

▶ **FILE #:** 11-A-06-RZ

AGENDA ITEM #: 75

AGENDA DATE: 11/9/2006

▶ **APPLICANT:** AIRPLANE FILLING STATION PRESERVATION ASSOCIATION, INC.
 ROCK BERNARD, TREASURER

OWNER(S):

TAX ID NUMBER: 67 222

JURISDICTION: County Commission District 6

▶ **LOCATION:** SE corner Clinton Hwy and Pleasant Ridge Rd

▶ **APPX. SIZE OF TRACT:** 11000 square feet

SECTOR PLAN: North County

GROWTH POLICY PLAN: Urban Growth Area

ACCESSIBILITY: Access if from Clinton Highway, a four lane major arterial, and Pleasant Ridge Road, a major collector road.

UTILITIES: Water Source: Hallsdale-Powell Utility District

Sewer Source: Hallsdale-Powell Utility District

▶ **PRESENT ZONING:** CA (General Business)

▶ **ZONING REQUESTED:** CA (General Business)/HZ (Historic Overlay) and Design Guidelines

▶ **EXISTING LAND USE:** Vacant Building

▶ **PROPOSED USE:** Visitor Center or Office for Non-Profit

DENSITY PROPOSED: N/A

EXTENSION OF ZONE: No

HISTORY OF ZONING: None noted

SURROUNDING LAND USE AND ZONING: North: RB (General Residential); vacant land

South: I (Industrial); industrial building

East: CA (General Business); commercial development

West: CA (General Business) and A (Agricultural); vacant land and residential

NEIGHBORHOOD CONTEXT: The Airplane Filing Station is located on a triangular shaped parcel at the intersection of Clinton Highway and Pleasant Ridge Road, with commercial uses along Clinton Highway and sparsely developed industrial and scattered residential uses along Pleasant Ridge.

STAFF RECOMMENDATION:

▶ **APPROVE CA (General Business)/HZ (Historic Overlay) and APPROVE Design Guidelines.**

The Airplane Filing station has been refaced since 1982 as a structure that should be designated and protected. It is an example of mimetic architecture that has been cited in national publications; the Tennessee Historical Commission has noted it as one of the best examples of its type in Tennessee. The building was listed on the National Register of Historic Places in 2003.

COMMENTS:

The Knox County Historic Zoning Commission unanimously approved the designation and design guidelines at its October 19, 2006, meeting.

If approved, this item will be forwarded to Knox County Commission for action on 12/18/2006. If denied, MPC's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.

DESIGNATION REPORT
AIRPLANE SERVICE STATION (NICKLE SERVICE STATION)
6829 Clinton Highway
Knoxville, TN

Meeting of the Knox County Historic Zoning Commission
October 19, 2006

Statement of Significance

The 1930 Airplane Service Station is significant for its representation of roadside commercial architecture, focused on attracting the automobile traveler. It is located on a major transportation corridor in East Tennessee. It is also significant as a rare example of programmatic architecture. The building was designed by brothers Henry and Elmer Nickle. Although there have been some changes to the interior and some deterioration the gas station still retains its unique overall appearance, and is now the subject of restoration efforts by a non-profit organization.

The Airplane Service Station was opened to coincide with the widening of US Highway 25. When it was built, there were a number of gas stations using programmatic or mimetic architecture as an easy way to call attention to their location and product. Automobile tourism had become a reality for many families, the number of gas stations had increased, and owners of those stations needed a way to increase their visibility. National corporations were designing standardized buildings with distinctive trademarks; many local stations sought the same objective. This station is an example of the "Fantasy Architecture" that was used nationwide.

The Airplane Service Station is a unique structure in East Tennessee, and has been cited as the best example of mimetic architecture in the state.

Description of Property

The Airplane Service station was built c.1930 in the mimetic style of architecture, and is located on US Highway 25W (Clinton Highway). The structure is approximately 58 feet long. It was first called the "Aeroplane Gasoline Service Building." The building is a wood frame structure in the approximate shape of an airplane fuselage, covered with metal strips. The body of the airplane is supported by a brick foundation, and is located parallel to Clinton Highway. Originally, the plans described the wings as 42 feet long and 12 feet wide. At one time gas pumps were located beneath the wing; they have been removed. The station originally sold Texaco products.

The wing that faces Clinton Highway provides an awning for the door to the service station office. Three windows are located in the side of the building facing the highway. Those windows are horizontal in orientation unlike the original windows, which were vertical. Other changes to the building include removal of the stairs to the door, the eight

foot propeller that originally was attached to the nose, and the propeller that was at one time on top of the airplane. A small rectangular extension on the southwest elevation provided an entrance to the women's restroom. The southwest side of the plane also contained three windows. The windows and the door have been boarded over.

Design Guidelines

The Secretary of Interior's *Standards for Rehabilitating Historic Buildings* shall govern the issuance of Certificates of Appropriateness for alterations to the exterior of the Alvin Boyd Bell House. The *Standards* are listed below.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.