



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS
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CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS INTRODUCTION - PROJECT DESCRIPTION



In the late 1700's, a trail created by buffalo had led hunters, trappers, and surveyors to the salt springs. Richard Wilks, a pioneer, had claimed 360 acres of land and established a two-story, white house. This home, later renovated into an inn, was located along the trail that connected Nashville to Louisville, now known as the L&N Pike. This house became a landmark, forming the name of the town to White House.

Today, a person can reach White House by traveling along Interstate 65, as the City is located between Springfield and Gallatin. It is approximately twenty-five miles from Nashville and only ten miles from the Kentucky border. There currently are around eight thousand residents at White House as it is steadily growing.

None of these figures represent the character and life found in White House. The City is full of winding, country roads that are encompassed with fields of wheat and corn. More than a hundred acres has been dedicated for green space, allowing children to play soccer or football throughout the year. Within this green space, a gateway has been created, providing a path for joggers, bike-riders, and walkers. White House has formed a 'sense of place' for every age group; however, they are now facing a problem that many small towns are dealing with, urban sprawl. The residents of White House want to keep the country roads and green space; moreover, their fear is that businesses will come into their City and swallow up the beauty and character that creates this area.

White House is growing at an incredible rate, as large businesses are looking at the city for future site locations. It is in a prime location along the interstate and offers a more reasonable cost of living compared to surrounding cities. With all of this in mind, it is necessary to preserve the natural features, history, and 'sense of place' of White House. In order to do so, this set of standards develops a design criteria that must be met by all future commercial areas within the city of White House.



The City of White House is characterized by two basic development patterns. The area surrounding the intersection of the U.S. Highway 31-W and S.R. 76 is the historical central business district and social heart of the community. The area contains a mixture of viable and marginal activities. Disinvestment has occurred in many of the older structures. Redevelopment of this core is on the horizon and will soon become the vision of a unique destination point for residents and visitors. This area is defined as the Town Center.



The area beyond the limits of Town Center is characterized by various elements of suburban sprawl with a wide range of uses; large scale commercial buildings located on major streets and expansive parking areas with minimal landscaping and segregation of different land uses by buffering and location.

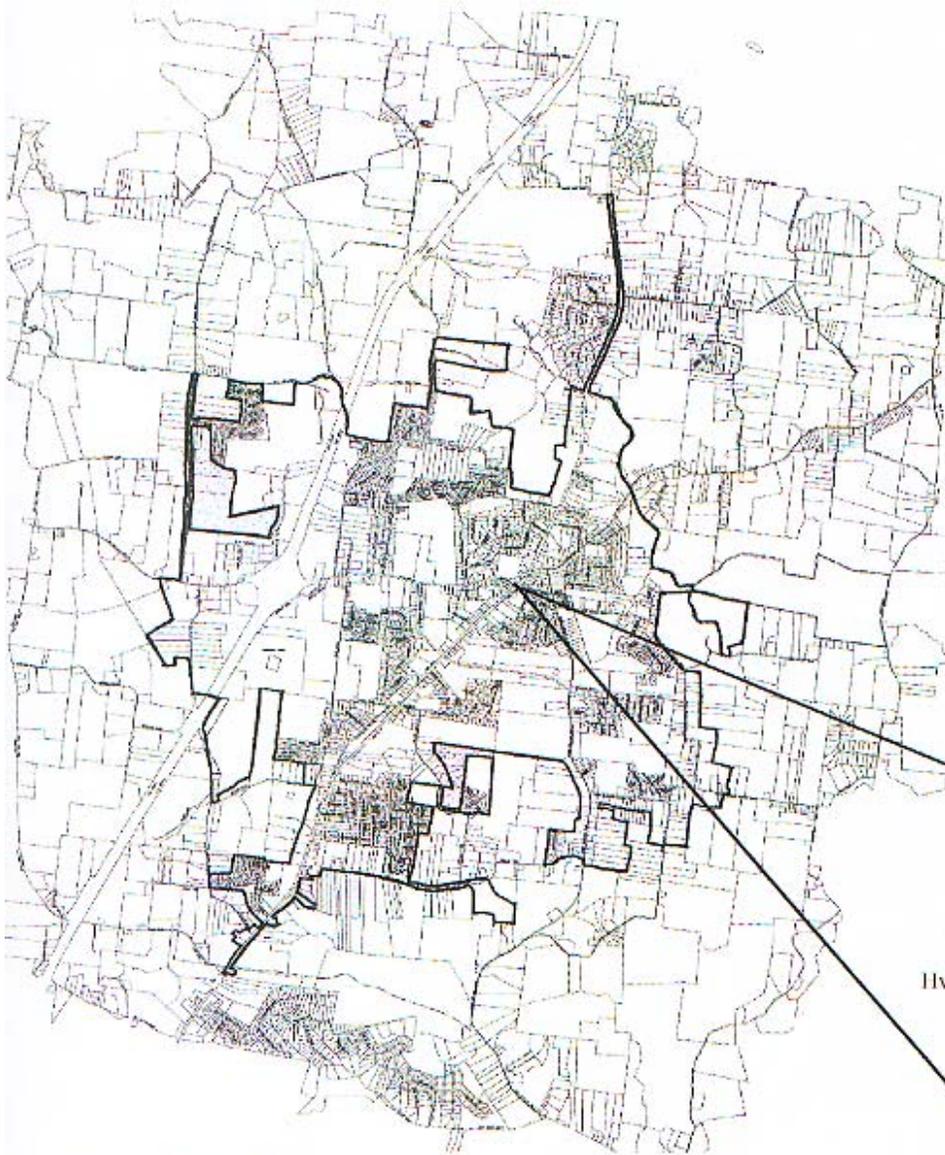
In response to these different conditions, these Commercial Standards have created Town Center Standards and Suburban Standards. The Town Center standards are intended to reinforce the original model from history and enhance the special character for the area and its surrounding areas. The Suburban Standards, while more flexible, are intended to provide alternatives to conventional suburban commercial developments which are more reflective of the City of White House's vision of the future. New developments in the Suburban Areas may use the Town Center Standards, which are appropriate for use anywhere in the city.

As outlined by the City of White House Comprehensive Plan, dated June 6, 1997, the primary boundaries for the Town Center are depicted on the next sheet.

This map is an approximation of the Town Center boundary and anyone considering property improvements should consult the Planning Director to determine the location of their property with respect to this boundary.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS INTRODUCTION - PROJECT DESCRIPTION



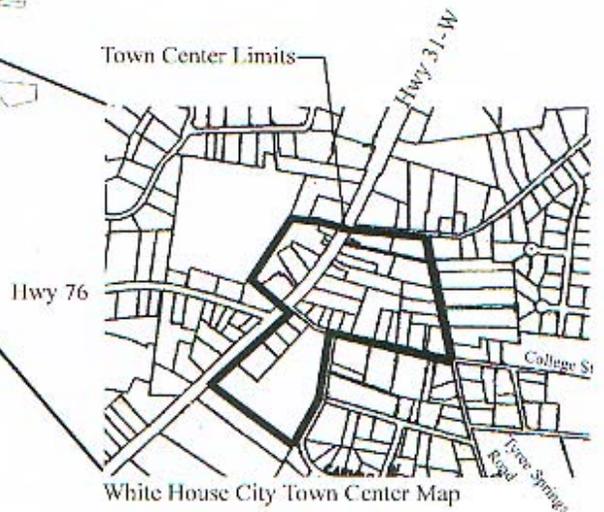
White House City Limit Map

Town Center Location

The boundaries of the Town Center are as follows:

Northeast quadrant of the U.S. Highway 31-W and the S.R. 76 intersection and extend from College Street to S.R. 76 East and from U.S. Highway 31-W to a distance of approximately 500 feet.

The Town Center is outlined in the map below.



Town Center Limits

White House City Town Center Map



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS INTRODUCTION - PURPOSE & GOALS OF GUIDELINES

The purpose of the Design Standards is to ensure a unified and compatible development, and provide a consistent level of quality throughout the community. The standards are intended to provide guidance to owners and developers in considering applications for approval of new construction, additions, and modifications of commercial and industrial properties within the City of White House. The Design Standards book establishes standards for streetscape design, access and circulation, signage, landscape, and architecture. In addition, it sets forth various restrictions on other matters related to the aesthetics of buildings and their role in creating the ‘sense of place’.

These standards are to protect the City of White House, its residents, and employees. It demonstrates rules for positive circulation with pedestrian and vehicular activity. This packet provides rules towards dedicating ample greenspace with aesthetic views within the Town Center and outlying Suburban areas. These regulations shall help influence the streetscape, forming a character for the City through the use of site furnishings and additional amenities.

To the extent that any applicable state law, local government ordinance, building code or regulation requires a more restrictive standard than the standards set forth in this Guidelines book, such state law, ordinance, code or regulation shall control. To the extent that any such law, ordinance, code or regulation is less restrictive, this Design Standards book shall control.

The words given in this Standards book shall be given their commonly understood definitions, unless otherwise indicated and shall be the minimum standards for all commercial development.

There have been several “ideal” goals presented by citizens from the City of White House. These thoughts are various methods to improve and enhance the “small town” feeling and characteristics. The Standards book describes, in a clear and understanding manor, the parameters for developing land to property owners, developers, architects, builders, business owners, and others as well as accomplishing the following goals:

- Develop a higher quality of development to invite businesses and future residents to the area.
- Provide a unique commercial experience, distinct from the surrounding area development that speaks to the special country vision of the residents.
- Protect the natural resources the area has to offer.
- Screen parking views from adjacent roadways and residential developments.
- Maintain and protect the historical features throughout the City of White House.
- Design positive areas for pedestrian and vehicular users.
- Fulfill the City’s ‘sense of place’ through landscape and architecture controls.
- Encourage positive transitional corridors from the Town Center to the suburban environment.
- New development must blend with the character and scale of the area to form a harmonious transition.
- Design new commercial developments to mitigate the impact of traffic, noise, lighting, and other environmental conditions on adjacent residential areas.
- Provide property owners, developers, architects, builders, business owners, and others with a clear and equitable set of parameters for developing land.





CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS INTRODUCTION - PARTICIPANTS

The City of White House Commercial Design Standards were developed through a committee-based process. Several workshops were held with the city staff, consultants, and citizens to capture the community's vision for commercial development. It was decided to create three focus committees: Site Planning, Streetscape and Signage, and Architecture. These committees were engaged to discuss relevant issues and concerns regarding these planning elements.

The Site Planning Committee expressed interest in developing and enhancing the site character of the City of White House. This would be accomplished through preserving natural features, working with the existing topography, providing adequate circulation for pedestrian and vehicular activity, improving the aesthetic quality of commercial development through creative building orientation, the incorporation of more detailed landscape patterns and developing a connection with the surrounding environment. The following persons have participated in this committee:

- Mayor Stan McAfee
- Jim Savage
- Tim Murphy

The Streetscape and Signage Committee wished to envision a setting in which the small business will continue to thrive and large commercial ventures will be welcome. Both sizes of commercial would conform to the guidelines that create and aesthetically pleasing environment and enhance commercial growth, emphasizing the importance of consumer friendly qualities. As one would enter the City of White House, street trees would be lined along the road system, all parking areas would be filled with large canopy trees, rows of evergreen shrubs would screen the perimeter of parking lots, sidewalks would run throughout the city, and specialty streetscape items would fill the Town Center area, creating a special character for White House. The following persons were engaged in this committee

- Mary Coffman-Baker
- Randy Cline
- Ron Williams

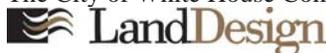
The third group, the Architecture Committee, envisioned a set of standards for design and commercial development within the community; a standard that will go beyond a typical small residential town's planning efforts. This group realizes that this area has a lot to offer current and future residents of White House; however, they wished to reinforce a stronger 'sense of place'. The architecture group understands that they cannot prevent future development in the area, but they do want to have control of the building sizes, materials, colors, and overall appearance. The committee had taken pictures throughout the City of White House and discussed the positive and negative aspects of each one and their vision for future commercial character. The people involved in this group were:

- Mayor Billy Hobbs
- Darrell Leftwich
- Wayne Johnson

Additional people who have participated throughout the process of developing the guidelines and standards for the City of White House:

- Tim Williams, City Administrator
- Addam McCormick, Planning Director
- Tom Byrum
- Tim Chowning
- Evelyn Guill

The City of White House Commercial Design Standards initially prepared by:



Woodson Gilchrist Architects



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS INTRODUCTION - SUGGESTIONS

Throughout the meetings among City of White House officials and citizens, several suggestions were discussed as to how the City of White House could maintain its 'character' through the changes of urban sprawl. The following is a list of ideas that would enhance and savor the beauty of the City through its future growth.

Roadway Plan for Highway 76

- Plant a continuous pattern of street trees in equal increments along Highway 76 and 31. This will provide a positive landscape barrier that would mitigate vehicular and pedestrian traffic, visually enhance the storefronts, as well as attract future residents and business owners.
- Provide a landscape median that runs along Highway 76. This boulevard will interrupt the everlasting asphalt image, presenting an aesthetically pleasing view from vehicular and pedestrian traffic, and create an enticing entrance to the town center.
- Seasonal color would give a more appealing look to the storefronts as well as entrances off of Highway 76 and 31.
- Integrating public art and historical significance into building and landscape designs would enhance the character of the City of White House.
- Enhance and improve the aesthetic quality of commercial developments through creative building orientation, drainage designs, site amenities, and transitional spaces.
- Use specialty hardscape materials with the paving, crosswalks, and sidewalks that provide dominant features throughout the streetscape.

Creation of Town Center - Intersection of Highway 76 and 31

In order to start creating this 'Town Center', the following suggestions would help accelerate and reinforce the dreams of having a core at the City of White House:

- Develop a 'cozy' atmosphere for pedestrian and vehicular activity through landscape, architecture and planning.
- Unite vehicular and pedestrian areas in a safe and efficient manner.
- Reinforce regulations for common setback lines for buildings and parking areas.
- Preserve and maintain the historical buildings and architecture.
- Develop focal points throughout the Town Center (water features, open space, buildings, etc.).
- Create a mixed-use Town Center, multi-level buildings with commercial / offices on the ground floor and residential on the upper floor.
- Creation of Main Civic Plaza as an attractive square or similar focal design.
- Restructure the intersection of Highway 76 and 31 into a perpendicular intersection with the City Hall as the final focal point.
- Recreation of the Town Center from the past.

Update of Land Use Plan

The Land Use Plan is an exceptional form of documentation the city can utilize in order to maintain control over commercial and residential sites. This plan describes which areas of the city are zoned for potential various land uses. The City of White House has a Land Use Plan but needs to update the zoning areas in order to accomplish the following tasks:

- Create a Town Center around the intersection of Highway 76 and 31.
- Develop integrated land use patterns for residential and commercial zoned areas instead of a regular system lacking cohesiveness.
- The City of White House shall manage future growth by envisioning and accommodating it in the Land Use Plan.

Streetscape Gateway

- Gateways shall provide transition from Interstate 65 to the Town Center and from Highway North 31 to the Town Center.
- Create an entrance for the City along Highway 76 and 31 through the use of signage, landscape, and architecture.
- Display positive green space through the use of building setbacks, boulevards, and building orientation.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SITE PLANNING

These standards will “improve the quality and character of commercial developments...creating a sense of place and pride for the City of White House.” These standards will provide a safe, pedestrian and vehicular friendly environment while “preserving the natural resources and existing topography”. These standards will guide the City of White House to a more pleasing environment to live and work in.

- Site Planning Steering Committee

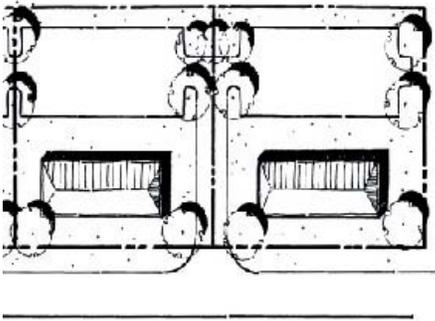
The site planning section is a crucial element as it clearly demonstrates a positive street design for pedestrian and vehicular uses. These standards shall provide adequate space with the orientation of buildings, taking advantage of materials and colors and shall preserve the natural features that create the character for the City of White House.

Throughout the designing process, it is necessary to create a transition from one development to another. This creative transition can be achieved through hardscape, landscape, and architecture. These spaces must be joined together to show unity but shall show differences as well. The design shall provide a visual impact, alerting the pedestrian and vehicular traffic of the new development they are about to enter.

Street Design

Connectivity and Street Width

1. All street networks shall connect with the street network of an adjacent development.
2. Street and sidewalk connections shall be made between neighborhood commercial centers and adjoining neighborhoods.
3. Cross access easements shall be provided between adjoining commercial sites for shared access and parking.
4. Within new developments, stub streets shall be provided in order to permit future street interconnectivity.
5. Street widths shall be kept to a minimum in order to reduce driving speeds, narrow pedestrian crosswalks and minimize storm water runoff, while still allowing for vehicular and pedestrian safety and sufficient vehicle turning movements.
6. Alleys are encouraged within all commercial development to provide for utilitarian facilities, delivery services and loading to create a visually appealing front streetscape.



Primary Street

Exhibit 7.1 - Shared Parking Access



Exhibit 7.2 - On street parking reduces driving speeds



Exhibit 7.3 - Commercial alley condition

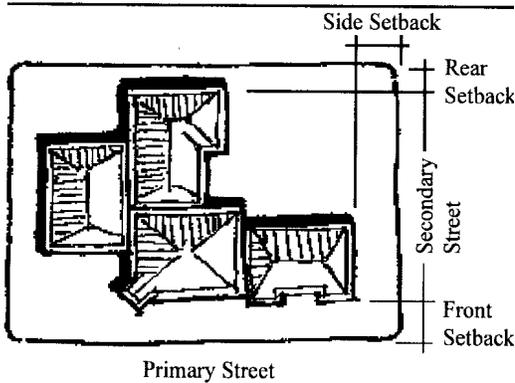


CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

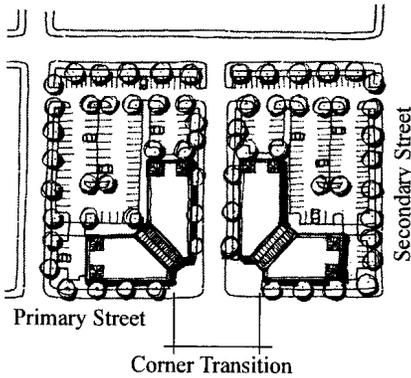
Siting of Buildings

Siting of buildings is an extremely important factor when creating a space in an urban environment. These vertical elements establish the sides of this space; therefore, the orientation, setback, height, and material are all essential elements in developing a uniform facade treatment. The following illustrates the standards that will be maintained when siting a building within the Town Center as well as Suburban areas within the City of White House.

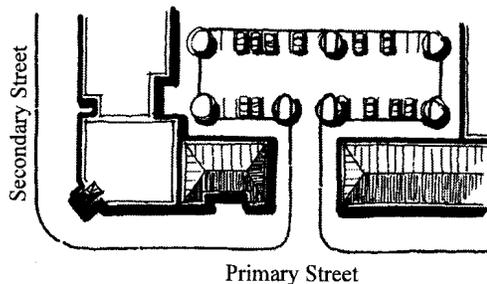
Town Center Area



Primary Street
Exhibit 8.1 - Layout of Setbacks



Primary Street
Corner Transition
Exhibit 8.2 - Building Orientation



Primary Street
Exhibit 8.3 - Parking at rear

1. All buildings are to be oriented parallel to the streets. Within the Town Center, the buildings will sit along the front setback line. Setbacks shall be consistent with adjacent buildings. Exhibit 8.1 demonstrates the setback lines.
 - Front Setback - the distance from the face of curb to the face of the building - Min. 12'-0", Max. 20'-0".
 - Side Setback - the distance from the property line to the side of the building - 10'-0". The zero-lot line provision is encouraged.
 - Rear Setback - the distance from the property line to the back of the building - 20'-0"
2. Corner buildings should have a strong tie to the setback lines of each street. This will continue the formation of a 'space' from one street to another. Buildings are encouraged not to be angled ninety (90) degrees on the corner. Instead, the exterior shape of the building shall create shapes open to the streets and existing surroundings. See Exhibit 8.2.
3. With a group of multiple buildings linked together, the architecture and landscape shall provide a positive, functional relationship between one another.
4. All building entrances shall face the street with the parking area hidden in the rear or to the side. See Exhibit 8.3.
5. Multiple building developments shall be sited on public streets and internal private streets rather than parking lots.
6. All unpleasant features shall be located in the rear of the buildings: HVAC units, loading docks, dumpsters, electrical boxes, and outdoor storage.
7. Parking lots and parking garages shall not terminate vistas or be located abutting street intersections unless it is completely screened, incorporates a formal open space feature, or the facade is designed to resemble the building.
8. A transition between residential and commercial areas shall be created through gradual increases in scale, unified streetscape design and consistent building materials.
9. Any above-ground parking structures should be at the rear of a development or away from the primary street.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SITE PLANNING

Suburban Areas

1. All buildings are strongly encouraged to be parallel to the street right-of way line.
2. Buildings are encouraged to be oriented around internal streets rather than parking lots. See Exhibit 9.1.
3. Provide open space that is pedestrian friendly and creates positive views from all angles. Provide transition between adjacent sites with the use of pedestrian plazas or formal/informal open space. See Exhibit 9.2.
4. All unpleasant features shall be located to the rear or sides of the buildings: HVAC units, loading docks, dumpsters, electrical boxes, and outdoor storage.
5. Continuous horizontal strip malls shall be broken up with architectural elements or physically separated to create pedestrian transition zones. See Exhibit 9.3.
6. Parking lots shall not terminate vistas or be located abutting street intersections unless completely screened. See Exhibit 15.2.
7. The parking lot shall not be the dominant element of the site. The use of landscaping, berms, and other screening elements shall restrict the views of parking areas.
8. See Exhibit 16.3 for recommended design standards for Large-scale Commercial Developments.

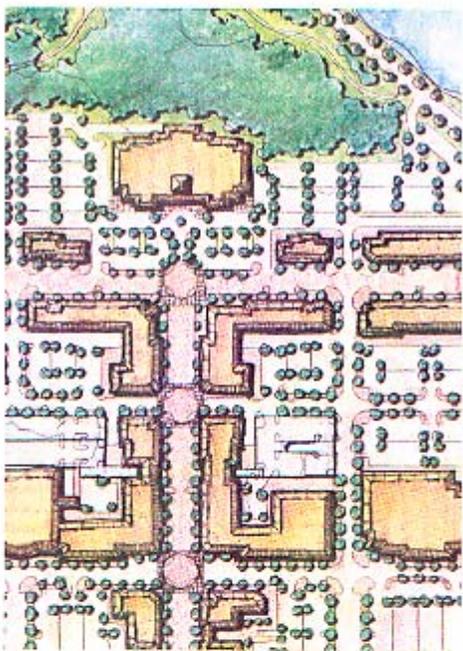


Exhibit 9.1 - Buildings oriented about primary and secondary streets with parking in rear.

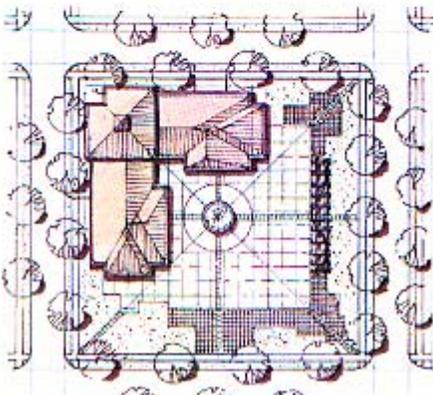


Exhibit 9.2 - Open space pedestrian plaza

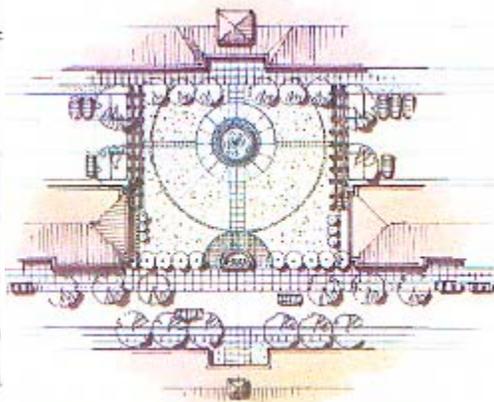


Exhibit 9.3 - Pedestrian plaza enclosed by buildings.



Exhibit 9.3 - Horizontal strip mall



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

Various Commercial Uses In Suburban Areas

Specialty Retail Centers

Specialty Retail Centers are unanchored retail centers that provide specialty goods and/or services that are generally unavailable in the surrounding area. Shoppers at these centers are less inclined to visit only one shop, and tend to spend time browsing through several shops. Specialty Centers typically rely for their appeal on attractive, and often thematic, architecture, landscaping, and ornamentation, as well as the unusual goods and services.



Exhibit 10.1 - Commercial buildings with common theming.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. The site should be organized to encourage relaxed pedestrian circulation with substantial amounts of plantings and site furnishings around buildings.
3. Building design, landscape, outdoor furniture and site fixtures shall conform to the same theme. See Exhibit 10.1 and 10.2.
4. A transition from low buildings at the site perimeter to larger and taller structures within the interior of the site is generally encouraged.

Vehicle Dealerships and Specialty Merchandise Centers

By their nature, Vehicle Dealerships tend to be poor neighbors for residential uses and this relationship shall be avoided.

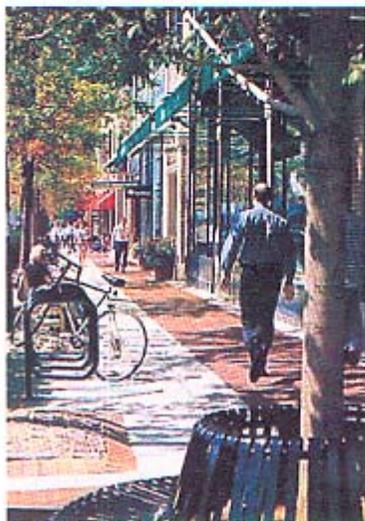


Exhibit 10.2 - Incorporation of street furnishings.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. Showrooms shall face the major public street.
3. Outdoor vehicle displays shall be oriented toward the public street with permanent at-grade display areas.
4. Unloading of vehicles from carriers shall be from a secondary access or where feasible.
5. Screened storage area shall be provided for vehicles awaiting repair. No storage area shall be adjacent to a residential area or primary street.
6. Sufficient space shall be allowed for service drop-offs to prevent stacking on a public street.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

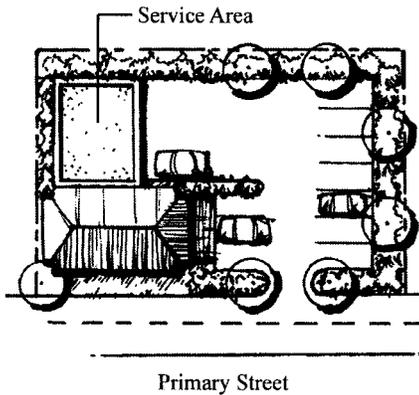


Exhibit 11.1 - Recommended service station site plan layout

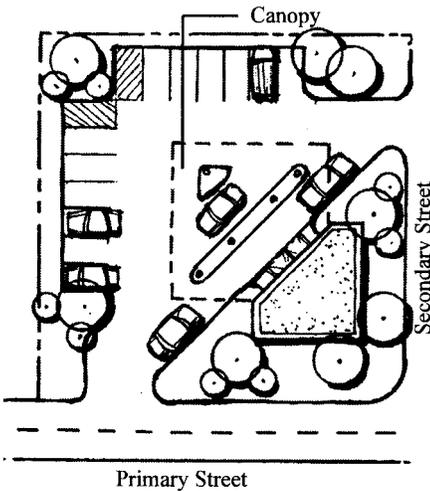


Exhibit 11.2 - Recommended auto repair site plan layout

Service Stations & Car Washes

Service Stations and Car Washes are intensive uses that are characterized by large paved areas with several points of access from adjacent streets to maximize maneuvering flexibility for vehicles. Driveway cuts need to be limited, circulation needs to be channeled, and paved areas reduced. See Exhibit 11.1.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. The structure on the site shall be spatially related; buildings should be organized into a simple cluster.
3. The site shall accommodate all legitimate, anticipated circulation patterns with reduced areas of paving and well-placed landscape areas.
4. Service bays shall not face residential properties and primary streets.
5. Additional elements to be considered in the design process are noise control measures, water and air stations, and vacuum stations and screening of these elements.
6. For petroleum stations, each pump island shall include stacking spaces for two vehicles on site.
7. All architectural elements beyond the main body of the building shall be compatible.
8. Buildings shall contribute a positive street presence.

Auto Repair and Service

Auto Repair and Service Facilities can be problematic uses characterized by noise, large numbers of parked vehicles, traffic, and the presence of petroleum products, oils, acids, and other hazardous materials. A major problem with older Repair and Service Facilities is inadequate storage for vehicles being serviced, resulting in cars, etc. being parked on the street, sidewalks, landscaping, and neighboring properties. See Exhibit 11.2.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. Vehicle repairs should be contained within a building.
3. Provide ample space for drop-off vehicles to avoid stacking overflow on a primary street.
4. The interior work bays shall not be visible from the primary street or any adjacent residential area or open space.
5. No dismantling of wrecked cars or outdoor storage is allowed on site.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

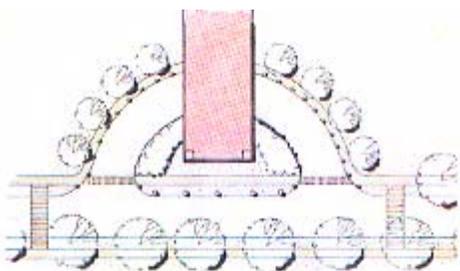


Exhibit 12.1 - Recommended hotel drop-off site plan layout.



Exhibit 12.2 - Hotel drop-off area serving as a focal point

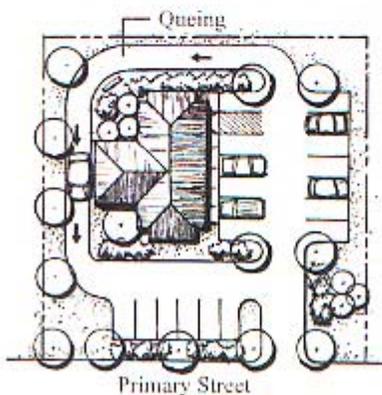


Exhibit 12.3 - Drive-Through

6. Trash bins need to accommodate for the disposal of junk parts, packing material of shipped parts, and oil and lubricants.
7. Buildings shall contribute to a positive street presence.

Hotels and Motels

The scale and activities associated with Hotels and Motels often make them problematic neighbors for adjacent residential properties and adjacent primary streets.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. The building and driveway entrance shall be the focal street element, not the parking lot.
3. Delivery and loading areas shall not be adjacent to residential areas and primary streets.
4. Mechanical equipment, including swimming pool equipment, shall be located on the plan for proper noise control to surrounding areas.
5. Swimming pools shall be located away from the street, a minimum of twenty (20) feet with adequate screening, providing proper safety features and privacy.
6. Utilize parking lots and open space to transition between adjacent uses.
7. All rooms must open into an internal room entry access model. No room entries shall be visible from adjacent sites and streets.

Drive-Through or Drive-In Businesses

The major design issues related to these types of establishments (banks, fast food, etc.) are site plans that promote efficient and well organized vehicular access and on-site circulation, while adequately buffering adjacent uses.

1. Buildings are encouraged to be placed at the minimum front setback. See note 12, Sheet 18.
2. Avoid the “back of the building” appearance; buildings shall contribute to a positive street presence.
3. The building shall front the primary street, not the drive-through aisles or parking area. The building shall be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations (locate along the side or rear area of the structure).
4. Provide adequate on-site queuing distance to accommodate six (6) cars before the first stopping point. No portion of queuing aisle should serve double duty as a parking aisle.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

Access and Circulation

One of the key factors in commercial design is developing adequate access and circulation for a combination of users: vehicular, pedestrian, and bicyclist. Through these standards, people who live and work within the development will have the option of using alternative modes of transportation. The following entails verbal and pictorial directions in creating a positive design for the City of White House for streets, intersections, and parking facilities within the Town Center and Suburban environments.

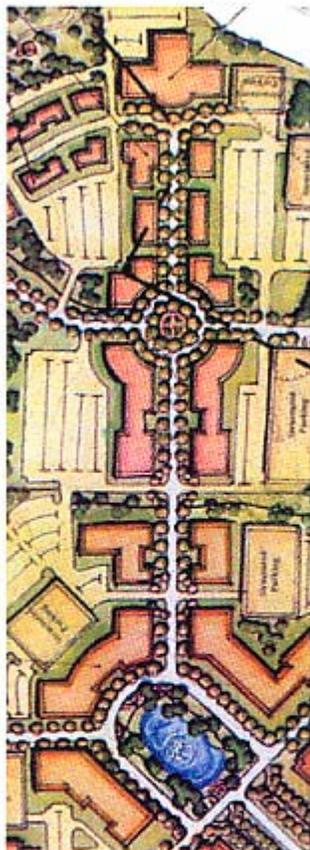


Exhibit 13.1 - Town Center Layout with buildings fronting primary street and parking behind.

Town Center Area

The access and circulation features throughout the Town Center area must apply to each type of user. Exhibit 13.1 demonstrates a Town Center layout at a dominant intersection. Streets, parking lots and parking structures must possess the following characteristics:

Streets:

1. The width of the streets throughout the core will vary depending on the design. However, the width of the traffic lanes shall be kept to a minimum, while still allowing for cars to move safely, in order to maintain slow vehicular speeds and shorter pedestrian crosswalks.
2. The street layouts shall decrease travel distances for each type of user, providing strong connectivity from one stretch to another and prohibiting the use of cul-de-sacs. See Exhibit 13.2.
3. Street designs shall be sensitive to existing topography, capturing views and adding interest to the streetscape.
4. Street patterns should provide locations for significant buildings to become focal points at the ends of streets. See Exhibit 13.3.
5. Traffic calming devices such as traffic circles and street neckdowns are encouraged.
6. Alleys are encouraged to provide utilitarian functions and delivery service.

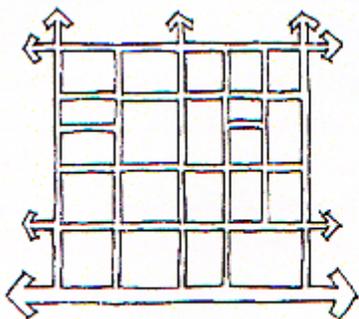


Exhibit 13.2 - Street Grid Layout

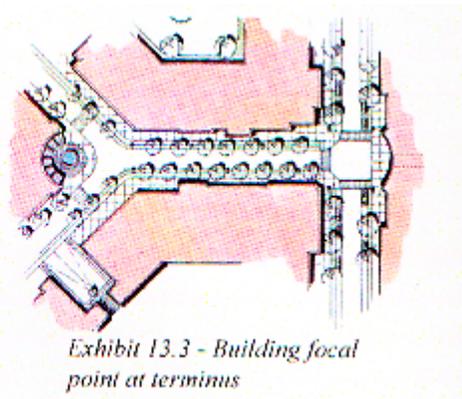


Exhibit 13.3 - Building focal point at terminus



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SITE PLANNING

Town Center Parking Lots:

A properly functioning parking lot is a benefit for the property owner, his tenants and their customers. A parking lot needs to allow customers and deliveries to reach the site, circulate through the parking lot, and exit the site easily. Clear, easy to understand circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion.

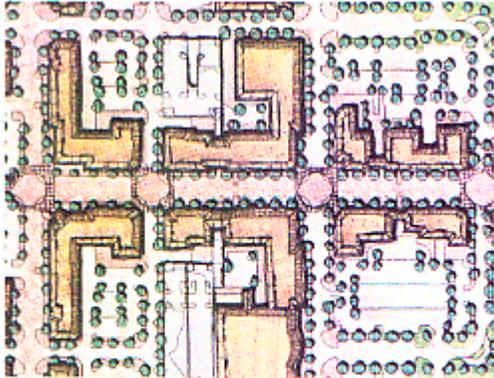


Exhibit 14.1 - Dominant streetscape with parking at rear or sides of building.

1. Parking shall be behind the buildings because it promotes the creation of a continuous streetwall, which helps define the public realm of the street and provides a more continuous 'store front' that encourages pedestrian activity. See Exhibit 14.1 and 14.2.
2. Locate access drives on secondary streets or alleys where possible.
3. On-street parking is encouraged.
4. Screen walls shall not be located along the store fronts.
5. Parking areas should be separated from buildings with a raised walkway and a minimum five (5) foot wide landscape strip where applicable.
6. Minimize intersections. Dead end aisles are prohibited.
7. Locate driveways away from intersections.
8. Provide deep entry drives. The first parking stall or aisle juncture that is perpendicular to the entry driveway, should be a minimum of thirty (30) feet back from the curb.
9. Maximum width is 24'-0" on main entry drives.

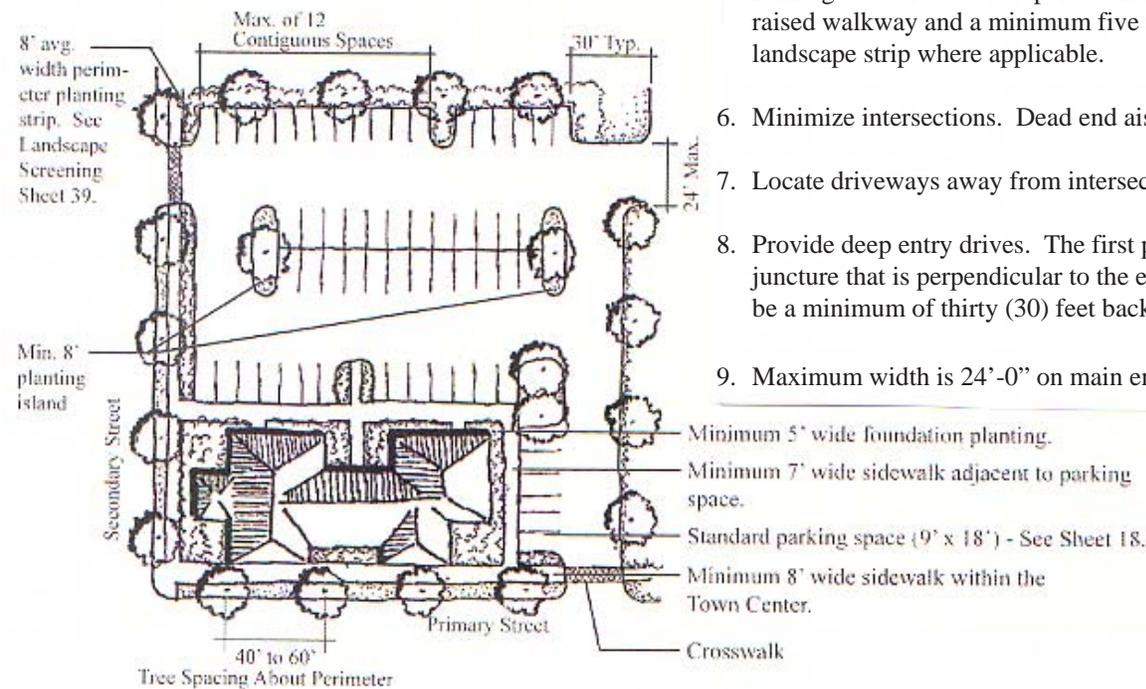


Exhibit 14.2 - Typical Town Center parking lot scenario

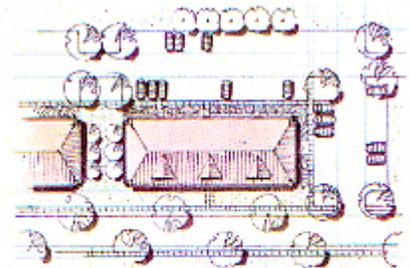


Exhibit 14.3 - Buildings provide joined parking areas on the side and rear.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SITE PLANNING



Exhibit 15.1 - Screened parking areas

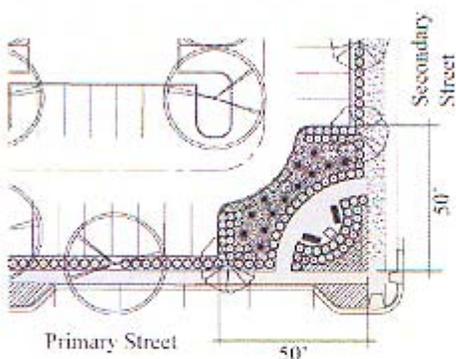


Exhibit 15.2 - Parking areas at street intersections

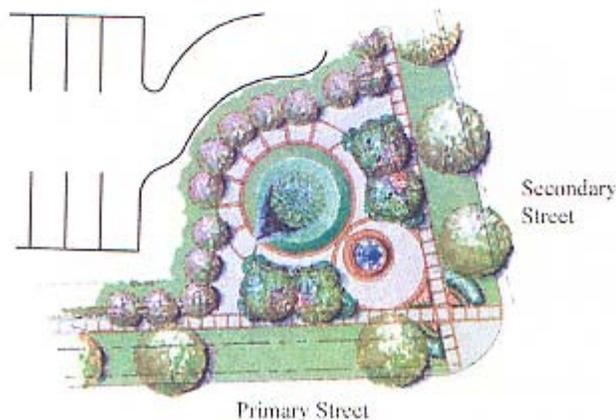


Exhibit 15.3 - Formal space at street intersection

10. All parking areas shall be paved.
11. Separate car from service truck access where feasible.
12. See Exhibit 15.1 for screened parking lots with evergreen vegetation and trees to provide shade, reduce glare, and screen cars from public view. Refer to Sheet 39 for landscape requirements.
13. Provide adequate fire access.
14. Provide common driveways, where appropriate, which promote vehicular access to more than one site and encourage shared parking.
15. Design should include landscaping that accents the importance of the driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.
16. No more than twelve (12) contiguous parking spaces are provided without using a landscape island. Refer to Sheet 40 for internal parking landscape requirements. See Exhibit 14.2.
17. Parking areas that abut street intersections shall provide an open space area at the intersection, creating positive views and screening of parking spaces. This open space must be 50' x 50', not including the Right of Way area. See Exhibit 15.2 and 15.3.
18. Minimum sidewalk width adjacent to parking spaces shall be seven (7) feet.
19. Refer to General Parking Standards, Sheet 18, for space and aisle information.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SITE PLANNING

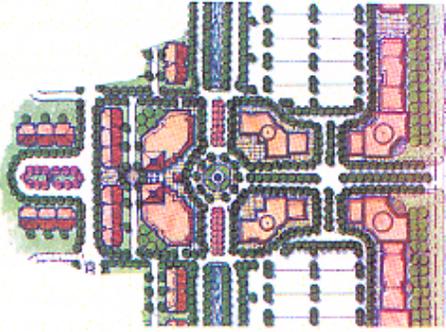


Exhibit 16.1 - Scenario depicting strong interconnectivity and building placement.

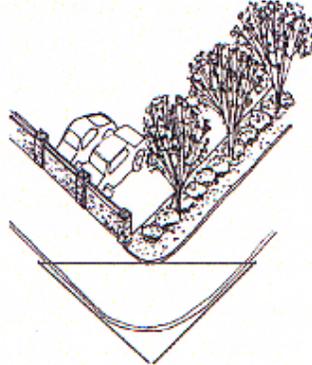


Exhibit 16.2 - Site distance

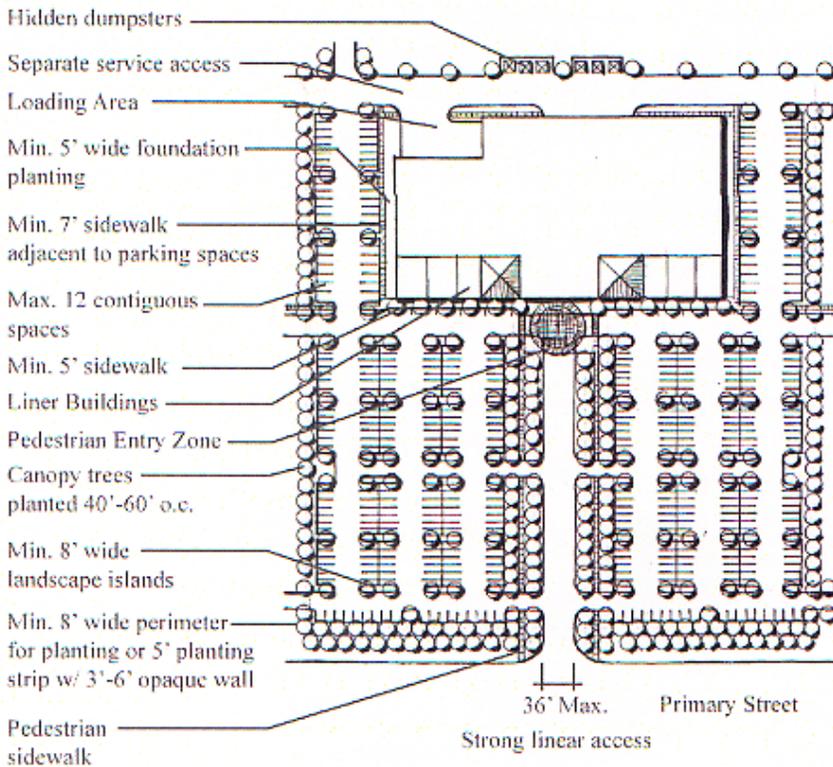


Exhibit 16.3 - Suburban area parking scenario

Suburban Area

The access and circulation features throughout the suburban area must apply to each type of user. Streets, parking lots, and parking structures must possess the following characteristics:

Streets:

1. The street layouts shall decrease travel distances for each type of user, providing strong connectivity from one stretch to another and prohibiting the use of cul-de-sacs. See Exhibit 16.1.
2. Street designs shall be sensitive to existing topography, capturing views and adding interest to the streetscape.
3. Street patterns should provide locations for significant buildings to become focal points at the ends of streets. See Exhibit 16.1.

Parking Lots:

1. Locate access drives on secondary streets or alleys.
2. Screen walls shall not be located within the site triangles for drivers entering, leaving or driving through the site. Exhibit 16.2.
3. Parking areas should be separated from buildings with a raised walkway and a minimum five (5) foot wide landscape strip. If covered walk is provided, locate landscape area to street side of walk.
4. Minimize intersections. Dead end aisles are prohibited. See Exhibit 16.3 for positive street layout.
5. Locate driveways away from intersections. Driveways should line up with driveways on the opposite side of the roadway.

6. Provide deep entry drives. The first parking stall or aisle juncture that is perpendicular to the entry driveway should be a minimum of thirty (30) feet back from the curb.
7. All parking areas shall be paved.
8. Parking lot designs shall be sensitive to existing topography, capturing views and adding interest to the streetscape.
9. Separate car from service truck access where possible.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING



Exhibit 17.1 - Common open space and plazas between buildings



Exhibit 17.2 - Encouraged site plan organizing buildings about streetscape with parking areas to the rear and side.



Exhibit 17.3 - Strong entry presence

10. Separate the pedestrian and vehicular activity areas. Design parking areas and sidewalks so that the pedestrians walk parallel to moving cars. Crosswalks shall be incorporated into the vehicular travel lanes where appropriate. They shall connect to sidewalks adjacent to buildings as well as sidewalks in the landscape islands to form a continuous pedestrian path throughout each parking area. Provide a clearly defined pedestrian entry corridor within expansive parking lots. See Exhibit 17.4.

11. Provide common driveways, where appropriate, which promote vehicular access to more than one site and encourage shared parking.

12. Screen parking lots with evergreen vegetation and trees to provide shade, reduce glare, and screen cars from public view. Refer to Sheet 39 for landscape requirements.

13. Provide common driveways and plazas or open space between adjoining properties. See Exhibit 17.1.

14. Landscaping shall accent the importance of the driveways from the street, framing the major circulation aisles, and highlighting pedestrian pathways. See Exhibit 17.3.

15. No more than twelve (12) contiguous parking spaces shall be provided without using a landscape island. Refer to Sheet 40 for internal parking landscape.

16. Refer to General Parking Standards for space and aisle information.

17. Parking areas that abut street intersection shall provide be completely screened.

18. Loading stalls shall be designed to avoid interference with circulation or parking.

19. If Commercial Suburban buildings are greater than 20,000 SF, the maximum width of the main entry driveway is thirty-six (36) feet. If Suburban buildings are less than 20,000 SF, the maximum width of the main entry driveway is twenty-four (24) feet. For additional vehicular lanes and widths, a traffic study shall be submitted to the Planning Commission for approval.

20. Driveway cuts shall be regulated per section 3.090 Access Control of Zoning Ordinance of the City of White House.

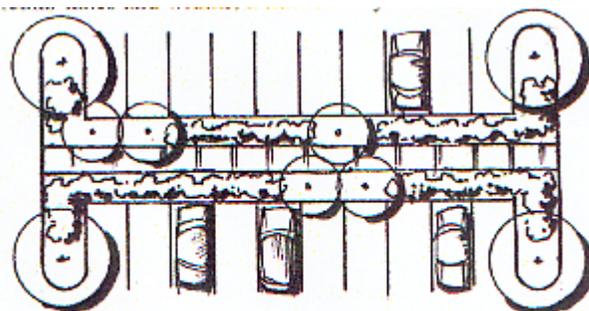


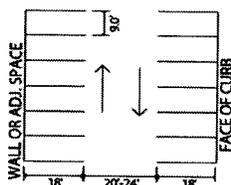
Exhibit 17.4 - Strong pedestrian circulation



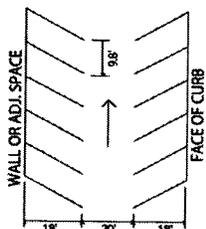
CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

General Parking Standards

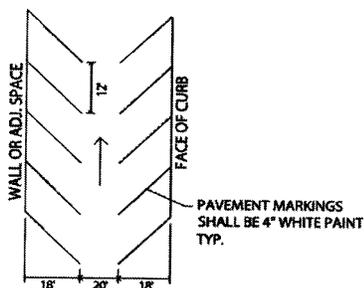
The following lists specific standards that must be followed in order to accomplish a practical, pleasing parking area within the natural and built environment of the city.



PARKING ANGLE 90 (TWO WAY OPERATION ONLY)



PARKING ANGLE 60 (ONE WAY OPERATION ONLY)



PARKING ANGLE 45 (ONE WAY OPERATION ONLY)

Exhibit 18.1 - Parking Configurations

1. The images to the left illustrate the standard parking space dimensions.
2. The layout must provide safe and adequate measures for pedestrian and automobile safety concerns.
3. Parking areas shall be comprised of smaller modules to reduce visual impact of the site.
4. Parking areas shall run parallel with the contours, taking into account the drainage patterns as well as the natural environment. The slope shall not exceed five (5) percent throughout the parking and pedestrian connection.
5. No more than twelve (12) contiguous spaces are allotted. The row must be broken with a landscape island or roadway (minimum 8' wide as measured from the back of curb).
6. Sites located with a Primary and Secondary street frontage shall be limited to vehicular access from the Secondary street only.
7. If Commercial Suburban buildings are greater than 20,000 SF, the maximum width of the main entry driveway is thirty-six (36) feet. If Suburban buildings are less than 20,000 SF, the maximum width of the main entry driveway is twenty-four (24) feet. For additional vehicular lanes and widths, a traffic study shall be submitted to the Planning Commission for approval.
8. Parking areas shall not exceed the (percentage requirements below) beyond the required amount of spaces required by the City. Beyond that, parking shall be pervious.

25 and under required spaces:	50%
25 – 50 required spaces:	40%
50-100 required spaces:	30%
100-250 required spaces:	20%
250 + required spaces:	10%

9. All off-street parking areas shall be designed to prohibit the parking of vehicles within the public right-of-ways and encroachment onto sidewalks.
10. On-street parking is recommended and is encouraged within the Town Center area where the streets serve the workplace and storefront buildings. On-street parking must be provided on one side of any street adjacent to a square, park or other open space area.
11. Parallel on-street parking width shall be eight (8) feet by twenty-two (22) feet. All on-street parking shall be parallel unless angled nose-in parking is approved by the Planning Commission. Parking spaces shall be a minimum of thirty-five (35) feet from intersections.
12. Within the Suburban areas, a single loaded bay of parking may be located within the front of the building if there are no possible alternatives and must be approved by the Planning Commission. See Sheet 16 for typical large scale Suburban development.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING



Exhibit 19.1 - Fountain Feature



Exhibit 19.2 - Site Amenity



Exhibit 19.3 - Preservation of Natural Features

Drainage Design

Retention/Detention Ponds

Retention/Detention and water quality ponds should be located in existing ponds, drainage tributaries and low-lying areas of the site wherever possible. Good drainage design dictates that these facilities become an integral and aesthetic part of the site landscape with grades gradual enough to preclude fencing.

1. In retention ponds that always contain water, measures for aeration, such as fountain features, shall be used to reduce water stagnation. See Exhibit 19.1.
2. Detention areas, which hold temporary runoff, shall be planted with moisture tolerant plant material, such as native trees, shrubs and grasses to enhance the aesthetic impact of these features.
3. Surface developed retention/detention and water quality ponds shall not be located within any front yard setback without approval of the Planning Commission.
4. Large stone rip-rap apron stabilizing measures and concrete lined ditches are prohibited in the front yard of a development.
5. Design considerations shall create the detention / retention feature as a site amenity. See Exhibit 19.2
6. Maximum slope of ponds shall be 3:1 in the front yard and can be greater in the rear yard.
7. Underground drainage may be used to satisfy detention / retention if needed or desired.
8. If a perimeter pond fence is to be used, it shall have evergreen shrubs fronting the fence to reduce visual impact. The fence shall be a minimum of four (4) feet tall, black, and vinyl coated or as directed by the Planning Commission.

Preservation of Natural Features

Environmental Considerations

The natural setting of the City of White House is its greatest asset and attractive quality. Streams, wetlands, stands of native vegetation, fence rows, historic sites and other notable features makeup the framework of the community, enhance the heritage of the region and provides the fabric on which the built environment is placed. As such, the following standards have been developed to provide specific guidance for the preservation of existing natural features.

Protection of Existing Vegetation

Trees shall be protected during all phases of construction and site development. The developer/builder shall make every effort to protect and retain all existing trees and significant vegetation.

Retention of Existing Site Features

Existing natural drainage courses, wetlands, large rock outcrops, stands of mature vegetation, fence rows, rock walls, cemeteries and other natural features shall be located on the site plan. These elements shall be preserved and incorporated into the site plan.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING



Exhibit 20.1 - Preservation of natural amenities

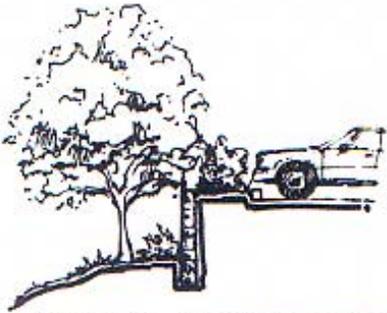


Exhibit 20.2 - Preservation of natural amenities.



Exhibit 20.3 - Preservation of cemetery

Preservation of Notable Structure

Structures, which are valued for their significance, shall be located on the site plan. Incorporation of such structures into the site's development as a special feature is encouraged. If the structures are not to be retained or adapted, reasons shall be stated.

Wooded Site Development

Wooded sites should be developed with consideration for their natural characteristics. Bands of trees, such as fence rows, should be maintained as an existing amenity to the development. Where portions of the woods must be developed, edges should be protected in order to retain the character of the woods. Where isolated pockets of trees are located, they should be strategically incorporated into the site plan and utilized to enhance the sites visual impact.

Hillside Site Development

Development of sloped parcels should generally follow the natural contours of the land. As the steepness of the slope increases, development opportunities decrease. Development on slopes of twenty (20) percent or greater shall be prohibited. Alternative design methods shall be discussed to prevent development of steep slopes.

1. Development of sloped properties should follow the natural contours of the land.
2. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties. See Exhibit 20.2.
3. The maximum height of all retaining walls shall be six (6) feet.

Site Amenities

The City of White House has an abundant amount of site characteristics that must be preserved in order to maintain a sense of place. If any type of amenities is located on site, the amenities must become part of the new project design. The following are examples of amenities that one might find on site.

1. Natural amenities such as views, mature trees, creeks, wetlands, and similar features unique to the site shall be preserved and incorporated into the proposal.
2. Structures that are historical or are otherwise distinctive because of their age, cultural significance or unique architectural style should be preserved and incorporated into the design.
3. Buildings shall not back onto planned amenities (parks, open space, water features, etc.). If the amenity (ex: greenway) already exists, an extensive berm with vegetation and walls shall be used. High activity areas, such as restaurant dining areas or major pedestrian routes, should be oriented to create a connection between the amenity and the project.
4. Frontage roads or drives should be provided adjacent to creeks and parks, unless the commercial project is designed to provide direct pedestrian access to the creek or park and the road or drive is not otherwise necessary.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SITE PLANNING

Formal Open Space

The community places great value on open space and the benefits it provides. Formal open space areas are used as transition between adjacent uses and create points of pedestrian destination and connectivity. Formal open spaces are structured in nature and shall include landscaping (canopy and understory trees, shrubs and lawn cover etc.), streetscape furnishings (benches, lighting, sculptures, fountains, etc.). The space is regularly maintained and serves as a focal point for the development. Typical formal open spaces include plazas, squares, and forecourts. Formal open space designs must be submitted for approval by the Planning Commission.

Formal Open Space Requirements

1. Developments consisting of multiple buildings which exceeding ten (10) acres or 70,000 square feet of gross building area, shall provide one or more formal open spaces equal to at least 3% of the site's developable area. The developable area shall consist of the gross site acreage minus the following: floodplain, buffer areas, water features and / or stormwater drainage features, wetlands, utility easements, 20% slopes, and any other conservation areas as determined by the Planning Commission.
2. Formal open space shall be no less than 2,500 square feet in area.
3. Within the Town Center, the right-of-way or buildings shall enclose at least seventy-five (75) percent of the open space perimeter.
4. In the Suburban areas, right-of-way or buildings shall enclose at least fifty (50) percent of the open space perimeter.
5. Shall be located central to the development, at the termination of vistas or at street intersections.

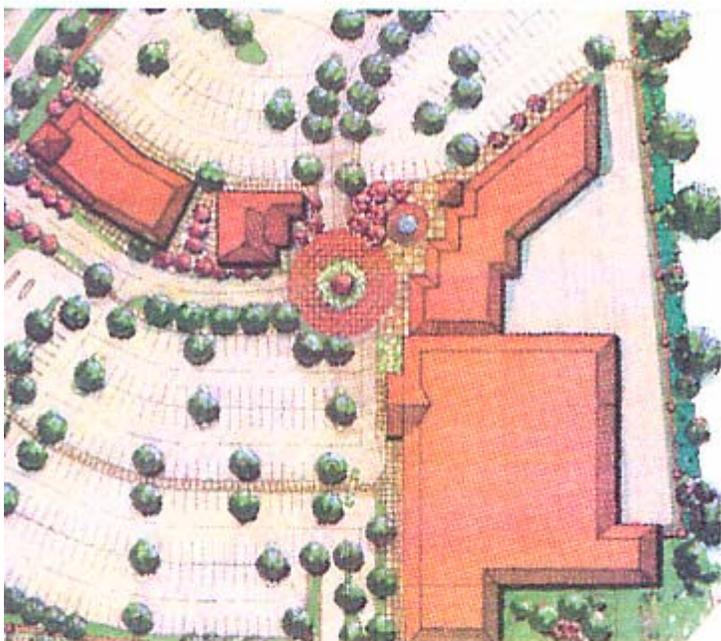


Exhibit 21.1 - Formal open space separating parking massing.



Exhibit 21.2 - Example of formal open space plaza

“The vision is to protect the ‘small town character’ by recognizing the need to protect against sprawling commercial growth patterns and emphasizing the importance of consumer friendly qualities.”

While preserving the historical architecture and existing vegetation, these standards will enhance and savor the beauty of the City of White House.

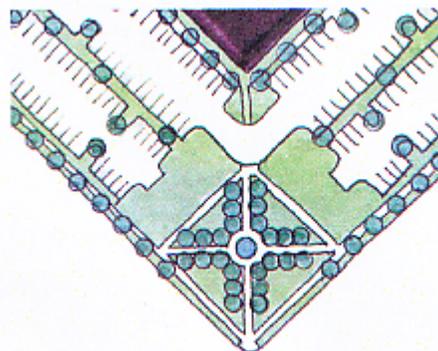


Exhibit 21.3 - Formal open space plaza at intersection



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape

When designing the public space of a street, one must organize the key elements that create the streetscape image, which promotes the integration of pedestrian and vehicular use while enforcing the spatial definition.

General Streetscape Treatment

A consistent streetscape treatment along public right-of-ways enhances the appearance of the public domain and provides an attractive unified setting for the variations among individual developments and sites. Landscaped areas should dominate the frontage of any site.

The following standards shall apply to all new and reconstructed existing public streets:

Sidewalks

1. Sidewalks are required on both sides of all streets except industrial roads, rural roads, alleys and the undeveloped edge of neighborhood parkways which shall require a sidewalk on one side only. Other than the Town Center and commercial developments similar in style to Town Center, sidewalks shall be setback a minimum of six (6) feet behind the street back of curb to create a median planting zone. This planting zone area shall be reserved for street trees described below. Sidewalks shall be a minimum of five (5) feet in width. Sidewalks adjacent to commercial buildings shall be a minimum eight (8) feet in width in the Town Center and five (5) feet in the Suburban area.
2. Sidewalks shall be constructed of concrete or brick/pavers or combination of both and shall be raised above the adjacent street level. Pedestrian street crossings at all intersections in the Town Center shall be of a different paving material to serve as traffic calming devices. See Sheet 30 for Crosswalks.
3. See Sheet 23 for Town Center sidewalk scenarios.

As with streets, all sidewalks should connect with adjacent properties and development where possible to reinforce pedestrian interconnection within the community. Sidewalks should connect building entries within and between developments where possible.

Street Trees

1. Street trees shall be planted along both sides of all streets except rural roads, alleys and the undeveloped edge of neighborhood parkways. Street trees shall be installed in a planting zone, minimum six (6) feet width and located between the back of the street curb and the sidewalk described above. Planting zones shall be a minimum of thirty inches deep. The distance between the back of curb and the street tree shall be a minimum of three (3) feet.
2. In the Town Center and other similar areas where a generous sidewalk width is required or desired, street trees may be installed in "plant wells" or within tree grates with properly designed drainage and irrigation systems. The planting soil irrigation and drainage systems for the planting strip must be in place prior to the construction of the sidewalk. The typical sidewalk cross section may need to be modified to provide adequate structural support for the sidewalk. Street trees shall be installed in the center of the tree well opening at two to three inches higher than the finish grade of the tree well/grate. Root balls shall rest on undisturbed sub-grade or adequately compacted fill to prevent settling. Mulch beds shall be a minimum of 2" below the pavement edges. See Exhibit 23.3 and 23.4.

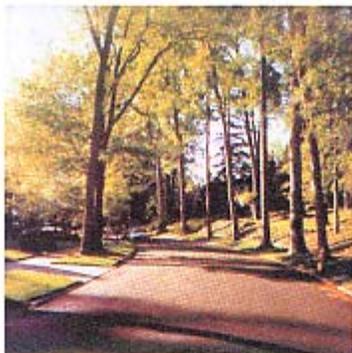


Exhibit 22.1 - Tree lined street



Exhibit 22.2 - Trees aligning sidewalk



Exhibit 22.3 - Street tree planting median



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - STREETScape



Exhibit 23.1 - Planting Zone



Exhibit 23.2 - Planting Zone

3. Street trees shall be large maturing canopy species, see Recommended Plant Schedule, Section 3-136 in the Zoning Ordinance for the City of White House. They shall be planted forty (40) to sixty (60) feet on center and shall be a minimum of 2-1/2" caliper and 14-16 foot height at the time of installation.
4. Small maturing trees, see Recommended Plant Schedule, Section 3-136 in the Zoning Ordinance for the City of White House. These trees shall be planted twenty-five (25) to thirty-five (35) feet on center and may be used to meet street tree requirements only where pre-existing overhead utility lines exist and would prevent the installation of canopy species. Small trees may be multi-trunked and shall be a minimum of ten (10) feet in height at installation.
5. The planting zone area located between the back of the street curb and the sidewalk shall be planted with a turf type grass in the form of seed or sod. A minimum three (3) foot wide strip of sod shall be installed in the landscape area adjacent to the building side of the walk, if proposed to be finished with turf type grass. Sod must be used on all areas within the streetscape containing slopes greater than 15 percent.

Additional Design Considerations

When incorporated into the site, streetscape furnishings such as benches, trash receptacles, light fixtures, bollards, fountains, sculpture, etc. should create a unifying theme throughout the site. See Streetscape Elements under this section.

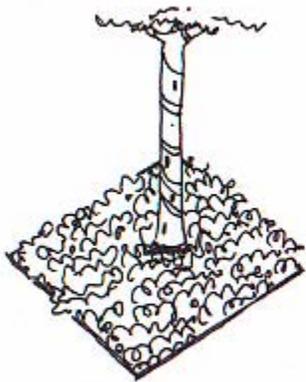


Exhibit 23.3 - Tree well with groundcover

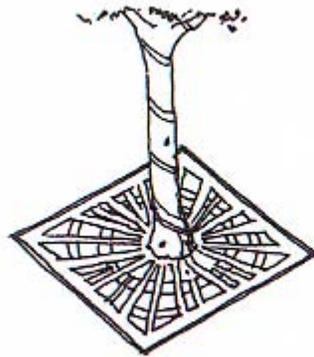


Exhibit 23.4 - Tree grate

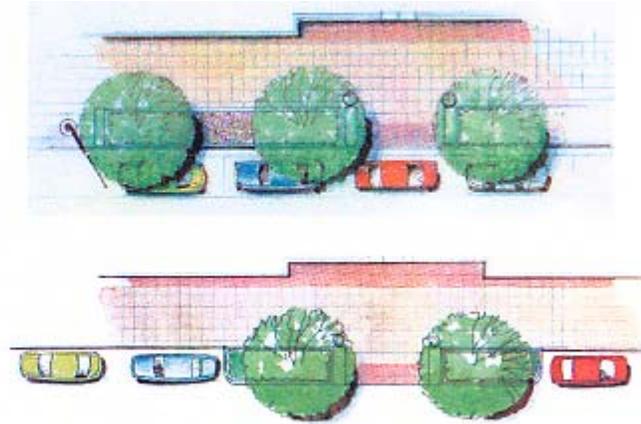


Exhibit 23.5 - Typical streetscape scenarios

- 23 -



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape

A streetscape is defined by the streets, the architecture that creates the edge of the street corridor, and the elements within it. The organization of the streetscape elements occurs in three identifiable zones between the buildings and the street: the building zone, the pedestrian zone, and the curb zone. See Exhibit 24.1 for graphic demonstration.

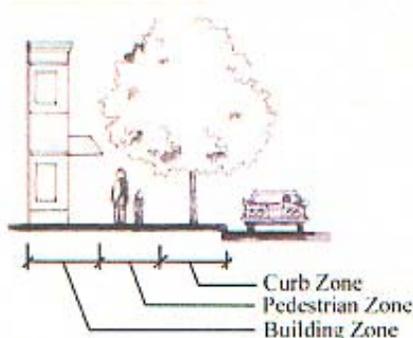


Exhibit 24.1 - Streetscape Zones

Building Zone: The building zone is the zone of transition from the building facade to the sidewalk. The zone may include plantings, architectural features, entrances, steps, awnings, seating, etc.

Pedestrian Zone: The pedestrian zone is the zone of strong pedestrian activity along a sidewalk, bound by the building zone on one side and the curb zone on the other. This zone is generally free of obstacles but may allow encroachments of planting, seating or kiosks.

Curb Zone: The curb zone is the zone of transition from the sidewalk to the street. Most of the utilitarian fixtures such as fire hydrants, streetlights and street trees are located in this zone.



Exhibit 24.2 - Street trees along pedestrian walkway

The boundaries of the three zones are not as clear as the definitions might indicate. They are described for the purpose of indicating the locations of all streetscape elements; the zone edges will not necessarily correspond to the location of the street right-of-way or building setback lines.

The streetscape elements addressed in this section are classified according to the following categories:

- landscaping (street trees)
- site furnishings (street furniture, receptacles, etc.)
- lighting
- intersections
- hardscape (sidewalks, crosswalks, etc.)
- screening (walls, fences, etc.)

Streetscape Elements

Street Trees

Street trees are required along all streets in the Town Center of White House. The primary purpose of the street trees is to shade vehicular travel lanes as well as the pedestrian pathways located adjacent to the streets. However, street trees play a significant role in establishing the appearance of the street. Trees that are uniform in type, size and spacing have a greater visual impact than a variety of trees placed randomly along a street. Exhibit 24.2 demonstrates pedestrian use of sidewalks that are encompassed with a row of street trees on each side. Exhibit 24.2 and 24.3 illustrates street trees planted on the street, providing ample shade as well as developing aesthetic views of the area.



Exhibit 24.3 - Vibrant Streetscape



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape

Planting Beds and Planters



Exhibit 25.1 - Storefront Planters

Other plantings in the streetscape are allowed and encouraged, especially in the building zone. The design of these plantings may be determined by the parcel owner; however, the design is subject to review and approval by the City. They should always include an evergreen component and should be appropriate to the scale and character of the building and the street.

Plantings may be installed in at-grade planting beds (flush with the sidewalk), in raised planters, or in freestanding planters. Raised planters shall be designed as an integral part of the adjoining building in the same style, form, color and materials.



Exhibit 25.2 - Plaza Planters

Freestanding planters include pots, hanging baskets and window boxes. The planter color, material and type shall complement the adjacent architecture within the streetscape. They must be located in the building zone, unless otherwise approved, and shall not obstruct safe pedestrian movement. All shall be sufficiently large to provide an adequate amount of soil for growing plants in the summer season. Consideration should also be given to the winter appearance of these planters, either by providing evergreen or other winter plantings or by removing the planters to storage. Exposed soil in the winter will not be allowed. The following are specific criteria for each type of free standing planter that must be met:

1. Pots shall be twenty-four inch diameter minimum and hold at least two cubic feet of soil. See Exhibit 25.1 and 25.2.
2. Hanging Baskets shall be used in the growing season only and stored in winter. Hanging baskets shall be a minimum of twelve inches in diameter. The hanging apparatus shall be clean, functional, and inconspicuous. See Exhibit 25.3.
3. Window boxes shall be at least eight inches wide, eight inches deep and appropriately scaled to the adjacent window.

Site Furnishings

This section of the streetscape standards sets forth street furniture specifications and/or a design approach.

Consideration in the placement of street furnishings should be given to the appropriateness, context (i.e., trash receptacle near take out restaurants), interference with pedestrian traffic, quantity required to meet demand or achieve the desired effect, and the minimization of clutter.

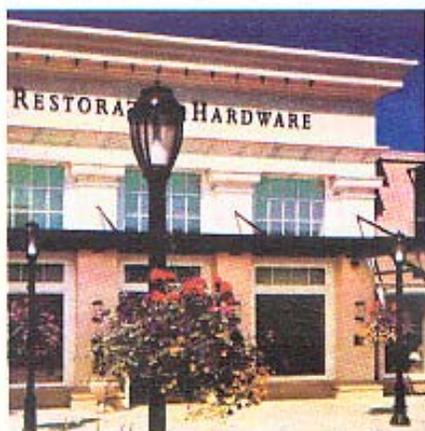


Exhibit 25.3 - Hanging Baskets



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape

Seating

Sidewalk seating opportunities are encouraged throughout City of White House and are available in both formal (bench and table and chairs seating) and informal (seatwalls, steps, and ledges) seating types.



Exhibit 26.1 - Sample of seating throughout Town Center

1. **Formal Seating: (Benches)** Benches used in the Town Center shall be the standard, metal frames, finished in the standard black, powder coat finish. The bench type within the series shall be chosen by the City of White House. Exhibit 26.1 is an example of the type of bench that shall provide adequate seating throughout the Town Center.
2. Benches shall be permanently mounted to the sidewalk paving with tamper proof bolts. The maintenance of all benches will be the responsibility of the City of White House.
3. **Formal Seating: (Tables and Chairs)** The use of tables and chairs is encouraged in conjunction with cafes, restaurants, ice cream stores, coffee shops or any other particular use that could benefit from outdoor seating. Encroachment into the pedestrian zone shall be minimized; seating/dining areas shall not occupy more than one third of the sidewalk width and shall not exceed the length of the store frontage. See Exhibit 26.2.
4. The maintenance of all tables and chairs are the responsibility of the establishment owner. They shall be temporary and stored securely after hours. Their style and character should reflect the image of each particular establishment and shall be approved by the Planning Commission.



Exhibit 26.2 - Formal Seating

5. **Informal Seating:** Informal seating such as seatwalls and steps is encouraged throughout the City of White House. Planter walls often function as seatwalls and therefore should be designed to allow for seating. See Exhibit 26.3. Seatwalls shall be at least sixteen inches in height and a maximum of twenty-six inches high from finish grade to top of coping. Seatwall caps shall be a minimum of twelve inches wide and made of material that matches the architecture and is suitable for sitting. Thorny plant material, if any, shall be placed away from the seatwall edge. Exhibit 26.3 demonstrates a typical seatwall with dimensions.

Steps are also a form of informal seating. Where possible, stairs should be wide enough so that the passage is not blocked when portions of steps are being used for seating.

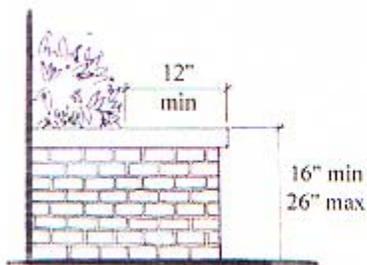


Exhibit 26.3 - Seatwall



Exhibit 26.4 - Seatwall



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape

Trash Receptacles

Trash receptacles shall be permanently mounted to the paving surface and generally located in the curb zone. The quantity of receptacles installed shall respond directly to demand and frequency of trash collection. The receptacles will be purchased, installed and maintained by the City of White House. Collection of all refuse will be the responsibility of the City.

The trash receptacle to be used throughout the town center shall be finished in a black, powder coat finish.



Exhibit 27.1 - Trash Receptacle

Mailboxes

Mail collection boxes will be placed according to a demand calculated by the US Postal Service. Boxes will not be required near large office buildings or large residential buildings that have interior mail rooms. The parcel owner shall submit plans to the US Postal Service to determine the need for mail collection boxes. If the Postal Service determines that mail collection boxes are needed, they shall be installed according to Postal Service regulations and these standards.

Mail collection boxes shall be located in paved areas in the curb zone facing the pedestrian zone. Auto-oriented curb drop collection boxes are prohibited. Parcel owners shall provide a poured in place concrete slab and shall bolt the collection boxes to the slab (beneath sidewalk pavers) to meet the specifications of the US Postal Service. The parcel owner shall work directly with the US Postal Service to finalize the location and installation of mail collection boxes.

Collection boxes for express mail services, such as Federal Express or Airborne Express, shall preferably be located in the building zone near major building entrances on paved areas. Parcel owners will work with the express mail companies to locate the collection boxes in the streetscape. Express Mail Collection boxes should be permanently bolted to the pavement in a manner similar to US Mail Collection Boxes.

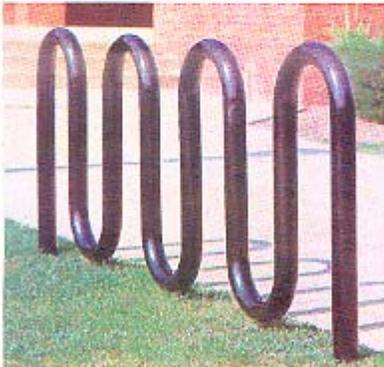


Exhibit 27.2 - Bike Rack

Drinking Fountains

Drinking fountains may be installed in public open spaces and shall be custom designed to become an integral part of each open space. The materials, finish and color of the fountain shall relate to its context. The responsibility of maintenance and providing water shall be determined by the City of White House.

Bike Racks

A truly multi-modal environment includes facilities that encourage the use of bicycles, such as dedicated bike lanes and bike paths. However, people will choose the automobile over the bicycle as a mode of travel if adequate bicycle parking is not provided at their destination or located in safe areas. For this reason, bike racks should be provided along streets and should be located in well-lit areas near the entrances of commercial and office buildings and at recreational facilities. Care must be taken to ensure that bikes and bike racks do not obstruct pedestrian movement. The bike racks shall be purchased, installed and maintained by the City of White House. Racks shall be finished in the standard black enamel or powder coat finish.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETScape



Exhibit 28.1 - Newspaper stands

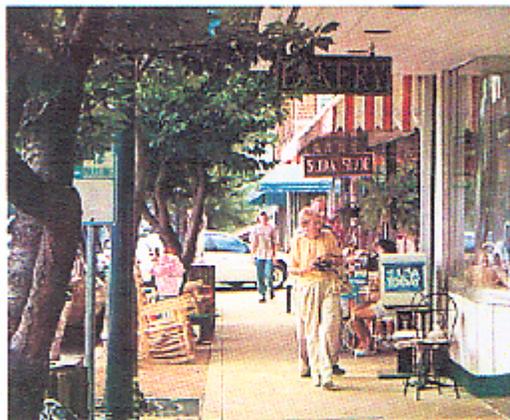


Exhibit 28.2 - On Street Uses Coordination



Exhibit 28.3 - Water Features

Newspaper Vending Machines

Newspaper vending machines will be placed according to requests by parcel owners, demands determined by newspaper vending service providers and approved by the Planning Commission. Parcel owners with retail components shall establish newspaper sales within retail establishments or locate vending machines in interior foyers or interior parking garage access areas.

If newspaper vending service providers prefer to locate their vending machines near building entrances, bus stops and other places in the streetscape, parcel owners shall coordinate with the newspaper vending service providers and the City of White House to install the machines.

Newspaper vending machines in the streetscape shall be located in the building or curb zone on paved areas facing the pedestrian zone. Individual placement of machines is not permitted; machines shall be clustered together and housed in a structure that minimizes the visual impact such machines could have on the streetscape. The machines shall be bolted to the pavement for security. Machines shall not be secured to streetlights, stoplight poles, trees or other street furniture.

Vending Machines

Vending machines of all kinds except newspaper vending machines shall not be permitted anywhere within the City of White House.

Public Telephones

Public telephones shall be located within major office and residential buildings, in service areas adjacent to lobbies and in conjunction with directories and locations for emergencies. If additional public telephones are needed, they shall be located within the building zone near street corners against building walls. The location shall be secure, visible and well lighted. Public telephones shall be installed by a telephone company at the request of a parcel owner and approved by the City of White House and shall be maintained by the installing telephone company.

Water Features

A water feature, such as a fountain, can enhance the streetscape, particularly when it is located at an entrance or in the foreground of a public open space. Large fountains are often used to signify the location of an important place or building or a location for public gatherings. Small fountains, including those incorporated into the wall of a building, simply add interest. The use of fountains and other water features is encouraged. The design and location of each should complement the style, scale, materials, and colors of the space and adjacent buildings.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - STREETScape

Lighting

A major element of the streetscape design is the streetlight because of its proximity to the street, frequency, uniform spacing, and impact at night. Refer to the selected list of fixtures and poles as approved by the City of White House.

The light source shall be a white light lamp at an appropriate wattage to meet the required lighting levels.

Streetlights are generally spaced to provide adequate lighting and if provided on both sides of a street shall be paired across from one another. They are to be centered on a line parallel to the curb. For good light distribution, streetlights shall typically be located halfway between street trees. When new streetlights are installed on the opposite side of a street, streetlights shall be coordinated to create the paired effect specified. Placement and spacing of the streetlights may need to be adjusted to meet other requirements in these standards. These other requirements include location at intersections and at driveways or parking and service entrances. Special attention should also be given to the location of streetlights at lobby entrances. The streetlight locations shall be coordinated with the entrance design. At all other entrances, the regular spacing of streetlights as shown on the City of White House Lighting Plans shall prevail.

Intersections

Intersections serve as points of reference and transitional areas. Several elements at intersections, such as crosswalks, stoplights, signs, streetlights, and sidewalks with handicap ramps, help to minimize conflicts between pedestrians and automobiles.

Sidewalk with Handicap Ramps

Sidewalk paving patterns shall be designed to turn the corner at intersections in a clean, simple manner. Handicap ramps shall be provided according to the City of White House standards. They shall be paved with concrete or the pavers used in the adjacent crosswalks, depending on the location.

Streetlights

Near intersections, consideration shall be given to the location of sidewalks, stoplights, sidewalks, and other streetlights. Only one streetlight shall be provided at each corner. Streetlight shall be no further than five (5) feet from the point of curvature of the curb at the intersection.

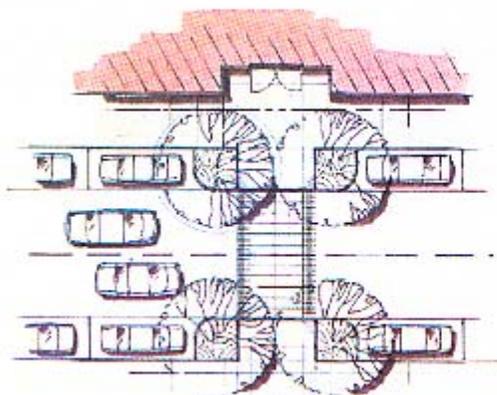


Exhibit 29.1 - Pedestrian Crosswalk

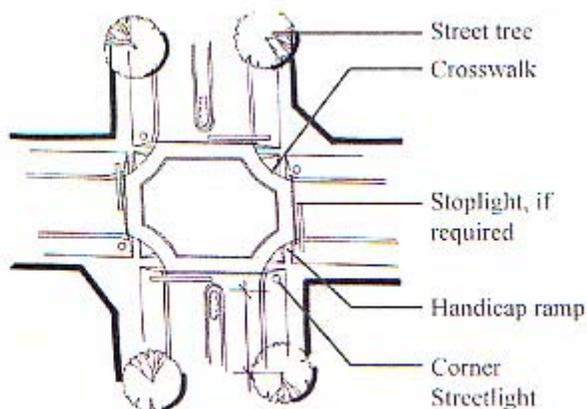


Exhibit 29.3 - Pedestrian Crosswalk



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - STREETScape

Street Trees

Street trees shall be located a minimum of ten (10) feet and a maximum of sixty (60) feet from the point of curvature of the curb at the intersection. Trees must be located so that they do not interfere with safe pedestrian or vehicular movement or obstruct clear sight lines.

Plantings and Street Furnishings

Plantings and street furnishings shall be designed and located in a manner that will not obstruct or hinder safe pedestrian or vehicular movement. Clear sight lines must be maintained.

Hardscape : Sidewalks and Crosswalks

The hardscape is one of the most visually dominant elements of the streetscape. Because of this, it is used to reinforce and distinguish major access points into the development and entrances to significant buildings. The hardscape includes the paving, curbs, walls and fences.

Paving Materials

Pavers may be used to enhance or demarcate important places within the development and strengthen the character of the community. Within sidewalks, pavers are used to draw attention to various places along streets, signifying a transition to a different or special space, such as the main entrance to a building or pedestrian zone.

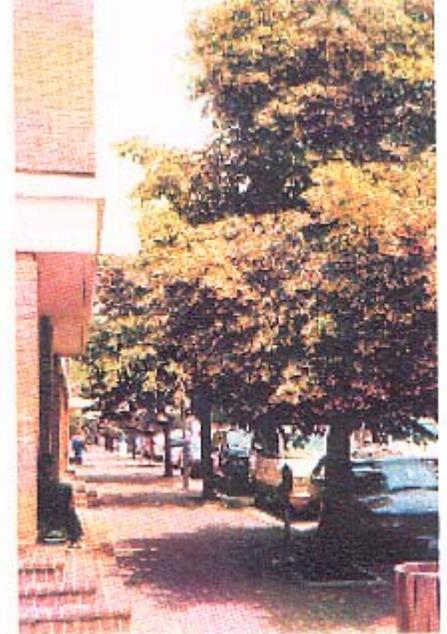


Exhibit 30.1 - Pedestrian zone

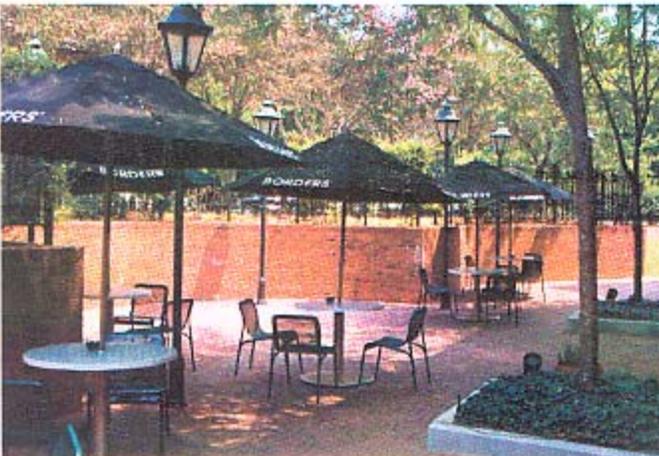


Exhibit 30.2 - Pedestrian zone



Exhibit 30.3 - Pedestrian Crosswalk



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - STREETSCAPE

Sidewalks

The standard sidewalk for the City of White House shall be concrete measuring at least five (5) feet in width in the Suburban area and eight (8) feet in the Town Center area. Special sidewalk paving is allowed and encouraged in certain areas such as building entrances and within the formal open spaces (i.e. courtyards and plazas). The intent is to allow for individual expression of a particular building or place in the streetscape; however the special paving shall be carefully integrated with streetscape paving. The design of the special paving and the materials to be used shall be left to the parcel owner with final approval by the City. Special paving associated with buildings shall relate to the form, scale and materials of the architecture. It shall also complement the pavers identified as the standard entrance and crosswalk paving. Special paving areas shall not extend into the street right-of-way unless approved by the City of White House. The maintenance for all special paving outside the public right of way shall be the responsibility of the parcel owner.

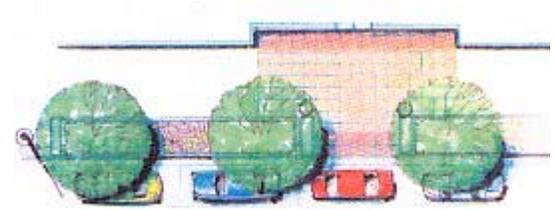


Exhibit 31.1 - Special paving accentuates the building entrance

Crosswalks

Specialty pavers used in crosswalks provide an attractive alternative to the pavement markings typically used to identify locations for pedestrians to cross. The change in pavement acts as a traffic calming device, slowing vehicles and giving priority to the pedestrians.

Streets and Driveways

All special paving areas within streets and driveways shall be paved with concrete pavers. Pavers shall be 60 mm to 70 mm in areas of pedestrian and light vehicular traffic and at least 80 mm for moderate to heavy vehicular traffic.

Curbs

Six inch concrete curbs with gutters shall be installed on public streets throughout the City of White House.

Fences and Walls

Fences and walls will be an integral part of the architecture and landscape throughout the City of White House. They link buildings to each other and create a distinctive edge along the street. All fences, gates and columns shall occur within landscape easements or within the described building zone and shall not encroach into the pedestrian zone. The design of each shall complement the surrounding building materials, forms, scale and color, and shall serve one of two purposes: enclose an outdoor space or screen objects from view. Typically, walls and fences that enclose open space areas are not opaque; they provide a transparent barrier. Walls and fences used to screen parking areas or HVAC units, for instance, shall be 100% opaque.



Exhibit 31.2 - Fence and wall combination



Exhibit 31.3 - Fence and wall combination

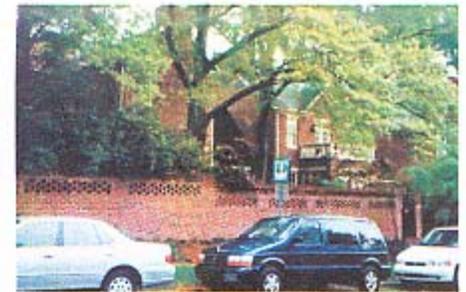


Exhibit 31.4 - Brick screen wall



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - STREETScape

Fences

Depending on the design, fences can be useful for enclosing spaces without fully separating such spaces from the streetscape. The edges of outdoor cafes, for example, may be defined by a low, transparent fence that still allows the cafe to be visually connected to the street. Similar fences may also be used to identify the perimeter of a residential lot without blocking the view of the home from the street. In selecting materials, the architectural style of the building(s) shall be considered. Fences may be constructed of wrought iron or wood according to the following standards:



Exhibit 32.1 - Iron fence

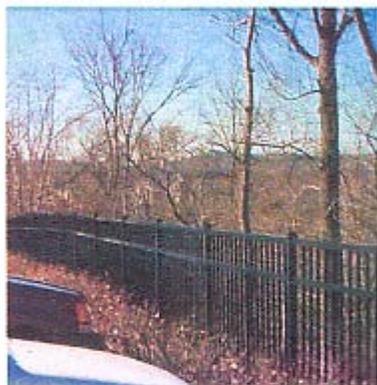


Exhibit 32.2 - Perimeter fencing

1. Wrought iron fences: Black wrought iron fences may be used alone or in combination with stone walls and piers. Heavy gauge steel or aluminum with high quality black paint is an acceptable substitute for wrought iron.
2. Wooden fences: Wooden picket fences are permitted in a variety of styles. Typically, such fences are painted white; light colors are encouraged. Wood may be used in combination with stone walls and columns. Such fences shall be used only to enclose large open space areas and designed to coordinate with guardrails along the major roads within the City of White House. Columns shall be spaced a minimum of fifty (50) feet on center to avoid long, uninterrupted fence lines.
3. Chain link fencing is prohibited in Town Center; however, it is allowed at a maximum height of six (6) feet in the Suburban Areas. All chain link fencing used in suburban commercial areas shall be vinyl coated. Chain link fences shall be vinyl coated if located in the front yard of Industrial Areas.
4. Vinyl fencing is prohibited.

Stone and Masonry Walls

Walls may be either retaining or freestanding. The use of architectural detailing is encouraged to provide interest at the streetscape level. The incorporation of seatwalls is also encouraged. Walls are often seen in the landscape, with low walls at the front of the property and higher walls to the side and rear. Walls shall not exceed the maximum height permitted by the City of White House. Wall materials shall be limited to those listed below; however, other materials may be used with the approval of the City of White House.



Exhibit 32.3 - Brick and wood combination

1. Brick walls: Patterned brickwork is encouraged and walls should be capped with brick or precast concrete.
2. Stone walls: Stone walls that match or coordinate with the entrance walls are encouraged. Minimize mortared areas and cap walls with stone or stone slabs.
3. Interlocking masonry units: Masonry units, such as Keystone walls, shall be permitted but shall not exceed 20 square feet in area if visible from a public street or other public areas unless approval is given by the City. Concrete masonry units must be faced with brick, stone, or stucco finish.

Walls are acceptable for screening parking lots (see Sheet 39), HVAC units (see Sheet 41), dumpsters (see Sheet 41), etc. Screen walls shall be a minimum of three (3) feet in height but taller walls are required to adequately screen objects over three (3) feet in height.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SIGNAGE

Signs are an important part of the streetscape, providing direction, information and identity. The signage at White House shall serve as a unifying element designed to contribute to the interest and character of the streetscape. To some degree, a minimalist approach is recommended. To avoid clutter and confusion, signs should be used only where needed. Also, signs should be oriented to the specific user - automobiles and/or pedestrians as appropriate.



Exhibit 33.1 - Street Signage

Street Name Signs and Traffic Control

All street name signs and traffic control shall meet the requirements of the City of White House. These standards are intended to enhance the appearance of the required signs with posts and frames that are coordinated with the streetlight poles.

Street Name Signs

Street name signs shall be attached to the nearest corner streetlight or stoplight pole when possible, with the proper attachment finished to match the streetlight pole. The sign plate shall be determined or approved by the City of White House. When a separate post is required for these signs, a post that matches the style and color of the streetlight poles shall be used. Posts shall be installed neatly in the pavement or planting area. See Exhibit 33.1.

Traffic Control Signs

Traffic control signs such as stop, yield, speed limit, driver information and parking restriction signs shall be attached to the streetlights where possible, with the proper attachment finished to match the streetlight pole. When a separate post is required for these signs, the post must be black and match the style of the streetlight poles. Posts shall be installed neatly in the pavement or planting area.



Exhibit 33.2 - Building Signage

Information Signs Throughout Town Center

Information signs have more flexibility with regard to their design than traffic control and street name signs. The specific design will be left to the parcel owner but shall be subject to all applicable codes, including the City of White House Zoning Ordinance, and the standards that follow. Each business is limited to one sign except as noted herein. Corner buildings are permitted to apply the following standards to the two street frontage sides only as permitted by the City of White House Zoning Ordinance.

Building Signs

Signs affixed to the exterior of a building shall be architecturally compatible with the scale, style, composition, materials, colors, and details of the building. Consideration should also be given to other signs used on the building or its vicinity. Signs shall be designed as an integral part of a building and should fit within the existing facade features. They shall be confined to signable areas, shall not interfere with door and window openings or pedestrian and automobile traffic, or obscure the composition of the facade where they are located. Whenever possible, signs located on buildings adjacent to each other are encouraged to be the same height in order to create a unified sign band.



Exhibit 33.3 - Building Signage

Sign messages shall be limited to logos, names and street address information. Signs and graphics should be simple and easily understood. Illuminated signs (signs lit from within) shall not be permitted unless approved by the City.

Signs shall be mounted so that the method of installation is concealed. Drilling to provide electrical services should also follow the same rule.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SIGNAGE

Wall-Mounted Signs

Wall-mounted signs typically include parapet signs and building identification plates. Wall-mounted signs shall be used on commercial and business buildings facing on public streets only. Information on wall-mounted signs shall be limited to the business name and logo. Building identification plates near entrances may also provide address information.

The following standards for wall-mounted signs shall be met:

1. The sign shall only be affixed to the front facade of the building, except as noted in these standards, and shall not project outward from the wall to which it is attached more than six inches.
2. The area of the signboard shall not exceed five percent of the ground floor building facade area or 24 square feet, whichever is less.
3. The maximum permitted height is fifteen feet above the front sidewalk elevation, and shall not extend beyond the base of the second floor.
4. The height of the lettering, numbering, or graphics shall not exceed ten inches.

One wall-mounted sign, not exceeding six square feet in area, shall be permitted on any side or rear entrance that is open to the public only when permitted by the City of White House Zoning Ordinance.

Wall-mounted directory signs identifying the occupants of a commercial or office building, including upper story businesses are permitted provided the following standards are met.

1. The sign is located next to the entrance.
2. The sign shall not project outward from the building wall to which it is attached more than six inches.
3. The sign shall not extend above the parapet, eave, or building facade.
4. The area of the signboard shall not exceed three square feet.
5. The height of the lettering, numbers, or graphics shall not exceed four inches.

Night lighting may be provided if desired.

Service entrances may be identified with one sign not exceeding two square feet. Directional signs are permitted to direct traffic to rear parking lots. These signs may be freestanding or wall-mounted on the side or rear facades of buildings, but shall be limited to three square feet in area.



Exhibit 34.1 - Wall Signage

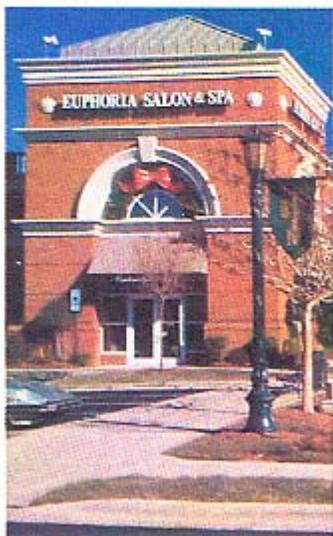


Exhibit 34.2 - Wall Signage



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS - SIGNAGE



Exhibit 35.1 - Building Signage

Projecting Signs

Projecting signs are encouraged on retail and professional buildings. They include graphic or icon signs, mounted perpendicular to the building wall and typically are located over pedestrian walkways. These signs are permitted provided the following standards are met.

1. The signboard shall not exceed an area of six square feet.
2. The distance from the ground to the lower edge of the signboard shall be eight feet or greater.
3. The height of the top edge of the signboard shall not exceed the height of the wall to which it is attached, if attached to a single story building, or the height of the sill or bottom of any second story window, if attached to a multi-story building.
4. The distance from the building to the signboard shall be a maximum of six inches.
5. The width of the signboard shall not exceed three feet.
6. The height of the lettering, numbers, or graphics shall not exceed eight inches.

Projecting signs are not permitted in conjunction with wall-mounted signs unless a combination is approved by the Planning Commission.

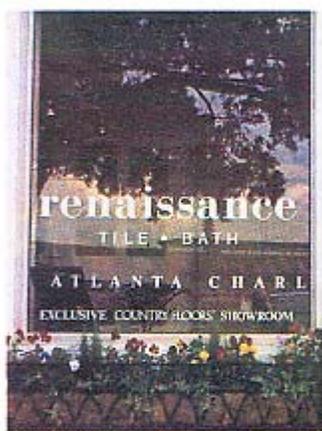


Exhibit 35.2 - Window Signage

Painted Window or Door Signs

Painted window or door signs that give information about the establishment are also permitted given that they meet the following standards:

1. The sign shall not exceed twenty percent of the window area or ten percent of the door area.
2. The sign shall be silk screened or hand painted.
3. The height of the lettering, numbers, or graphics shall not exceed four inches.

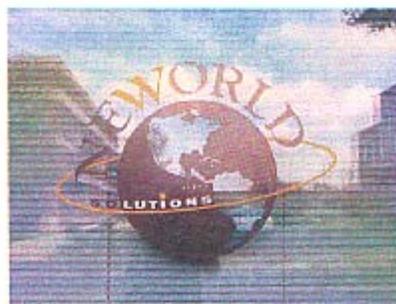


Exhibit 35.3 - Door Signage

Window or door painted signs are limited to one per establishment, painted on either the window or the door, but not on both. They may be used in conjunction with one of the following: a wall-mounted sign, a freestanding sign, a projecting sign or a valance awning sign.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - SIGNAGE

Awning Signs

Awning signs are permitted for ground floor use only to provide the establishment's name or address. Businesses shall be limited to two signs on either the awning or valance, but not on both. Awning signs used as main signs shall not be used in conjunction with wall-mounted signs. The following standards determine their size based on use.

1. If acting as the main sign, it shall not exceed ten square feet in area and the height of the lettering, numbers, or graphics shall be a maximum of eight inches.
2. If acting as an auxiliary business sign, it shall be located on the valance only and the height of the lettering, numbers, and graphics shall not exceed four inches.



Exhibit 36.1 - Awning Signage



Exhibit 36.2 - Directory Signage

Freestanding Signs

Freestanding signs will be allowed only with the approval of the City within the Town Center. These signs shall be designed to reflect the scale and character of the related building architecture and incorporate the appropriate materials and colors. Freestanding signs must meet the standards that follow.

Directories / Kiosks

Directories will be required in certain areas throughout the City of White House. These directories will be of a standard custom design established by the City in order to be instantly identified as a directory. Directories shall contain a map to orient the user and be lighted for night use.



Exhibit 36.3 - Directories

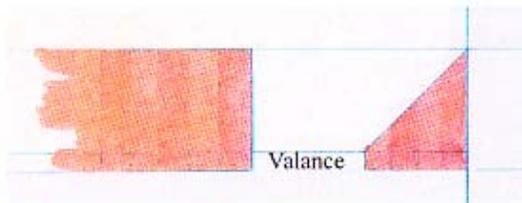


Exhibit 36.4 - Valance sample



Exhibit 36.5 - Sample of a storefront valance



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING

Well designed, properly installed plantings will be a part of the City of White House streetscape. Landscaping creates a sense of place, provides shade, reduces glare, and helps to form public spaces and street corridor edges. These plantings are intended to create a lush, green atmosphere. A variety of plantings is encouraged to maintain the long-term health of the plants and to foster an environment that is diverse in flora and fauna. Extensive monocultural plantings are discouraged, except in street tree planting. The design standards for some of the planting areas are provided in these standards; other plantings in the streetscape are encouraged, but the specific design may be determined by the individual parcel owner.

All plants installed in the City of White House shall meet the American Standard for Nursery Stock latest edition as published by the American Association of Nurserymen. Plants shall be sized and spaced to provide adequate impact upon installation, meaning the plantings should “fill in” in one to two years. All plantings shall be mulched using double shredded hardwood bark mulch, unless otherwise noted in these standards.

General Landscape Requirements

Landscaped areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping should express the three dimensions of the project and should continue patterns of landscaping in the surrounding area. The following list are a few basic guides that shall be enforced in order to maintain an aesthetically pleasing, healthy environment.

1. Refer to the Zoning Ordinance for the City of White House, Section 3-136: List of Trees and Shrubs for recommended plant schedule. The following applies to the Zoning Ordinance:
 - A. Pear trees are prohibited.
 - B. Crepe-myrtles are considered shrubs.
2. Landscape beds must use the tiering system: grasses and groundcovers in the front, shrubs in the middle, and trees or upright shrubs in the back.
3. Ornamental trees may be planted under overhead lines.
4. Use flowering vines on walls and arbors.
5. Berms, plantings, and walls can screen outdoor areas from wind.
6. Landscape plant materials shall not be topped, sheered, or altered in any fashion.
7. Landscape must be drought-tolerant wherever possible.
8. Landscape should be in scale with adjacent buildings and of appropriate size at maturity to accomplish goals.
9. Majority of the building's base must be landscaped to soften the edge between surrounding areas and the structure.
10. Landscaping must be protected from vehicular and pedestrian encroachment by raising planting surfaces, depress walks, or the use of curbs.
11. All proposed trees shall be staked at installation unless located within the Right-of-Way.
12. After final installation, a landscape inspection will occur on site, comparing the count to the plan as well as the health status of the plants. Any plant that is in poor condition must be replaced within the next planting season.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING

13. Overall landscape must be approved by the City of White House.

14. Existing street trees shall count towards the landscape requirements.

Preservation / Replacement

Significant landscaping shall be preserved whenever feasible. Generally, all trees measuring 4" in caliper measured at DBH (4'-5' above grade) shall be preserved and protected. Of such trees, only those within the strictly defined construction site area may be removed. In some particular instances the City may find that the removal of certain trees could foster the growth of others. Such clearing may only be permitted with the specific authorization of the City of White House.

The following measures shall be followed to protect existing trees on a developing site:

1. Tree Survey

Applications for grading, building, demolition and change of use permits on all property except that which is excluded shall provide a tree survey that shall include all trees 4 inch DBH and larger within the site and all trees over 1 inch caliper and 6 feet in height within the City or State right-of-way. Stands of dense thickets of trees may be indicated by massing with the significant perimeter trees surveyed and average DBH noted.

2. Tree Protection and Planting Plan

All applications

- A tree and root protection zone plan for the existing trees of 4 inches DBH and larger on the site and trees located within the public Right of Way.
- When the site layout makes it necessary to remove a tree having a caliper of 4" or greater, the tree must be replaced on site as near as practical to where the tree was removed. Replacement trees must be a minimum of fifty (50) percent of the tree's caliper inches removed, e.g.: a 24" caliper tree could be replaced by three 4" caliper trees or four 3" caliper trees. This replacement requirement shall apply in addition to normal landscape requirements.

3. Tree Replacement and Protection

When trees designated or planted in accordance with the above requirements die or are removed for any reason, they must be replaced during the next suitable growing season in a manner, quantity and size approved by the City. Wheelstops, curbs or other barriers shall be provided where trees might otherwise be damaged by vehicles. Trees shall be allowed to grow to their natural height and form. Topping of trees is prohibited.

Additional requirements for specific plant types are as follows:

Lawn: Seed and sod cultivars shall be varieties that are native to the middle Tennessee area.

Groundcover: Groundcovers are permitted as a substitute for lawn where appropriate, such as, an area with no foot traffic and little or no sun.

Seasonal Color: Annuals, biennials and perennials are permitted to provide seasonal flower color. Seasonal color is encouraged in the building zone and open spaces and can be used to highlight entrances and signs.

Shrubs: Shrubs shall be planted in unified mass plantings. Unless a shrub serves as an accent plant, the planting of individual shrubs should be avoided.

Trees: Trees other than those specified for street trees may be used in planting where there is adequate room. Parcel owners are encouraged to use flowering and ornamental trees especially at entrances.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING

Landscape as Screening

Landscaping may be used to screen certain objects from public view, such as parking areas, HVAC units, outdoor storage, dumpsters, service entrances, and loading docks. If landscaping is used for this purpose, it must meet the following requirements.

Parking Areas

There are two alternatives to screen parking areas:

1. Provide an average eight (8) foot wide continuous perimeter planting strip measured from the edge of parking that contains canopy shade trees or understory trees and evergreen shrubs (thirty inches tall at installation and have an average growth of five to six feet in four years).
2. The average eight (8) foot wide planting strip may be substituted for a five (5) foot planting strip with the masonry/fence option as outlined below.



Exhibit 39.1 - Parking screening

Parking Areas (Perimeter Plantings)

The following is a list of characteristics the perimeter planting bed must contain:

1. Shrubs shall be evergreen and twenty-four (24) inches tall at installation with an average growth of five to six feet in four years. Shrubs may be pruned, but a minimum height of three (3) feet must be maintained; however, the shrubs must be allowed to grow together and grow tall enough to effectively screen the object(s). Maximum spacing shall be five (5) feet on center.
2. Canopy trees shall be 1 ¾" caliper minimum spaced forty (40) to sixty (60) feet on center. Understory trees may be substituted in lieu of canopy trees if overhead lines are present. Understory trees shall be 1 ¾" caliper minimum and spaced 35 to 40 feet on center. Existing trees may be used to satisfy these requirements.
3. Openings in the landscape shall be provided for access, but the width of such openings shall be limited to the width that is required to access the areas or equipment.
4. No trees shall be planted on underground utilities if its growth might interfere with the installation or maintenance of any public utilities.
5. If the masonry wall/fence option is used the following shall apply:
 - A. Be a minimum of three feet and maximum of 6 feet tall.
 - B. Be constructed in a durable fashion complimenting the building materials. Chain link fencing shall not be permitted. Variations of building materials (i.e. solid wood planking) shall be approved by the Planning Commission.
 - C. Shall not be stockade style in appearance by the use of solid fencing. Masonry columns shall interconnect fencing at a minimum of 50 feet on center. Undulating fence and providing fronting evergreen vegetation may be used to eliminate the stockade appearance.



Exhibit 39.1 - Parking screening

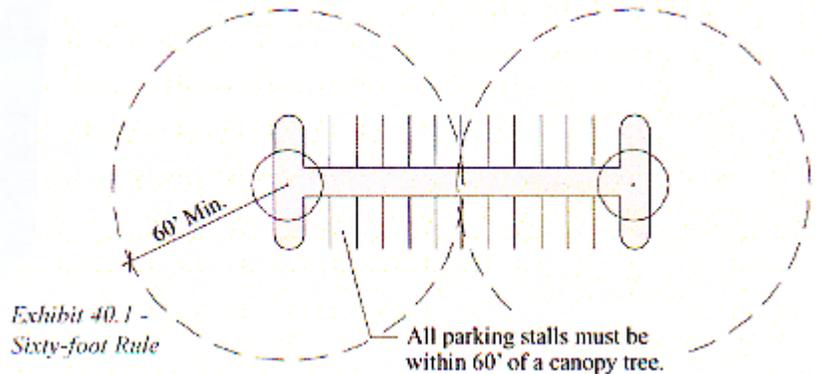


CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING

Parking Areas (Internal Plantings)

Not only does the perimeter of the site need special landscape attention, but the interior of the site must be landscaped as well. In order to enhance the architecture of a site, the landscape must frame the structure as well as the surrounding area. Below are necessary elements in improving the site visually by reducing the negative impacts associated with large areas of pavement as well as minimizing the summer glare and heat buildup.

1. Based on parking area size and layout, trees shall be planted within the paved parking area so that each parking space is within sixty (60) feet or less of a tree. Perimeter trees and street trees may be used to satisfy this requirement.
2. No more than twelve (12) contiguous parking spaces are permitted. Landscape islands incorporated to satisfy this requirement or the “sixty-foot rule” outlined below shall, at a minimum, contain two-hundred and twenty-five (225) square feet of unobstructed landscape area per tree at a minimum unobstructed width of eight (8) feet. All islands shall be protected from vehicular traffic by a minimum six inch high curb.
3. Landscape islands, based on the above requirements, shall be at a minimum sodded, seeded, or mulched. Applications are strongly encouraged to plant trees, shrubs, annuals, perennials, ornamental grass, and/or groundcover within landscape islands.
4. Landscape strips along buildings shall maintain a minimum width of five (5) feet from back of curb to building.
5. Parking bays shall be separated from buildings by landscaped areas and/or protected walkways.
6. A minimum eight (8) foot wide landscape planter area shall be provided at the end of each parking aisle.
7. All trees planted within the parking islands shall be canopy.
8. A minimum of one (1) tree for each four (4) parking spaces shall be provided.





CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING



HVAC Units and Outdoor Storage

All HVAC units and outdoor storage facilities must be kept at the rear or side of the building. These areas must be landscaped heavily with upright evergreen trees and shrubs, visually screening from pedestrian and vehicular activity.

1. Screening and planting buffers shall be a minimum of six (6) feet high or rising to two (2) feet above material or equipment being stored, whichever is greater.
2. Outside storage of debris, non-licensed vehicles, wood and similar items that could be classified as attractive nuisances shall be prohibited.



Dumpsters

All dumpsters must be kept at the rear or side of the site, away from pedestrian and vehicular activity. The dumpster areas must be enclosed with an opaque fence or masonry wall (see the pictures to the left) and maintain upright evergreen shrubs along the perimeter of the fence.

1. Evergreen landscape must wrap around three sides of the fence, allotting the fourth side as the entrance.
2. No more than twenty-five (25) percent of the fence surface shall be left open.
3. The finished side of the fence shall face the abutting properties.
4. Dumpster pad screen wall to be split face block painted/tinted to match building exterior.



Service Entrances

Service areas shall be visually screened from its surrounding environment: residential districts, arterial streets, collector streets, and expressways / freeways. This may be accomplished through the orientation of the service area, landscaping with evergreen trees and shrubs, berming, or installing a wall. No matter which choice is incorporated into the design, the feature must provide a six (6) foot barrier between the service area and the area to be screened.



Loading Docks

Loading docks must be placed in the rear or side of the building, hiding it from pedestrian and vehicular activity. This area must be concealed by a wall with material to match the primary structure.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS - LANDSCAPING

Landscape as Buffering

Landscaping may also be used as a buffering / berm technique when a commercial site abuts a residential zoned area. However, berms are not permitted within the town center because they are not conducive to elements within the downtown character. Below displays the standards set forth for landscape buffering.

1. Buffers shall be required when a different use is being developed abutting an existing developed lot or vacant lot.
2. Refer to the City of White House Zoning Ordinance for the landscape requirements for each size of buffer.
3. One hundred percent of the applicable buffer requirements shall be the responsibility of the developing land use.
4. If the land use relationships between two abutting properties change so that a lesser buffer would be required, the width of the buffer may be reduced accordingly.
5. The width of any required buffer may be reduced by twenty-five (25) percent if a wall, fence, or berm is provided based on the following conditions.
 - A. Any fence or wall shall be constructed in a durable fashion of brick, stone, wood posts and planks, or other masonry materials. No more than twenty-five (25) percent of the fence surface shall be left open and the finished side of the fence shall face the abutting property.
 - B. Walls and fences shall be a minimum height of six (6) feet.
 - C. Berms shall be a minimum height of four (4) feet with a maximum slope of 3:1.
 - D. Berms shall be stabilized to prevent erosion and landscaped.
 - E. If a fence or wall is used, no shrubs are required. However, if a berm is constructed, the amount of shrubs required may be reduced by twenty-five (25) percent. The required tree amount shall not change.
6. Required trees and shrubs shall meet the following standards:
 - A. Forty (40) percent of the required trees within the buffer shall grow to be large, maturing trees.
 - B. All deciduous trees shall have a minimum caliper of one and three-fourth's (1 ¾") inches at the time of planting.
 - C. All evergreen trees shall be a minimum height of six (6) feet.
 - D. Twenty-five (25) percent of all trees within the buffer shall be evergreen.
 - E. Shrubs shall be evergreen and two (2) feet tall when planted. They shall grow to five (5) or six (6) feet within four years.
 - F. Twenty-five (25) percent of the shrubs may vary from the above restrictions:
 - Shrubs may be deciduous.
 - G. Shrubs planted on a berm may be smaller provided the combined height of the berms and plantings are at least six (6) feet after four years.
 - H. Vegetation shall be picked from the list as approved per Section 3-136 List of Trees and shrubs per the Zoning Ordinance
 - I. All specifications for the measurement, quality, and installation of trees and shrubs shall be in accordance with the 'American Standards for Nursery Stock' published by the American Association of Nurserymen, and free of disease.
7. The arrangement of trees and shrubs in the buffer area shall provide a visual separation between abutting land uses. Shrubs shall be massed in rows or groups to achieve the maximum screening effect.
8. If existing vegetation meets the intent of buffering / screening, but the plant materials are not on the approved landscape list, the Planning Director must determine whether the material is acceptable. If so, the requirements for plant materials may be waived.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS **DESIGN STANDARDS - LANDSCAPING**

Alternative to Buffer and Screening Requirements

If there is unusual topography or elevation, awkward size, abnormal soil or other sub-surface, or the presence of a required buffer or screening on adjacent developed property that would make strict adherence to the requirements of this section serve no meaningful purpose or physically impossible to install and maintain the required buffer or screen, the Planning Commission may alter the requirements of this section as long as the existing features of the development site comply with the spirit and intent. Such an alteration may occur only at the request of the property owner, who shall submit a plan to the Planning Director showing existing site features that would buffer or screen the proposed use and any additional buffer materials the property owner will plant or construct to buffer or screen the proposed use. The Planning Commission shall not alter the requirements unless the developer demonstrates that existing site features and any additional buffer materials will screen the proposed use as effectively as the required buffer or screening.

Landscape Charts

See Table 3.126.4 in the Zoning Ordinance for the City of White House for buffering requirements. Refer to the Zoning Ordinance for the City of White House, Section 3-136: List of Trees and Shrubs for recommended plant material. Below is a list of changes that shall be noted from the plant list of the Zoning Ordinance:

1. Pear trees are prohibited.
2. Crepe-myrtles are considered shrubs.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – LIGHTING & UTILITIES

Outdoor Lighting Standards

Outdoor lighting has a significant impact on the safety, security and visual quality of the City and its associated developments. In addition to security purposes, lighting can be used as a landscape element to help unify the individual components of the City as well as to distinguish individual buildings and spaces as appropriate focal points. Driver and pedestrian orientation can be aided by providing a hierarchy of lighting effects that correspond to the different zones and uses of a site. During the day, lighting fixtures are a part of the visual character of the site design. At night, if not properly designed, outdoor lighting can be a major intrusion upon adjacent properties, right-of-way and regional vistas.

As lighting function changes from roadway orientation to a parking or pedestrian orientation, the consistency in style and design should be maintained. Lighting should reduce adverse impacts on adjacent sites and minimize energy consumption. The intensity and location of the lighting should be the minimum necessary for safety. Light fixtures should be sufficiently shielded to eliminate glare and nuisance light pollution onto adjacent properties and motorists. Light fixtures should be in proportion to the building mass and scale of the surrounding environment. Refer to the Streetscape Lighting Standards section for detailed information on Downtown streetscape lighting.

Specific standards for outdoor lighting, which are to be considered in design, are:

1. All lighting fixtures shall meet IESNA cutoff criteria. The light from any luminaire shall be shaded, shielded or directed to prevent direct light from being distributed beyond an angle of thirty-five (35) degrees from a vertical plane onto adjacent properties and/or surrounding areas. Unshielded lamps, bulbs and tubes are not permitted, except for temporary holiday lighting.
2. A grid photometric Lighting Plan, showing pole locations and maintained horizontal illuminance at grade shall be provided. This grid shall extend until 0.0-foot candle is maintained. Detail drawings of poles and fixtures shall also be provided on the lighting plan. The detail or fixture schedule shall denote the color and height of each pole and fixture.
3. The maximum foot-candle intensity at property lines shall be one (1.0) foot candle, exception at property lines of residential uses and residential zoning districts the maximum shall be one-tenth (0.10) foot candle.
4. Light fixtures, including base shall not exceed twenty-five (25) feet for parking lots with less than 500 spaces and (30) thirty feet for parking lots with more than 500 spaces. Lighting fixtures within a planned development shall be consistent in design and height. [\(Amended by Ordinance 12-06 to increase the height of parking lot light poles to reduce development costs and to permit consistent lighting standards for a planned commercial development.\)](#)

Shoobox style lighting fixtures shall not be used for poles of sixteen (16) feet or less in height. Light fixtures and light pole cut sheets shall be provided on the lighting plans.

5. Parking areas shall be lighted using pole mounted lighting fixtures. The fixtures shall be located within or adjacent to the parking areas in landscape areas or islands for safety and aesthetic reasons. Light poles shall yield to the location of existing and proposed trees.
6. Attached building or wall pack lighting used for security or aesthetic affect shall be screened by the buildings architectural features or contain a 35 degree cutoff shield. In no case shall parking areas be illuminated by building mounted lights.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS
DESIGN STANDARDS – LIGHTING
& UTILITIES

7. Lighting along pedestrian pathways should be at a scale appropriate for pedestrians while providing optimum visibility.
8. No luminaries shall have any blinking, flashing or fluttering lights or other illuminating device which has a changing light intensity, brightness or color nor is any beacon light permitted, except those required for fire alarm and/or emergency systems.
9. Fixtures used for architectural lighting, such as façade, feature and landscape lighting, shall be shielded and aimed or directed so as to preclude light projection beyond immediate objects intended to be illuminated and shall not extend beyond structure and property line. The scale and color of architectural lighting shall be determined by the Planning Commission based on the area of city and architectural feature or landscaping that is proposed to be illuminated. Bright colors and exposed bulbs shall be prohibited. Lighting fixture shall be a low wattage fixture. Planning Commission may require photo samples and lighting fixture information with plan submittals. [\(Amended by Ord. 08-27 to expand regulations for decorative architectural lighting to provide Planning Commission review criteria to prevent lighting that is not within character and scale of project and area.\)](#)
10. Light fixtures shall be indicated on the landscape plans.
11. Canopy-mounted lights shall be recessed with flush mounted lenses.
12. White light is required. Metal halide, color corrected mercury vapor and color corrected high-pressure sodium lamps are preferred. Low-pressure sodium is prohibited.
13. Light Fixtures shall be of a type and design appropriate to the lighting application and aesthetically acceptable to the City.
14. Neon lights are prohibited.

Illumination, where required shall, as a maximum, have the intensities and uniformity ratio in the Lighting Handbook of the Illuminations Engineering Society of North America (IESNA), 8th Edition, as follows

USE	MAINTAINED FOOTCANDLES	*UNIFORMITY AVERAGE: MINIMUM
PARKING: COMMERCIAL		
- High Activity (Regional shopping centers / fast food / facilities / civic / cultural events)	0.9 Min.	4:1
- Medium Activity (Community shopping Centers / office parks / hospitals / recreational events)	0.6 Min.	4:1
- Low Activity (Neighborhood shopping / industrial employee parking / schools / church parking)	0.2 Min.	4:1
Non-Residential Walkways and Bikeways	0.5 Avg.	5:1
Building Entrances	5.0 Avg.	-

* The Uniformity Average: Minimum stands for the uniformity ratio comparing the average illumination with the minimum footcandle value.

Utilities

All on-site utility services on any lot or within utility easement areas shall be located underground, except for transformers, vaults, meters, control boxes or other items not generally designed to be placed



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – LIGHTING & UTILITIES

underground. Temporary overhead power lines may be installed for the period during which improvements are constructed on any lot and provided, further, that such temporary overhead power lines shall be dismantled upon completion of construction of such improvements.

“There are opportunities that will enhance the standard of living within our community, opportunities that will create a better sense of ‘place’ for everyone. We need to set a new standard for design and commercial development within this community; a standard that will go beyond a typical small residential town’s planning efforts...changes that will foster the growth of community and family.”

- The Architecture Steering Committee

The quality of a development is largely determined by the characteristics of the buildings within it. For this reason, special attention must be given to the design of each building within the City of White House. This section sets forth standards that address each of the following:

- Size (height, massing, and scale)
- Materials
- Color

Design decisions related to the architecture must take into consideration the impact on the streetscape, the pedestrian scale of the development, and the characteristics of adjacent buildings to ensure compatibility and continuity in design.

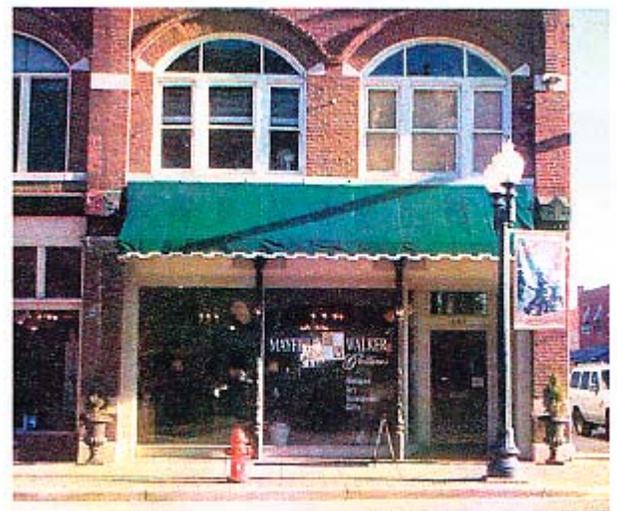
Building Height, Massing & Scale

The height, mass and scale of the buildings and the features that comprise each building facade can affect the feel and character of the streetscape. Buildings shall be designed to reinforce the human scale of the pedestrian environment.

The impact that a building’s size has on the pedestrian environment can be controlled by stepping upper floors back, thereby creating a break in the facade and allowing more natural light on the street. Also, details incorporated into the facades of buildings such as windows, doors, a jog in the building wall, or a change in building materials to accentuate certain architectural features can also make a relatively large building appear smaller.

To maintain a pedestrian scale, buildings within shall adhere to the following:

1. Building heights shall not exceed thirty-five (35) feet except as permitted by the City of White House Zoning Ordinance.
2. Building design shall incorporate architectural features to reduce scale. Acceptable features include, but are not limited to columns, entry porches, arcades, canopies, step-downs, step-backs, roof elements, vertical and horizontal banding, pilasters, color variations, window treatment, textures, and change of materials.
3. Blank walls at ground floor street facades are not permitted.
4. Ground floor street facades shall have windows and doors





CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – ARCHITECTURAL STANDARDS

that make up a minimum of sixty (60) percent of the facade.

5. Public entries shall be provided with shelter such as canopies, arcades or porches.

Building Materials and Colors

The combination of building materials and colors used within the City of White House will also have an impact on the overall character of the development. While the use of a variety of materials and colors is permitted, it is important that each building utilizes them in a manner that creates an aesthetically pleasing composition and is compatible with the materials and colors of adjacent buildings and streetscape elements. The materials and colors proposed for each building are subject to review and approval by the City and should be specified on all plans submitted to the City.



1. All exterior walls, other than windows and doors, shall be comprised primarily of one material. Complementary secondary materials are recommended to provide detail and scale. The architectural treatment shall extend to all sides of the building, and to all accessory structures. The primary material shall extend over a minimum of fifty (50) percent of the exterior wall, excluding windows and doors.

2. Buildings on the same site shall be compatible in material and color selection.

3. Primary colors should be muted, and bright colors used sparingly.



4. Fences and screens that are attached, or extend from the building, shall be comprised of permitted materials that match or compliment the building facades.

5. Preferred wall materials are restricted to brick, natural and cultured masonry stone, hardi-board, and painted wood clapboard (similar to White House historical structures). Brick and stone materials shall be masonry material.

6. Stucco (including synthetic stucco) is permitted as a secondary material and shall cover no more than 40 % of exterior walls, excluding windows and doors, only when used with a primary material constructed of a preferred material or shall cover no more than 20% of exterior walls, excluding windows and doors, when used with a primary material constructed of split face block. Where stucco is used, a masonry base shall be provided at a minimum of five (5) feet in height.

7. Metal panels shall be prohibited.

8. Concrete block shall be painted to match the primary material and shall be relegated to the rear of the building only and where it is not visible.

9. Split-face concrete block is permitted as a primary material and shall cover no more than 75% of exterior walls, excluding windows and doors, only when the secondary materials are constructed of a preferred material or 60% of exterior walls excluding windows and doors, when used with a secondary material constructed of stucco. The stucco shall be limited to 20% of exterior walls, excluding windows and doors. The remaining 20% of exterior walls shall be constructed of a preferred material.



10. Sloping roofs shall have durable materials. Metal with standing seems is the preferred material. Shingles are permitted.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – ARCHITECTURAL STANDARDS

11. Flat roofs must have parapets that screen roof top equipment and mechanical penetrations.

12. Awnings are permitted. Materials and colors are to be submitted to the City for approval.

13. Vinyl siding is prohibited.

The following standards will assure well-designed and attractive projects in the City's industrial districts. Due to larger sites developed in the industrial districts, building architecture is considered secondary to well site planned projects.

Site Planning

The primary elements of a well-planned industrial site are as follows:

1. Controlled site access.
2. Service and loading areas are located to the sides and rear of the building.
3. Convenient visitor parking is relegated to the front of the site.
4. Proper screening of storage, work areas and mechanical equipment.
5. Screen walls for storage and service areas are provided.
6. Positive building street presence and landscaping.
 - A. A variety of building and parking setbacks should be provided to avoid long monotonous building facades.
 - B. A minimum five (5) foot landscape strip shall be provided between parking areas and the building.
 - C. Building placement which creates opportunities for plazas, courts, or gardens is encouraged.

Access and Circulation

Parking lots and loading facilities should be designed with each other in mind while not dominating the industrial site.

1. Parking lots and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping and buildings.
2. Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, provide adequate maneuvering and stacking areas, and consideration for emergency vehicle access.
3. Entrances and exits to and from parking and loading facilities shall be provided and clearly marked with appropriate directional signage and pavement markings.
4. A vehicle entering the parking facility shall not be required to enter a street to move from one location

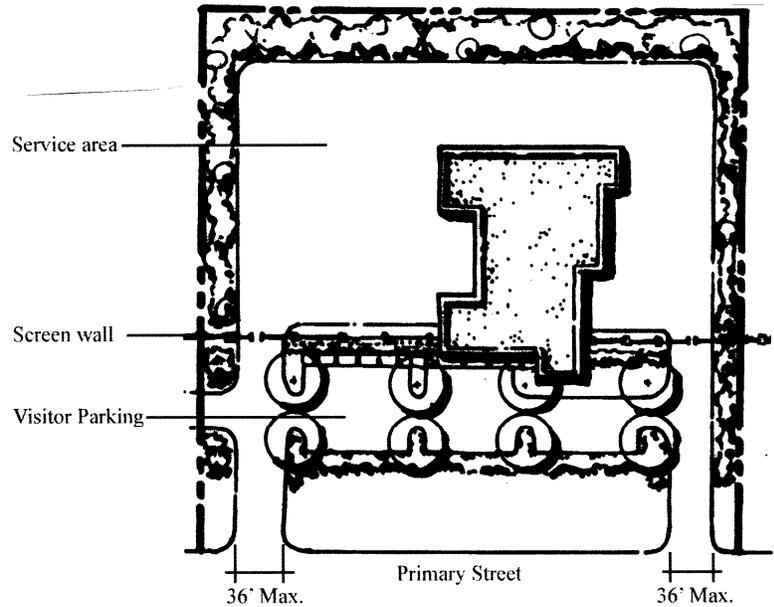


Exhibit 48.1 - Driveway cuts shall be regulated per section 3.090 Access Control of Zoning Ordinance of the City of White House.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – INDUSTRIAL DESIGN STANDARDS

to any other location within the parking facility or premises.

5. Parking lots adjacent from public streets shall be heavily screened through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.
6. See Sheet 18 for General Parking Standards.

Landscaping

1. For industrial uses, landscaping should be used to define areas such as entrances to buildings and parking lots, define the edges of various uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, and loading and equipment areas.
2. See Sheet 39 and 40 for landscape parking standards.

Architecture

The desirable elements of architectural qualities and design elements for buildings that are most actively encouraged are:

Massing and Scale:

1. Building heights shall not exceed thirty-five (35) feet except as permitted by the City of White House Zoning Ordinance.
2. Blank walls at ground floor street facades are permitted only in combination with landscape plantings as prescribed by these standards and the City of White House Zoning Ordinance.
3. Public entries shall be provided with shelter such as canopies, arcades or porches.

Materials and Color:

1. All exterior walls, other than windows and doors, shall be comprised primarily of one material. Complementary secondary materials are permitted to provide detail and scale. The architectural treatment shall extend to all sides of building and to all accessory structures. The primary material shall extend over a minimum of fifty (50) percent of the exterior wall, excluding window and doors.
2. Buildings on the same site shall be compatible in material and color selection.
3. Primary colors shall be muted. Use of bright colors requires approval by the City of White House.
4. Preferred wall materials are restricted to brick, natural, and cultured masonry stone, split-faced concrete block, painted block, and stucco (including synthetic stucco), or metal. Brick and stone materials shall be a masonry material.
5. Sloping roofs shall have durable materials. Metal with standing seems is the preferred material. Shingles are permitted.
6. Flat roofs must have parapets that screen any roof top equipment and mechanical penetrations.
7. Awnings are permitted. Materials and color are to be submitted to the City of White House for approval.
8. Vinyl siding is prohibited



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS **DESIGN STANDARDS – INDUSTRIAL DESIGN STANDARDS**

Screening and loading facilities:

1. Preferred location of service entrances, loading facilities, exterior mechanical/electrical equipment and dumpsters is at the rear of building. Other locations shall require the approval of the City of White House.
2. Service entrances, loading facilities, exterior mechanical/electrical equipment and dumpsters shall be screened from main arterial roadway by landscape screening as prescribed by these standards or physical screening using permitted building materials. New chain link and barbed wire fencing may be used at other locations only in combination with landscape plantings as prescribed by these standards.
3. Roof top equipment shall be screened from all sides.

Street facades with blank walls longer than one-hundred (100) feet shall include landscape plantings of trees and evergreen shrubs to break up the monotony of the wall.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS – MISCELLANEOUS

Outside Storage and Appurtenances

No articles, goods, materials, incinerators, storage tanks, refuse containers or like equipment shall be kept in the open in front of any buildings or exposed to public view or view from any neighboring properties. Water towers, storage tanks, transformers, pump houses, processing equipment, stand fans, cooling towers, communication towers, vents, stacks, skylights, mechanical rooms and any other structures or equipment (whether freestanding or roof mounted) shall be architecturally compatible or effectively shielded from public view by an architecturally approved method organized in an aesthetically pleasing and architectural manner to provide a “roofscape”.

1. Outdoor storage areas are prohibited in required front yards.
2. Storage operations, except for live, vegetative products, shall be limited to the inside of buildings unless completely screened and covered and within required setbacks.
3. Uncovered and unscreened areas used for storage of live, vegetative products shall also be designated on the Site Plan.
4. Screening and planting buffers shall be a minimum of six (6) feet high or rising to two (2) feet above material or equipment being stored, whichever is greater.
5. Loading berths shall be within the building or concealed by means of a screening wall of material similar to and compatible with that of the building.
6. No parking spaces, fire lanes or traffic lanes shall be used for storage of materials.
7. Storage containers, whether stationary or on wheels, shall be prohibited.
8. Outside storage of debris, non-licensed vehicles, wood and similar items that could be classified as attractive nuisances shall be prohibited.
9. Vehicle dealerships are exempt from items 1, 2, and 4. With item 8, dealerships are allowed to have non-licensed vehicles; however, debris, wood and similar items shall be prohibited.
10. Industrial Uses are exempt from items 2, 7, and 8.

Temporary Trailers

Temporary trailers may be required on site for specific purposes, such as providing a temporary field office while construction of a particular portion of the development is taking place. Marketing trailers may also be required to provide office space until a permanent sales and marketing office is constructed. Each trailer placed on the site shall meet the following standards. The design, location and construction of trailers must be approved by the City of White House prior to the use of such trailers on the properties.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – DEFINITIONS

Primary Streets - Roadways designed to move high volumes of traffic between various points within a region. Typically, these roadways have limited access and connect with collector streets.

Buffer - A strip of land that physically separates two or more different land uses. These areas are typically landscaped with evergreen plants or contain walls that strengthen the barrier between uses.

Building Scale - The relationship between the mass of a building and its surroundings. This includes the street width, open space, and mass of adjacent buildings.

Building Zone - Zone of transition from the building streetwall to sidewalk.

Built-to-Line - A boundary or alignment, usually parallel to the property line, along which a building or structure must be placed. It usually establishes the maximum distance away from the property line or the curb that a building or structure may be placed.

Caliper - The diameter of a tree trunk measured in inches, six inches above ground level for trees up to 4" in diameter. Trunks over 4" in diameter should be measured 12" above ground level.

Collector Streets - Roadways that serve internal traffic movements by connecting several local streets with an arterial roadway.

Corridors - A long passageway connecting two or more points that may include rail lines or a major roadway.

Courtyards - Courtyards are small, decoratively paved open spaces located in conjunction with civic, retail, commercial, or business uses.

Curb Zone - Zone of transition from the sidewalk to the street.

Facade - A building face or wall.

Freestanding Planter - Pots, hanging baskets and window boxes.

Gateway - An architectural feature or landscaping that signifies a transition between one space and another or a principle point of entrance to a district or a neighborhood.

Greenway - A greenway is an area of open space interspersed throughout and along the perimeter of the development.

Grid Street Pattern - A network of parallel and perpendicular streets intersecting at 90-degree angles, forming rectangular blocks of land.

Human Scale - The relationship between the dimensions of a building, structure, street, open space, or streetscape element and the average dimension of the human building.

Local Streets - Roadways that provide direct access to the adjacent land. These roadways typically accommodate low volumes of traffic.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS

DESIGN STANDARDS – DEFINITIONS

Modified Grid Street Pattern - A network of streets that is similar to a grid street pattern but is modified to incorporate curves in roadways or diagonal streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development, or other constraints.

Multi-Modal - Accommodating various modes of transportation including bicycles, pedestrians, transit vehicles, and automobiles.

Neighborhood Parks - Neighborhood Parks are areas for active and passive recreation within walking distance of residential areas.

Pedestrian Zone - Zone of concentrated pedestrian movement along a sidewalk, bound by the building zone on one side and the curb zone on the other.

Planting Strip - Narrow planting bed typically located between two paved areas, such as a sidewalk and a street, or between a paved area and a building.

Public Open Space - Informal or formal outdoor areas that are intended for use by the general public for passive or active recreation. These areas can vary in size and may include but are not limited to the following elements: seating, landscaping, playground equipment, playing fields, and water features.

Right-of-Way - A public or private area that allows for passage of people or goods, including freeways, streets, bike paths, alleys, and walkways. A public right-of-way is a right-of-way that is dedicated or deeded to the public for public use under the control of a public agency.

Secondary Streets - Roadways designed to move lower volumes of traffic between various points within a region. Typically, these roadways provide access in lieu of Primary Streets.

Setback - The distance between a property line or other boundary and a building or structure.

Sign Area - The area or areas on a commercial building facade where signs may be located without disrupting the facade composition.

Square - A square is an open space area surrounded by streets on a minimum of 75% of its perimeter.

Street Fixtures - Items such as trash receptacles, mailboxes, benches and planters.

Street Furniture - Functional elements of the streetscape that can include such items as seating, trash receptacles, telephones, kiosks, sign posts, lighting or planters.

Street Tree - A tree planted as an element of the streetscape that forms a visual edge between the street and the pedestrian and building zone.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS DESIGN STANDARDS – DEFINITIONS

Streetscape - The combination of building facades, signage, landscaping, street furnishings, sidewalks, and other elements along a street. The quality of these elements and the degree to which they complement each other determine the quality of the streetscape.

Surface Parking - Single level parking for automobiles located at the ground level.

Traffic Calming - Simple street design features that slow traffic and cause motorists to drive more cautiously.

Tree Species - A unit in a plant classification. A species may be defined as a collection of individuals so nearly resembling one another that they suggest common parentage.

Tree Variety - Individuals within the species that exhibit prominent, yet minor variations from the apparent normal, for example, a weeping or columnar habit or variations in the color of leaves or flowers or length and shape of the fruits are regarded as varieties of the species.

Valance - The overhang of an awning where signage may be placed.

Zoning - Zoning is the basic means of land use control employed by local governments. Zoning divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.



CITY OF WHITE HOUSE COMMERCIAL DESIGN STANDARDS **DESIGN STANDARDS – BIBLIOGRAPHY**

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