

▶ **FILE #:** 1-F-11-RZ

AGENDA ITEM # 25

AGENDA DATE: 1/13/2011

▶ **APPLICANT:** CITY OF KNOXVILLE

OWNER(S): Alex Harkness

TAX ID NUMBER: 94 L B 031.02

JURISDICTION: City Council District 6

▶ **LOCATION:** **South side Western Ave., west side Henley St., east side Worlds Fair Park Dr.**

▶ **APPX. SIZE OF TRACT:** **2.52 acres**

SECTOR PLAN: Central City

GROWTH POLICY PLAN: Urban Growth Area (Inside City Limits)

ACCESSIBILITY: Access is via Worlds Fair Park Dr., a local street with 28' of pavement width within 45' of right-of-way. This right-of-way is located within City of Knoxville owned property.

UTILITIES: Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

WATERSHED: Second Creek

▶ **PRESENT ZONING:** **C-2 (Central Business District) / D-1 (Downtown Design Overlay)**

▶ **ZONING REQUESTED:** **C-2 (Central Business District) / H-1 (Historic Overlay) with design guidelines**

▶ **EXISTING LAND USE:** **Commercial and office uses**

▶ **PROPOSED USE:** **School**

EXTENSION OF ZONE: No

HISTORY OF ZONING: D-1 overlay was established in 2007 (2-P-07-RZ).

SURROUNDING LAND USE AND ZONING: North: Western Ave. and interstate ramps / C-2 (Central Business District)

South: Knoxville Convention Center / C-2 (Central Business District)

East: Henley St. and interstate ramps / C-2 (Central Business District) / D-1 (Downtown Design Overlay)

West: Worlds Fair Park Dr., railroad ROW and parking / C-2 (Central Business District)

NEIGHBORHOOD CONTEXT: This property is located within the Worlds Fair Park and Knoxville Convention Center area between downtown and the University of Tennessee campus, zoned C-2 or C-2/D-1.

STAFF RECOMMENDATION:

▶ **RECOMMEND that City Council APPROVE C-2 (Central Business District) / H-1 (Historical Overlay) zoning with attached design guidelines.**

Adding the H-1 overlay with the attached design guidelines to this property is appropriate based on the assessment below by MPC's historic preservation planner, whose designation report is attached. The applicable design guidelines from that report are also listed in the comments section below.

COMMENTS:

This rezoning application to add the H-1 overlay was approved by the Historic Zoning Commission on December 30, 2010, with design guidelines, as listed below.

The Knoxville Historic Zoning Commission uses design guidelines that are based on the Secretary of Interior's Standards for Rehabilitating Historic Buildings. The guidelines for the L&N Station and Freight Depot H-1 Historic Overlay District are stated below.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the buildings and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall 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 architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures should be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall 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.

ESTIMATED TRAFFIC IMPACT: Not calculated.

ESTIMATED STUDENT YIELD: Not applicable.

If approved, this item will be forwarded to Knoxville City Council for action on 2/8/2011 and 2/22/2011. If denied, MPC's action is final, unless the action to deny is appealed to Knoxville City Council. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal an MPC decision in the City.

DESIGNATION REPORT

L&N PASSENGER STATION AND FREIGHT DEPOT
800 AND 806 WORLD'S FAIR PARK DRIVE (CLT NO. 094LB03102)

Knoxville Historic Zoning Commission
December 16, 2010

ARCHITECTURAL DESCRIPTION

The Louisville and Nashville Passenger Station and Freight Depot are located adjacent to each other, in the lower Second Creek Valley just west of Knoxville's Central Business District at the southwest corner of Henley Street and Western Avenue. The Western Avenue Viaduct crosses north of both buildings, obscuring a portion of their facades from passing motorists.

The Freight Depot and Station were designed as two separate buildings by the L&N Engineering Division in Louisville, Kentucky. Richard Montfort, an Irish immigrant and a graduate of Dublin, Ireland's Royal College of Sciences, headed the Engineering Division from 1883 to 1920.

Louisville and Nashville Passenger Station

The L&N Station is Chateausque in design, with large dormers with curvilinear outlines and heavy stone detailing. The use of consoles and quoins combining stone and brick enhance the style. The building is constructed in an "L" shape with wings projecting west and south from the large pavilion constructed at the north and east corner of the property. The wings are topped with built-up roofs and cut stone parapet walls. The façade shows two stories above the street and one below. The three bay façade boasts an eastern section topped with a steeply pitched, vitrified clay tile hipped roof with an iron finial. The two outer pavilions are separated by a lower, wider center section of two stories in height, with a flat roof and a cut stone parapet that joins the eaves of the hipped roofs on the two pavilions. The western section has the same eave height as the eastern or main pavilion but has a lower pitched hip roof of vitrified clay tile. The primary section contains large dormers. There are no dormers on the western section of the building.

The façade is designed with a simulated water table indicated by a cut stone base course. Two additional band courses appear above the water table. A projecting cornice terminates the cut stone treatment. The stone band is penetrated by door openings with the cut stone window sills sitting on the projecting cornice. The remainder of the first floor is brick, articulated in a "reverse rustication" by projecting every seventh and eighth course outward to provide a shadow of larger units. The windows and doors of the corner pavilion on the ground floor have simulated flat arches with voussoirs formed by turning the projecting courses above the windows down, to form wedge shapes. A decorative

keystone of cut stone in a baroque style with curvilinear detail ornaments each of these flat arches.

The east corner pavilion is forty-six feet wide on the north façade and projects four feet in the front of the center section. The center section is sixty-eight feet wide and contains the formal entrance door to the main waiting room. The door is set off by cut stone pilasters framing the double doors and double transom window. Curvilinear consoles hold an outward extension of the stone cornice at the second floor level, which forms a porch covering emphasized by the stone paneled corner pedestals terminating a balustrade and rail all of cut stone and above the porch. The main entrance door is flanked by two pairs of windows on each side placed symmetrically on the façade. The windows are double hung and have a single transom. The western pavilion contains the ladies' waiting room and what was built as the "colored" waiting room. Its front (north) elevation has one large rectangular opening that contains both the double entrance doors with double transom and sidelights. The frames and headers enclosing the opening are stone. Stained leaded glass forms the window and transom lights. The extensive use of stained glass in the building is remarkable; the current windows and transoms are replicas of the original windows of the station, and were installed during the renovations of the station prior to the 1982 World's Fair.

The treatment of the second story (north) elevation is similar to the treatment of the first floor. Windows are placed in pairs or groupings to align vertically with the openings on the first floor. Each of the pavilions has heavy stone quoins that emphasize the pavilion corners. The western pavilion and the central pavilion are not heavily detailed. The four windows of the western pavilion are framed with a large rectangular opening and have a decorative projecting cornice common to all four windows. The eastern pavilion is highly decorative. It has paired windows, enclosed in a stone casing and has a decorative stone hood. The balance of the second story elevation is brick laid in a standard running bond, in common with the remainder of the brickwork on the building. The central section has five pairs of double hung windows with a single transom above each. The paired windows on the second floor have a stone mullion between them and there is also a continuous stone beltcourse across the façade at window head level and at transom head level.

The third floor of the corner pavilion is set within the pointed hipped roof and on the interior the walls are only four feet tall before the underside of the hipped roof is encountered. A stone beltcourse indicates the third floor level and curvilinear stone brackets support the heavy cornice of the eave of the hipped roof. The cornice is broken by the massive central dormer that is a continuation of the wall of the elevation. The corner contains a paired double hung window. The window grouping has a decorative hood forming a projecting cornice supported by console brackets. Stone quoins form the ends of the north and east facing corners and provide a transition to the distinctive cut stone curvilinear gable fronts which give the station its dominant Chateausque architectural theme. Carved stone cresting and cut stone panels ornament the curvilinear gable fronts.

The north elevation of the passenger station is below the level of the Western Avenue viaduct. A brick paved ramp provides access to the station's ground level. Concrete retaining walls with wrought iron balustrades form the formal approach to the station.

The east elevation is visible from Henley Street, which except for fenestration is identical to the north elevation. L Paired windows placed symmetrically substitute for the doors of the north elevation.

On the south and west elevations is a large veranda which wraps around the sides of the building. The veranda is at waiting room level and is accessible from the building's interior. It is supported by cast iron columns on brick pedestals with ornamental cast iron brackets. Elaborate wrought iron railings between wooden top and bottom rails form the balustrade for the veranda. A tower penetrates the veranda and originally housed the freight elevator. The elevator was removed during the renovation of the L&N Station for the 1982 World's Fair; the space within the tower houses staircases which provide access from the ground level.

L&N Freight Depot

The L&N Freight Depot was first built in 1904, consistent with the construction of the L&C Station. The Freight Depot burned in 1922, with a reported loss of \$500k000 to the building and its contents. The current Freight Depot was reconstructed on the foundation of the original building with a Renaissance Revival styling with a Mission style emphasis. The interior construction utilized a structural steel free standing frame attached inside the old walls and concrete flooring. The original walls of the original building were apparently used in the reconstruction of the long freight storage wings, but the office portion of the building used newer, more modern design and details. This newer design forms the front elevation. The building displays an obvious construction joint between the older and newer portions of the building.

The 1922 portion of the building boasts a bracketed galvanized metal cornice below the parapet and a horizontal stone beltcourse between the first and second floors. Vertical arches of wedge shaped voussoirs, Georgian in character, appear symmetrically on the façade. Second story windows are paired with thin stone relieving arches decorated with keystones with a tripled set of windows in the central bay. A decorative element appears at the top of the parapet above the flat roof.

STATEMENT OF SIGNIFICANCE

L&N Station

The Louisville and Nashville Railroad Station in Knoxville, Tennessee was built in 1904-05 and credited to Richard Monfort, Chief Engineer of the L&N Railroad. The Station was opened on April 10, 1905. The Knoxville Station was opened as a "company station" serving only the L&N trains, and was built to serve a large commercial and

passenger trade that developed as Knoxville became a large wholesaling and jobbing center after the Civil War.

The Louisville and Nashville Station is Knoxville's largest railroad station. At the time of its construction, it was the finest station on the north south railroad line between Atlanta and Louisville, Kentucky. The L&N Engineering Department completed the design for the station when Monfort headed the department. Monfort was from Ireland, and was educated at the Royal College of Science in Dublin, Ireland. Monfort is also given credit for the design of the Nashville Union Station, which was built in 1900 in the Richardsonian Romanesque style.

The first railroad to reach Knoxville was the East Tennessee and Virginia/East Tennessee and Georgia Railroad, which became the Southern Railroad in 1898. It began service to Knoxville in 1855, and made the city's initial growth as a jobbing and wholesaling center possible. The Civil War interrupted the economic progress of the city, but post-war, Knoxville emerged as one of the leading centers of the "new South." Economic growth centered around iron working, leather goods, marble production and textile manufacturing. Large cotton and woolen mills in Knoxville were dependent on the railroad, and the city was the regional center for a network of rural communities that depended on Knoxville as a market for their produce and a source of manufactured goods. The L&N served areas that were not covered by the Southern Railroad. The construction of the L&N Station in 1905 followed the completion of the Southern Station in 1901-1902.

The L&N Station was designed as a "sub-end" station, which required the trains to turn around in a "Y" section of the track remote from the station. Passenger cars then backed to the unloading area on the west side of the station.

The L&N Station conveys a unique sense of arrival and adventure through its elaborately detailed, unique architectural design. It has been a landmark in the region since its construction, marked by its prominent location at the intersection of two of downtown Knoxville's busiest traffic arteries, and by its elaborate architectural detailing. Its rehabilitation during the 1982 World's Fair and its continued use since that time is a testament to its continued importance.

L&N Freight Depot

The L&N Railroad came to Knoxville as a result of purchasing and expanding existing smaller railroad lines, trackage and equipment. The Freight Depot constructed in 1904 was built to capture a share of the vast freight and passenger market functioning in Knoxville. The original building was Victorian in character, with detailing tied to the passenger station construction and illustrated the significance that freight played in developing the company. On the day after the original freight depot burned, L&N announced that they would reconstruct it. The reconstructed building was in constant use from its construction in 1922-23 until 1979.

The L&N Freight Depot illustrates Knoxville's position as the center of a large region that depended on rail for shipping products to Knoxville and for receiving goods from Knoxville's warehouses. The building was rehabilitated in preparation for the 1982 World's Fair and from that time to its recent closing was used as a restaurant.

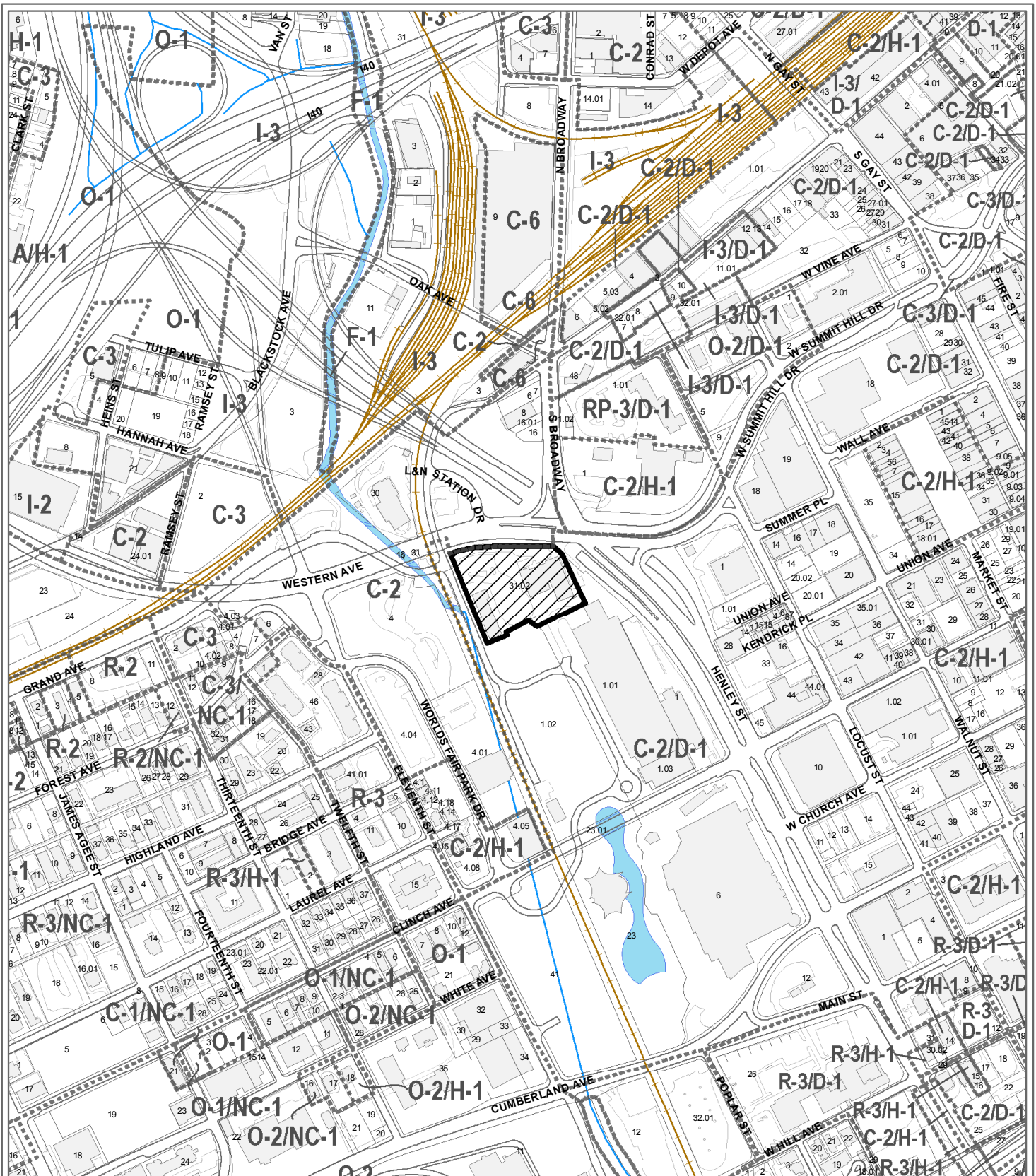
DESIGN GUIDELINES

The design guidelines adopted with this report set the standards that the Knoxville Historic Zoning Commission will use in determining whether to issue a Certificate of Appropriateness for exterior work requiring a building permit. If a property owner contemplates work to the exterior of the buildings, or wishes to obtain a demolition permit, the owner or his contractor must first apply to the Knoxville Historic Zoning Commission for a Certificate of Appropriateness. Only after the Certificate is issued will a property owner be able to complete the application for a building or demolition permit.

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**1-F-11-RZ
REZONING**

From: C-2 (Central Business District) / D-1 (Downtown Design Overlay)

To: C-2 (Central Business District) / H-1 (Historic Overlay) with design guidelines



Original Print Date: 12/22/2010 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: City of Knoxville

Map No: 94

Jurisdiction: City

