



DESIGN REVIEW REQUEST

- DOWNTOWN DESIGN (DK)
- HISTORIC ZONING (H)
- INFILL HOUSING (IH)

Glenn B. Lindsay, Principal, Lindsay & Maples, Architects, Inc.

Applicant

March 30, 2020

April 15, 2020

4-B-20-DT
~~Plans Review R20-0318~~

Date Filed

Meeting Date (if applicable)

File Number(s)

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Owner
- Contractor
- Engineer
- Architect/Landscape Architect

Glenn B. Lindsay, Principal

Lindsay & Maples, Architects

Name

Company

139 Fox Road, Suite 115

Knoxville

TN

37922

Address

City

State

Zip

865-524-8684

glindsay@lindsaymaples.com

Phone

Email

CURRENT PROPERTY INFO

Jeff Maples, Vice Chancellor, Univ of Tennessee

(maples@utk.edu) 405 B Andy Holt Tower

865-974-3061

Owner Name (if different from applicant)

Owner Address

Owner Phone

600 Henley Street, Knoxville, TN 37902

X094MC010, Block #04041

Property Address

Parcel ID

Downtown Knoxville

DK-G

Neighborhood

Zoning

AUTHORIZATION

[Signature]
Staff Signature

Michael Reynolds
Please Print

3/30/2020
Date

[Signature]
Applicant Signature

Glenn B. Lindsay, Principal, Lindsay & Maples

3/30/2020

Please Print

Date

REQUEST

DOWNTOWN DESIGN

Level 1:

- Signs Alteration of an existing building/structure

Level 2:

- Addition to an existing building/structure

Level 3:

- Construction of new building/structure Site design, parking, plazas, landscape

See required Downtown Design attachment for more details.

- Brief description of work: Grading, paving, and landscaping of Locust Street Plaza/Entry, to include off street parking for handicapped and special needs clients of UT Audiology Speech Pathology, as well as a city bus stop.

HISTORIC ZONING

Level 1:

- Signs Routine repair of siding, windows, roof, or other features, in-kind; Installation of gutters, storm windows/doors

Level 2:

- Major repair, removal, or replacement of architectural elements or materials Additions and accessory structures

Level 3:

- Construction of a new primary building

Level 4:

- Relocation of a contributing structure Demolition of a contributing structure

See required Historic Zoning attachment for more details.

- Brief description of work:

INFILL HOUSING

Level 1:

- Driveways, parking pads, access point, garages or similar facilities Subdivisions

Level 2:

- Additions visible from the primary street Changes to porches visible from the primary street

Level 3:

- New primary structure
 Site built Modular Multi-Sectional

See required Infill Housing attachment for more details.

- Brief description of work:

STAFF USE ONLY

ATTACHMENTS

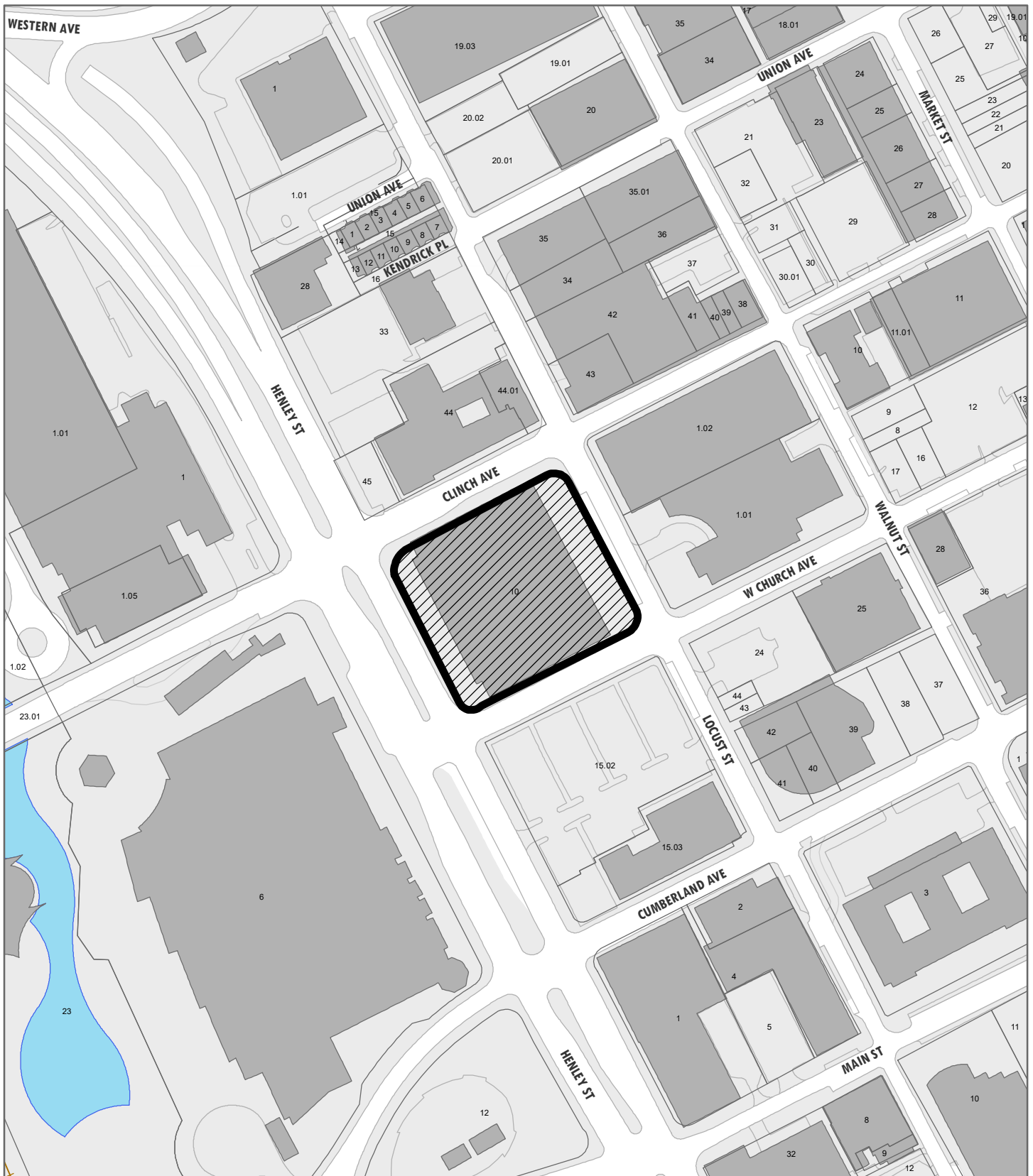
- Downtown Design Checklist
 Historic Zoning Design Checklist
 Infill Housing Design Checklist

ADDITIONAL REQUIREMENTS

- Property Owners / Option Holders

Level 1: \$50 • Level 2: \$100 • **Level 3: \$250** • Level 4: \$500

FEE 1:		TOTAL:
250	00	
FEE 2:		250.00
FEE 3:		



4-B-20-DT

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

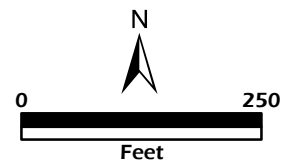
Petitioner: **Glenn Lindsay / Lindsay & Maples, Architects, Inc.**

**DOWNTOWN
DESIGN
REVIEW
BOARD**



600 Henley St.
Level 3: Construction of new building/structure

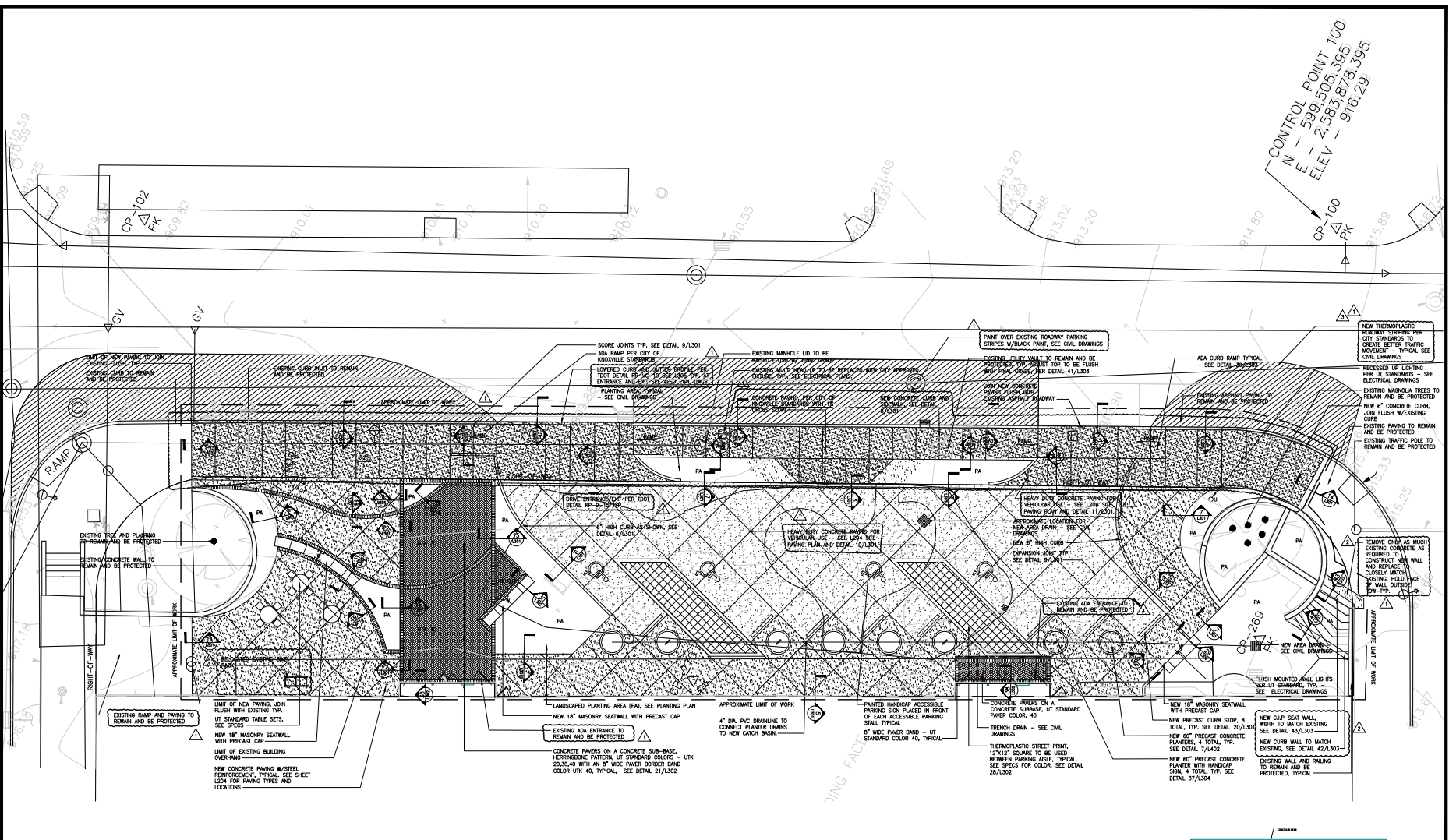
Original Print Date: 3/31/2020
Revised:
Knoxville/Knox County Planning · Downtown Design Review Board





CONFERENCE CENTER RENOVATIONS
(SUBPROJECT 2 AUDIOLOGY AND SPEECH PATHOLOGY)
UNIVERSITY OF TENNESSEE
KNOXVILLE, TENNESSEE

SEC No. 540/0059-08-2018



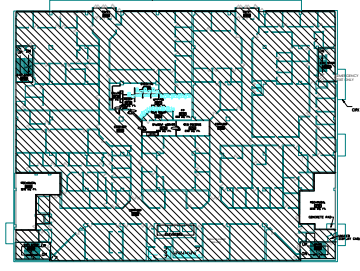
CONTROL POINT 100
N - 599.505
E - 2,983.187
ELEV - 395.395
916.29

SITE NOTES:

1. THE LOCATION OF ALL SURFACE AND UNDERGROUND STRUCTURES AND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR AT GROUND BREAK BEFORE DIGGING CALL TENNESSEE ONE CALL 1-800-361-1111. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING STRUCTURES AND UTILITIES FROM DAMAGE AS REQUIRED DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE INJURED PARTY.
2. ALL ELEVATIONS ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE CONTRACTOR AT GROUND BREAK.
3. HALF TONE IMAGES WITHIN LIMITS OF WORK ARE OF EXISTING CONDITIONS OR WORK BY OTHERS WHICH IS SHOWN FOR REFERENCE ONLY.
4. INSTALL EROSION CONTROL, SEGMENT BARRIERS, SILT FENCES, AND TREE PROTECTION DEVICES PRIOR TO STARTING GRADING AND GROUND OPERATIONS. INSTALL STRAW BALES AROUND ALL STORM SEWER STRUCTURES AS SHOWN ON THE DRAWINGS AND AS DIRECTED. MAINTAIN EROSION CONTROL MEASURES DURING CONSTRUCTION AS REQUIRED IN ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, ETC. OF AUTHORITIES HAVING JURISDICTION.
5. FINISHED GRADES SHALL SLOPE AWAY FROM BUILDING. ALL AREAS SHALL BE GRADED TO BE FREELY DRAINING AND TO PREVENT STANDING WATER.
6. PLACE A MINIMUM 4" OF APPROVED TOPSOIL ON CLEAN SUBGRADE WITHIN AREAS DESIGNATED TO BE PLANTED OR SOODED.
7. SEED ALL DISTURBED AREAS IMMEDIATELY UPON COMPLETION OF GRADING OPERATIONS UNLESS OTHERWISE NOTED, WITH TURF-TYPE TALL FEECUL AT 8 POUNDS PER 1,000 S.F., AND COVER WITH TWO FEET PILING BALES OF STRAW MULCH PER 1,000 S.F.
8. ALL LIGHTING FIXTURE LOCATIONS SHALL BE STAMPED IN THE FIELD FOR APPROVAL BY THE LANDSCAPE ARCHITECT BEFORE INSTALLATION.
9. SWITCHING LOCATIONS AND CIRCUITRY SHALL BE COORDINATED WITH THE SITE PLAN, POWER AND LIGHTING PLANS.
10. ALL JUNCTION BOXES SHALL BE BELOW GRADE OR OTHERWISE HIDDEN FROM VIEW.

KEY TO ABBREVIATIONS:

- TC TOP OF CURB
- BC BOTTOM OF CURB
- TR TOP OF RAMP
- BR BOTTOM OF RAMP
- FS FINISHED SURFACE
- FG FINISHED GRADE
- HP HIGH POINT
- LP LOW POINT
- UG TOP OF GRADE
- UP TOP OF WALL
- UB BOTTOM OF WALL
- TW TOP OF WALL
- ◆ EXPANSION JOINT
SEE DETAIL 9/1301



Key Plan
SCALE: 1" = 8'

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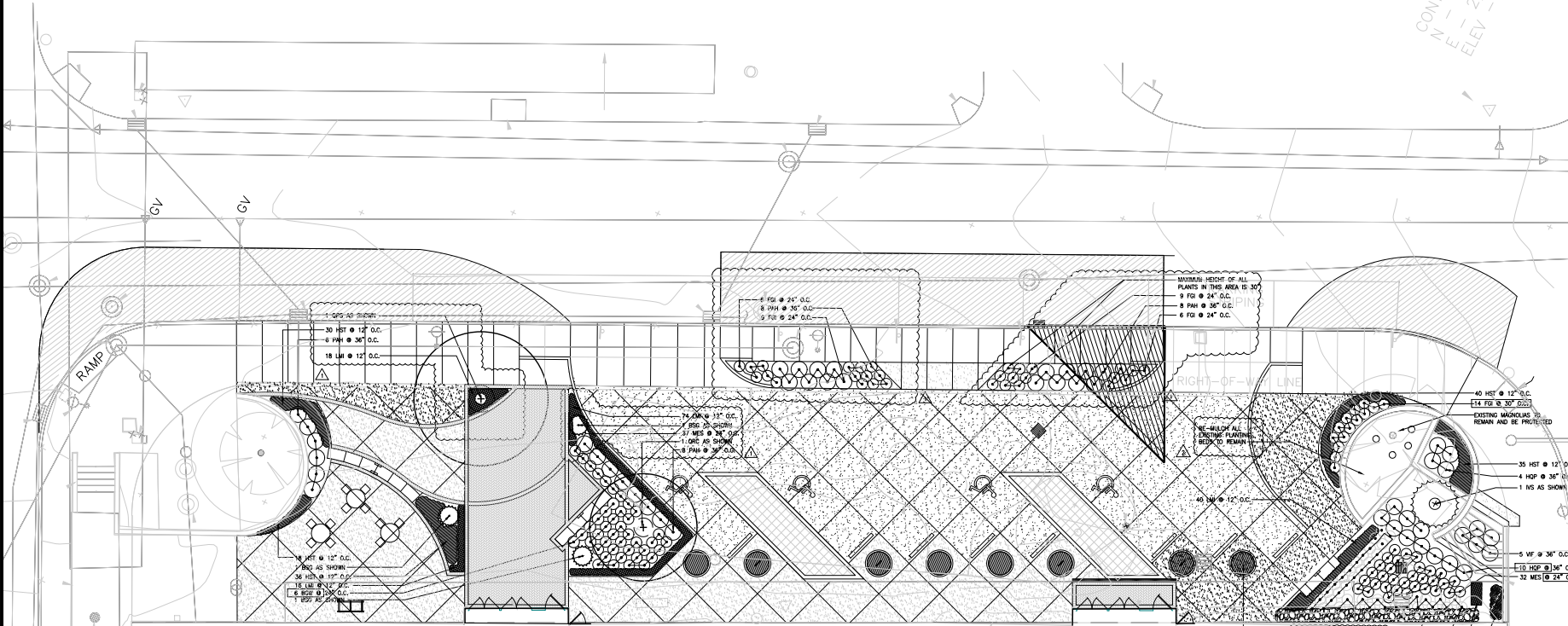
Drawn By: ROSS/FOWLER

Sheet Contents:

DATE		REVISION	
NO.	DATE	ADD.	DATE
1	11/15/19		
2	12-3-19		
3	12-16-19		
4	4-6-20		

Sheet Number:
L 201

CONTROL POINT 100
 N - 599,505.395
 E - 2,583,878.395
 ELEV - 916.29



PLANTING NOTES:

1. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR AT GROUND BREAK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE AS REQUIRED DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER.
2. AT START OF CONSTRUCTION OPERATIONS IDENTIFY AREAS OF GRASS TO BE KILLED. COMPLETELY ERADICATE ALL GRASS IN AREAS SHOWN TO BE WITHIN A MULCHED BED.
3. PROTECT EXISTING GRASS AREAS TO REMAIN. SEED ALL AREAS WITHIN AND ADJOINING PROJECT LIMITS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS WHICH ARE NOT OTHERWISE SHOWN TO BE PLANTED.
4. ALL PLANTS SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. THE LOCATION OF ALL TREES SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT BEFORE THE DIGGING OF PITS. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY LANDSCAPE ARCHITECT.
6. ESTABLISH SMOOTH CURVILINEAR MOWING/BED LINES WHERE LAWN MEETS MULCHED SHRUB OR GROUND COVER MASS. BED LINE LOCATIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE BEGINNING BED PREPARATION.
7. PROVIDE APPROVED TOPSOIL TO PERFORM INCIDENTAL GRADING WORK.
8. HALF TONE IMAGES ARE EXISTING CONDITIONS INCLUDED FOR REFERENCE. PROTECT FROM DAMAGE.
9. ALL AREAS OF MASS PLANTING SHALL RECEIVE 8" OF APPROVED TOPSOIL/BACKFILL MIX.
10. TOPSOIL AND BACK FILL MIX SHALL BE APPROVED IN ACCORDANCE WITH THE CLEARING SECTION OF THE SPECIFICATIONS.
11. MULCH ALL AREAS OF TREE, SHRUB AND GROUND COVER MASS PLANTING WITH 3" OF [FINE STRAW] MULCH AS SPECIFIED.

LINDSAY & MAPLES ARCHITECTS, INC.
 139 FOX ROAD, SUITE 115 KNOXVILLE, TN 37922-3472
 PHONE (865) 524-8684 FAX (865) 524-8686



CONFERENCE CENTER RENOVATIONS
 (SUBPROJECT 2 AUDIOLOGY AND SPEECH PATHOLOGY)
 UNIVERSITY OF TENNESSEE
 KNOXVILLE, TENNESSEE
 SEC No. 5401009-08-2018

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 Drawn By: ROSS/FOWLER

Sheet Contents:

PLANTING PLAN

NO.	REVISION	DATE
1	ADD 2, 12-3-19	
2	ADD #1 4-6-20	

Sheet Number:
L 401



CONFERENCE CENTER RENOVATIONS
 SUBPROJECT 2 AUDIOLOGY AND SPEECH PATHOLOGY
 UNIVERSITY OF TENNESSEE
 KNOXVILLE, TENNESSEE
 SEC No. 540/009-08-2010

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 Drawn By: ROSS/FOWLER

Sheet Contents:

PLANTING DETAILS

Date: 11/01/19

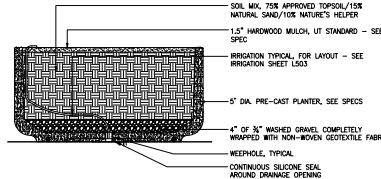
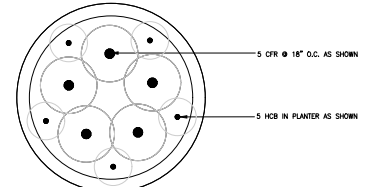
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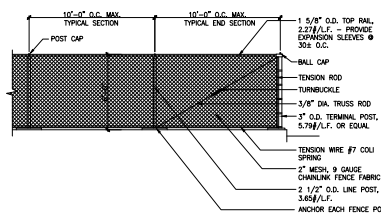
L 402

TYPE	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOTS	REMARKS
TREES	NS	ILEX VOMITORIA 'SHADOWS FEMALE'	SHADOWS FEMALE HOLLY	8'-10" HGT.	B&B	SPECIMEN FULL TO THE GROUND
	OS	QUERCUS SPINOSA	OHIOAN SPICE OAK	4" CAL.	B&B	SPECIMEN STRONG CHRL LEADER
	OS	QUERCUS PHellos 'MISTYMOON'	MISTYMOON YELLOW OAK	4" CAL.	B&B	SPECIMEN STRONG CHRL LEADER, BRANCHED 7' ABOVE THE GROUND
SHRUBS	BSW	BEBBERG X GAUMANNIENSIS 'WILLIAM PENN'	WILLIAM PENN BARBERSRY	18" HGT. X 24" WIDE	CONT.	FULL & DENSE
	BSS	BRUNIA SUPERBENS 'GREEN MOUNTAIN'	GREEN MOUNTAIN BURNINGO	30" HGT. X 30" WIDE	B&B	SPECIMEN FULL & DENSE
	HSF	HEUCHERA 'SWEET 16'	SWEET 16 FLOWY BELLS	24" HGT. X 24" WIDE	CONT.	FULL & DENSE
	MS	MANNA IMPERIALIS 'SOUT CARESS'	SOFT CARESS MANNA	17" HGT. X 14" WIDE	CONT.	FULL & DENSE
	VF	VERBENA INFIDELUM	BURSTING VERBENA	36" HGT. X 36" WIDE	CONT.	FULL & DENSE
	CR	CORNERUS 'LAVENDER'	ROSE OF SHARON	12" HGT. X 12" WIDE	CONT.	FULL & DENSE
GRASSES	FM	FENICULUM ALPESTRIS 'SWAN'	SWAN FOUNTAIN GRASS	12" HGT. X 12" WIDE	CONT.	FULL & DENSE
BIENNIS	EA	EROPHILA TERTIOIDA 'AUTUMN'	AUTUMN EURN	18" HGT. X 18" WIDE	CONT.	FULL & DENSE
PERENNIALS	FC	FOTHERGILLA GARDEN	SWAN FOTHERGILLA	18" HGT. X 18" WIDE	CONT.	FULL & DENSE
	HC	HEUCHERA 'SWEET 16'	SWEET 16 FLOWY BELLS	12" CAL.	CONT.	FULL & DENSE
	HB	HEUCHERA 'SEPTEMBER MOON'	CONAL BELLS 'SEPTEMBER MOON'	8" X 8"	CONT.	ROOTED & FULL
	CR	CORNERUS 'LAVENDER'	ROSE OF SHARON	12" HGT. X 12" WIDE	CONT.	ROOTED & FULL
	LM	LARGE MUSCAR 'SUPER BLUE'	SUPER BLUE LILLY TURF	4" CUP	CONT.	ROOTED & FULL

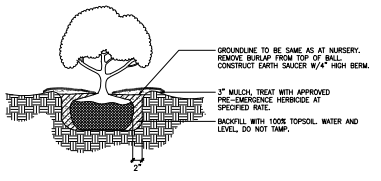
* THE ABOVE PLANT SCHEDULE IS FOR REFERENCE ONLY. PLANT QUANTITIES ON THE PLANTING PLANS SHALL TAKE PRECEDENCE OVER QUANTITIES IN THE PLANT SCHEDULE.
 ** ALL SPECIMEN TREES ON THE PROJECT TO BE SUPPLIED FROM ONE OF THE FOLLOWING NURSERY SOURCES:
 1. SELECT TREES NURSERY
 2. HUNTER NURSERY
 3. BOLD SPRINGS NURSERY
 4. APPROVED EQUIVALENT NURSERY AS APPROVED PRIOR TO BIDDING.



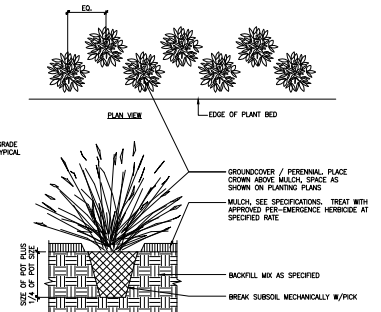
7 5' PLANTER PLANTING DIAGRAM
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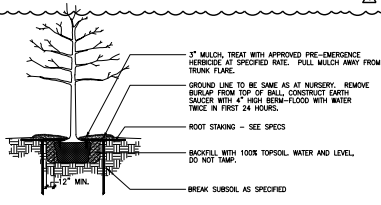
45 TEMPORARY CHAINLINK FENCE ELEVATION
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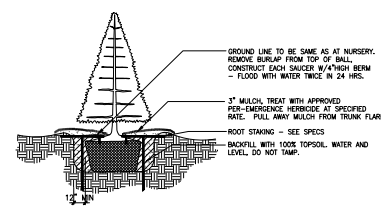
4 SHRUB PLANTING DETAIL
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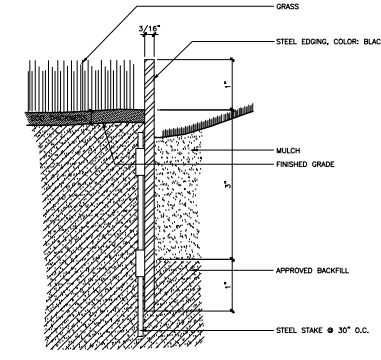
5 GROUND COVER/PERENNIAL PLANTING
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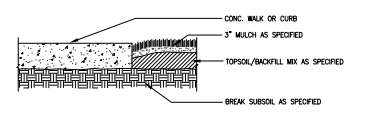
1 TREE PLANTING & ROOT STAKING
 SCALE: NOT TO SCALE



2 EVERGREEN TREE PLANTING & ROOT STAKING
 SCALE: NOT TO SCALE



6 STEEL BED EDGE
 SCALE: FULL SCALE



3 BED EDGE @ CONCRETE DETAIL
 SCALE: NOT TO SCALE

Guidelines for Selecting and Installation of Bus Shelters For Knoxville Area Transit

Introduction:

Quite often bus stops are a passenger's first entry point into Knoxville's transit bus service. Location, placement, spacing, design and service provided at bus stops significantly influence Knoxville Area Transit's system performance and passenger experience. KAT provides over 1500 bus stop locations throughout the bus service area. Stops which include extended amenities, such as bus stop shelters, are designed to provide the best rider experience. In a perfect world with unlimited resources, all bus stops would provide shelter amenities. Resource limitations, however, require KAT and City staff to carefully plan provision of transit system amenities and strive for an effective return on investment. The intent of this document is to describe bus stop shelter considerations and educate the public on the means of providing input for bus shelter planning.



KAT's Bus stop shelter planning considerations:

KAT periodically assembles staff members from its internal departments to meet as a bus stop committee. This committee reviews bus system ridership trends, impacts of potential route changes, bus stop location changes, requests from the public, and resources available. When considering nominations for potential placement of bus stop shelters, the committee considers several factors.

- How many passengers utilize the stop? Are there enough passengers to justify upgrading the bus stop to include extended amenities?
- Will the terrain and road design reasonably allow for construction of a bus stop shelter location?
- Does enough City right-of-way exist?
- What impact would an improved stop have on pedestrian and traffic flow?
- How would traffic, pedestrian and passenger safety be impacted?
- Can ADA requirements be met?
- Is funding available for construction and installation of a bus stop shelter?
- Once installed, is there enough funding and resources to service and maintain the shelter amenities?

Once a shelter nomination successfully passes these gates, a long process begins that ultimately results in placement of a bus stop shelter.

Public shelter requests:

For those desiring to provide input to bus stop shelter placement, KAT makes available an online shelter request form for public input. The more information you provide, the easier it is for KAT staff to consider your input. The request form can be found on KAT's website at www.katbus.com.

Private/Public shelter partnerships:

Partnerships sometimes form between members of the public and the City and KAT when mutual benefits can be realized from construction and installation of a bus shelter. These partnership requests may be from commercial property owners, churches, neighborhood associations, or private individuals. The same request form available on KAT's website should be used to formally request a partnership. Before initiating a partnership request, several factors should be considered to determine feasibility.

- Is the proposed location on an existing bus route? If not, then the practicality of constructing a new shelter becomes questionable. KAT cannot easily create a new route or make minor changes to an existing route. All bus routes are networked and, to the maximum extent possible, buses are scheduled to converge upon the downtown transit center at the same time. Minor changes to a route, including adding additional stops, impacts the entire system. Also, adding distance to an existing route or creating a new route can be extremely expensive and create a significant drain upon KAT's operating budget.
- Does ridership justify need for a shelter?
- What land is available for the bus stop shelter? Is it on City right-of-way, private land, land owned by another government agency, or a combination thereof? Before a bus stop shelter can be constructed, the land on which it sits must allow for City control. This may involve extension of right-of-way, easements, or land use agreements all of which are obtained through their own distinct process. If the shelter is to be provided without City assistance or involvement and constructed on private land, the structure is subject to compliance with City building codes and requires permitting.
- What funding is available? Does the requester have funding available to defray the costs? In terms of 2019 dollars, typical shelter concrete pad construction normally ranges from \$5,000 to \$10,000 and KAT's standard shelter with related amenities range from \$7,000 to \$14,000, depending on size and construction/installation requirements at the location. Ongoing maintenance costs will also be a factor to consider.
- What shelter design is desired? A KAT standard shelter, a non-standard functional design, or a non-standard artistic design? All bus stop shelters, regardless of design, must comply with KAT's published standard available on KAT's web site at www.katbus.com.
- How will the shelter be serviced and maintained? Servicing involves periodically emptying the shelter trash can (if equipped), sweeping up debris, removing graffiti and cleaning the shelter glass if needed. Maintaining involves repairing damage from vehicle accidents or vandalism. KAT has the ability to service and maintain a limited number of shelters. Private entities may be required to enter into an agreement for the maintenance and service of shelters built through public/private partnerships.

Private Shelters:

Residential complexes and other businesses along KAT routes sometimes choose to install covered waiting areas on their own property near a bus stop. This can often be a quicker option to installing a shelter, especially in cases where low passenger numbers or cost effectiveness makes it difficult for KAT and the City to justify investment in a bus stop shelter. In these cases, the property owner should consider several factors.

- Will the private bus stop shelter be in the immediate vicinity of an existing bus stop?
- Do City building codes allow for the structure? Note an approved shelter design will require permitting during construction.
- Depending upon distance from the property owner's shelter to City right-of-way where the bus stops, a property line stand-off variance may be necessary.
- Will the shelter be properly located and oriented so waiting passengers can see the bus approaching the stop?
- How will access to the shelter and the shelter itself provide for compliance with ADA?
- What property insurance and liability concerns should be considered?
- How will the property owner service and maintain the shelter?

Non-Standard Shelters – Additional Considerations:

Sheltered waiting areas can be more than just a place to wait – they can be interactive, artistic, playful, landscaped spaces that create a community space for a neighborhood while enhancing the transit experience. Private/public partnerships provide a great way to create these park-like spaces.

While KAT utilizes a standard shelter design, some neighborhoods or partners may desire shelters of functional or artistic design. These unique shelters are a great way to improve an area's appeal and improve riders' transit experience.

Shelter requests involving designs outside of the KAT standard shelter design must be accompanied with professional engineering design plans demonstrating the proposed shelter complies with KAT's published standard. When KAT and City staff agree a non-standard shelter request is practical, financially acceptable and justifiable in terms of ridership, the request is subjected to varying approval processes. Additionally, non-standard shelters of artistic design are submitted to the Knoxville Art Council for review and approval.

Your part – A specialized, non-standard shelter request requires a commitment of participation in the review process. Once KAT and City staff determine a request should enter the formal review process, the requester must commit to the right amount of participation. Please ensure your shelter request is complete: addressing all areas pointed out above, provide professional engineering design plans consistent with KAT's published standard, and be available to meet with KAT and City staff to answer questions.