



**KNOXVILLE HISTORIC ZONING COMMISSION
STAFF REPORT - CERTIFICATE OF APPROPRIATENESS APPLICATION**

PROPERTY LOCATION: 835 N Central St /
Parcel ID 94 D Q 032

FILE NO.: 6-P-19-HZ

DISTRICT: Morton McCrary Motors H-1 Individual District

MEETING DATE: 6/20/2019

APPLICANT: Design Innovation Architects (Architect)

LEVEL OF WORK: Level II. Major repair or replacement of materials or architectural elements

PROPERTY DESCRIPTION: 20th c. Commercial (c.1921, renovations c.1936)

Two-story commercial structure. Façade (east) is five bays wide, featuring metal frame storefront windows on the first story and multi-light industrial windows on the second story. Single, glazed metal doors are located on the first, third, and fourth bays. Bays are divided by engaged brick pilasters topped by concrete coping. Decorative brick and concrete detailing is centered above each bay. A parapet topped by concrete coping extends the full length of the façade. The south elevation features the metal helical ramp, an exterior brick chimney, and multi-light metal windows. The first story features exposed concrete, while the second story is clad in brick veneer. Rear (west) elevation is comprised of two large massings, with the leftmost massing projecting further outwards toward the southwest. The primary rear massing includes three bays of multi-light metal windows on the first story, engaged concrete pilasters between each bay, and second-story metal casement windows. A large enclosed metal helical ramp extends from the second story, eastward to the first story. On the north elevation, the first story features exposed concrete siding, with brick veneer on the second story. A series of multi-light metal windows of various sizes extend on the first story of the north elevation, with one centrally-located, recessed glazed door.

► **DESCRIPTION OF WORK:**

Level I Work:

- On north, east, and south elevations, new black up/down lighting to be installed, centered on existing columns (no exposed conduit to be visible on the exterior).
- On all elevations, installation of new Kynar-finished metal gutters and downspouts.
- Repair as necessary to existing precast concrete coping along parapet.

Level II Work:

Four-story addition to be constructed in central core of the building to project slightly outwards from the north and south elevations and one story above primary massing (13' 3" from primary roofline, recessed from the primary elevation). The exterior will be clad in a metal panel system.

Façade (east elevation): Removal of the existing, non-original, first floor storefront systems and installation of new aluminum storefront systems with glazed double doors topped by a single light transom on the first, third, fourth, and fifth bays. Replacement of single-pane transom windows with new clear tempered insulated storefront windows with applied muntins. On the façade, the fourth story of the addition will project above roofline, recessed approximately 60'-70' from the primary elevation, and feature a three-panel fixed light window and metal paneling.

North elevation: On the first bay, single-pane transom windows to be replaced with new clear tempered insulated storefront windows with applied muntins. On the final first-story bay, the same new window system will be installed. Five second-story bays will receive installation of new clear tempered insulated exterior storefront windows with applied muntins. Existing concrete siding to be replaced with new EIFS to match existing concrete.



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The proposed addition will project from the second and third stories of the central bay, featuring grey and black metal panel siding. On the addition's first story, glazed double doors and storefront windows topped by a single transom to be installed. On both the second and third stories of the addition, two recessed storefront windows (each topped by a single-light transom), followed by a single glazed door will allow access to a small balcony with metal railing. The fourth story of the addition will be recessed from the primary elevation.

West elevation: First bay of existing metal multi-light windows to be replaced with new clear tempered, insulated, exterior storefront windows with applied muntins. Second and third bay windows to be enclosed with new EIFS siding to match existing concrete. On basement level, existing fenestrations to be enclosed with new EIFS to match existing concrete. Removal of sheet metal enclosing helical ramp; ramp to be enclosed with metal paneling to match new addition and new black recessed storefront window system with 1" clear insulated glazing on ramp. Installation of new steel exit stair with vertical picket guardrail and handrail to extend from recessed massing adjacent to ramp. Stair will provide access to second and third stories via new storefront windows and glazed doors.

South elevation: First story concrete siding will be replaced with new EIFS to match existing concrete. Nine single-pane fixed windows to be installed within EIFS panels on first story. Proposed addition will project from central bay, with storefront windows topped by transoms on the second and third stories, and fourth story to feature a glazed door, recessed substantially from south elevation.

► **APPLICABLE DESIGN GUIDELINES:**

Secretary of the Interior's Standards for Rehabilitating Historic Buildings.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.



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10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Preservation Brief #14: New Exterior Additions to Historic Buildings:

Attaching a new exterior addition usually involves some degree of material loss to an external wall of a historic building, but it should be minimized. Damaging or destroying significant materials and craftsmanship should be avoided, as much as possible.

A new addition should always be subordinate to the historic building; it should not compete in size, scale or design with the historic building.

Use building materials in the same color range or value as those of the historic building. The materials need not be the same as those on the historic building, but they should be harmonious; they should not be so different that they stand out or distract from the historic building. (Even clear glass can be as prominent as a less transparent material. Generally, glass may be most appropriate for small-scale additions, such as an entrance on a secondary elevation or a connector between an addition and the historic building.)

The guidance provided on designing a compatible new addition to a historic building applies equally to new rooftop additions. A rooftop addition should preserve the character of a historic building by preserving historic materials, features and form; and it should be compatible but differentiated from the historic building. However, there are several other design principles that apply specifically to rooftop additions. Generally, a rooftop addition should not be more than one story in height to minimize its visibility and its impact on the proportion and profile of the historic building. A rooftop addition should almost always be set back at least one full bay from the primary elevation of the building, as well as from the other elevations if the building is free-standing or highly visible.

COMMENTS:

STAFF FINDINGS:

- 1) The replacement of the existing storefront systems with the new as proposed is appropriate for the design and era of this building.
- 2) The new window openings on the north elevation are scaled appropriately and the design of the new windows are appropriate for the style of building.
- 3) The addition of stairs on the south elevation is appropriate because it is located in a recess of the building so it is not visible from the primary and secondary streets.
- 4) The presence of the addition on the rooftop is appropriate as it is set back at least one full bay from the primary elevation of the building, and not more than one story in height.
- 5) The appearance of the addition is appropriate because it does not destroy crucial features or materials that characterize the property. Moreover, it is appropriately differentiated from the historic section via materials that are compatible in color range and value. The historic building remains clearly identifiable from the proposed addition.
- 6) The removal of the metal exterior cladding on the helical ramp is appropriate as the materials are substantially deteriorated enough to warrant replacement.
- 7) The installation of storefront windows on the helical ramp is appropriate as the ramp is minimally visible from the



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primary street and the proposed windows are compatible in size and materials with both historic windows and other proposed storefront windows.

► STAFF RECOMMENDATION:

Staff recommends approval of work as proposed.

**APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
KNOXVILLE/KNOX COUNTY HISTORIC ZONING COMMISSION**

Please print all information:

1. NAME OF APPLICANT: DESIGN INNOVATION ARCHITECTS

Address: 402 S. GAY ST. STE. 201 KNOXVILLE, TN 37902

Telephone: (805) - 637-8540 E-mail address: HDOUGHTY@DID-DCOM.COM

Relationship to Owner: ARCHITECT / DESIGNER

2. NAME OF OWNER: THE BLUEPRINT GROUP, LLC

Address: 520 W. SUMMIT HILL DRIVE, SUITE 100S KNOXVILLE, TN 37902

Telephone: (888) - 440 - 1888 E-mail address: PREN.JOHNSON@AXLELOGISTICS.COM

3. LOCATION OF PROPERTY:

Address: 835 N. CENTRAL ST. KNOXVILLE, TN 37917 Tax ID/Lot/Parcel No: 094DQ 032

4. LEVEL OF WORK (circle Level)

Level I Routine repair, replacement of non-original materials in-kind; removal of artificial siding or late additions; installation of gutters, storm windows/doors, screen doors, satellite dishes, or signage; demolition of a noncontributing structure; renewal of COA

Level II Major replacement of materials or architectural elements; construction of addition or outbuilding

Level III Construction of a new primary building; subdivision of individually designated property

Level IV Demolition or relocation of a contributing structure

5. DESCRIPTION OF WORK: (See Part 2 of this application for additional information that is required for submittal with the application. (A copy of all information which is submitted with an application must be retained by the Knoxville/Knox County Historic Zoning Commission.)

REFER TO SUPPLEMENTAL INFORMATION INCLUDED IN APPLICATION PDF.

6. SIGNATURE OF APPLICANT: [Signature] Date: 06/03/2019

Return application to: MPC, Knoxville/Knox County Historic Zoning Commission, Suite 403, City/County Building, 400 Main Street, Knoxville, Tennessee 37902 or Fax: 865-215-2068. **Incomplete applications will not be accepted.**

FOR STAFF USE ONLY			
Date Received	Approved	Disapproved	Approved As Modified
Date Acted On			

Knoxville Historic Zoning Commission

June 20, 2019

Morton McCrary Motors, Inc. Building

835 N. Central Street

H-1 Zoning Overlay-eligible property



18030 - AXLE LOGISTICS

THE ADAPTIVE REUSE OF THE HISTORIC Morton McCrary Motors, Inc. Building

20 JUNE 2019



18030 - AXLE LOGISTICS

THE ADAPTIVE REUSE OF THE HISTORIC Morton McCrary Motors, Inc.

Building

20 JUNE 2019

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865.637.8540 402 S. Gay St., 201
www.dia-arch.com Knoxville, TN 37902

PROJECT DESCRIPTION AND EVIDENCE OF PRE-PLANNING



Suite 403 City County Building; 400 Main Street; Knoxville, Tennessee 37902 865 215-3795

August 24, 2018

To: John Sanders

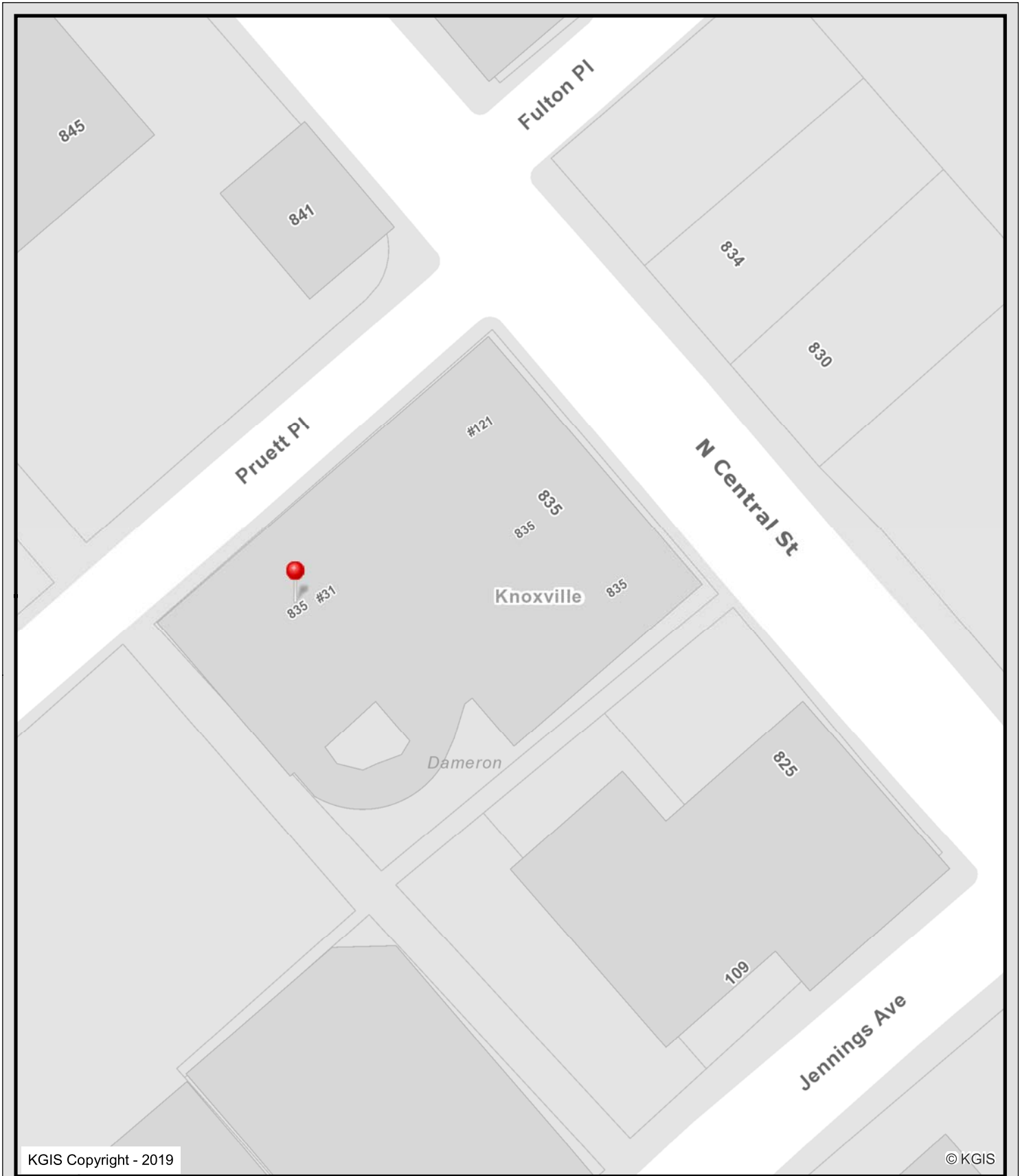
A handwritten signature in blue ink, appearing to be "K. Graybeal", is written over the recipient's name.

From: Kaye Graybeal, AICP, Historic Preservation Planner, Knoxville-Knox MPC

Re: Eligibility of 835 N. Central Street for H-1 Zoning Overlay

This memo is to verify the eligibility of the former Hull-Dobbs (Ford Dealership) Building at 835 Central Street for an H-1 Zoning Overlay. The Hull-Dobbs Ford dealerships were established in 1921 and they continued to sell cars until the early 1970s. Other Hull-Dobbs dealerships were located in Minneapolis, MN, Winston Salem, NC, and Louisville, KY. The Knoxville dealership building appears to date to the 1930s-40s. The building represents a national trend in an era during which the automobile flourished and greatly impacted the physical development of cities.

The façade of the two-story brick building, typical for car dealerships of the era, was originally defined by large glass storefronts on the first floor and multi-light windows on the second floor. It is delineated with bays flanked by full-height pilasters topped by pented caps. The parapet level features decorative masonry square and diamond appliques.



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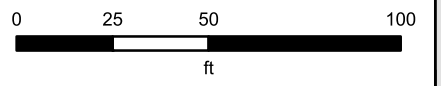
835 N. Central Street

Morton McCrary Motors / Hull Dobbs Bldg.
H-1 Landmark - eligible

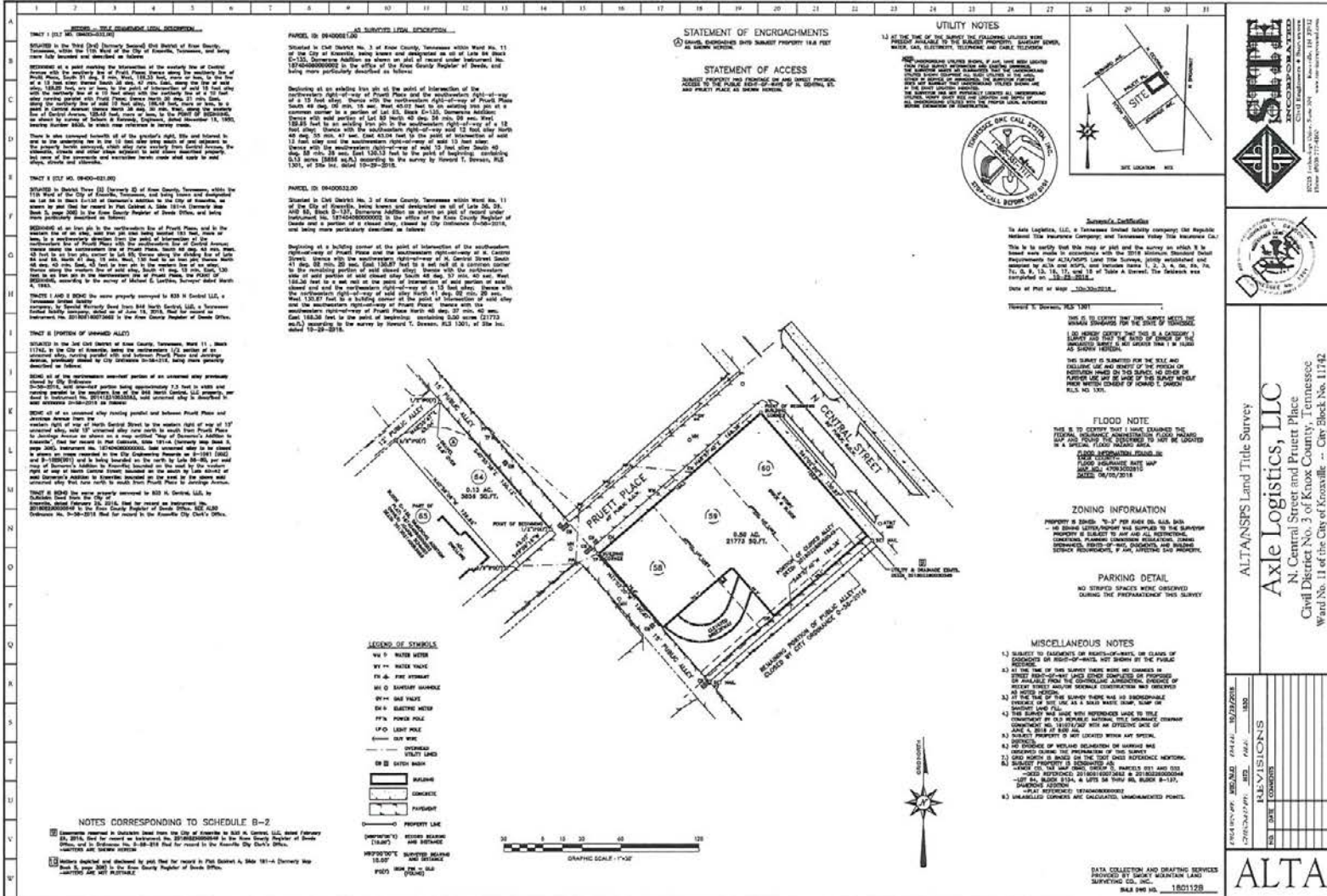
Knoxville - Knox County - KUB Geographic Information System



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ALTA'S Land Title Survey
Axle Logistics, LLC
 N. Central Street and Pruitt Place
 Civil District No. 3 of Knox County, Tennessee
 Ward No. 11 of the City of Knoxville -- City Block No. 11742

NO.	DATE	REVISIONS

ALTA
 DATA COLLECTION AND DRAFTING SERVICES
 PROVIDED BY SMOKEY MOUNTAIN LAND SURVEYING CO., INC.
 BLDG NO. 1801128

PROJECT DESCRIPTION AND EVIDENCE OF PRE-PLANNING
Funding for Improvements of Historic Buildings

EVIDENCE OF PRE-PLANNING

The Blueprint Group LLC has hired Sanders Pace Architecture to assist with the project planning and renovation process of the Hull Dobbs Building for the purposes of moving Axle Logistics' offices into the building creating a new corporate headquarters for 100 plus employees while growing to 250 people over the next 5 years. The project scope included is not only interior modifications but also extensive exterior repairs to ensure the longevity of this historic building. The projects consists of "core and shell" improvements to preserve and recreate lost historic exterior elements and to provide an opportunity for future mixed use potential of the building. Included in the scope of work is to provide life safety elements and electrical upgrades to meet the current codes. Exterior work to occur will include cleaning and tuck-pointing of the existing brick and the installation of new appropriate steel windows to replicate the historic patterning and profile of the original steel windows. Similarly, we will reactivate the original window locations along Pruett Place that have been lost to fires over the years and returning the the existing windows along Central to their original size. Exterior lighting will also be added to highlight all of the facades creating this as a landmark building for the district.

The pre-planning work also includes architectural documentation of the existing structure along with the associated design work for the new improvements. This documented work has become the basis of our construction pricing included in this package.

Sanders Pace Architecture will be retained to oversee the architectural work pertaining to this grant. John L. Sanders, FAIA has proven himself to be a competent architectural leader in the Knoxville community through many of his projects, including historical renovations. His team will oversee the masonry repairs, the new storefront design, interior upgrades, and life safety related items that ensure the continued use of the building in the future. His team will make efforts to return the historic form of the building that is needed to preserve its original integrity while updating it to serve the growing community.

Steps that have been completed to date associated with the project:

1. Property placed under contract - May 2018
2. Due Diligence / Environmental Review - June - August 2018
3. Eligibility Determination by MPC - August 2018
4. Concept Design - August - October 2018
5. Parking Variance Determination - October 2018
6. ALTA Survey - October 2018
7. Property Acquisition - Closing - November 15, 2018
8. Rezoning / Overlay Application - November 26, 2018
9. Grant Application - November 28, 2018

Ongoing processes pending award of Historic Buildings Grant:

10. Architectural/Engineering Construction Documentation
11. H-1 Rezoning Overlay to be heard February 14th, 2019

Summary:

Our specific request of **\$200,000.00 (Two Hundred Thousand and XX/100)** for this response is for the new exterior window and façade improvements as part of the preservation and development of the overall project scope.

History:

The building was built in 1921 for the EC Briscoe Motor Co. and advertised as Chastain-Cable Motor Co. a few years later. Eventually evolving into the Cable Motor Co. by 1924, they advertised as being a Ford, Lincoln, and Fordson tractor dealer offering sales and service in an indoor facility using the tagline “We make it easy for you to own a Ford”. Selling to individuals, the company also supplied modified tractors to operate on rail lines that assisted in the moving of marble in local quarries and production facilities. The building became home to the Central Motor Co. and operated as such from 1926-1936.

In 1936, the building was renovated for the Morton McCrary Motors Inc., Chrysler and Plymouth Dealers who opened officially May 25th of that year with Ben A. Morton Jr. as president and H.C. McCrary as vice president. The used car department eventually grew into an outdoor lot across the street and in 1942 Morton McCrary temporarily relocated the remainder of its operation to Cumberland Ave, while the building became a production facility for the Manhattan Project for 3-4 years. Soon after Morton McCrary moved back into the building, November of 1946, the second level of the Auto Firm caught fire. Sparked by lacquer thinner in the paint area the fire was reported to be seen from downtown. Three years later on August 27, 1949, a second fire erupted on the upper level. It was reported that the second level was heavily damaged although not as extensive as the first fire. Morton McCrary continued operation in this building until 1958. Three months after the death of the company’s vice president, McCrary, the company shut its doors.

In March of 1958, it was reported that Hull-Dobbs, a Knoxville Ford dealer planned to move in, with an expected start of business in the new facility on July 1st. On New Year’s Eve day, December 31st, 1963, a third fire erupted on the second level of the building when a mechanic sparked a fire while repairing a vehicle. Hull Dobbs remained in the building until 1975. In 1990 the building was transferred to the owners of Knox Rail Salvage and was used as part of that architectural salvage business until 2014.

The Morton McCrary Motors Building is currently unoccupied and blighted with numerous windows broken out and under previous ownership has created a nuisance of loitering, and vandalism. The building has recently undergone a minor exterior renovation, however, extensive additional work is still yet to be accomplished to fully occupy the building while restoring historic elements that have been lost over the years to neglect and fires.

Building Description:

Newspaper articles from 1936 advertised the building with an indoor used car department, an unusual feature with “no cars exposed to the weather in summer and winter”. It featured a service department with a paint booth on the second level and showrooms which faced Central Street. During the occupation of the Manhattan Project, it was likely that the unique helical ramp was constructed to allow vehicular access to the upper level without the need for a car elevator.

In 1946, a fire gutted the second level destroying the wood roof, original steel trusses, and partially collapsing the brick walls along the north and south sides of the second level. Since the building’s frame and floors are concrete it protected the main level and basement from the fire and it was reported that there was limited damage in those areas. In the fire, the car elevator was destroyed and likely didn’t return. The historic steel windows on the main level were spared and are still present today.

The fire-resistant ceiling installed after the first blaze and robust concrete structure was credited in controlling a second fire, three years later, and limiting the damage. Pictures from the newspaper, in 1949, show the historic window configuration along Central Street on the upper level still in place.

In 1963, during a third fire, workers apparently were able to get most vehicles out of the building, but the roof and its structure were a total loss. After this fire, the wood roof joists were replaced with the open web roof joists and metal deck that are present today. The renovation after the fire reduced the number of windows on the second level eliminating the windows along Pruett Place entirely and reducing the sizes along the south and east elevations. It was this renovation that greatly altered the historic configuration of the building’s exterior envelope.

MORTON MCCRARY MOTORS, INC.
AN ADAPTIVE REUSE

ARCHITECTURAL DESCRIPTION & HISTORY

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865.637.8540
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402 S. Gay St., 201
Knoxville, TN 37902



MORTON MCCRARY MOTORS, INC.
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CENTRAL STREET ELEVATION



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PRUETT PLACE ELEVATION



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PRUETT PLACE & PUBLIC ALLEY ELEVATION



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PUBLIC ALLEY ELEVATION



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PUBLIC ALLEY & RAMP ELEVATION



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UNDERSIDE OF RAMP ELEVATION



MORTON MCCRARY MOTORS, INC.
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RAMP ELEVATION



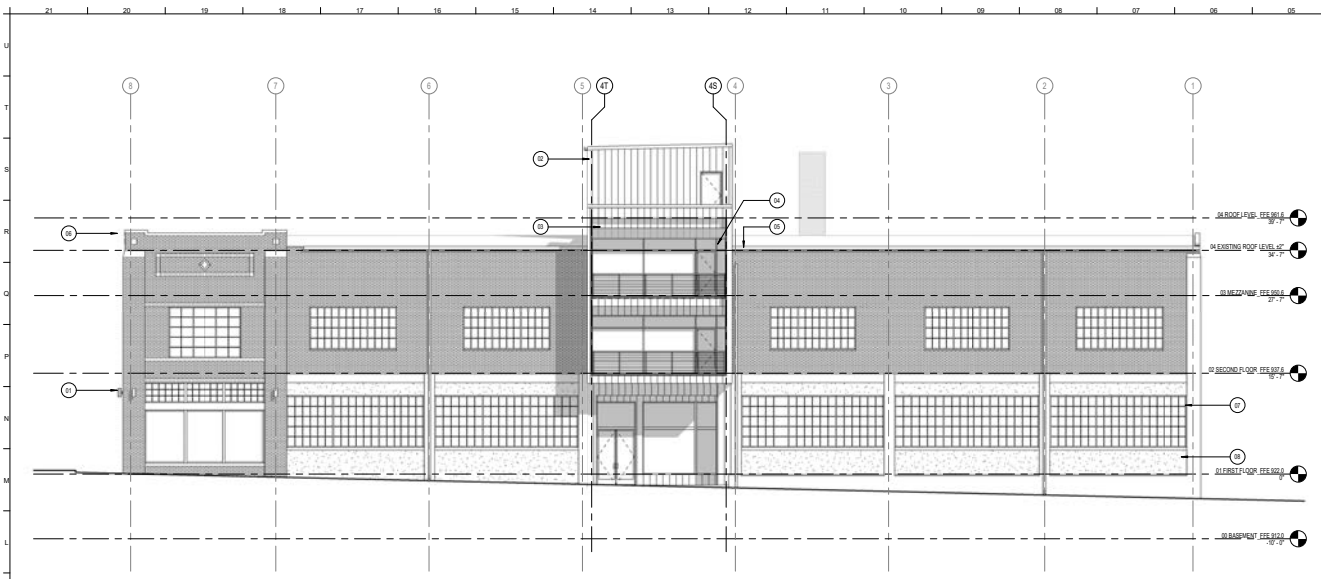
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RAMP & PRIVATE ALLEY ELEVATION

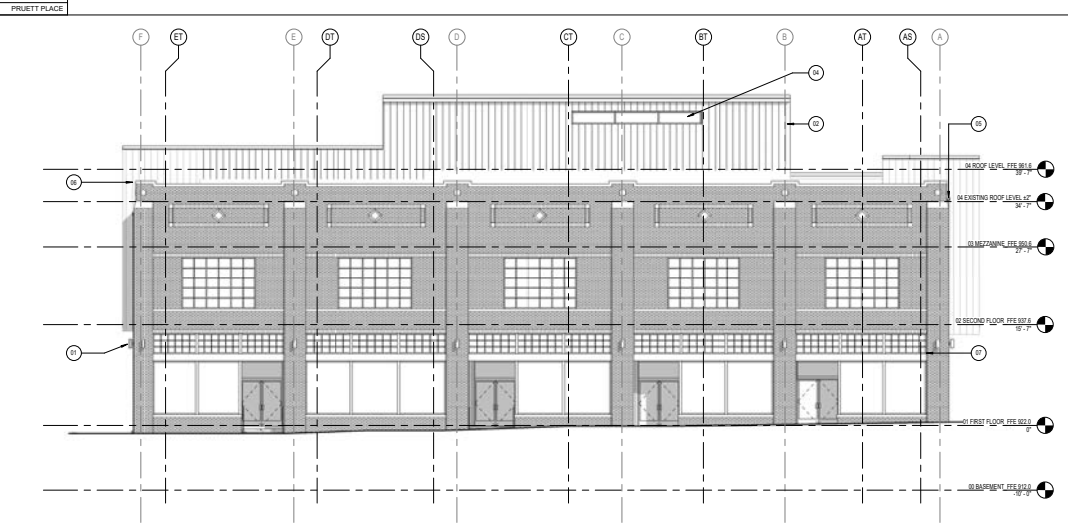


MORTON MCCRARY MOTORS, INC.
AN ADAPTIVE REUSE

PRIVATE ALLEY & CENTRAL STREET ELEVATION



K21 BUILDING ELEVATION - NORTH
1/8" = 1'-0"



A18 BUILDING ELEVATION - EAST
1/8" = 1'-0"
N. CENTRAL STREET

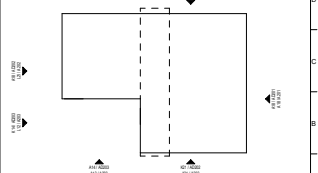
GENERAL NOTES

- A. "C.I." INDICATES THE LOCATION OF A "CONTROL JOINT". "E.I." INDICATES THE LOCATION OF AN "EXPANSION JOINT".
- B. ALL MORTAR JOINTS TO BE CONCAVE UNLESS NOTED OTHERWISE.
- C. ALL EXTERIOR STEEL SHALL BE FLEXY AND COMPLETELY PAINTED WITH HIGH PERFORMANCE COATING PRIOR TO INSTALLATION. VERIFY COLOR WITH ARCHITECT.
- D. COORDINATE ALL DEVICE REQUIREMENTS TO CENTER IN FLUSH AREAS OF MASONRY, AVOIDING OVERLAPS WITH REVEALS, RECESSES, ETC. REFER TO PLANS, DETAILS & ENLARGED ELEVATIONS FOR SIZES AND DIMENSIONS.
- E. REFER TO WINDOW ELEVATIONS ON ADD SERIES SHEETS FOR SIZES AND TYPE OF GLAZING SYSTEMS.
- F. REFER TO DOOR SCHEDULE AND ELEVATIONS ON ADD SERIES SHEETS FOR SIZES AND TYPE OF DOORS AND FRAMES.
- G. REFER TO ADD SERIES SHEETS FOR GLAZING TYPES.
- H. REFER TO ADD SERIES SHEETS FOR TYPICAL MASONRY AND METAL PANEL DETAILS.
- I. FOR MECHANICAL AND ELECTRICAL EQUIPMENT NOT SHOWN IN ELEVATIONS, REFER TO MECHANICAL AND ELECTRICAL.

KEYED NOTES

- 01 NEW BLACK UPDOWN LIGHTS CENTERED ON EXISTING COLUMN. NO EXPOSED CONDUIT ON EXTERIOR ALLOWED.
- 02 BLACK METAL PANEL SYSTEM WITH CONCEALED FASTENERS
- 03 GREY METAL PANEL SYSTEM WITH CONCEALED FASTENERS
- 04 NEW BLACK RECESSED STOREFRONT SYSTEM W/ 1" CLEAR INSULATED GLAZING, TYP.
- 05 NEW PINK FINISHED MET. GUTTERS & DOWNSPOUTS, TYP.
- 06 EXISTING PRECAST COPING TO REMAIN. PATCH & REPAIR AS REQUIRED.
- 07 NEW CLEAR THERMOSEAL INSULATED EXTERIOR STOREFRONT WITH APPLIED MOUNTING, TYP.
- 08 NEWERS TO MATCH EXISTING CONCRETE, TYP.
- 09 NEW PFD. STEEL EXIT STAIR W/ VERTICAL PICKET GALVALUM. WITH HANDRAIL.

A04 KEY PLAN
NOT TO SCALE



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402 S. GUY RD. SUITE 201, KNOXVILLE, TN 37902
615.596.8400
www.diaarch.com

PRELIMINARY
NOT FOR
CONSTRUCTION

RENOVATION & ADDITION FOR:
BLUEPRINT GROUP, LLC. / AXLE LOGISTICS
HISTORIC MORTON MCGARY BUILDING
835 N. CENTRAL STREET, KNOXVILLE, TN 37917

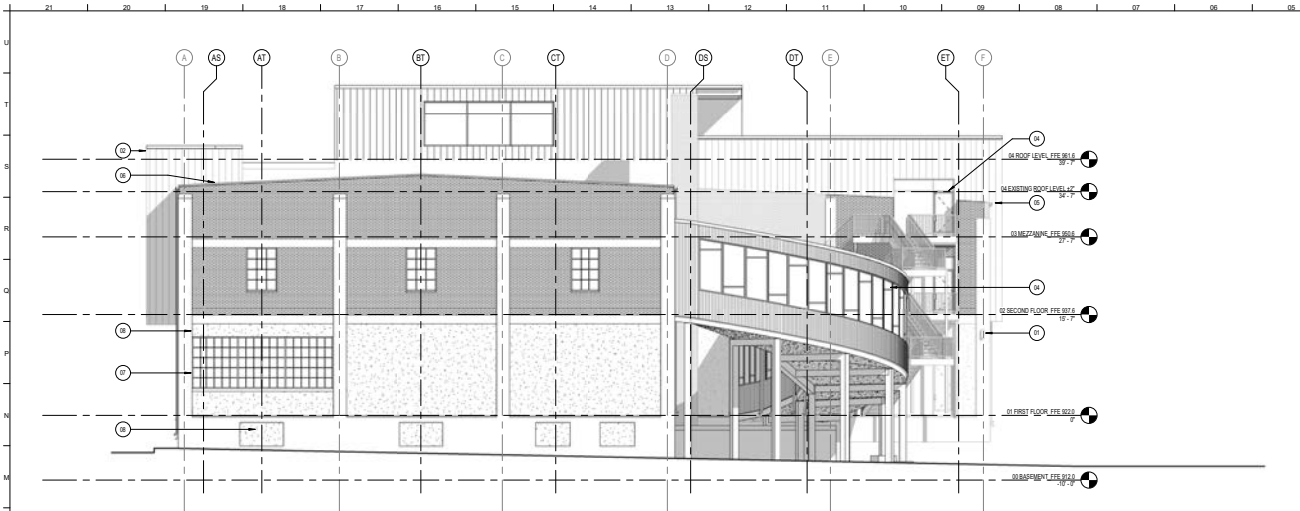
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SHEET DESCRIPTION
EXTERIOR ELEVATIONS - NORTH & EAST

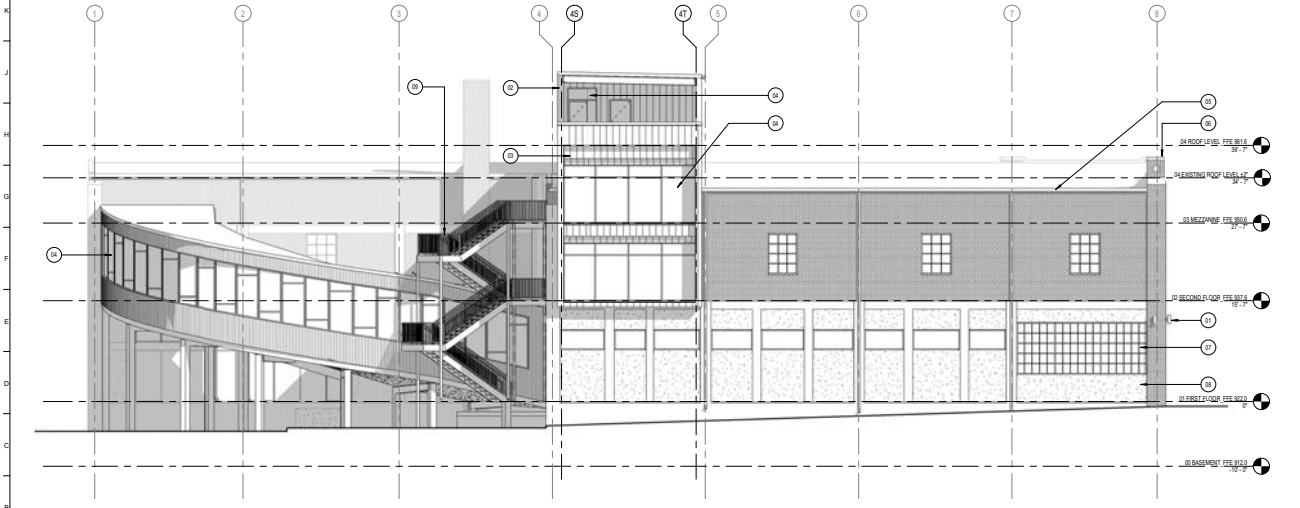
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PROJECT DATE: 2019-03-01
PROJECT NUMBER: 18030

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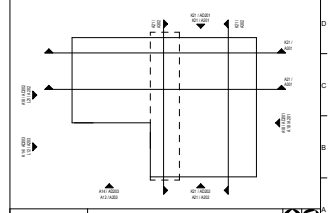
L21 BUILDING ELEVATION - WEST
1/8" = 1'-0"
PUBLIC ALLEY



A21 BUILDING ELEVATION - SOUTH
1/8" = 1'-0"
CLOSED PRIVATE ALLEY

- GENERAL NOTES**
- FLOOR PLANS
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 - ALL MORTAR JOINTS TO BE CONCAVE UNLESS NOTED OTHERWISE.
 - ALL EXTERIOR STEEL SHALL BE FLAT AND COMPLETELY PAINTED WITH HIGH PERFORMANCE COATING PRIOR TO INSTALLATION. VERIFY COLOR WITH ARCHITECT.
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- KEYED NOTES**
- ELEVATIONS
- NEW BLACK UP/DOWN LIGHTS CENTERED ON EXISTING COLUMN. NO EXPOSED CONDUIT ON EXTERIOR ALLOWED.
 - BLACK METAL PANEL SYSTEM WITH CONCEALED FASTENERS.
 - GRIP METAL PANEL SYSTEM WITH CONCEALED FASTENERS.
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 - NEW PINK FINISHED WFL, GUTTERS & DOWNSPOUTS, TYP.
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 - NEWERS TO MATCH EXISTING CONCRETE, TYP.
 - NEW FPD. STEEL EXIT STAIR W/ VERTICAL PICKET GUARDRAIL WITH HANDRAIL.



A04 KEY PLAN
NOT TO SCALE

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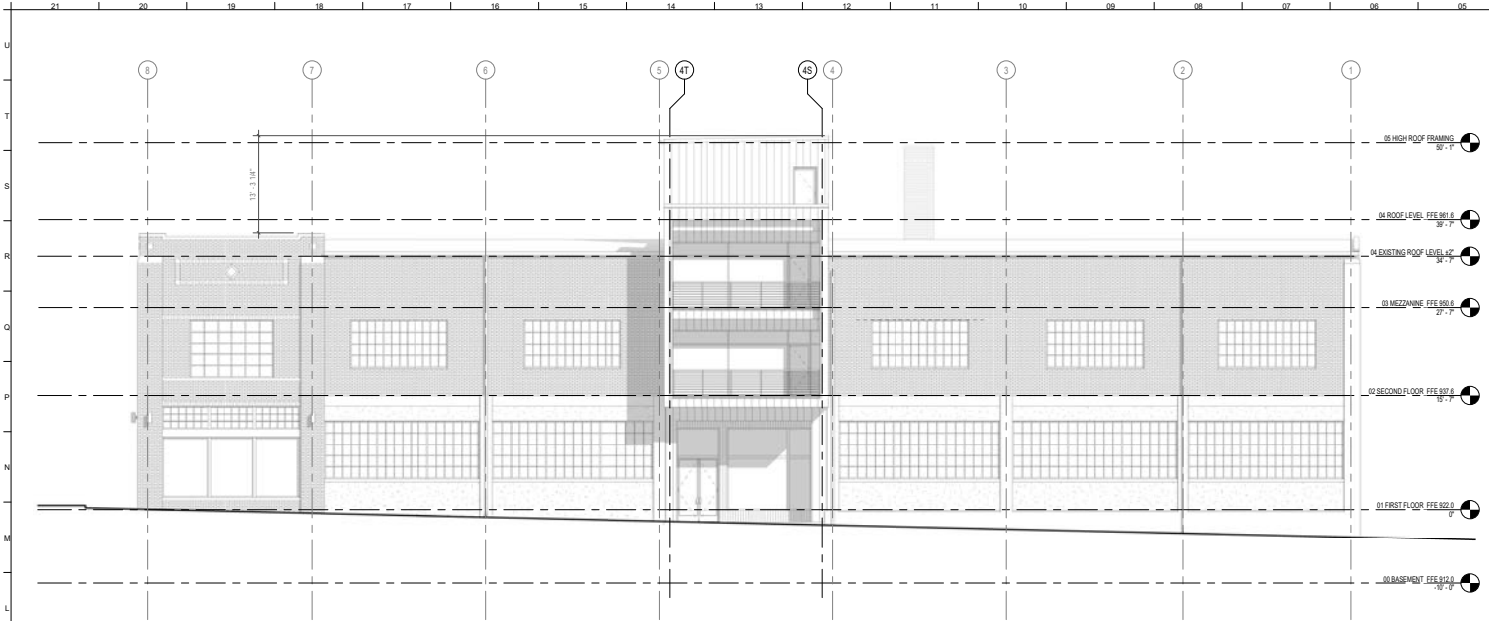
RENOVATION & ADDITION FOR:
BLUEPRINT GROUP, LLC. / AXLE LOGISTICS
HISTORIC MORTON MCGRAWY BUILDING
835 N. CENTRAL STREET, KNOXVILLE, TN 37917

NO.	ISSUED BY	DATE

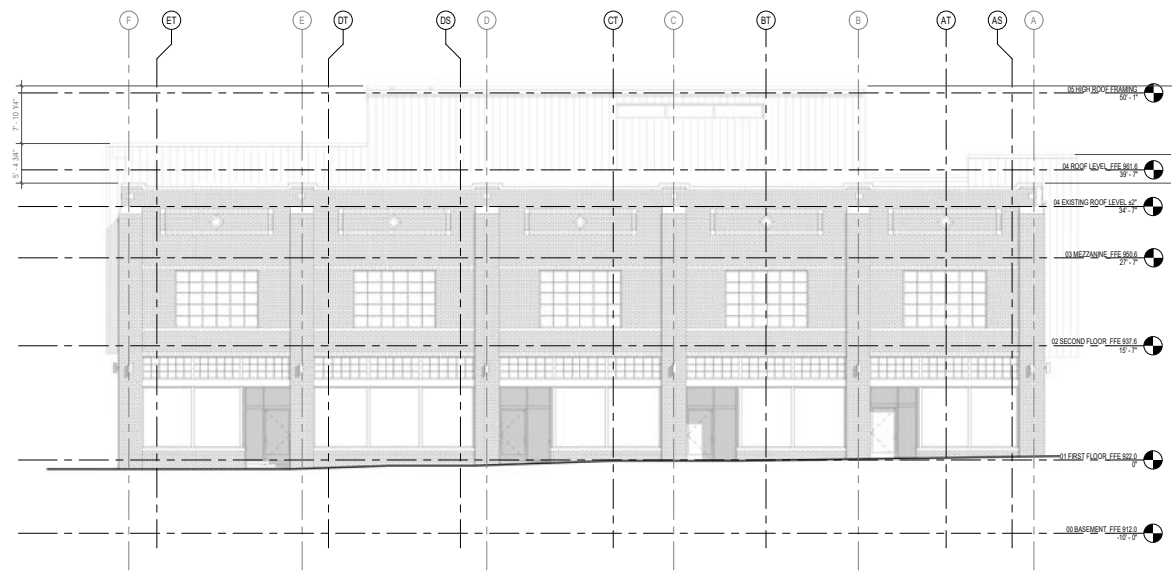
SHEET DESCRIPTION
EXTERIOR ELEVATIONS -
SOUTH & WEST

A202
PROJECT DATE: 2019-03-01
PROJECT NUMBER: 18030

COPY CLASS (REVISED)
ELECTROMECHANICAL STAMP



K21 BUILDING ELEVATION - NORTH
1/8" = 1'-0"
PRUETT PLACE



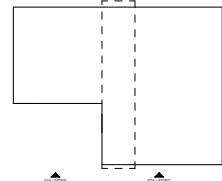
A18 BUILDING ELEVATION - EAST
1/8" = 1'-0"
N. CENTRAL STREET

GENERAL NOTES

- FLOOR PLANS
- A "C.J." INDICATES THE LOCATION OF A 'CONTROL JOINT'; "E.J." INDICATES THE LOCATION OF AN 'EXPANSION JOINT'.
 - B ALL METEORICAL JOINTS TO BE CONCAVE UNLESS NOTED OTHERWISE.
 - C ALL EXTERIOR STEEL SHALL BE FULLY AND COMPLETELY PAINTED WITH HIGH PERFORMANCE COATINGS PRIOR TO INSTALLATION. VERIFY COLOR WITH ARCHITECT.
 - D COORDINATE ALL DEVICE DIMENSIONS TO CENTER-IN-FLUSH AREAS OF MASONRY, AVOIDING OVERLAPS WITH REVEALS, RECESSES, ETC. REFER TO PLANS, DETAILS, AND ENLARGED ELEVATIONS FOR SIZES AND DIMENSIONS.
 - E REFER TO WINDOW ELEVATIONS ON A600 SERIES SHEETS FOR SIZES AND TYPE OF GLAZING SYSTEMS.
 - F REFER TO DOOR SCHEDULE AND ELEVATIONS ON A600 SERIES SHEETS FOR SIZES AND TYPE OF DOORS AND FRAMES.
 - G REFER TO A600 SERIES SHEETS FOR GLAZING TYPES.
 - H REFER TO A6000 SERIES SHEETS FOR TYPICAL MASONRY AND METAL PANEL DETAILS.
 - I FOR MECHANICAL AND ELECTRICAL EQUIPMENT NOT SHOWN IN ELEVATIONS, REFER TO MECHANICAL AND ELECTRICAL.

KEYED NOTES

- ELEVATIONS
- 01 NEW BLACK UPDOWN LIGHTS CENTERED ON EXISTING COLLUMS. NO EXPOSED CONDUIT ON EXTERIOR ALLOWED.
 - 02 BLACK METAL PANEL SYSTEM WITH CONCEALED FASTENERS.
 - 03 GREY METAL PANEL SYSTEM WITH CONCEALED FASTENERS.
 - 04 NEW BLACK RECESSED STORFRONT SYSTEM W/ 1" CLEAR INSULATED GLAZING, TYP.
 - 05 NEW KYNAR FINISHED MET. GUTTERS & DOWNSPOUTS, TYP.
 - 06 EXISTING PRECAST COUING TO REMAIN. PATCH & REPAIR AS REQUIRED.
 - 07 NEW CLEAR TEMPERED INSULATED EXTERIOR STORFRONT WITH APPLIED MOUNTING, TYP.
 - 08 NEW EPS TO MATCH EXISTING CONCRETE, TYP.
 - 09 NEW PTD. STEEL EXIT STAIR W/ VERTICAL PICKET GUARDRAIL WITH HANDRAIL.



A04 KEY PLAN
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835 N. CENTRAL STREET, KNOXVILLE, TN 37917

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SHEET DESCRIPTION:
EXTERIOR ELEVATIONS - NORTH & EAST

A201

PROJECT DATE	PROJECT NUMBER
2019-03-01	18030

C.O.K. ALABR REVIEW /
ELECTRONIC SIGNATURE STAMP



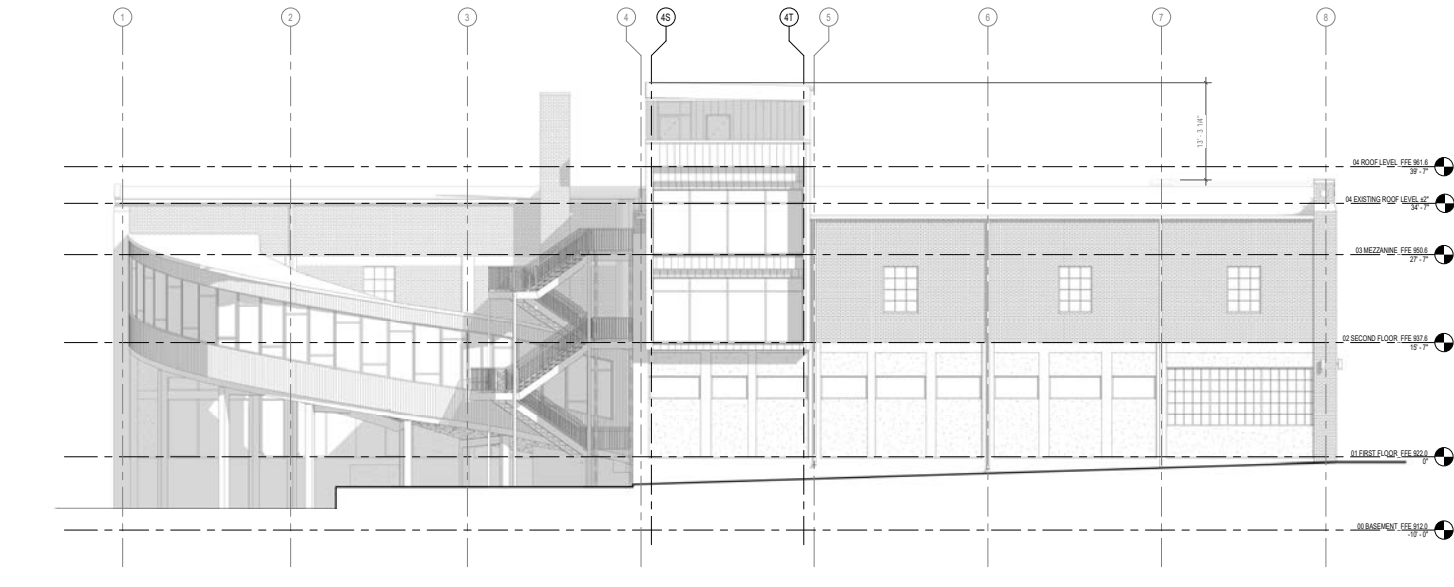
L21 BUILDING ELEVATION - WEST
1/8" = 1'-0" PUBLIC ALLEY

GENERAL NOTES

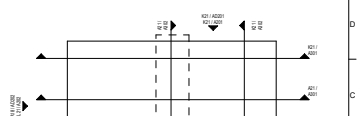
- FLOOR PLANS
- A "C.J." INDICATES THE LOCATION OF A 'CONTROL JOINT'. "E.J." INDICATES THE LOCATION OF AN 'EXPANSION JOINT'.
 - B ALL WOOD JOINTS TO BE CONCAVE UNLESS NOTED OTHERWISE.
 - C ALL EXTERIOR STEEL SHALL BE FULLY AND COMPLETELY PAINTED WITH HIGH PERFORMANCE COATINGS PRIOR TO INSTALLATION. VERIFY COLOR WITH ARCHITECT.
 - D COORDINATE ALL DEVICE DIMENSIONS TO CENTER-IN-FLUSH AREAS OF MASONRY, AVOIDING OVERLAPS WITH REVEALS, RECESSES, ETC. REFER TO PLANS, DETAILS, AND ENLARGED ELEVATIONS FOR SIZES AND DIMENSIONS.
 - E REFER TO WINDOW ELEVATIONS ON A400 SERIES SHEETS FOR SIZES AND TYPE OF GLAZING SYSTEMS.
 - F REFER TO DOOR SCHEDULE AND ELEVATIONS ON A400 SERIES SHEETS FOR SIZES AND TYPE OF DOORS AND FRAMES.
 - G REFER TO A400 SERIES SHEETS FOR GLAZING TYPES.
 - H REFER TO A4000 SERIES SHEETS FOR TYPICAL MASONRY AND METAL PANEL DETAILS.
 - I FOR MECHANICAL AND ELECTRICAL EQUIPMENT NOT SHOWN IN ELEVATIONS, REFER TO MECHANICAL AND ELECTRICAL.

KEYED NOTES

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 - 06 EXISTING PRECAST COUPLING TO REMAIN PATCH & REPAIR AS REQUIRED.
 - 07 NEW CLEAR TEMPERED INSULATED EXTERIOR STOREFRONT WITH APPLIED MOUNTING, TYP.
 - 08 NEW EPS TO MATCH EXISTING CONCRETE, TYP.
 - 09 NEW PTD STEEL EXIT STAIR W/ VERTICAL PICKET GUARDRAIL WITH HANDRAIL.



A21 BUILDING ELEVATION - SOUTH
1/8" = 1'-0" CLOSED PRIVATE ALLEY



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SHEET DESCRIPTION:
EXTERIOR ELEVATIONS - SOUTH & WEST

A202
PROJECT DATE: 2019-03-01 PROJECT NUMBER: 18030

C.O.K. KLABS REVIEW / ELECTRONIC SIGNATURE STAMP

Historical Image & Information Citations:

Thompson Brothers. Delivery Truck. 11 May 1942, C.M. McClung Historical Collection, Knox County Public Library, Knoxville, TN, Morton & McCrary Motor Co. Parked in front of Chrysler and Plymouth Sales & Service.

Thompson Brothers. Morton - McCrary Motos. 29 Apr. 1942, C.M. McClung Historical Collection, Knox County Public Library, Knoxville, TN, Building repair area on second floor. Cars parked in street. Ordered by Liquidating Trustees of East Tennessee Bank. April 29, 1942.

Thompson Brothers. Morton - McCrary Motors. 29 Apr. 1942, C.M. McClung Historical Collection, Knox County Public Library, Knoxville, TN, Chrysler and Plymouth sign. Cars parked in street. Ordered by Liquidating Trustees of East Tennessee Bank. April 29, 1942.

Knoxville News-Sentinel. "Fire Damages Hull-Dobbs." The Knoxville News-Sentinel [Knoxville, TN], 1 Jan. 1964, pp. 01-08.

Knoxville News-Sentinel. "The Knoxville News-Sentinel." The Knoxville News-Sentinel [Knoxville, TN], 20 Nov. 1946, p. 01.

Knox News Sentinel. "Hull - Dobbs Building." Knox News Sentinel, www.knoxnews.com/. Accessed 7 Feb. 2019.

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