

File Number: 9-F-25-IH

Meeting: 10/14/2025
Applicant: Logan Higgins Heyoh Architecture
Owner: Logan Higgins Arlington Downs Partnership, LLC
District: Oakwood/Lincoln Park Infill Housing Overlay District

Property Information

Location: 3547 Oswald St. **Parcel ID:** 69 N E 00401
Zoning: I-MU (Industrial Mixed-Use)
Description: Revisions to multi-family building (8-G-23-IH)

Description of Work

Level II New Primary Structure

Overview: Revisions to 8-G-23-IH, new multi-family building that is part of a multi-phase 8-acre mixed-use development.

Site plan: Parking lot access location in relation to the Rider Avenue is now shown as being offset with the intersection, and as a result, exiting vehicles may be restricted to right-turns only. Parking is now provided via an “intermediate gravel drive and parking” area located to the rear (west) of the proposed buildings, with connections to both Oswald Street and Colonial Avenue. Private patios and balconies now extend approximately 1’-6” from the building and as close as 0’-8” from the front property line. Sidewalk is shown within Oswald Street right-of-way, but the applicant has indicated that this may not be installed. This has not been indicated other than removing the note “proposed sidewalks” on the revised plans.

Left (south) building massing: Removal of third-story paneled massing. Increase height of main façade from 26’-7” to 28’-8” and 10” increase in foundation height. Conversion of front-porches along Oswald Street to private patios and removing the associated walkways to the sidewalk. Revised courtyard form and materials, with the addition of a gate, and removal of some windows. Minor modifications to window and door placement and sizes. Conversion of some casement windows to fixed. Removal of one balcony on the west elevation and revisions to balcony structure. Minor modifications to massing pattern and awnings on south elevation. Additional brick detailing on the parapet and on the foundation along Oswald Street.

Central (west) connector massing: Revised form, pattern, height, and parapets of modules, with different materials and placement on east and west elevations. Removal of two street-facing pedestrian entrances, and reduced size and visibility of two remaining openings. Removal of glass block and addition of full-lite walls. Revised window, door, and balcony placement.

Right (north) building massing: Increase height from 27’ to 29’-2”. Conversion of some windows to paired windows. Conversion of some casement windows to fixed. Minor changes to window and door sizes and placement. Additional brick detailing on the parapet and foundation

Applicable Design Guidelines

Heart of Knoxville Infill Housing Design Guidelines

1. Front Yards

- Consistent front yard space should be created along the street with the setback of a new house matching the older houses on the block.
- A walkway should be provided from the sidewalk or street to the front door. Along grid streets, the walk should be perpendicular to the street.
- Healthy trees that are outside the building footprint should be preserved. The root area should be marked and protected during construction.

2. Housing Orientation

- New housing should be proportional to the dimensions of the lot and other houses on the block.
- On corner lots, side yard setbacks should be handled traditionally (that is, closer to the side street). The zoning requirement to treat corner lots as having two frontages should not apply in Heart of Knoxville neighborhoods.
- Side yard setbacks should be similar to older houses on the block, keeping the rhythm of spacing between houses consistent.

3. Alleys, Parking, and Services

- Parking should not be in front yards.
- Alley access should be used for garage or parking pad locations. On level ground, pea gravel or similar material may be used as a parking pad off alleys.
- On streets without alleys, garages or parking pads should be at least 20 feet behind the front façade of the infill house with access limited to one lane between the street and the front façade.
- Garages which are perpendicular to the alley should be about 18 feet from the center line of the alley pavement, allowing a comfortable turning radius for a driver to enter a garage.
- Alley-oriented parking pads, garbage collection points, and utility boxes should be screened with a combination of landscaping and fencing.
- On those streets which have alleys, driveways should not be permitted from the front of the house.
- On corner lots, a driveway to the garage may be provided off the side street.

4. Scale, Mass, and Foundation Height

- The front elevation should be designed to be similar in scale to other houses along the street.
- The front façade of new houses should be about the same width as original houses on the block.
- New foundations should be about the same height as the original houses in the neighborhood.
- If greater height is to be created (with new construction or an addition), that portion of the house should be located toward the side or rear of the property.

5. Porches and Stoops

- Porches should be part of the housing design in those neighborhoods where porches were commonplace.
- Porches should be proportional to original porches on the block, extending about 8-12 feet toward the street from the habitable portion of the house.
- Porches should extend into the front yard setback, if necessary, to maintain consistency with similarly sited porches along the street.
- Porch posts and railings should be like those used in the historic era of the neighborhood's development. Wrought iron columns and other materials that were not used in the early 1900's should not be used.
- Small stoops centered on entry and no more than 5 feet deep are appropriate on blocks where porches were not traditional.

6. Windows and Doors

- When constructing new houses, the window and door styles should be similar to the original or historic houses on

the block.

- To respect the privacy of adjacent properties, consider the placement of side windows and doors.
- The windows and doors on the front facade of an infill house should be located in similar proportion and position as the original houses on the block.
- Attention should be paid to window placement and the ratio of solid (the wall) to void (the window and door openings).
- Contemporary windows such as "picture windows" should not be used in pre-World War II neighborhoods.

7. Roof Shapes and Materials

- New roofs should be designed to have a similar pitch to original housing on the block
- More complex roofs, such as hipped roofs and dormers, should be part of new housing designs when such forms were historically used on the block.
- Darker shades of shingle were often used and should be chosen in roofing houses in Heart of Knoxville neighborhoods.

8. Siding Material

- Clapboard-like materials (such as cement fiberboard) should be used in constructing new housing where painted wood siding was traditionally used.
- Brick, wood shingle, and other less common material may be appropriate in some older neighborhoods, particularly those with a mix of architectural styles.
- Faced stone, vertical siding, and other non-historic materials should not be used in building new houses. In 1930-1950 era neighborhoods, faced stone may be appropriate (see Section 12).

11. Landscape and Other Considerations

- One native or naturalized shade tree should be planted in the front and rear yards of in fill lots with 25 feet or more in depth to front of house.

10. Multi-Unit Housing

- Multi-unit housing (where permitted by zoning) should have similar front yard space to that of the traditional single-family houses along the street.
- In zoning districts where multi-unit housing is permitted, the height of the new housing should be similar to the original houses along the street.
- Multi-unit housing should be designed to continue the architectural rhythm of the block. In addition to the same build-to line, porches, bays and breaks in the front façade should be created to mimic the look of older homes when looking down the block. This should be done by dividing the building into separate sections that are proportionally similar to original houses on the block.
- Parking should be provided behind apartments with access from the alley.

Comments

1. This project, 8-G-23-IH, was first heard and postponed in August 2023, and the plans were significantly revised before they returned to the Board in February 2024, where they were approved with the following conditions: "1) Final site plan and parking areas to meet City Engineering standards; 2) Any parking areas fronting Oswald Street to receive landscaping and screening to meet design guidelines; 3) Final drawings to meet standards of the I-MU zone and principal use standards for multi-family dwellings; 4) Specifications for final materials to be submitted to staff for approval."

The current case for the revised plans was postponed at the September 2025 meeting because the Board did not have quorum to review it. The previous staff report erroneously reviewed the revised plans against the original August 2023 plans, which were included in the packet, but this version correctly addresses changes from the February 2024 plans. The plans have been slightly revised since the September 2025 submission.

2. Staff requested that the applicant identify the building setbacks on the site plan prior to the October meeting, which has been provided. While the February 2024 plans did not provide setback dimensions, the applicant states that the building locations have not changed.

The site plan has been adjusted to reflect the conversion of all the front porches on the left (south) massing to closed, private porches that now extend approximately 1'-6" from the building, and the removal of the associated stairs and walkways to the sidewalk in the Oswald Street right-of-way (public sidewalk). The porches extend as close as 0'-8" and bay window massings 2'-2.5" from the front property line. If a public sidewalk was installed as shown on the plan, the private porches with a 3'-6" masonry foundation, would be approximately 3 to 5 feet from the back of the sidewalk. The front setback should be increased to allow for the stairs and walkways from the porches to the public street to be reintroduced and shade trees in the front yard as recommended by the design guidelines, as well as other plantings, to lessen the impact of the overall massing in relation to the nearby structures, public street, and, if constructed, the public sidewalk. In addition, an increased setback could allow the sidewalk along the Oswald Street frontage to be located on the subject site if the applicant chooses not to construct it in the public right-of-way per the requirements of City Engineering.

3. Parking is now provided via an "intermediate gravel drive and parking" area shown on the Phase 1.2A Plan (page 22), located to the rear (west) of the proposed buildings, with connections to both Oswald Street and Colonial Avenue. While the intent of this parking area to be temporary, it has to be considered as if it is permanent, meeting all zoning standards, since there is no guarantee if or when it will be removed. The gravel surface is an approvable driving and parking surface, pending approval by City Engineering. The parking is located behind the building, which meets design guidelines for placement, but the guidelines recommend that access be limited to one lane, as opposed to the two proposed entrances. The two entrances will allow separate access points for future residents and construction vehicles and are set far apart, so they appropriate, in the opinion of staff. With exception of the proposed access point to Oswald Street discussed below, staff is recommending that the "proposed future parking" lot shown on the Overall Phase Site Plan (page 21) be approved as part of a future application since design details are likely to change based on future submittals.

The driveway location in relation to Rider Avenue has been corrected, showing that it is offset with the intersection. Due to this, City Engineering has indicated that exiting vehicles will be restricted to right-out turns only because of conflicting turn movements at the intersection. The driveway and parking lot drive aisle width on the "proposed future parking" area have been reduced to 26' width from 30' based on the plans submitted for the September 2025 agenda. The driveway curb cut width could be further reduced to 20', but this may not be possible because of the design requirements associated with restricting turn movements. The parking lot may be required to have a 25' setback from Oswald Street since it will serve a mixed-use development and has common frontage on the same block with residentially zoned property (Article 11.3.B).

4. The general landscaping plan has been reintroduced in the current plan set, showing the intent along the parking lot and internal to the site. Landscaping, including shade trees, should be introduced along Oswald Street frontage as recommended by the guidelines, and the front setback should be revised accordingly. The final site plan should meet the landscaping standards of Article 12 and all other applicable zoning and City Engineering standards, with final selection and design of landscaping to be approved by staff.

5. Guidelines recommend multi-family construction be similar in height to the context. The Board approved the two- and three-story height in 2023, with the third story being a penthouse on the left (south) massing. This request removes the third-story penthouse, resulting in an overall decrease in building height from 34'-5" to 28'-8". The height of the right (north) building massing that faces the rear of existing single-family houses along Colonial Avenue has increased from 26' to 29'-2".

6. Guidelines for multi-family buildings recommend they "continue the architectural rhythm of the block" by

“dividing the building into separate sections that are proportionally similar to original houses on the block” and encourage “new apartment buildings be designed in...context with the early architectural features of the neighborhood.” This is primarily achieved via the bay window massings. The revisions to the central building massing, particularly the Oswald Street elevation, create modules that are larger in scale than previously proposed. Additional brick detailing has been added to the foundation and parapets of the brick massings, which reflect the historic context.

7. The conversion of all the front porches on the left (south) massing to closed patios and the removal of the associated walkways is a significant revision that does not follow the guidelines; these elements should be reintroduced. The reduction of the number and size of the pedestrian openings on the central building massing makes the pedestrian amenities less visible and accessible from Oswald Street. The revised design of the central building massing on the alley-facing west elevation provides transparency that activates the pedestrian openings and breaks the massing into smaller, varied modules, but these tactics are not employed on the street-facing east elevation.

The promenade and pedestrian openings are pedestrian entrances at the north of the overall development that provide internal public access to the proposed commercial buildings. The revisions to the east (Oswald Street) elevation obscure access to the development from the public. The Board should discuss how the revisions impact the development’s interaction with the public streetscape.

8. Guidelines recommend that window and door styles be similar to historic houses on the block, with similar ratio of solid to void. The Board approved the use of full-lite doors, single-lite casement windows, and single-lite fixed windows in 2024.

There have been minor revisions to the window sizes, operation, and placement, including the conversion of some casement windows to fixed windows. The applicant converted some of the fixed windows to casement windows since the September 2025 plans, particularly along the Oswald Street elevation, which makes this primary elevation more compatible with the context. These changes meet the design guidelines.

9. The left (south) building massing no longer features the third-story shed roof massing of the penthouses, which reduces the overall height of the building. The revisions to the modules in the central building massing result in a different roof pattern that is generally similar to what was previously proposed and is compatible with its modern form. The design incorporates flat roofs with parapets, similar to historic apartment buildings in Knoxville, and additional detailing has been added to the cornice of the left (south) and right (north) building massings which benefit the overall design.

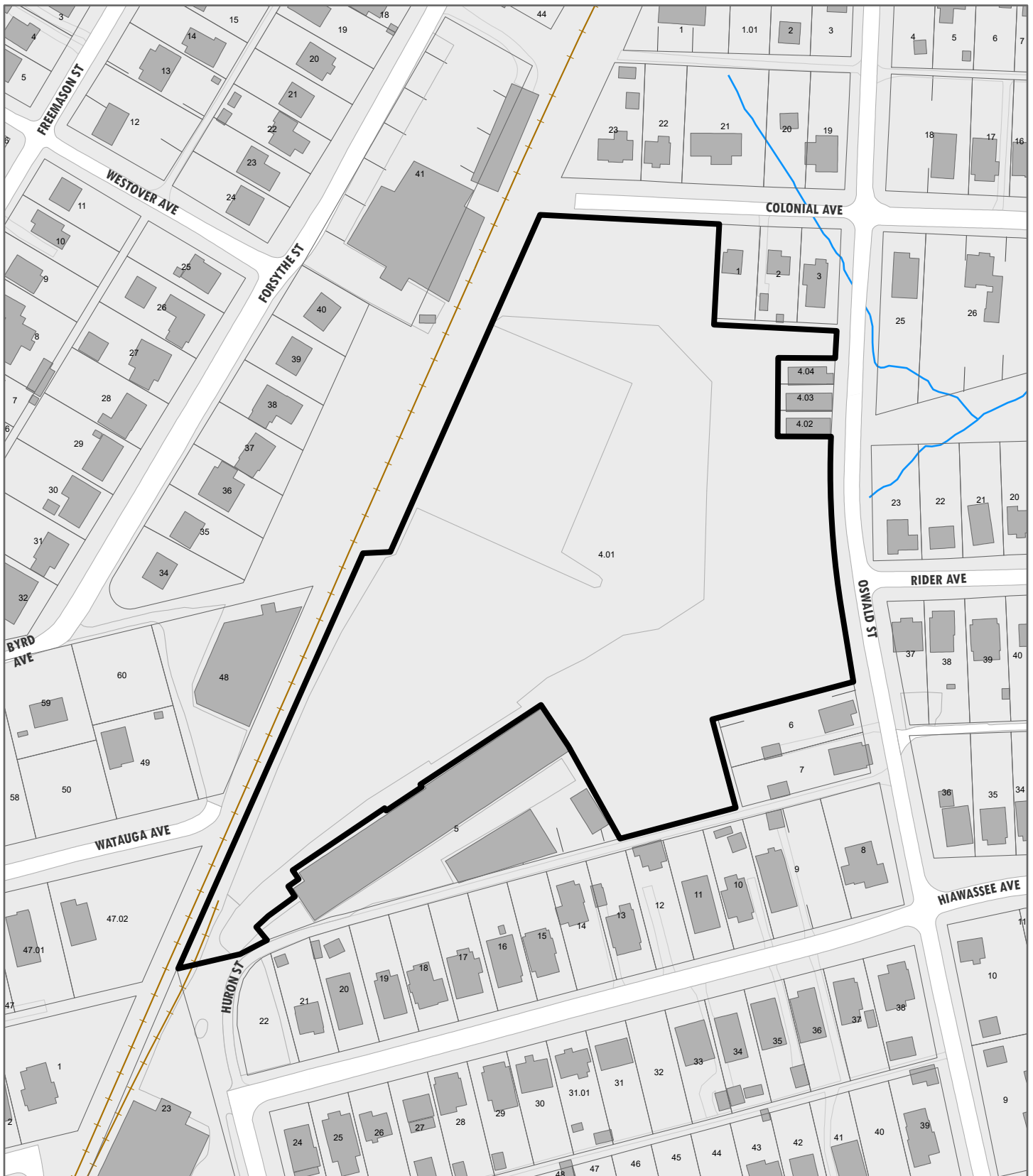
10. Brick veneer and vertical siding are the primary exterior cladding materials. The brick veneer meets the design guidelines, but the guidelines discourage the use of vertical siding. The Board approved the use of vertical siding on the central building massing in 2024, but the modifications to the module pattern on the east (Oswald Street) elevation make the material more visible from the right-of-way. Most of the foundation will be clad in brick veneer. The concrete block foundation on the central building massing should be screened by an exterior cladding material, parge-coated, or clad in stucco. Final product specifications should be sent to staff for approval.

Recommendation

The Board should discuss how the revisions along Oswald Street impact the development’s interaction with the public streetscape (removal of the front-porches, walkways, and pedestrian entrances), the “intermediate gravel drive and parking” lot, and driveway location on Oswald Street.

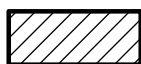
Along with any necessary revisions or conditions, staff recommends approval of Certificate 9-F-25-IH, subject to the following conditions:

- 1) the final site plan, parking areas, and elevation drawings to meet the standards of the I-MU zone, Article 9.3.I, and any applicable standards of the zoning code and building codes;
- 2) City Engineering approval of the “intermediate gravel drive and parking” lot, its driveway access, and proposed sidewalks;
- 3) the “proposed future parking” lot be approved as part of a future application;
- 4) the front setbacks be increased to allow for the reintroduction of stairs and walkways from the porches to Oswald Street, with revisions to be approved by staff;
- 5) the final site plan to incorporate required landscaping in the “intermediate” parking area and all elevations, including shade trees along Oswald Street, with final selection and placement to meet any applicable standards, including Article 12, and be sent to staff for approval;
- 6) the brick detailing on the parapets, windows, and foundation to be retained;
- 7) final material specifications to be sent to staff for approval, with cladding on the concrete block foundation as necessary.



9-F-25-IH

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS



3547 Oswald St.

Oakwood/Lincoln Park Infill Housing Overlay District

Original Print Date: 9/8/2025
Knoxville - Knox County Planning - Design Review Board

Revised:

Petitioner: Logan Higgins Heyoh
Architecture



0 325
Feet

**DESIGN
REVIEW
BOARD**



DESIGN REVIEW REQUEST

☐ DOWNTOWN DESIGN (DK)

☐ HISTORIC ZONING (H)

☒ INFILL HOUSING (IH)

Heyoh Design and Development

Applicant

8-29-25

September 17, 2025

9-F-25-IH

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

Logan Higgins

Heyoh Design + Development

Name

Company

133 S Gay Street

Knoxville

TN

37902

Address

City

State

Zip

865.236.0430

Logan@heyohdesign.com

Phone

Email

CURRENT PROPERTY INFO

Arlington Downs Partnership, LLC

133 S Gay Street Ste C

865.236.0430

Owner Name (if different from applicant)

Owner Address

Owner Phone

3527 Oswald St

069NE00401

Property Address

Parcel ID

Oakwood Lincoln Park

I-MU

Neighborhood

Zoning

AUTHORIZATION

Malynda Wollert

Malynda Wollert

8-29-25

Staff Signature

Please Print

Date

Logan Higgins

Logan Higgins

8-29-25

Applicant Signature

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: _____

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: New phase of the Arlington Downs new urbanist community for a new building with 14 townhouse units.
(Updated packet from August 2023)

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:

100

FEE 2:

FEE 3:

TOTAL:

100.00
Paid 8/29/25
DD



UPDATED RENDERING

ARLINGTON DOWNS 1.2

3527 OSWALD STREET
INFILL HOUSING REVIEW



UPDATED RENDERING

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Disclaimer: all renderings represent design intent; they do not necessarily represent any massing or building form design changes.

This application has been prepared to seek approval of the project from Knoxville's Design Review Board under Infill Housing Review.



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Arlington Downs
Partnership LLC



OVERVIEW

Arlington Downs, an 8-acre mixed-use development in Knoxville's Lincoln Park and Arlington neighborhoods, is set to become a dynamic and open community space. The project is being developed in multiple phases over several years.

The development's diverse structures include single-family, two-family, multi-family, and commercial buildings. Additionally, nearly two acres of land will be reserved for public parks with walking paths and a versatile common area for community events.

The initial phase focused on constructing single-family houses along the perimeter, with the first three homes already built. This next phase will be a multifamily structure with 14 townhouse units occupying nearly 17,000 square feet.

Arlington Downs signifies a transformational undertaking that seeks to create an inviting urban landscape and foster a vibrant, cohesive community.



SITE HISTORY

This property has never been developed for residential use. For most of the 20th century, the property was used as a concrete pipe manufacturing facility. By the early 2000's the main buildings were gone and the vacant land became the site of a tire grinding operation until a fire in 2008.

For almost a decade after that, the property sat vacant, until being used as an impound lot in 2015. That use didn't last long and it became vacant once again. Despite all of these industrial uses, environmental reports show a clean bill of health, safe for residences and in 2021, it was purchased by a group of investors and neighbors to develop a new-urbanist community. Unlike most infill projects, this is an entire 2-block industrial site that could be the site of anything from factory to housing, it will have several new houses and multiple commercial buildings. In some sense, it will establish its own context, but it intends to follow the guidelines to the extent that they are relevant.

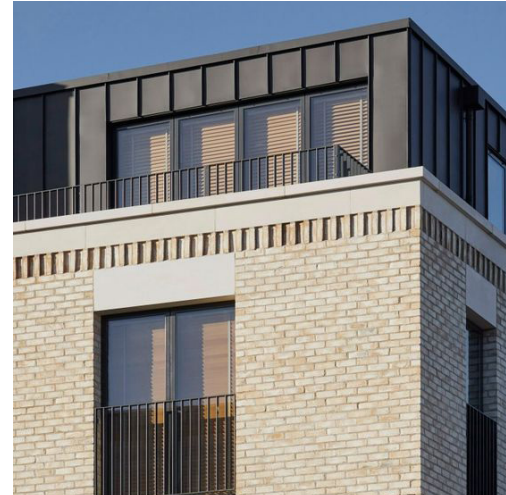


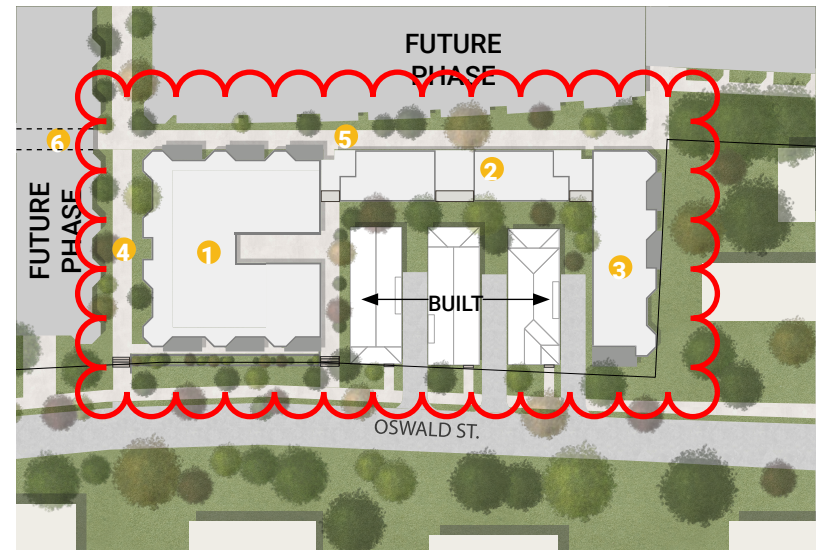
PRECEDENT FOR URBAN DESIGN

SEASIDE, FLORIDA



PRECEDENTS FOR BUILDING DESIGN





LEGEND

1. 2-STORIES TOWNHOUSES ALONG THE PROMENADE WITH PRIVATE ENTRANCES
2. 2-STORY TOWNHOUSES W/ PRIVATE ENTRANCES AND BALCONIES
3. 2-STORY TOWNHOUSES WITH SEMI-PRIVATE PATH TO OSWALD ST.
4. PROMENADE
5. PEDESTRIAN PATH
6. TUNNEL



Rendering for design intent only



Rendering for design intent only



Rendering for design intent only

MASTER PLAN LEGEND

1. SINGLE FAMILY DETACHED (BUILT)
2. MULTI-FAMILY W/ PARKING BELOW (FUTURE)
3. MIXED-USE COMMERCIAL (FUTURE)
4. BOUTIQUE HOTEL (FUTURE)
5. MULTI-FAMILY RESIDENTIAL (FUTURE)
6. PUBLIC POCKET PARK (FUTURE)
7. MAKER SPACE (FUTURE)
8. BREWERY (FUTURE)



Rendering for design intent only.
White text describes changes.

FUTURE BUILDINGS



Rendering for design intent only.
White text describes changes.

FUTURE BUILDINGS



FUTURE BUILDING



KNOXVILLE INFILL HOUSING REVIEW GUIDELINES

EXCERPT FROM HEART OF KNOXVILLE INFILL HOUSING DESIGN GUIDELINES:

INTRODUCTION

*"The purposes of these guidelines are to re-establish the architectural character of those historically valuable properties with **new housing that is architecturally compatible; to foster neighborhood stability; to recreate more pedestrian-oriented streets; and to meet a wide range of housing needs.** These guidelines should be used to understand the major elements of architectural compatibility and promote housing designs that are usable and economically achievable. **These guidelines have been created to apply to areas where there are no historic or neighborhood conservation zoning overlays or Traditional Neighborhood Development district zoning.** Those areas already have specific guidelines for infill and vacant lot development; the guidelines for those districts are available through the Metropolitan Planning Commission."*

In an effort to explain the new infill project, we have thoroughly gone through the Infill Housing Review Guidelines and noted on the following pages how we have appropriately responded to each guideline.



1. FRONT YARDS

Front yard space was consistent from house to house with porches being located about the same distance from the street. Although there is variation in some blocks, a twenty-five foot setback to the front door is very common. Lawns and an occasional shade tree were found on virtually all lots.

GUIDELINES	APPLICATION
Consistent front yard space should be created along the street with the setback of a new house matching the older houses on the block.	The front face of the new building aligns with the existing three houses that are directly beside it.
When several infill houses are sited, porches and the habitable portion of each house should be about the same distance from the street as the original houses.	The building face aligns with the adjacent houses.
A walkway should be provided from the sidewalk or street to the front door. Along grid streets, the walk should be perpendicular to the street.	All units have a paved walkway from the front door that leads to the street, pedestrian paths, and/or the common parking area.
Fences that are constructed of traditional materials, such as picket fencing, may be used to define the front yard. Chain linked, masonry, wide boards and other contemporary fencing should be used only in backyards.	N/A - Front yard fences are not being proposed.
Healthy trees that are outside the building footprint should be preserved. The root area should be marked and protected during construction.	There are no existing trees to be preserved. But new trees will be planted as part of the tree preservation ordinance.



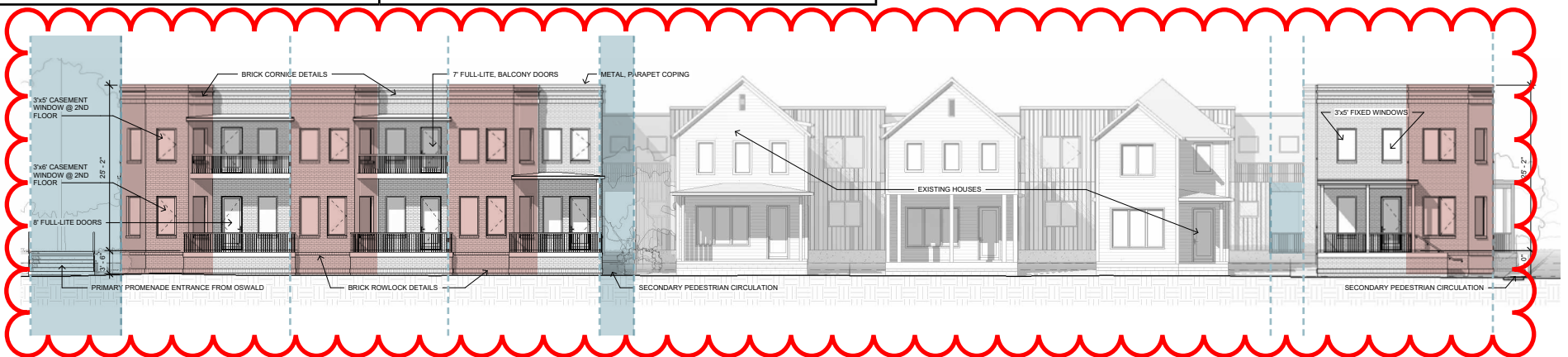
2. HOUSE ORIENTATION + SIDE YARDS

The typical city lot prior to 1930 was 50 feet wide. This dimension led to the development of houses which were relatively narrow and had substantial depth. Craftsman style homes are good examples of this characteristic. Because of this characteristic, side yards were relatively narrow.

GUIDELINES	APPLICATION
New housing should be proportional to the dimensions of the lot and other houses on the block.	The projecting bays on the front facade derive their width from the existing houses to provide consistent proportions.
On corner lots, side yard setbacks should be handled traditionally (that is, closer to the side street). The zoning requirement to treat corner lots as having two frontages should not apply in "Heart of Knoxville" neighborhoods.	N/A
Side yard setbacks should be similar to older houses on the block, keeping the rhythm of spacing between houses consistent.	A similar sideyard setback is provided between the adjacent house and new building to match the condition of the existing houses.
On lots greater than 50' in width, consider re-creating the original lot size.	This particular lot has never been used for residential, and therefore there are no original lot sizes to re-create.



Rendering for design intent only. White text describes changes.



3. ALLEYS, PARKING, AND SERVICES

Alleys should serve two significant purposes: (1) accommodation of such services as utilities and garbage collection, and (2) access to off-street parking including garages and parking pads. A large proportion of the "Heart of Knoxville" neighborhoods have alleys. Unfortunately, such standards as setbacks for garages, types of materials for parking pads and encouragement of alleys for off-street parking are lacking. With infill development, the use of alleys for parking access is necessary.

GUIDELINES

Parking should not be in front yards.

Alley access should be used for garage or parking pad locations. On level ground, pea gravel or similar material may be used as a parking pad off alleys.

On streets without alleys, garages or parking pads should be at least 20 feet behind the front façade of the infill house with access limited to one lane between the street and the front facade.

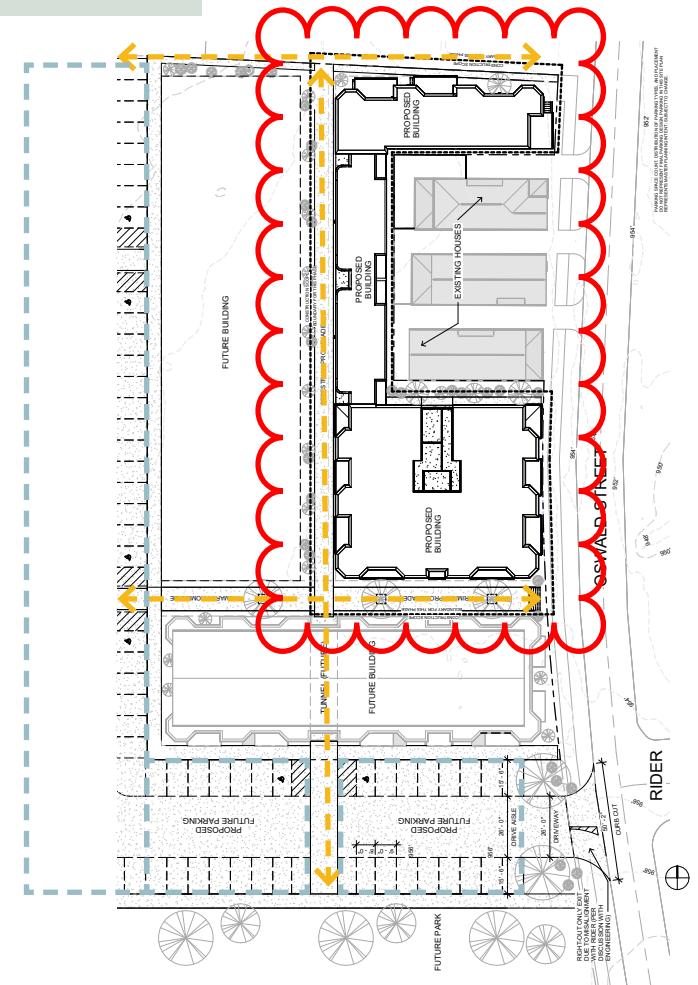
Garages which are perpendicular to the alley should be about 18 feet from the center line of the alley pavement, allowing a comfortable turning radius for a driver to enter a garage.

Alley-oriented parking pads, garbage collection points, and utility boxes should be screened with a combination of landscaping and fencing.

On those streets which have alleys, driveways should not be permitted from the front of the house.

On corner lots, a driveway to the garage may be provided off the side street.

These guidelines have been followed as applicable. Alleys are provided for pedestrian use only with parking and services provided elsewhere on the site.



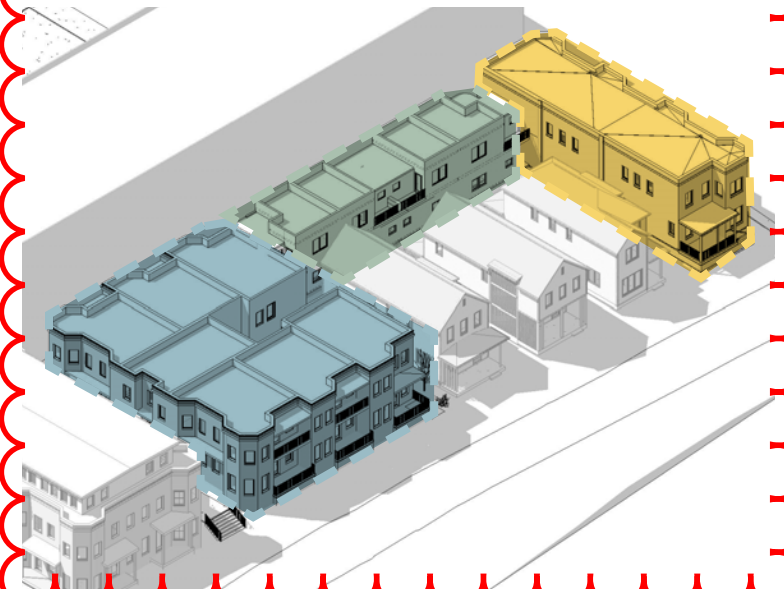
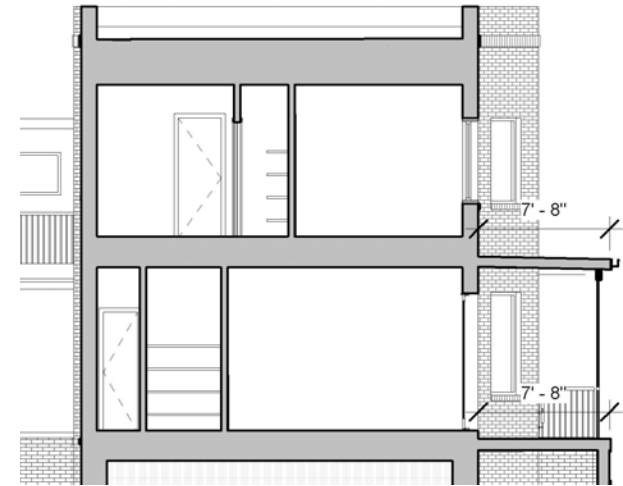
FUTURE PARKING

PEDESTRIAN ACCESS

4. SCALE, MASS, + FOUNDATION HEIGHT

The scale of early homes was generally consistent from one house to another; especially foundation heights, proportions of first floor elevations, and sizes and shapes of roofs. Sometimes, a one and one-half story house might be found next to a two story house but the essential elements of similar foundation height and façade characteristics created homes that tried to look tall and resulted in architectural compatibility. When a house is built on slab with a low pitch next to a traditional older house, the proportions of the two houses clash, resulting in an absence of architectural harmony. The following principles are critical in maintaining historic and property values.

GUIDELINES	APPLICATION
The front elevation should be designed to be similar in scale to other houses along the street.	We are proposing multi-family but with projecting bays to break up the facade into similar proportions of the adjacent houses.
The front façade of new houses should be about the same width as original houses on the block.	
If extensions or bays were typically part of the neighborhood's historic house design, such elements should be incorporated into infill housing.	Projecting bays are incorporated into the facade design.
New foundations should be about the same height as the original houses in the neighborhood.	Foundation heights are similar to adjacent houses on the site.
If greater height is to be created (with new construction or an addition), that portion of the house should be located toward the side or rear of the property.	
The massing is broken down into three distinct volumes with the large and small brick volumes on the ends being "connected" by the smaller townhouse volume along the pedestrian alley. All three volumes have distinct architectural expressions to further break down the scale.	
The volumes derive their dimensions from those of the adjacent houses.	



5. PORCHES + STOOPS

Porches and stoops were incorporated into most house designs in Knoxville prior to 1900, providing a comfortable place to enjoy a summer breeze or to talk with family and neighbors. Later, front porches became less prominent as such styles as Dutch Colonial, Tudor Revival and Ranch houses became popular. Some houses only had small stoops.

GUIDELINES

Porches should be part of the housing design in those neighborhoods where porches were commonplace.

Porches should be proportional to original porches on the block, extending about 8-12 feet toward the street from the habitable portion of the house.

Porches should extend into the front yard setback, if necessary, to maintain consistency with similarly sited porches along the street.

Porch posts and railings should be like those used in the historic era of the neighborhood's development. Wrought iron, "antebellum" columns and other materials that were not used in the early 1900's should not be used.

Small stoops centered on entry and no more than 5 feet deep are appropriate on blocks where porches were not traditional.

The addition of a porch to a Ranch-style house may be acceptable in some 1930-1950 era neighborhoods.

These guidelines have been followed as applicable. All dwelling units facing the street have small porches or stoops more similar to historic townhouses in the area.



UPDATED RENDERING



6. WINDOWS + DOORS

<i>Every architectural style also has certain distinguishing window shapes and location. For instance, the windows of Victorian-era houses are narrow and tall. Craftsman houses are broader with a multiple paned sash over a one pane sash. When an infill housing design is selected, the windows should be similar in scale and design to those of other houses on the block.</i>
GUIDELINES
When constructing new houses, the window and door styles should be similar to the original or historic houses on the block.
To respect the privacy of adjacent properties, consider the placement of side windows and doors.
The windows and doors on the front facade of an infill house should be located in similar proportion and position as the original houses on the block.
Attention should be paid to window placement and the ratio of solid (the wall) to void (the window and door openings).
Contemporary windows such as “picture windows” should not be used in pre-World War II neighborhoods.
These guidelines have been followed as applicable. The proposed windows will be a combination of metal casement and fixed windows which are tall and narrow to match the predominant proportion in the area. This window style is less commonly used in the area but this is also an example of advances in technology and allowing for contemporary elements. We are also proposing similar metal doors with full glass to maximize daylighting. This is the same approach that was previously taken on the previously approved houses.



METAL CASEMENT +
FIXED WINDOWS



METAL DOORS WITH
FULL GLASS



Rendering for design intent only

7. ROOF SHAPES + MATERIALS

Steeper roof pitches and relatively darker shingles were common to most historic homes and are a basic consideration in new construction. Less pitch is common in Ranch styles, popularized after World War II.

GUIDELINES	APPLICATION
New roofs should be designed to have a similar pitch to original housing on the block	Since this lot has always been an industrial site, we are proposing flat roof construction similar to other nearby structures along the railroad.
More complex roofs, such as hipped roofs and dormers, should be part of new housing designs when such forms were historically used on the block.	Houses never existed on this site which is the majority of the block.
Darker shades of shingle were often used and should be chosen in roofing houses in Heart of Knoxville neighborhoods.	The roofing material will not be seen from the street, so we are proposing a light colored membrane roof for greater energy efficiency.
In some 1930-1950 era neighborhoods that have a mix of Ranch-style houses, it may be appropriate to change the roof to add a half-story.	N/A



8. SIDING MATERIALS

Clapboard and brick were the most common siding. Houses in some neighborhoods, like Oakwood, were almost totally constructed with clapboard. The exterior materials of new construction should be like that of the neighborhood's older or historic architecture.

GUIDELINES

Clapboard-like materials (such as cement fiberboard) should be used in constructing new housing where painted wood siding was traditionally used.

Brick, wood shingle, and other less common material may be appropriate in some older neighborhoods, particularly those with a mix of architectural styles.

Faced stone, vertical siding, and other non-historic materials should not be used in building new houses. In 1930-1950 era neighborhoods, faced stone may be appropriate.

Sheds, garages, and other outbuildings can be constructed of vertical siding or other more economical materials.

These guidelines have been followed as applicable. Brick is proposed on the most visible portions of the building from the street to resemble historic brick townhouses in the area. Vertical fiber cement panels are proposed for the part of the building along the alley and the interior courtyard.



DARK BRICK



METAL OR FIBER
CEMENT PANELS,
VERTICAL



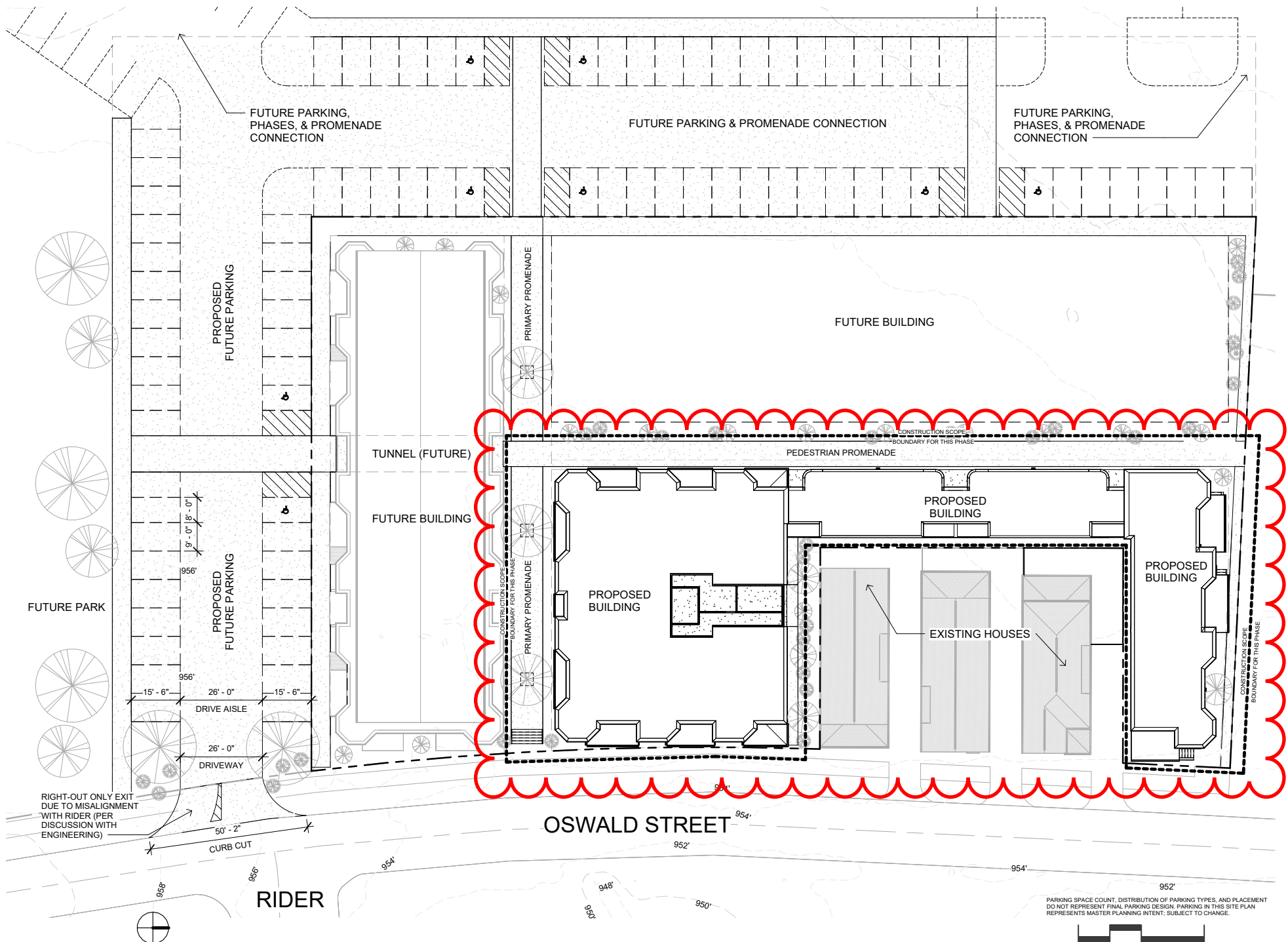
LIGHT BRICK

10. MULTI-UNIT HOUSING

Following World War II, many single-family neighborhoods were rezoned to permit apartments. This was done under an urban development theory that the highest density housing should be close to the central business district. The results have been mixed. In some instances the design of multiunit buildings are completely out of context to older neighborhoods with apartment buildings looking like they should have been part of suburbia. In places where multi-unit housing is permitted by zoning, it is essential to neighborhood stability that new apartment buildings be designed in scale and context with the early architectural features of the neighborhood.

GUIDELINES	APPLICATION
Multi-unit housing (where permitted by zoning) should have similar front yard space to that of the traditional single family houses along the street.	The front facade aligns with the facades of the existing houses along the block with similar amount of front yard space.
In zoning districts where multi-unit housing is permitted, the height of the new housing should be similar to the original houses along the street.	The primary roof elevation is consistent with the adjacent houses. It appears slightly higher because of the higher ground elevation.
Multi-unit housing should be designed to continue the architectural rhythm of the block. In addition to the same "build-to line," porches, bays and breaks in the front façade should be created to mimic the look of older homes when looking down the block. This should be done by dividing the building into separate sections that are proportionally similar to original houses on the block.	The projecting bays on the front facade derive their width from the existing houses to provide consistent proportions and rhythm when looking down the block.
Parking should be provided behind apartments with access from the alley.	We are proposing common parking for residents and visitors throughout the development. This phase of the project will include a parking lot between the building and future public park.
Landscaping, including shade trees, should be planted in both front and back yards.	Pedestrian alley to be heavily landscaped with as many trees as feasible to comply with urban forestry.





PARKING SPACE COUNT, DISTRIBUTION OF PARKING TYPES, AND PLACEMENT DO NOT REPRESENT FINAL PARKING DESIGN. PARKING IN THIS SITE PLAN REPRESENTS MASTER PLANNING INTENT; SUBJECT TO CHANGE.

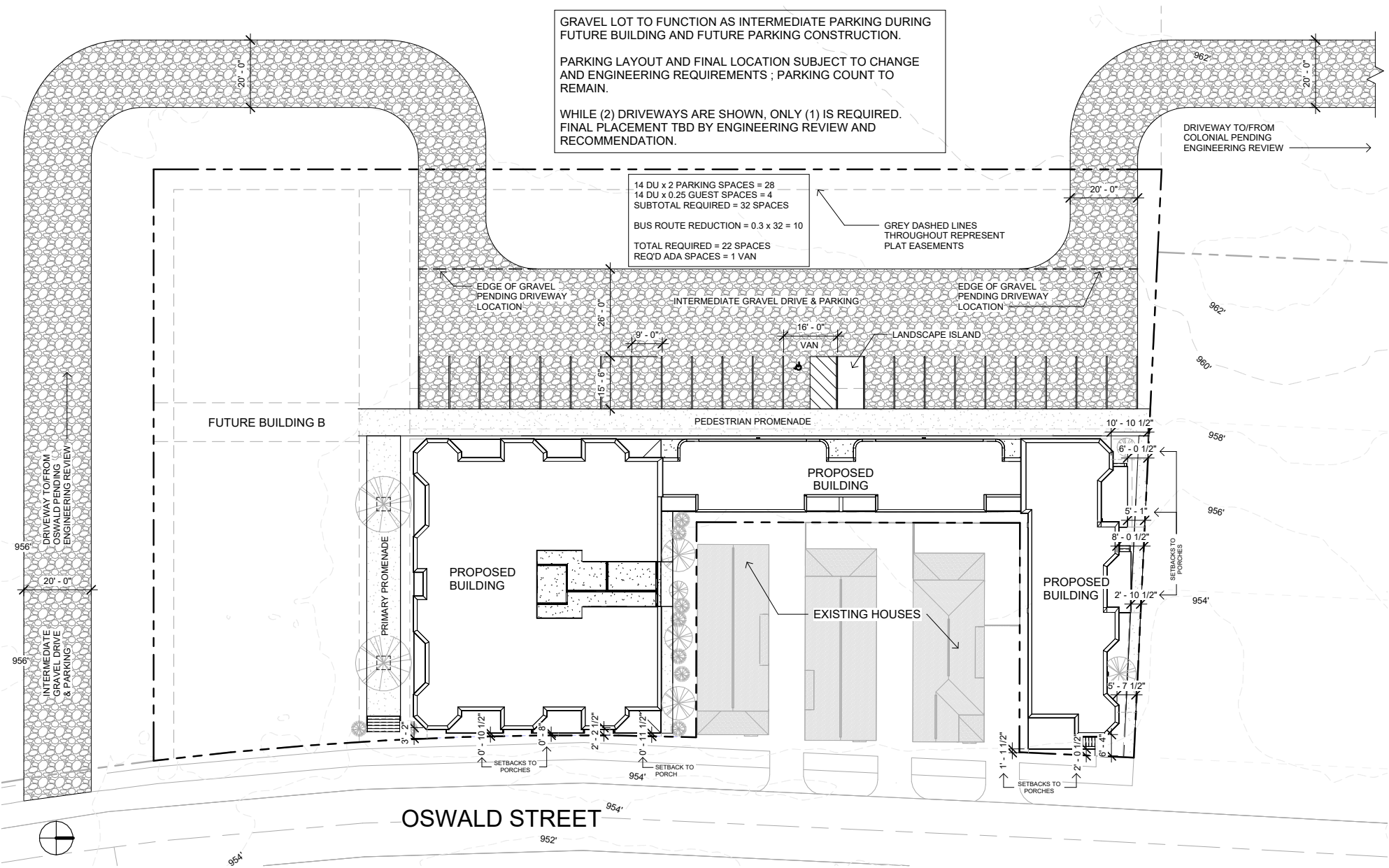


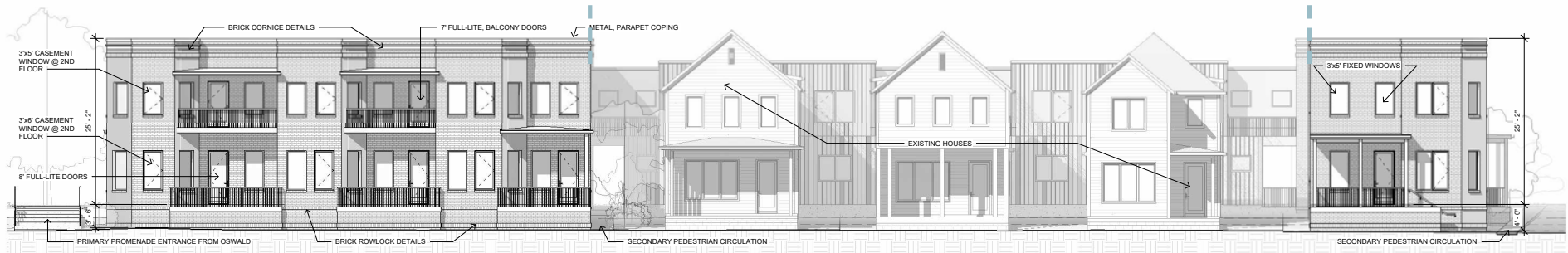
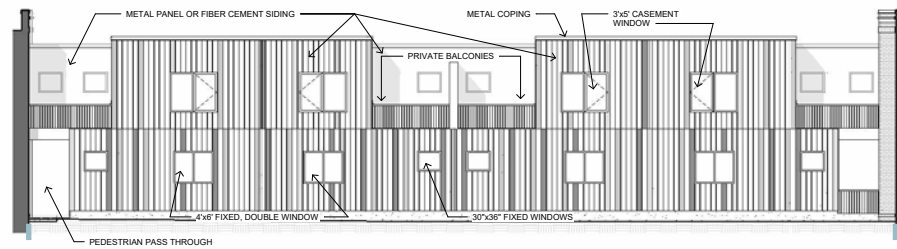
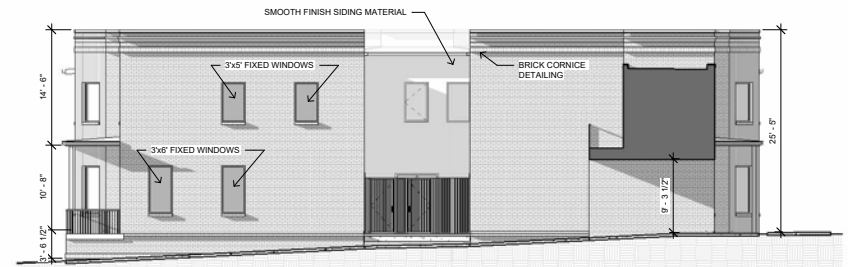
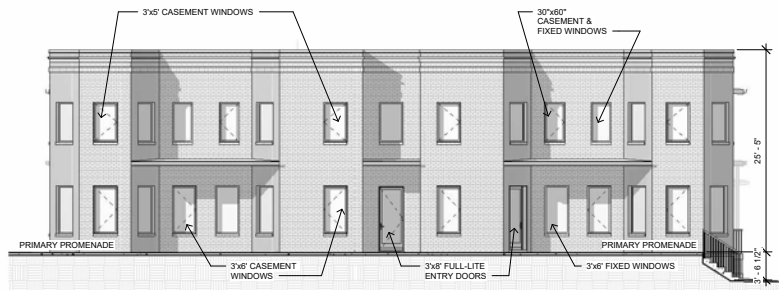
OVERALL
PHASE SITE
PLAN

GRAVEL LOT TO FUNCTION AS INTERMEDIATE PARKING DURING FUTURE BUILDING AND FUTURE PARKING CONSTRUCTION.

PARKING LAYOUT AND FINAL LOCATION SUBJECT TO CHANGE AND ENGINEERING REQUIREMENTS ; PARKING COUNT TO REMAIN.

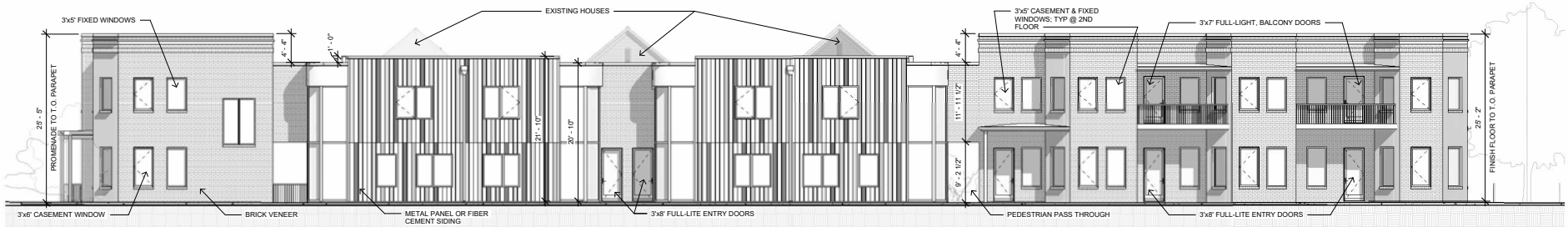
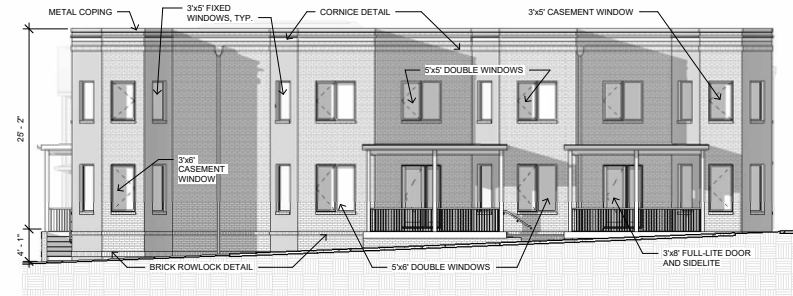
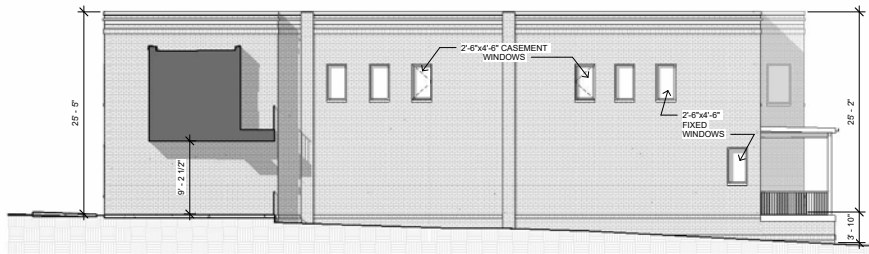
WHILE (2) DRIVEWAYS ARE SHOWN, ONLY (1) IS REQUIRED. FINAL PLACEMENT TBD BY ENGINEERING REVIEW AND RECOMMENDATION.





ELEVATIONS

23

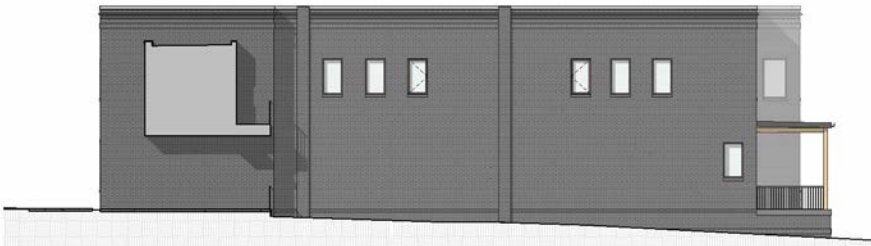


ADDENDUM



0' 6' 12' 24'

ADDENDUM



0' 6' 12' 24'

This response to the staff report was written and sent to staff on September 30 requesting any feedback prior to an updated staff report. Staff understood this as our entire resubmittal, and did not respond. We have attached our response to our updated DRB submittal so the board can evaluate our responses to the original staff report from September 18. We appreciate your time reviewing this document. Text in red is the applicant's response; **bold text is what has been edited since sending our original document on September 30.**

1. The Board approved 8-G-23-IH in September 2024 with the following conditions: "1) Final site plan and parking areas to meet City Engineering standards; 2) Any parking areas fronting Oswald Street to receive landscaping and screening to meet design guidelines; 3) Final drawings to meet standards of the I-MU zone and principal use standards for multifamily dwellings; 4) Specifications for final materials to be submitted to staff for approval." The east elevation fronting Oswald Street will be the most visible from the street, and the south (promenade facing) and north (facing towards Colonial Avenue) elevations will also be highly visible from the street.

2. The site plan has been adjusted to reflect the building massing revisions, which resulted in reduced setbacks that are not dimensioned on the plans. The setbacks scale to 1 to 3 feet from the front property line, or 3 to 5 feet from the back of the proposed public sidewalk. As a result of the reduced setback and increased foundation height (6' tall), the walkways and porch stairs for the three left (south) Oswald Street facing units have been removed. The front setback should be increased, and the foundation height reduced as necessary or to the preference of the Board, to allow for the stairs and walkways from the porches to the public street to be reintroduced and shade trees in the front yard as recommended by the design guidelines, as well as other plantings, to lessen the impact of the foundation height and overall massing in relation to the nearby structures, public street, and proposed public sidewalk.

- a. **Reduced setbacks - The setbacks have not been adjusted in any way since the original application in 2023.**
- b. **Increased foundation height - The finish floor elevation rose 3½" due to civil/stormwater concerns during further design development. The foundation height has, therefore, only changed by that amount. The dimension on our elevations is misleading as it is dimensioning to the street elevation point. The actual height is ~3.5ft from grade to finish floor. We will update this in our revisions, but wanted to clarify that there has been an insignificant amount of elevation change on the project.**
- c. **Walkway & porch stairs along Oswald - In the original packet/site design, we showed a projected/proposed sidewalk, stairs, and connections to said sidewalk. This was an oversight on our part. As all of these elements are in the R.O.W., we would not actually be able to propose them. Without going into plans review and getting city council to allow us to do that, we should not be proposing any built elements in the R.O.W. Our updated site plan and elevations are removing this error and revising to allow for the porches of the three, southern units along Oswald to still have a porch even if we cannot (currently) plan for stairs to the sidewalk. Additionally, there are stairs coming from the promenade as shown in the previous design, but we will be sure to highlight those more explicitly in our revision. **Some updated renderings have been added to the packet as well.****

3. The parking lot setback has been reduced from 15'-4" to approximately 5', and the driveway location is now offset with the intersection of Rider Avenue. The applicant is encouraged to discuss the driveway location with City Engineering before moving forward with detailed construction plans and design development of the adjacent future building. The driveway and parking lot drive aisle scale to a width of 30', which is greater than the minimum 20' driveway and 26' drive aisle widths required. The driveway and parking lot dimensions should be reduced to the minimum necessary for adequate functionality of the average user to ensure safety for pedestrians and motorists along Oswald Street, a narrow residential road.

- a. Setback - Overlaying the two site plans, the driveway and parking has shifted about ~2.5ft closer to Oswald. If you can clarify what the 15-4 and 5' dimensions are referring to, that may help us clarify where the change is being detected.
- b. Rider alignment - Due to additional survey and plat documentation, we can more accurately place the site elements in their context. The parking lot has not moved in relation to Rider; the site plan is showing Rider in its correct position. **After discussion with engineering, we would not be able to angle parking to align with Rider. We were advised to consider a right-only exit as shown in our updated site plan.**
- c. Driveway - **After discussion with engineering, the driveway for the future parking should be the same as the drive aisle (26') minimum. However, for the intermediate, gravel parking shown in the updated site plan, we have shown a smaller driveway (20ft).**
- d. Parking Lot Dimensions - The parking lot dimensions shown on the site plan are at the minimum required. We will add dimensions on the revised set.

4. The landscaping on the previous site plan is now absent. Landscaping should be introduced along the parking lot and all elevations, including shade trees along Oswald Street. The final site plan should meet the landscaping standards of Article 12 and all other applicable zoning and City Engineering standards, with final selection and design of landscaping to be approved by staff.

- a. Landscaping on previous plan - This is an oversight on our part as we have not determined a landscaping plan based on new design and updated easements. However, we will return schematic landscaping to the site plan.
- b. Shade trees along Oswald - There were no shade trees along Oswald in the previous plan except around parking, and we will put it back.
- c. Zoning - There are no zoning or overlay requirements for any planting to occur in the ROW or elsewhere above and beyond what is required in Article 12.
- d. Landscaping at parking - "Parking lots of less than 10,000 square feet in area are exempt from parking lot perimeter landscape yard." (Article 12.3.A) While landscaping is not required, we will show landscaping at the entry to improve streetscape.

5. Guidelines recommend multi-family construction be similar in height to the context. The Board approved the two- and three-story height in 2023, but the increased foundation height (along Oswald Street) of the left and right building massings to 6', from 3'-2" and 1'-4" respectively, and reduced front setbacks increase the overall visual scale of the building. This request removes

the third-story penthouse from the left (south) massing, resulting in an overall decrease in building height from 34'-5" to 30', but the height of the front façade is increased by 1'-5" and will be 8' closer to the front property line. The height of the right (north) building massing that faces the rear of existing single-family houses along Colonial Avenue has increased from 26' to 30'-10". The Board should discuss how the 6' foundation height and reduced setbacks contribute to an increase in visual scale.

- a. See point 2 above for foundation heights and setbacks.
- b. The height of the front facade will not be 8ft closer to the property line.
- c. We will be sure to clarify the elevations to clarify any of the changes in relation to the original.

6. Guidelines for multi-family buildings recommend they "continue the architectural rhythm of the block" by "dividing the building into separate sections that are proportionally similar to original houses on the block." This is achieved via the bay window massings, although the revised form has a less historic and consistent design and rhythm than previously proposed. The revisions to the central building massing, particularly the Oswald Street elevation, create modules that are larger in scale than previously proposed.

- a. Bay window massing - This massing is identical to the rhythm previously proposed. Please point us in the direction of a change if you have identified one.
- b. Central building massing - This massing had to change to comply with party wall requirements when the apartments of this wing became townhouse. This updated design keeps the massing as similar as possible, but code requirements did not allow for those walkways in the building to remain.

7. The conversion of all the front porches on the left (south) massing to closed patios and the removal of the associated walkways is a significant revision that does not follow the guidelines; these elements should be reintroduced. The reduction of the number and size of the pedestrian openings on the central building massing makes the pedestrian amenities less visible and accessible from Oswald Street. The revised design of the central building massing on the alley-facing west elevation provides transparency that activates the pedestrian openings and breaks the massing into smaller, varied modules, but these tactics are not employed on the street-facing east elevation.

- a. Enclosed porches - see point 2.c. for explanation on porch stair change.
- b. Pedestrian openings - The number of pedestrian entrances on the original site plan were 3 from Oswald (primary promenade, pedestrian access between the south massing and the existing house, and to the north of the northern most mass), 1 from Oswald to the parking lot, and one from the parking lot, through the future building B tunnel; the current pedestrian access points are unchanged. Please point us in the direction of a change if you have identified one.
- c. Central mass street-facing elevation - The lack of transparency on the east elevation is by design as they would be looking directly into the windows of three existing homes to their east. If the board feels like we need to include more windows, we can consider this.

The promenade and pedestrian openings are primary pedestrian entrances at the north of the overall development that provide internal public access to the proposed commercial buildings. The revisions to the east (Oswald Street) elevation obscure access to the development from the public. The Board should discuss how the revisions impact the development's interaction with the public streetscape.

This entry off Oswald (between south block and the southern most house) being more subdued is by design since this would be between a private home and a private entry to the rear of the south-block townhouses. This would not be a major pedestrian thoroughway.

8. Guidelines recommend that “new apartment buildings be designed in...context with the early architectural features of the neighborhood” and that window and door styles be similar to historic houses on the block, with similar ratio of solid to void. The Board approved the use of full-lite doors in 2023.

The brick soldier coursing has been removed from all windows and doors, and the brick window sills have been removed from left building massing. The overall transparency has been reduced on secondary elevations. The previous design primarily featured single-lite casement windows on the bay window massings and fixed windows on the central building massing. The majority of the casement windows have been revised to fixed windows, which are not traditional window forms; the Design Review Board frequently requires fixed windows on single-family houses to be revised to a casement or single-hung operation. In the opinion of staff, the windows on the projecting planes of the left and right building massings on the east (Oswald Street) elevation should be revised to be operable, and the previously depicted brick windowsills should be retained on the east elevation. The Board should discuss the revisions to window placement and design.

- a. Brick soldier coursing - This is not intentional - we will add more brick detail to that block to match the north block.
- b. Casement vs. fixed - Previous DRB application did not show many casement windows. However, we will revise to include more operable windows per this recommendation.

9. The left (south) building massing no longer features the shed roof massing of the penthouses. The revisions to the modules in the central building massing result in a different roof pattern that is generally similar to what was previously proposed and compatible with its modern form, but the Board should discuss the parapet design on the west (alley-facing elevation). The design incorporates flat roofs with parapets, similar to historic apartment buildings in Knoxville. However, the coping has been removed from the right (north) building massing, and its parapet height has been increased, making it 10" taller than the left building massing. Brick coursing has been added to the foundation of the right massing but removed from the left massing. While the difference in the overall height will not noticeably impact visual scale, the inconsistent use and height of the brick coursing (on the parapet and foundations) and coping disrupts the horizontal lines of the building in a manner that does not reflect the historic use of such detailing. Both massings should feature the same detailing and height for the parapet and foundation.

We will ensure that the brick and parapet designs are equal on north and south blocks.

10. Brick veneer and vertical siding are the primary exterior cladding materials. The brick veneer meets the design guidelines, but the guidelines discourage the use of vertical siding. The Board approved the use of vertical siding on the central building massing in 2023, but the modifications to the module pattern on the east (Oswald Street) elevation make the material more visible from the right-of-way. Most of the foundation will be clad in brick veneer. The concrete block foundation on the central building massing should be screened by an exterior cladding material, parge-coated, or clad in stucco. Final product specifications should be sent to staff for approval. The Board should discuss how the revisions along Oswald Street impact the development's interaction with the public streetscape (removal of the front-porches, pedestrian entrances, walkways, setbacks, foundation and building height, and visual scale), the parking lot setback and driveway/aisle widths, the revised roof forms and details, and the revised window design and placement.

We will update the foundation material to be screened.

Along with any necessary revisions or conditions, staff recommends approval of Certificate 9-F-25-IH, subject to the following conditions:

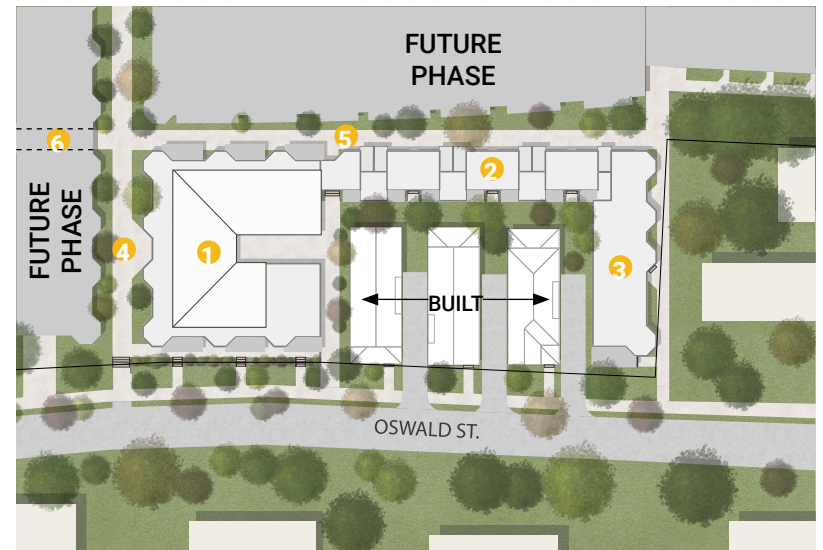
- 1) the final site plan, parking areas, and elevation drawings to meet City Engineering standards, the standards of the I-MU zone, Article 9.3.I, and any applicable standards of the zoning code and building codes; - understood
- 2) City Engineering approval of the design of the parking area, its driveway access, and proposed sidewalks, with a reduction in drive aisle and driveway width to be approved by staff; - understood
- 3) the front setbacks be increased and, if necessary, the foundation height reduced, to allow for the reintroduction of stairs and walkways from the porches to Oswald Street, with final measurements and drawings to be approved by staff; - see notes above
- 4) the final site plan to incorporate landscaping along the parking area and all elevations, including shade trees along Oswald Street, with final selection and placement to meet any applicable standards, including Article 12, and be sent to staff for approval; - see notes above
- 5) the northern and southern building massings to feature the same detailing (coursing and coping) and height for the parapet and foundation, to be approved by staff; - understood
- 6) brick window sills be added to the east elevation of the southern building massing; - understood
- 7) the windows on the projecting planes of the bay window massings on the east elevation to be operable; and - understood
- 8) final material specifications to be sent to staff for approval, with cladding on the concrete block foundation as necessary - understood

Previous plans



ARLINGTON DOWNS 1.2

3527 OSWALD STREET
INFILL HOUSING REVIEW



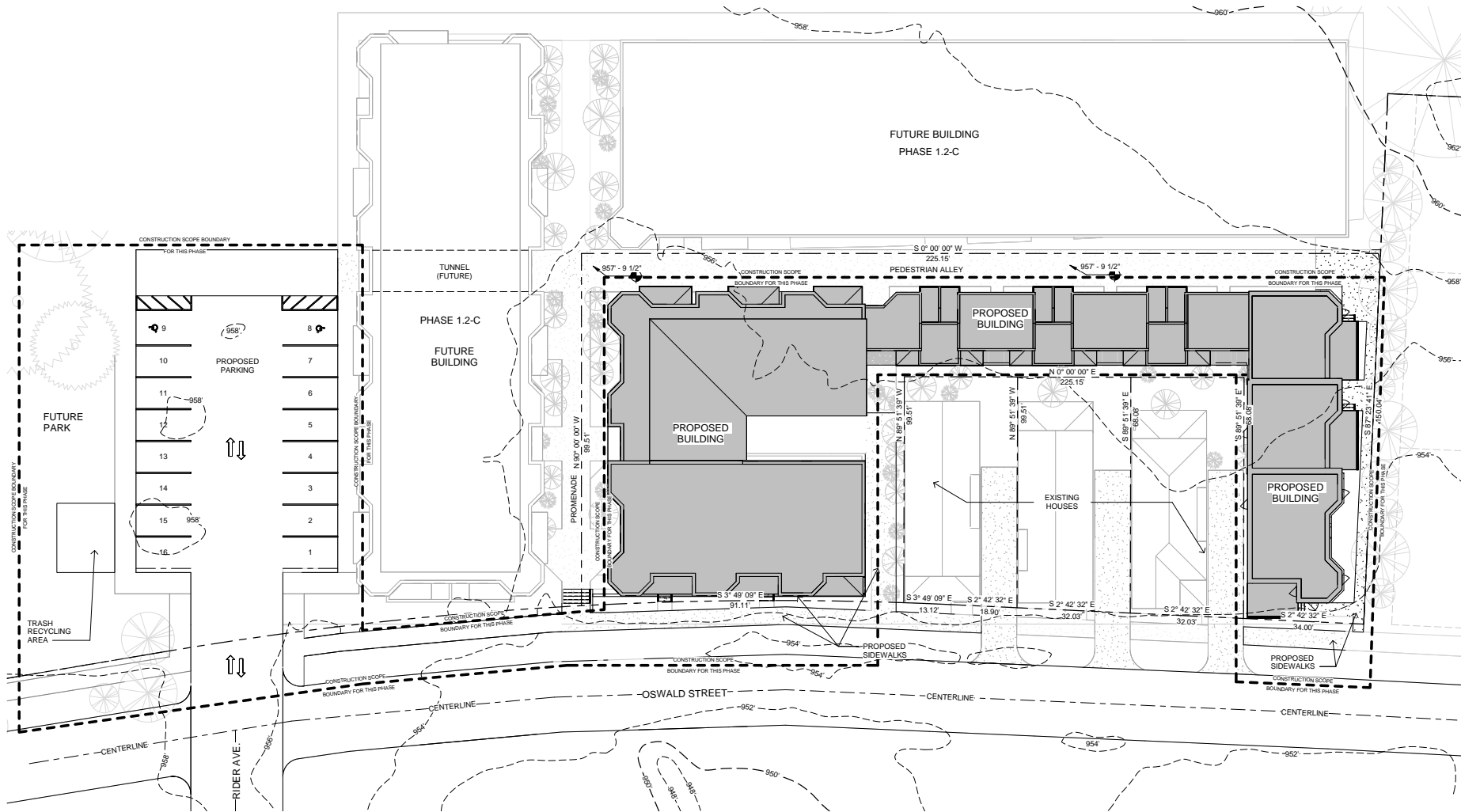
LEGEND

1. 2-STORIES ALONG THE PROMENADE WITH PENTHOUSE LOFTS AND GROUND FLOOR UNITS WITH PRIVATE ENTRANCES
2. 2-STORY ALLEY LOFTS W/ PRIVATE ENTRANCES AND BALCONIES
3. 2-STORY ROWHOUSES WITH SEMI-PRIVATE PATH TO OSWALD ST.
4. PROMENADE
5. ALLEY
6. TUNNEL

MASTER PLAN LEGEND

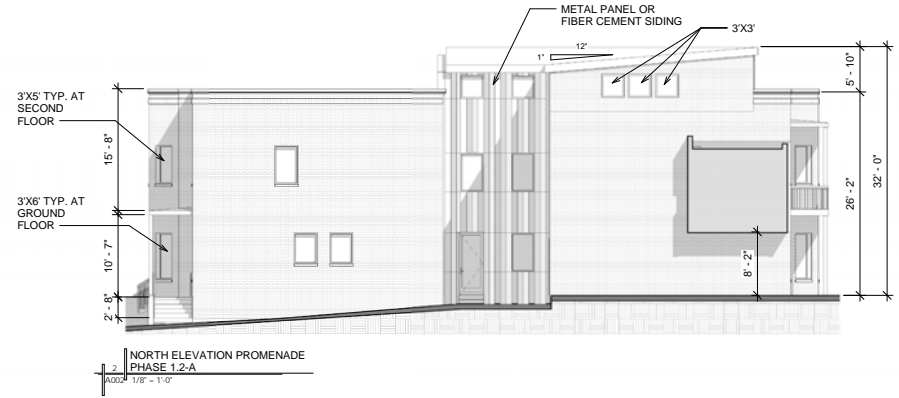
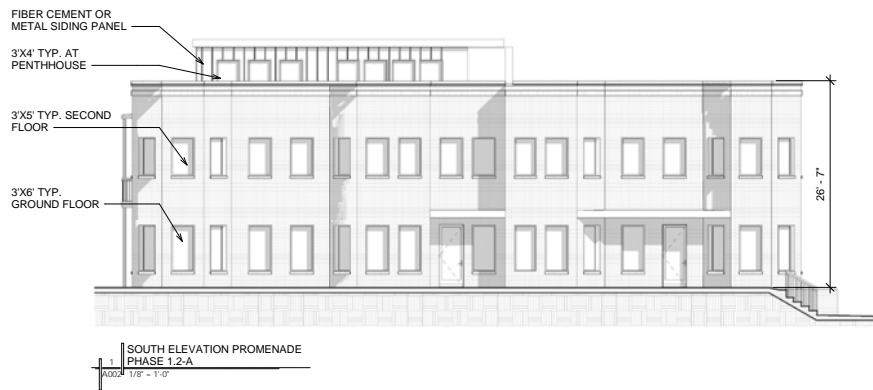
1. SINGLE FAMILY DETACHED (BUILT)
2. MULTI-FAMILY W/ PARKING BELOW (FUTURE)
3. MIXED-USE COMMERCIAL (FUTURE)
4. BOUTIQUE HOTEL (FUTURE)
5. MULTI-FAMILY RESIDENTIAL (FUTURE)
6. PUBLIC POCKET PARK (FUTURE)
7. MAKER SPACE (FUTURE)
8. BREWERY (FUTURE)

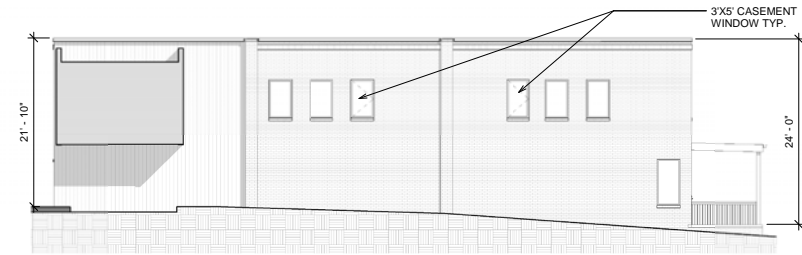




1 SITE PLAN Copy 1
A001 1/16" = 1'-0"



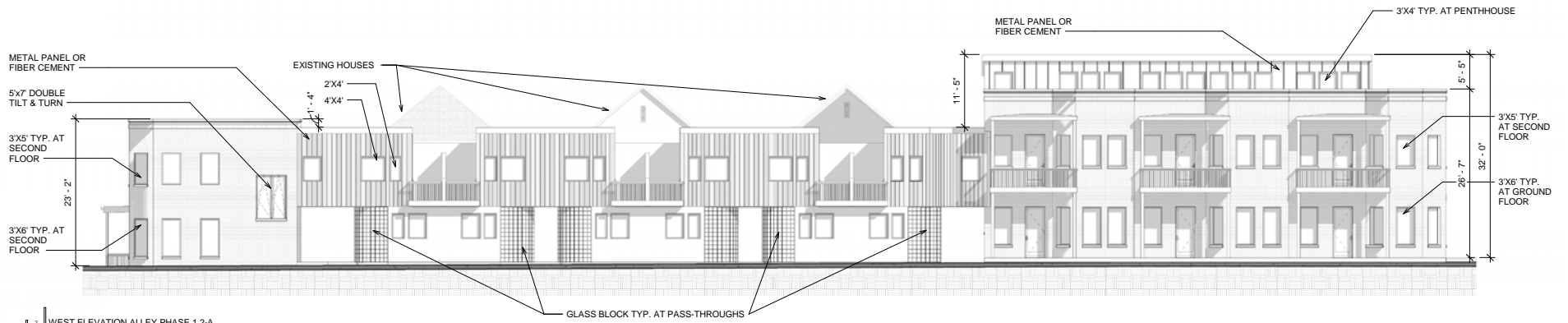




1 SOUTH ELEVATION PHASE 1.2-A
A003 1/8" = 1'-0"



2 NORTHERN ELEVATION PHASE 1.2-A
A003 1/8" = 1'-0"



3 WEST ELEVATION ALLEY PHASE 1.2-A
A003 1/8" = 1'-0"

A Certificate of Appropriateness is hereby granted for the following property by the Knoxville Design Review Board:

Property Address: 3527 Oswald St.

Parcel ID: 69 N E 00401

District: Oakwood/Lincoln Park Infill Housing Overlay District

Owner: Arlington Downs Partnership, LLC

Applicant: Logan Higgins Heyoh Design and Development

Contractor: N/A

Engineer: N/A

Architect: N/A

Type of Work: Level III

New Primary Structure

Description of Work:

New multi-family building, part of a broader mixed-use development on an approximately 8-acre property in Lincoln Park which previously held manufacturing facilities and other industrial uses. The applicant rezoned the property from I-H (Heavy Industrial) to I-MU (Industrial Mixed-Use) to allow for compatible commercial, single-family residential, and multi-family residential uses. Three single-family houses have been constructed on the property, fronting Oswald Street (8-B-21-IH).

The new building is C-shaped and two- and three-stories tall, featuring a flat roof, an exterior clad in brick and metal panel or fiber cement siding, and a brick-clad foundation. The C-shaped building wraps around the three single-family houses, with one two-story (with a third-story penthouse element) massing on the north side of the houses, a two-story massing on the west side of the houses, and a two-story massing with a recessed third-story penthouse on the south side of the houses.

The north and south massings are predominately clad in brick veneer, featuring a series of projecting bays. Windows are evenly spaced along the facades (east elevations), aligned on first and second stories, using single-light metal casements with flat brick arches and sills. Similar patterns wrap around the north and south elevations. Full-light entry doors are accessed via concrete steps. The south massing features two second-story balconies towards the left side of the façade. On the south massing, a smaller third-story penthouse is recessed from the primary roofline, featuring a flat roof and a series of single-light windows.

The center massing is clad in metal panel or fiber cement siding, with pass-throughs to access future adjacent pedestrian alley, featuring glass block adjacent to lower-level pass-throughs. Windows on the center massing are 2' by 4' and 4' by 3' metal casement and fixed windows.

The site plan includes walkways from doors to the street. Parking is planned for shared parking lots located south and west of the buildings.

The application includes phased construction for the north, center, and south massings.

The application was postponed at the August 2023 meeting. Revisions to the design include minor modifications to the building footprint and revisions to setbacks (including moving the buildings closer to the street, to align with the single-family houses). The roofline of the third-story penthouse has been modified. Window placement on secondary elevations has been modified.

Action: Approved With Conditions

Details of Action: None noted.

Conditions/Reasons: APPROVE Certificate 8-G-23-IH, subject to the following conditions:

- 1) Final site plan and parking areas to meet City Engineering standards;
- 2) Any parking areas fronting Oswald Street to receive landscaping and screening to meet design guidelines;
- 3) Final drawings to meet standards of the I-MU zone and principal use standards for multi-family dwellings;
- 4) Specifications for final materials to be submitted to staff for approval.

Action By: Lindsay Crockett

Action Date: 2/21/2024

COA Expiration Date (3 years): 2/20/2027

Please note: The action of the Design Review Board may be appealed to Knoxville-Knox County Planning within 15 days of DRB decision. If Knoxville-Knox County Planning does not receive any appeals of the decision by , the applicant can proceed with obtaining permits.

This Certificate Is Not A Building Permit

This approval is not a substitute for any other reviews or permits that might be required. This Certificate is not final or enforceable until the expiration or exhaustion of all rights of appeal. Any change in the work described on this Certificate requires additional review and approval by the Knoxville Design Review Board.

For permit requirements, contact City of Knoxville Development Services: 865-215-2992 or 865-215-2991.