

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.



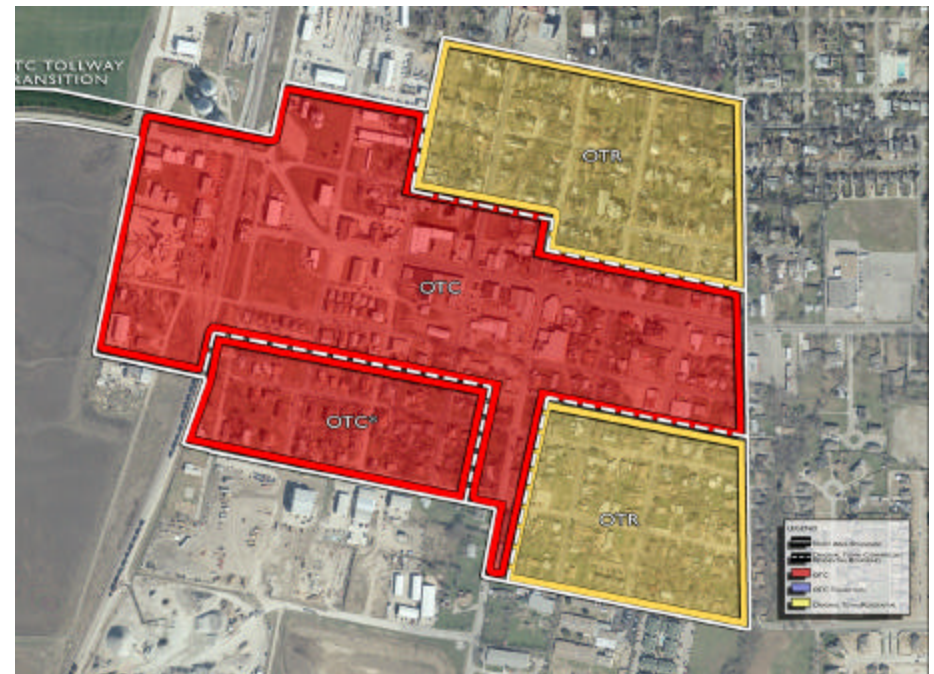
Existing Main Street



Commercial Vision



Commercial Vision



Subdistricts of the Original Town District

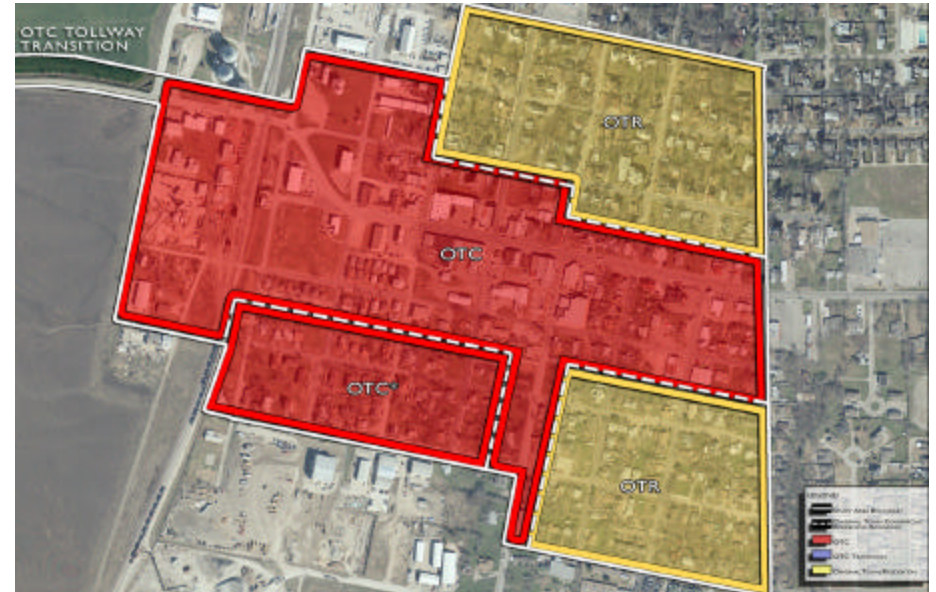
2. DESCRIPTION OF ORIGINAL TOWN COMMERCIAL

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 of 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:

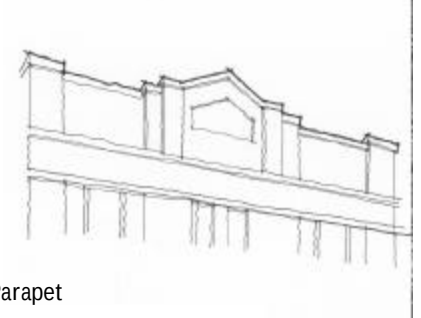
1. Design and leasing of ground floor areas should focus on uses that enhance and enliven the pedestrian experience along Main Street. Retail uses should occur as continuously as possible along the ground plane of Main Street.
2. Main entries to offices, housing, and other second level uses should front 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

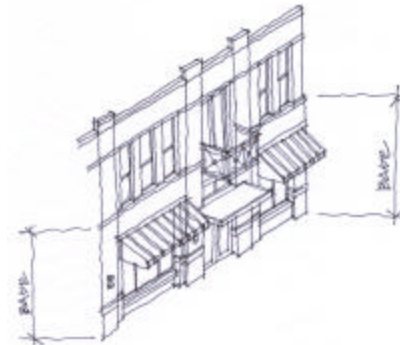
1. Simple yet varied massing promotes a “Main Street” character.
2. Breaking down the massing and scale of larger buildings creates a pedestrian scaled collection of smaller individualized elements that is in keeping with the overall concept.
3. Especially at corners, create a varied skyline with forms (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.



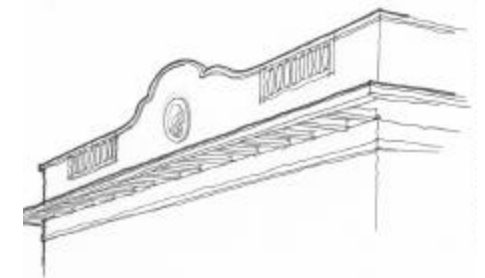
Single-story retail articulated in form and detail



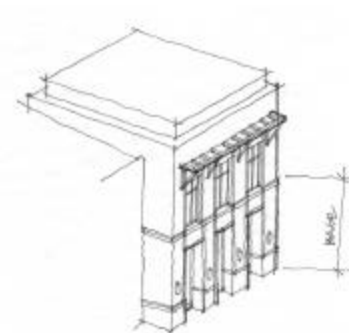
Parapet



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

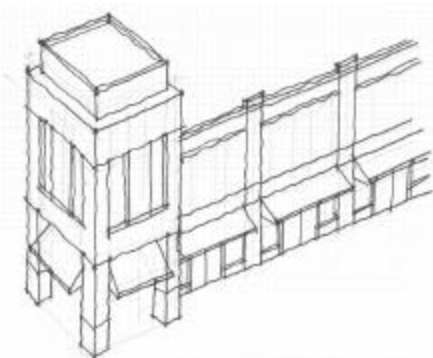
1. Punched-type windows are appropriate. They should be inset a minimum of 9 inches from the face of the building to create deep shadow lines and visual relief.
2. To control glare and reinforce the traditional image of bearing wall architecture, ribbon windows and curtain walls are discouraged.
3. Clear 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

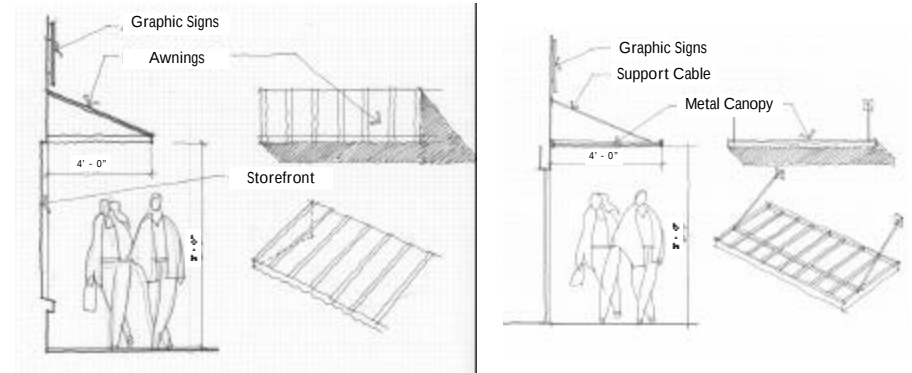
1. Structural awnings are encouraged at the ground level to enhance articulation of the building volumes.
2. The material of awnings and canopies should be architectural materials that compliment the building such as metal flashing and wood trim. Fabric (no vinyl) is allowed on upper levels.
3. Awnings 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

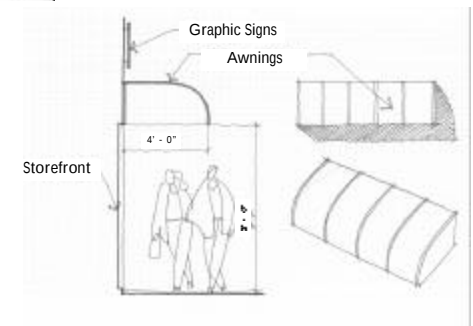
1. Color palette should take cues from the surrounding environment of Frisco, integrating the classic base colors of Texas materials including but not limited to warm earth tones such as tan, ochre, beige, and terra cotta.
2. Roses, pinks, plums and violets should generally be avoided.
3. Vibrant accents 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

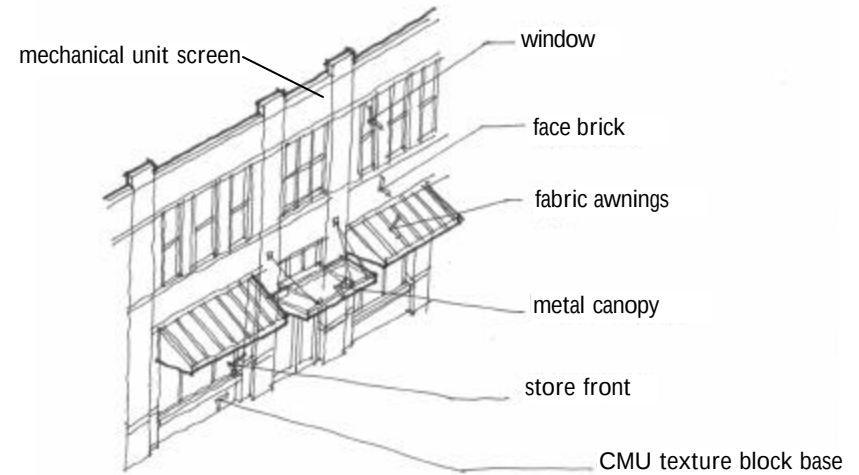
6.8 Details

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:

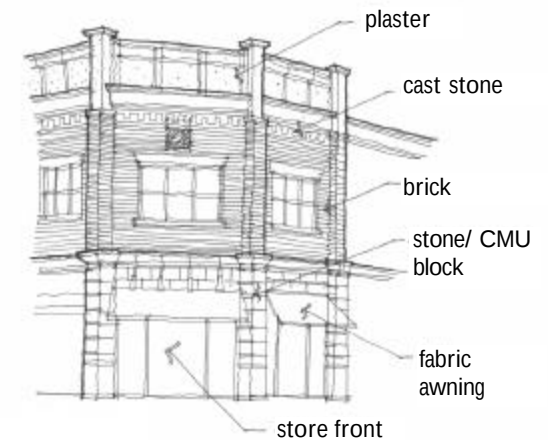
overhangs	cornices	string courses
peaked roof forms	arches	window sills
outdoor patios	lintels	pilasters
rustication		
canopies, awnings or porticos		
architectural details (i.e. tile work and moldings)		
integrated planters or wing walls with landscape and sitting areas		

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

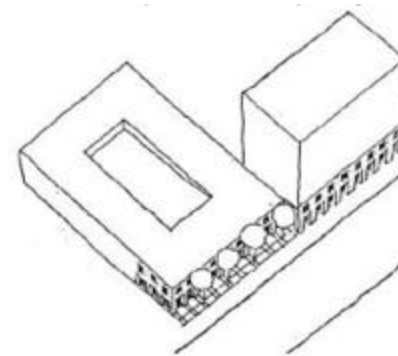
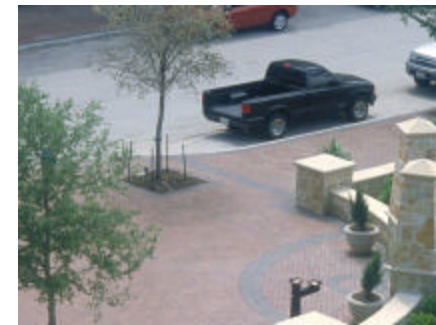
1. The street curbs will neck down at intersections where on-street parking occurs.

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

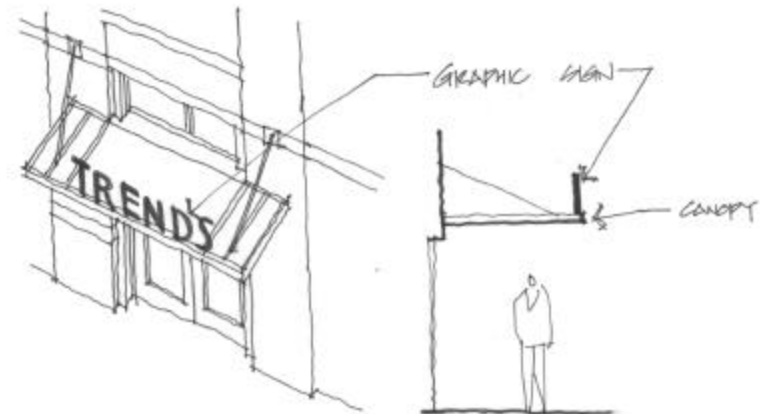
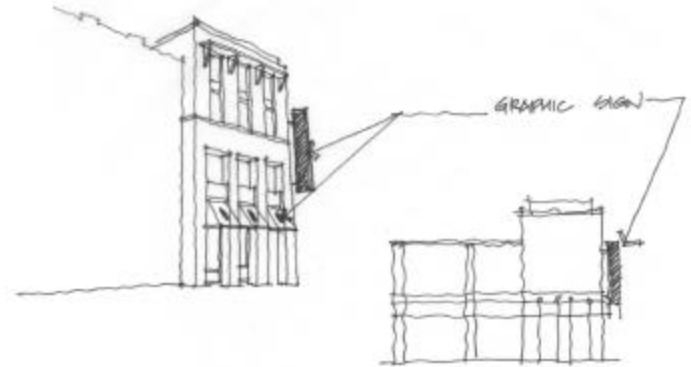
The purpose of the signage criteria is to ensure that tenants, residents, and visitors can quickly and easily make their way through the OTC and related development. As this area is unique and diverse, signage should be designed appropriately to contribute to the overall identity and wayfinding system.

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

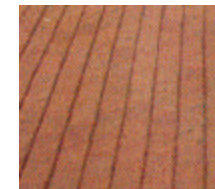
1. Concrete including plain grey, integral colored concrete and special finishes is acceptable (excluding stamped concrete, seeded concrete or epoxy concrete). Concrete should be a minimum of 4 inches thick, meeting industry standards for concrete mix, finishing, curing and sealing.
2. Care should be 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 by 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

- Seating should not interfere with plant materials or pedestrian circulation and should be placed for psychological comfort.
- Comfortable seating should provide a sense of having protection from behind and something interesting to look at such as shopfronts or other pedestrians.
- 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.

- 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.
- 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.
- 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)
- Tree wells must drain into storm sewer in order to avoid damage because of existing non-porous clay soil.

9.4.3 Bicycle Racks

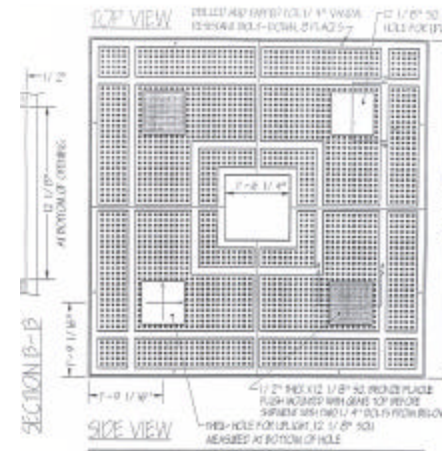
Bicycle racks should be provided within commercial streetscapes to encourage bicycle use.

- Avoid placing bicycle racks in areas where they may endanger the safety of pedestrians or cyclists.
- 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
Model III



Verona Clock
Model 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

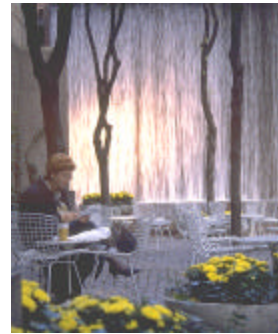
Uses such as street vendors, shoe shine stands, etc. are encouraged in order to activate and enliven the street.

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

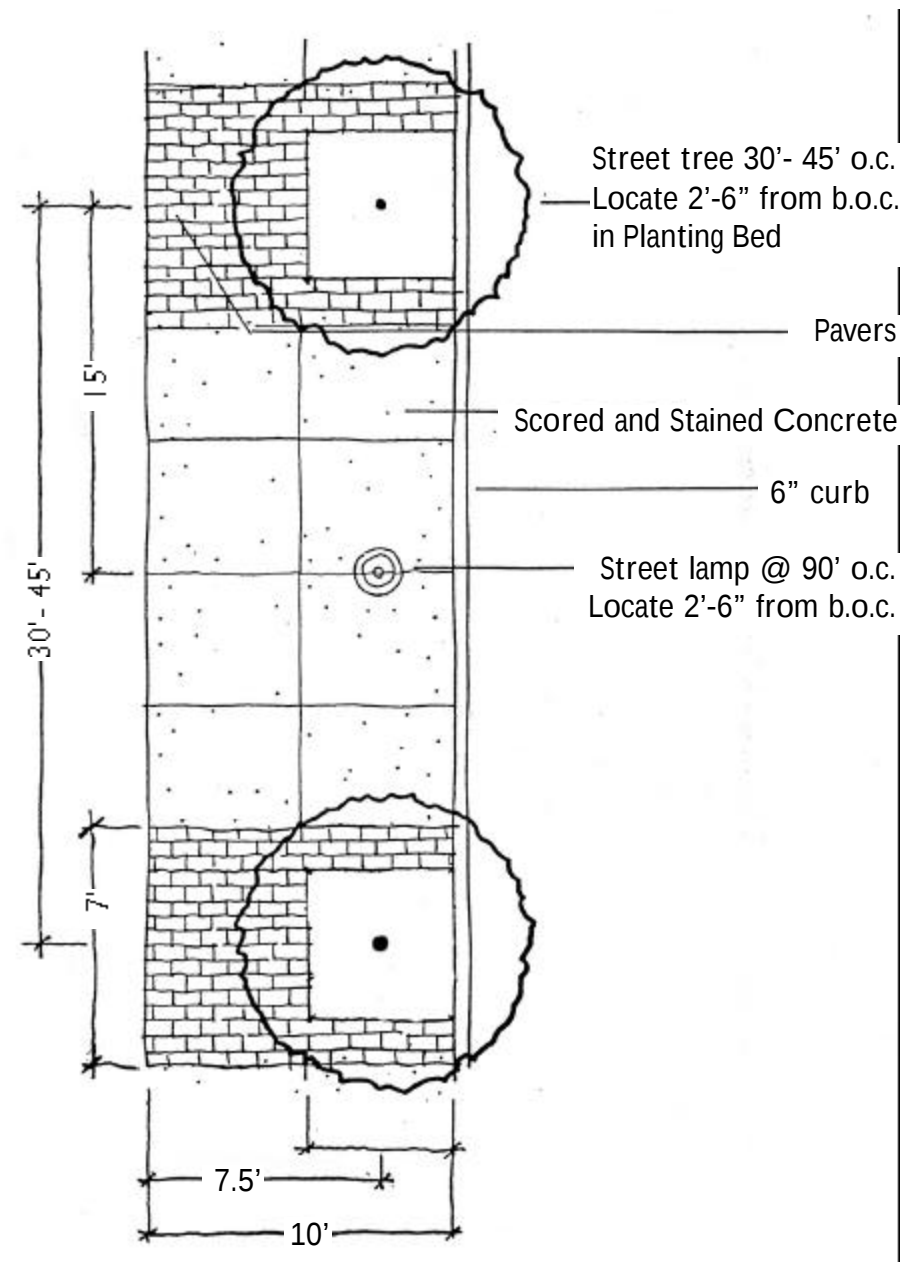
Consider mature tree size before planting so that trees have room to grow. Where signs, lights, overhead or underground utilities, utility poles and fire hydrants would limit mature tree size, adjustments in species or location should be considered to minimize excessive pruning.

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

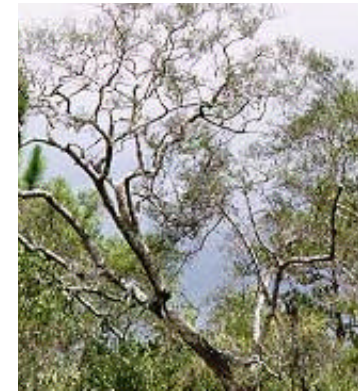
Texas Sophora
 Chaste Tree

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



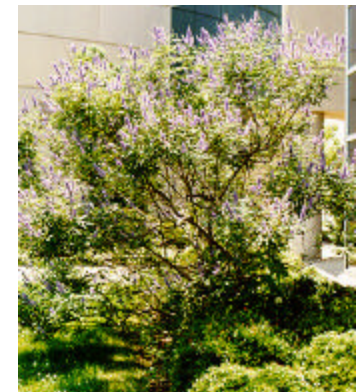
Possumhaw Holly



Yaupon Holly



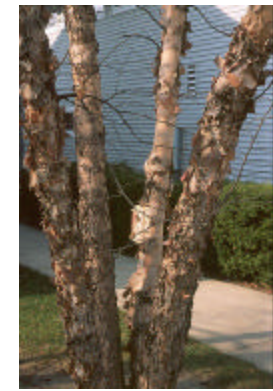
Desert Willow



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

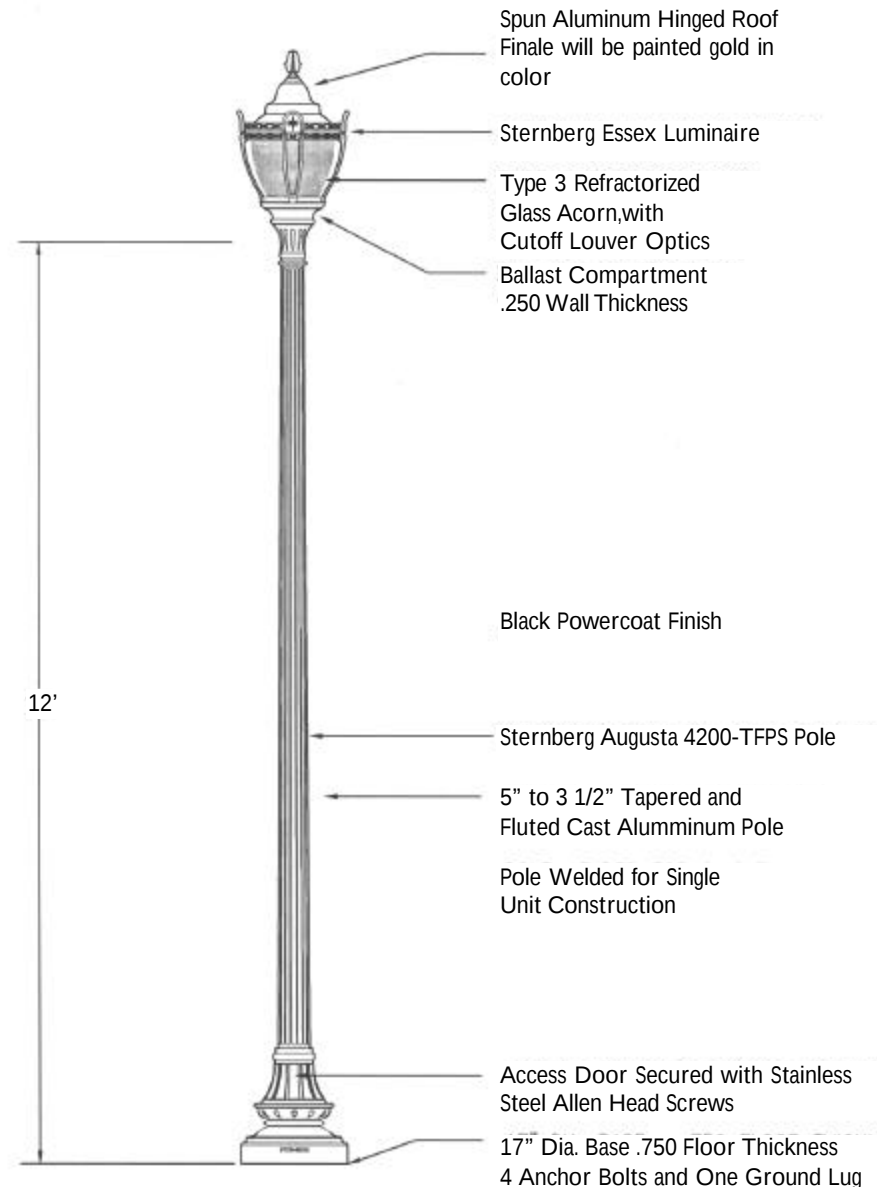
Locate lights as part of an overall system that organizes other street elements such as trees, benches, and paving.

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.



Street Lamp

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

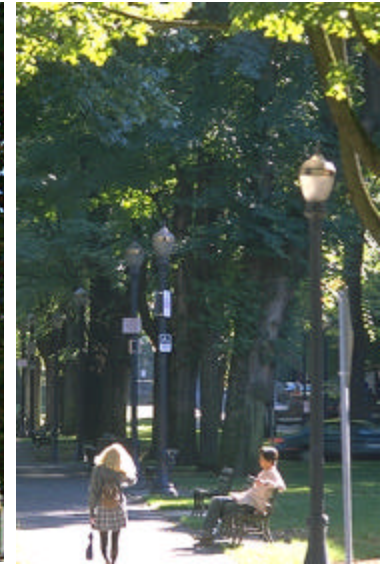
Special effect lighting may include string lighting in trees or uplighting in the tree grate or planting bed. If string lighting is desired, electrical outlets should be included adjacent to each street tree.

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