

Meeting: 5/15/2024
Project: Hill and Locust
Applicant: Ben Hudgins Brock Hudgins Architects

Property Information

Location: 0 W. Hill Ave. **Parcel ID** 94 M D 018
Zoning: DK (Downtown Knoxville)
Description:
New construction residential building proposed for multiple vacant parcels.

Description of Work

Level III Construction of a New Building/Structure

SUMMARY: Proposed new 18-story residential construction (10-13 stories of residential apartments above 5 stories of structured parking on the rear massing). The building is proposed for an L-shaped site at the intersections of W. Hill Ave., Locust Street, and Front Ave., located immediately north of Neyland Drive and the river. The site is significantly sloped towards the south and the river. The building is L-shaped, with a 6-story massing fronting W. Hill Ave and extending south along Locust Street, and the larger massing facing Front Ave.

SITE LAYOUT AND ACCESS: The primary access point to the garage extends from W. Hill Ave via a two-way drive accessing the parking garage, along with ride-share spots, and short term spaces. A secondary access point is located to the west/southwest side of the garage, which will extend north off Front Ave and turn right into the parking garage. The primary pedestrian access fronts Hill Avenue at the northeast corner of the building.

DESIGN ELEMENTS:

North massing: the 6-story massing fronting Hill Avenue is clad in brick veneer, featuring vertical metal accents. As the building extends south along Locust Street, a central section (increasing in number of stories at grade, due to the slope) is clad in vertical-ribbed, prefinished metal panels. A flat-roof metal canopy extends around the first story at the corner of Hill Ave and Locust Street. On this section, the windows are evenly spaced and symmetrically arranged single-light storefront systems. Four full-light entry systems are spaced along the Locust Street elevation.

South massing: the massing towards the river features a cast-in-place concrete parking garage with diagonal concrete bracing. The residential section above the garage is C-shaped, surrounding an amenity level with a pool immediately above the garage, fronting the river. The residential section is proposed to be clad in hard-coat stucco and features single-light storefront windows, aluminum and glass balconies on all elevations. The right (east) portion of the south massing (closer to Locust St) has been revised to incorporate additional stories in height.

Floor plans show the mechanical, electrical, service, and trash functions located at the southwest corner.

Applicable Design Guidelines

Downtown Design Guidelines

A. Public Realm

1. Pedestrian and Bicycle Safety

1g. Consolidate curb-cuts and locate driveways near mid-block, when necessary; alley access should be provided for service and parking, if feasible.

3. Parking Facilities

3a. Create parking garages that do not contain blank walls. Allow for future commercial uses that may not be feasible at the time of construction.

3b. Locate parking garages under structures, or provide for retail, residential or office uses that line the garage. Corner locations are preferable for commercial uses.

3g. Access to parking garages should not limit options for future development of contiguous or adjoining space, especially on corners.

4. Downtown Beautification

4a. Foster downtown beautification with landscaping and plantings, public art, and public open space.

4c. Plant street trees where possible. Choose tree planting locations that will not significantly alter the setting of or harm the materials of historic buildings.

B. Private Realm

1. Building Mass, Scale and Form

1a. Maintain a pedestrian-scaled environment from block to block.

1b. Foster air circulation and sunlight penetration around new buildings. Buildings may be designed with open space, as allowed under existing DK zoning; or buildings may be 'stepped back' on upper floors with lower floors meeting the sidewalk edge.

1c. Use building materials, cornice lines, signs, and awnings of a human scale in order to reduce the mass of buildings as experienced at the street level.

1d. Divide larger buildings into 'modules' that are similar in scale to traditional downtown buildings. Buildings should be designed with a recognizable base, middle, and top on all exposed elevations.

1e. Avoid blank walls along street-facing elevations.

2. Building Location

2a. Set buildings back five feet in order to provide wider sidewalk space when new construction in non-historic areas is to be more than half the length of the block.

2b. Consider using landscape elements to define the sidewalk edge where a building is to be set back from the sidewalk.

2d. Limit grade separations above or below the sidewalk, generally no more than 3 feet. Allow for clear sightlines into and out of buildings and plazas.

2e. Design private plazas to be pedestrian-friendly. Provide human-scale amenities and include landscaping.

3. Building Materials

3a. Use complimentary materials and elements, especially next to historic buildings.

4. Architectural Character

4a. Encourage first floor uses that draw walk-in traffic; businesses that do not require pedestrian traffic should be located on other floors.

4b. Enhance pedestrian interest in commercial and office buildings by creating a largely transparent and consistent rhythm of entrances and windows.

4c. Scale first floor signs to pedestrians.

4d. Differentiate the architectural features of ground floors from upper floors with traditional considerations such as show-windows, transoms, friezes, and sign boards.

4e. Design top floors to enhance the skyline of the block through cornices and details that are harmonious with

adjacent architecture. 4f. Encourage the use of 'green roofs' and other sustainable practices, while minimizing the visual impact from the street.

5. Ground Floor Doors and Windows

- 5a. Use consistent rhythm of openings, windows, doorways, and entries.
- 5b. Orient primary front entrances to the main street; secondary entrances should be clearly defined and oriented to streets or alleys, as appropriate.
- 5c. Design entrances according to the proportions of the building's height and width.
- 5d. Consider corner entrances at the ends of blocks.
- 5e. All windows at the pedestrian level should be clear
- 5f. Recess ground floor window frames and doors from the exterior building face to provide depth to the facade.

6. Residential Buildings

- 6a. Elevate the first floor of townhouses and apartment buildings so that pedestrians cannot look directly into the residence from the sidewalk level.
- 6b. Design entrances to residential buildings so that access is separated from pedestrian flow on the sidewalk.
- 6c. Encourage the development of mixed-use buildings with apartments over lower story commercial uses.

7. Mechanical Equipment and Service Utilities

- 7a. Minimize the visual impact of mechanical equipment through screens or recessed/ low-profile equipment.
- 7b. Do not locate units on a primary façade.
- 7c. Screen rooftop vents, heating/ cooling units and related utilities with parapet walls or other screens. Consider sound-buffering of the units as part of the design.
- 7d. Locate utility connections and service boxes on secondary walls.
- 7e. Reduce the visual impacts of trash storage and service areas by locating them at the rear of a building or off an alley, when possible.
- 7f. Screen dumpsters from view.
- 7g. Locate satellite dishes out of public view, where possible.
- 7h. Allow solar panels and other technological advances on rooftops and other unobtrusive locations. Solar panels should not be considered on the elevations of historic buildings.

The Boulevard District:

- 2a. Design building entrances to be clearly oriented to the street.
- 2b. Encourage building forms that are complimentary to the mass of adjacent buildings.
- 2c. Design building elevations to compliment the buildings along the side or back streets when buildings are to face more than one street.
- 2d. Screen service facilities or incorporate them into the design of new buildings so that they are not obtrusive.

Comments

1. SITE: the building is proposed for a series of adjacent vacant parcels, which have historically been cleared and used as occasional surface parking. Part of the building (the Hill Avenue massing) is zoned DK-G (Grid subdistrict), while the south massing is zoned DK-B (Boulevard subdistrict). The block on W. Hill Avenue contains an eclectic mix of significant historic houses, historic multi-family structures, and a contemporary multi-family building. The site is on the edge of downtown, fronting Neyland Drive and the riverfront, with the Maplehurst neighborhood to the west and the City-County Building to the east. The architectural context is varied in time period, detail, and scale. The new building will be significantly larger in scale and massing than the surrounding buildings.

2. PARKING: the application includes a 5-story structured parking garage, with access off Front Avenue and W. Hill Avenue. The primary garage access point is located on W. Hill Avenue, and will feature two separated lanes for vehicle ingress and egress. The revised application includes a secondary access point off Front Street. The parking garage generate an increase in vehicle traffic for W. Hill Avenue and Front Street. Guidelines recommend

"consolidating curb-cuts and locating driveways near mid-block, when necessary," and prioritizing pedestrian safety. The access point on Hill Ave does meet the guidelines (consolidating the driveways into one curb cut) but the applicants should provide additional information on mitigation of any potential sight distance issues for cars exiting the garage, pedestrian safety measures on the sidewalk on Hill Avenue, and any necessary vehicular safety measures for cars using Front Ave to access Locust or Neyland Drive.

3. **MASSING AND SCALE:** guidelines generally encourage maintaining a pedestrian-scaled environment from block to block. The guidelines recommend dividing buildings into "modules" similar in scale to traditional downtown buildings with a recognizable base, middle, and top. The north massing fronting Hill Ave is similar in scale to adjacent buildings and other historic buildings downtown, using a largely transparent ground level separated from the residential upper levels. The south section is not pedestrian-scaled, divided into two large massings of a parking garage and a residential building. Both the parking garage and the residential massing are large in scale. The building heights have been revised since the April application, with additional height located on the right side of the south massing. The Board should discuss the scale of the building's south massing in relation to the context of the area.

4. **PEDESTRIAN EXPERIENCE:** guidelines encourage incorporating first-floor uses that are open to pedestrians and draw walk-in traffic. The project includes one café space on the first story of the Hill Avenue massing; there are no other public areas on the Locust St or Front Ave elevations. Guidelines also recommend using building materials and entries at a human scale to create an engaging pedestrian experience, avoiding blank walls along street-facing elevations, and using a "consistent rhythm of entrances and windows." The secondary elevations avoid blank walls via a series of windows moving south towards the openings to the garage. The revised drawings include four secondary entries along the Locust Street elevation to meet the zoning code.

At the May meeting, the Board discussed potential additional pedestrian engagement on the building's south elevation (facing Front Avenue). The DK Design Standards in the zoning code require a minimum transparency of 30%, measured between 2' and 10' in height, on ground floor front facades. To meet transparency standards, the application now proposes an additional open level of parking along Front Avenue. The additional ground-level parking does not further engage the pedestrian experience along Front. The application includes additional streetscape landscaping detail.

The Board should discuss the proposed ground-level design within the neighborhood context.

5. **MATERIALS:** guidelines recommend the use of building materials that "relate to the scale, durability, color, and texture of the predominate building materials in the area." The surrounding area is characterized by a wide array of exterior materials, including contemporary and historic brick masonry, stucco, and wood siding, along with contemporary office buildings and parking structures. Overall, the proposed hard-coat stucco as a primary exterior material is compatible with the context. The massings on Locust St. and Hill are broken up via different siding, with brick veneer fronting Hill Avenue.

The parking garage design has been revised to include five-story tall diagonal supports. The new diagonal supports contribute to the visual prominence of the parking garage. The ground level of the parking garage is supported by cast-in-place concrete columns which are open to the exterior.

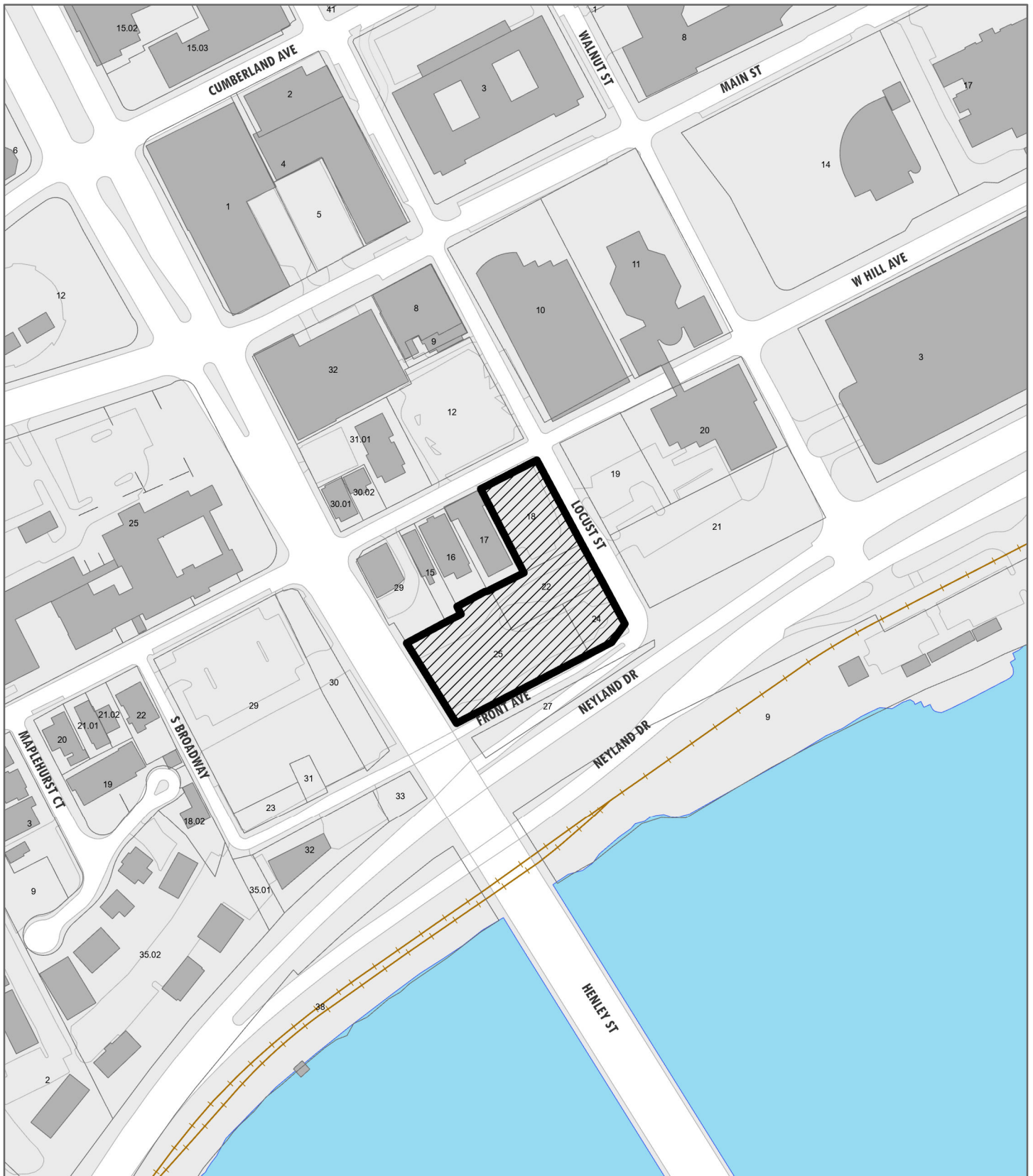
6. **MECHANICAL:** the floor plans indicate mechanical and service utilities to be located on secondary elevations. Any rooftop mechanical fixtures not depicted on plans or elevations should be set back from the roof edge and receive screening to meet the City zoning code.

7. **SIGNS:** the signs depicted on the elevation drawings do not contain sufficient information for Board review at this time; a separate signage application should be submitted to the DRB for further review.

Recommendation

The Board should discuss the overall scale of the proposed building (specifically, the south massing fronting the river) in relation to the context. The Board should also discuss the pedestrian-level design within the neighborhood context. Pending Board decision or any additional conditions related to scale, ground-level design, and exterior cladding, approval should be subject to the following conditions:

- 1) Final site plan and parking garage to meet City Engineering standards;
- 2) Final landscaping plan to meet standards of City zoning code and design guidelines;
- 3) Any mechanical equipment or service utilities not shown on plans to be placed on secondary elevations and receive screening as necessary;
- 4) Signage to return to DRB as a separate application.



4-D-24-DT

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

**DOWNTOWN
DESIGN
REVIEW
BOARD**

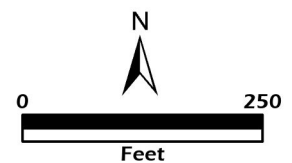


0 W. Hill Ave.

**Level 3: Construction of new building/
structure**

Original Print Date: 4/3/2024
Revised:
Knoxville/Knox County Planning · Downtown Design Review Board

Petitioner:





DESIGN REVIEW REQUEST

☒ DOWNTOWN DESIGN (DK)

☐ HISTORIC ZONING (H)

☐ INFILL HOUSING (IH)

BEN HUDGINS

Applicant

3/29/24

Date Filed

4/17/24 | 5/15/24

Meeting Date (if applicable)

4-D-24-DT

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

BEN HUDGINS

Name

BROCK HUDGINS ARCHITECTS

Company

530 MEANS STREET, SUITE 105

Address

ATLANTA

City

GA

State

30318

Zip

404-213-5271

Phone

BHUDGINS@BROCKHUDGINS.COM

Email

CURRENT PROPERTY INFO

HILL & LOCUST PARTNERS, GP

WHELCHER / GILLENWATER TRUST

WHELCHER BARBARA H & ZENITH PROPERTIES LLC

Owner Name (if different from applicant)

109 CIRCLE LN

7723 MICKELSON CT

7723 MICKELSON CT

Owner Address

KNOXVILLE TN 37919

NAPLES FL 34113

NAPLES FL 34113

Owner Phone

0 W. HILL AVE, 1015 LOCUST ST, 0 LOCUST ST, 0 FRONT AVE, 0 W. HILL AVE

Property Address

094MD018, 094MD022, 094MD024, 094MD025, 094ME033, 094ME030

Parcel ID

103

Neighborhood

DK-G, DK-B

Zoning

AUTHORIZATION

Lindsay Crockett

4.1.24

Staff Signature

Please Print

Date

Applicant Signature

BEN HUDGINS

Please Print

3/29/24

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: NEW MULTIFAMILY DEVELOPMENT AT THE INTERSECTION OF HILL AVE AND LOCUST ST. THE PROPOSED NEW DEVELOPMENT INCLUDES A STRUCTURED PARKING GARAGE, A HIGHRISE RESIDENTIAL COMPONENT ALONG FRONT AVE, AND A MIDRISE RESIDENTIAL COMPONENT FRONTING HILL AVE. RESIDENTIAL AMENITIES INCLUDE A POOL TERRACE, CLUBROOM, FITNESS, AND LOBBY.

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:

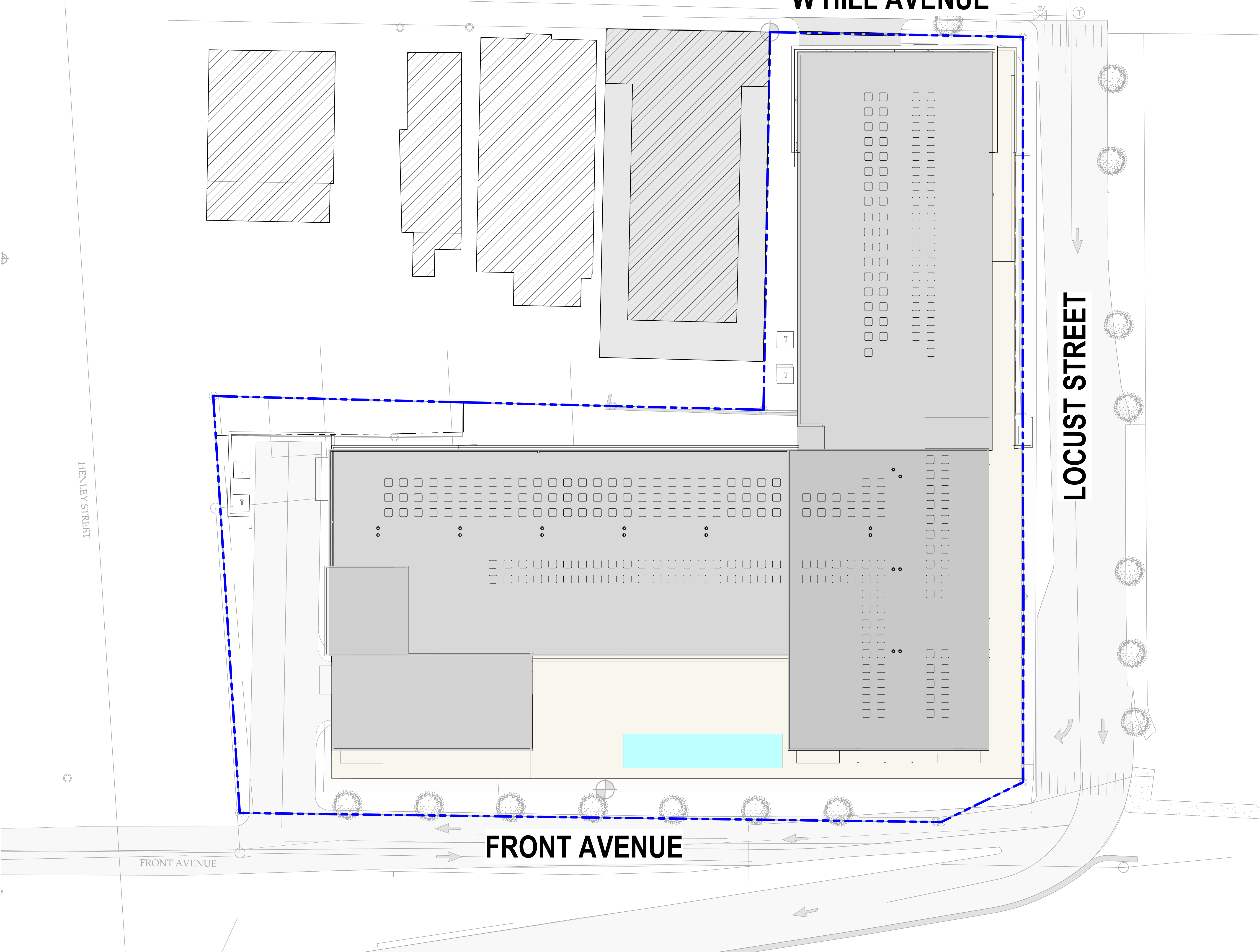
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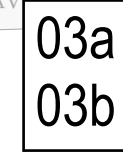
FEE 2:

FEE 3:

TOTAL:

250.00



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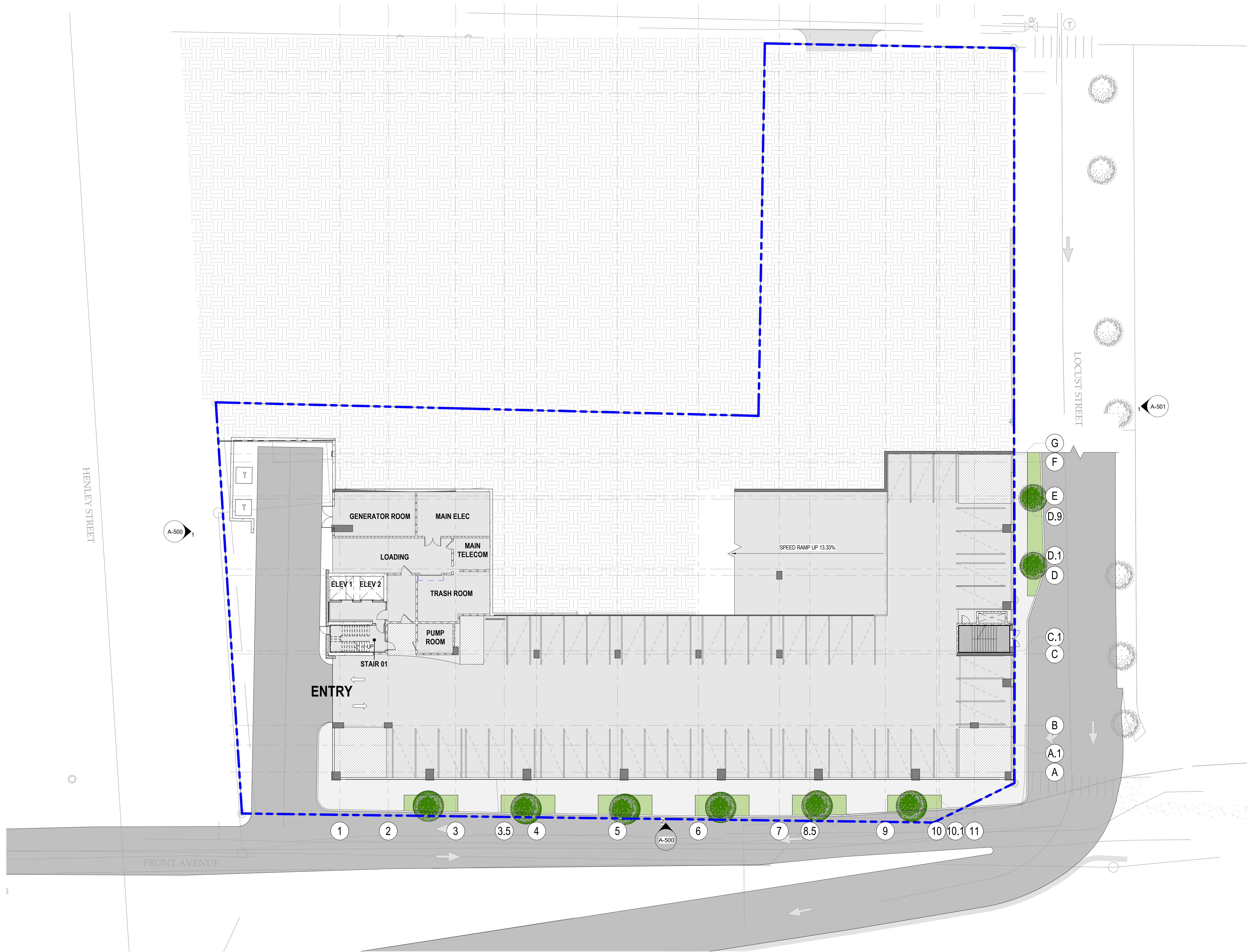
LOCUST STREET AND HILL
AVE
KNOXVILLE, TN

Project Number: 22005

G-023

NOT FOR CONSTRUCTION

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FLOOR PLAN NOTES

1. VERIFY DIMENSIONS, GRADES, BOUNDARIES AND CONSTRUCTION BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY REPORT ANY DISCREPANCIES TO ARCHITECT.
2. DO NOT SCALE DRAWINGS. USE DIMENSIONS ONLY.
3. TYPICAL DRAWINGS, DIMENSIONS, NOTES, FINISHES AND FIXTURES INDICATED ON TYPICAL PLANS, SECTIONS OR DETAILS SHALL APPLY TO SIMILAR, SYMMETRICAL OR OPPOSITE PLANS, SECTIONS OR DETAILS.
4. MATERIALS AND WORK SHALL COMPLY WITH APPLICABLE CODES AND REGULATIONS. VERIFY THAT SUBSTITUTIONS COMPLY WITH APPLICABLE CODES AND REGULATIONS.
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WINDOW SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.

STOREFRONT SYSTEM. REFER TO STOREFRONT SCHEDULE SHEET FOR SPECIFICATION.

PARKING SCHEDULE

BROCK HUDGINS
ARCHITECTS

1075 BRADY AVE. NW
ATLANTA, GA 30318
Phone: (404) 512-9530

WWW.BROCKHUDGINS.COM

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HILL AND LOCUST

LOCUST STREET AND HILL
AVE
KNOXVILLE, TN
Project Number: 22005

LEVEL P1 - OVERALL
FLOOR PLAN

AP-100

NOT FOR CONSTRUCTION



1 LEVEL P1 - OVERALL FLOOR PLAN
1/16" = 1'-0"

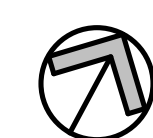
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STOREFRONT SYSTEM. REFER TO STOREFRONT SCHEDULE SHEET FOR SPECIFICATION.

PARKING SCHEDULE



1 LEVEL 01 - OVERALL FLOOR PLAN
1/16" = 1'-0"

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HILL AND LOCUST

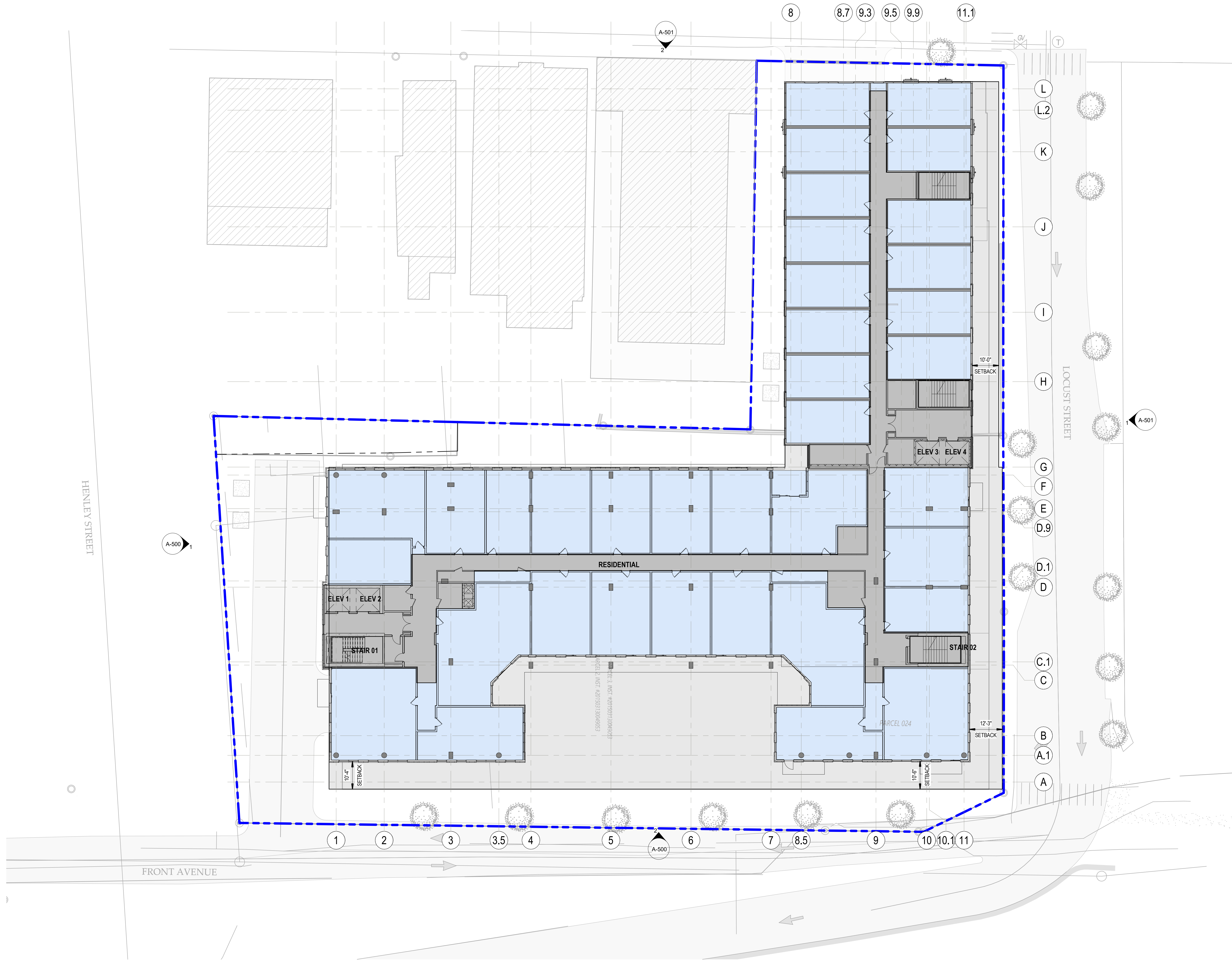
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LEVEL 1 OVERALL FLOOR
PLAN

A-101

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FLOOR PLAN LEGEND

- (X) WINDOW SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.
- (L) STOREFRONT SYSTEM. REFER TO STOREFRONT SCHEDULE SHEET FOR SPECIFICATION.

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LEVEL 05 OVERALL FLOOR
PLAN

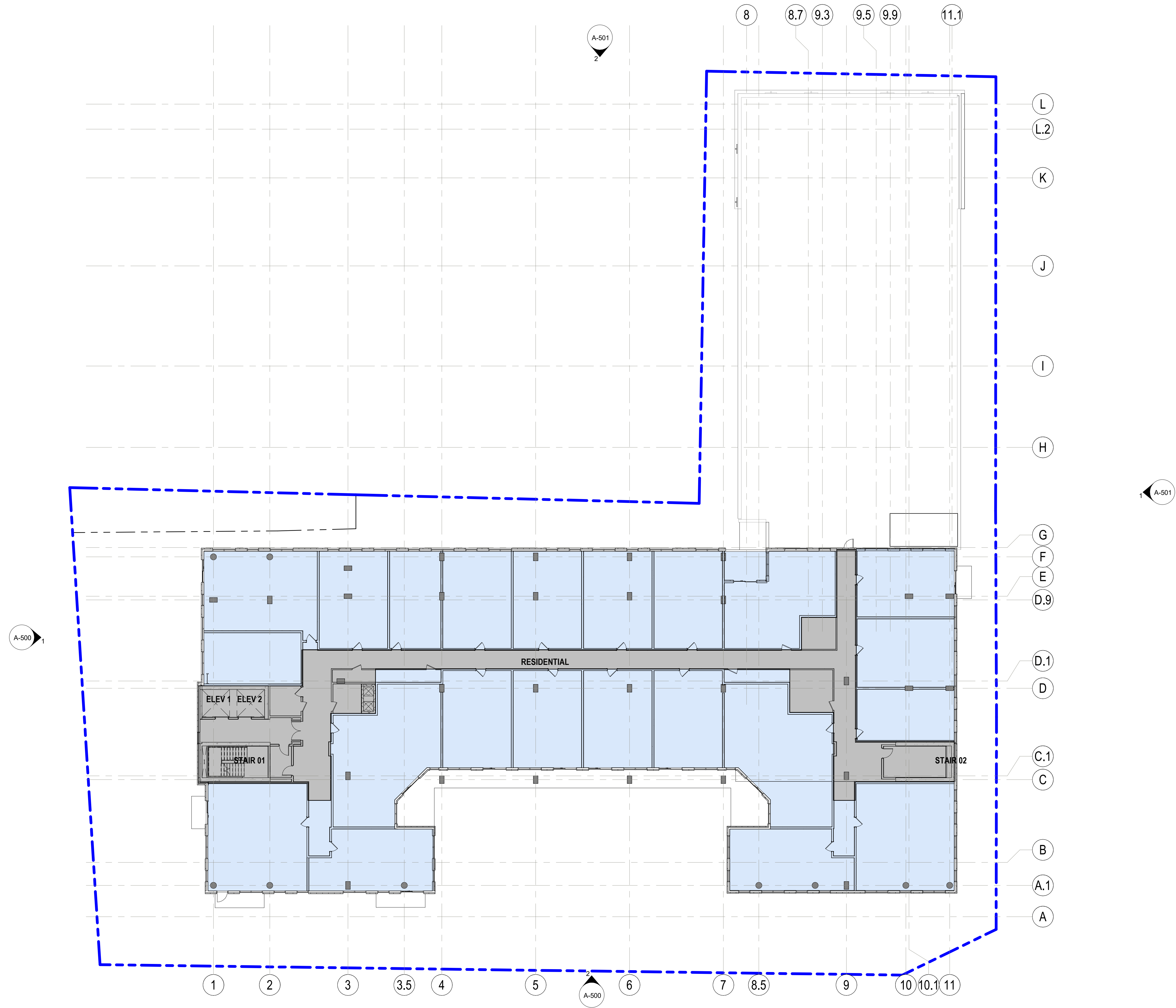
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1 LEVEL 05 - OVERALL FLOOR PLAN
1/16" = 1'-0"

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LEVEL 08 - OVERALL FLOOR
PLAN

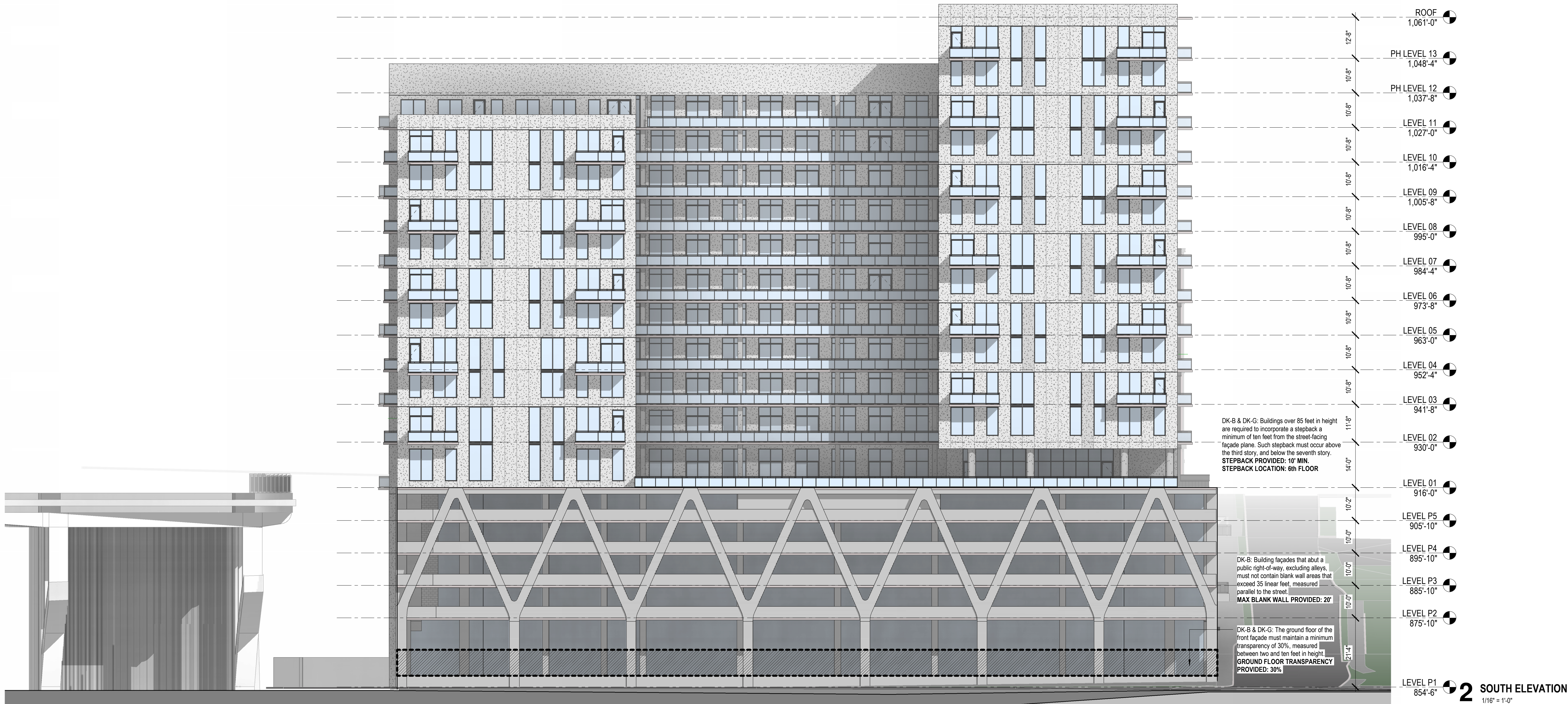
A-108

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1 LEVEL 08 - OVERALL FLOOR PLAN
1/16" = 1'-0"

C:\Users\mark.lampa\BIM\Documents\22005_Hill and Locust_CENTRAL_P02_Stepback Rev_ML.mxd 5/2/2024 8:57:07 AM



2 SOUTH ELEVATION
1/16" = 1'-0"



1 WEST ELEVATION
1/16" = 1'-0"

ELEVATION NOTES

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3. COORDINATE BUILDING SIGNAGE LOCATIONS AND REQUIREMENTS W/ OWNER AND ELECTRICAL PRIOR TO FABRICATION.
4. REFER TO RCP FOR SPECIFICATION OF EXTERIOR LIGHTING.
5. MATERIAL MANUFACTURERS AND COLORS INDICATED ON DRAWINGS ARE SUBJECT TO CHANGE DURING THE CONSTRUCTION PROCESS. ANY DEVIATIONS FROM APPROVED PLANS SHALL FOLLOW ESTABLISHED ADMINISTRATIVE PROCEDURES FOR APPROVAL.

ELEVATION LEGEND

- (X) WINDOW/STOREFRONT SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.
- MASONRY CONTROL JOINT. FINISH TO MATCH MORTAR.

EXTERIOR MATERIAL LEGEND

- ST-1**
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD
- ST-2**
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD
- C-1**
CAST IN PLACE CONCRETE
RUBBED FINISH
COLOR: TBD
- C-2**
CAST IN PLACE CONCRETE
BOARD FORMED
COLOR: TBD
- BR-1**
BRICK VENEER
STANDARD OF DESIGN:
COLOR:
- MTL-1**
PREFINISHED ALUMINUM
STANDARD OF DESIGN:
COLOR:
- MTL-2**
PREFINISHED ALUMINUM STOREFRONT
STANDARD OF DESIGN:
COLOR:
- MTL-3**
PREFINISHED METAL PANEL SMOOTH
STANDARD OF DESIGN:
COLOR:
- MTL-3**
PREFINISHED METAL PANEL - VERTICAL RIBBED
STANDARD OF DESIGN:
COLOR:

**BROCK
HUDGINS**
ARCHITECTS

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HILL AND LOCUST

LOCUST STREET AND HILL
AVE
KNOXVILLE, TN
Project Number: 22005

EXTERIOR ELEVATIONS

A-500

NOT FOR CONSTRUCTION

ELEVATION NOTES

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ELEVATION LEGEND

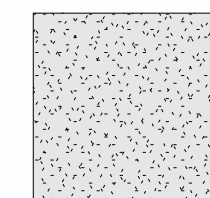


WINDOWSTOREFRONT SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.

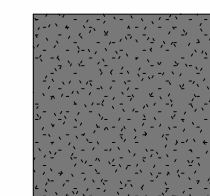


MASONRY CONTROL JOINT. FINISH TO MATCH MORTAR.

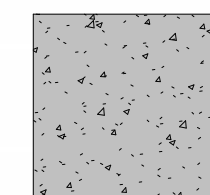
EXTERIOR MATERIAL LEGEND



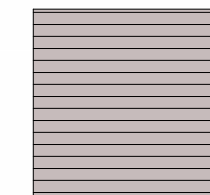
ST-1
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



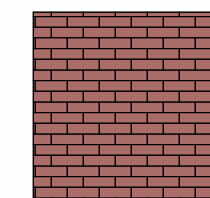
ST-2
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



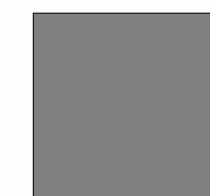
C-1
CAST IN PLACE CONCRETE
RUBBED FINISH
COLOR: TBD



C-2
CAST IN PLACE CONCRETE
BOARD FORMED
COLOR: TBD



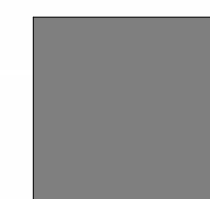
BR-1
BRICK VENEER
STANDARD OF DESIGN:
COLOR:



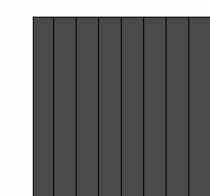
MTL-1
PREFINISHED ALUMINUM
STANDARD OF DESIGN:
COLOR:



MTL-2
PREFINISHED ALUMINUM STOREFRONT
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL SMOOTH
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL - VERTICAL RIBBED
STANDARD OF DESIGN:
COLOR:

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HILL AND LOCUST

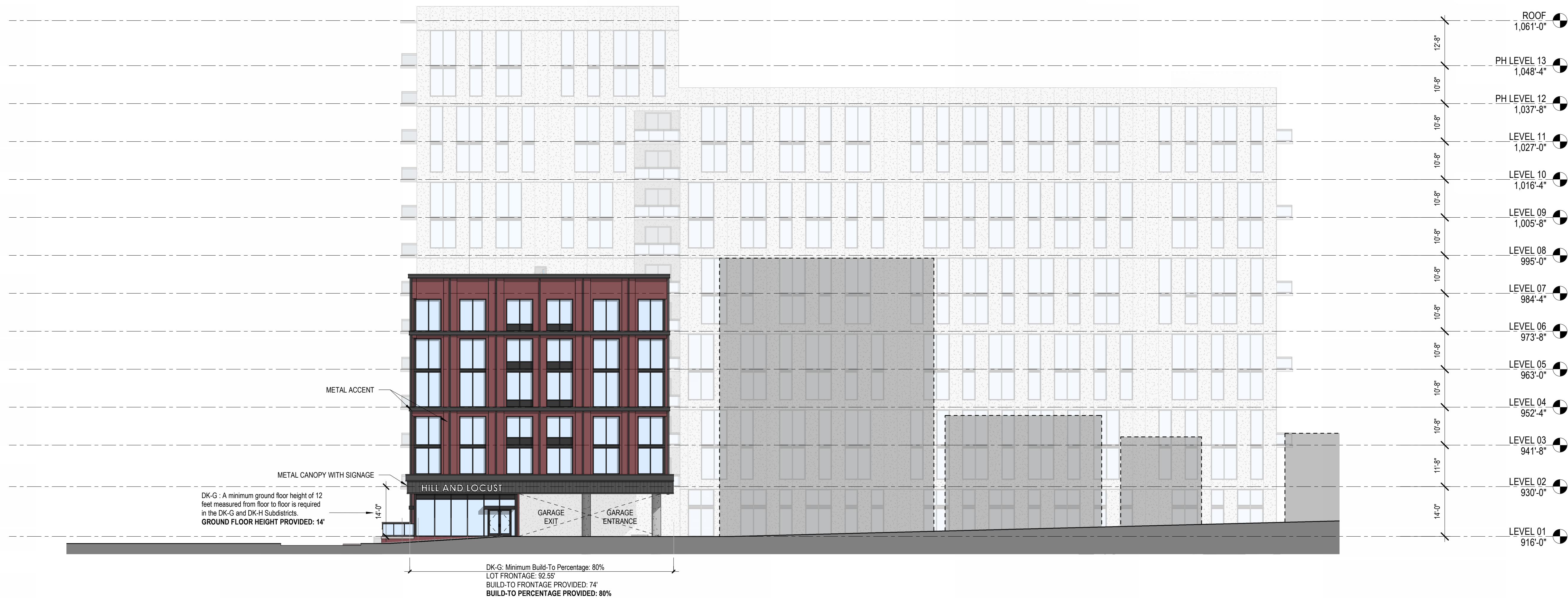
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AVE
KNOXVILLE, TN

Project Number: 22005

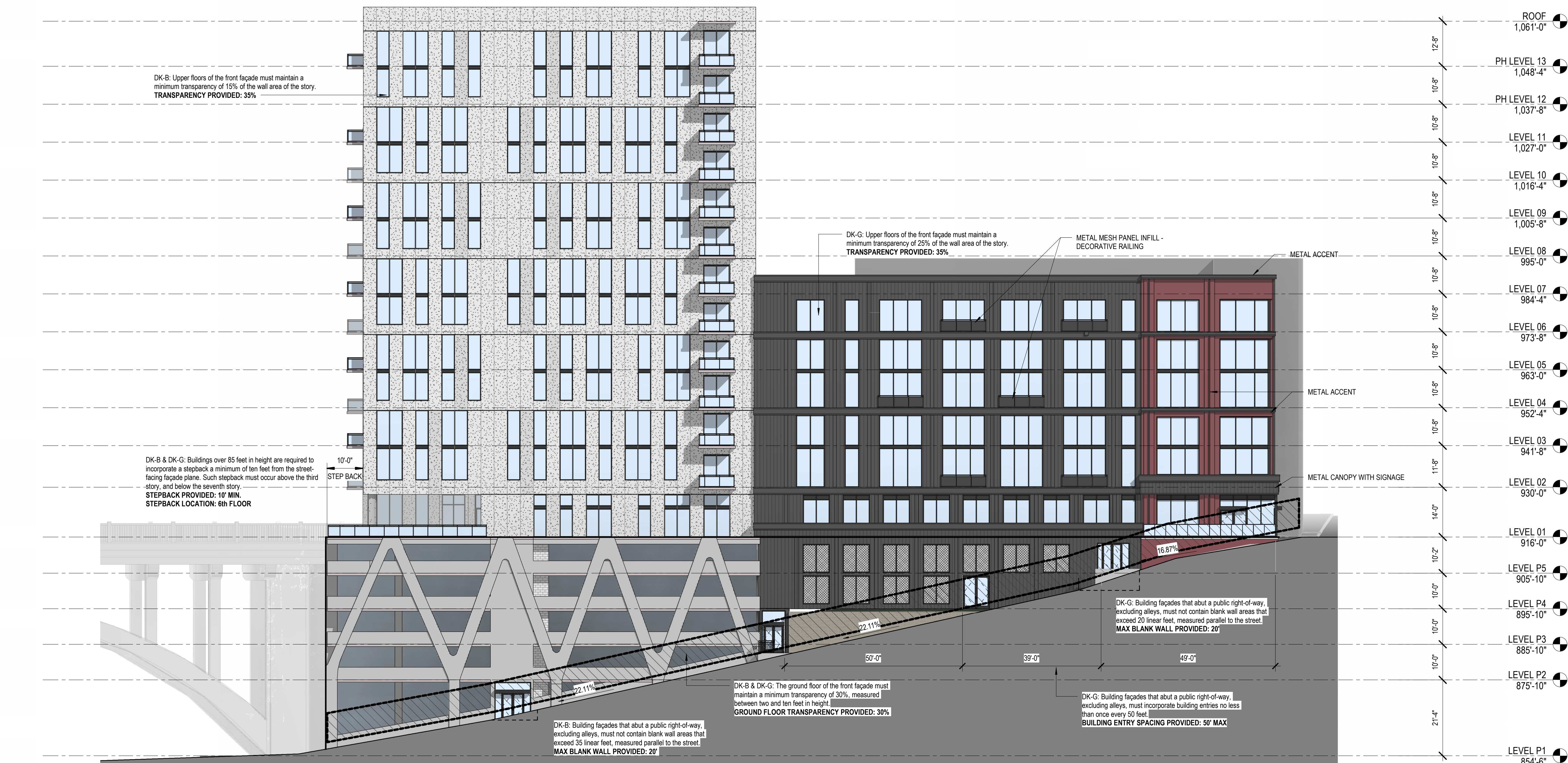
EXTERIOR ELEVATIONS

A-501

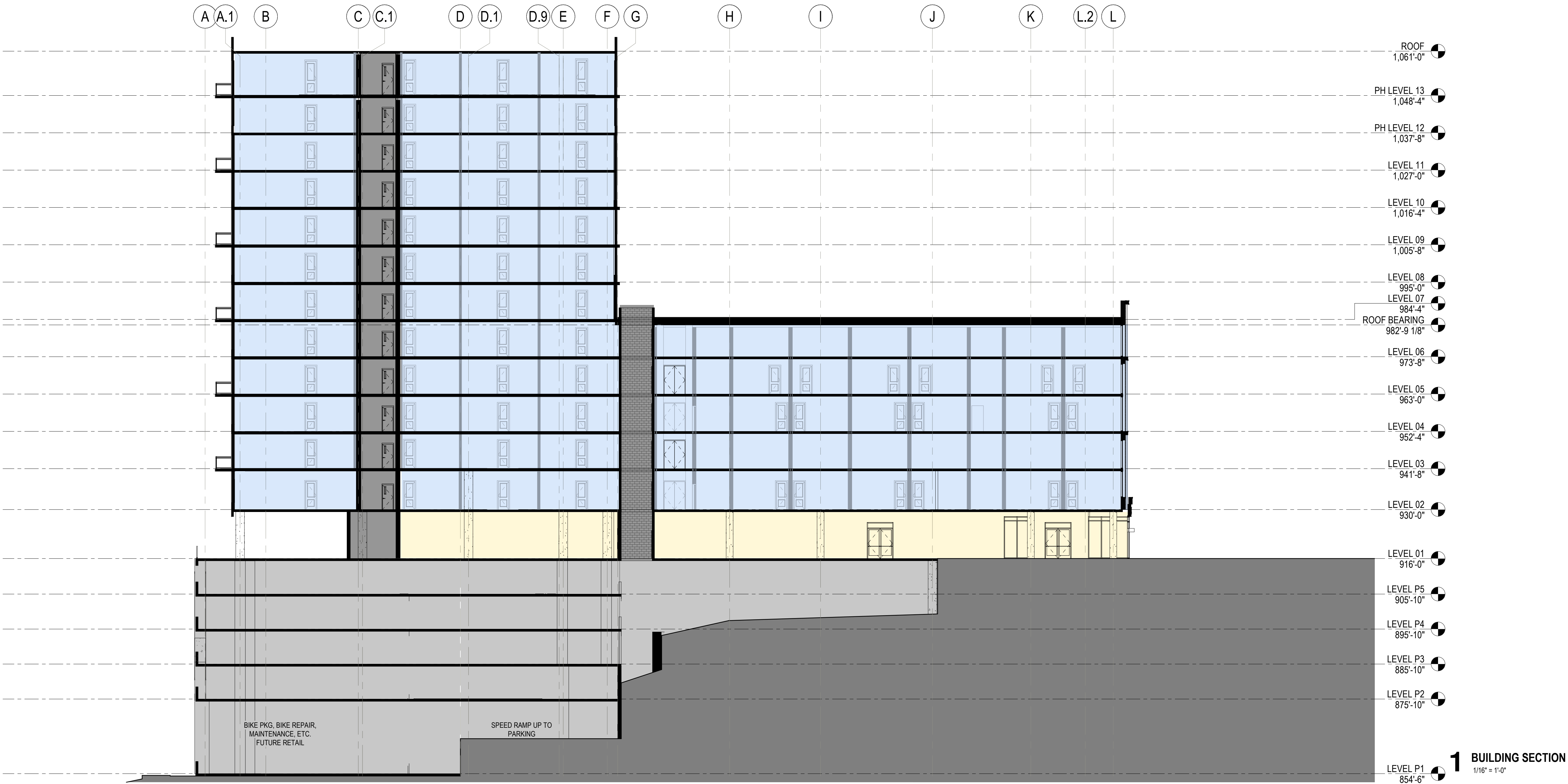
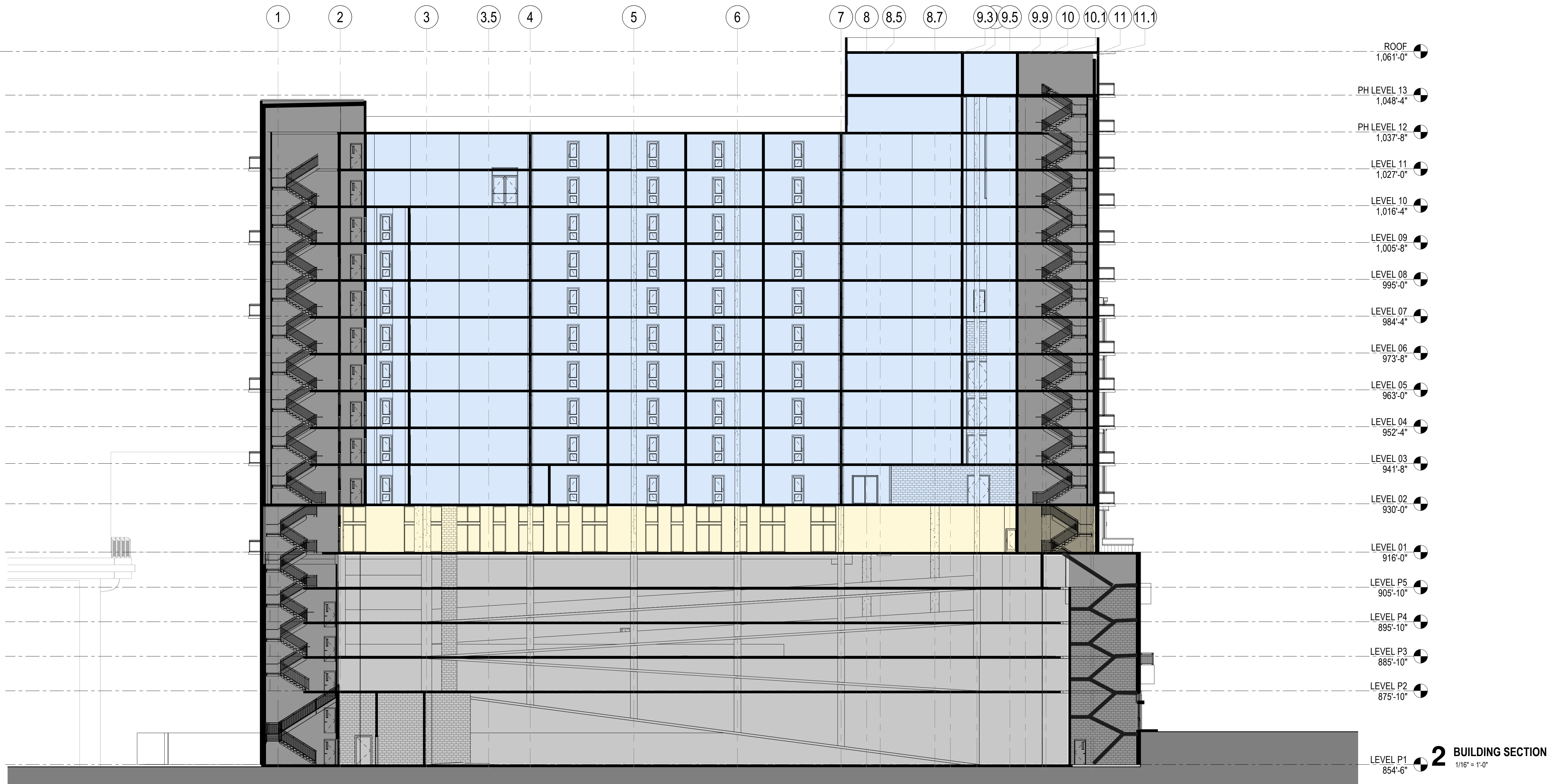
NOT FOR CONSTRUCTION



2 NORTH ELEVATION
1/16" = 1'-0"



1 EAST ELEVATION
1/16" = 1'-0"



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NO. DATE: ISSUE:

HILL AND LOCUST

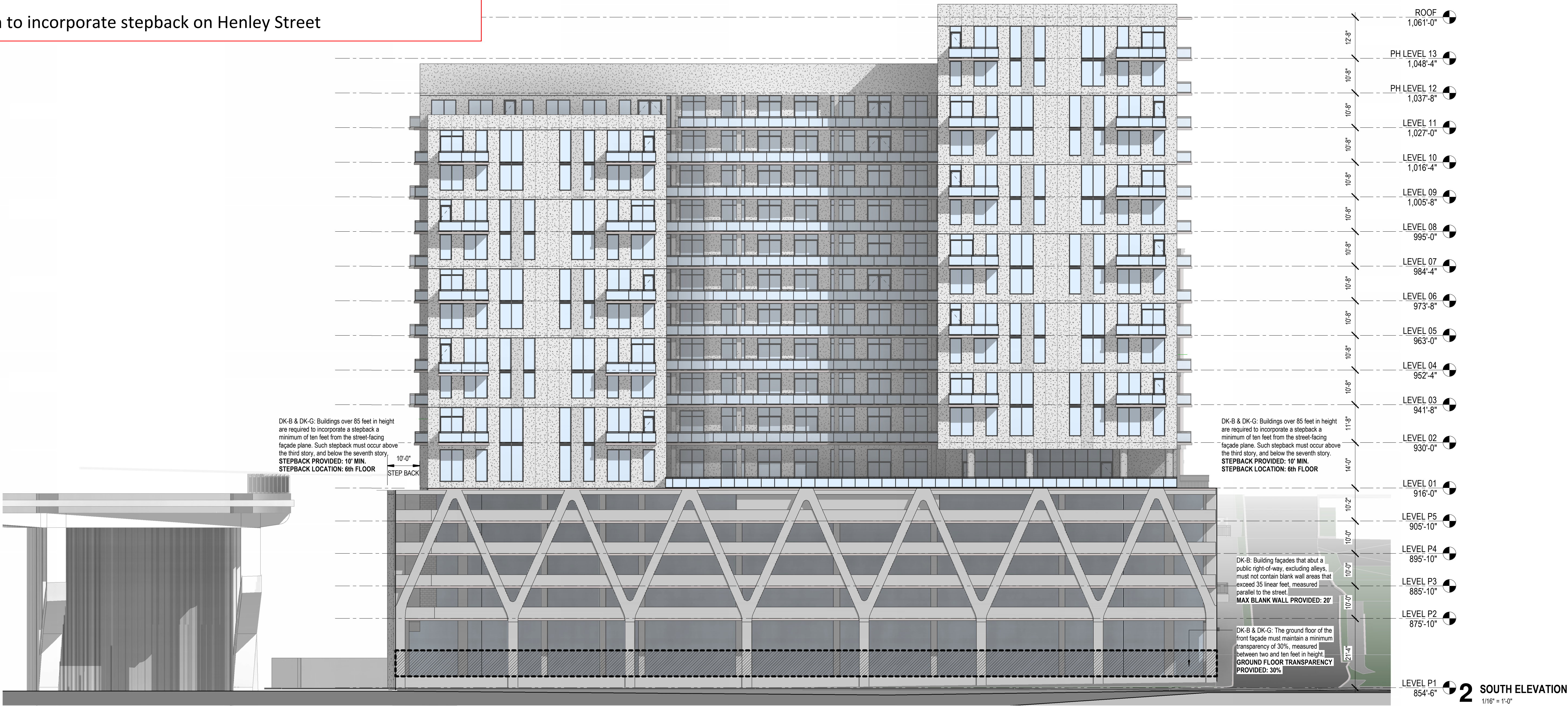
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AVE
KNOXVILLE, TN
Project Number: 22005

BUILDING SECTIONS

A-600

NOT FOR CONSTRUCTION

Revision to incorporate stepback on Henley Street



ELEVATION NOTES

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ELEVATION LEGEND

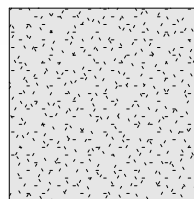


WINDOW/STOREFRONT SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.

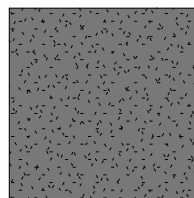


MASONRY CONTROL JOINT. FINISH TO MATCH MORTAR.

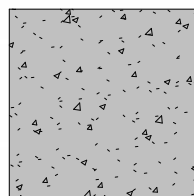
EXTERIOR MATERIAL LEGEND



ST-1
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



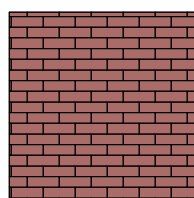
ST-2
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



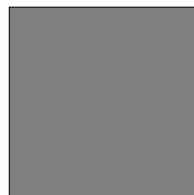
C-1
CAST IN PLACE CONCRETE
RUBBED FINISH
COLOR: TBD



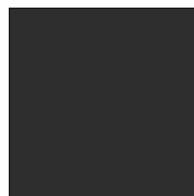
C-2
CAST IN PLACE CONCRETE
BOARD FORMED
COLOR: TBD



BR-1
BRICK VENEER
STANDARD OF DESIGN:
COLOR:



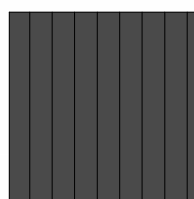
MTL-1
PREFINISHED ALUMINUM
STANDARD OF DESIGN:
COLOR:



MTL-2
PREFINISHED ALUMINUM STOREFRONT
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL SMOOTH
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL - VERTICAL RIBBED
STANDARD OF DESIGN:
COLOR:



1 WEST ELEVATION

1/16" = 1'-0"

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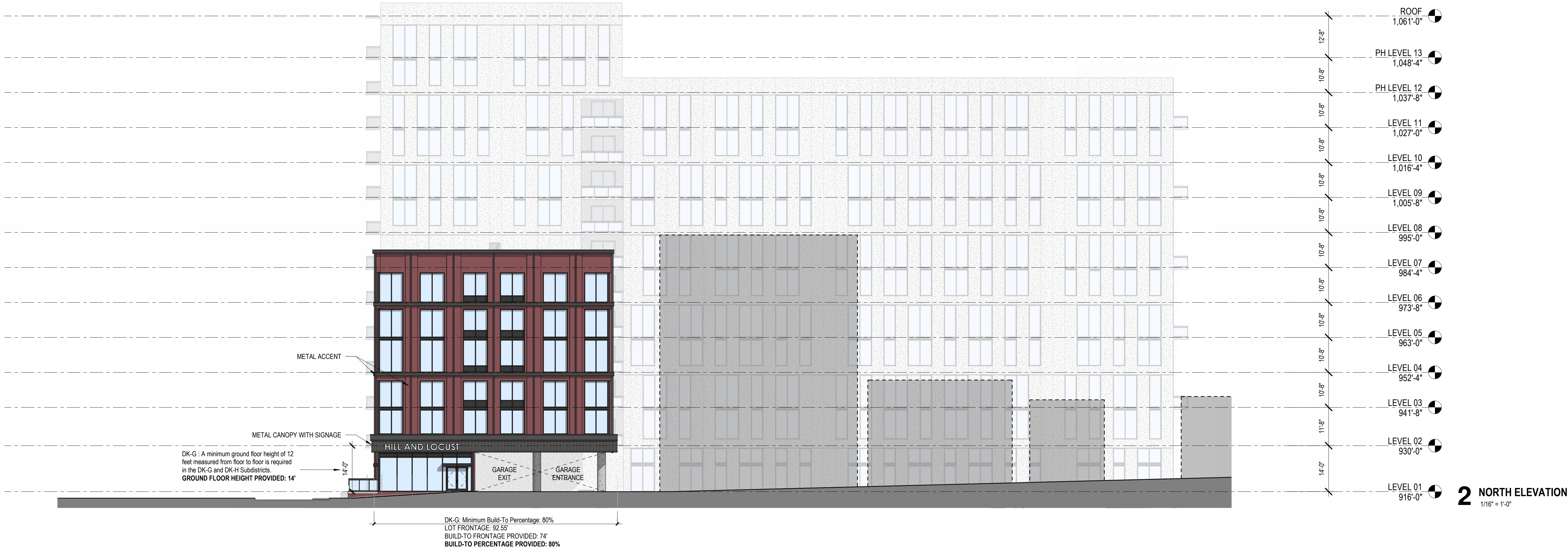
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AVE
KNOXVILLE, TN

Project Number: 22005

EXTERIOR ELEVATIONS

A-500

NOT FOR CONSTRUCTION



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ELEVATION LEGEND

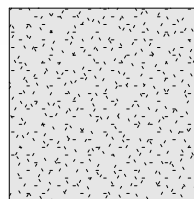


WINDOWSTOREFRONT SYSTEM. REFER TO WINDOW SCHEDULE SHEET FOR SPECIFICATION.

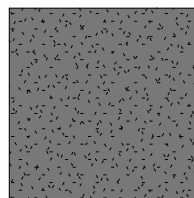


MASONRY CONTROL JOINT. FINISH TO MATCH MORTAR.

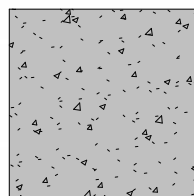
EXTERIOR MATERIAL LEGEND



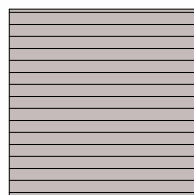
ST-1
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



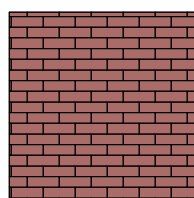
ST-2
HARD COAT STUCCO
SMOOTH FINISH
COLOR: TBD



C-1
CAST IN PLACE CONCRETE
RUBBED FINISH
COLOR: TBD



C-2
CAST IN PLACE CONCRETE
BOARD FORMED
COLOR: TBD



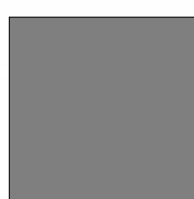
BR-1
BRICK VENEER
STANDARD OF DESIGN:
COLOR:



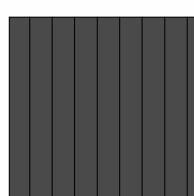
MTL-1
PREFINISHED ALUMINUM
STANDARD OF DESIGN:
COLOR:



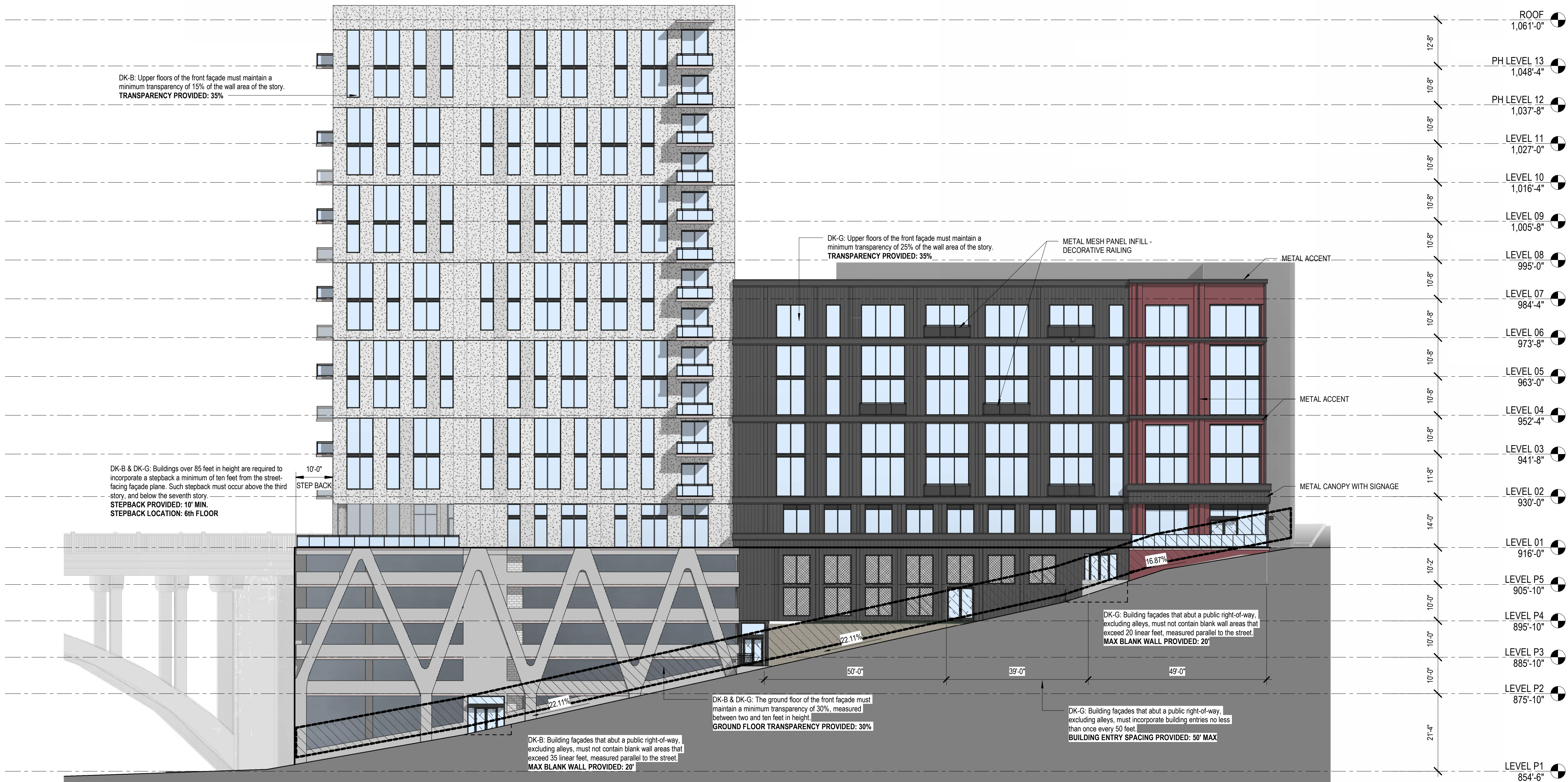
MTL-2
PREFINISHED ALUMINUM STOREFRONT
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL SMOOTH
STANDARD OF DESIGN:
COLOR:



MTL-3
PREFINISHED METAL PANEL - VERTICAL RIBBED
STANDARD OF DESIGN:
COLOR:



1 EAST ELEVATION

1/16" = 1'-0"

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EXTERIOR ELEVATIONS

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