

## Meeting Called to Order

### Consideration of the Minutes of the February 1, 2017 meeting

Documents:

02012017 DRC Minutes.pdf

## Unfinished Business:

### 1. Design Guidelines

Documents:

Design Guideline Memo.pdf  
Design Guidelines\_05JAN17\_v2.pdf

## New Business:

### 2. Design Review for the development of an amenity center located within Phase 1 of the Bridgemore Village community (SP 2017-001; DR 2017-001)

Documents:

staff report for DRC.pdf  
Bridgemore Amenity Site Plan.pdf

## Adjourn

*This meeting will be held at 4:00 p.m. at Thompson's Station Town Hall, located at 1550 Thompson's Station Rd West.*

Town of Thompson's Station  
Design Review Commission  
Minutes of the Meeting  
February 1, 2017

**Call to Order.**

The meeting of the Design Review Commission of the Town of Thompson's Station was called to order at 4:00 p.m. on Wednesday, February 1, 2017 with the required quorum. Members and staff in attendance were Commissioners Steve Bennett, Daryl Stevens, Kim Peterson and Wanda Bradley and Huntly Gordon; Town Planner Wendy Deats.

**Consideration of Minutes.**

The minutes of the December 7, 2016 meeting were previously submitted.

**Commissioner Stevens moved for approval of the December 7, 2016 Design Review Commission meeting minutes. The motion was seconded and carried unanimously.**

**Election of Officers.**

**Commissioner Bradley nominated Huntly Gordon for Chairman, and Kim Peterson for Vice Chairman of the Design Review Committee. The motion was seconded and carried unanimously.**

**New Business.**

1. Design Guidelines

The Commission discussed the revisions to the Design Guidelines with Mrs. Deats. Staff will work with Placemakers on the revisions and a revised document will be submitted prior to the next meeting.

**Adjourn.**

There being no further business, the meeting was adjourned at 5:23 p.m.

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Huntley Gordon, Chairman

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Kim Peterson, Vice Chairman

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**DATE:** April 5, 2017  
**TO:** Design Review Commission  
**FROM:** Wendy Deats, Town Planner  
**SUBJECT:** Design Guidelines

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PlaceMakers has revised the Draft Design Guidelines for your review based on the DRC review of the guidelines. The intent of the guidelines is to promote design excellence in character and compatibility of development to its surroundings. The guidelines will be applicable to all commercial, mixed use and multi-family developments.

Recommendation

Staff recommends that the DRC adopt the Design Guidelines.

Attachments

Draft Design Guidelines

# DESIGN GUIDELINES



3/22/17

Town of Thompson's Station

# Design Guidelines

TOWN OF THOMPSON'S STATION

## Table of Contents

<b>PURPOSE &amp; APPLICABILITY</b> .....	<b>3</b>
PURPOSE .....	3
TOWN-WIDE DESIGN PRINCIPLES .....	3
DESIGN GUIDELINES FOR COMMERCIAL, MIXED-USE AND MULTI-FAMILY.....	3
APPLICABILITY.....	4
<b>INTRODUCTION</b> .....	<b>5</b>
SUMMARY .....	6
<b>I   THE SITE</b> .....	<b>7</b>
1.   PUBLIC REALM .....	7
2.   TOPOGRAPHY.....	8
3.   DRAINAGE.....	9
4.   PEDESTRIANS .....	9
5.   PARKING.....	10
6.   SERVICE .....	11
<b>II   THE LANDSCAPE</b> .....	<b>12</b>
1.   O1 AND O2 SECTORS .....	12
2.   SUBURBAN.....	12
3.   URBAN.....	13
<b>III   THE BUILDING</b> .....	<b>14</b>
1.   PRIVATE REALM.....	14
2.   STYLE.....	14
3.   MASSING .....	15
4.   WALLS .....	20
5.   MATERIALS.....	23
6.   ROOFS .....	24
7.   DOORS AND WINDOWS .....	26
8.   SIGNS .....	28

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## PURPOSE & APPLICABILITY

### Purpose

Development regulations are found within the Land Development Ordinance (LDO) and these regulations promote design excellence in buildings, landscape, open space and urban design. The purpose of this manual is to provide developers and designers with clear answers to the question: What does Thompson's Station consider "good design?" The Town's intention for these "Design Guidelines" is to assure that new designs remain in continuity with the town's existing development "successes," and at the same time inspire exciting and creative additions to the community.

### Town-Wide Design Principles

These principles state the Town's vision for the future of development and are applied to all types of development and use. The general criteria established for development in the Town of Thompson's Station include:

- **Character:** All developments should create buildings and landscapes that are particular to Thompson's Station and contribute to the public realm as well as the preservation of the rural landscape.
- **Compatibility:** New development should be visually appealing, and compatible with other development in the surrounding area.
- **Views:** Development should enhance the environment by enhancing existing views and providing vistas of important spaces and buildings.

### Design Guidelines for Commercial, Mixed-Use and Multi-Family

These guidelines supplement the Town-Wide Design Principles. They set additional criteria for more intense and diverse development to aid in meeting the goal of excellence in design and asset to the landscape. These guidelines augment rather than replace the requirements of the LDO and proposals may be submitted that are in conflict with the criteria with a clear explanation of why the criteria could not be met. The goals of these criteria include the following:

- **Livability:** All new development, whether Transect-based or Use-based, should plan for buildings and outdoor spaces that are human-scale, consider active transportation needs, and provide for a interconnected network of circulation.

- **Context:** Ensure that new development fits into its existing context in a manner that benefits the Town's character and economy. This includes having a positive relationship between the building and the street and well as with the adjacent neighbors.
- **Harmony:** New developments should be designed to achieve a unified composition including building placement, volume, architectural elements, fenestration, proportion and landscape.
- **Durability:** Buildings should use durable materials that are assembled in a manner that achieves long-term value.

## Applicability

These guidelines apply to all commercial, mixed-use and multi-family buildings in the Town of Thompson's Station. This applies to Transect zones and Use zones alike.



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## INTRODUCTION

Thompson's Station traces its origins to the 18th century and its role in Middle Tennessee's economy to the great railroad era of the 1800s. Current projected population and job growth is likely to make the region among the most dynamic in the nation over the next quarter-century. These Design Guidelines, in conjunction with the General Plan and Land Development Ordinance make sure the growth we capture is in character with who we are and what we value.

The opportunity that the Town wants to seize is an appropriate share of the dramatic growth in population and jobs predicted for the Nashville region. But that comes with avoiding the kinds of sprawling and disconnected development that damages the rural landscape, demands enormous low-return infrastructure investment and requires anybody who wants to get anywhere to endure commuting hassles among the worst in the US.

Thompson's Station will take advantage of lessons learned from communities in the broader region and elsewhere that allowed sprawling development to overwhelm them. The sort of regulations we want are ones that enable the kinds of places we admire. The rural landscape is of tremendous value and its preservation coupled with appropriate development is a priority established in the General Plan.

With this priority on the rural landscape, adding new buildings can be challenging. Introducing buildings that respect views, have the appropriate scale, and are an asset to the environment requires sensitivity and skill. To make the process and the assessment of the applications easier, criteria are provided at the scale of the Site, the Landscape, and the Building.

### **The Site**

New development changes the character of the streets and roads they front as well as the neighborhoods they abut. Depending on the context, they should either preserve or enhance the character of the urban or rural context that is larger than their specific site. This includes a compatible connection to adjacent development.

### **The Landscape**

New projects should contribute to the existing landscape. Buildings' form affects the environmental performance and quality of life possible in adjacent buildings and on adjacent sites. New development must not be considered as an island, but as an extension of adjacent neighborhoods and landscapes. This topic includes slope sensitivity, tree preservation and green infrastructure recommendations.

## **The Building**

These guidelines have no criteria for architectural style, but buildings must possess sensitive massing, useable open space, pedestrian-friendly parking, durable materials, and human-scaled volume.

## **Summary**

The LDO and the physical constraints of the site always take precedence in determining the ultimate site development. These guidelines are offered to help designers deal with such constraints efficiently and effectively.

Site development issues include landscape preservation, siting of buildings, parking and circulation, and stormwater management. Landscape character issues include entranceways, streetscapes, and tree and plant selection, including size and variety. Architectural character issues deal with proportion and scale, building materials, color and texture, and architectural detail.

## I | THE SITE

### 1. | Public Realm

The most important criterion of context-sensitive development is how the site relates to the street or road it faces and abuts its neighbors. Character may be enhanced with sensitive siting, reduction in grading, and preservation of views.

The public realm is another term for the public right-of-way plus the front setback and in an urban context is the space between the buildings facing each other across a street. In a rural context, it is the space between the landscapes on either side of the road. The components are illustrated below and consist of the carriageway, planters including street trees, sidewalks or paths, and the setbacks in an urban environment.

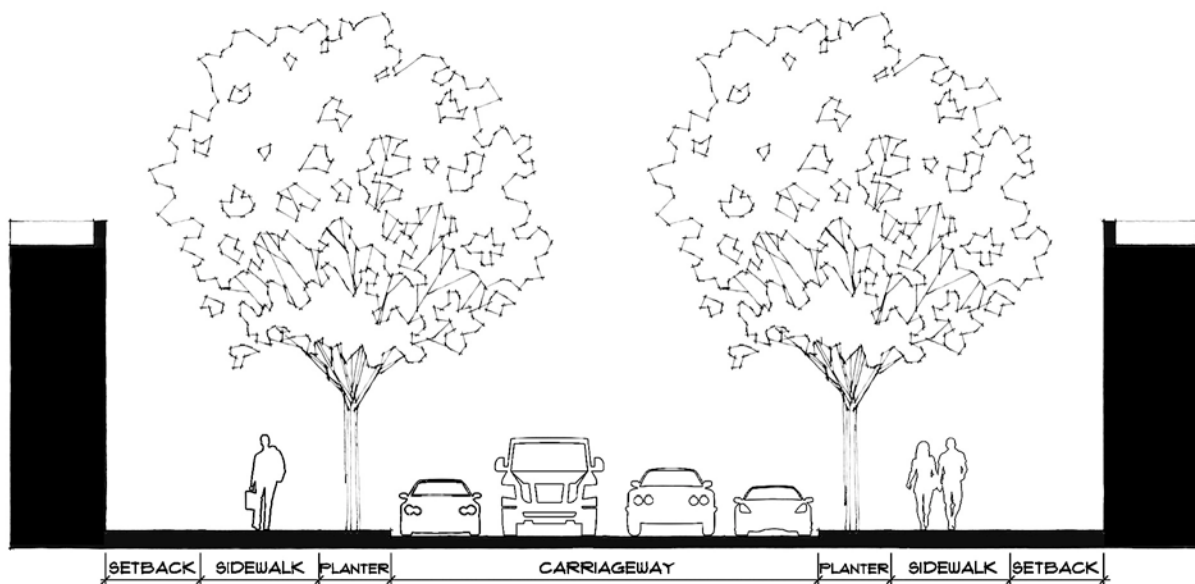


FIGURE 1. PUBLIC REALM COMPONENTS – URBAN CONTEXT

### Recommendations

- 1.1. **Relationship to the Public Realm.** Orient buildings to positively define and frame public streets or civic spaces relative to the context. In a rural condition, development must be carefully sited to avoid compromising character and scenic vistas. Match or complement adjacent building heights and widths in use zones.

## 2. | Topography

High value is placed on the rural landscape. Because of this, buildings and streets should be designed to harmonize with existing topography and minimize land disturbance. Thompson's Station's topography requires special sensitivity in building placement.

### Recommendations

- 2.1 **Grading.** Design the site to reduce the requirements for grading and complement the natural landform. Grading should blend gently with contours of adjacent properties, with smooth gradations around all proposed cut-and-fill slopes, both horizontally and vertically.
- 2.2 **Development Intensity.** Plans should be designed to reflect the capacity of existing topography, natural drainage-ways, soils, geology and other site conditions.
- 2.3 **Context.** Sites should be developed to reflect their natural characteristics. Flat, open areas are most desirable for larger buildings and parking while steeper areas may be able to accommodate smaller structures.
- 2.4 **Slope.** Portions of a site shall be identified as buildable relative to their slope and are defined as follows:
  - **Prime Buildable:** Land with little or no building restrictions that occurs as a consequence of slope conditions. These areas are defined as slopes of less than 10 percent.
  - **Secondary Buildable:** In areas with slopes of 10 to 15 percent, techniques should be utilized which minimize grading and site disturbance.
  - **Conserved:** In areas with slopes of 15 to 25 percent, building and site preparation can occur, but restrictions are severe. These areas require customized architectural solutions and specialized site design techniques and approaches.
  - **Preserved:** In areas with slopes greater than 25 percent, a detailed "site analysis" of soil conditions, hydrology, bedrock conditions, and other engineering and environmental considerations should be made to determine acceptable building and site engineering techniques. Generally, the high cost of development associated with acceptable techniques precludes development in these areas.
- 2.5 **Foundations.** Wherever possible, slab-on-grade construction is to be avoided in areas where the slope exceeds 5 percent.

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### 3. | Drainage

The management of natural drainage is different in urban, suburban and rural conditions. However, all three scenarios should utilize green infrastructure solutions where possible. Drainage management solutions are closely related to topography, and where possible will include similar recommendations.

#### Recommendations

- 3.1 **Preservation.** Natural drainage patterns should be preserved where possible in the rural and suburban context. Urban development should be focused in flat areas, and in some situations may utilize piping to maximize the development without impact on slopes and views. Impacts to environmentally sensitive areas should be avoided.
- 3.2 **Amenity.** Natural drainages should be used as an amenity where possible, and new ponding should also be developed as an amenity with gradual grades to avoid fencing.
- 3.3 **Recreation.** Where possible, combine natural drainages with recreational opportunities such as greenways and trails.
- 3.4 **Detention.** Detention ponds for run-off and sedimentation should be located where a natural holding pond already exists. Ponds should be designed and graded to fit naturally into the landscape and planted with wetland vegetation.
- 3.5 **Retention.** Ponds that always contain water should provide for aeration.

### 4. | Pedestrians

All new development should assure that pedestrian access is safe, pleasant, and convenient.

#### Recommendations

- 4.1 **Links.** Link internal pedestrian systems with adjacent properties and the public sidewalk if possible.
- 4.2 **Sidewalks.** Provide sidewalks along all public streets.
- 4.3 **Crosswalks.** Clearly mark internal crosswalks with a contrasting surface material.
- 4.4 **Entrances.** New buildings should be entered directly and prominently from the street through a lobby, or indirectly through a passage. Entrances should be clearly visible from the street. If entrances are accessed through courtyards, gates, porticos or trellises should be used to denote the entry.

## 5. | Parking

Parking location and standards are regulated by the LDO. In addition to those regulations, parking should not be the focal point or prominent feature of development, even in use zones.

### Recommendations

- 5.1 **Location.** Locate parking behind or beside buildings rather than adjacent to the street.
- 5.2 **Screening.** Plan trees and shrubs or construct walls and fences to screen parking areas adjacent to streets or adjacent residential areas.
- 5.3 **Size.** Thompson's Station's rolling topography is an asset, but may enhance the view of parking lots. It is important to disperse parking masses in order to protect views.
- 5.4 **Orientation.** Parking lots and access aisles should follow existing grades where possible to minimize environmental disturbance.
- 5.5 **Sidewalks.** Pedestrian areas should be clearly designated by contrasting paving materials, special planting, and pedestrian-scaled lighting. If parking lots have more than 50 cars, an internal sidewalk system should be provided to safely separate pedestrians from vehicles.
- 5.6 **Landscaping.** Parking lots should be landscaped with native plants and shade trees to reduce stormwater runoff. Except in the T5 zone, a landscaped bay with a shade tree should occur after every ten (10) cars and dead end bays should not exceed 200' in length.

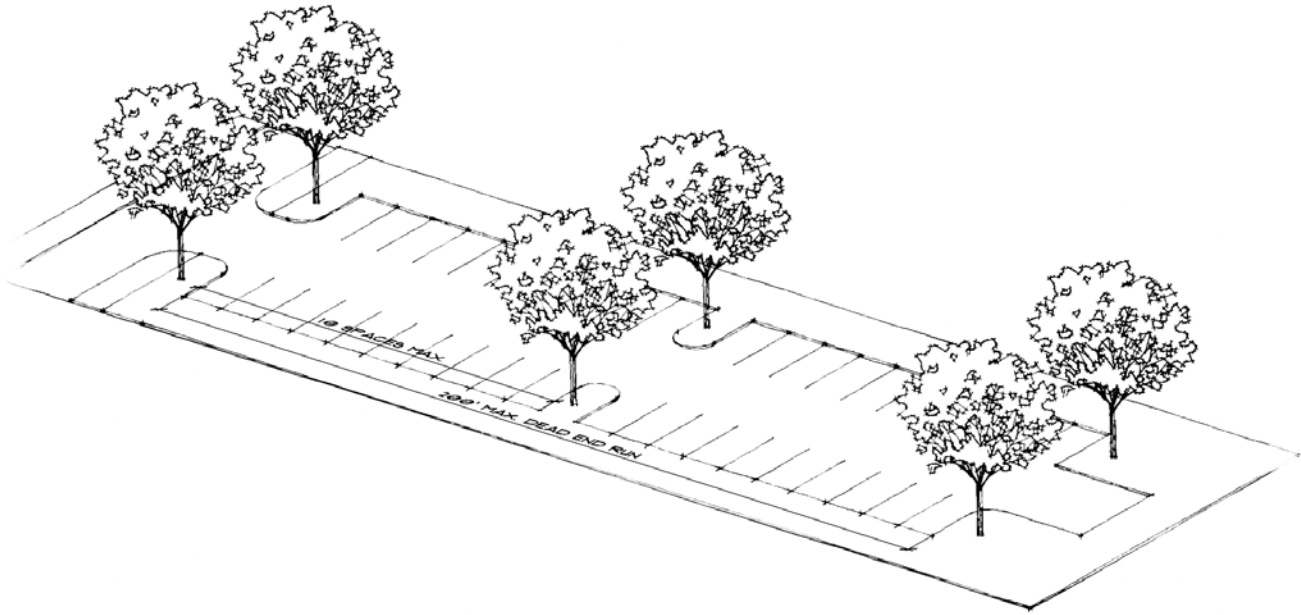


FIGURE 2. PARKING ARRANGEMENT

## 6. | Service

Service location and standards are regulated by the LDO. In addition to those regulations, service area visibility should be minimized, even in use zones.

### Recommendations

- 6.1 Locate all outside service and storage areas behind buildings or completely screened with the use of architecturally compatible walls or fencing material and the incorporation of landscape treatments. This includes dumpsters and utility meters.
- 6.2 Areas used for storage should be away from streets, residential areas, and other high visibility zones, and located preferably on the rear half of the site. Store outdoor materials, equipment, service vehicles and rental vehicles behind walls or landscaping to shield from the public view.

## II | THE LANDSCAPE

As previously discussed, the rural character of the Thompson's Station landscape is highly valued by its residents. Where possible vistas, topography, greenways and significant tree stands should be protected. However, there are various contexts for development, and different criteria for preservation within each. Recommendations are grouped by context below.

### 1. | O1 and O2 Sectors

Development within these rural sectors should prioritize the natural environment.

#### Recommendations

- 1.1. **Preservation.** Minimize harm and disruption to existing plant and animal life and preserve vistas where possible.
- 1.2. **Greenways.** When a proposed development contains a planned greenway or is near a greenway, the developer should consult with the Town early in the design process to ensure appropriate character and connectivity.
- 1.3. **Farms and Hamlets.** Development within O2 may take the form of farms or hamlets. Design development around environmental features to preserve woodlands, streams and slopes.

### 2. | Suburban

Development within the suburban landscape should integrate with the natural landscape while supporting human activity. This character may occur in the G1 or G2 sectors within use zones.

#### Recommendations

- 2.1 **Greenways Connections.** A development located near or adjacent to a greenway should provide safe and efficient pedestrian connection to that greenway and to adjacent properties that might include pedestrian systems in the future.
- 2.2 **Recreation Areas.** Preservation of environmentally sensitive areas is considered a legitimate "recreational purpose." The development must provide for maintenance of both active and passive recreation areas in perpetuity.
- 2.3 **Park Design.** Design for parks and recreation areas should incorporate the following principles:
  - Achieve a balance and compatibility between active and passive recreational uses;
  - Ensure environmental diversity;
  - Adapt land use to the features of the terrain instead of altering the terrain to suit the use;



- Consider sun orientation and climatic conditions when locating facilities; and
  - Provide safety for users.
- 2.4 **Woodlands.** Wooded sites should be developed with careful consideration for the site's natural characteristics. When portions of the woods must be developed, wooded perimeters or the most desirable natural site features should be protected to retain the visual character of the site.
- Isolated pockets of existing trees should be protected, and used to enhance the site's visual impact.
  - When a wooded site is subdivided, lot lines should be drawn through significantly wooded areas so that trees will be outside areas of construction activity.
- 2.5 **Buffers.** Maintain natural vegetation along property lines where possible to conceal parking and storage. Specific buffer requirements are regulated by the LDO.
- 2.6 **Parking.** Parking lots design is encouraged to utilize crusher fines, bricks or cobble-stones, with materials spaced so that grass can grow.

### 3. | Urban

Development within the urban landscape should prioritize human activity while enhancing the natural landscape.

#### Recommendations

- 3.1 **Character.** In T5 areas of Thompson's Station, the landscape character should become more formal. While major tree stands and natural drainages should be preserved where possible that is not the highest priority like it is in the rural and suburban context.
- 3.2 **Greenways Connections.** A development located near or adjacent to a greenway should provide safe and efficient pedestrian connection to that greenway and to adjacent properties that might include pedestrian systems in the future.

## III | THE BUILDING

### 1. | Private Realm

The challenging aspect of designing new buildings that complement the rural landscape is to limit the perception of a large volume. Buildings should not be designed in isolation, but responsive to their context. This may include enhancing a beautiful vista, or improving a limited condition. The scale of the building is critical, including how it meets both the street and adjacent neighbors.

#### Recommendations

- 1.1. **Context.** Design buildings to respond to their context and consider scale, mass, and views in the initial process. For parcels that provide a transition from less intense to more intense development, the issue of compatibility is particularly important. New higher-intensity projects need to respond to lower-intensity existing buildings through compatible massing and thoughtfully designed adjacent elevations.

### 2. | Style

The integrity of new buildings should be reflected in the consistency of their architectural elements, whether contemporary or traditional.

#### Recommendations

- 2.1 **Style Choice.** The style of new buildings should be clear and consistent, whether contemporary or traditional. Hybrid projects are discouraged.
- 2.2 **Contemporary.** Buildings designed in contemporary styles may have a framework established by the designer but must be described in a short design narrative including the following:
  - How does the proposed building relate to its site and its neighbors in terms of setbacks, heights, massing, scale and materials?
  - What measures have been taken to respond to the scale of adjacent development, if applicable?
  - What is the design concept?
  - What makes the proposed building appropriate to Thompson's Station?
- 2.3 **Traditional.** Buildings designed in traditional styles should adhere to the regional historic precedent for that style. This is particularly important for the following elements:
  - Massing
  - Eave details

- Door and window details
- Dormer details, if applicable
- Porch details, if applicable
- Materials

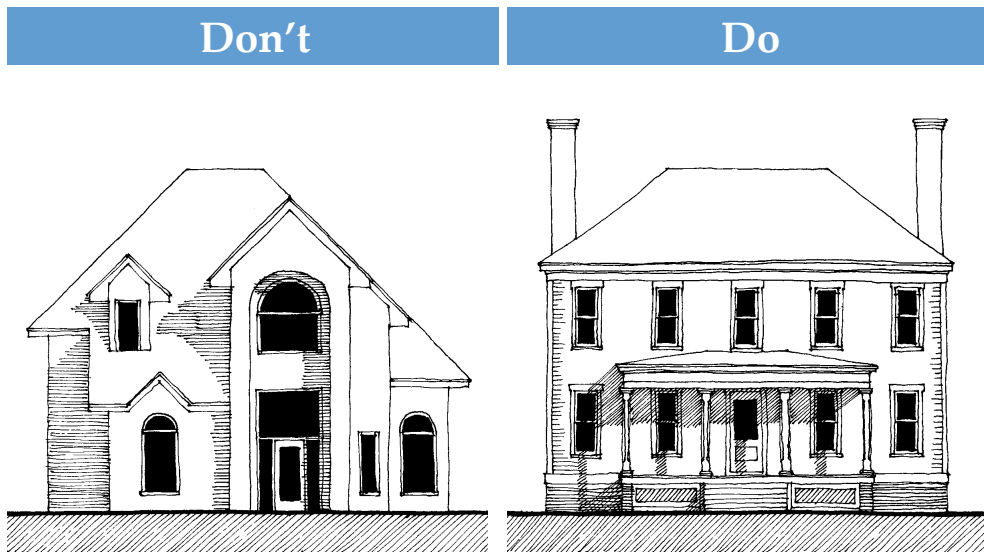
2.4 **Consistency.** All buildings within a parcel should be consistent in style.

### 3. | Massing

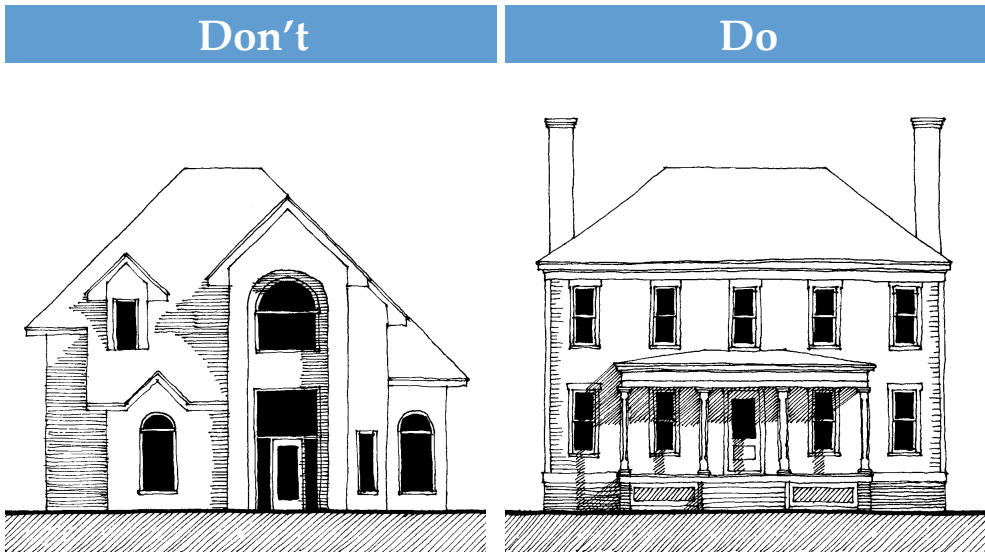
The volume of a building has much to do with how compatible it is in the landscape, in the neighborhood, and how well it contributes to the public realm. Massing changes from as context changes and is quite different between rural and town center.

#### Recommendations

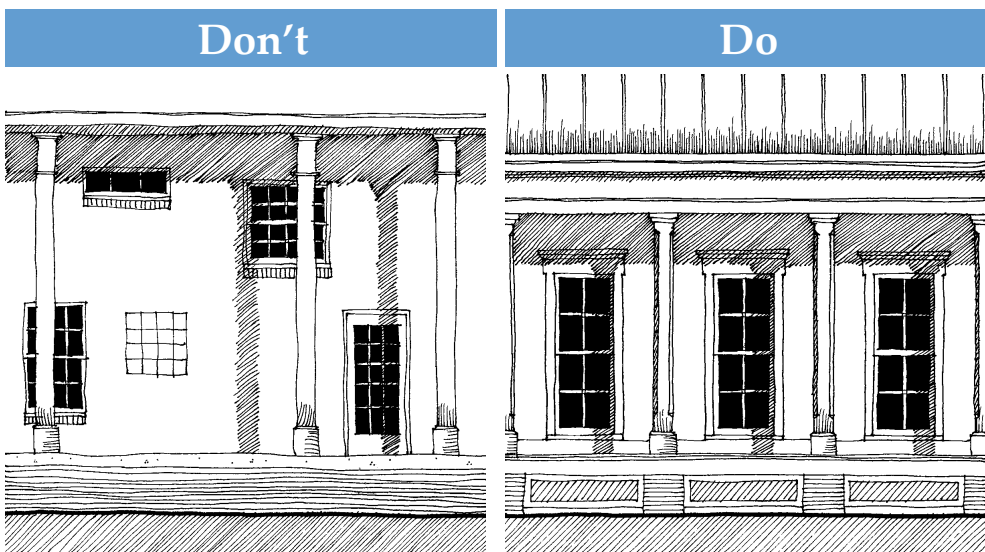
3.1 **Simplicity.** The most attractive and beloved buildings in the region are those with simple massing. They have simple volumes, or an assembly of simple volumes. Excessive roof breaks and wall articulation should be avoided.



3.2 **Hierarchy.** Regardless of style, buildings should be composed with a clear hierarchy of massing when they have more than a single volume. This will identify how to use the building, locate the entry, and the common or most important spaces.



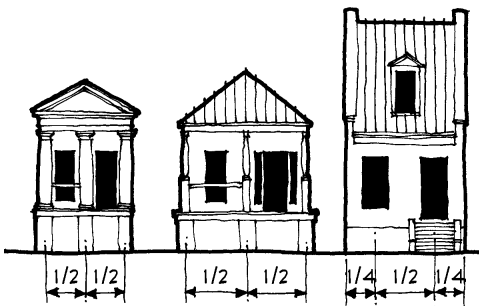
3.3 **Proportion.** Building masses and elevations should utilize simple, rational proportions. Most great architecture is built around a collection of simple proportions found in nature and music that include the rational (1:1, 2:1, 3:2, 4:3, etc.), and the irrational (the square root of 2 and the Golden Mean). All architectural elements (galleries, balconies, canopies, doors, windows, etc.) should relate stylistically and proportionally to one another and arbitrary proportions should be avoided.



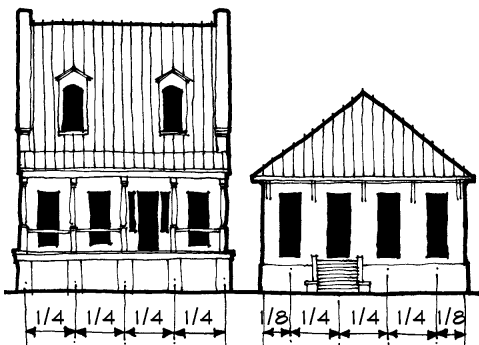
3.4 **Width.** A building should not exceed 160' in width facing a street, regardless of permissible lot width. Multi-family buildings should be broken into smaller volumes and arranged around courtyards unless they are aligned to a street frontage. This recommendation does not apply to industrial buildings.

3.5 **Bays.** Bay composition should respond to lot width as follows:

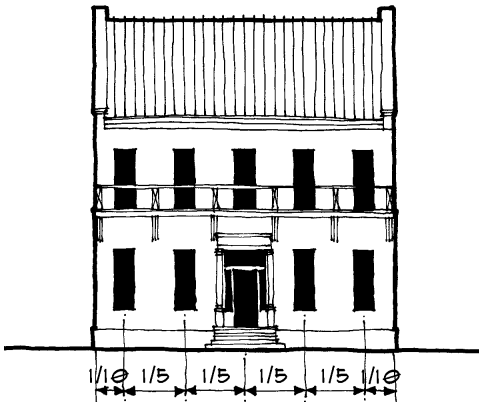
- **Thin lots.** Compose buildings on the thinnest lots as three-bay structures that may be gabled, hipped, or eave-fronted.



- **Medium width lots.** Compose buildings as L-shaped structures that may be hipped or eave-fronted. Buildings may be three, four or five bays.

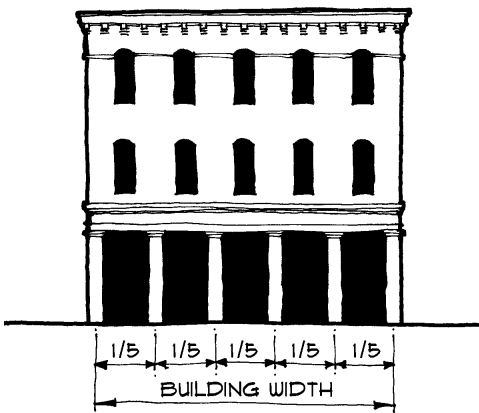


- **Wide lots.** Compose buildings on the widest lots as five-bay buildings, which should usually be eave-fronted for flat roof with parapet.

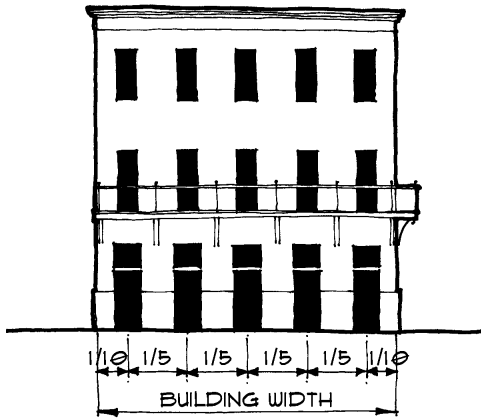


3.6 **Main Street Massing.** Compose main street buildings as large blocks that may either have a flat front, a balcony front or a gallery front. Galleries and balconies should project over the sidewalk.

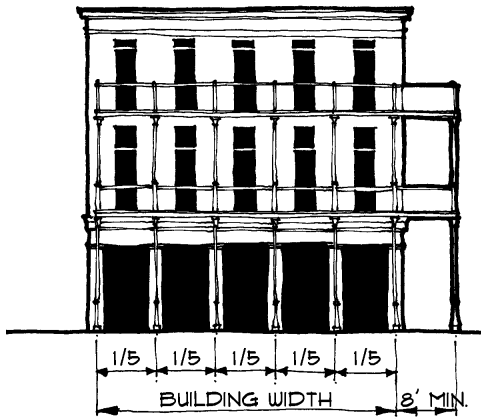
- **Flat Front:** This is a common building type in the region and should be composed as a masonry building that is primarily open at the first level and quite solid at upper levels.



- **Balcony Front:** Design building like the Flat Front building, except project a balcony from the second level over the sidewalk.



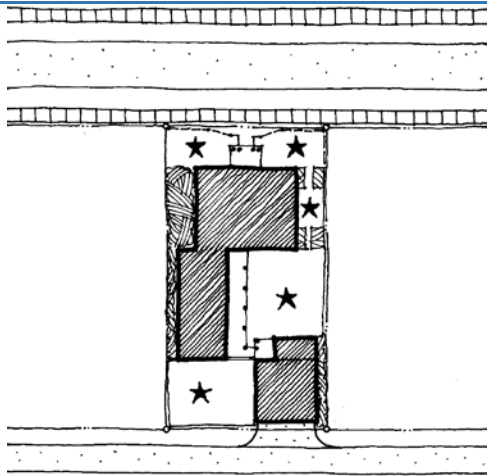
- **Gallery Front:** Design building like the Flat Front building except project an open gallery over the sidewalk. Gallery may contain more than one floor level.



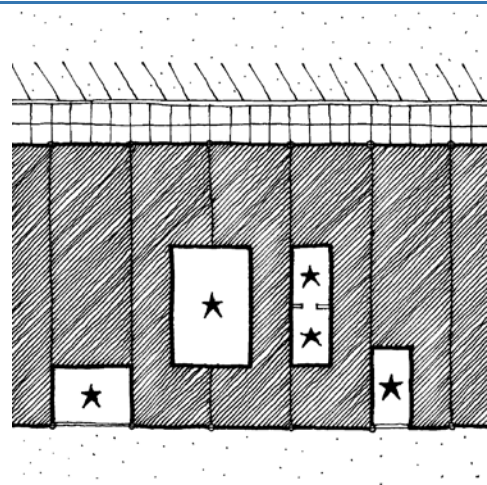
- 3.7 **Suburban Massing.** Buildings in suburban settings also require simplicity of massing. Overlapping gables and highly articulated facades should be avoided.
- 3.8 **Positive Outdoor Space.** Use buildings, their wings, fences, walls, and plant material to create positive outdoor spaces around buildings. People use exterior space when it is enclosed in a positive fashion like a room with regular shapes and proportions, but not

when it is leftover corridor-like spaces around buildings. Shared outdoor space should provide shade, seating or other amenities that encourage active use.

**T4 or Suburban**



**T5**



**4. | Walls**

The front wall of buildings should be designed to reflect its use and encourage an active street environment.

**Recommendations**

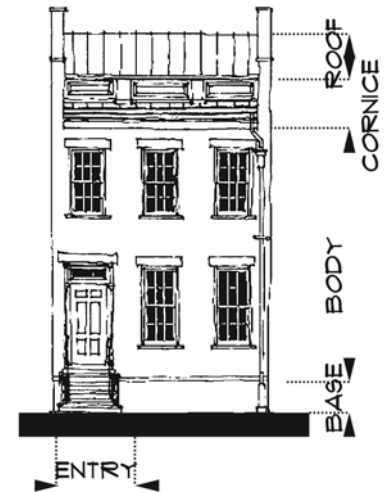
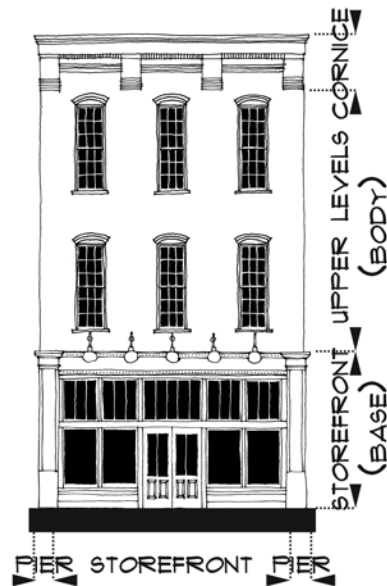
- 4.1 **Continuity.** Use a coordinated style, materials, color, and detailing for all elevations of the building.



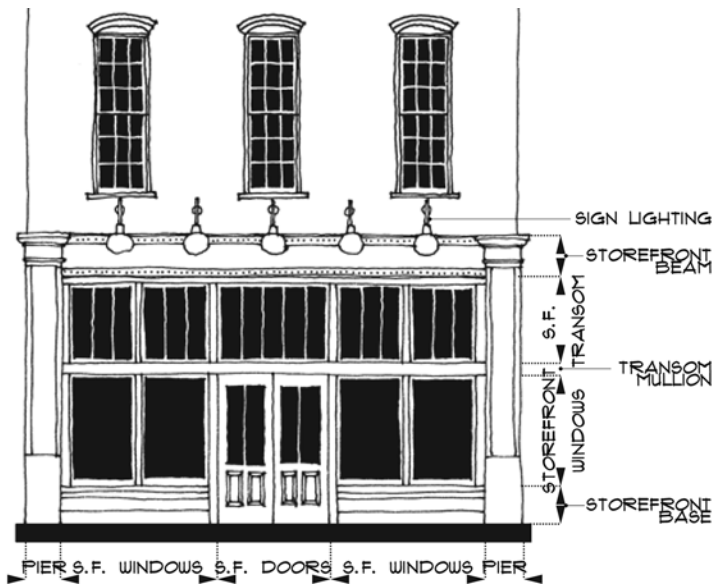
- 4.2 **Front Wall Composition.** Walls should generally be composed of a base, middle and cap but this varies with buildings that have shopfronts.

### Retail First Floor

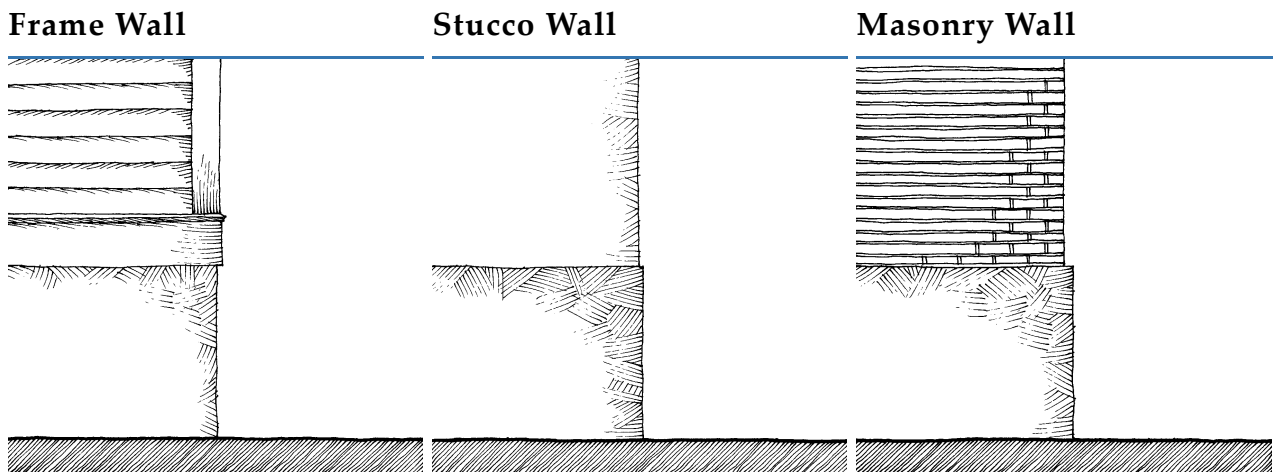
### Residential or Office First Floor



- 4.3 **Storefront Composition.** Compose the storefront with a beam at the top that supports the wall above. The beam may be used for signage. The storefront should be divided vertically with transoms above doors and windows. The composition should include a base and piers. Depending upon the width, storefronts may be single, double or triple bays. Entries may be inset to allow for outward swinging doors.



- 4.4 **Storefront Windows.** The LDO regulates the required amount of clear glazing, and in addition to that the head height of storefront windows should be at least 7 feet above finished grade. The sill height should be between 6 and 24 inches above grade for retail use, and no more than 30 inches for other uses.
- 4.5 **Storefront Beam.** Provide a beam at the top of the storefront that structurally supports the wall above. The beam height should not be less than 1/12 of the opening span unless there are intermediate columns. The beam may serve as a sign band for the space.
- 4.6 **Storefront Doors.** Doors should be primarily clear glass, permitting views to the interior of the space to a depth of 12 feet. Storefront doors may be single or double and should be a least 7 feet tall.
- 4.7 **Wall Base.** Articulate the base of exterior walls using simple water table offsets and/or color in masonry walls and using skirt boards with drip caps in frame walls.



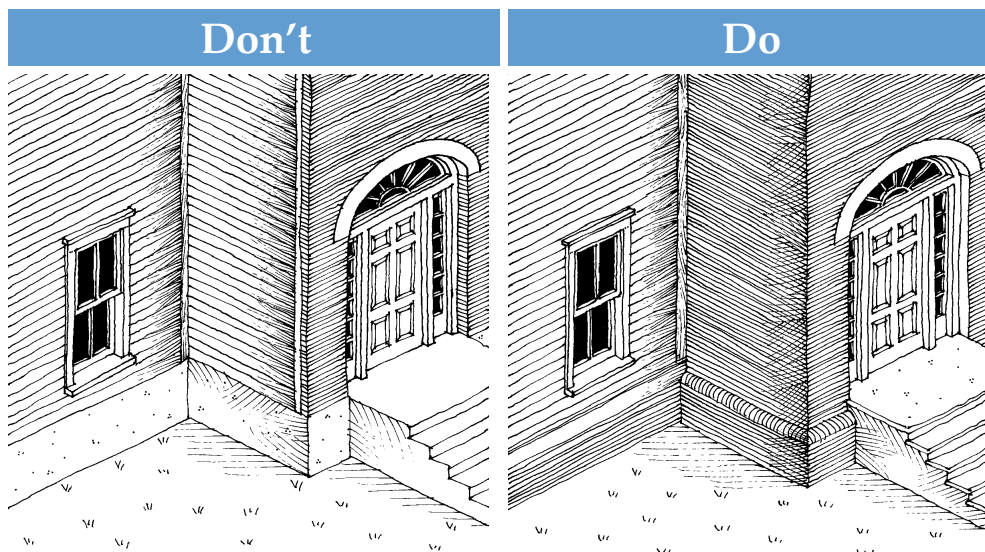
- 4.8 **Upper Level Windows.** Windows on upper floors should be arranged in simple bays relative to the width of the buildings. For energy efficiency, glass walls are discouraged and windows should be operable.

## 5. | Materials

The materials and detailing of buildings should contribute to their durability and compatibility.

### Recommendations

- 5.1 **Durability.** Materials should be used that have a long life and age well. These may include stone, unglazed and un-patterned brick, painted, stained or natural wood siding or shingles; textured concrete; and aluminum.
- 5.2 **Authenticity.** Faux or fake materials are discouraged. New materials should not imitate other materials, but should reflect their own identity.
- 5.3 **Multiple materials.** No more than two wall materials shall be visible on any exterior wall, not including the foundation wall or piers. Buildings may be enriched with ornament, but the basic construction system should be simple. Most walls should be built of one or two materials, not counting the foundation and trim work. If two materials are used, the lighter should be located above the heavier, for example wood above brick or stucco above stone.
- 5.4 **Material change.** Vertical joints between different materials should only occur at inside corners except in rare instances where it is appropriate to the style. Changing the material at the outside corner makes it look pasted on.



- 5.5 **Reflection.** Reflective materials may be allowed but must it must be shown not to be a nuisance.
- 5.6 **Color.** Building and trim colors should be appropriate to style. However, large areas of bright colors are discouraged unless they are an accent color.

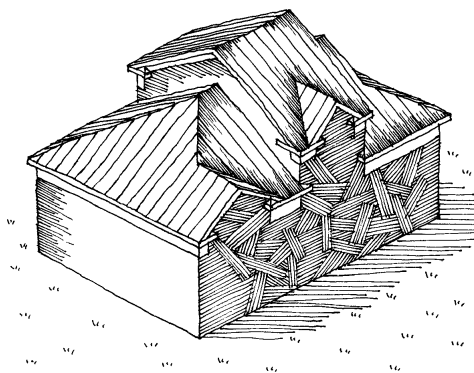
## 6. | Roofs

Roof shape, slope and eave details should be appropriate to the style of the building.

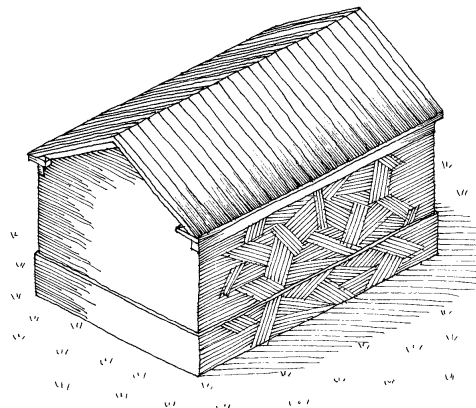
### Recommendations

- 6.1 **Shape.** Roof shape should reflect the style of the building. If historic styles are used, one of the most important design elements is using the appropriate shape.
- 6.2 **Slope.** All primary roof slopes of a particular style should fall within a range of no greater than 20%. Secondary roof slopes should be appropriate to the style of the building, which is in most cases between 1/3 and 1/2 of the primary roof slope.
- 6.3 **Equipment.** Screen all rooftop mechanical and electrical equipment from view from the street by a parapet.
- 6.4 **Vents.** All utility infrastructure such as vents and ducts should be grouped together to minimize their negative impact.
- 6.5 **Eaves.** Eave lines should be simple and continuous unless there is a logical reason for a break.

Don't

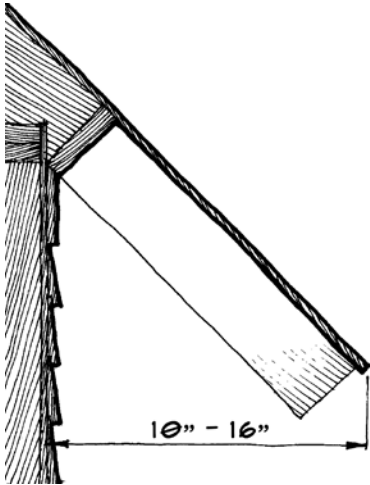


Do

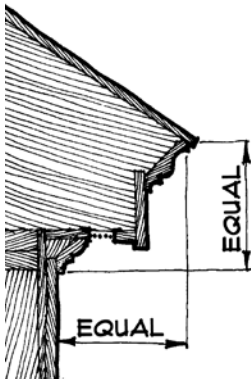


6.6 **Overhangs.** Eave overhangs should be appropriate to the style of the building.

- **Vernacular.** Design vernacular eaves with rafter tails that overhang 10" to 16."



- **Classical.** Classical eaves should overhang a distance equal to the cornice height as measured from the roof to the bottom of the bed moldings.

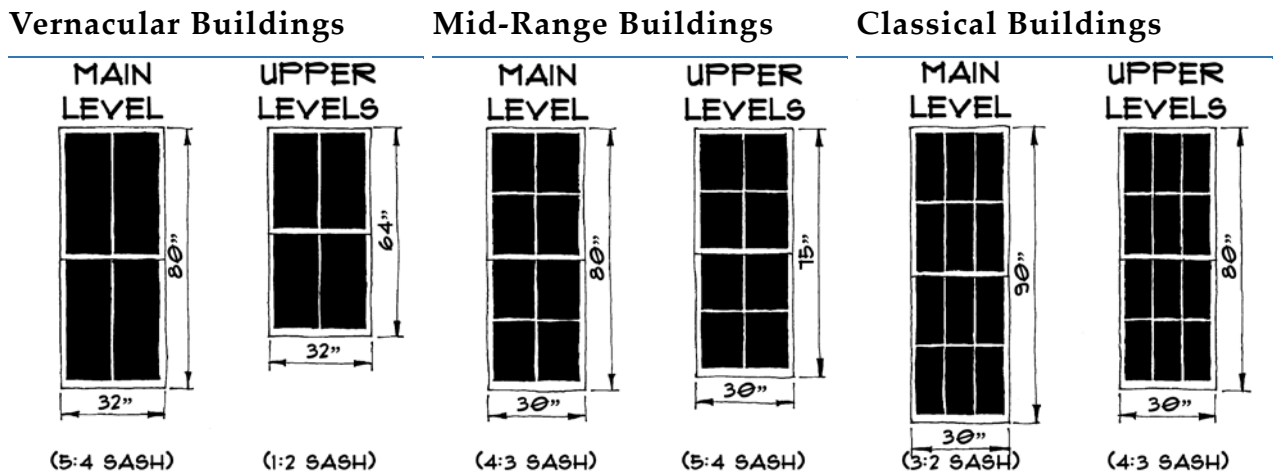


## 7. | Doors and Windows

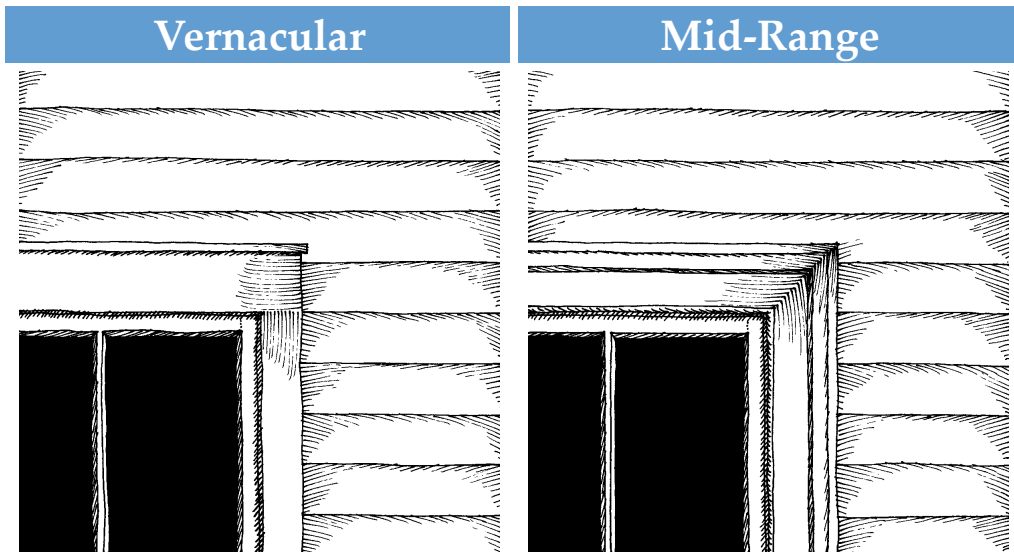
The proportions and details of doors and windows should match the style of the building.

### Recommendations

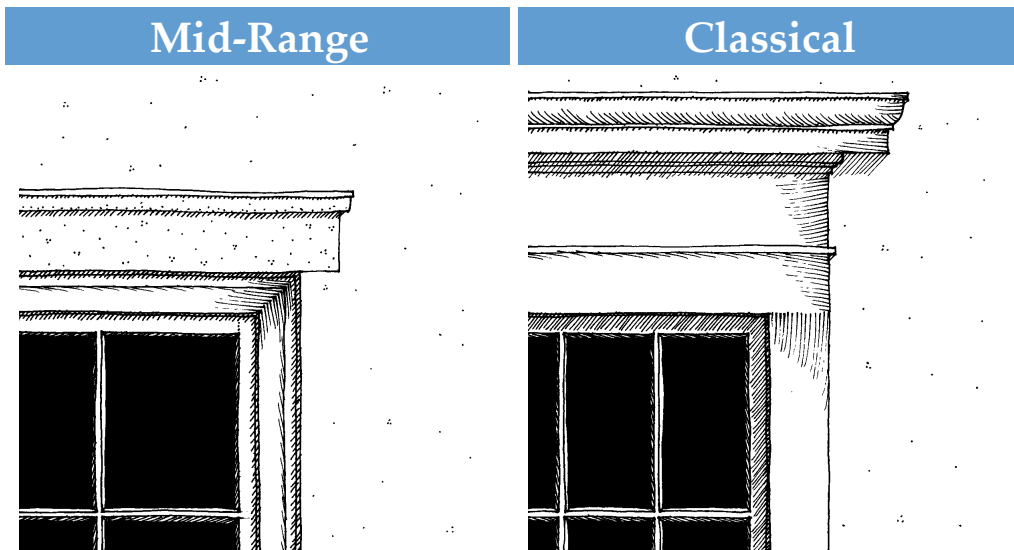
- 7.1 **Materials.** Recommended multi-family frame materials include wood, fiberglass, metal or aluminum. Recommended commercial frame materials include factory-painted, extruded aluminum, hollow steel frame, and wood.
- 7.2 **Proportion.** Windows should be vertically or square in proportion with simple proportions including the rational (1:1, 2:1, 3:2, 4:3, etc.), and the irrational (the square root of 2 and the Golden Mean). Most windows on a given floor should be the same size. Windows on upper levels are typically not as tall as those on lower levels as illustrated below.



- 7.3 **Frame Opening Heads.** Span openings with a head casing similar in depth to the structural lintel behind it.



- 7.4 **Masonry Opening Heads.** Span masonry openings with visible structural lintels or with trim that follows the proportion of the structural lintel behind.



- 7.5 **Opening Arrangement.** Regularly space columns and openings when using a traditional style. Allow both window locations and column spacing of vernacular or contemporary buildings to be more relaxed.

## 8. | Signs

Signs should complement the style and composition of the structure. Signs are regulated by the LDO and the following recommendations augment the regulations.

### Recommendations

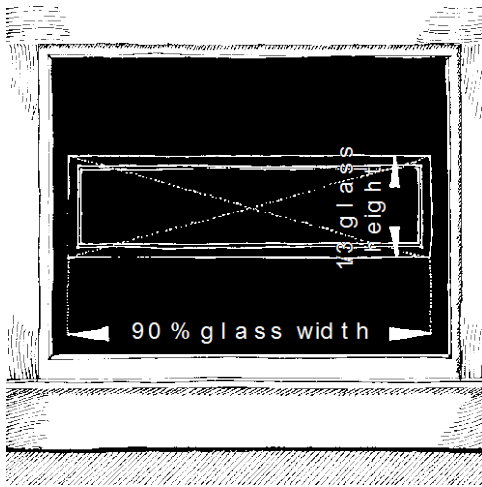
- 8.1 **Band Signs.** The band sign consists of a band of lettering across the entire width of the building. If lit, band signs must be front-lit with gooseneck lights. Band signs should be a maximum of 36" tall, and the bottom of the band sign should not be installed more than 12' or less than 10' above the sidewalk.



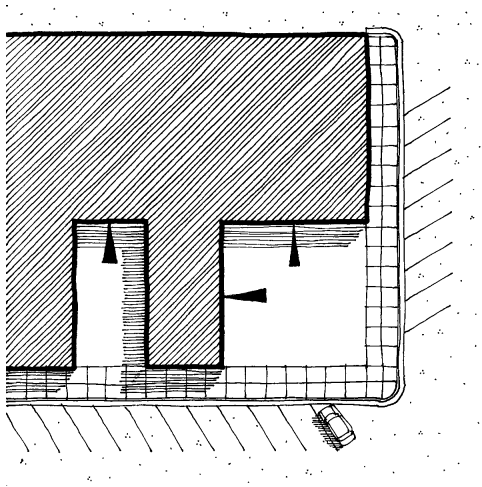
- 8.2 **Window Signs.** Window signs may be neon behind the glass or paint or vinyl applied directly to the glass. Neither should be mounted on opaque signboards. The height of any window sign should be limited to one-third the height of the glass in the sash where the



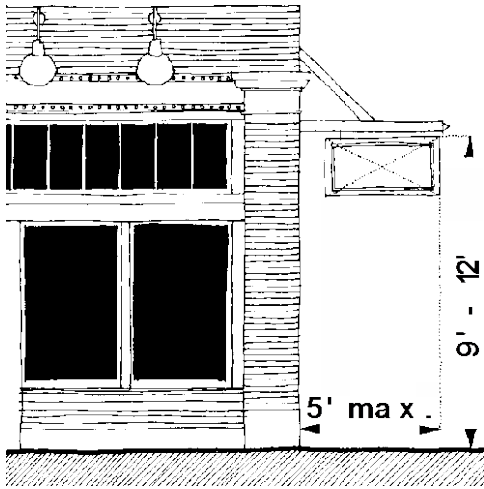
sign is installed. The width of any window sign should be limited to 90% of the width of the glass in the sash where the sign is installed.



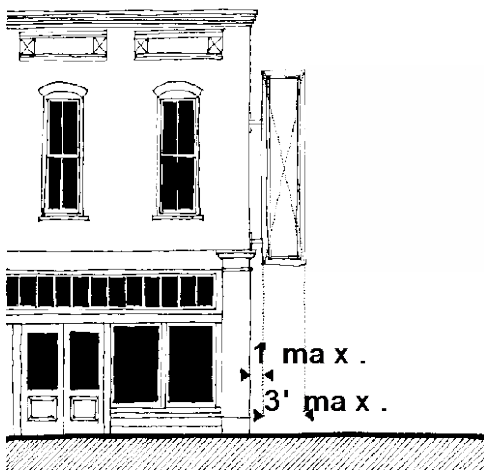
- 8.3 **Wall Mural Signs.** Wall mural signs should only occur only on brick wall surfaces that are set back at least 50' from the edge of pavement to allow for equal viewing by pedestrians and motorists. Because these signs usually occur at unbuilt “gaps” in the city fabric that will later be filled, these signs should be considered temporary and should therefore not be the primary sign of the business they represent.



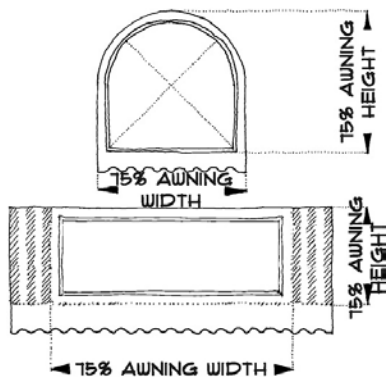
8.4 **Projecting Signs.** Standard projecting signs may project from a wall or hang from an architectural element. The top of the blade sign should be between 9' and 12' above the sidewalk. Blade signs should project no more than 5' from the wall.



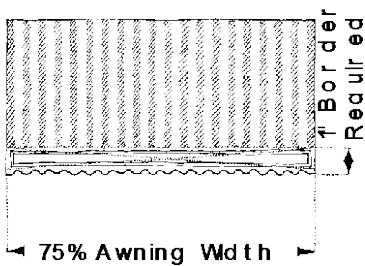
8.5 **Projecting Corner Signs.** Vertical projecting corner signs may project perpendicular from one side of the building or at a 45° angle to the corner. They may be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs should be mounted a minimum of 12' above the sidewalk, measured to the bottom of the sign. The vertical corner sign should be mounted no more than 12" away from the exterior wall of the building and should be no more than 3' wide.



- 8.6 **Awning Signs.** Awning signs should be painted directly on canvas. Backlit awnings are discouraged. Signs that occupy the main body of the awning may fill 75% of the body of the awning if painted on the end of the awning.



Signs that occupy the fringe of the awning may fill the entire height and width of the fringe up to a maximum fringe height of 9".

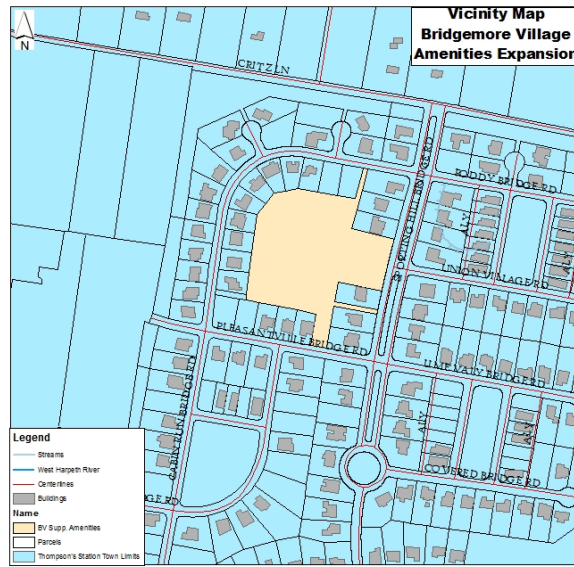


**Thompson's Station Design Review Commission**  
**Staff Report – Item 2 (File: SP 2017-001; DR 2017-001)**  
**April 5, 2017**

**Site Plan for the development of an amenity center located within Phase 1 of the Bridgemore Village community.**

**PROJECT DESCRIPTION**

The applicant, Ragan-Smith has submitted a site plan application on behalf of MBSC, Bridgemore, LLC for the expansion of the amenity center within Phase 1 of Bridgemore Village.



**ANALYSIS**

**Site Plan**

On March 28, 2017, the Planning Commission approved the site plan making the determination the project was in “compliance with the development and design standards” (Section 5.4.4) of the Land Development Ordinance.

***Architecture***

The project is an expansion of the existing amenity center located on Sporting Hill Bridge Road within the community of Bridgemore Village. The site is currently developed with a pool and an entry structure with restrooms. The proposed site plan includes a pavilion and outdoor kitchen area adjacent to the entry structure. The pavilion will be a maximum of 27 feet in height and is a wooden structure with a stone veneer at the base of the columns along with a stone fireplace and architectural shingles similar to the shingles found within the neighborhood. The pavilion is adjacent to a trellis that will cover the proposed outdoor kitchen. The trellis will be a wooden structure with stone veneer at the base of the columns. The trellis will also contain a stone half wall to enclose the outdoor grilling area. The project also may include a freestanding trellis which will be designed to match the other structures.

**RECOMMENDATION**

Staff recommends that the Design Review Commission approve the project design.

**ATTACHMENTS**

Site Plan Packet





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# Bridgmore Village

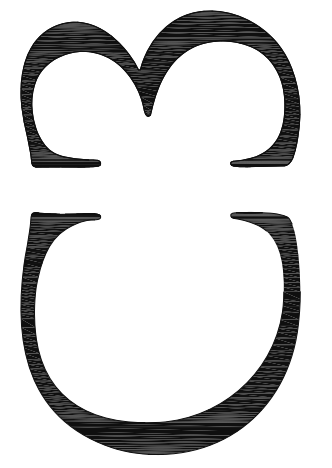
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AMENITY PAVILION  
 BRIDGEMORE VILLAGE, THOMPSON'S  
 STATION, TN

REVISIONS  
 #1: --

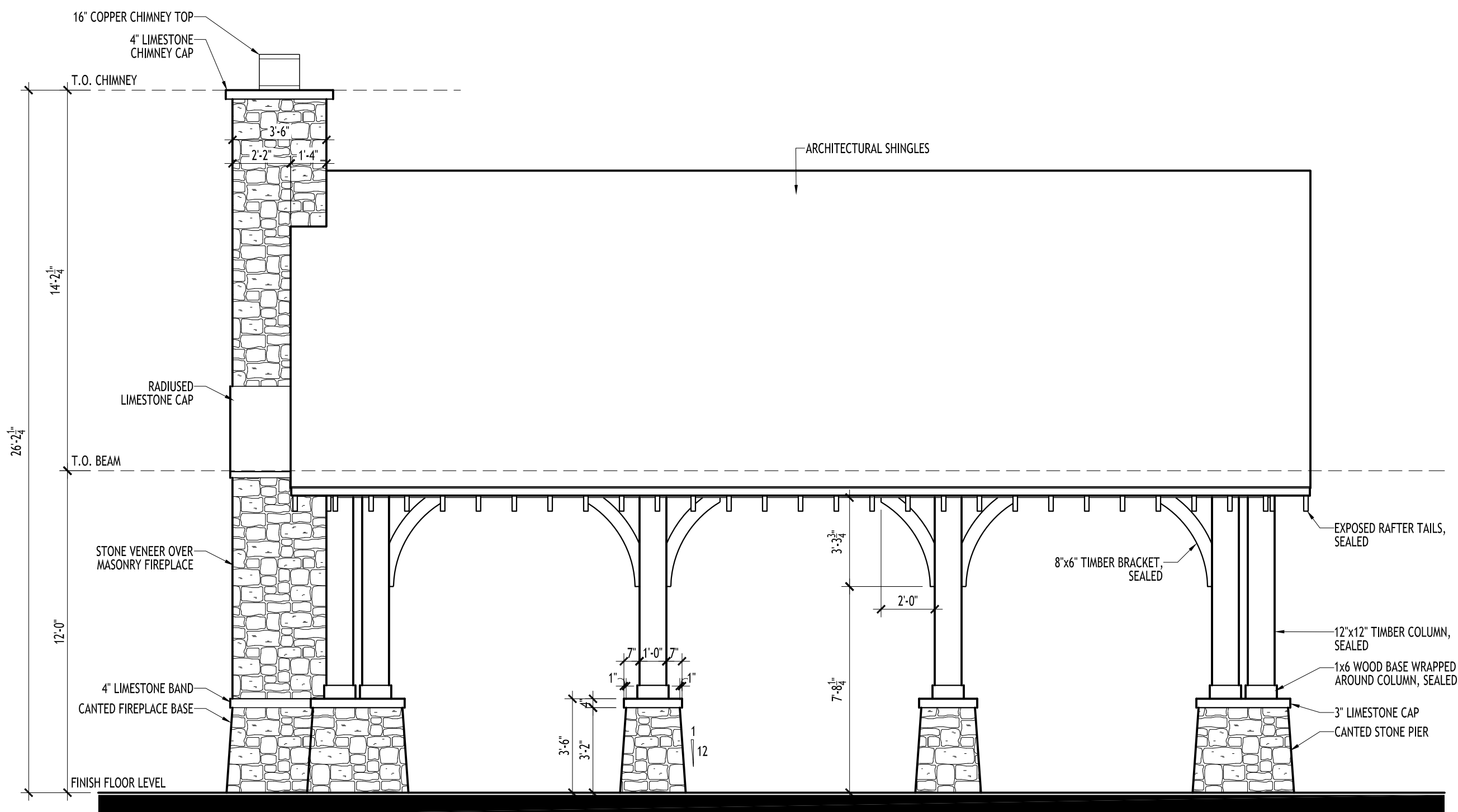
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 December 8, 2016

PROJECT  
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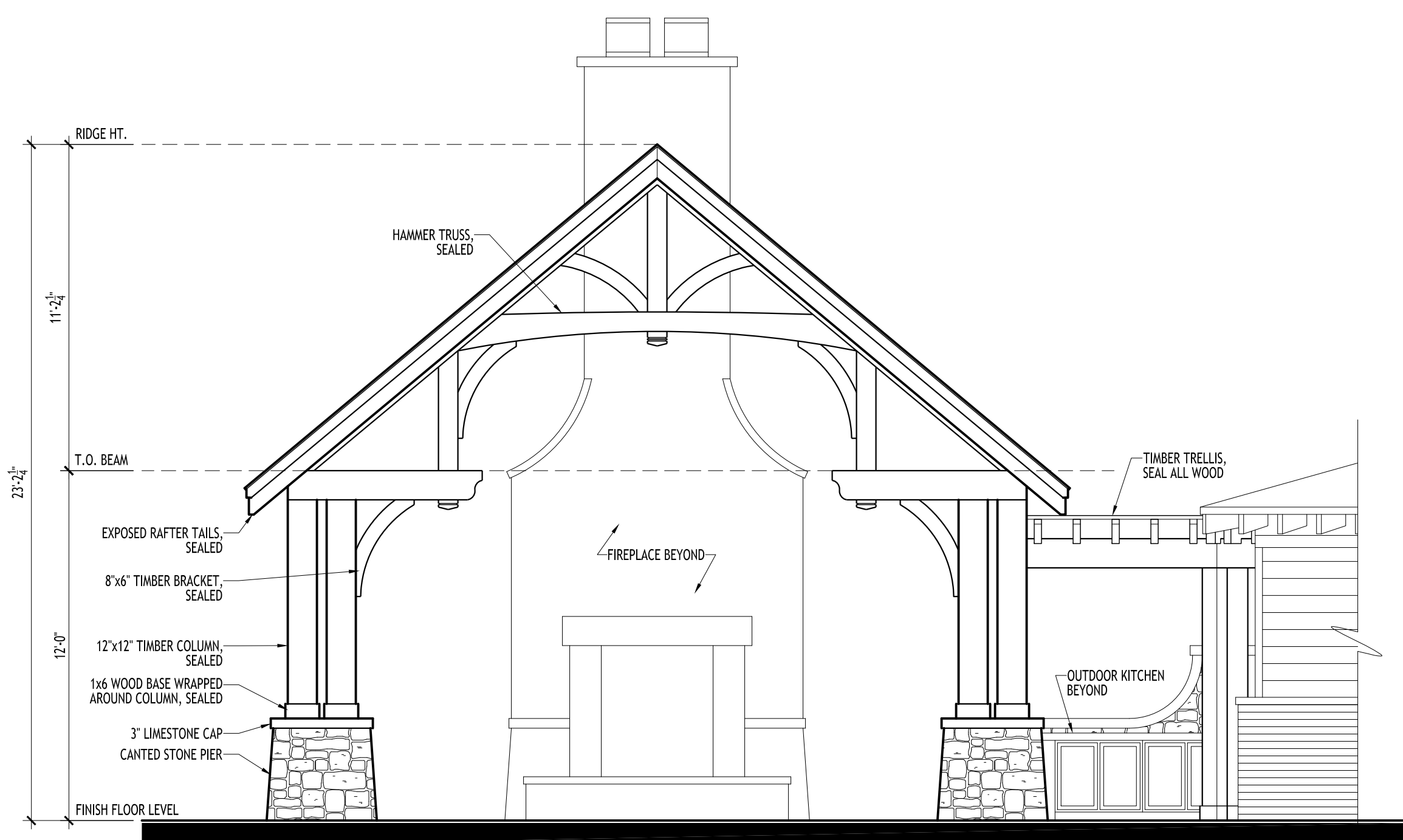
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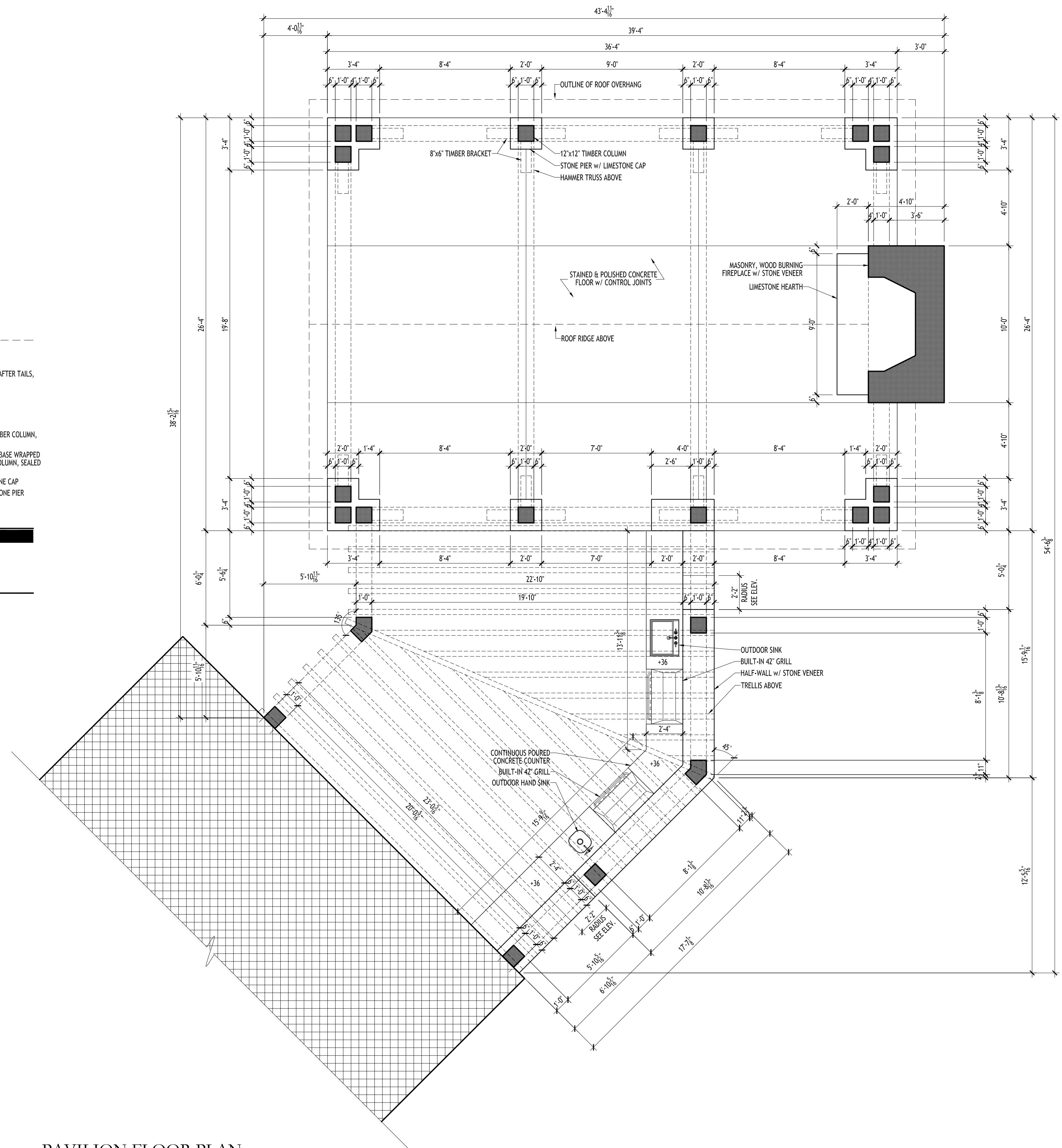
A201



3 PAVILION NORTH ELEVATION  
 1/4" = 1'-0"



2 PAVILION WEST ELEVATION  
 1/4" = 1'-0"

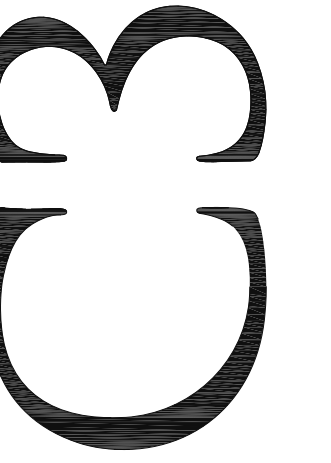


1 PAVILION FLOOR PLAN  
 1/4" = 1'-0"

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AMENITY PAVILION

BRIDGEMORE VILLAGE, THOMPSON'S  
STATION, TN

REVISIONS  
#1: --

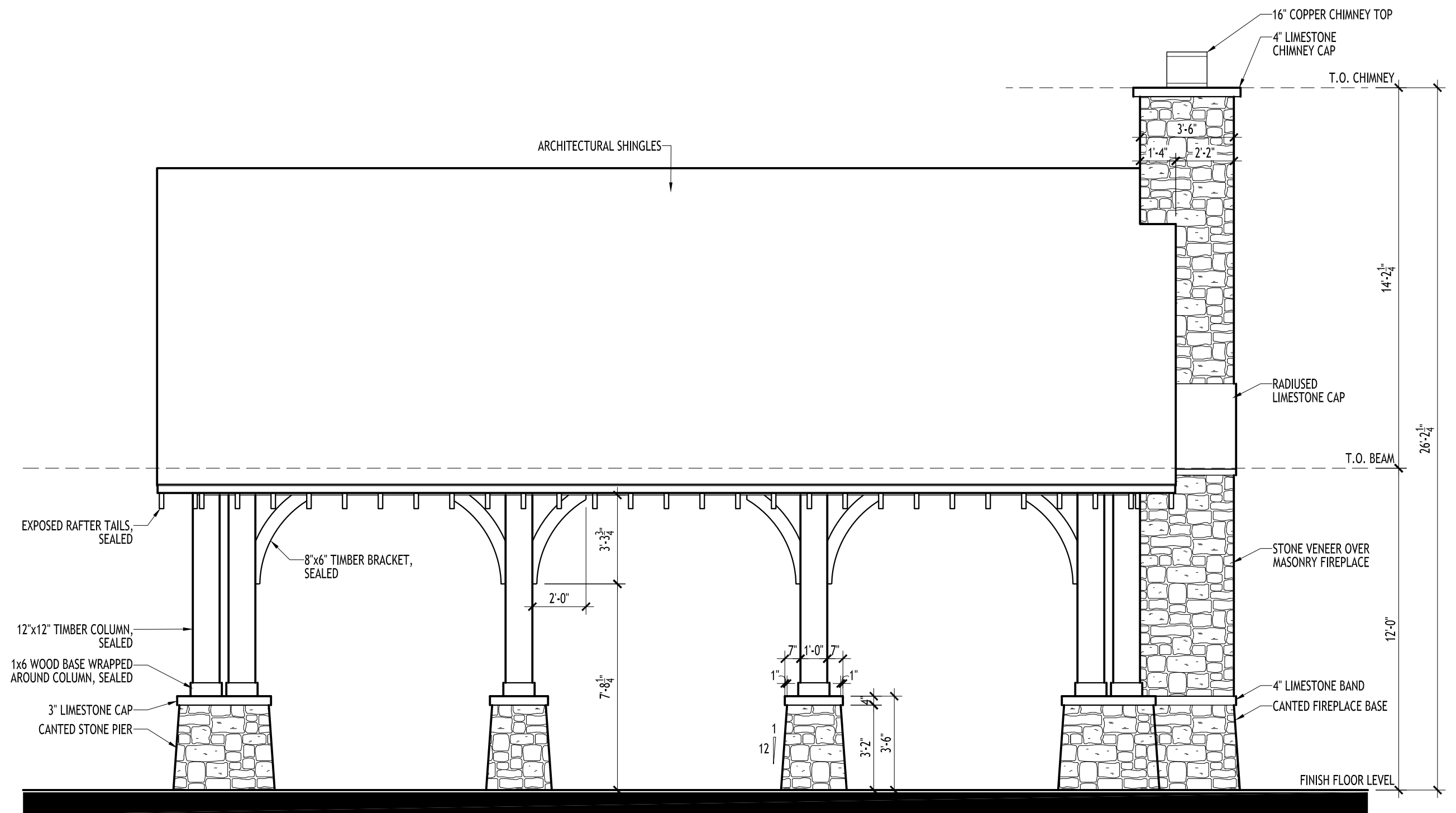
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PROJECT  
160304

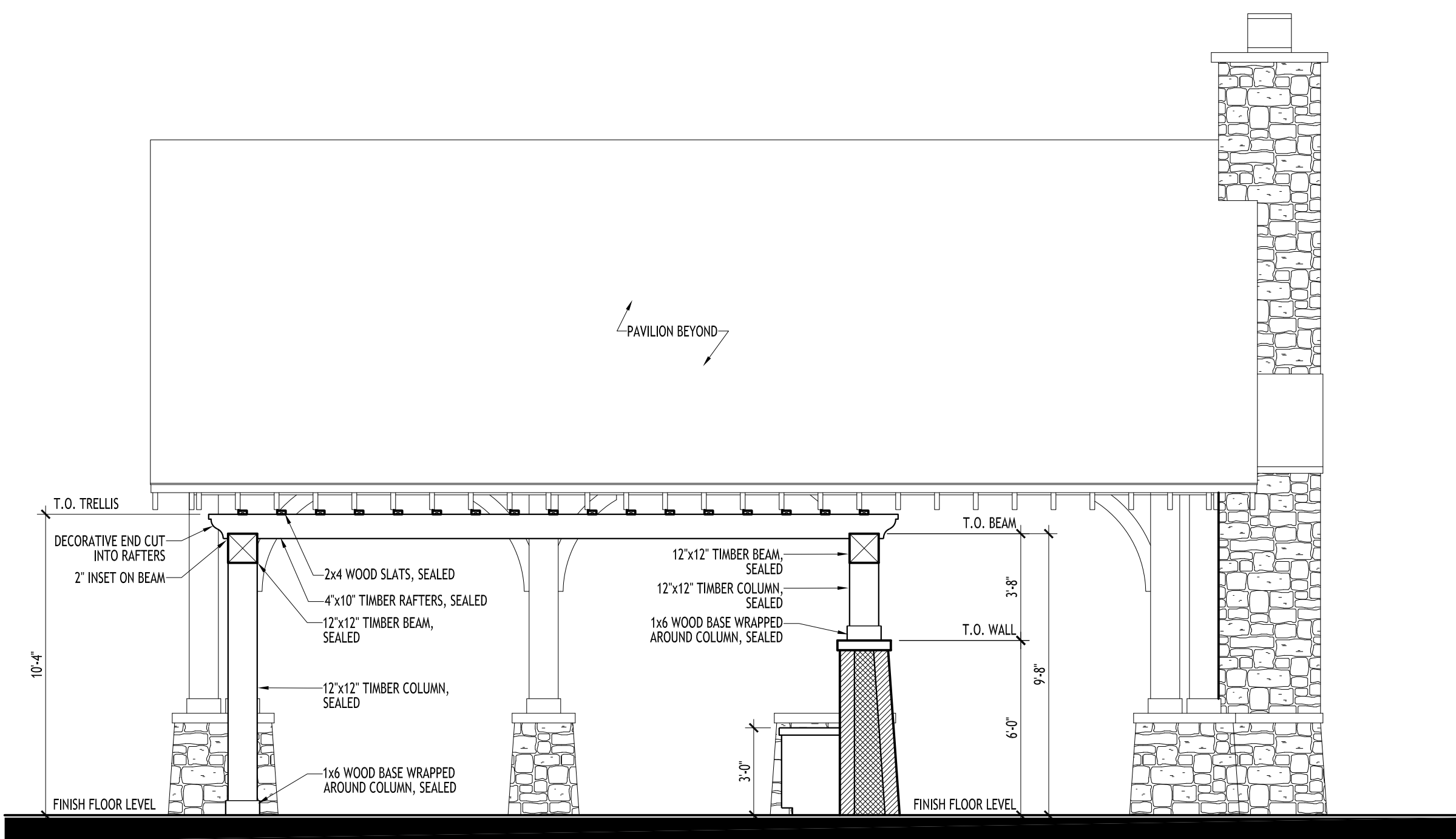
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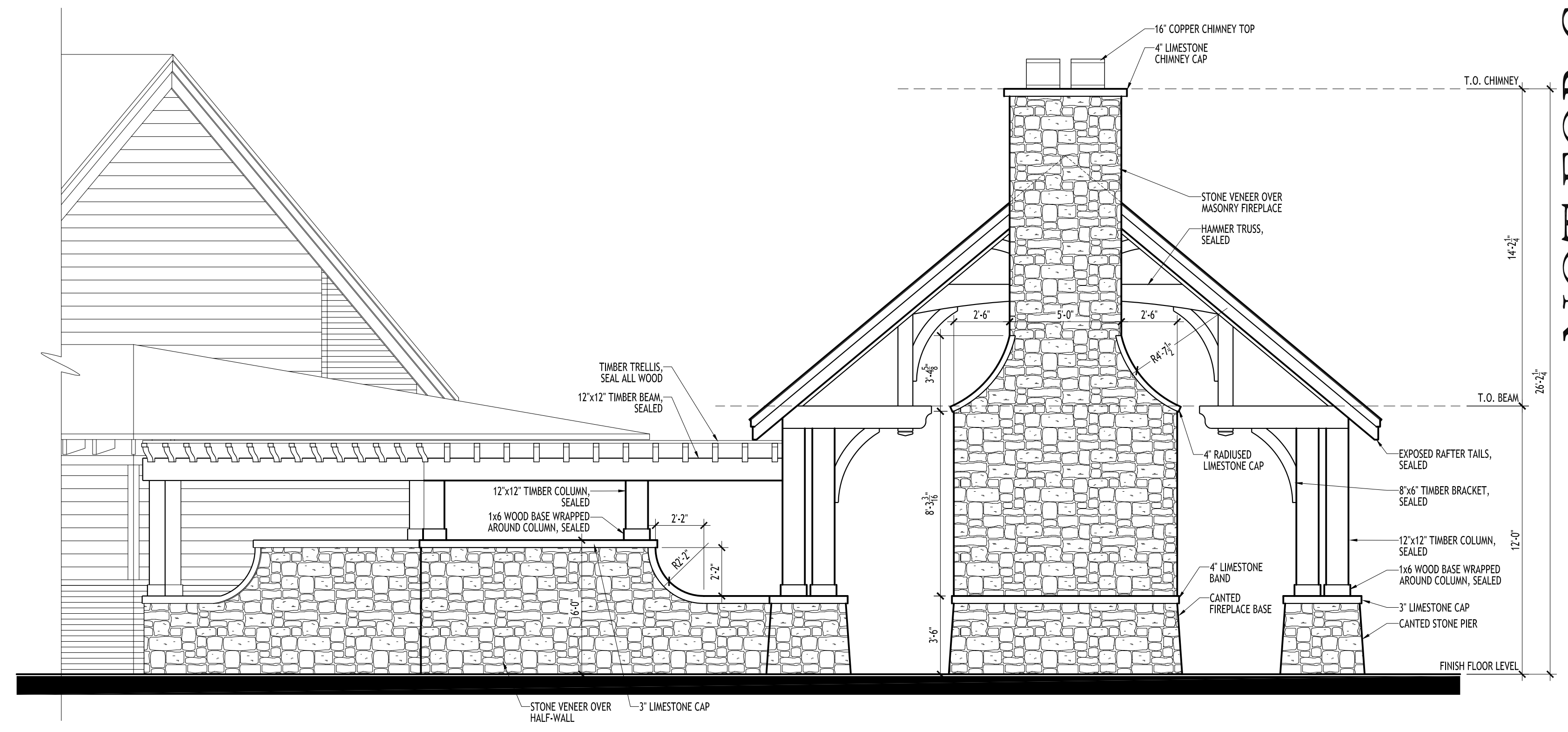
**A202**



2 PAVILION SOUTH ELEVATION  
1/4" = 1'-0"



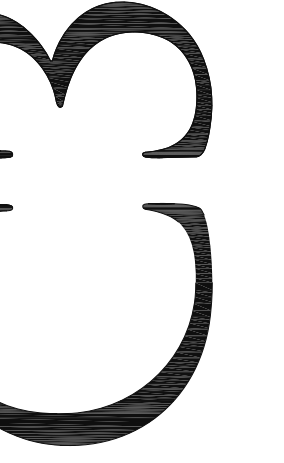
3 PAVILION TRELLIS SECTION  
1/4" = 1'-0"



1 PAVILION EAST ELEVATION  
1/4" = 1'-0"

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AMENITY PAVILION

BRIDGEMORE VILLAGE, THOMPSON'S  
STATION, TN

REVISIONS  
#1: --

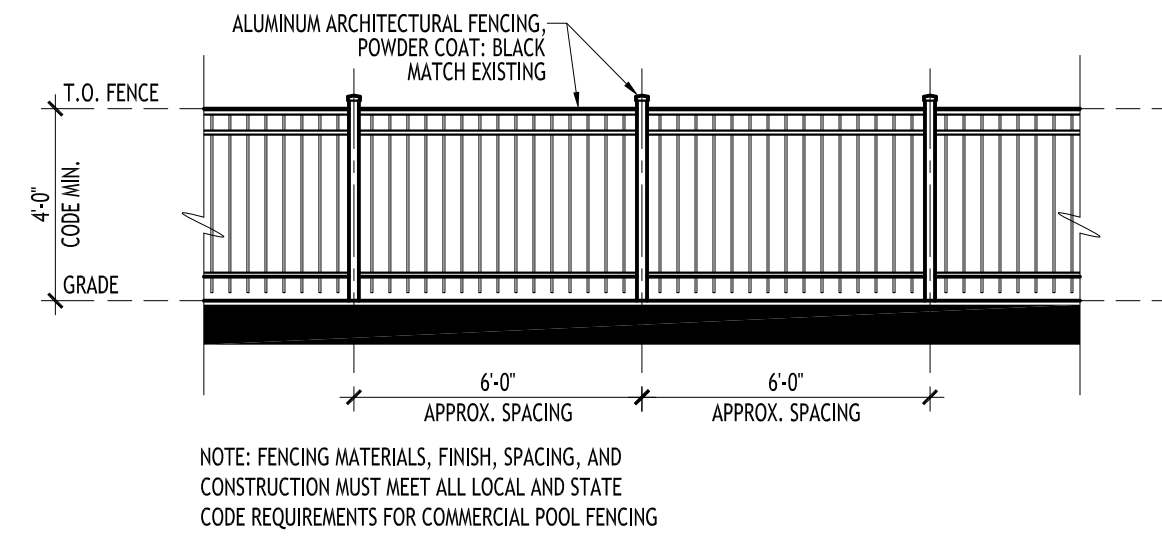
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PROJECT  
160304

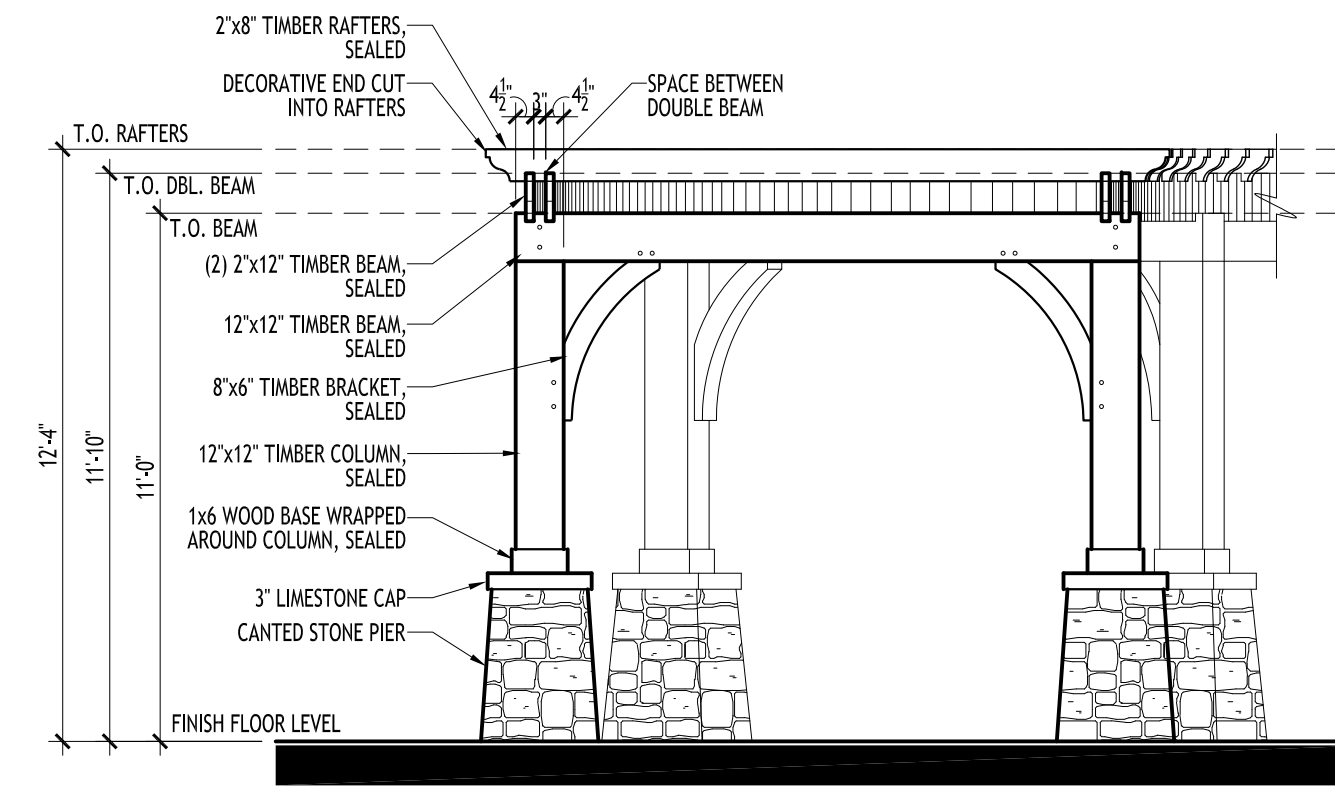
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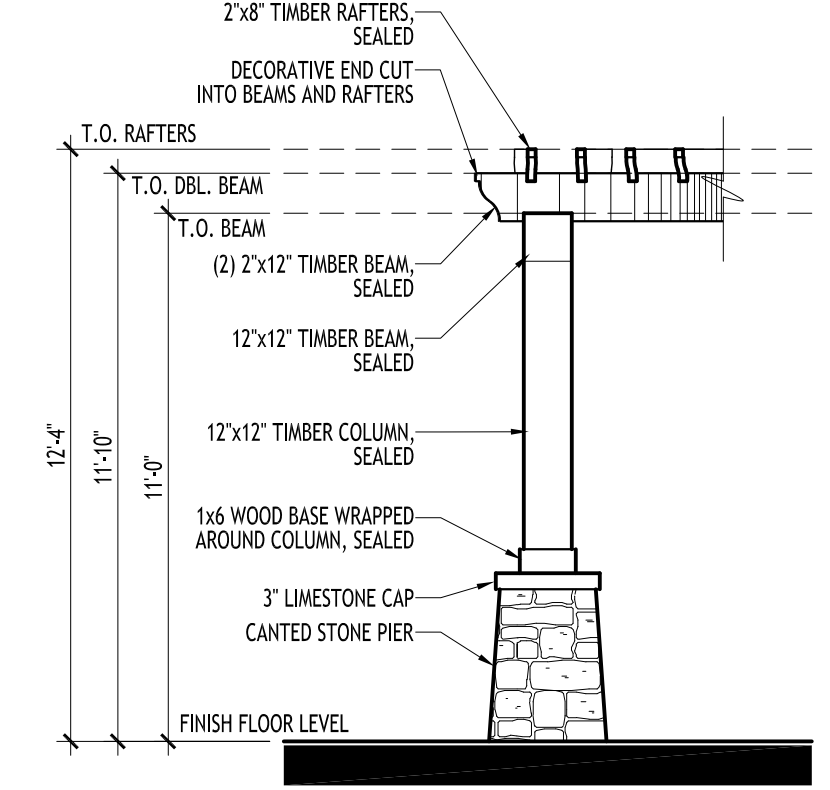
A203



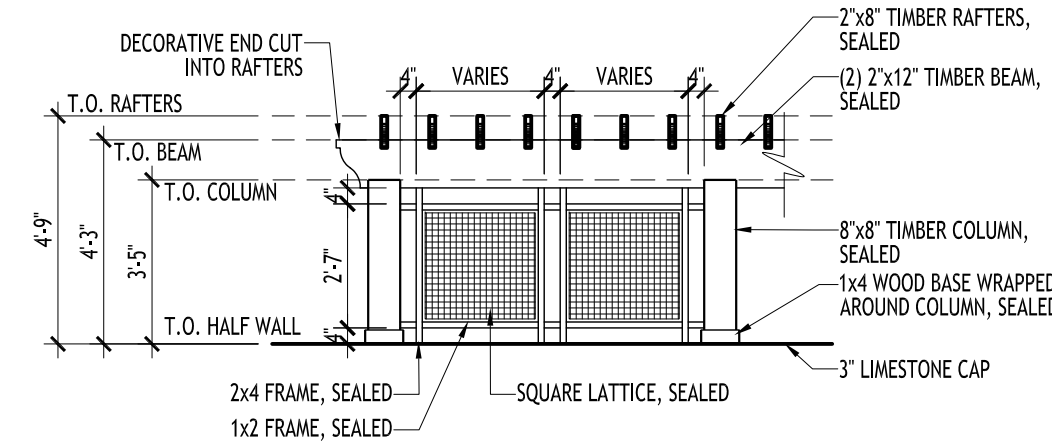
9 FENCE ELEVATION  
1/4" = 1'-0"



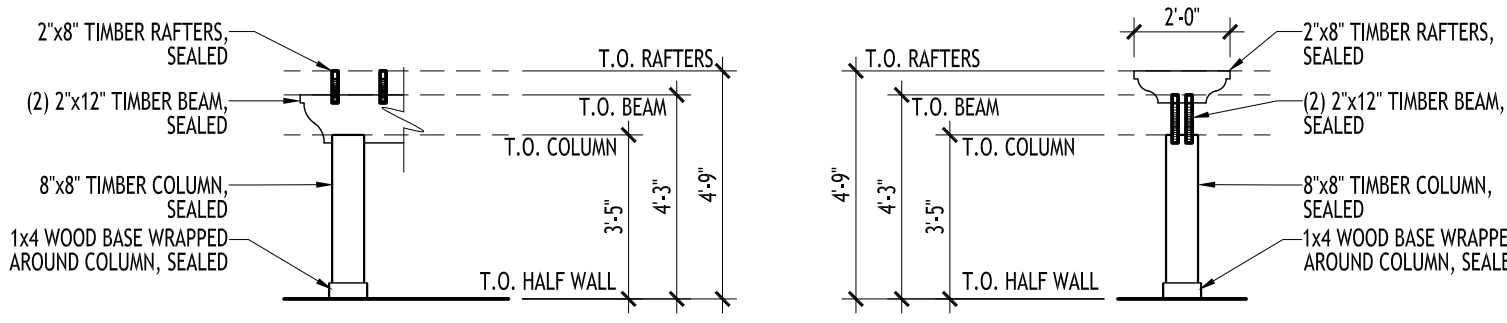
4 PERGOLA SIDE ELEVATION  
1/4" = 1'-0"



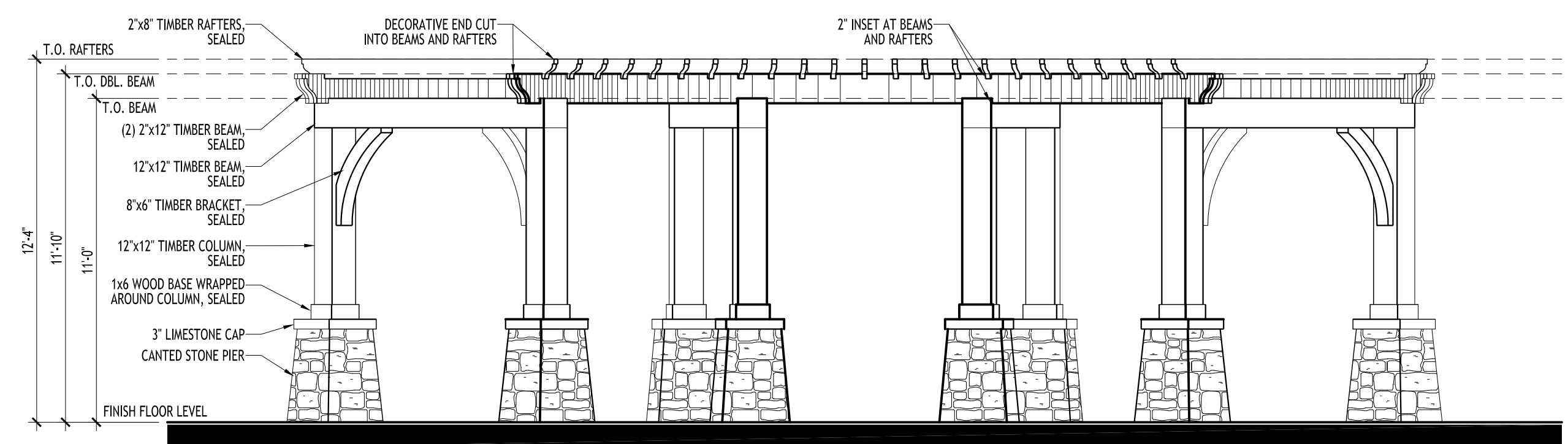
3 PERGOLA COLUMN ELEVATION  
1/4" = 1'-0"



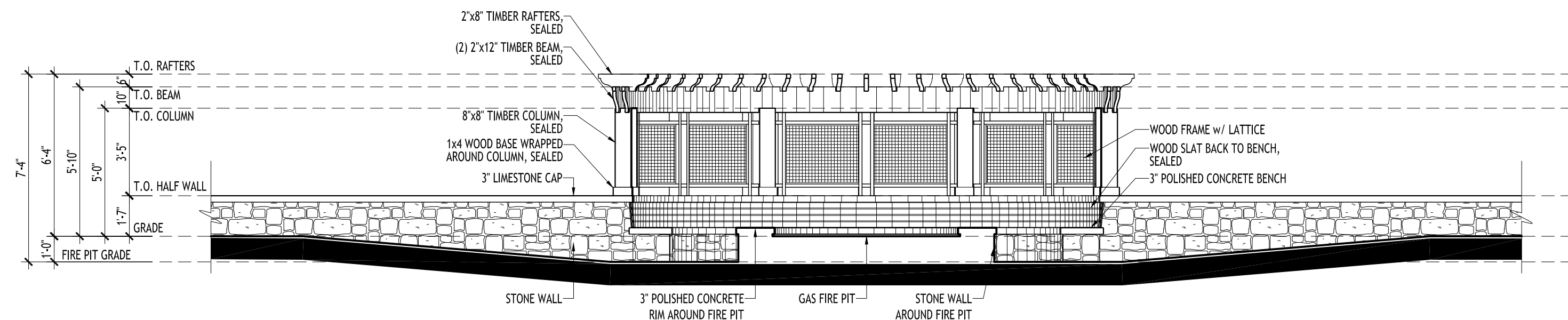
8 FIRE PIT LATTICE ELEVATION  
1/4" = 1'-0"



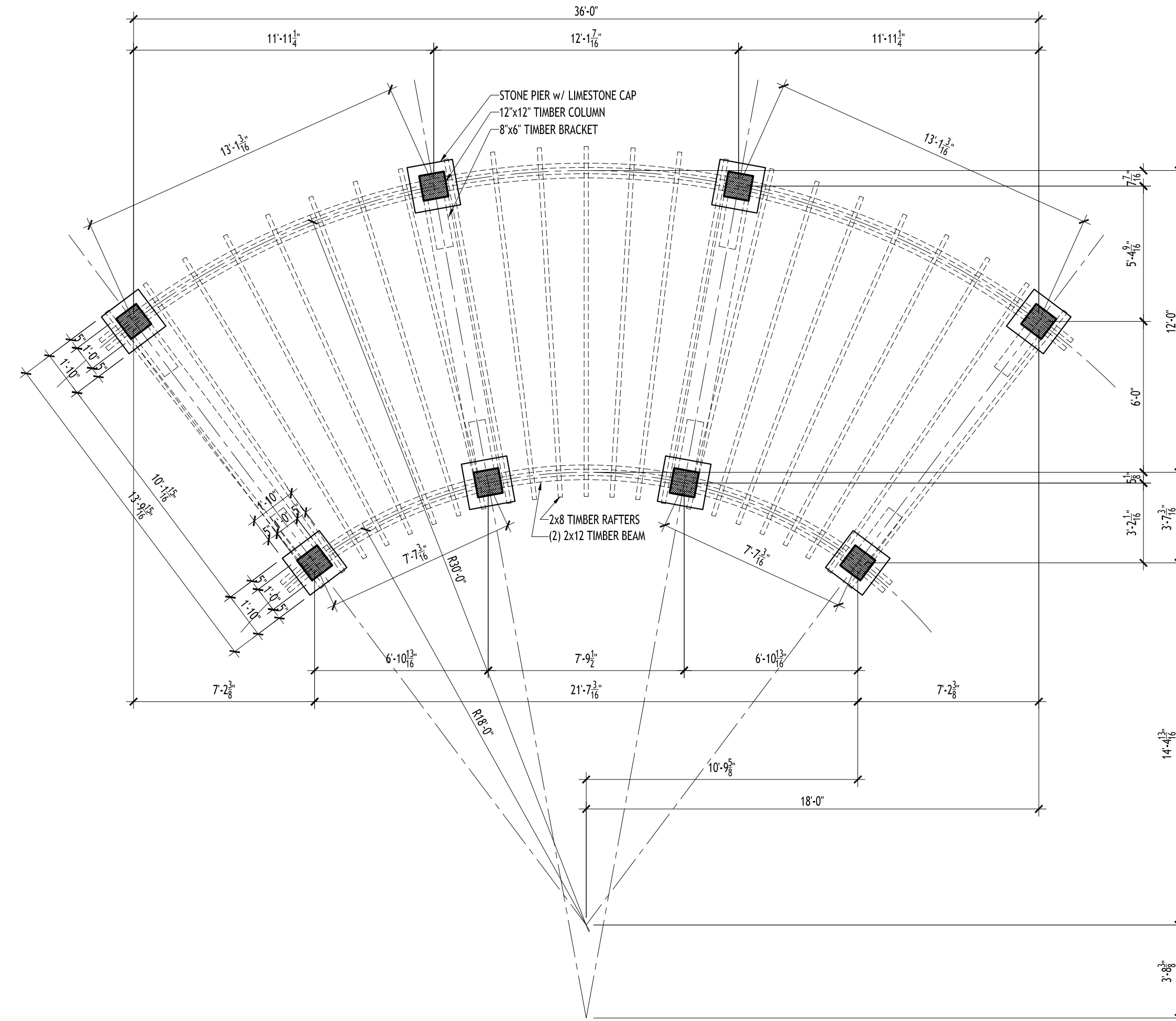
7 FIRE PIT COLUMN ELEVATIONS  
1/4" = 1'-0"



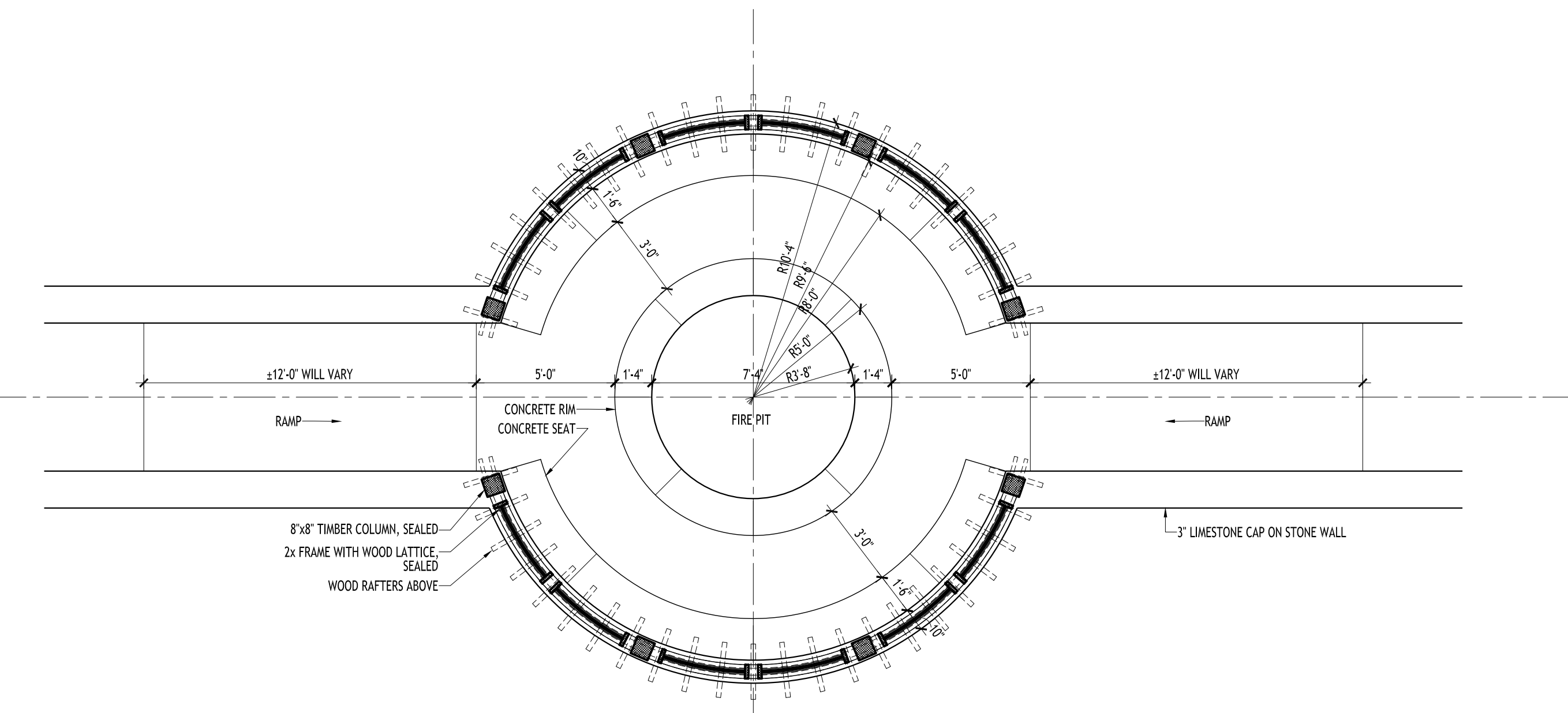
2 PERGOLA FRONT ELEVATION  
1/4" = 1'-0"



6 FIRE PIT ELEVATION/SECTION  
1/4" = 1'-0"



1 PERGOLA PLAN  
1/4" = 1'-0"



5 FIRE PIT PLAN  
1/4" = 1'-0"