DESIGN REVIEW BOARD

Staff Report

Infill Housing Design Review

File Number: 9-F-25-IH

Meeting: 9/17/2025
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

Revisions to 8-G-23-IH, new multi-family building that is part of a multi-phase 8-acre mixed-use development. See end of file for detailed list of changes by elevation.

Site plan: Reduction of parking lot setback from 15'-4" to approximately 5', with driveway location now offset with the intersection of Rider Avenue. Removal of all landscaping depicted in previous plan. Front setback reduced but not depicted; scales to 1 to 3 feet from the front property line, or 3 to 5 feet from the back of the proposed public sidewalk along Oswald Street.

Left (south) building massing: Bay window forms modified to have left plane project perpendicular from façade, widened central bay, and angled right plane, resulting in revised massing and balcony placement. Removal of third-story paneled massing. Increase foundation height from 3'-2" to 6'. Conversion of front-porches along Oswald Street to private patios and removing the associated walkways to the sidewalk. Revised courtyard design. Revised window and door placement, reducing transparency along secondary elevations. Removal of brick soldier coursing and sills from all windows and doors, and removal of sections of brick foundation coursing. Conversion of most casement windows to fixed.

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: Same bay window, foundation (here 1'-4" to 6'), and window placement revisions as the left (south) massing. Revised to individual entrances with projecting front-porches, instead of shared entrance on Oswald Street, with steps hidden by brick knee walls. Height increased from 26' to 30'-10", with parapet 10" taller than left massing. Removal of coping from parapet, addition of two bands of foundation coursing. Removal of brick soldier coursing from all windows and doors, retaining sills. Conversion of most casement windows to fixed.

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. 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.

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.

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.

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.

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.

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 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.

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 windowsills 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.

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.

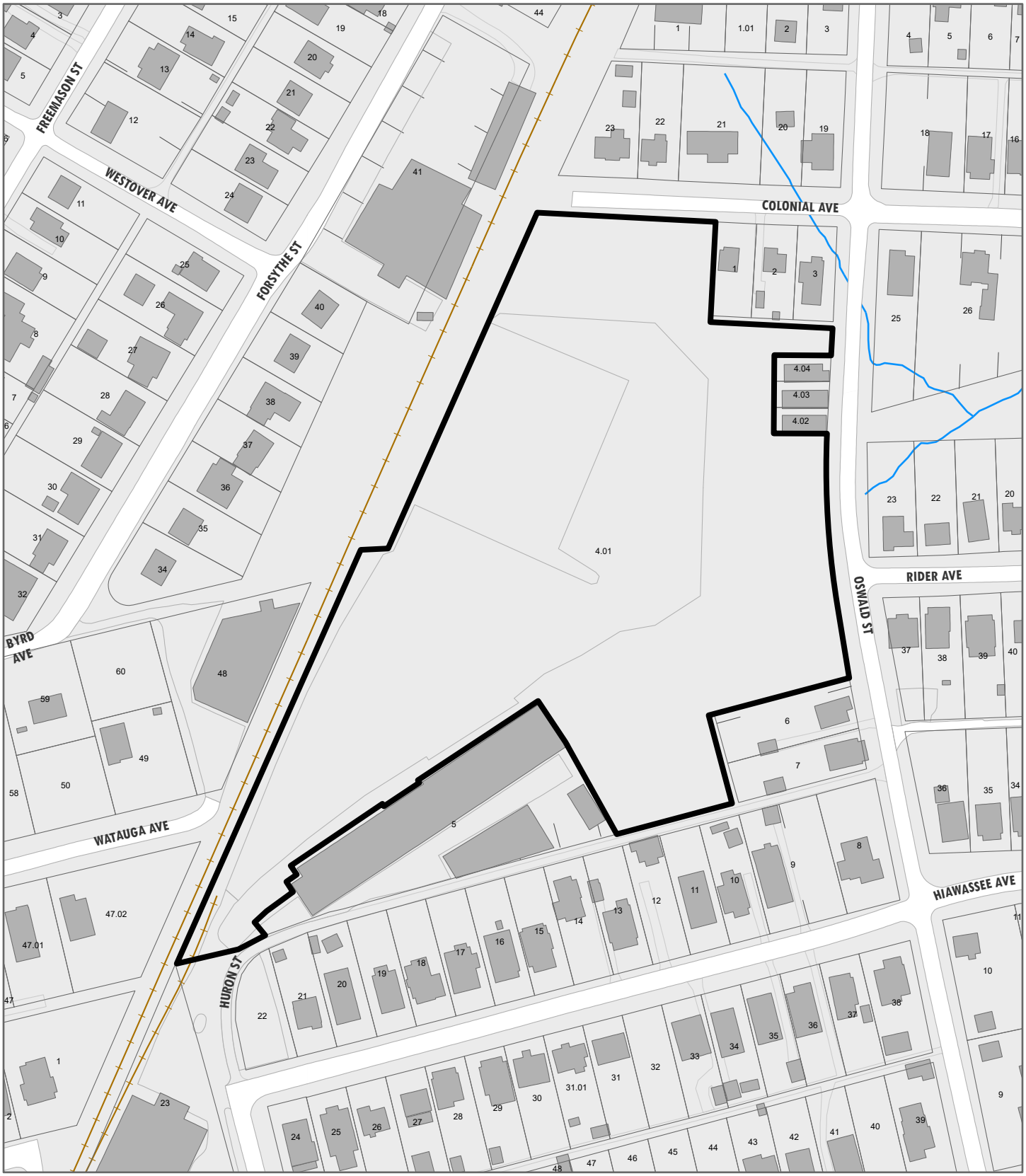
10. Brick veneer and vertical siding are the primary exterior cladding materials. The brick veneer meets the design guidelines, but the guidelines discourage the use of vertical siding. The Board approved the use of vertical siding on the central building massing in 2023, but the modifications to the 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.

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, 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.

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;
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;
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;
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;
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;
6) brick window sills be added to the east elevation of the southern building massing;
7) the windows on the projecting planes of the bay window massings on the east elevation to be operable; and

8) final material specifications to be sent to staff for approval, with cladding on the concrete block foundation as necessary



DESIGN REVIEW BOARD

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 Revised:

Knoxville - Knox County Planning - Design Review Board

Petitioner: Logan Higgins Heyoh Architecture

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Feet

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	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:	FEE 2:	FEE 3:	TOTAL:
100			100.00 Paid 8/29/25 DD

ARLINGTON DOWNS 1.2

3527 OSWALD STREET

INFILL HOUSING REVIEW

Rendering for design intent only

See end of packet for plans from 8-G-23-IH and description of all changes by elevation

INDEX

Disclaimer: all renderings represent design intent; they do not 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.

heyoh design + development

Heyohdesign.com
865.236.0430
Admin@heyohdesign.com

ARLINGTON DOWNS

Arlington Downs
Partnership LLC

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PROJECT LOCATION | 3

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.

Rendering for design intent only

This element has changed since our last DRB presentation. In an effort to curb the housing shortage and better engage with the wider neighbhorhood with better pedestrian access, we think it would be best for this location to be multi-unit with a common sidewalk connecting back to Oswald St.

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

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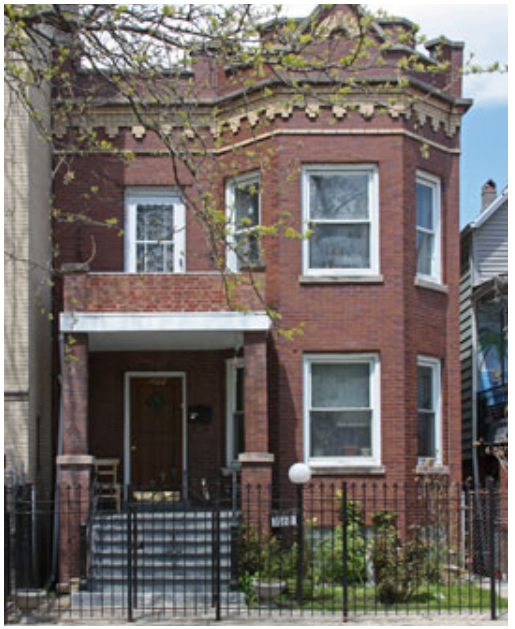
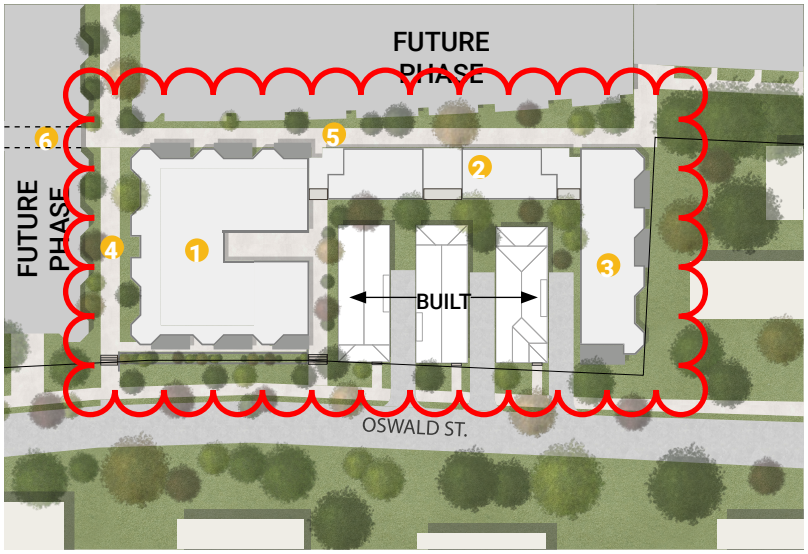
PRECEDENTS FOR BUILDING DESIGN





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. 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)

Rendering for design intent only

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3D VIEWS

FUTURE BUILDINGS

Rendering for design intent only

FUTURE BUILDINGS

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Rendering for design intent only

FUTURE BUILDING

Rendering for design intent only

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 Commision."*

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.

Rendering for design intent only

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 and 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.**

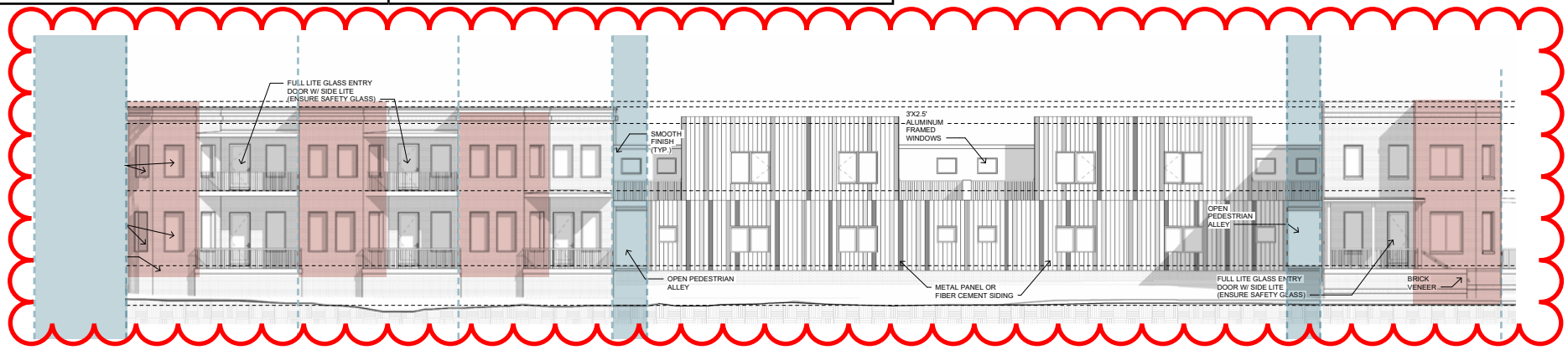
Rendering for design intent only

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



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.

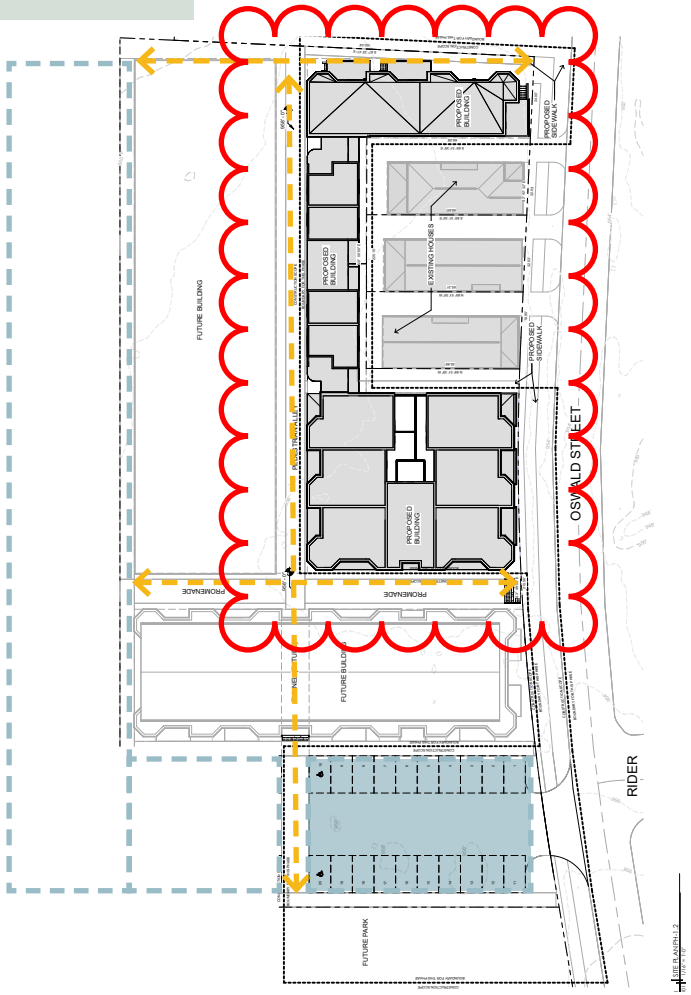
Garages which are perpendicular to the alley should be about 18 feet from the center line of the alley pavement, allowing a comfortable turning radius for a driver to enter a garage.

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

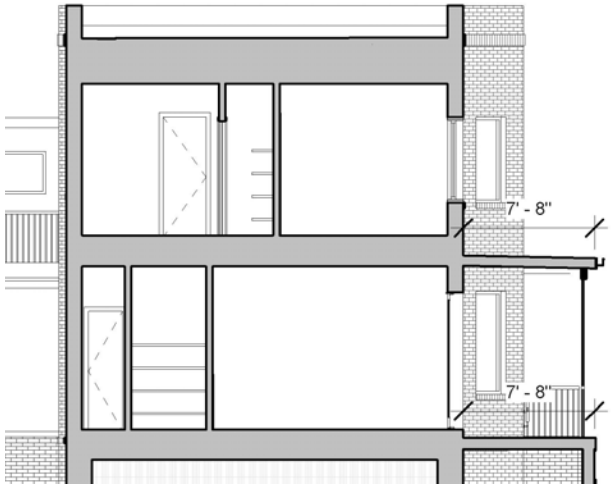
PARKING

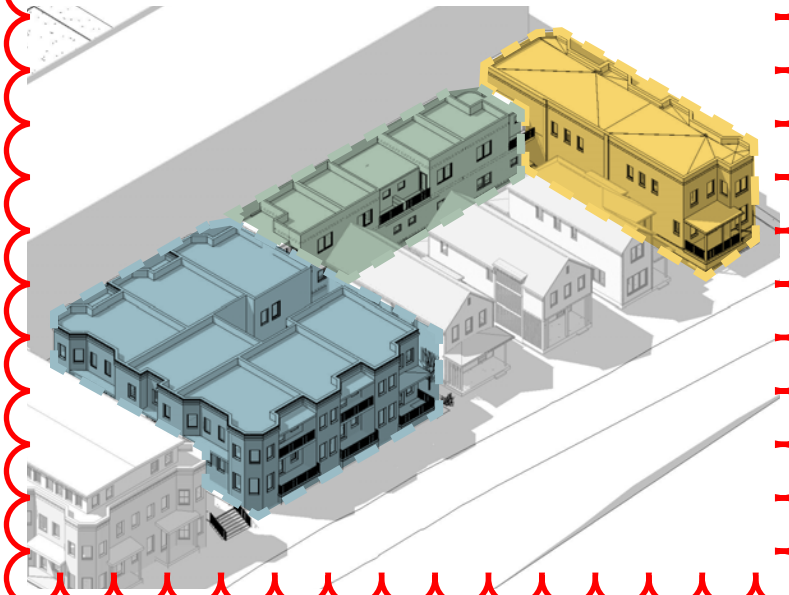
PEDESTRIAN ALLEY

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 "connector" volume is broken down further by sllding volumes past one another to allow for maximum openness and daylighting. 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.

Rendering for design intent only

6. WINDOWS + DOORS

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.

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.

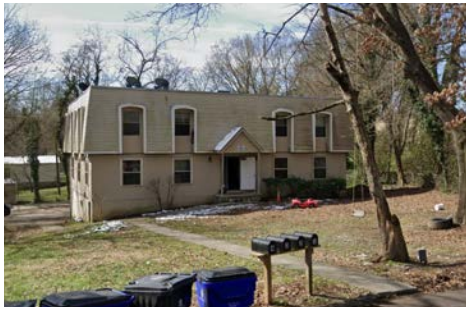
METAL CASEMENT + FIXED WINDOWS

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.

Rendering for design intent only

Rendering for design intent only

Rendering for design intent only

DARK BRICK

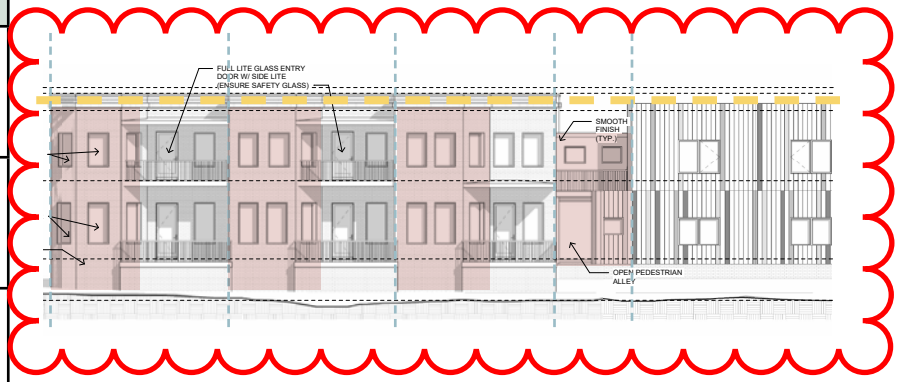
METAL OR FIBER CEMENT PANELS, VERTICAL

LIGHT BRICK

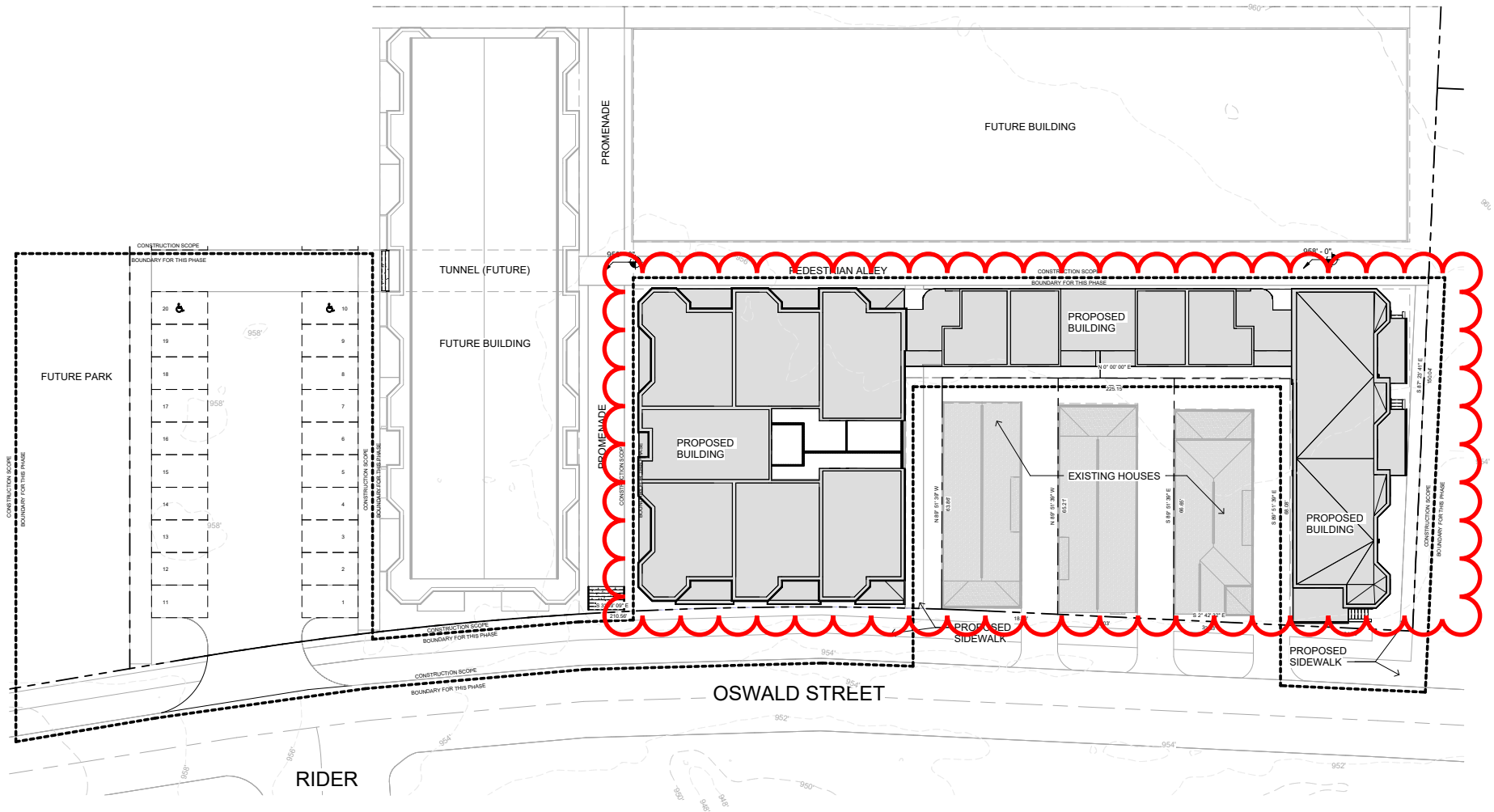
10. MULTI-UNIT HOUSING

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.**



See end of packet for plans from 8-G-23-IH and description of all changes by elevation



1 SITE PLAN PH-1.2
A001 1/16" = 1'-0"

0' 8' 16' 32' 64'

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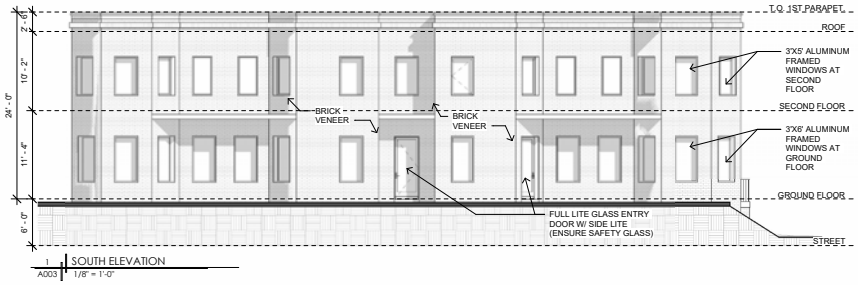
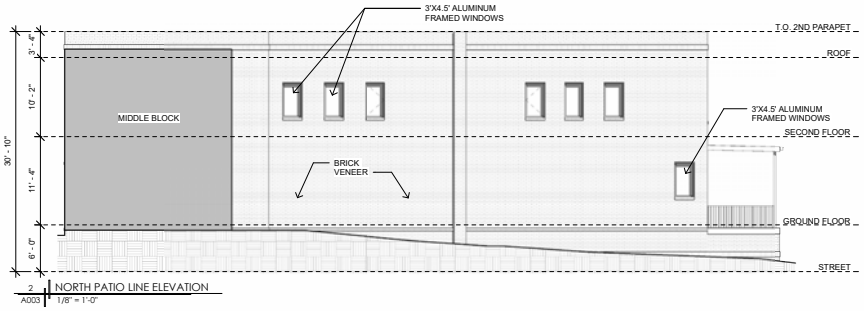
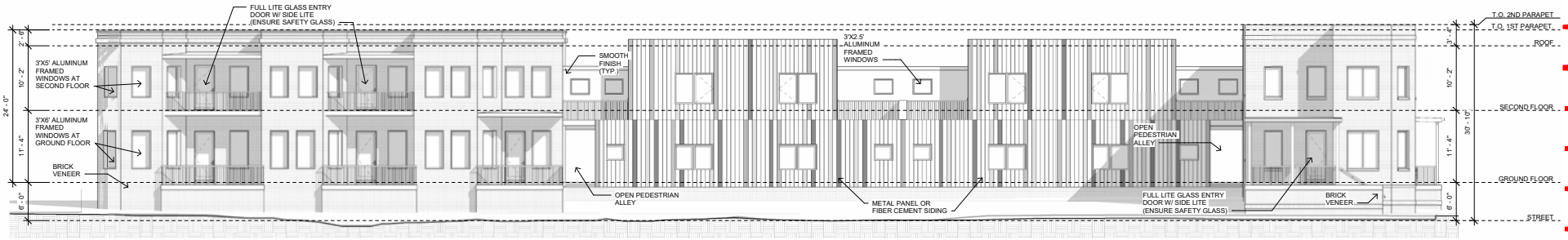
ARLINGTON DOWNS

SITE PLAN

See end of packet for plans from 8-G-23-IH and description of all changes by elevation

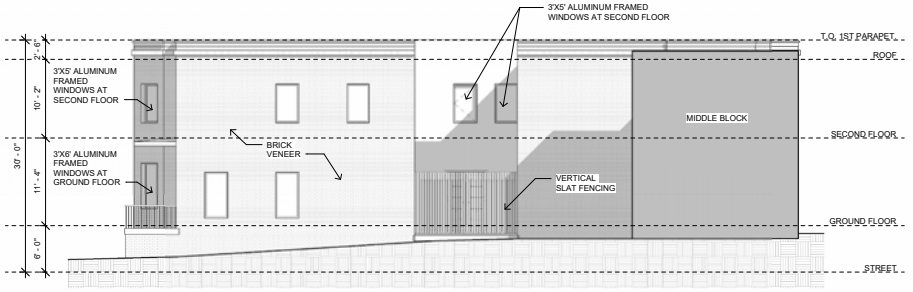




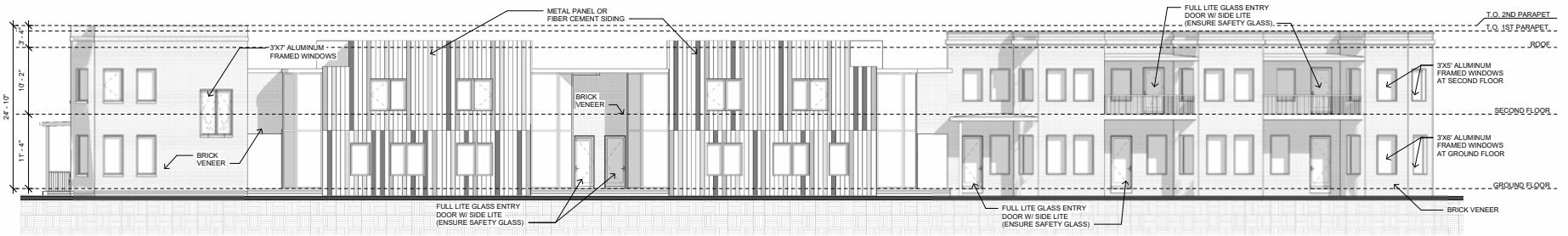


See end of packet for plans from 8-G-23-IH and description of all changes by elevation

2 A004 NORTH ELEVATION 1/8" = 1'-0"



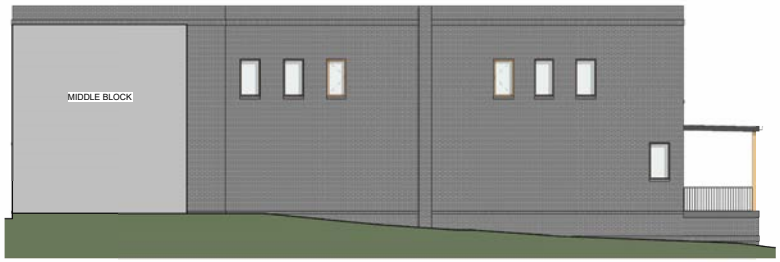
3 A004 SOUTH PATIO LINE ELEVATION 1/8" = 1'-0"



1 A004 WEST ELEVATION (ALLEY) 1/8" = 1'-0"

ADDENDUM

1 A001 SOUTH ELEVATION 1/8" = 1'-0"



2 A001 NORTH PATIO PRES ELEVATION 1/8" = 1'-0"

3 A001 EAST ELEVATION (OSWALD ST) 1/8" = 1'-0"

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ARLINGTON DOWNS

COLORED ELEVATIONS | 24

ADDENDUM

1 A002 NORTH ELEVATION 1/8" = 1'-0"

2 A002 SOUTH PATIO PRES ELEVATION 1/8" = 1'-0"

3 A002 WEST ELEVATION (ALLEY) 1/8" = 1'-0"

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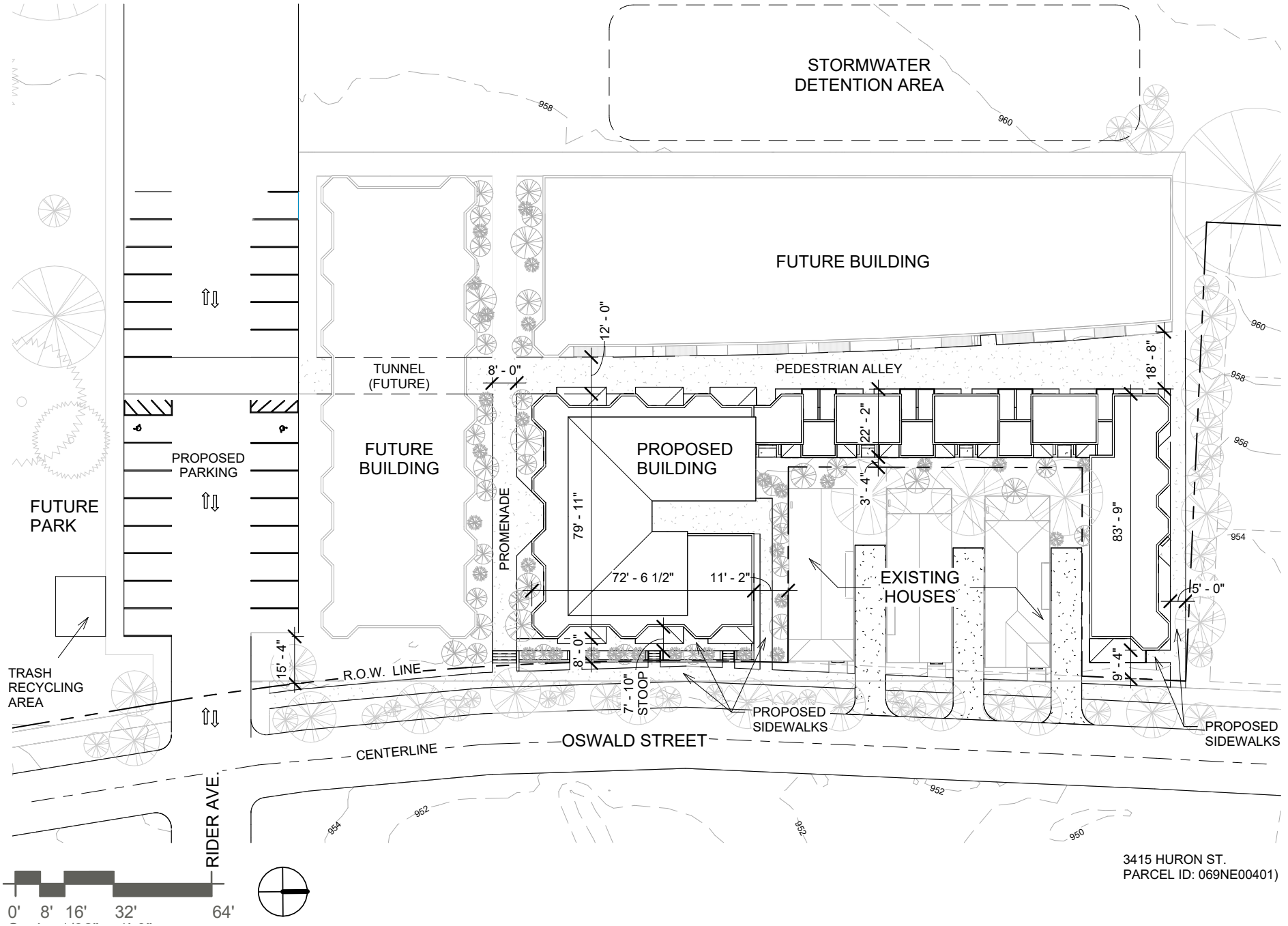
COLORED ELEVATIONS | 25



3415 HURON ST.
PARCEL ID: 069NE00401)

Site plan 8-G-23-IH

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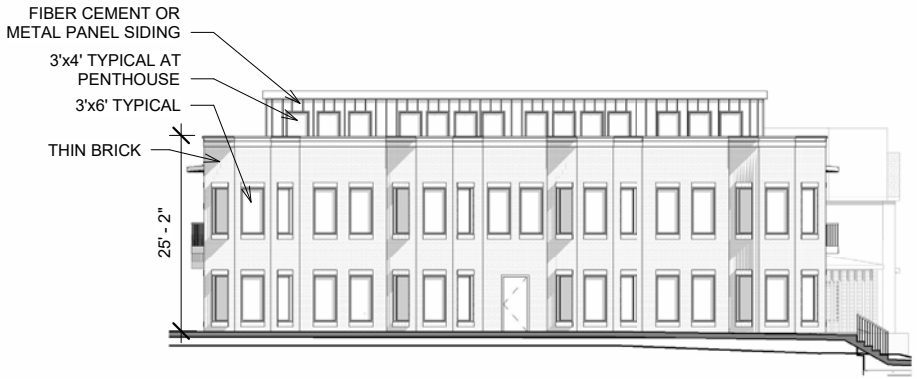
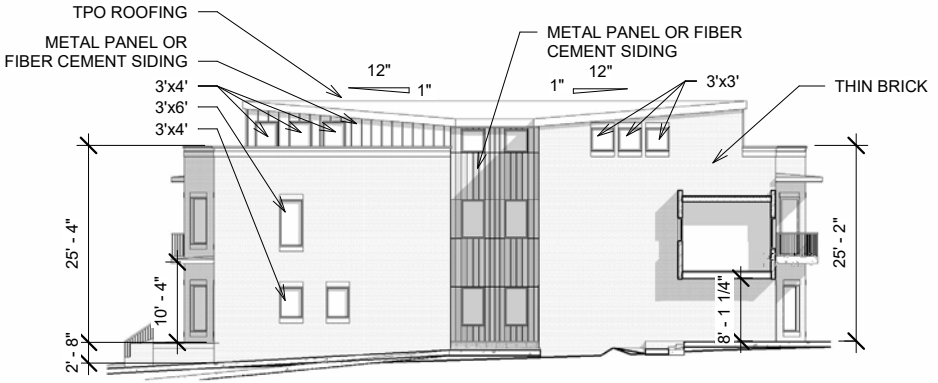
SITE PLAN



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



4 NORTH ELEVATION PROMENADE
1/16" = 1'-0"

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

Elevations 8-G-23-IH

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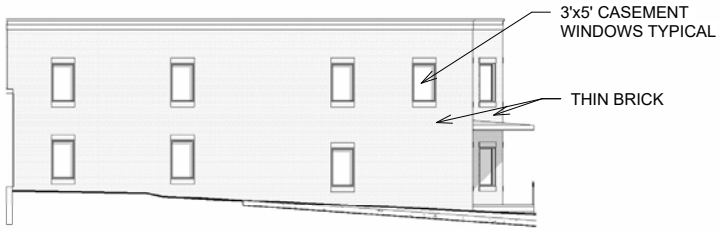
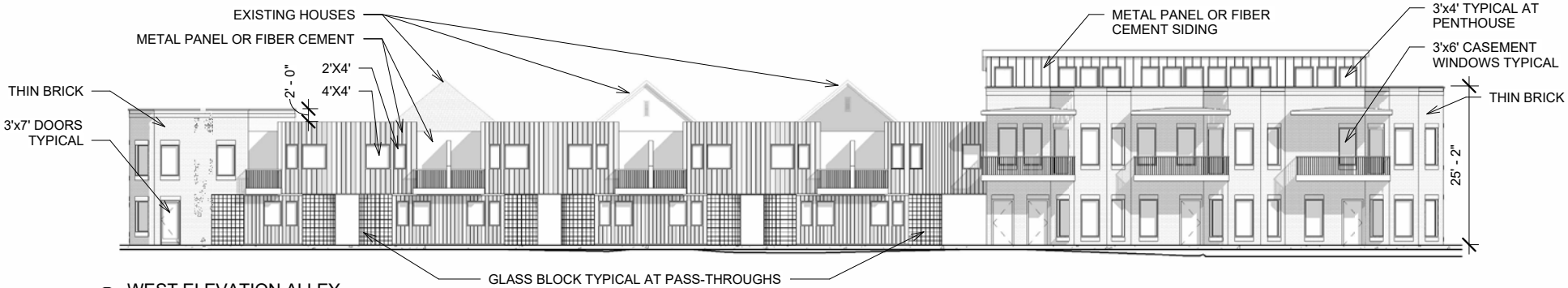


3 SOUTH ELEVATION
1/16" = 1'-0"

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



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

Elevations 8-G-23-IH

Description of All Revisions by Elevation

Site plan: The site plan features the similar parking and building placement that was previously approved, but it has been modified to depict proposed changes to building forms. Setbacks are not depicted on the revised site plan but appear to have been reduced to account for changes to the building form. Along the Oswald Street frontage, the buildings are depicted up to the front property line with minimal setback, reduced from approximately 8'. Along the north lot line, massing of the building has a slightly larger setback, but porches have been added to the north elevation that extend within 5' of the lot line. The proposed public sidewalk has an approximate 2' separation from the front lot line. Landscaping is not depicted, as it was previously. Removal of walkways from front porches to Oswald Street. The parking lot access has been offset from Rider Avenue, and the front parking lot setback has been reduced.

East elevation (Oswald St.):

Left (brick) massing: Increase foundation height from 3'-2" to 6'. Replace casement windows with fixed windows. Removal of brick soldier course from windows and doors, and removal of brick sills from windows on the left bay window massings. Removal of the third-story, paneled penthouse massing on the left bay window massings. Modifications to the two-story bay window form to feature a straight left side and an angled right side to the projection, as opposed to two angled sides, widening the central bay to feature two windows on each story instead of one and removing the windows on the left side. Second-story balconies will be recessed to be flush with the edge of the bay window projection, instead of projecting from the edge of the bay window. The street entrances to each unit have been removed and replaced with first-story patios enclosed with a railing, and the brick coursing from the entrances is now only present as a water-table on the patios. The patio and balcony roofs have been modified to adjust to the shape of the new bay window massings.

Right (brick) massing: Increase foundation height from 1'-4" to 6'. The right bay window massings have been modified in the manner previously described, removing the windows on the left side and featuring paired fixed windows in the central bay. The first-story entrance is now an individual instead of shared entrance and has been widened to have the steps accessed from the right side and hidden by a brick knee wall with two rows of coursing, and the porch is now recessed instead of projecting, featuring a handrailing. The height of the parapet has been increased to rise above that on the left bay window massing, and the brick coping has been removed.

Center (vertical siding) massing: Modifications to massing pattern of central bays. Second-story smooth-finished massings have been reduced in height and width and now have a rectangular form (previously T-shape). There will be three massings instead of four, and they have been

recessed to allow for a patio flush with the vertically-paneled massings. The vertically-paneled massings have been combined into one long massing on the first story, with two sections of two-story projections that rise above the smooth-finished massings. The window patterns have been revised to feature alternating bays of small fixed windows and taller, paired casement and fixed windows. There will be two first-story openings for pedestrian openings, instead of four, and the width of the openings has been reduced. The curved glass blocks flanking the openings have been removed.

West elevation (alley-facing): Removal of brick soldier course from windows and doors, and removal of brick sills from windows on the right bay window massings. Most casement windows have been replaced with fixed windows, which are wider and shorter than previously proposed. Removal of the third-story, paneled penthouse massing from right bay window massings. Same modifications to the form and second-story balconies on the right bay window massings as described for east (Oswald Street) elevation. Removal of leftmost balcony. Balcony design revised to feature a window to the left of a door. Revisions to door and window placement on first story, creating off-set door pattern. Addition of roof on first-story of leftmost bay and removal of one door. Connection to central massings is now a brick-clad hyphen above the pedestrian opening.

Increase width of the left bay window massing and removal of first-story entrance, to now feature a casement and fixed window on the second story, two fixed windows on the first story, and paired casement windows on the right between the stories. Side view of new front porches. Connection to central massings is now a brick-clad hyphen above the pedestrian opening. The parapet was modified as described on the east (Oswald Street) elevation.

Modifications to the form of the central massings. The plans now feature two, two-story vertically-paneled massings, removing the leftmost and rightmost corners of the parapets, that each feature two sets of paired fixed and casement windows on the second story and two sets of paired fixed windows and a fixed window on the first-story. The pedestrian openings have been modified as described on the east (Oswald Street) elevation. Two-story full-lite, canted glass walls are proposed for either side of the vertically-paneled massings, and the center massing features the glass walls flanking a two-story massing clad in brick with two doors.

North (facing towards Colonial Avenue) elevation: Removal of brick soldier course from windows and doors, and replacement of most casement windows with fixed windows. Modifications to two central bay window massings, similar to those described for the east (Oswald Street) elevation, with the straight plane on the right side of the bay and paired fixed and transom windows in the central plane. Revision to massing placement, window pattern, and door placement. The width of the leftmost flat massing has been reduced, and all windows have been removed with a downspout in their place. Two one-story porches with flat roofs and their

own full-lite entrance with a side-light and steps have been added to the flat recesses between the massings. Same revisions to parapet height and coping and brick coursing on the foundation as the east (Oswald Street) elevation.

North patio line elevation (facing rear of northern massing): Removal of brick soldier course on windows, and replacement of most casement windows with fixed windows. Reduction in number of windows and revised placement. There are six windows on the second-story and one on the first. A narrow two-story projection has been added. Same revisions to parapet height and coping and brick coursing on the foundation as the east (Oswald Street) elevation.

South (promenade-facing) elevation: Removal of third-story paneled penthouse massing. Removal of brick soldier course and sills from all windows and doors, and replacement of most casement windows with fixed windows. Modifications to two central bay window massings, similar to those described for the east (Oswald Street) elevation, with the straight plane on the right side of the bay on one massing and the left side of the bay on the other. The widened central bays feature one window, and a window on the right plane of the third bay window massing has been replaced with a full-lite glass entry with a side-lite. Installation of flat roof above the first story in the recesses between the bay window massings.

South Patio Line Elevation (courtyard-facing): Removal of third-story penthouse massing and brick soldier course and sills from all windows. Revisions to window placement, number, and size. The design features two windows on each story on the left massing, two windows on the second story of the central massing, and no windows on the right massing. The courtyard now has a T-shape, and the entrance is now screened with vertical slat fencing that obscures a door on the central massing. The material of the central massing has been revised from vertical siding but is not specified.