

Meeting: 2/18/2026

Applicant: Christine Kolb 100 W Depot Investors LLC, Quad Capital Partners

Owner: White Lily Partners LLC, Knoxville Southern Station LLC

Project: 100 Depot

Property Information

Location: 100 W. Depot Ave.

Parcel ID: 94 E F 026, 027, 02703, 02704

Zoning: DK-W (Downtown Knoxville, Warehouse Subdistrict)

Description:

This is an existing surface parking lot at the intersection of N Central Street and W Depot Avenue.

Staff Recommendation

Staff recommends approval of Certificate 2-A-26-DT subject to the following conditions.

- 1) Meeting all applicable standards of the Zoning Ordinance on the final plan set.
- 2) Meeting all applicable requirements of the Department of Engineering and the City's Urban Forestry Division.
- 3) Submitting the signage package for consideration of approval by the Board under a separate application.

Description of Work

Level III

Construction of a New Building/Structure, Site Design, Parking, Plaza, Landscape

SUMMARY: Proposed new seven-story mixed-use structure, measuring approximately 163' along the N Central Street frontage and 454'-4" along the W Depot Avenue frontage. The retail spaces on the N Central Street frontage are double-height, encompassing the first and second stories, with the residential units starting on the third floor. The finished floor elevations of the three retail spaces are tiered to provide an at-grade entrance to the public sidewalk, which rises 4-5 feet from the railroad tracks to the W Depot Avenue intersection. The corner retail space is 2 feet below the W Depot Avenue sidewalk; however, the storefront will maintain a typical height along that frontage due to the space's tall ceilings. The structure's first floor is fully recessed below the W Depot Avenue street grade, starting at the live-work units, west of the corner retail space.

The first two stories are a rectangular podium with structured parking lined with retail, flexible live-work units, and the residential lobby. On the western portion of the W Depot Avenue elevation, approximately 170 feet of the parking structure's second story will be at-grade and visible from the public sidewalk. The building is setback further in this location to provide wider sidewalks, space for existing street trees, and a raised landscape bed at the base of the building to screen the garage. The top five stories accommodate the 270 residential units and include large open-air vertical voids facing the adjacent railroad tracks (rear of the structure), creating private courtyards with outdoor seating and a swimming pool as a residential amenity.

ACCESS AND SITE LAYOUT: The N Central Street frontage provides pedestrian access to the retail spaces, and the W

Depot Avenue frontage provides pedestrian access to the residential lobby and live-work units, and secondary access to the corner retail space. Two pedestrian access points are provided through the parking garage's cable barrier and landscape screening beds to meet the DK-W (Downtown Knoxville Warehouse Subdistrict) design standard of a maximum 50-ft separation between entries. The parking garage's lower level is accessed from N Central Street (southeast corner), and the upper level is accessed from W Depot Avenue (northwest corner). There is no internal circulation between the two parking levels. The building footprint encompasses almost the entirety of the site, leaving 20' along the southwestern edge for a sidewalk and landscape strip, and between 35'-10" and 41'-2" along the southeastern side, which includes a landscaped dog run, sidewalks, utility boxes, and trash pick-up area.

DESIGN ELEMENTS: The flat-roofed, contemporary building features gray fiber-cement vertical siding and fiber-cement panels as the primary exterior material, with modular brick veneer and vertical fiber-cement siding in a reddish-brown (brick) tone as the secondary exterior material. However, the brick veneer is the primary material at the building's corners and the first two levels along the street-facing elevations. The upper-story windows are large and evenly arranged, with intermittent bays of Juliet balconies and prefabricated hanging balconies. Street-facing ground-floor facades feature an aluminum storefront system with metal louvers above and granite-faced bulkheads, and the exposed parking structure along W Depot Avenue is partially covered with horizontal metal screens. A panelized aluminum canopy is proposed over the residential entrance on W Depot Avenue. Murals will be installed on a wall facing the railway tracks, near N Central Street, and on two sides of the garage in the southwest corner of the structure.

Comments

ZONING STANDARDS: The property is zoned DK-W (Downtown Knoxville Warehouse Subdistrict). The proposal meets the district dimensional standards (build-to zone/percentage and height), and design standards (entry separation, blank wall, and transparency). Compliance with other zoning and development standards will be confirmed during the permitting process. Still, the project appears to meet the standards or can accommodate the requirement, such as landscaping, without significant modifications.

PEDESTRIAN AND BICYCLIST SAFETY: The project will repair and improve the existing sidewalks along the two street frontages. The development team should work with City Engineering during permitting to prioritize pedestrian safety at the parking garage access points.

PARKING FACILITIES: The board should discuss the proposed screening along the W Depot Avenue elevation.

DOWNTOWN BEAUTIFICATION: The applicant is working with the City's Urban Forestry division regarding the street tree plan.

BUILDING MASS, SCALE, AND FORM: The board should discuss whether the building meets the intent of the guideline recommendation of dividing larger buildings into 'modules' that are similar in scale to traditional downtown buildings, and designed with a recognizable base, middle, and top.

BUILDING LOCATION: The proposal meets these recommendations.

BUILDING MATERIALS: The board should discuss whether the proposed exterior materials relate to the scale, durability, color, and texture of the predominant building materials in the area.

ARCHITECTURAL CHARACTER: The board should discuss whether the architectural features on the ground floor are distinct from those on the upper floors.

GROUND FLOOR DOORS AND WINDOWS: The proposal meets these recommendations.

RESIDENTIAL BUILDINGS: This proposal meets these recommendations.

MECHANICAL EQUIPMENT AND SERVICE UTILITIES: This proposal meets these recommendations.

RECOMMENDED SIGNS: The signage package will be submitted in a separate application.

Applicable Design Guidelines

Downtown Design Guidelines

Section 1:

A. PUBLIC REALM

The public realm is composed of streets, sidewalks, and public open spaces. Public space is defined by development and supports a diversity of uses. It promotes transit use and pedestrian activity. It can be considered the “outdoor room” created by surrounding buildings.

1. Pedestrian and Bicycle Safety

Consider pedestrians first, then transit, then the automobile in designing and developing downtown places.

1a. Prioritize pedestrian safety and comfort through public amenities, such as pedestrian-scale lighting, benches, and trash receptacles.

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

3. Parking Facilities

It is important to ensure that parking facilities (both public and private) are safe, accessible, and clearly marked.

New parking facilities should be designed to be attractive, compatible additions to downtown. In general, new parking facilities should remain subordinate to the street scene.

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

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

Corner locations are preferable for commercial uses.

3d. Screen surface lots, where they abut a public sidewalk, with decorative walls, fencing and landscaping.

4. Downtown Beautification

Beautifying downtown can occur through many different elements including architecture, landscape architecture, horticulture, art, and performing art.

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

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

B. PRIVATE REALM

The private realm is composed of the buildings, structures, and private or quasi-public open spaces. The private realm is commonly defined by building envelopes.

1. Building Mass, Scale and Form

Building form should be consistent with the character of downtown as an urban setting and should reinforce the pedestrian activity at the street level. Creating pedestrian-scale buildings, especially at street level, can reduce the perceived mass of buildings. Human-scale design elements are details and shapes that are sized to be proportional to the human body, such as, upper story setbacks, covered entries, and window size and placement.

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

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

1c. Use building materials, cornice lines, signs, and awnings of a human scale in order to reduce the mass of

buildings as experienced at the street level.

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

2. Building Location

It is important to establish a strong relationship among buildings, sidewalks, and streets. This is typically accomplished through consistent setbacks that locate buildings on the same line.

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

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

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

3. Building Materials

New building materials should relate to the scale, durability, color, and texture of the predominate building materials in the area.

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

4. Architectural Character

Buildings should be visually interesting to invite exploration by pedestrians. A building should express human scale through materials and forms that were seen traditionally. This is important because buildings are experienced at close proximity by the pedestrian.

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

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

- 4c. Scale first floor signs to pedestrians.

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

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

5. Ground Floor Doors and Windows

Entrances and ground floor windows should foster pedestrian comfort, safety and orientation.

- 5a. Use consistent rhythm of openings, windows, doorways, and entries.

- 5b. Orient primary front entrances to the main street; secondary entrances should be clearly defined and oriented to streets or alleys, as appropriate.

- 5c. Design entrances according to the proportions of the building's height and width.

- 5e. All windows at the pedestrian level should be clear.

- 5f. Recess ground floor window frames and doors from the exterior building face to provide depth to the facade.

6. Residential Buildings

Solely residential buildings, such as townhouses and apartment buildings, are rare in downtown Knoxville. Privacy and safety are concerns with residential units that meet the sidewalk. Mixed use buildings, with apartments above shops or offices, can avoid these challenges and add to downtown vitality.

- 6a. Elevate the first floor of townhouses and apartment buildings so that pedestrians cannot look directly into the residence from the sidewalk level.

- 6b. Design entrances to residential buildings so that access is separated from pedestrian flow on the sidewalk.

- 6c. Encourage the development of mixed-use buildings with apartments over lower story commercial uses.

7. Mechanical Equipment and Service Utilities

Adequate space for these utilities should be planned in a project from the outset and they should be designed such that their visual and noise impacts are minimized.

7a. Minimize the visual impact of mechanical equipment through screens or recessed/ low-profile equipment.

7b. Do not locate units on a primary façade.

7c. Screen rooftop vents, heating/ cooling units and related utilities with parapet walls or other screens. Consider sound-buffering of the units as part of the design.

7d. Locate utility connections and service boxes on secondary walls.

7e. Reduce the visual impacts of trash storage and service areas by locating them at the rear of a building or off an alley, when possible.

7f. Screen dumpsters from view.

C. HISTORIC RESOURCES

New Construction Within or Adjacent to a Historic District or Building

Infill construction should be designed to reflect architectural and historic qualities. Designs should not duplicate current buildings. Issues of concern will be the siting, size, shape, proportion, materials, and the relationship of all of those to the prevalent character of the historic district.

10a. Maintain the setback of adjacent historic buildings. The height of the lower stories should be similar to adjacent historic buildings. Upper floors may be 'stepped back' behind the front façade.

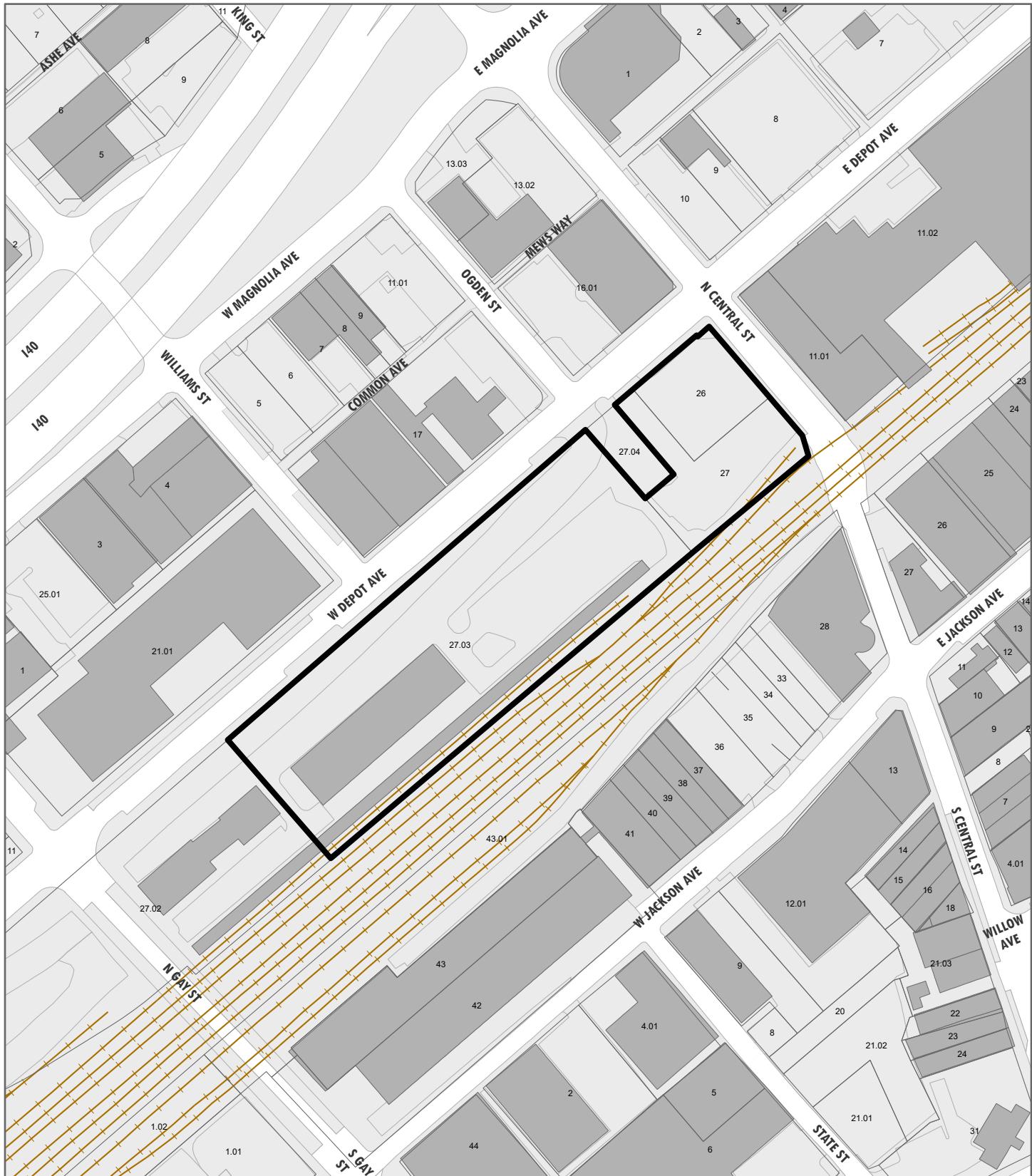
10b. Duplicate the horizontal floor divisions of existing buildings.

10c. Design windows to be of similar proportions to the adjacent historic building windows.

10d. Use ornamental stone, brick work, and trim appropriate to the style of the infill building.

10e. Recognize the belt courses, strong courses, cornices, and other elements of adjacent buildings.

10f. Incorporate storefronts that complement the openness, bulkheads, and transoms of historic buildings.



2-A-26-DT
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

**DESIGN
REVIEW
BOARD**

100 W. Depot Ave.
Level 3: Construction of new building/structure

Original Print Date: 1/27/2026
Revised:
Knoxville/Knox County Planning - Design Review Board

Petitioner: Christine Kolb 100 W Depot
Investors LLC, Quad Capital
Partners

N
0 325
Feet



100 W. DEPOT

NORR

325 N. LA SALLE STREET, SUITE 500
CHICAGO, IL, US 60654

DDRB SUBMISSION



CAPITAL PARTNER

444 W LAKE STREET, SUITE 457
CHICAGO, IL, US 60606

PROJECT OVERVIEW INFORMATION	
PROJECT NAME:	100 DEPOT
PROJECT LOCATION:	100 W DEPOT AVE, KNOXVILLE, TN 37917
ZONING:	DK-W
BUILDING PERMIT #:	TBD
PARKING:	263 SPACES; ADDITIONAL 10 TANDEM SPACES, 8 ADA; INCL VAN & ELEC. VEHICLE CHARGING)
BUILDING SIZE:	395,038 GSF
OCCUPANCY:	R2 RESIDENTIAL, MERCHANTILE, S-2 STORAGE
RESIDENTIAL UNIT COUNT:	270
STORIES:	7
PROPOSED BUILDING HEIGHT:	78'-3"
AVERAGE GRADE HEIGHT:	894.5'

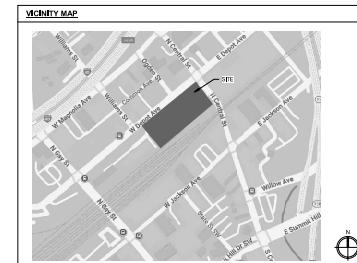


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100 W DEPOT AVE, KNOXVILLE, TN 37917

R72025-0279

DDRB Submission

2026-02-09



NORR



RM

01
COVER SHEET

2-A-26-DT
Revised: 2/11/2026



02

SITE ANALYSIS

SITE VIEW - LOOKING SOUTHWEST FROM W DEPOT AVE.



SITE VIEW - LOOKING SOUTHEAST FROM W DEPOT AVE.



SITE VIEW - LOOKING SOUTHEAST AT KNOX RAIL SALVAGE BUILDING FROM W DEPOT AVE.



SITE VIEW - LOOKING SOUTHWEST AT CORNER OF W DEPOT AVE. & N CENTRAL ST.



SITE VIEW - LOOKING NORTHWEST AT NEIGHBORING BUILDINGS FROM N CENTRAL ST.



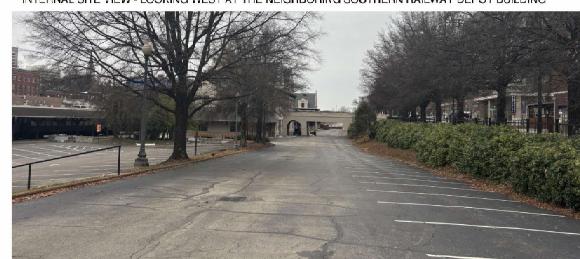
SITE VIEW - LOOKING NORTHWEST AT INTERSECTION OF NORFOLK SOUTHERN RAILWAY & N CENTRAL ST.

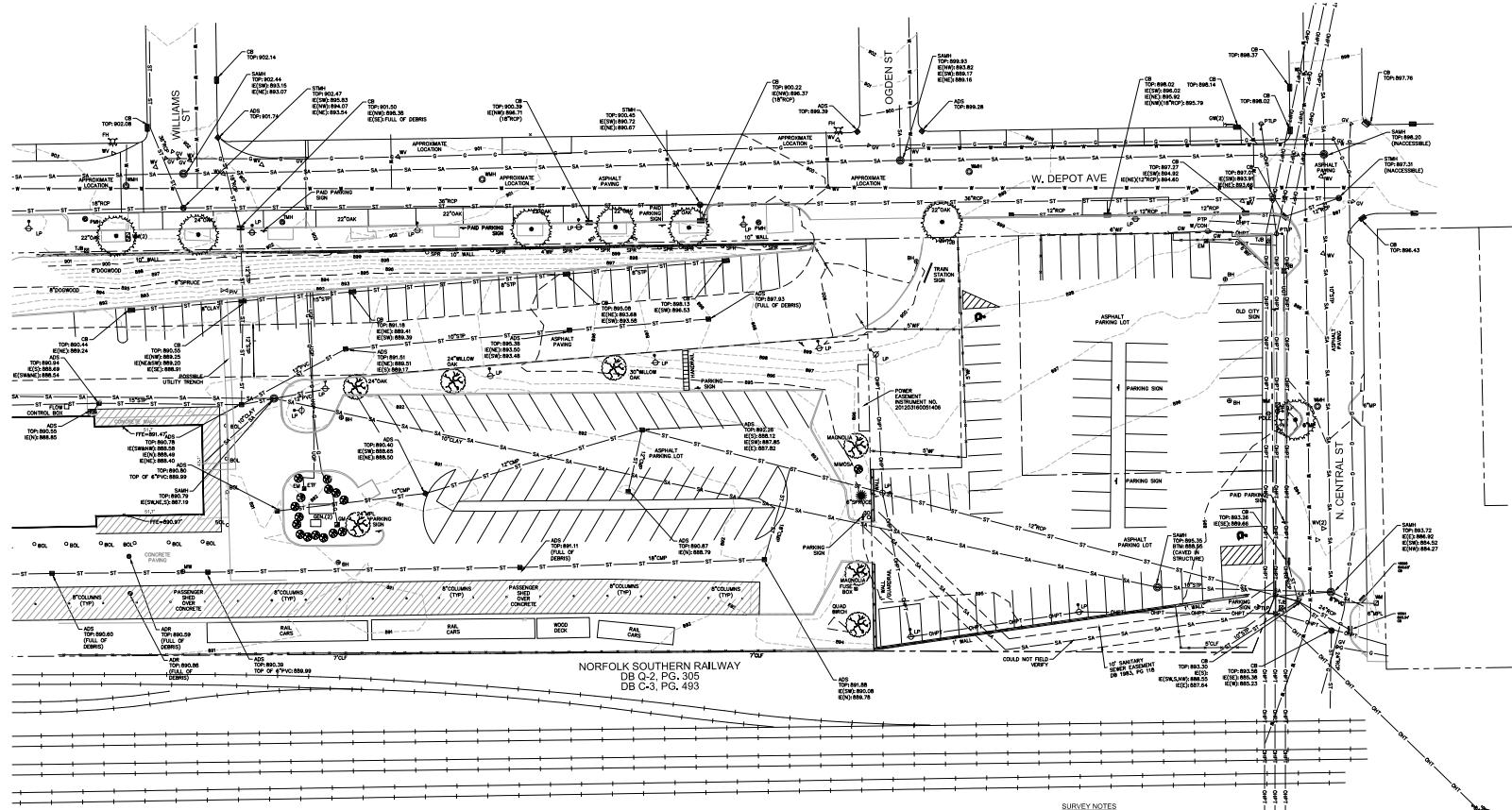


INTERNAL SITE VIEW - LOOKING SOUTH AT RAILWAY PASSENGER SHED AND RAIL CARS



INTERNAL SITE VIEW - LOOKING WEST AT THE NEIGHBORING SOUTHERN RAILWAY DEPOT BUILDING





SURVEY NOTES

1. SURVEYOR'S LIABILITY FOR THIS DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY OTHER PERSON OR ENTITIES WITHOUT AN EXPRESS WRITTEN RELEASE FROM THE SURVEYOR BY WHOM SIGNATURE APPEARS ON THIS SURVEY.
2. PARCEL NUMBERS SHOWN AS THIS 027 027.03 027.04 027.05 027.06 027.07 027.08 027.09 027.10 KNOX COUNTY, TENNESSEE UNLESS NOTED OTHERWISE.
3. ALL DISTANCES WERE MEASURED WITH EDM EQUIPMENT AND HAVE BEEN ADJUSTED FOR TELLURIUM CORRECTION.

4. THE PROPERTY DOES NOT LIE WITHIN THE 100 YR FLOODPLAIN AND IS DETERMINED TO BE IN ZONE "X" AS PER THE 2010 NATIONAL FLOOD INSURANCE SURVEY FIRM PANEL NUMBER A790920210, NOT PRINTED.

5. PRIOR TO ANY CONSTRUCTION, EXCAVATION, OR ANY DESTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY FOR LOCATING AND PROTECTING EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR EXACT LOCATION AND PROTECTION OF EXISTING UTILITIES, INCLUDING GAS LINES, TELEPHONE LINES, ELECTRIC CABLES, WATER LINES, SEWER LINES, AND OTHER CONSTRUCTION CONFLICT. IN TENNESSEE, IT IS A REQUIREMENT PER THE TENNESSEE CODE OF CONSTRUCTION, THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL EXISTING UTILITY OWNERS AT LEAST 48 HOURS LESS THAN THREE (3) OR MORE THAN 10 (WORKING DAYS) IN ADVANCE OF THE EXCAVATION. TO AVOID ANY POSSIBLE HAZARD ON COMPLETION, CALL 811 FOR ONE CALL CENTER.

6. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNMENT RECORDS AND ARE APPROXIMATE. THE REPORTER OF UTILITIES AND THE EXISTENCE OF WHICH IS UNKNOWN BY THE SURVEYOR.

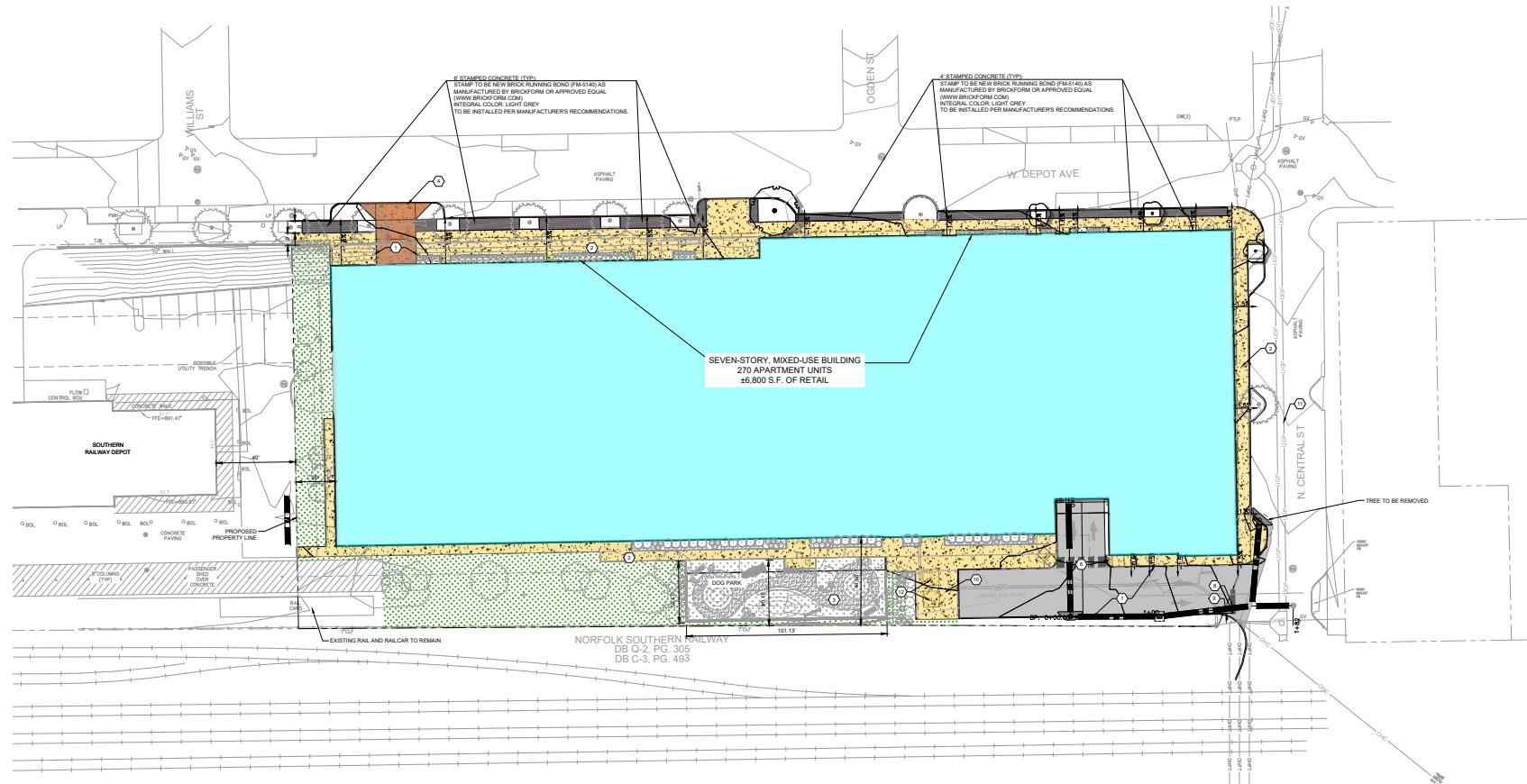
7. TOPOGRAPHIC INFORMATION WAS DERIVED BY RANDOM SURVEY POINTS AND A CONTOUR INTERVAL OF 1' DATUM BASED ON NAVD88.

8. REFERENCED A SURVEY PREPARED BY PROFESSIONAL LAND SYSTEMS, DATED 3/26/2019, DRAWING NO. 10319.



20' 10' 0' 20' 40'

04
SURVEY



NOTE
 1. SEE SHEET L751 FOR LANDSCAPE NOTES AND DETAILS
 STREET TREES
 - REQUIRED - 1 PER 50 LF OF ROW (655 LF = 12 TREES).
 - REMOVED - 4 TREES TO BE REMOVED
 - PLANTED - 8 TREES TO BE PLANTED
 - REMOVED - 1 TREE (STORM DRAIN & GUY WIRE
 LOCATION MADE PRESERVATION NOT FEASIBLE)

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONDITION	SIZE	HEIGHT	COMMENTS
PROPOSED TREES							
3	1	LIRIODENDRON TULIPIFERA 'ARNOLD'	ARNOLD TULIP POPLAR	B & B	3' CAL	AS SHOWN	FULL CANOPY, MATCHED, STRAIT TRUNK
1	1	ULmus PARVIFOLIA 'UPMFT' TM	BOSQUE LACEBARK ELM	B & B	3' CAL	AS SHOWN	FULL CANOPY, MATCHED

EXISTING TREES TO REMAIN
 3 QUERCUS PHELLOS
 MAGNOLIA SOU. OAK
 (ALONG N. CENTRAL ST.)

EXISTING TREE TO BE REMOVED
 1 ACER BUEGERIANUM
 (ALONG N. CENTRAL ST.)

A	B	SITE KEYNOTES
2	1	CONCRETE CURB(S)
3	1	CONCRETE SIDEWALK(S)
4	1	SPADS/PLANTING ZONE (SEE LANDSCAPE PLANS)
5	1	COMMERCIAL DRIVEWAY RAMPS (METRO ST-324)
6	1	BIKE RACKS (SEE LANDSCAPE PLANS)
7	1	ADA CURB RAMPS W/ DETECTABLE WARNINGS
8	1	CURB TRANSITION (B1C3.05)
9	1	STOP BAR
10	1	STOP SIGN
11	1	CONCRETE/CONCRETE TRANSFORMER PAD PER KUB
12	1	TRENCH REPAIR (S5C5.03)
13	1	TRANSFORMER (SEE MEP PLANS)
14	1	STEEL BOLLARD (S5C5.07)

GENERAL NOTES
 1. CONSTRUCTION NOTES: ANY PAVEMENT MARKINGS REMOVED DURING
 INSTALLATION OF SIDEWALK, CURB AND GUTTER, AND PAVEMENT
 ARE TO BE RESTORED. SIDEWALK, CURB, AND GUTTER ARE TO BE
 STRIPPED.
 2. SEE LANDSCAPE PLANS FOR PLANTING SCHEDULE. SEE ARCHITECTURAL
 AND LANDSCAPE PLANS FOR PLANTING SPADS, PLANTERS, AND
 3. PLANTERS BY OTHERS.
 4. KNORVILLE STANDARD DETAILS

LEGEND

CONCRETE SIDEWALK
STAMPED CONCRETE
HEAVY-DUTY CONCRETE
ASPHALT PAVEMENT
PROPOSED BUILDING AREA
LANDSCAPE AREA (SEE LANDSCAPE PLANS)
1.5" MILL AND OVERLAY ASPHALT

**SCHEMATIC DESIGN
 NOT FOR CONSTRUCTION**

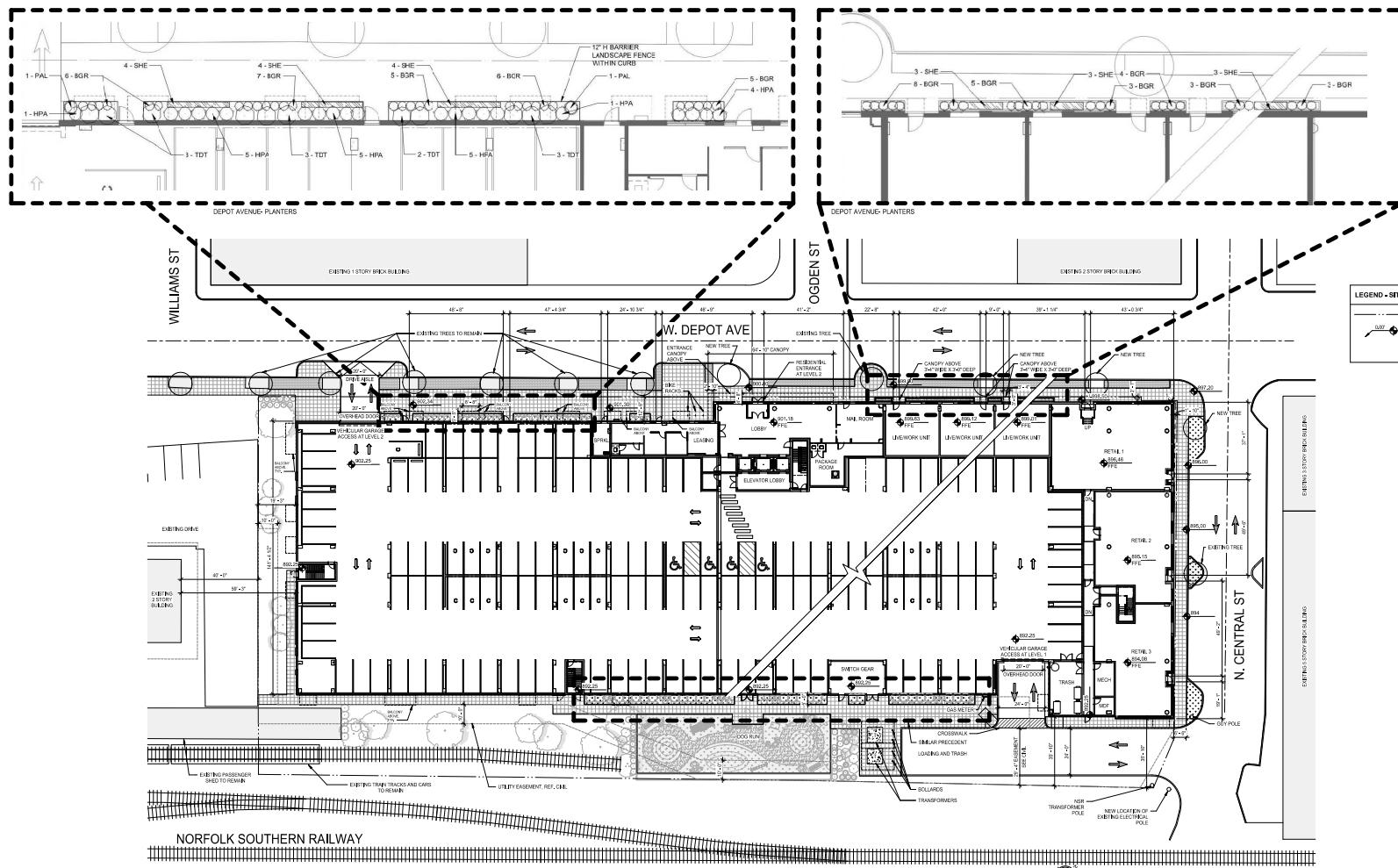


Know what's below
 Call 811
 811
 www.call811.com

05
 Site Layout & R.O.D.
 Sidewalk Landscape Plan

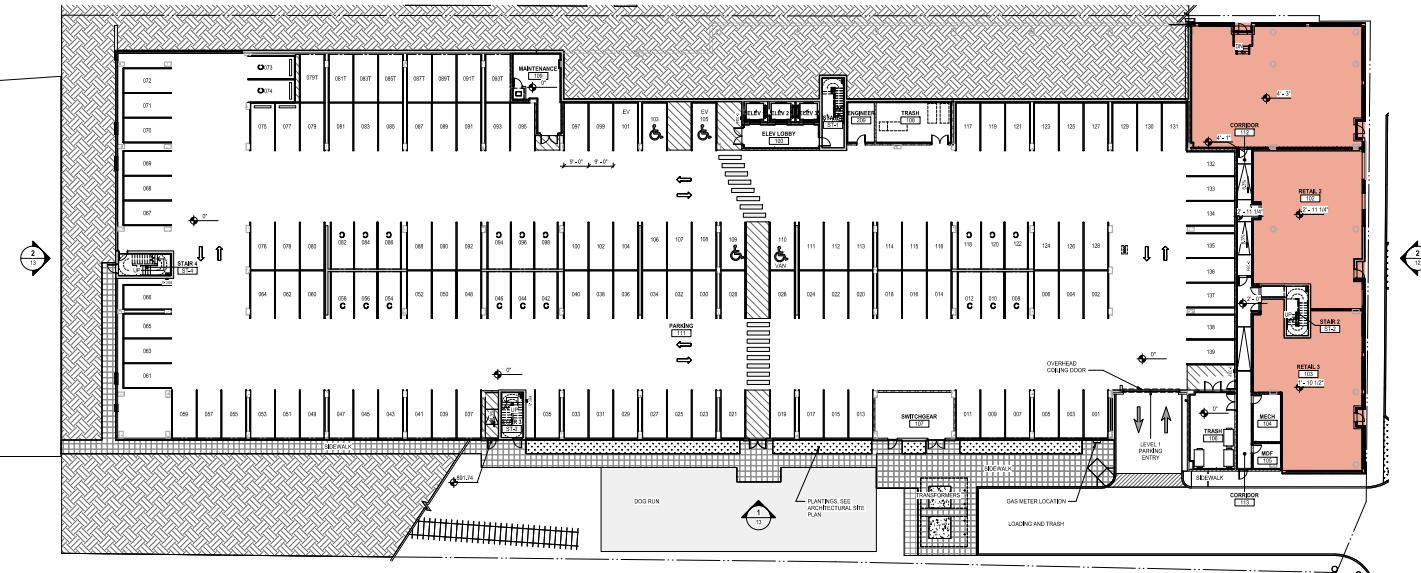


PLANT SCHEDULE - DEPOT AVENUE					
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
SHRUBS	BUR	Buxus 'Green Velvet'	Green Velvet Boxwood	18" Ht. 3 gal.	56
	HPR	Hydrangea paniculata 'Limelight'	Limelight Hydrangea	3 gal	21
	TDT	Thuya occidentalis 'Thun'	Emoryi Petite Arborvitae	48" Ht. 5 gal.	11
ORNAMENTAL GRASSES	PGR	Pennisetum alopecuroides	Fountain Grass	3 gal	2
GROUND COVERS	SHF	Spiraea japonica	Prairie Dropseed	1 gal.	21



WEST DEPOT AVENUE

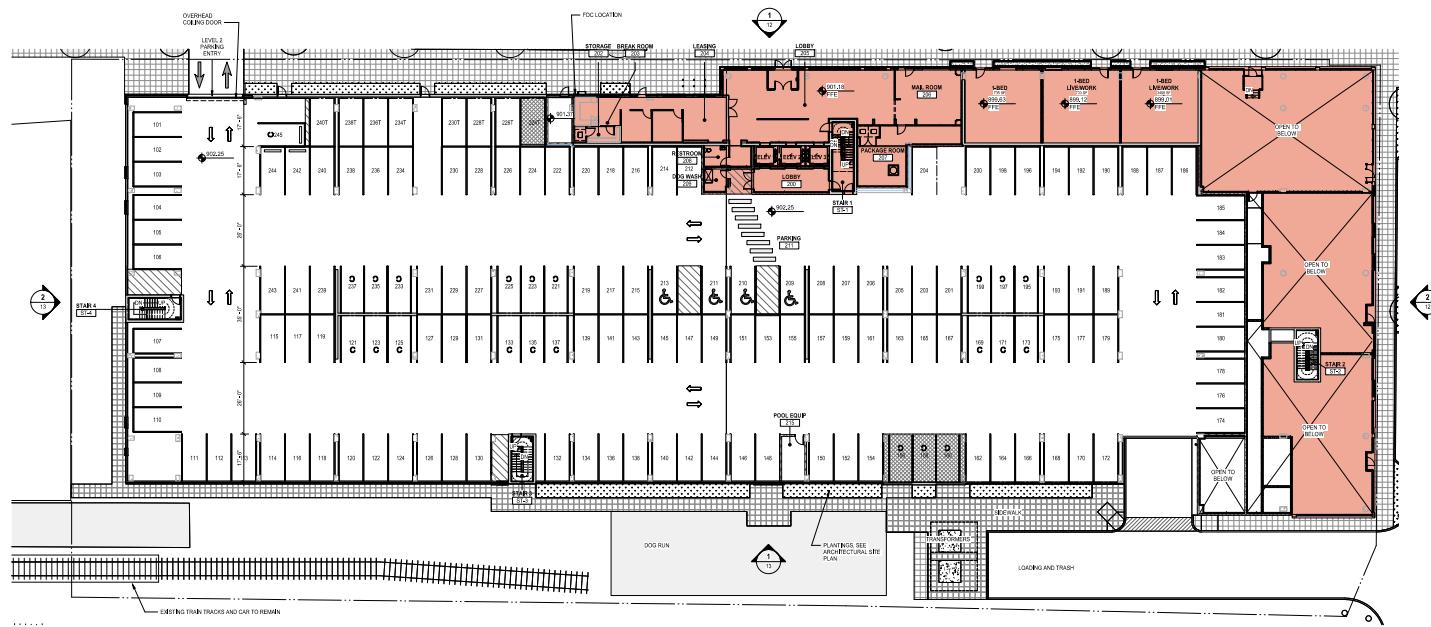
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12



NORTH CENTRAL STREET

07

LEVEL 1 OVERALL FLOOR PLAN



08

LEVEL 2 OVERALL FLOOR PLAN

100 W DEPOT AVE, KNOXVILLE, TN 37917

RZ2025-0279

DDRB Submission

2026-02-09

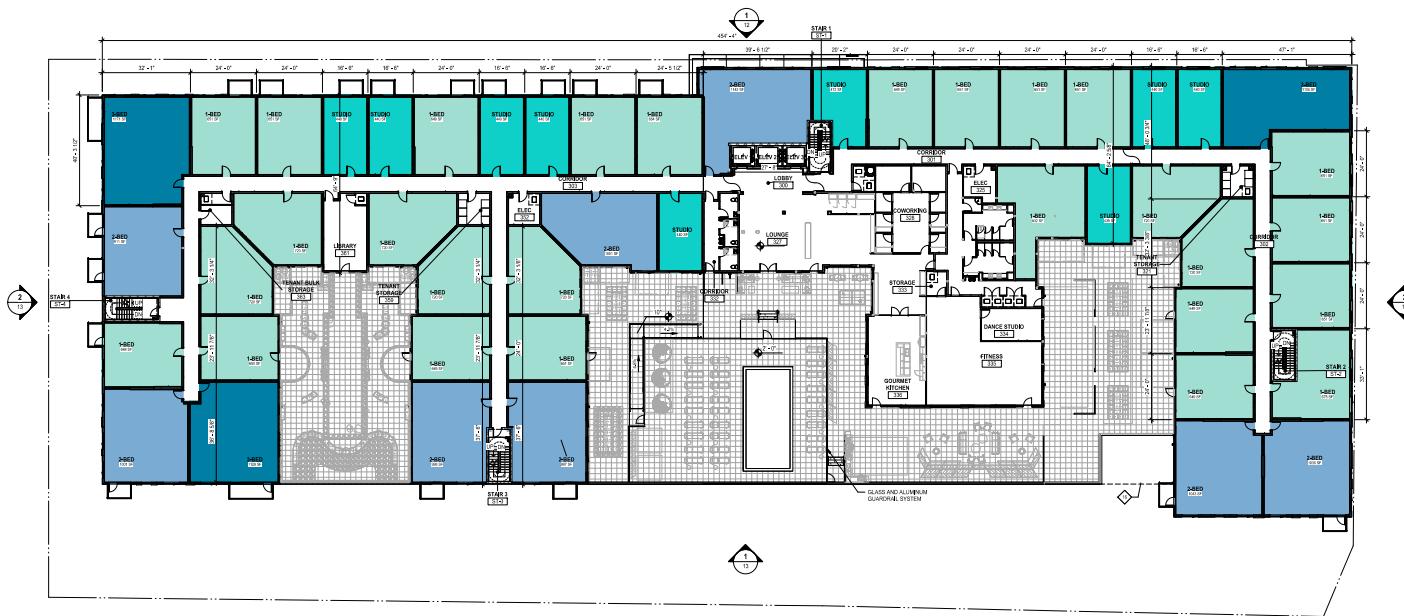


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2-A-26-DT
Revised: 2/11/2026



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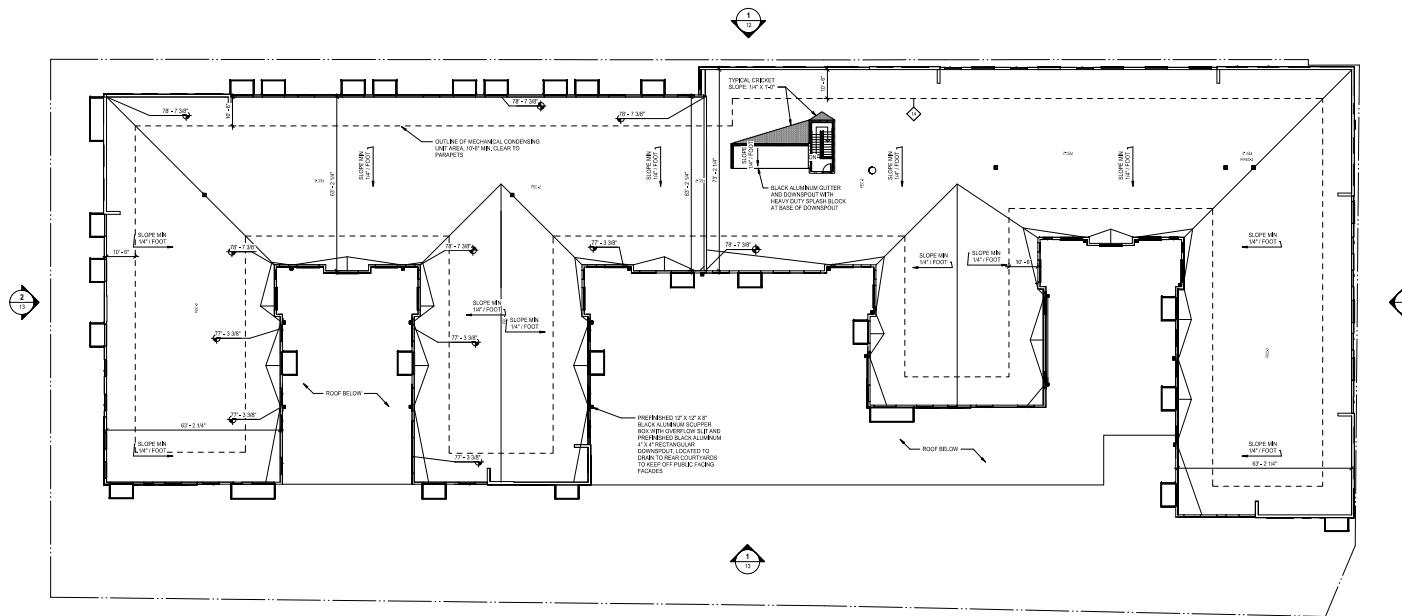
LEVEL 3 OVERALL FLOOR PLAN

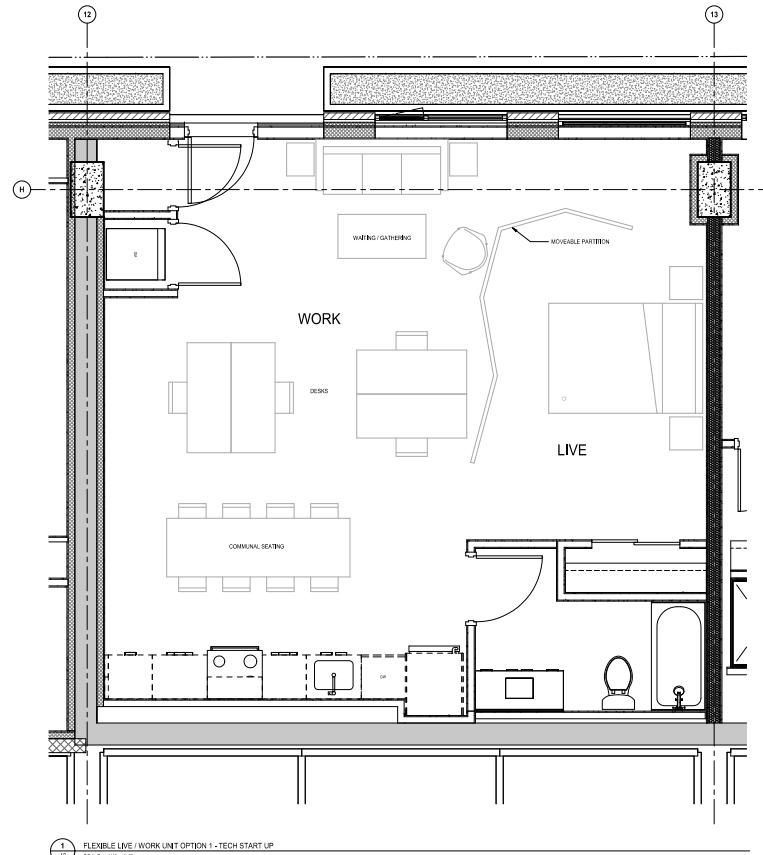
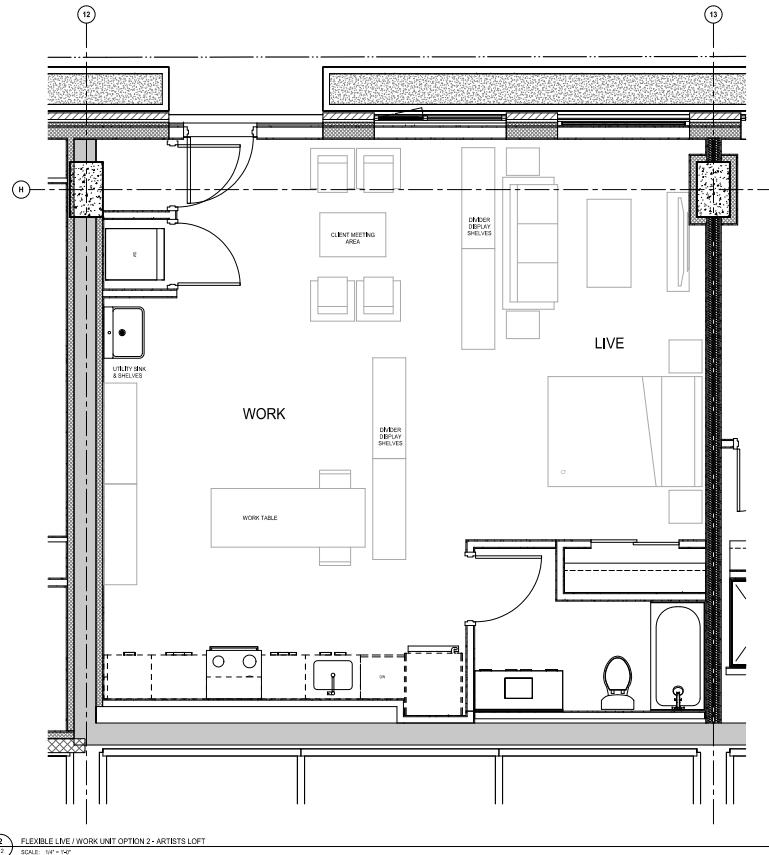




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LEVEL 4 OVERALL FLOOR PLAN (5-7 SIM)















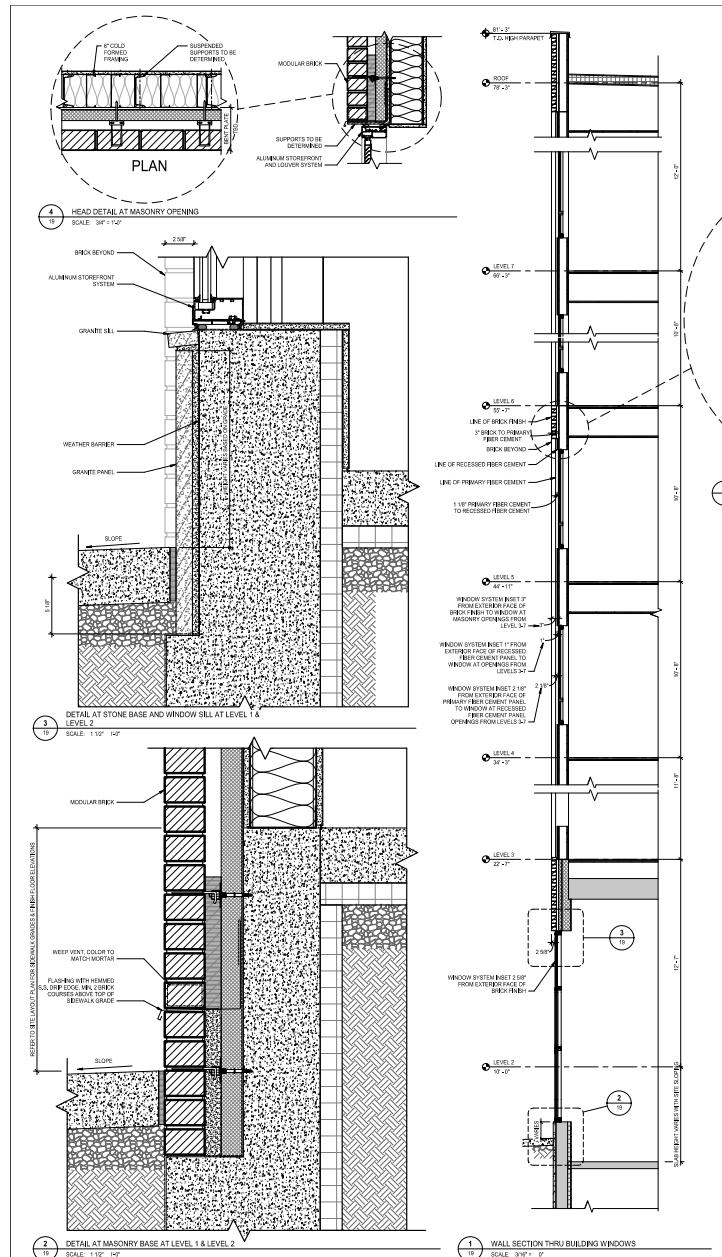
LOOKING SOUTHWEST AT THE NORTH AND EAST FACADES



LOOKING NORTHWEST AT THE SOUTH AND EAST FACADES

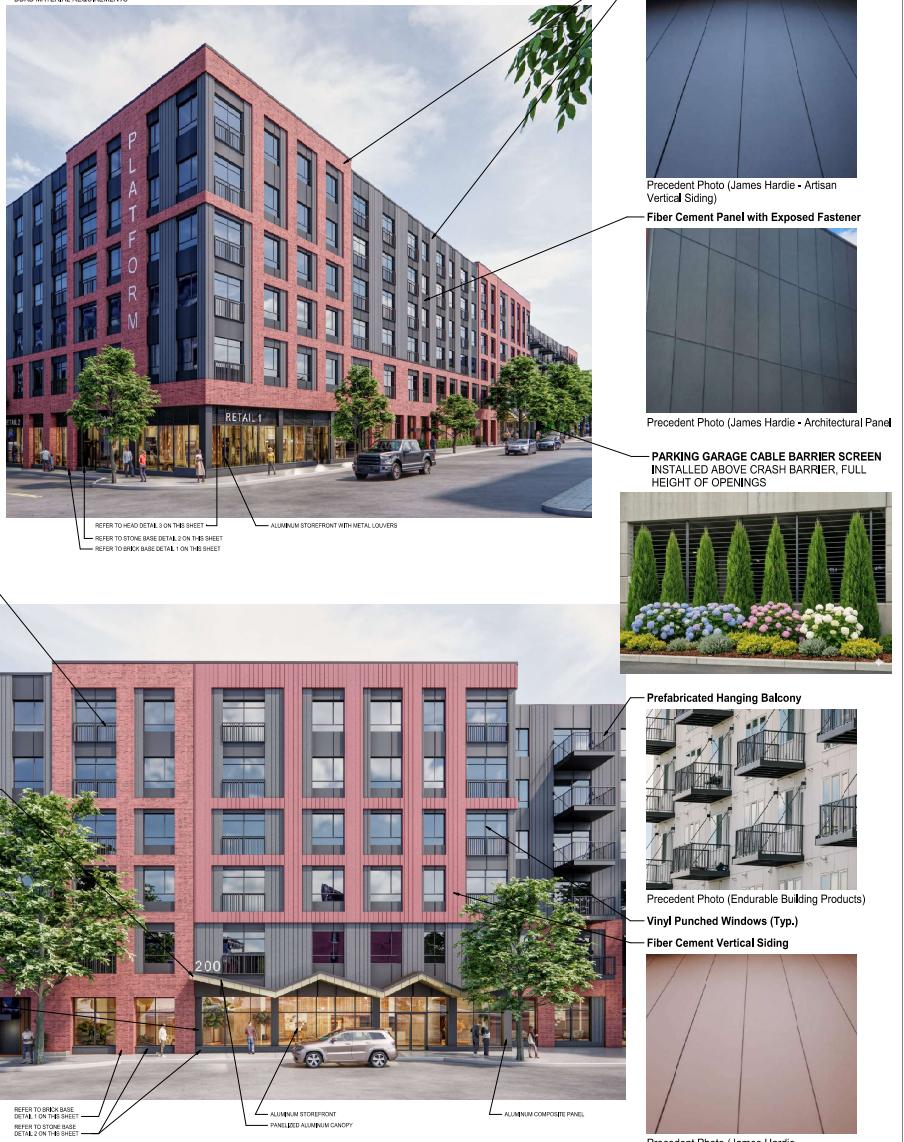
18

AERIAL OVERVIEW



Materials

ALL MATERIALS ADOBE BY THE APPROVED DRRB MATERIAL REQUIREMENTS



100 W DEPOT AVE, KNOXVILLE, TN 37917

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DRRB Submission

2026-02-09



MATERIALS & DETAILS

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