.S in the mid-1800's and is often described as a more natural architecture evolved. Bungalows and prairie homes are most often associated with this movement. According to designer and architect Gustav Stickley, a craftsman home was a house reduced to its simplest form, one that "never fails to harmonize with its surroundings because its low broad proportions and absolute lack of ornamentation give it a character so natural and unaffected that it seems to blend with any landscape.

Bungalows that best exemplified the movement's philosophy were well crafted, and used materials left as close as possible to their natural state. Cobblestones were used in foundations and broad chimneys while the rest of the home was constructed of wood or shingles in a natural shade of brown. The long pitched roof displayed exposed rafters or braces along its wide eaves and there was an abundance of outdoor space consisting of a broad front porch as well as a rear patio with a pergola.

Prairie Style homes are two-story homes that have a very horizontal appearance with an almost flat, broad hipped or gabled roof and wide overhanging eaves. This geometric look is enhanced by a large, plain chimney and straight walls that met at 90-degree angles. In keeping with the feel of the landscape, light-colored brick and wood was used to imitate the sprawling Midwestern wheat fields. Prairie style had a short-lived life, beginning in 1908 and lasting less than 15 years, but its distinctive look earned it critical acclaim.

Craftsman Style is defined by:

- Rustic or bold-square style
- Roof articulates entry with gable
- 'Nestled' into the earth
- Exaggerated foundation & porch pillars
- Local building tradition
- Wide deep front porch
- Bracketing and face boards
- Masonry base and piers
- Honest Craft traditions  
(blacksmithing, pottery, coarse weave, rough hewn materials)
- Symmetrical roof
- Layout emphasizes horizontality
- Typically one and one half story
- Local materials
- Sheltering overhangs
- Heavy and dark woodwork
- Roof rafters expressed
- Details of brick, tile, or rustic river stone



### 4.3 Four Square

The American Foursquare is a more dramatic reaction against Victorian excess than the Princess Anne style. Although seldom discussed in books on American architecture, the Foursquare probably was the most popular house style built in American cities during the post-Victorian period. Many houses were erected in this style in Frisco's Original Town Districts. Foursquare houses typically have a nearly square, box-like appearance, flat walls, two full stories capped by a third story containing one or more large dormers (although not more than one per side), low hipped roofs, and a prominent porch that spans all or most of the front of the house. Some porches contain Classical columns, usually with Doric capitals, simple round rails, and no spindles. Others bear Eastlake porch posts and spindles, but little decoration elsewhere on the exterior. Colonial Revival entrance treatments sometimes are seen on these houses in Victorian Village. But, generally, doors and windows are simple. Windows may vary in size and shape; symmetry may occur, but is not required. In The Frisco Original Town Districts, most Foursquare houses are brick.

Four Square Style is defined by:

- Smaller Building Lots
- Typically two stories in height
- Horizontal Emphasis
- Symmetrical roof massing
- Smaller dormers
- Chimney on rear side of building
- Big front porch running entire façade with pitched roof
- Front doors typically with glass panel
- Often wood framed, may be stucco, brick, or cement block
- Pyramidal or hipped roof
- Emphasis on unbroken roof lines
- Glass dormer or gable marks entry
- Wide eaves
- Articulated doors and windows
- Wood piers and balustrades on porch





#### 4.4 Victorian

The classic Victorian styles (Gothic Revival, Italianate, Second Empire, Stick Style, Romanesque Revival, and Shingle Style) were created by professional architects, and were built mostly by the wealthy. But the lower reaches of the middle class certainly shared the same Victorian urge to live in a fashionable house, and if they couldn't afford a professional architect, they could design the house themselves, or have a local carpenter do it. In either case, the design was likely to be a charming pastiche, including elements of styles that were still currently fashionable. In addition, the house would naturally tend to be smaller and plainer than what the wealthy could afford.

The spread of folk Victorian houses was made possible by the railroads. The growth of the railroad system made heavy woodworking machinery available as well as pre cut wood details from distant mills. Just plain folk could afford these charming North American homes, built between 1870 and 1910.

Many Folk Victorian houses were adorned with flat, jigsaw cut trim in a variety of patterns. Others had spindles, gingerbread and details borrowed from the Gothic Revival style. With their spindles and porches, some Folk Victorian homes may suggest Queen Anne architecture. But unlike Queen Annes, these are orderly, symmetrical houses. They do not have towers, bay windows or elaborate moldings. Behind the trim, a Folk Victorian is still a simple house: solid, practical and enduring.

The roof-wall junction may be either boxed or open. When boxed, brackets are commonly found along the cornice. Centered gables are often added to side gabled and pyramidal examples. Window surrounds are generally simple or may have a pediment above. Most Folk Victorian houses have some Queen Anne spindle work detailing but are easily differentiated from true Queen Anne examples by the presence of symmetrical facades and by their lack of textured and varied wall surfaces characteristic of the Queen Anne.

Folk Victorian houses usually have these features:

- Square, symmetrical shape
- Brackets under the eaves
- Porches with spindlework or flat, jigsaw cut trim
- Carpenter gothic details
- Low-pitched, pyramid shaped roof
- Front gable and side wings



## 5. SITE LAYOUT

### 5.1 General

All development shall comply with any and all city ordinances applicable to the area. Builders and owners are to develop, renovate, and maintain individual lots in a manner prescribed by all governing controls including applicable building and zoning codes, and by these standards.

### 5.2 Lot Standards

There are generally two lot types within the OTR neighborhoods: Interior and Corner lots. Primary building setbacks for all lot types have been determined by current zoning. The following reflects these recommendations and special setback requirements.

#### 5.2.1 Interior Lots-Standard Development

Standard development of interior lots within the neighborhood shall have:

- Minimum Front Yard: a twenty foot (20') front yard with a five foot (5') utility easement adjacent to the right-of-way.
- Minimum Side Yard: a six foot (6') yard shall occur on on each side.  
a twenty-four (24') yard for swing-in garage
- Minimum Rear Yard: a eight foot (8') yard shall be provided in most cases.  
a twenty foot (20') setback shall be provided for garages facing alleys. This can be reduced to twelve (12') but requires additional surface parking. (See City of Frisco Zoning Ordinance)

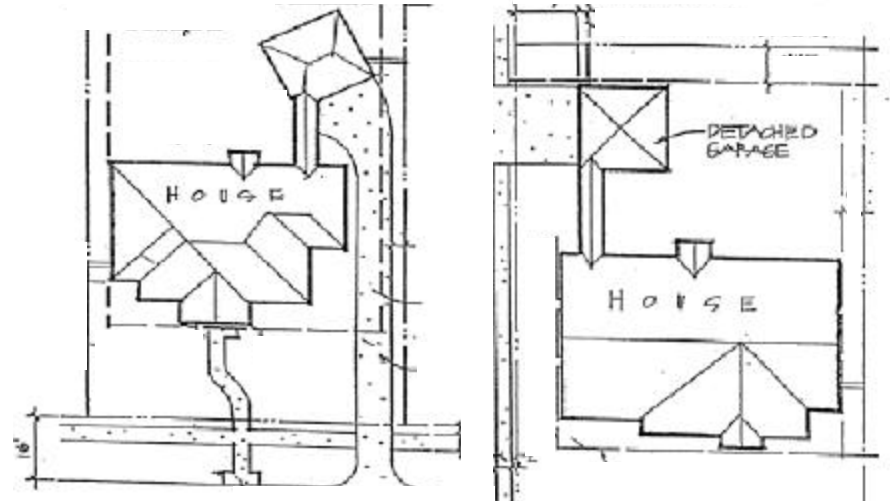
Enclosed parking for a minimum of two cars is recommended for every lot.

#### 5.2.2 Typical Corner Lots

Standard development of corner lots within the neighborhood shall have:

- Minimum Front Yard: a twenty foot (20') front yard with a five foot (5') utility easement adjacent to the right-of-way.
- Minimum Side Yard: a six foot (6') yard.  
a twelve foot (12') yard adjacent to side street  
a twenty-four (24') yard for swing-in garage
- Minimum Rear Yard: a eight foot (8') yard shall be provided in most cases.  
a twenty foot (20') setback shall be provided for garages facing alleys. This can be reduced to twelve (12') but requires additional surface parking. (See City of Frisco Zoning Ordinance)

Detached garages facing side streets are encouraged. This siting requires less





concrete for driveways. A garage connected to the residence by a covered walk provides a breezeway space.

### 5.3 Driveways

Builders are required to construct a concrete or masonry driveway to the back of the sidewalk. Stamped and colored concrete, interlocking pavers, concrete with brick borders, and exposed aggregate concrete paving is encouraged. Color, pattern, and design should compliment that of the proposed new home or renovated home. Asphalt, shell, mulch, and gravel driveways are prohibited.

Under no circumstances may an entire front yard be paved as a driveway. A minimum of 50% of a front yard is to be planted in shrubs, ground cover, trees or turf when a circular drive or motor court is used.

Paving material should never abut building foundation except as entry walks or approaches to garages.

### 5.4 Garages & Carports

Front loaded attached garages protruding from the front elevation of a residence are the least desirable. A three foot (3') minimum offset of such a garage allows for variation of facade, the front of the garage shall be setback a minimum of twenty (20') from the projection of the front porch or building line.

### 5.5 Detached Garages

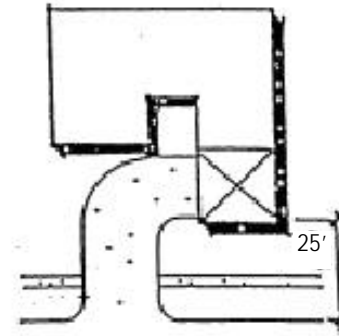
The placement and design of garages and driveways have the greatest effect on the overall street scene.

The location/swing of garages should generally be designed to locate driveways adjacent to one another, leaving alternating side yards as greenbelts.

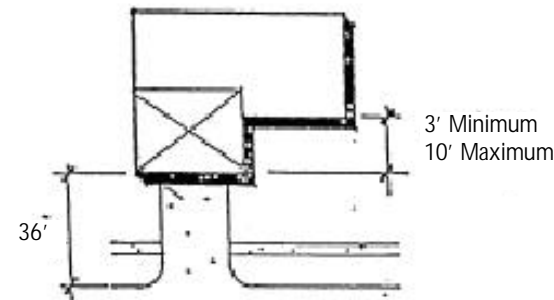
Detached garages in rear yards are preferred. A street scene with the emphasis on residences instead of garage doors and driveways is the goal. Detached garages on corner lots can create interesting corner yard spaces, although access should not be from side streets.

Attached side or front loaded garages are acceptable, but care should be taken to keep the design from being too massive in appearance.

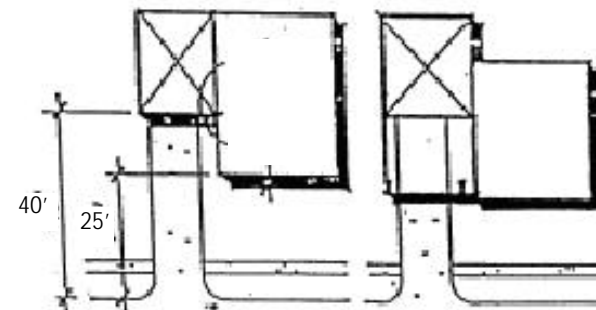
In those cases where multiple lots are developed simultaneously, side loaded attached garages are acceptable if mixed with other types of garages and are not all loaded from the same side. Windows with blacked out glass, shutters or blinds soften the effect of the garage.



Side Loaded Garage



Front Loaded Garage - Protruding



Front Loaded Garage - Recessed

### 5.6 Carports

Carports are allowed only in the rear or side yard only. If built in the side yard, the carport should be designed as an architectural extension of the home itself, and are encouraged to take the form of a landscaped trellis.

All carports should be constructed of the same or compatible materials as the house. No plastic, aluminum, or similar materials are allowed.

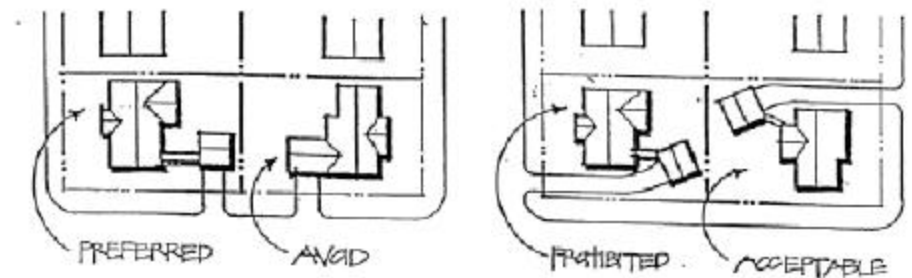
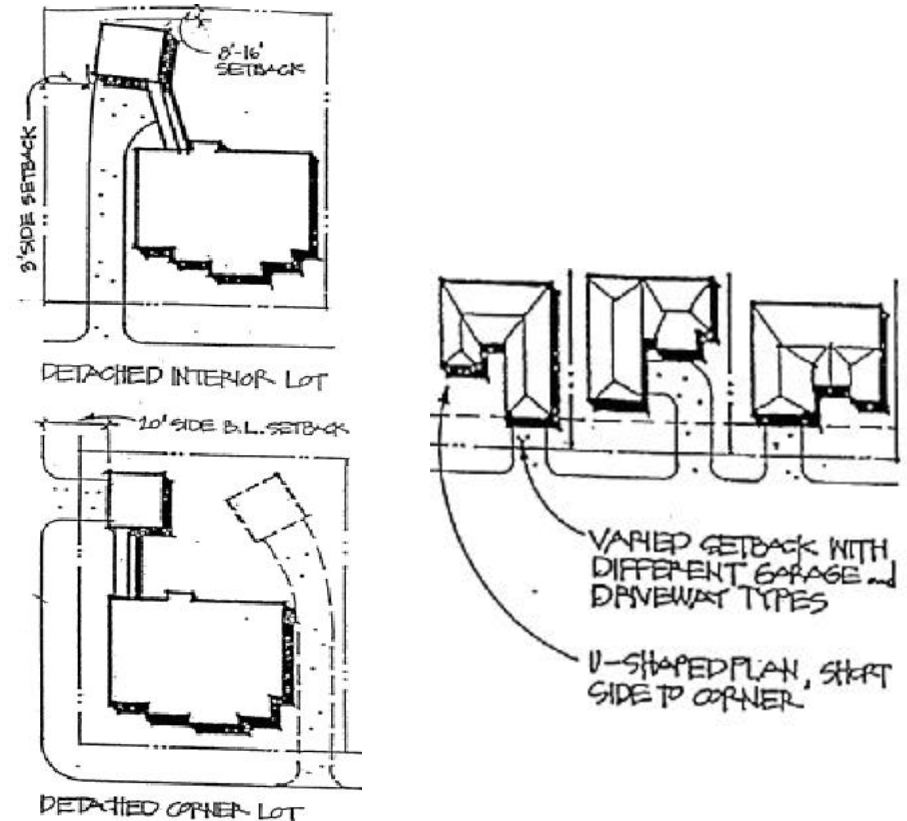
### 5.7 Corner Lot Garages

When a garage is detached and side loading on a corner lot, a four foot (4') fence between the house and garage will be required. This gives the appearance of a larger house without overwhelming the site, and precludes the need for additional side yard fencing.

Attached garages siding on corner lots are discouraged. Such an approach creates a massive facade void of architectural interest.

Detached garages on the interior lot side are encouraged.

Detached garages on the corner side with driveways extending from the front street are prohibited. This requires a large amount of concrete, presents a large amount of paved area to public view and creates conflict with traffic turning from side streets.





## 6. EXTERIOR APPEARANCE OF BUILDINGS

The following standards are not intended to limit the creativity of the builders in their design or construction. They are intended to provide a basis for design concepts, forms and materials to create a historically compatible living environment. The design of each residence should inspire a sense of individuality, while fitting into the overall historic sense of community.

The following standards reflect:

1. Exterior Appearance of Building (General)
2. Expression of the Base, Middle, Roof
3. Exterior Materials and Colors
4. Other Architectural Elements

### 6.1 GENERAL

#### Setbacks, Elevations, and Massing

The look and feel of a plan from the exterior is determined by the footprint and the roof form. The two should work together to provide variety in the existing street scene. In those cases where multiple homes are developed at once, plan shapes should be arranged to compliment each other. Imaginative plan geometry and roof forms increase the sense of individuality.

Varied elevations and arrangements on the site result in more interesting street scenes. More pleasing arrangements are achieved with a variety of articulated plans which break the rectangular box into interesting three-dimensional shapes with courtyard-like spaces in and around each house. In addition to the improved footprints, the street scene is made more attractive with the combination of right- and left-hand units if garages are not detached.

Priority should be given to those sides of the house which are visible from streets and walkways. The most articulated elevations should be those which are in the public view. However, it should be assumed that the houses will be seen from all angles and that there will be a continuity of colors, materials, and details on all elevations.

#### Exterior Elevation Compatibility

Style comes naturally out of good planning, relationship of plan to elevation, the



General Appearance



Exterior Elevation

form following the function and the use of a selected range of materials. The same criteria for breaking up the box shape of a plan applies to the elevations. All single-story houses should include some variation of the ridge line.

## 6.2 EXPRESSION OF THE BASE, MIDDLE, ROOF

All development must be consistent with the community's identity, character, and scale envisioned in the original town districts. Buildings will be architecturally finished on all four sides with particular attention given to the streetside facade since it will define the character of the residential streetscape. All buildings shall incorporate a basic level of architectural variety and detailing. Buildings are defined by the base, midsection, and roof that create this overall composition. The following pages reflect the general characteristics associated with the preferred styles established during the community workshops.

### 6.2.1 BASE

An articulated base establishes both the physical and design foundation for the building. The expression of the base will be defined by the treatment of the foundation itself, the definition of the front porch structure, and the establishment of the building entries. Key elements that will be common to all buildings include:

- The use of masonry or native stone for the base of the buildings
- Establishing the finish floor level a minimum of 18" above grade
- Screening the space below the porch with lattice work, siding, or masonry
- All stairs to porch should have closed risers

#### Folk Traditional

- Base can be expressed with single material (i.e. the main building foundation, the porch foundation, and screening of structural elements)
- Smaller wrap around porches are typical
- Structure of porch emphasized as 'addition' to building
- Piers and foundation minimal detailing
- Overall simple architectural detailing

#### Craftsman

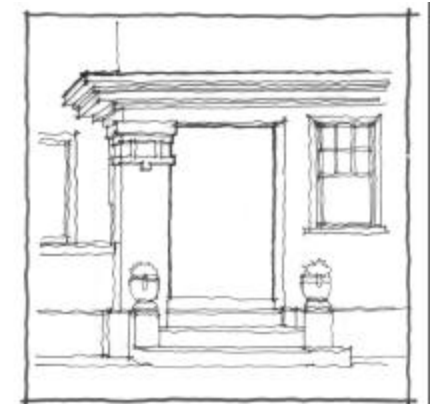
- Appears 'nestled' into the earth
- Masonry base should be used around house
- Exaggerated foundation and porch pillars
- Wide and deep front porch with structure emphasized as additional 'room' (continuous roof from main structure) integrated into the house
- Porch piers differentiated from rest of base
- Greater architectural detailing including stonework, woodworking, other



Expression of Base, Middle and Roof



Typical Folk Traditional



Typical Craftsman



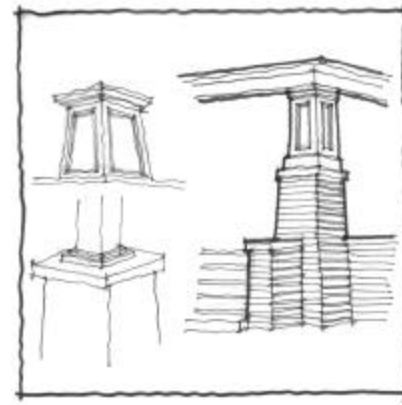


### **Four Square**

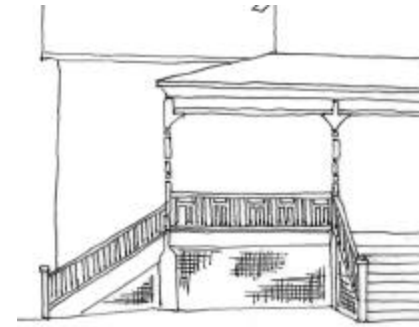
- Strong square massing begins at foundation
- Big front porch running entire façade
- Structure of porch emphasized as 'addition' to building
- Porch pier, capitals, and base expressed
- Emphasis on porch fascia board and detail
- Simple architectural detailing and may incorporate some arts and crafts detailing

### **Victorian**

- Overall very ornate architectural detailing often referred to as 'gingerbread'
- Base may be presented as either masonry or wood (i.e. shingles or clapboards continued almost to the ground)
- Typically has a large front porch that is either incorporated into the building (i.e. continuous roof) or may appear as an 'addition' to home
- Wood piers and balustrade on porch
- Porch pier capitals and base expressed
- Tower elements may be incorporated into the building and base needs to be defined similarly to porches



Typical Craftsman / Four Square



Typical Victorian



decorative elements

### 6.2.2 MIDDLE

The middle portion of the building establishes the bulk of the character and detail of the architectural vernacular. The expression of the middle will be defined by the porch, siding materials, windows, doors, and architectural detailing. Key elements that will be common to all buildings include:

- Porches will be typical to all buildings though their sizes may differ
- Porches shall be a minimum of 6' six feet deep and 10' ten feet past the front of the building line (see Zoning Ordinance Article IV section 4).
- Porches will have pitched roofs that are either projections from the building or a continued element under the main roof
- The use of masonry, wood siding, or cementitious is encouraged
- Colors and finishes should reflect the historic period established for the Original Town districts (See color palette)
- Level of detail directly corresponds to stylistic approach

#### Folk Traditional

- Overall simple architectural detailing
- Wood frame with brick accents
- Small porches at entry and may wrap-around the building
- All porches should have pitched roof
- Square porch columns and balustrade
- Windows should be simply trimmed
- Front door to have mullioned clear glass

#### Craftsman

- Rustic or bold-square style
- Inspiration to look natural
- Layout emphasizes horizontality rather than multiple stories
- Wide deep front porch
- Open porch below entry roof gable
- Front door and windows well detailed
- Front door should have decorative, etched, or stained glass panels
- Local materials
- Local (nationalist or native) building tradition
- Honest Craft traditions (blacksmithing, pottery, coarse weave, rough hewn materials)



Expression of Middle



Folk Traditional



Craftsman





**Four Square**

- Strong Square Massing (Cubical Shape)
- Often wood, may be brick, or cementitious siding
- Front porch running entire façade
- Structure of porch emphasized as 'projection' from building
- Porch to be a projection from building
- Porch to have a pitched roof
- Doors and windows to be articulated
- Front door should have glass panels
- Simple architectural detailing and may incorporate some arts and crafts detailing



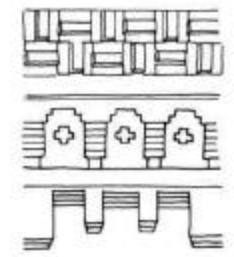
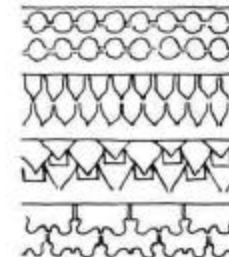
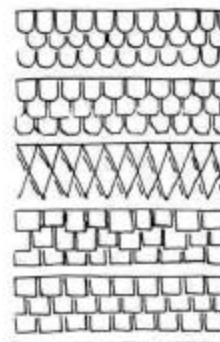
Four Square

**Victorian**

- Overall very ornate architectural detailing often with lots of 'gingerbread'
- Typically has a large front porch that is either incorporated into the building (i.e. continuous roof) or may appear as a 'projection' to the home
- Porch supports are commonly either Queen Anne-type turned spindles, or square posts with the corners beveled (chamfered) as in many Italianate porches
- Lace-like spandrels are frequent and turned balusters may be used in porch railings and in friezes suspended from the porch ceiling
- Smaller buildings may not incorporate a front porch, however, a porte coché would be incorporated and it is ornately treated
- Based upon the period, siding will typically be wood clapboards and/or shingles
- Front door should have glass panels



Victorian



Siding Patterns

- Heavy and dark woodwork
- Details of brick, tile, or rustic river stone

### 6.2.3 ROOF

The roof portion of the building is the final defining cap element to the architectural vernacular. The expression of the roof will be defined by the roof form, the eaves, gables, dormers, and roofing materials. Key elements that will be common to all buildings include:

- Folk Traditional and Victorian homes typically will have high pitched asymmetrical roofs
- Craftsman and Four Square roofs will be symmetrical
- Entries are articulated by the roof form
- Dormers may be incorporated into all of the architectural forms
- Brackets and/or end caps should be incorporated
- Roof materials shall reflect the historic character of the district

#### Folk Traditional

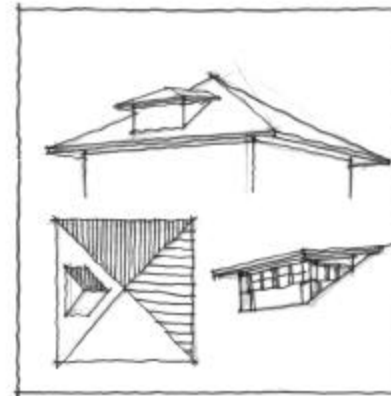
- High-pitched (8:12 to 12:16) asymmetrical roof forms typically
- Roof projections mark entry
- Front gable typically open
- Shallow overhangs
- Brackets under eaves
- Simple architectural detailing on eaves

#### Craftsman

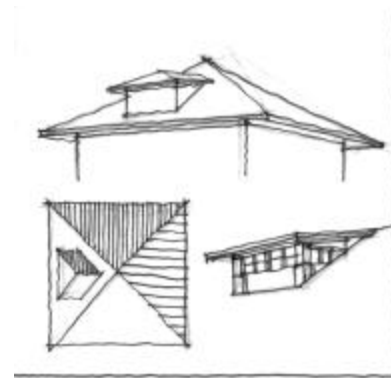
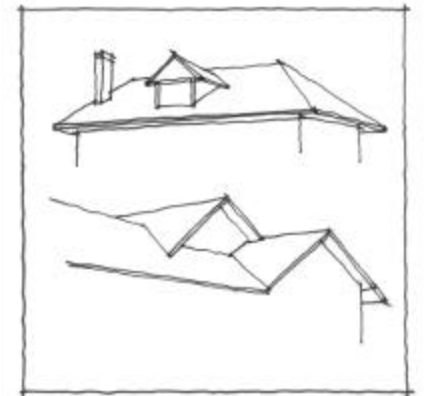
- Roof massing should be symmetrical
- Low-pitched (4:12 to 7:12)
- Roof should articulate entry with gable
- Entry gable should be open and detailed
- Bracketing and face boards to be used
- Glass on dormers
- Chimneys are typical
- Large sheltering overhangs

#### Four Square

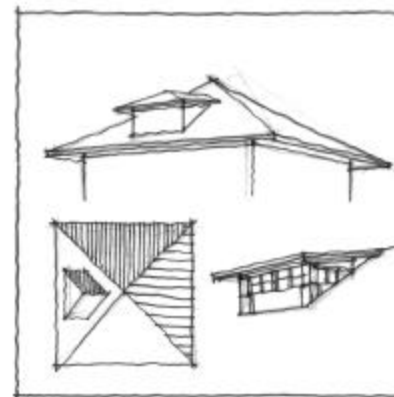
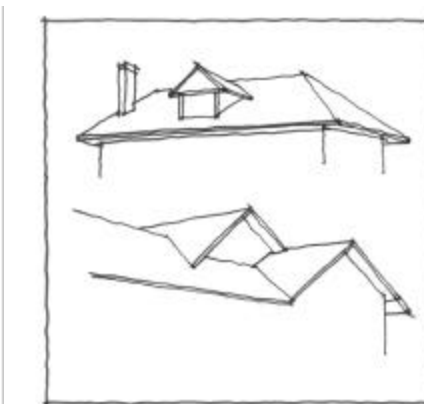
- Pyramidal or hipped symmetrical roof massing
- Moderate-pitched (8:12 to 12:12)
- Emphasize unbroken roof lines
- Smaller dormers



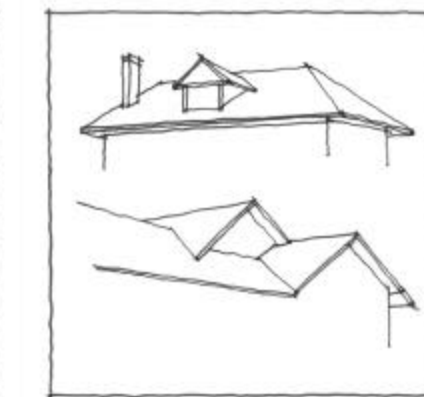
Folk Traditional



Craftsman



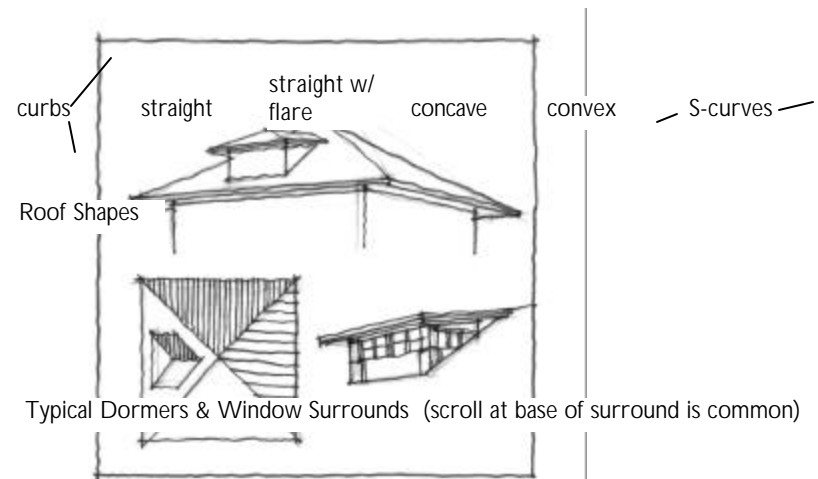
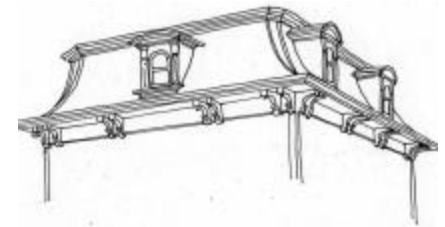
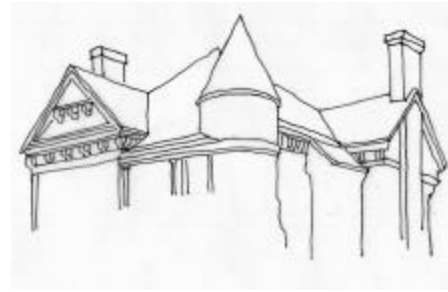
Four Square



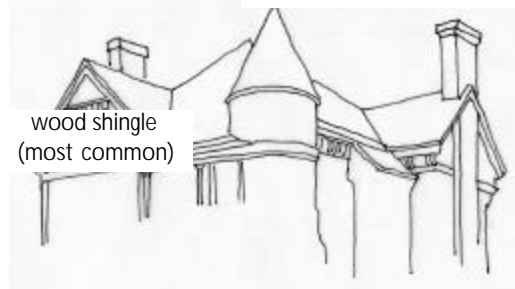


**Victorian**

- High-pitched (12:12 to 12:16) asymmetrical roof forms typically
- Overall very ornate architectural detailing
- Emphasizes broken roof lines
- Overhangs are smaller with greater detailing
- Dormers will typically be incorporated into roof area
- Open gables are ornately treated to include 'gingerbread' treatment
- Tower elements treated as distinct design element
- Brackets and ornate treatment of the eaves
- Chimneys should be on rear or side of building
- Slate or simulated wood shingle roofing is typical

**Typical Cornices**

usually found in spindlework and free classic



usually found  
in half-timbered

usually found in patterned masonry

- Wide eaves
- Glass dormer or gable to mark center
- Chimneys should be on rear side

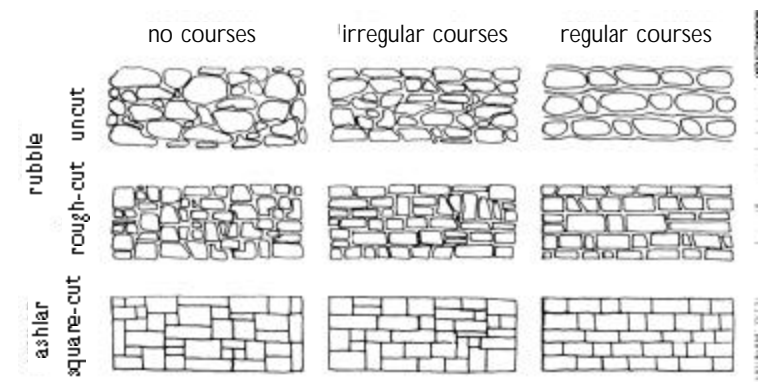
## 7. EXTERIOR MATERIALS AND COLORS

Materials should be used with restraint in regard to both color and diversity of material types. The intent is to create a continuity of materials throughout the neighborhood. The number of primary materials on the exterior will be limited to two (2), not including roof shingles and window glass.

Renovation to existing homes should use materials which are compatible with the existing home. Adherence to these material standards are encouraged where appropriate and/or possible.

Wood, non-combustible fiber cement siding construction or clay fired brick should comprise the dominant exterior building materials for all new home construction. Masonry and wood clapboards/shingle coverage should extend across the front elevation and proportionately around the sides and rear elevation of the building (see Zoning Ordinance Article IV section 9.09).

Gable ends of a uniform material tend to be more architectural than those which change at the eave line. High contrast trim or material variations should be limited.

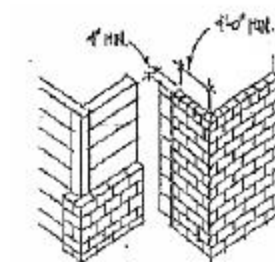




### 7.1 Base Materials

The base of the building establishes both the physical and design foundation for the building. The expression of the base will be defined by the treatment of the foundation itself, the definition of the structure, and the articulation of the building entries. The following base materials are acceptable for developments in the Original Town Residential Districts:

- Posts, balconies, porches, and bay windows shall be made of wood, masonry, or stone.
- Piers and arches shall be made of masonry or wood
- Classical columns shall be made of wood, masonry, or cast concrete resembling natural stone.
- Stoops may be made of wood, masonry, or concrete that resembles natural stone.
- Cantilevers shall be supported by visible brackets.



Base Materials

## 7.2 Siding Materials

The following exterior cladding materials are acceptable:

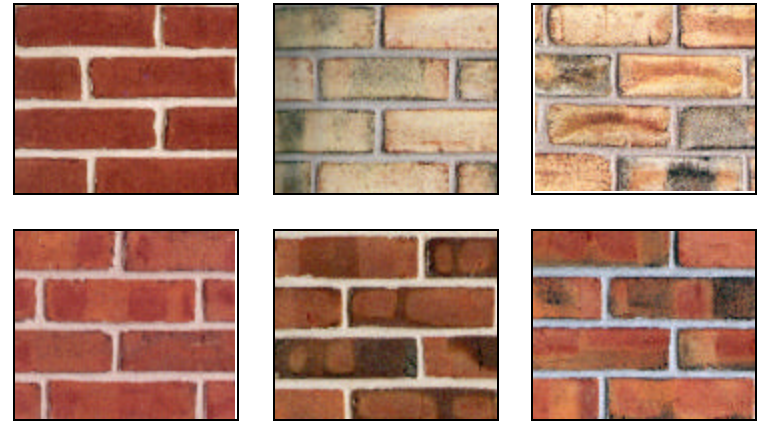
**Brick** - Brick colors should be medium to dark hues with reds, browns, and buff as the dominate color. All brick cladding must be real brick and meet standards established by the Brick Institute of America.

**Wood & Cementitious Siding** - Siding material shall be either wood or hard board and must be of horizontal, lap type. The following restrictions apply to such siding:

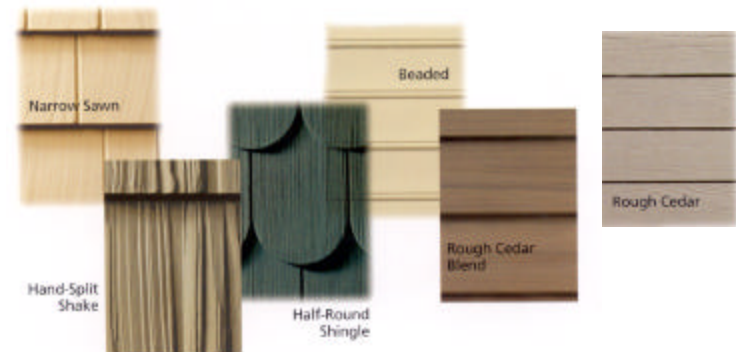
- Cementitious siding is acceptable.
- Vertical siding is prohibited.
- Diagonal siding, board and batten, plywood and particle board are prohibited.
- All siding must be painted or stained.

**Trim** - All trim shall be smooth/semi-smooth, high quality finish grade stock wood. Trim shall be stained or painted and/of cementitious trim.

Material must be carried around the corner. Masonry veneer applied to a front façade only, without a four (4') minimum transition around each corner to the side facades, will not be permitted.



Sample Brick Materials



Sample Siding Materials

### 7.3 Acceptable Colors

A well-chosen selection of contrasting trim and accent colors can draw attention to architectural details. A poor selection can make a house seem flat and featureless or overwhelm the architecture. The options available in selecting historically appropriate colors to refer to charts and select shades that were used at the time the home was built, recreate the existing colors in the neighborhood, or if available analyze old paint chips if renovating an existing structure.

Though there is no “one source” for historic colors, there are two known true historic color sources. Sherwin Williams has a Preservation Palette that contains actual color developed by the American Life Foundation from period sources. Also the Color Guild of Aurora Colorado makes available to paint companies through the “color guild” a set of color called “Historic Colors of America”. This group of colors is approved by SPENA (Society for the Preservation of New England Antiquities) and comes from their research. Various paint companies offer these colors under their own brand name.

In addition, there are a number of other factors to consider. These include:

**Neighborhood Context** - A fluorescent colored Victorian that looks in context elsewhere may seem out of place in more conservative neighborhoods. It is important to make sure that the colors are compatible with the houses next door.

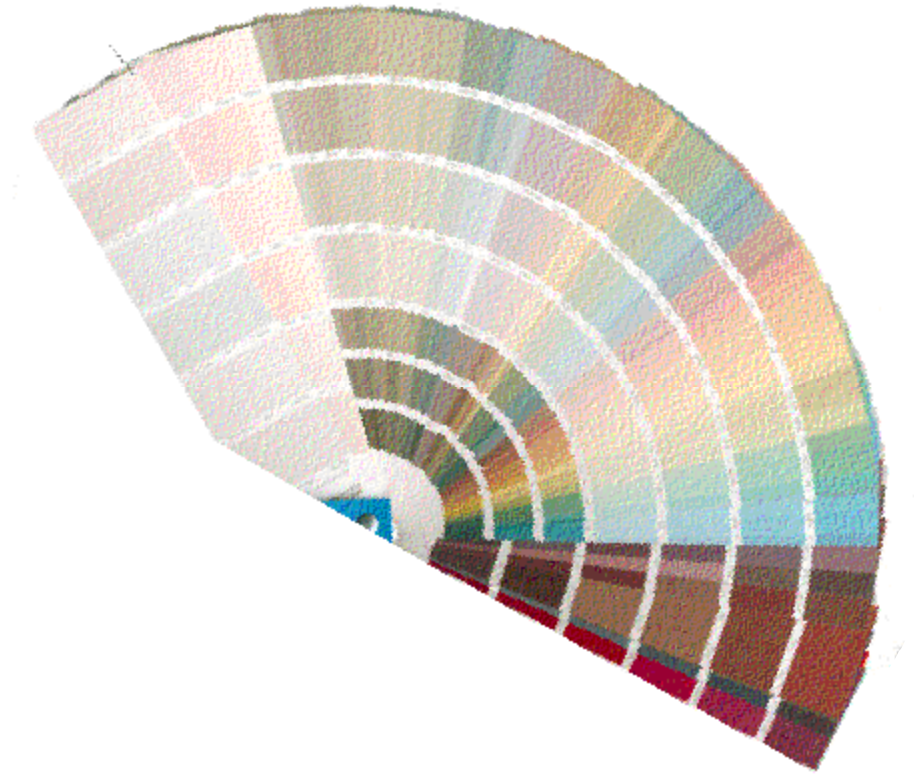
**Existing Colors** - Some colors are already established in existing architecture. New paint does not need to match existing colors, but it should harmonize.

**Accents** - Depending on the size and complexity of the home, choosing two, three, or as many as six colors may be appropriate. In addition to the color selected for the siding, accent colors for trim and details such as shutters, moldings and columns may differ. This can be tricky, because too many colors will overwhelm your house and too few will make it seem two dimensional.

**Darks and Lights** - Light colors will make the house seem larger. Dark siding or dark bands of trim will make the house seem smaller, but will draw more attention to details. Darker shades are best for accenting recesses, while lighter tones will highlight details, which project from the wall surface.

**Harmony and Contrast** - Contrasting Colors will draw attention to architectural details. But, extreme contrast will clash and actually detract from details. Consider staying within a single color family. For some accents, use a darker or lighter shade instead of a different color.

**Balance** - A burst of a single color on just one part of the home may give it a lopsided appearance. There must be a balance of colors over the entire building.





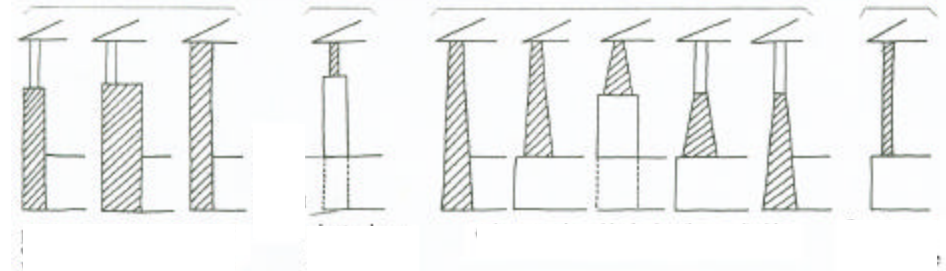
#### 7.4 Porches

Originally meant as a means of coping with weather, in particular heat and rain, the porch has been a cyclical element in the architectural vernacular of the country. In the early 20th century the porch was a very common and only over a fifty year or so period disappeared from new construction. Over the past decade it has reemerged as a critical element in community making. Covered front and rear porches are encouraged for the Original Town Residential Districts. They create protection from the elements and a sense of individuality. When used appropriately as an inset, the whole entry can result in a courtyard effect for a more interesting elevation. When used as a projection from the body of the home, a covered front porch addresses the street scene and creates a diversity of frontages.

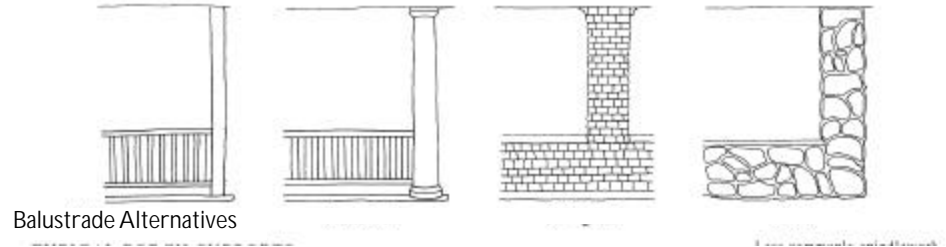
The two types of porches encouraged are the inset porch and or projected porch. The inset porch appears as a continuation of the house with the main roof extended to cover the porch. The projected porch appears more as an addition, with its own separate roof. Both options provide for an extension of the homes' living space and offer interaction with the street and neighborhood, as well as establishing the aesthetic and identity for the home.

The supporting structure for the porch can occur as either extensions of the home or with columns and piers which are more common for this time period. The treatment of columns can occur in a variety of ways and reflects the style of the building. Columns shall be either masonry or wood.

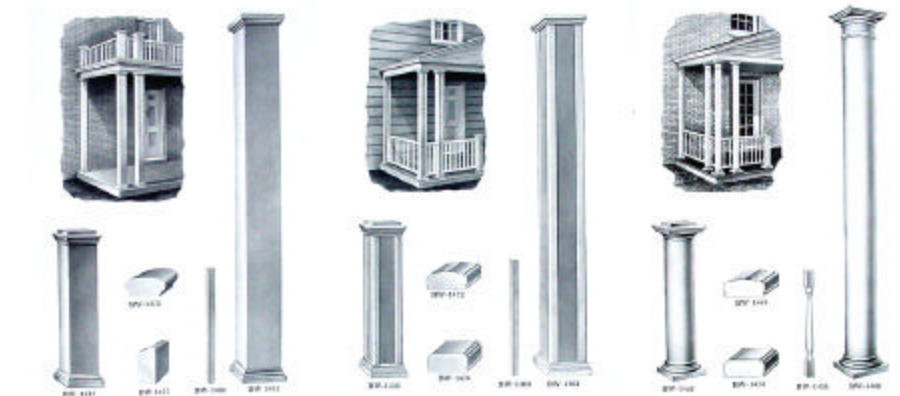
The area between columns can either be enclosed or defined by balustrades - entire railing system composed of the top rail, balusters, and bottom rail. Balustrades shall be either stone or wood.



Column Alternatives



Balustrade Alternatives



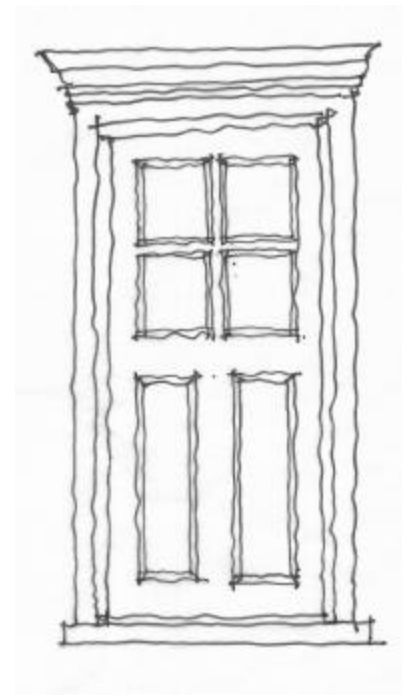
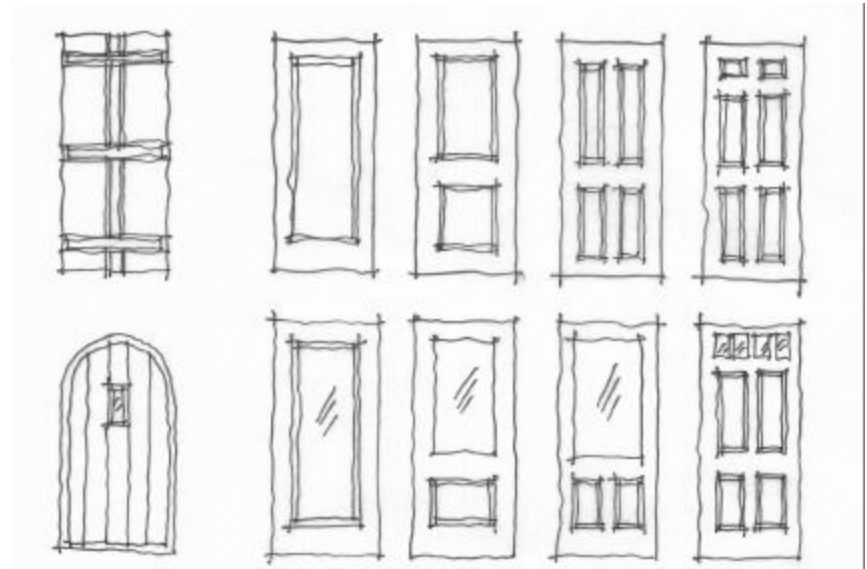
Typical Porch Details

### 7.5 Doors

Many architectural details contribute to the external appearance of the house. One of the most important is the front door, which helps to define the overall character of the home and is the first point of interaction for visitors. Originally, the doorway served simply as the principle means of regulating wind and light, however, today it reflects the style of both the home and its owner.

The doorways indicative of the early 20th century architectural vernacular were commonly more elaborate. The doors were typically paneled with a decorative appearance. Many doors were partially glazed with fixed glass panes, which were found in all the period's styles. Based upon the early 20th century pattern of development:

- The main entrance to the building shall have a historically accurate architectural vernacular. This will include rectangular recessed panels and/or glass.
- Doors shall be made of wood, wood faced metal, or metal made to resemble a historically accurate wood door.
- All doors, except garage doors, must be hinged. Sliding doors may be installed within rear yards only.
- Exterior doors shall not exceed 5' aggregate width.
- Doors shall be glazed with clear glass with no more than 10% daylight reduction.



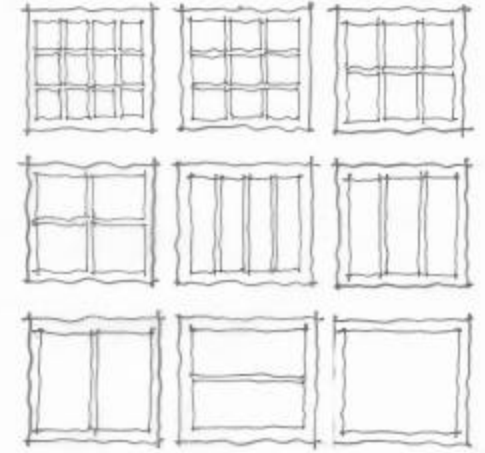
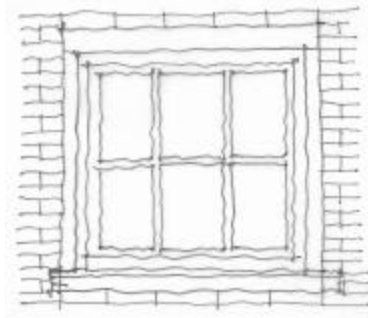
Door Forms



## 7.6 Windows

In addition to doorways, windows are central elements in the definition of the architectural vernacular. Care should be given to the size, type and organization of all windows. They should never appear like surface "holes" cut into the side of a box. They should be architectural features and whenever possible, grouped into recessed areas or bordered by projections which provide a shadow pattern. Scattered windows tend to create awkward, face-like shapes and should be avoided.

- Aluminum/mill finish or wood windows are acceptable. Color and finish should compliment color and architectural style of house.
- Windows shall be glazed with clear glass with no more than 10% daylight reduction.
- Shutters shall be wood or metal and awnings shall be canvas. Shutters shall be sized to match the corresponding window openings and shall be operable. Awnings shall be rectangular only.
- The total glazing area on the street facades shall not exceed 40% of the facade surface.
- No enclosed porch shall occur on the streetside facade and total glazing shall not exceed 80%.
- Windows and window subdivisions (lights) shall be of square or vertical proportion. Additionally, windows may be circular or hexagonal.
- Rectangular awning windows shall be single-hung or casement.
- Circular and hexagonal windows may be fixed or pivot.
- Muntins, if used, shall be true divided lights (i.e. individual panes of glass).
- Window sills are to project a minimum of 2" from building face and are to be a minimum of 2" high.
- Windows shall be set to the inside of the building face wall.



Window Forms



### 7.7 Garage Doors

The traditional solution is to detach the garage from the house proper, allowing the house to stand on its own and reflect the relationships of the interior spaces to the street. For shelter, the garage often is connected to the house with a covered walk, breezeway, etc.

If attached construction must be used, an offset of a twenty feet (20') minimum from major front elevation of house to face of garage is required. The face of a porch qualifies as the major front elevation, if the porch is substantial enough to be the major focus of the facade.

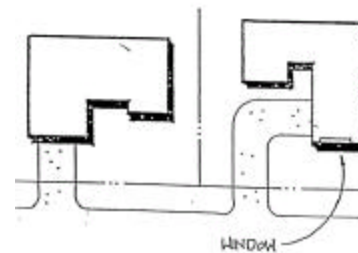
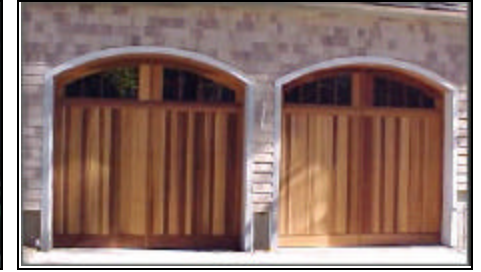
The dominant visual impact of garage doors should be carefully addressed in a variety of ways. The garage doors should not dominate the facade. When this occurs, the house generally adds little to the overall character of the street and the house entrance is visually overwhelmed.

Garage doors (often at least sixteen feet wide) are equivalent to blank walls. They are devoid of architectural elements which give a building scale life and character such as windows, terraces, landscaping, etc.

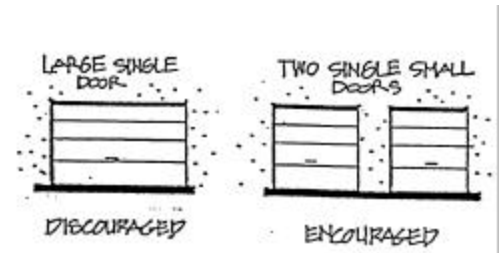
When front-facing, attached two-car garages are built, two single doors divided by a column will be required. This breaks up the expanse of the door into appropriately scaled architectural elements. Side entry garages should be used to break up the monotony of garage door corridors. Windows can be used to break up massive garage frontages.

Treatment of detail on garage doors should be consistent with the overall character of the house. This may be accomplished with one or two well placed windows along the top of the garage door and by breaking up the mass with paneled construction. The color should either match the adjacent wall or be painted darker. The doors should never be painted lighter than the adjacent wall.

No wood or particle board doors are permitted. All garage doors are to be metal. Glass fenestrations are permitted. No reflective film or foil is permitted on windows.



Garage Door

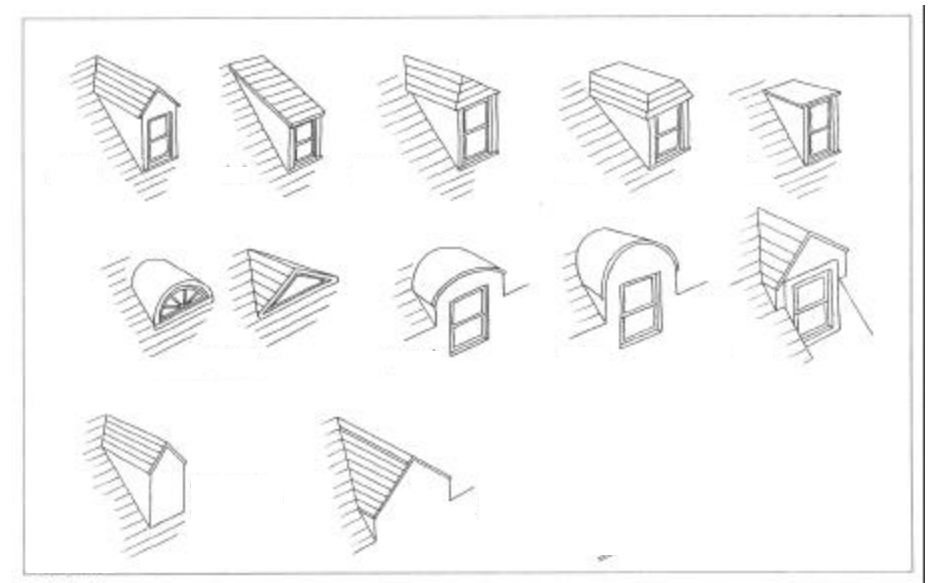
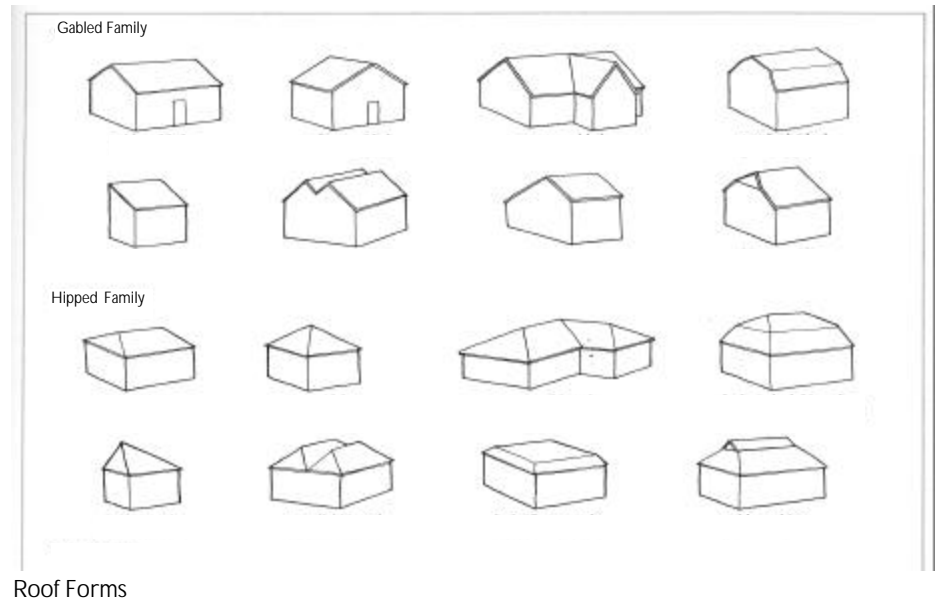


### 7.8 Roof Form

The roof is both a structural and aesthetic component for the home. The two principle styles encouraged by these development standards include: the gabled roof, which is simply two sloped planes that is supported by a triangular extension of the wall plane, and the hipped roof, which is a series of roofplanes which all intersect the exterior walls of the building on one consistent plane. The roof pattern is one of the most significant elements in establishing the overall massing and appearance of the building. In addition, it is important to recognize the relationship of the roof pitch to the appearance of the building. Folk traditional and four square homes will typically have higher pitched roofs, while the Craftsman and Victorian styles will have a shallower or reduced exposure of the overall roof area.

### 7.9 Dormers

Roof dormers are the structural projections from the sloping roof and usually having a window or ventilated louver. These structures typically resemble miniature houses with their walls, roofs, and windows. The purpose of these structures is to increase the living space of the building by adding headroom, ventilation, and light.



Dormers

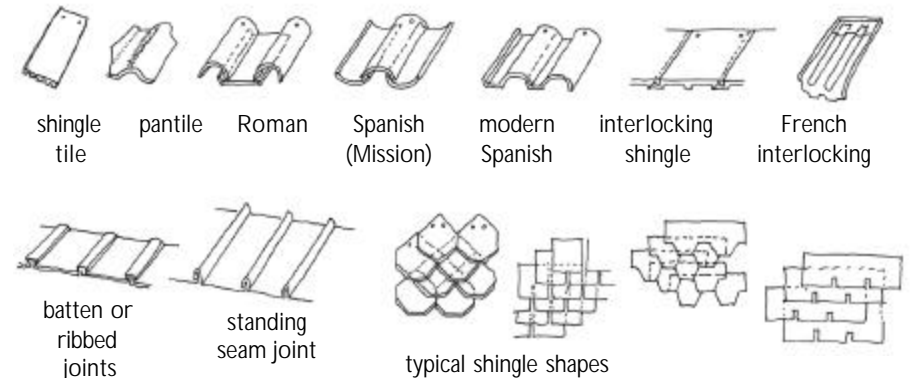
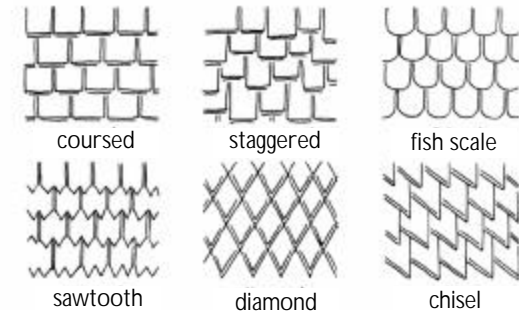
### 7.10 Roof Materials and Patterns

The roofing materials are those materials used to cover the structural components of the building's roof to make it windproof and water tight. In the context of these development standards, the aesthetic characteristics are particularly important in defining the period style for the architecture.

- Roofing shall be of consistent color and pattern
- Typical materials shall be slate or composite shingles meant to resemble wood or prohibited materials - subject to building official approval.
- Shingle color should compliment the materials and architecture of the home; a general color range between weatherwood and charcoal is suggested.
- Skylights shall be flat (non-bubble).



shingle patterns



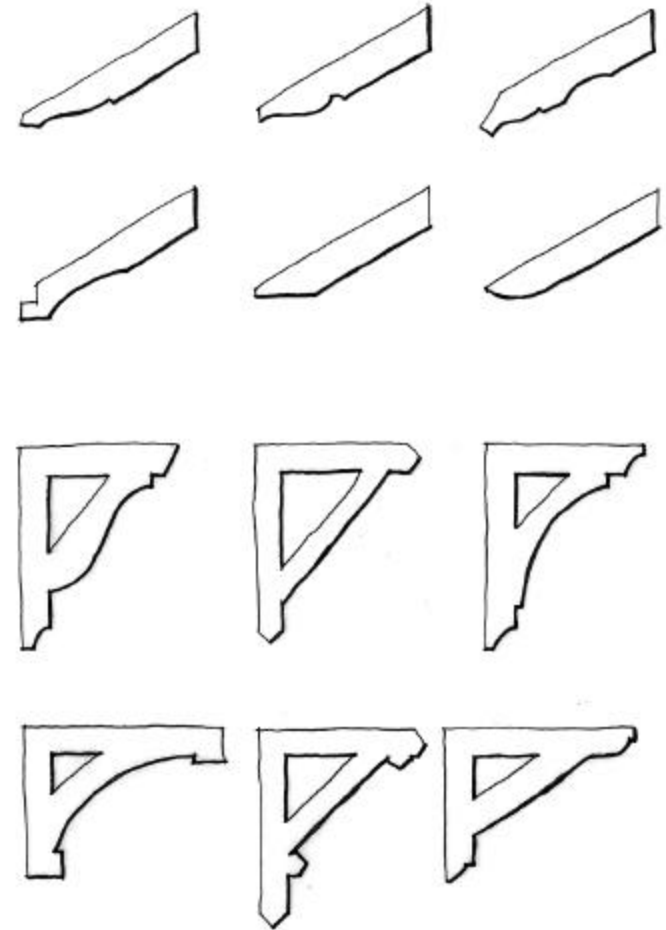
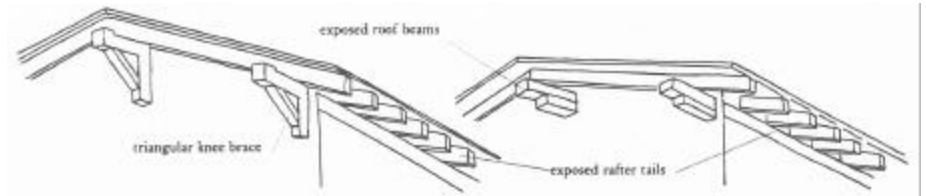
Acceptable Roof Materials and Patterns



### 7.11 Brackets, Eaves, & Rafter End Treatments

Roof overhangs are both practical and attractive. They give a house character and offer solar protection. The lower edge of the roof that projects beyond the building wall itself is referred to as the eave. The eaves of buildings will be treated in one of two ways. Either the eaves will be enclosed, hiding the structure of the roof, or they will be open and architecturally detailed. Closed eaves will have a fascia board that covers the ends of the rafters and the soffit (space under the eave will be covered by soffit boards and vents which enclose the underside of the roof rafters.)

- Overhanging eaves shall either have expose rafters or be finished with board and profiled molding or gutters.
- If rafters are exposed, they should be profiled to provide a greater level of detail. Several examples are shown to the right.
- Brackets may be incorporated into the building eaves to give the appearance of additional structure and aesthetic detail.
- Overhanging eaves shall be no less than 18" from the face of the building.
- Flashing shall be painted to match the color of the walls.
- Fascias, if any, shall be less than the depth of rafter tails.



Rafter ends and Brackets

## 7.12 Other Architectural Elements

### 7.12.1 Chimneys

It is recommended that every residence incorporate a minimum of one fireplace. In order to use the chimney as a repetitive design element throughout the community, the chimney structure should be expressed on the exterior of each residence in one of the following manners:

Chimneys can be used to establish an ornamental or thematic direction. The chimney shell must be masonry. No wood, metal or other materials are acceptable.

The use of prefabricated fireplace units allows a wide design latitude for masonry chimneys. If placed on an exterior wall, a complementary material - masonry, for instance - should be used for visual mass.

Broad, massive chimneys are encouraged over small, spindly-shaped chimneys. Chimneys which barely peak above or square on the roof are not visually bold and, therefore, are discouraged. The height of the chimney should be in proportion to the roof line and adhere to fire codes.

### 7.12.2 Rain Gutter Drains

Although gutters are not required, roof design, or the use of diverters should keep water off patios, balconies, stairs, doorways, etc. If gutters are to be used, positive drainage away from the building should be provided. Roof drainage which will ultimately create erosion or run across sidewalks and pedestrian paths is not acceptable.

Down spouts are to be located to provide a clean, unobtrusive appearance, terminated by either splash blocks or connection to the storm sewer.

Drain pipes tied into rain gutter down spouts must be completely hidden from view. Plant shrubs or ground cover large enough and dense enough to screen objects.

Gutters and down spouts must be integrated with architectural design in color, shape, and location.

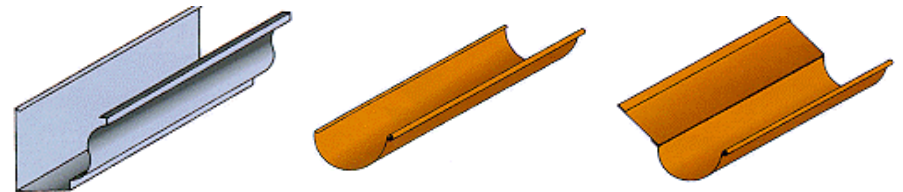
Gutters shall be half round at overhanging eaves and ogee at flush eaves. Downspouts shall be round in profile, smooth-faced, or rectangular, or be cable chain. Gutters and downspouts shall be made of copper or galvanized metal.



Chimneys



Downspouts



Gutters

### 7.12.3 Roof Top Antennae, Satellite Dishes, & Functional Accessory Structures

The roofs, as an expressive design element, should be kept as visually unobstructed as possible. Visible radio/television antennae, satellite dishes, and radio towers are encouraged to be screened from public view unless otherwise allowed per FCC regulations.

Vent stacks and other necessary roof protrusions should be located to be away from public view. Locate where possible on the back side of the roof. All vent stacks and flashing is to be painted to match the color of the shingles. Shingles are to be overlapped at valleys so that no valley flashing is exposed.

No antennae or satellite dish above one meter in height may be visible from the outside of a residence. Such antennae must be concealed within a roof attic or otherwise completely concealed.

No rooftop or window HVAC equipment is permissible. Extreme care should be taken in location of condensers to avoid noise infiltration of adjoining bedrooms and other "quiet" zones.

Where practical, all meters, air conditioning units, etc. are to be placed away from public view, preferably in rear or fenced side yards. In the absence of complete yard fencing, meters, air conditioner, etc. must be screened from view. If possible, niches or offsets should be designed to accommodate mechanical equipment.

### 7.12.4 Other Accessory Structures

The only other accessory buildings allowed will be greenhouses, storage, gazebos or trellis shade structures, spas, flags, mailboxes, and decks.

Gazebo roofs shall match materials and colors set forth previously for consistency.

All spas shall be screened from neighbor's or public view by approved fencing or vegetation. Allow for a 4 foot high solid fence with 2 feet of lattice or ornamental fencing on top. All plumbing shall be concealed behind approved decking, fencing or vegetation.

The use of natural wood for deck construction is encouraged. This includes redwood, cypress, pressure-treated pine, etc., but does not include any material such as plastic or fiberglass, which may have the visual characteristics of wood.

Materials and colors used for any trellis or arbor construction shall comply with materials and colors on the primary residence. The use of wood and cementitious is encouraged.

Banners and flags may be temporarily displayed on a single pole attached to the front facade of the house.



Preferred Satellite Dish Placements



Accessory Structures



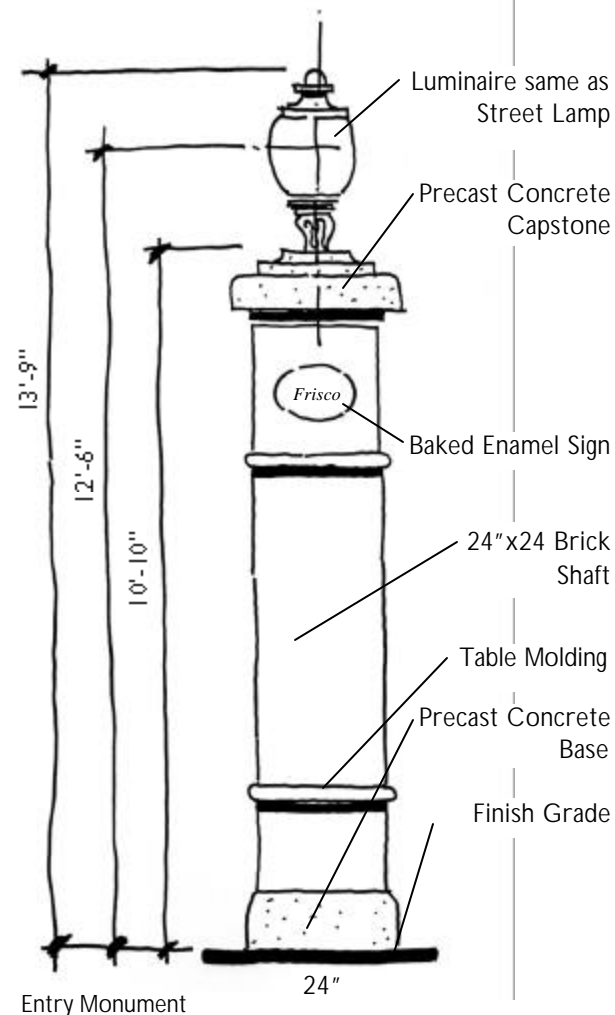
## 8. STREETSCAPE

### 8.1 Neighborhood Entry Monuments

Distinct, identifiable neighborhoods may desire to have monuments placed at key points of entry or at the center of the neighborhood. Entry monuments can be a source of pride for residents and give identity to the neighborhood.

Entry monuments should only occur where a distinguishable entry along a street already occurs. In some neighborhoods clear points of entry are difficult to find yet identity monuments at key location may be appropriate to help create a sense of place and to reinforce the neighborhood identity. Monuments should reinforce the character appropriate to the neighborhood.

1. Entry monuments should be integrated into a total design of typical elements such as trees, ornamental lighting, paving patterns, median planting, walks and buildings.
2. The scale, character, shape, materials and location of entry monuments must be planned and consistent for an entire neighborhood. This does not mean that all entries should have monuments. If too many are placed or if they occur in inappropriate locations, the strength of the entry will be diminished. Ad-hoc placements and design of entry monuments is not acceptable.
3. Provisions must be made for the maintenance of entry monuments. The most effective way to address their maintenance is to have a neighborhood association committed to their upkeep. If this is not feasible, it may be possible to have them added to a list of similar miscellaneous improvements that are the responsibility of the city. Their design should be as durable and maintenance-free as possible.
4. Appropriate scale and proportion are critical to the sense of arrival and entry. Monuments must be effective at the pedestrian and vehicular scale. A range of scales will also create a sense of movement at the point of entry. Monuments must be located at the intersections of Main Street and adjoining streets.
5. Monument design should embody elements of form and detail which represent and identify the neighborhood. The monument should make reference to the character of the shared vision of the district which it serves.
6. All entry monuments should fit comfortably into the family of existing gateway monuments in Frisco.



## 8.2 Street Trees

Trees give many benefits to the city. They supply shade, buffer wind, and sun, help clean the air and reduce glare. Street trees are the most important tool for buffering people from cars. They create a pedestrian space, make the street more comfortable and provide beauty year-round. Without street trees, pedestrians are exposed to the sun and the car with little sense of comfort.

Design for street trees should respond to the uses on the street. In most areas, the same species should be planted on a block. Different species with similar characteristics, such as form and color may be alternated in a regular pattern to avoid over-use of one species. The loss of numerous trees in any city due to diseases such as Dutch Elm reflects the danger of extensive planting of a single species.

### 8.2.1 General Tree Guidelines

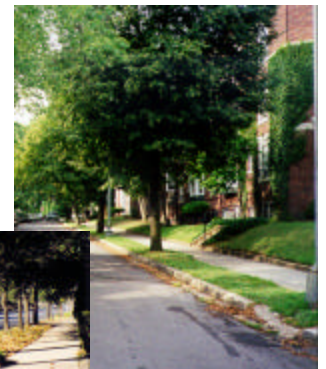
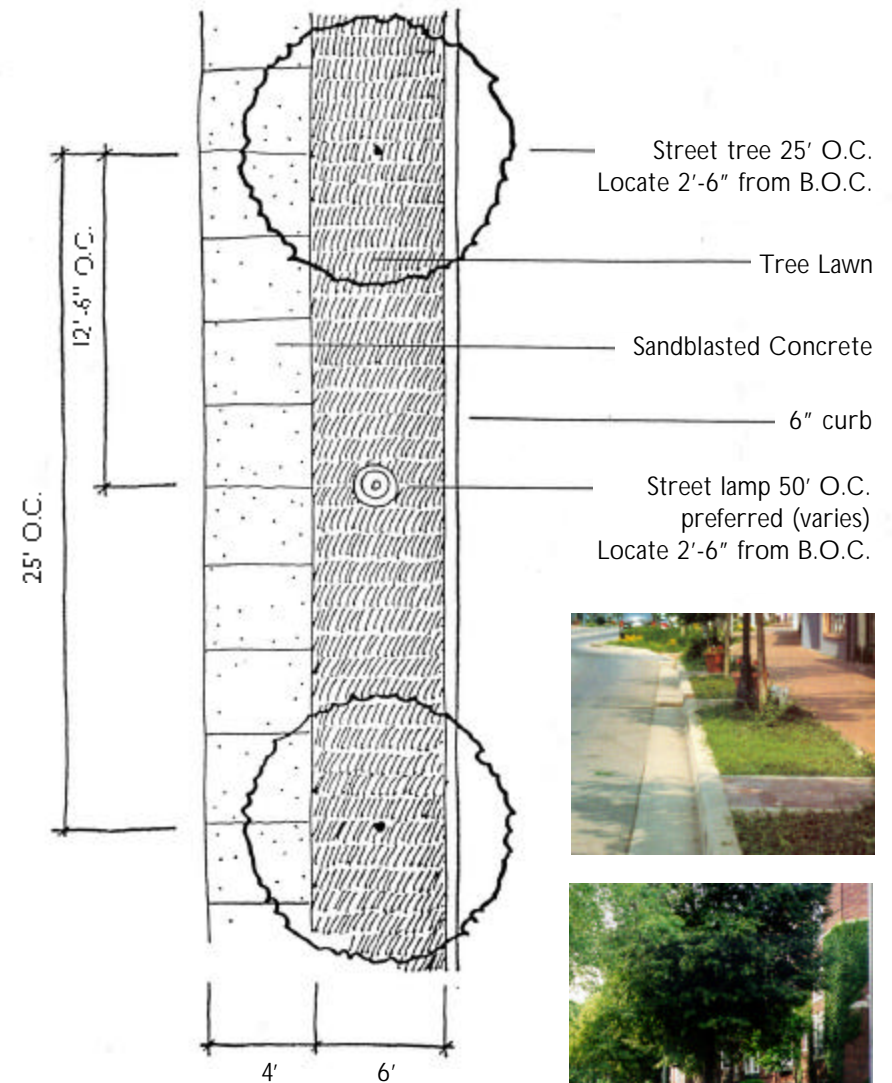
Many factors affect design in residential streets, including the volume of pedestrians, the size and orientation of sidewalks, the distance from trees to buildings, the visibility of facade and signs, and the speed and volume of vehicles.

1. Plant only one species where an area is to be unified. Avoid random changes in species.
2. Select trees that will fit when they are mature. Narrow areas suggest a narrow tree and open areas suggest a wide one.
3. Min. 3" Caliper @ installation to provide maturity and canopy definition at outset.

### 8.2.2 Tree Location

Consider mature tree size before planting so that trees have room to grow. Where signs, lights, overhead or underground utilities, utility poles and fire hydrants would limit mature tree size, adjustments in species or location should be considered to minimize excessive pruning.

1. Plant trees with regular spacing on side streets to create a continuous street edge. Adjust spacing for driveways and lights.
2. Trees must not interfere with visibility.
3. At alleys trees should not be located closer than 10 feet from the projected alley property line.
4. In residential streets, trees in tree-lawns are recommended. Trees should be located in the center of the tree lawn, 2'-6" from b.o.c.



Tree Lawns



### 8.2.3 Tree Lawns

1. Tree lawns, especially in new developments, should be at least 8 feet wide to accommodate irrigation systems and to provide adequate room for healthy tree root systems. Small lengths of step-out strips may occur within the 8 foot width. However, widths less than 4 feet should be avoided. To water efficiently care must be taken, whether done by hand or by irrigated system.
2. Tree lawns should be planted with sod or low groundcovers (below 6 inches mature height).
3. For tree lawn areas less than 8 feet wide, turf is difficult to irrigate efficiently and groundcovers or paving may be considered. Groundcovers are preferred for widths between 5 feet to 2 feet. Paving is preferred where widths are less than 2 feet and in areas where heavy traffic occur.
4. For areas less than 30 square feet, special concern must be given to the maintenance available and groundcovers are the recommended material.
5. Tree lawns should not be elevated above curbs except to provide positive drainage.

### 8.2.4 Tree Size

Trees should be large enough when planted to add substantial shade and to reach a height appropriate to surrounding buildings.

1. Trees in tree lawns should be 3 inch caliper, minimum. Note that under the favorable conditions of a tree lawn, this smaller size tree may soon catch up to the growth rate of a larger tree planted in a grate.
2. The branching height of mature trees should be no less than 8 feet above the sidewalk.
3. Trees within the special use and small street tree category should only be used where power lines overhead would not allow a large street tree to reach maturity without severe pruning.

Refer to Article IV, Sections 2.01-2.07 of the Comprehensive Zoning Ordinance of the City of Frisco (Appendix C) for further information.





### 8.3 Ground Cover, Shrubs, & Flowers

#### 8.3.1 Front Yard Landscape

This includes that portion of the yard from the edge of the street pavement to the front of the house.

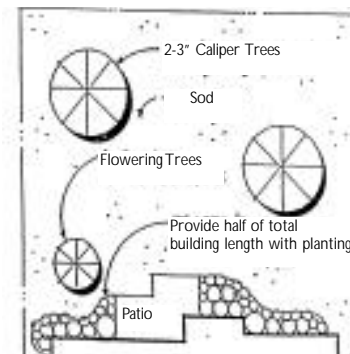
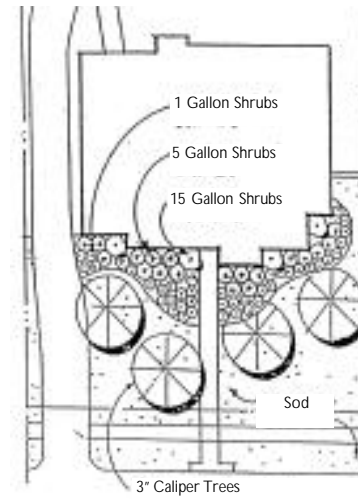
1. All newly constructed homes shall be landscaped with the following or a combination of: grass, ground covers, shrubs, vines, hedges, and trees.
2. A single row of foundation planting is not acceptable.
3. The minimum number of trees (including existing major trees) to be planted in the front yard is based on the following formula:  
One 5" caliper tree per thirty (30') feet of lot frontage. Such trees are encouraged to be placed to give definition to the home or aid in the visual continuity of the street, but should not be planted within 5 feet of the curb.
4. Maintenance and replacement of tree lawns shall be the responsibility of the lot owner.
5. Homeowners shall plant at least one shade tree in their front yard selected from the large tree list.
6. The use of native species of trees, shrubs, ground covers, and perennials is encouraged.
7. The use of fruit and berry trees is encouraged to contribute to the existing wildlife habitat. Fruit trees should be planted in groups of four or more, equally spaced.
8. All shrubs should be planted in groups of like species rather than as individuals. Spacing shall be close enough to create mass groupings (2'-3').

#### 8.3.2 Planting Beds

One portion of a planting bed must extend a minimum of six feet (6') from the foundation.

Planting beds should be curvilinear with the shrubs massed in tiers, smaller shrubs and ground cover in the front and larger shrubs in the rear of the bed. Groupings of shrubs of the same species provide a substantial look. Avoid planting shrubs at a constant distance from the foundation. Radius beds eight feet (8') minimum from building, and vary widths of beds.

Mulch all planting beds with 2" shredded pine bark. No gravel of any size and color is permitted for use or substitution for shrubs, ground cover, mulch or grass lawns. Specimen boulders and rock borders are permitted.



Planting Beds

### 8.3.3 Corner Lot Planting

Corner lots will be required to soften long walls or fences with landscaping. Where possible, a minimum of an eight foot (4') wide space should be left between a sidewalk and fence to allow for landscaping. A solid row of foundation plantings should run along the building side facing the street.

For new home construction, a minimum of two (2) trees at 3-5" caliper minimum should be placed within the side yard facing the side street. Fences thirty feet (30') in length or more must have planting between the fence and sidewalk. A suggested planting requirement is the combination of 5, five-gallon dwarf yaupon holly at 30" o.c., each combined with 3, thirty-gallon multi-trunk river birch or crepe myrtle.

### 8.3.4 Landscape Details

Planting bed edging is not required, but is encouraged for maintenance purposes and to define the shape of planting beds. Edging that will be conducive to easy maintenance with weed eaters or gasoline or electric powered edgers should be considered. Edging should not compete with the visual quality of planting beds, but should enhance the appearance.

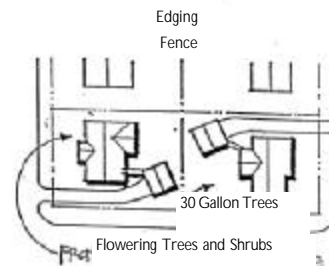
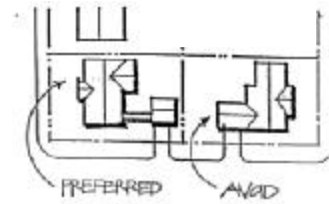
All landscape plants should be planted with the appropriate top soil, peat moss and fertilizer mixtures. The use of only on-site soil is prohibited. No bare ground is acceptable. All shrubs, ground cover and tree beds shall receive a 2" minimum layer of cypress mulch, pine bark or equivalent.

### 8.3.5 Plant Material

A list of plant material considered to be appropriate for the community is found in Appendix C. These plant materials have been chosen for their natural or adoptable qualities, their function in the landscape, and their availability in the commercial nursery trade. Other plant material may be used, but priority should be given to plants from this palette.

### 8.3.6 Irrigation

Installation of an irrigation system by the builder is encouraged for front and side yards. Sprinkler heads should be located to effectively water areas intended with minimum overthrow onto pavement, walks, etc., and to effect 100% overlap insuring effective and even coverage. (Refer to Article IV, Sections 2.01-2.07 of the Comprehensive Zoning Ordinance of the City of Frisco (Appendix C) for further information.)



Corner Lot Planting and Trees facing Side Yard



Plant Bed Edging



## 8.4 Paving Standards

Paving materials used in front yards shall be selected and designed in patterns, which complement the adjacent public sidewalk. Warm tone, natural material such as brick and stone are preferred over materials such as poured-in-place concrete for paving enhancements. Asphalt and gravel shall not be used as paving.

### 8.4.1 Entry Walks

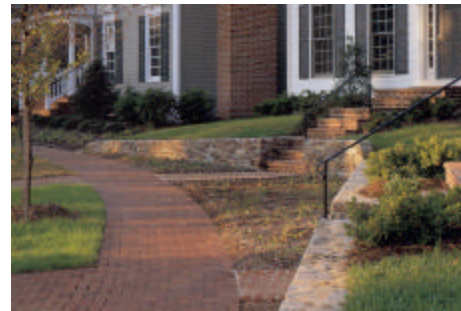
Entry walks are those walks which extend out from the home and/or detached sidewalk and lead to the curb. They are appropriate in the tree lawn where there is a functional need for them. Two or three feet are recommended widths, with a maximum of five feet allowed. They may be used in conjunction with step-out strips as a way of giving access from parked/stopped vehicles to the sidewalk. All homes shall have entry walks to the sidewalk.

### 8.4.2 Step-Out Strips

“Step-out strips,” or landing walks, are recommended as a way to facilitate access to cars while maintaining the integrity of the tree lawn. Step out strips are a 12-24 inch wide area of paving next to the curb, connected to the sidewalk by an entry walk. Historically, step out strips were short in length and had to serve only one carriage or car.

The design intent for step-out strips should be to minimize the disruption within the continuous tree lawn. Where possible they should be designed to be inconspicuous. Plain concrete paving, brick paving, interlocking concrete unit paving, and flagstone are acceptable materials.

Street sidewalks shall provide continuous pedestrian and bikeway connections into the community wide network. Detached sidewalks are 4 feet minimum between tree lawn and front yard setback. Use crosswalk demarcation at street intersections. See Old Town Commercial Design Standards 10.2 Pavement and 10.3 Paving Standards for more guidelines.



Entry Walks and Step-Out Strips



## 8.5 Fences & Screening

### 8.5.1 Fencing Setbacks

A minimum fence setback of ten feet (10') from front elevation of the house is required for ornamental fencing unless required to hide mechanical equipment.

A minimum fence setback of five feet (5') from public walks is required for a planting buffer. (see figure) Fences more than thirty feet (30') in length require a planting buffer. Fences can be of solid construction up to four feet (4') and a trellis type (see-through) fencing can be extended two feet (2') on the top. The total fence height is not to exceed six feet (6').

### 8.5.2 Fencing Detail

To insure compatibility of fence design throughout the community, fences are only to be constructed of wood or wrought iron. All fences within public view shall conform to the design shown in this document.

If there is only one "finished" side, it must be the public side. Diagonal and horizontal fencing is strictly prohibited. No chain link is permitted.

### 8.5.3 Corner Lot Fences

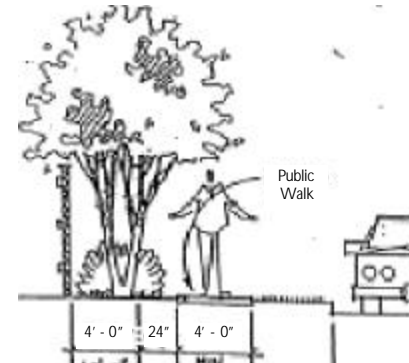
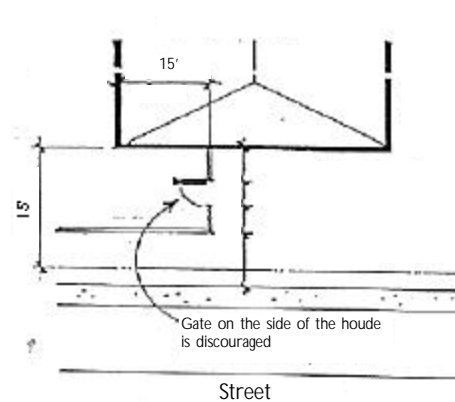
Corner lot fences and fences between lots, paralleling the fronting street, must be installed with the finished side out as illustrated. (see figure) The fence is to be installed using quality materials and standard construction techniques such as wood or wrought iron. Aluminum and cyclone (wire mesh) are not acceptable materials.

### 8.5.4 Open Space Lot Fences

Wood and wrought iron fencing (see figure) shall be installed on the property line adjacent to the amenity and for the adjacent twenty-four feet (24') of the side fence that adjoins the amenity. Masonry posts can be utilized.

### 8.5.5 Screening

Shrubs or vines should be placed in front of screens. Hedges may be used for screens if plants are mature enough and spaced close enough to provide adequate screening. Screening with plants is to be accomplished with initial installation, not assumed growth at maturity. Staggered spacing of shrubs for hedges makes a good screen. (see figure) If a solid wood fence is desired it shall be no higher than four feet. Additional height may occur with lattice. Refer to Article IV, Sections 2.01-2.07 of the Comprehensive Zoning Ordinance of the City of Frisco (Appendix C) for further information.



Fences



Screening



### 8.6 Site Lighting

The Builder/Owner may install and maintain lighting on individual lots in a manner to not cause distraction, nuisance or to be unsightly.

Exterior residential lighting can convey a warm, inviting atmosphere. Care should be taken in placing fixtures, selection of fixtures, and types of light source. Exterior illumination of architectural features such as columns, entries, chimneys, and landscape features is encouraged.

If certain lighting is installed, the lights should be directed to illuminate house number graphics. Ground lighting or decorative light fixtures are acceptable. Decorative fixtures should be of high quality materials and workmanship, and be in scale and style with the residence.

Sodium vapor lights are prohibited. Mercury vapor security lights, when the fixture is visible from public view or from other lots, is also prohibited. Mercury vapor lights, when used for special landscape lighting affect, (hung in trees as up and down lights) is permissible.

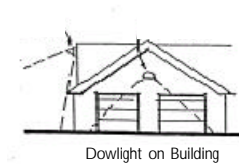
Colored lenses on low voltage lights, colored light bulbs, fluorescent and neon lighting is prohibited. Incandescent, low voltage incandescent, metal halide, quartz and natural gas lights are acceptable.

Locate street lamps 2'-6" from back of curb, evenly spaced between street trees and at intervals no greater than 100'.

Fixture mounting height shall be between 10' and 12'.

Use metal halide lamps.

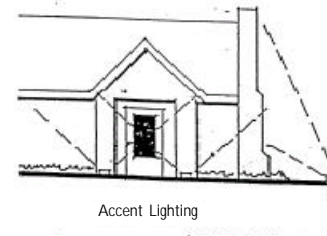
High levels of street lighting (1 lumen per square foot)



Downlight on Building



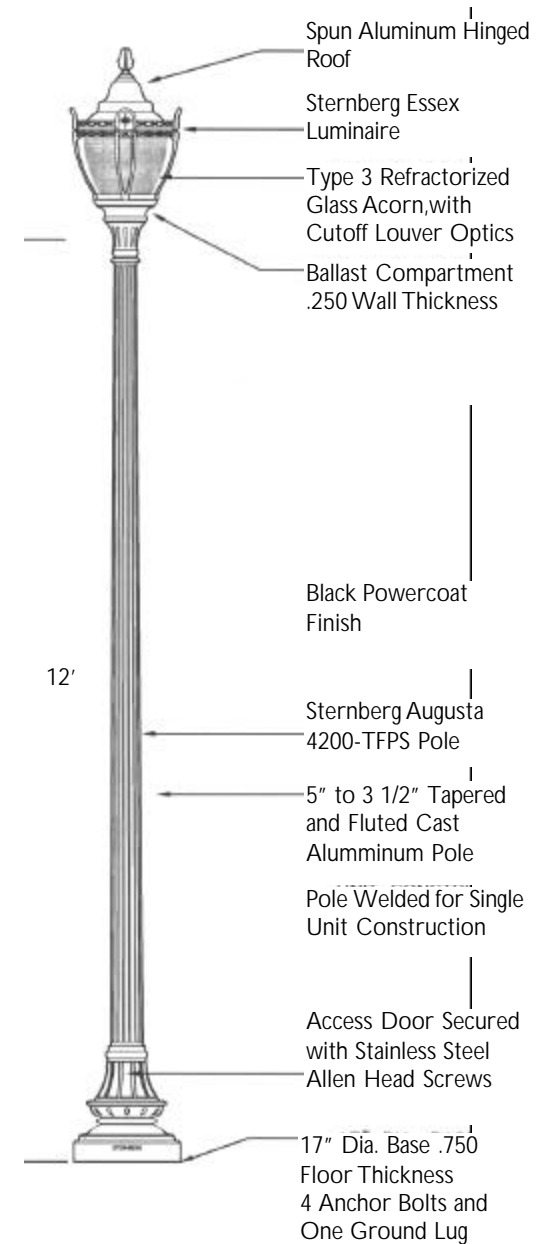
Downlight in Landscape



Accent Lighting



Uplighting



Street Lamp

## Original Town Commercial Zoning Summary

Refer to City of Frisco Comprehensive Zoning Ordinance  
Ordinance No. 00-11-01

### 8.03 PERMITTED USES:

A. Uses permitted in the OTR District are outlined in Article II, Section 3

### 8.04 AREA REGULATIONS:

#### A. Size of Yards:

1. Minimum Front Yard – None - Minimum of eighty percent (80%) of a facade adjacent to a street must be on the property line (except west of the Northern – Santa Fe Railroad when "slip roads"/parallel roadways are provided).
2. Minimum Side Yard -- None - Subject to provision of fire retardant wall as required by current adopted edition of Uniform Building Code.
3. Minimum Rear Yard:
  - a. Abutting non-residentially zoned property and constructed with fireretardant wall and alley separation - None
  - b. Without fire retardant wall or alley - Twenty feet (20')
  - c. Abutting residentially zoned property - Ten feet (10') with screening (see Illustration 20 and 21)

#### B. Size of Lots:

1. Minimum Lot Area - Five thousand (5,000) square feet unless platted as a lot of record prior to the adoption of this district.
2. Minimum Lot Width - Forty-five feet (45') unless platted as a lot of record prior to the adoption of this district.
3. Minimum Lot Depth - One hundred feet (100') unless platted as a lot of record prior to the adoption of this district.

#### C. Height Regulations:

1. Maximum Height – Four (4) stories or sixty five feet (65') west of the Burlington Northern – Santa Fe Railroad; two (2) stories not to exceed forty (40') feet east of the Burlington Northern – Santa Fe Railroad.

#### D. Maximum Lot Coverage - None

#### E. Parking Regulations:

1. See Off-Street Parking and Loading Requirements, Article IV, Section 4

#### G. Other Regulations

1. Open storage is prohibited in the OTC District.
2. Minimum area of six-hundred fifty (650) square feet for residential units over retail or office.

3. Projections into a required setback or beyond the street lot line: The following projections shall be permitted in a required setback or beyond the Street Lot Line:
  - a. Ordinary building projections, including but not limited to: water tables, sills, belt courses, and pilasters, may project up to twelve-inches (12") into a required setback or beyond the Street Lot Line, or beyond the face of an architectural projection.
  - b. Balconies above the first floor may project up to sixty-inches (60") in the right-of-way and have a minimum of nine feet (9') of clearance over the sidewalk. At no time shall a projection extend over a public street.
  - c. Canopies, awnings, cinema or theater marquees, and/or kiosks may project from building face and may extend to, or be located within eight-inches (8") of the back of curb. Any vertical supports anchored to the ground must be located at least four-feet (4') from the back of curb and have a minimum of nine feet (9') of clearance.
  - d. Roof eaves, soffits, cornices, and parapet treatments may project up to thirty-six-inches (36") into a required setback or beyond the street lot line, or beyond the face of an architectural projection, provided that no portion extending below seven feet-six inches (7'-6") above the immediate adjacent grade may project more than twelve-inches (12").
  - e. Architectural projections, including bays, towers, and oriels; below grade vaults and areaways; and elements of a nature similar to the preceding; may project up to forty-two-inches (42").
  - f. Show windows at the first floor may project up to forty-two-inches (42").
4. Facades must reflect early 20 th Century Texas architectural styles for this area. The Director of Planning or his/her designee will approve all facades. Appeals will be forwarded to City Council.
5. Convenience Stores with Gas Pumps (east of the Burlington Northern – Santa Fe Railroad) must meet the following requirements:
  - No more than two (2) fuel pumps
  - A porte-co-chere (no metal or plastic canopies) shall be attached to the building. Columns shall be constructed on the same material as the main structure.
6. Convenience Stores with Fuel Pumps (west of the Burlington Northern – Santa Fe Railroad) must meet the following requirements:
  - Multiple pumps will be allowed but must be placed behind the building.
  - No more than three (3) fuel pumps allowed between the building and the Dallas North Tollway.
  - Canopy must be located behind the building with brick columns.
  - Back lit canopy lighting limited to the North and West side of the canopy
  - A porte-co-chere shall be attached to the building if fuel pumps face Main Street or if located between the building and the Dallas North Tollway



**Original Town Residential Zoning Summary**

Refer to City of Frisco Comprehensive Zoning Ordinance  
Ordinance No. 00-11-01

[http://www.ci.frisco.tx.us/planning/zoning\\_index.htm](http://www.ci.frisco.tx.us/planning/zoning_index.htm)

**8.03 PERMITTED USES:**

A. Uses permitted in the OTR District are outlined in Article II, Section 3

**8.04 AREA REGULATIONS:****A. Size of Yards:**

1. Minimum Front Yard - Twenty feet (20') with five feet (5') Utility Easement adjacent to right-of-way.
2. Minimum Side Yard - Six feet (6'); twelve feet (12') on corner lot adjacent to side street; twenty four feet (24') for swing-in garage (see Illustration 20)
3. Minimum Rear Yard - Eight feet (8'); twenty feet (20') for garage facing alley (can be reduced to twelve feet (12') but requires additional parking surface – See Illustration 19); twenty-four (24') for swing-in garage (see Illustration 20 and 21)

**B. Size of Lots:**

1. Minimum Lot Area - Four thousand-five hundred (4,500) square feet north of Main Street; two thousand-two hundred and fifty (2,250) square feet south of Elm Street
2. Minimum Lot Width - Fifty feet (50') north of Main Street; twenty-five (25') south of Elm Street
3. Minimum Lot Depth - Ninety feet (90')

**C. Minimum Dwelling Area (see Article IV, Section 9.02):**

1. One thousand and two hundred-fifty (1,250) square feet north of Main Street
2. Six hundred fifty (650) square feet south of Elm Street

**D. Maximum Height - Two stories no greater than forty (40') feet****E. Maximum Lot Coverage: Fifty-five percent (55%) including accessory buildings****F. Parking Regulations:**

1. Single Family Dwelling Unit - Two (2) spaces on the same lot as the main structure
  - a. Off-Street Parking and Loading Requirements, Article IV, Section 4

**G. Other Regulations**

1. Accessory Building and Use Regulations, Article IV, Section 7
2. Special and Additional Supplementary Regulations, Article IV, Section 9
3. Screening Fences and Wall Standards, Article IV, Section 5
4. "Lot of Record" in "Old Donation", Article IV, Section 9.01
5. Facades shall reflect early 20 th Century Texas architectural styles for this area. The Director of Planning or his/her designee will review all facades and will either approve or deny the request. Appeals will be forwarded to City Council.
6. Non-combustible fiber cement siding allowed per Building Official Approval. (See Article IV, Section 9.09, Exterior Construction of Main Buildings)
7. Front porch required. Porches shall be a minimum of six feet (6') deep and may extend ten feet (10') feet past front building line provided that such encroachment does not result in a threat to the occupant's or public's health, safety or welfare. The porch shall have a minimum area of sixty (60) square feet.