Historic Preservation Commission

Regular Meeting

~ Agenda ~

,
http://www.townofboone.net/

Jane Shook
828-268-6960

Tuesday, March 12, 2024 **3:00 PMPlanning and Inspections Conference Room**

The public may attend the meeting in-person at the Planning and Inspections Conference Room at 680 West King Street, Suite C, or online via WebEx (a video conferencing software).

To participate using WebEx, either online or by phone, please email Planning and Inspections at planning@townofboone.net or call 828-268-6960, and you will be provided with an email invitation to the meeting. All requests for an initation must be submitted no later than one hour before the meeting is scheduled to begin.

I. Call to Order

II. Adoption of Agenda

III. Public Comment

IV. 174 S. Depot Street - HPC Pre-Application Workshop

174 S. Depot St - Pre-Application Workshop Form

174 S. Depot St - Description of Work

174 S. Depot St - Design Standards

174 S. Depot St - Maps of Existing Conditions

174 S. Depot St - Architectural Survey Excerpt and Historic Photo

174 S. Depot St - Existing Conditions

174 S. Depot St - Option 1 - Renderings and Elevations

174 S. Depot St - Option 2 - Renderings and Elevations

174 S. Depot St - Option 3 - Renderings and Elevations

V. Other Discussion

VI. Adjournment

HPC Pre-Application Workshop Request

Town of Boone Planning & Inspections Department
680 W. King Street, Suite C ◆ Boone, North Carolina 28607
Phone (828) 268-6960 ◆ Fax (828) 268-6961 ◆ Email: planning@townofboone.net ◆ www.townofboone.net

A. Recommended to be Submitted at Time of Request

Prospective applicants are encouraged to provide the information listed below to assist with the requested meeting.

- ☐ Written Description of the proposed work, including material types, color, and dimensions for materials to be used.
- ☐ Relevant and applicable historic district design standards related to the proposed request.
- ☐ Scaled site plan depicting the location of proposed changes and relationship to nearby features.
- ☐ Preliminary elevations or drawings indicating desired changes.
- ☐ Photographs of existing conditions of project location.
- ☐ Available historical documentation regarding the property.

B. Requested Meeting Date

Date of requested meeting: MARCH 12TH 2024

C. Workshop Waiver

(Initial here) BDO. The requesting party (prospective applicant), Bill Dixon, Architect, understands and agrees that a pre-application workshop meeting with HPC members is informal, voluntary, and completely non-binding. The prospective applicant is free to proceed with an application for a Certificate of Appropriateness (COA) without first having a workshop meeting with HPC members. Workshops are held by the HPC purely as a courtesy to prospective applicants to educate and facilitate the COA process. Nothing that a HPC member states in such a workshop is in any way binding on the HPC upon its subsequent consideration of a COA. Nor shall a HPC member be considered in any manner unduly biased based upon views expressed at the workshop. The prospective applicant specifically waives any claim that the conduct of the workshop impairs the prospective applicant's right to a fair and impartial hearing as to any subsequent application for a COA.

Bill Dixon, Architect	Bill Dixon	03.07.2024
Prospective Applicant (Print)	**Prospective Applicant (Signature)**	**Date**

D. Property Information

Street Address: 174 South Depot St.

Watauga County Parcel Identification Number: 2900-78-9884.000

E. Applicant Contact Information

Complete Mailing Address (Street, City, Zip): Appalachian Architecture, PA PO Box 179, Boone, NC 28607

Phone Number: 828.265.2405

Email Address: bill@appalarch.com

Official Use Only

Permit Name *(Application or Permit Name of COA)*:	Date:
Permit Number *(Application or Permit Name of COA)*:	

APPALACHIAN ARCHITECTURE, P.A.
WILLIAM (BILL) DIXON, JR., AIA, NCARB

DESCRIPTION OF WORK **HPC PRE-APPLICATION WORKSHOP** March 12th, 2024
174 South Depot Street (Formerly Haircut 101)

Demolish the existing 1-1/2 story structure and build new two story mixed-use building in same footprint. The former Haircut 101 property was purchased by the current owner several years ago who intends to redevelop the property.

The new building will include a ground floor of approximately 2,900sf leasable commercial area. 2nd floor will include four apartments with six bedrooms. Access to both the commercial space and the apartments will be from both Depot Street and the back of the building. A small 'undeveloped' area behind the building connects to a Town owned alley and partially borders Boone Creek.

Numerous regulations greatly affect what can be done on this property:

- Boone Creek - Floodway Regulations
  Trout stream buffer
  Base Flood Elevation (BFE)
  Building flood proofing
- Access & utility easement with adjacent property (Greenhouse)
- 2018 NC Commercial Building Code - Openings, fire ratings, exiting, etc.
- Fire District requirements
- Unified Development Ordinance
- HPC's approval of Demolition Permit
- HPC's approval of Certificate of Appropriateness to construct the new building

Our submittal for HPC's consideration in the Pre-application Workshop includes several different Depot Street façade studies as well as floor plans and the supporting documents requested in the application checklist.

Applicant appreciates Planning & Inspections staff, Town of Boone attorney and HPC's willingness to create a legal format in which applicants can engage in informal discussions with the HPC prior to submitting projects for approval in the quasi-judicial format. We believe the HPC's "non-binding feedback" during design will help expedite the COA application process and ultimately benefit everyone who is invested in creating a vibrant downtown historic district.

This discussion is especially important when designing new buildings in Boone's downtown historic district as there are very few buildings of distinct historical character in downtown Boone from which to draw inspiration.

703 W. KING STREET, SUITE 201 - POST OFFICE BOX 179 - BOONE, NC 28607
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horizontally. Where a parapet intersects with a pitched roof element, there shall be no apparent breaks in the parapet wall.

13.9 Residential roof types are discouraged, except in historic properties that were originally residences or historic commercial properties that historically featured a residential roof type.

14. New Construction of Commercial Buildings within the District

It is inevitable that new commercial buildings will be constructed within the District. The intention of these design standards is not to prevent such changes but to ensure that new construction is compatible with and complementary to the integrity and architectural character of the District. While new commercial buildings should not attempt to replicate existing historic properties, they should mesh with and support the historic design principles of the other commercial properties in the District. These standards are intended to preserve the integrity of the District while also encouraging sensitive and appropriate new construction.

14.1 New commercial construction within the District should not seek to duplicate historic buildings in the District or mimic their appearance. That said, new construction should strive to be sensitive to and compatible with the character-defining features of the commercial properties in the District. Thus, new construction should employ architectural design that reflects its current time, place, use, and culture, provided that this design is compatible with the character of the District.

14.2 New construction should incorporate the predominant historic materials typical in surrounding historic buildings when possible—usually brick, native stone, structural glass, wooden trim, and similar historic materials. Synthetic, non-traditional materials, such as vinyl, synthetic stone, fiber cement board, aluminum, plywood, parging, and pre-formed concrete panels, are not permitted in new construction. It is NOT appropriate in new construction to use contemporary substitute materials in place of traditional materials. The use of the highest-quality, historically appropriate, exterior facing materials is encouraged.

14.3 Design, height, massing, and proportions of new buildings should complement and be compatible with the dimensions of neighboring buildings with similar character and style. New buildings should not overpower adjacent buildings or the District as a whole as a result of out-of-scale massing, footprint, height, or overhang. Roofs, fenestration, and materials should be compatible with surrounding buildings. Traditional separations between storefronts and upper facades should be maintained and consistent with those existing in adjacent or nearby buildings. Vertical divisions maintain the feeling of traditional building widths and should be maintained. ~~New buildings generally should align with adjacent buildings~~

ASU'S GEORGE BEASLEY MEDIA BUILDING

DISAGREE

~~facing on the same street~~ and conform to existing setbacks from the street. The primary façade and main building entry shall face the primary public way.

14.4 NA Combining lots for the purpose of building a single building across multiple lots is not permitted in the District, as it disrupts the historical town planning system and does not align with the massing and scale of the District's historic building patterns.

14.5 ✓ The appropriateness of the site for a new commercial construction project will be evaluated based upon its compatibility with the district context in terms of setback, spacing, orientation, topography, height, and landscaping. New buildings should have setbacks, orientation, lot coverage, and spacing that align with existing historic properties and comply with the provisions of the Town UDO.

14.6 NA New construction should respect the existing topography and vegetation on the site. Large-scale grading to level or otherwise dramatically alter the natural slope of a lot is destructive to the historic landscape and is not appropriate. Whenever possible, existing trees and historic landscape features should be incorporated into the design for a new property. If large trees must be removed, they should be replaced with trees similar in type and species. During construction, any mature tree that will not be removed should be protected with appropriate fencing around the tree's canopy area that will eliminate construction parking, material storage, and concrete washout that could harm the mature tree.

14.7 ✓ The appropriateness of a proposed new commercial building will be evaluated based on compatibility in terms of scale, height, form, massing, materials, openings, roof pitch, roof type, and other details with the District context.

14.8 ? New commercial construction should incorporate architectural elements and details into new construction that provide human scale. Do not add fanciful decorative elements and colors that are out of place or not in keeping with the historic context of the District and/or adjacent historic properties.

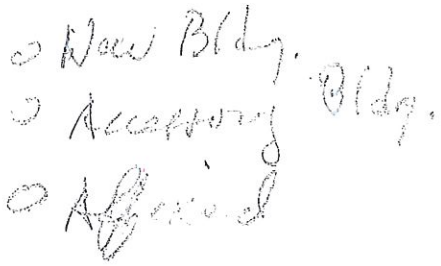
14.9 ✓ Oversized and monumental scale architecture is not appropriate, and the overall height and width of the new buildings should be compatible with neighboring structures and Town UDO requirements.

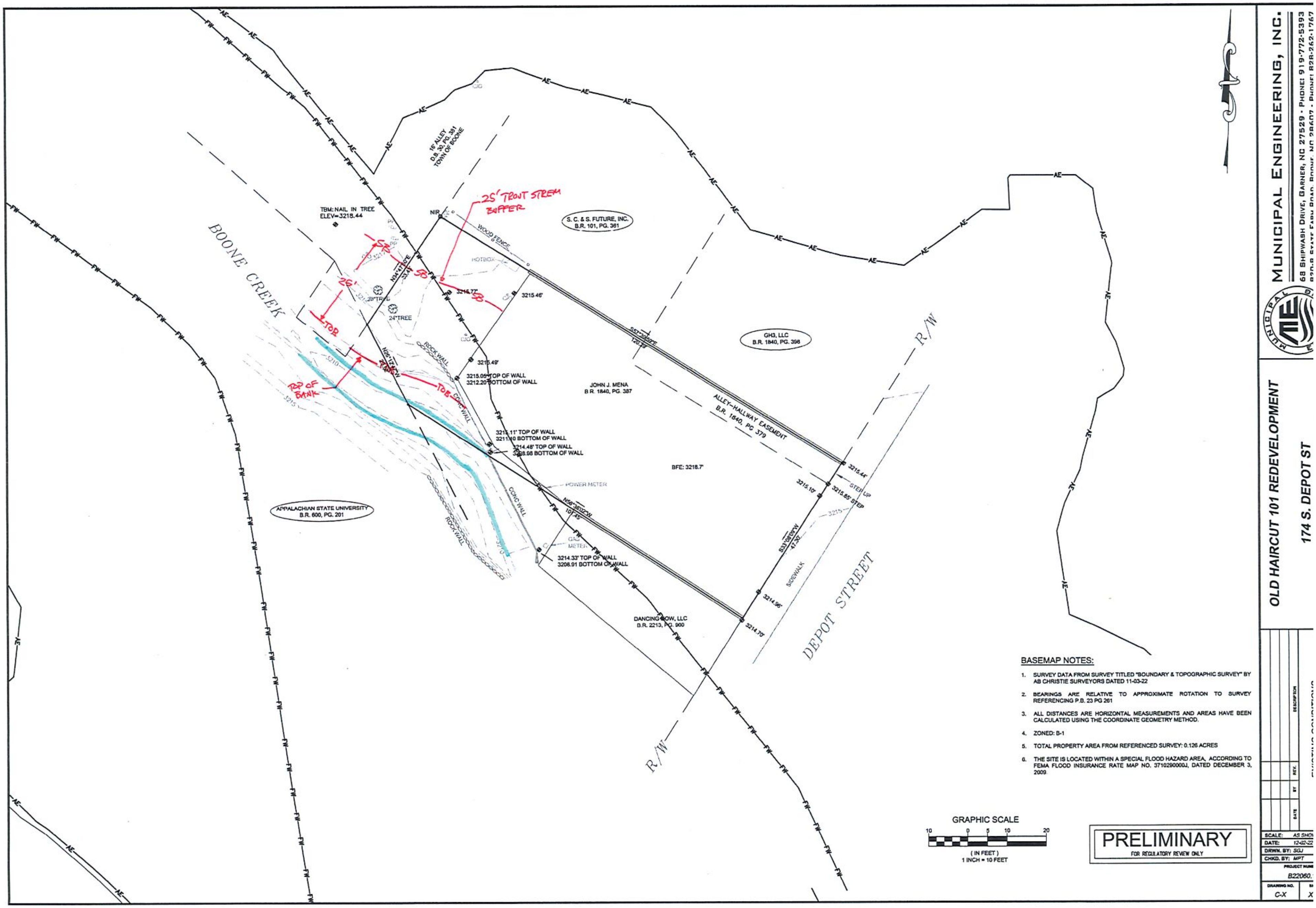
14.10 ✓ Historically, most of Boone's downtown commercial buildings had flat roofs. Residential roof types are not permitted in new commercial buildings. Roof planes should be hidden from view on the façade, and rooflines should be decorated using historic decorative details, using

historic photographs and/or neighboring buildings as a guide. Walls should not appear to terminate at flat roofs, except along the tertiary elevation. Instead, flat roofs should be concealed from view by using historically appropriate pitched roof features, parapets, or a mixture thereof. Where only one elevation has this condition, the parapet or other feature will continue four feet along the adjacent elevation. The minimum slope for pitched roofs is four feet vertically to every twelve feet horizontally. Where a parapet intersects with a pitched roof element, there shall be no apparent breaks in the parapet wall.

15. Height, Width, Spacing, and Setback Requirements

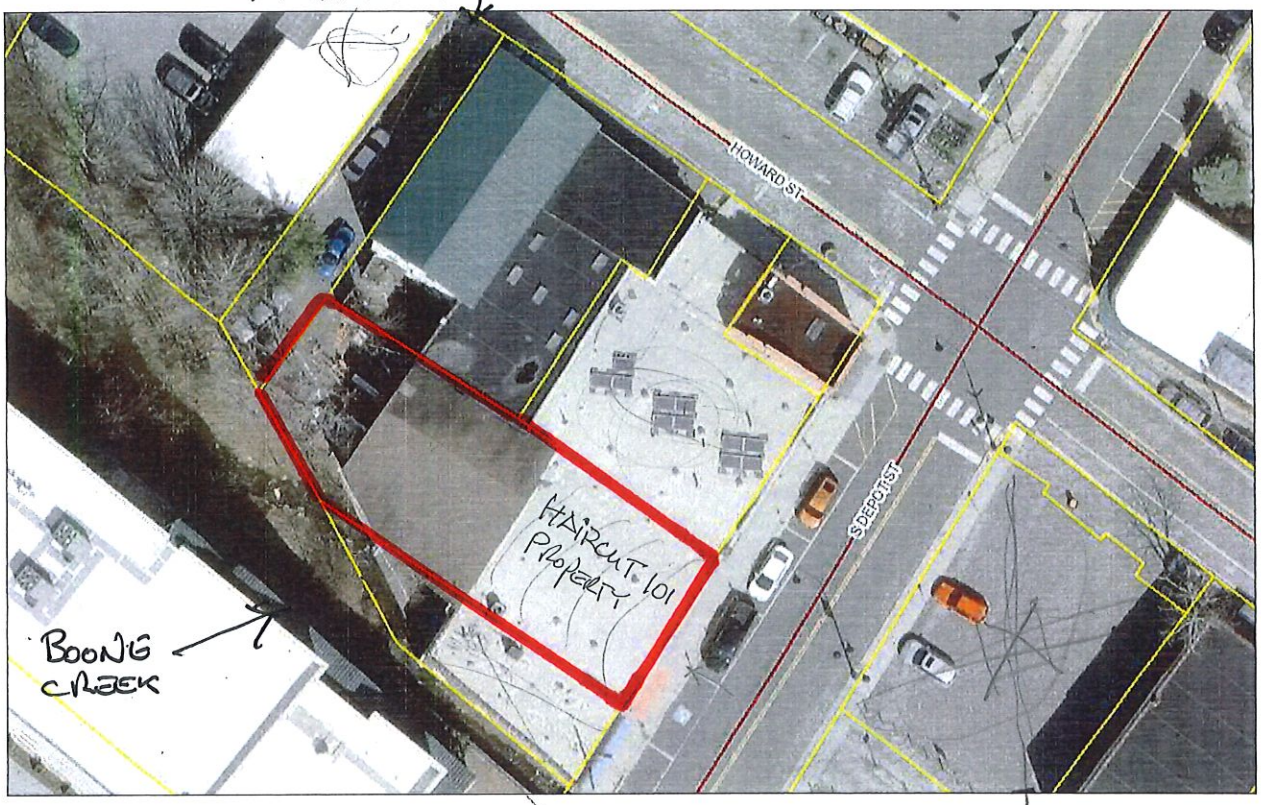
For details on building height, width, spacing, and setback requirements for commercial buildings in the Town of Boone, please consult the Town of Boone UDO. Generally speaking, building spacing, height, and width in the District shall maintain consistency with the spacing, height, and width of surrounding buildings to the greatest degree possible.





TOWN OF BOONE ALLEY

Town of Boone GIS



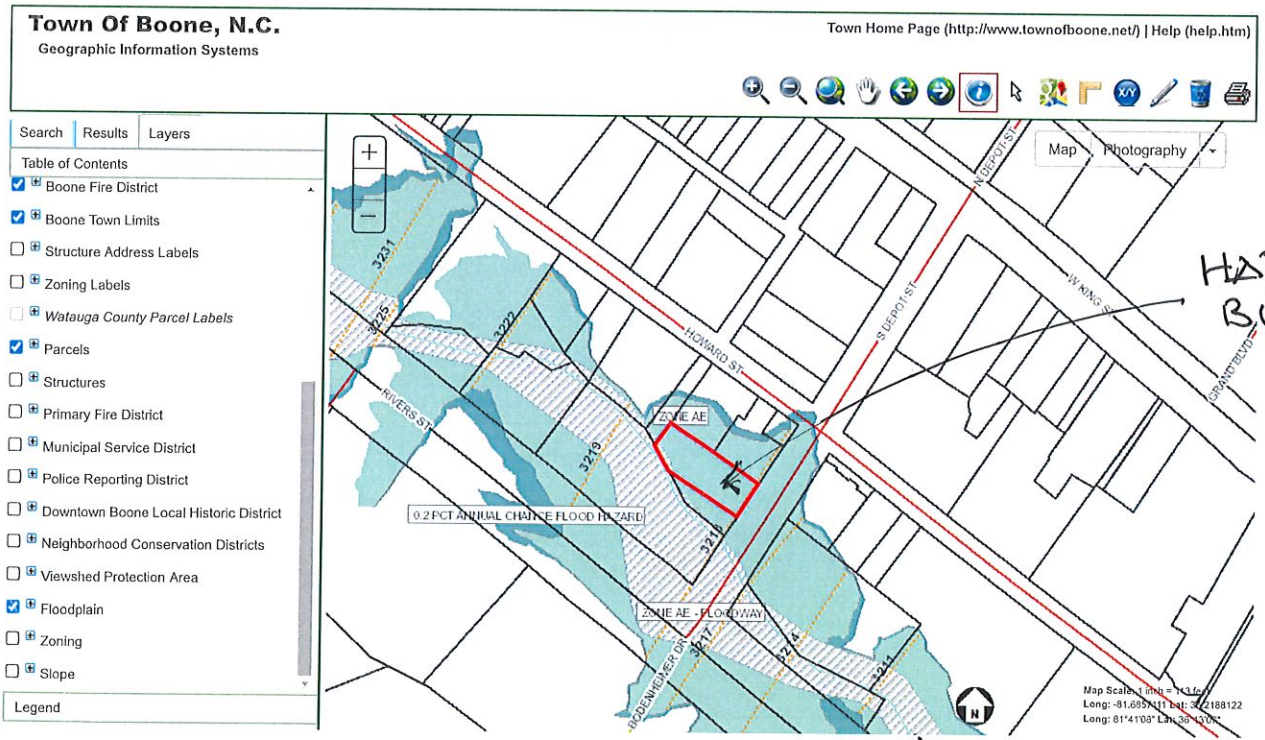
Disclaimer:
This map is based on the Watauga County Tax Parcel Map.
All layers have been modified to this base.
This is a thematic map for general planning purposes only.
This map is subject to quarterly updates and revisions.

1 inch = 32 feet

0 0.00325 0.0065 0.013 m

0 0.005 0.01 0.02 km

April 21, 2022

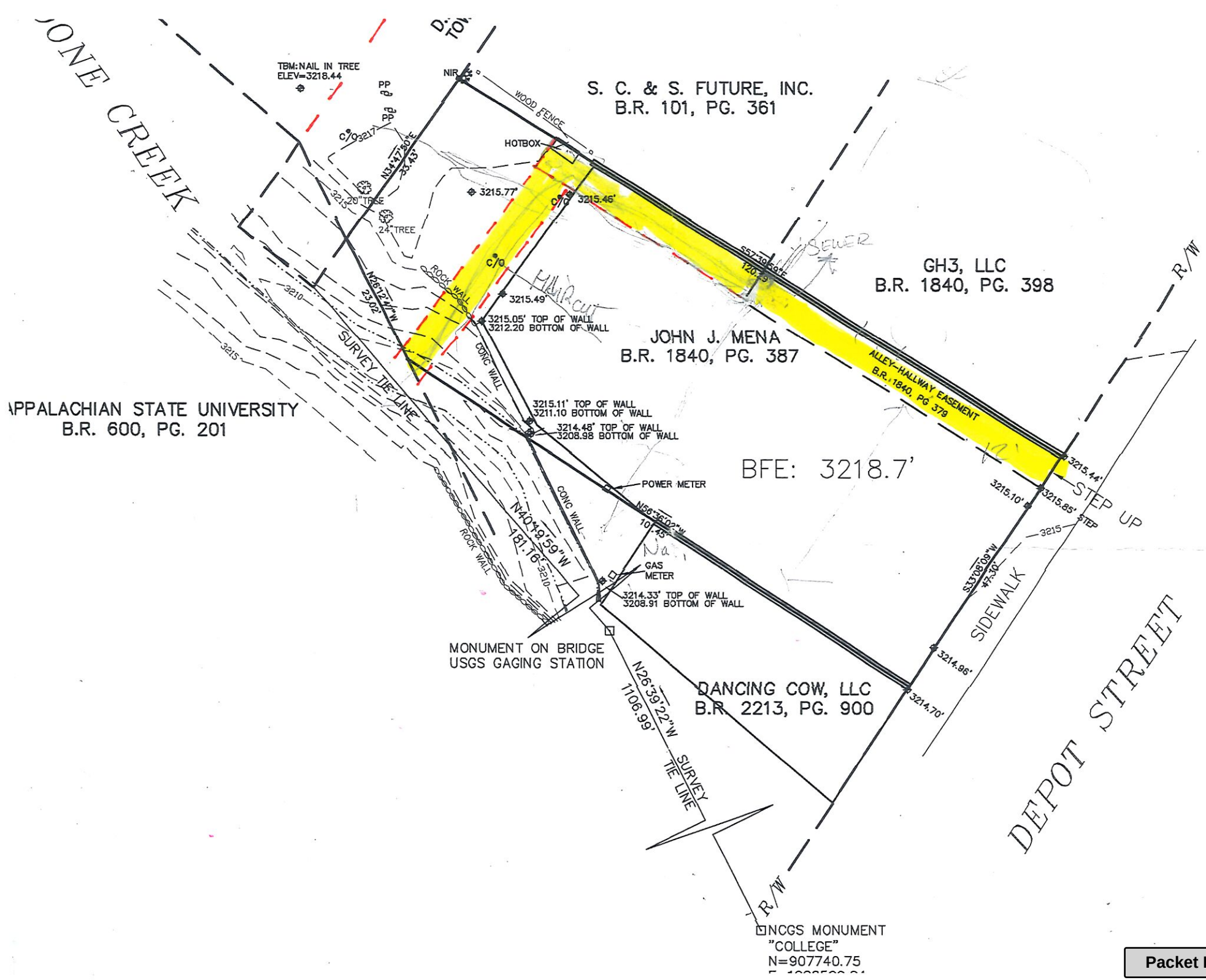


HAIRCUT 101 BUILDING

AE FLOOD ZONE

BOONE CREEK

Communication: 174 S. Depot St - Maps of Existing Conditions (174 S. Depot Street - HPC Pre-Application Workshop)



HAIRCUT 101 BLDG.

WT0604 Brendell's Garage Building #1 (1939)
174 South Depot Street

This is an update to a previous 1988 survey and a 2002 survey update of this one-story, brick and brick tile, commercial block building, as well as WT0887 and WT0888, all grouped under survey number WT0604. During the 1988 survey, these buildings were all described as being the former Boone Honda location and all attributed as being built by Ray Brendle [sic] in the 1930s; in other words, their grouping together implied that they were all historically related and built in conjunction to one another. This is simply not true, on multiple fronts. For example, the 1988 survey indicates that this complex was built between 1927 and 1939, but no buildings appear at this location on the 1928 Sanborn Map, and a 1939 image of Boone from the southwest clearly shows this central portion of the complex (which now houses Haircut 101) under construction and neither of the buildings to the north or south in situ. By 1947, when the last Sanborn Map of Boone was completed, the building (WT0887) to the north of WT0604 had been erected (both buildings were shown as auto repair facilities, apparently two separate establishments), but WT0888, located at the south end of the complex, was not built until sometime between 1955 (Boone high aerial, Agr-Ext-1955-1M-94) and 1963, when it appeared in the Appalachian Collection low aerial image from the east. It was only later that all three buildings were unified under Boone Honda, probably under the ownership of Glenn and Almarea Bare in the early 1970s. After consultation with the SHPO, it was determined that this complex should be separated into three survey files, one representing each of the buildings. Because this property is the oldest of the three, the original survey number has been assigned to it.

As suggested by the 1939 image of Boone, construction began on this building in 1939, when an April 6, 1939, article appeared in the *Watauga Democrat* describing Ray Brendell's (sometimes Brendall) intention to erect a 40' X 50' tile and stucco building that would "house a modern automobile repair shop." Brendell's Garage, as it was known and referred to in deeds for many years, opened in June 1939 (*Watauga Democrat*, June 29, 1939), remaining active until 1944, when Brendell suddenly closed his shop due to the wartime labor situation (*Watauga Democrat*, May 4, 1944). Brendell reopened in October, but his

stay was short-lived. In March 1946, Brendell began construction on a new building (WT0875) on Howard Street (*Watauga Democrat,* March 14, 1946) and moved there in June (*Watauga Democrat,* June 27, 1946). By November 1946, the Ellison Motor Company had taken over this building (*Watauga Democrat*, November 14, 1946), but tenants continued to come and go—Radio Electric Company in 1953 and Lackey Electric Motor Repair in 1955 (*Watauga Democrat*, May 14, 1953, and February 10, 1955). The Chamber of Commerce moved into the building briefly in 1956, when it was described as "the red brick building between the bus station and the Blue Ridge Motor Company" (*Watauga Democrat*, January 12, 1956). The Honda equipment business was established here by the early 1970s, and it continued in this role when the 1988 survey was conducted.

The 1947 Sanborn map indicates that the building was composed of structural tiles with a brick veneer, and its east (main) elevation remains largely unchanged since it was first built. The 1950 aerial images of Palmer Blair (Pal-Bla-2-1 and Pal-Bla-2-3) show a large garage bay at the south end of the elevation, followed to the east by a double bay of plate glass windows with a brick bulkhead, followed at the north end by a single, wooden door with an upper light. The roof was barrel vaulted, with a corresponding parapet construed as a flattened gable. Three symmetrically spaced frieze plates—one each over the garage bay and the doorway, and a large one centered beneath the gable—were also visible then. Of particular note were the projecting stringer courses of the east elevation, arranged in a 1:5 ratio with the rest of the running bond, brick veneer; these courses were clearly visible in an oblique image of the building taken in February 1955 (Pal-Bla-3-694). Between the main block of this building and WT0887 was an unusual, narrow addition, portrayed on the 1947 Sanborn as an access point to the rear part of the building and visible in the Blair images as a single entrance set to the south with a shop window set to the north. A large, clerestory window spanned both of these features. This addition connecting the two buildings appears to have been related to a boundary line agreement drawn up in early 1946 (Deed Book 62, Page 57) and may date to that year, as there was a clear separation between the buildings in the 1940 high aerial image (Agr-Ext-1940-9B-76). The south elevation, which was apparently parged, featured two window piercings at the center of the elevation and a single doorway near the southwest corner. The brick veneer of the east elevation wrapped onto the south side, creating a quoin treatment. The configuration of the east elevation remained in 1963 (Appalachian Collection, 5015_096_03), with a multi-light, roll-up garage door visible in the bay, although by that time, WT0888 had been built to the south, obscuring the vast majority of the south elevation, including the quoins at the southeast corner. By the time of the 1988 survey, the garage bay door had been replaced with a complex window wall treatment with a plywood-paneled, board-and-batten treatment at the top of the bay. The new window wall included double, metal-framed doors at the center of the window wall with a short transom above the doors. Large, plate glass windows in metal frames flanked the double door entrance. In addition, a flattened, asphalt-shingled awning had been placed over the doorway at the addition between this building and WT0887, and the lower portion of the parapet above the doorway had been clad in textured concrete block. This appearance remained essentially the same in 2002, except that a divided, clerestory window had replaced the board-and-batten treatment over the main entrance.

Today, all of the piercings of the east elevation generally survive, as do the barrel-vaulted roof, the running bond brick and stringer courses, and the flattened gable of the east elevation. The east elevation's low-gabled parapet is now coped in aluminum, and the material inside the piercings has changed. From south to north along this elevation, the building presents a large, shopfront window and door complex that occupies the former garage bay. This aluminum frame configuration includes a central, single door with a two-light vertical transom, flanked on each side by large, one-over-one, plate glass windows with transoms above. This configuration appears to be an alteration since the 2002 survey update. A corrugated, metal awning that obscures a soldier course lintel above the garage bay is also now present; this appears to have been added since the 2002 survey update. The painted brick frieze plates, each surrounded by a border of headers, remain intact, although the large, central frieze plate just below the below gable but is currently covered by the Haircut 101 sign. To the right (north) of the shopfront configuration is a wide window opening with a soldier course lintel and header sill, within which is a two-light plate glass window with aluminum frame. A similar window arrangement is visible in survey images from 1988 and 2002, and indeed appears to replicate the 1963 aerial image arrangement. To the right (north) of these windows is a former door opening with a soldier course lintel that is currently filled with a plate glass window with aluminum frame. This is an alteration since the 2002 survey update. The north end of the east elevation, where the alley addition was installed in the 1940s, now contains a single, metal frame door with narrow sidelights, all of which have transoms. The roof of this building and the alley addition is rubber.

The north and south elevations are largely obscured by WT0887 and WT0888 to the north and south respectively. The west elevation is largely obscured by a two-story, concrete block, front-gabled, trapezoidal addition that follows the run of Boone/Kraut Creek on its south elevation and appears to have been completed between 1963 (based on the Appalachian Collection aerial image) and 1972 (Hen-Dew-3). The second floor was added to this annex sometime after 1972. This entire addition sits on a concrete block retaining wall that holds back the creek. Its south elevation features what appear to be three equally spaced sets of one-over-one, metal awning windows on the first floor. The second floor is clad in badly deteriorated, vertical wood paneling with two widely separated, one-over-one, double-hung sash, metal windows under a prominent roof overhang. Midway along the south elevation, the wall angles to the northwest, where the concrete block roughly interlocks to complete the transition. This southwest elevation features two triple awning windows on the first floor and two one-over-one, double-hung sash, metal windows on the second floor, again surrounded by badly deteriorated, vertical wood paneling. The roof of this addition is asphalt shingle.

The west elevation is a hodgepodge of building treatments that are all in terrible condition. A boarded-over door and garage bay are visible from left to right (north to south) on the first floor, while the second floor offers two boarded-over window bays. The bay on the right (south) side of the second floor also has a rough shed roof awning with asphalt shingles. The material under the gable appears to be roughly attached plywood sheets that are in deplorable condition.

Communication: 174 S. Depot St - Architectural Survey Excerpt and Historic Photo (174 S. Depot Street -

Communication: 174 S. Depot St - Existing Conditions (174 S. Depot Street - HPC Pre-Application

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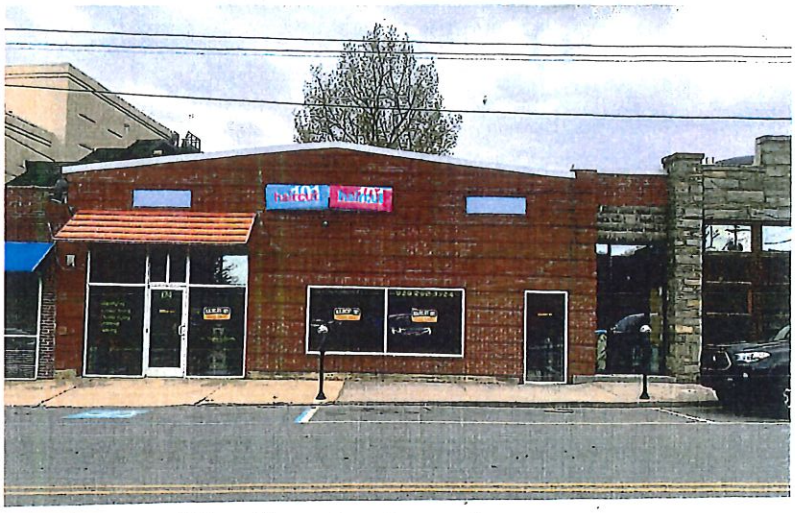
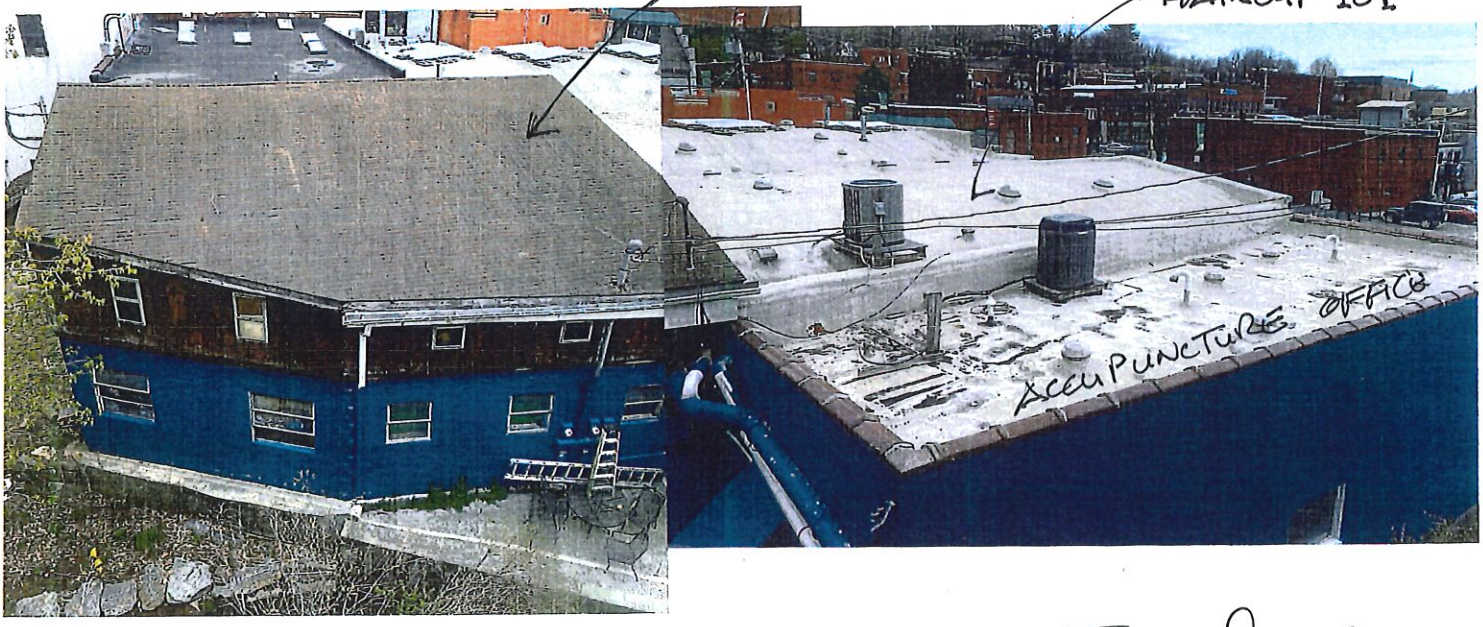
HAIRCUT 101 PROPERTY

APRIL 27TH 2022

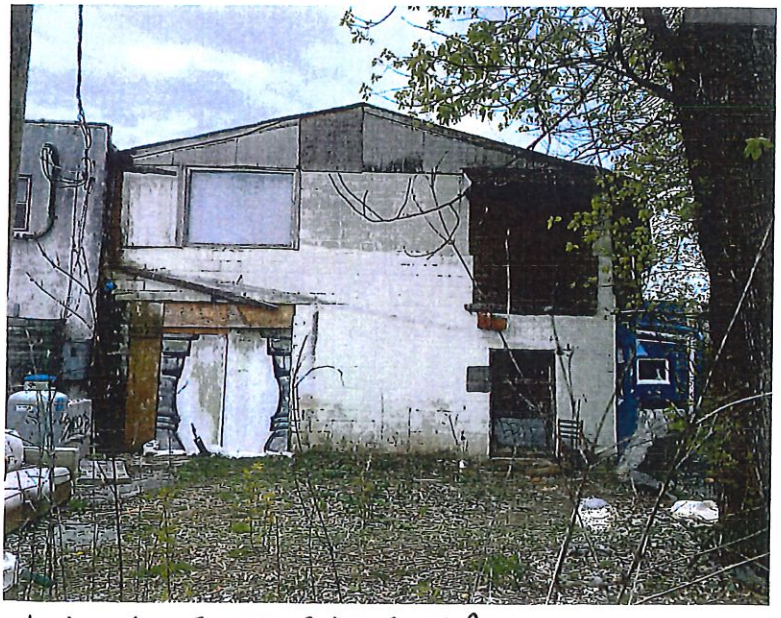
Appalachian Architecture, P.A.
703 W. King Street, Suite #201
Post Office Box 179
Boone, NC 28607



FRONT - DEPOT STREET



TOWN OF BOONE ALLEY



BACK OF STORAGE AREA

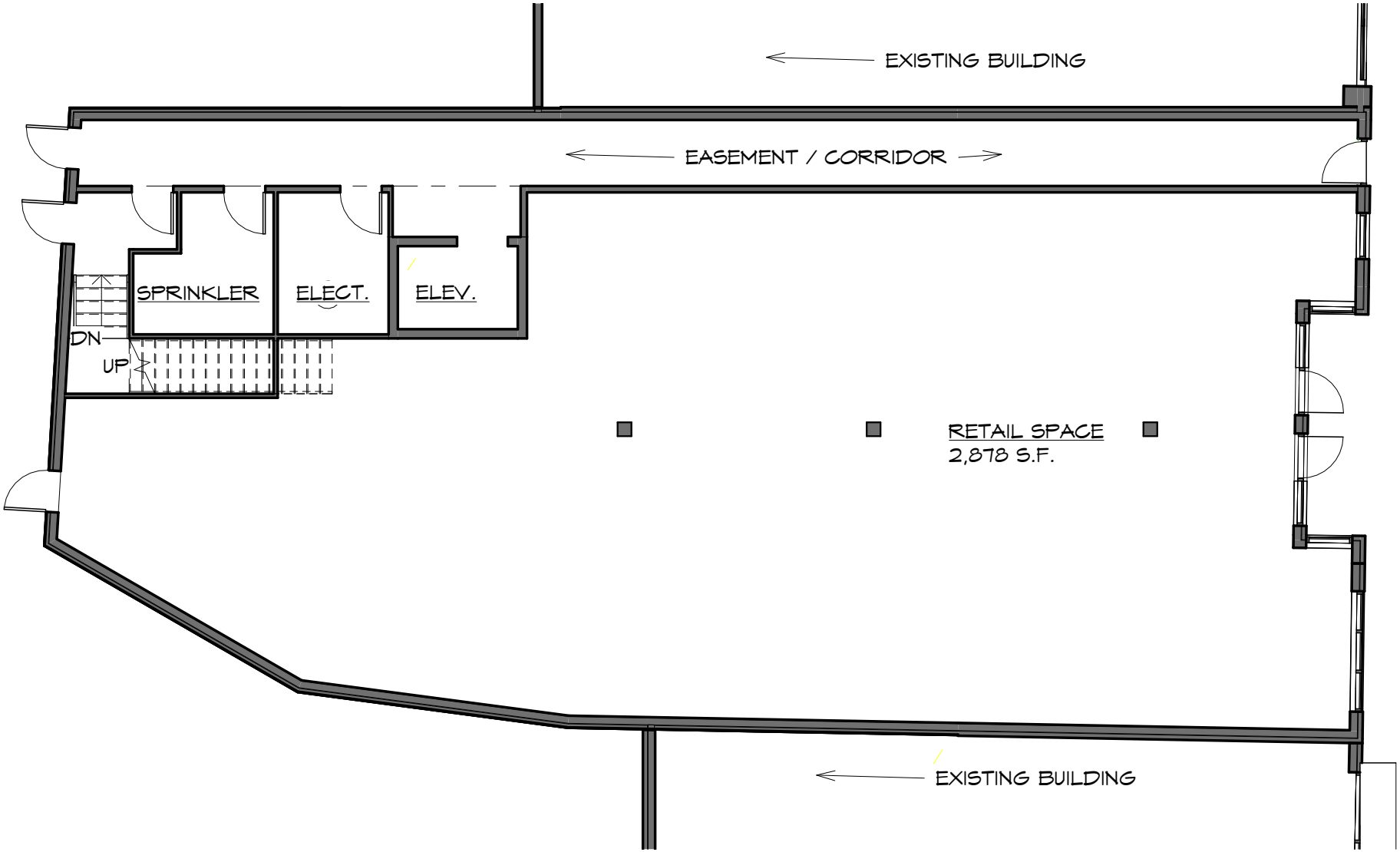
BACK YARD

FRONT PERSPECTIVE
OPTION 1

1/7

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/6/24



1/1 FIRST FLOOR PLAN

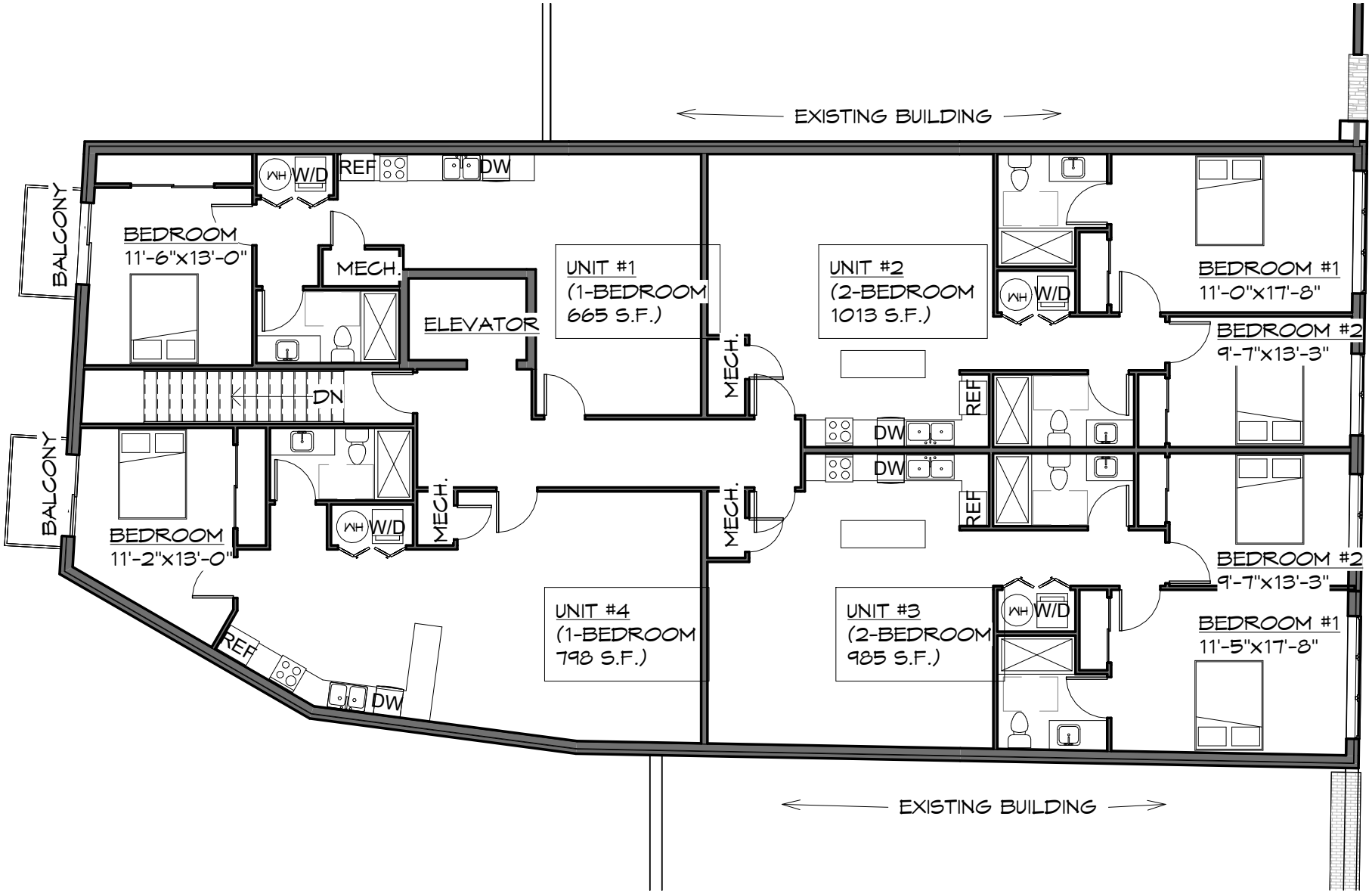
3/32" = 1'-0"

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24

APPALACHIAN ARCHITECTURE, P.A.



1/2 SECOND FLOOR PLAN

3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24

1/3 FRONT ELEVATION

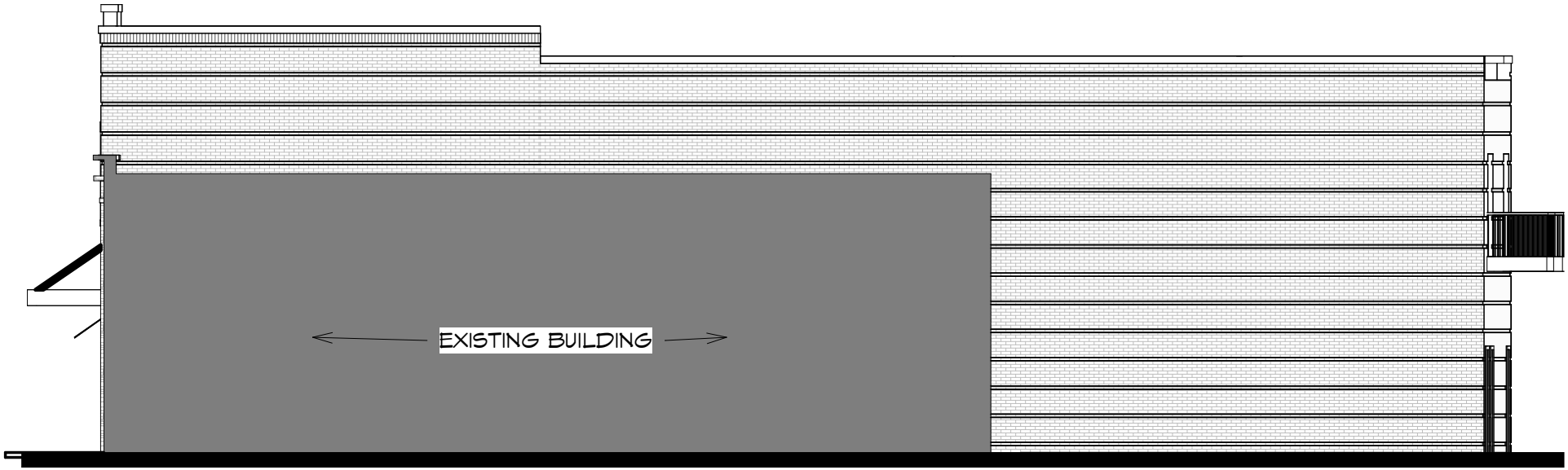
3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24



1/4 RIGHT SIDE ELEVATION

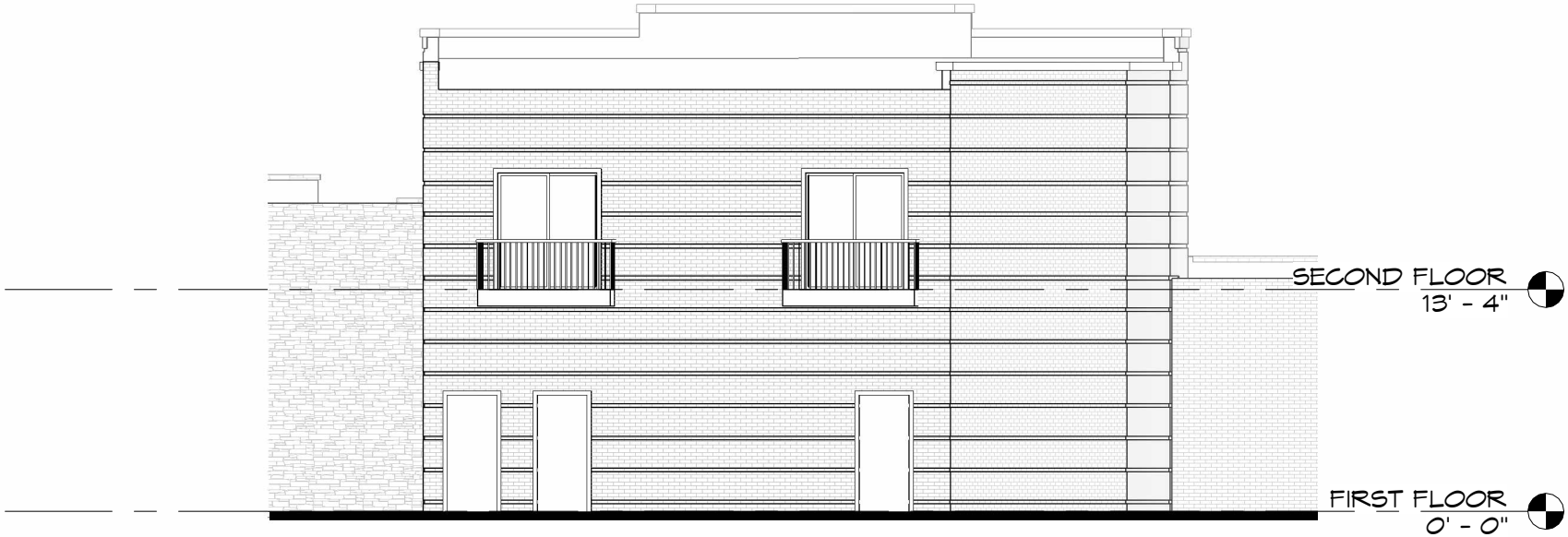
3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24



1/5 REAR ELEVATION

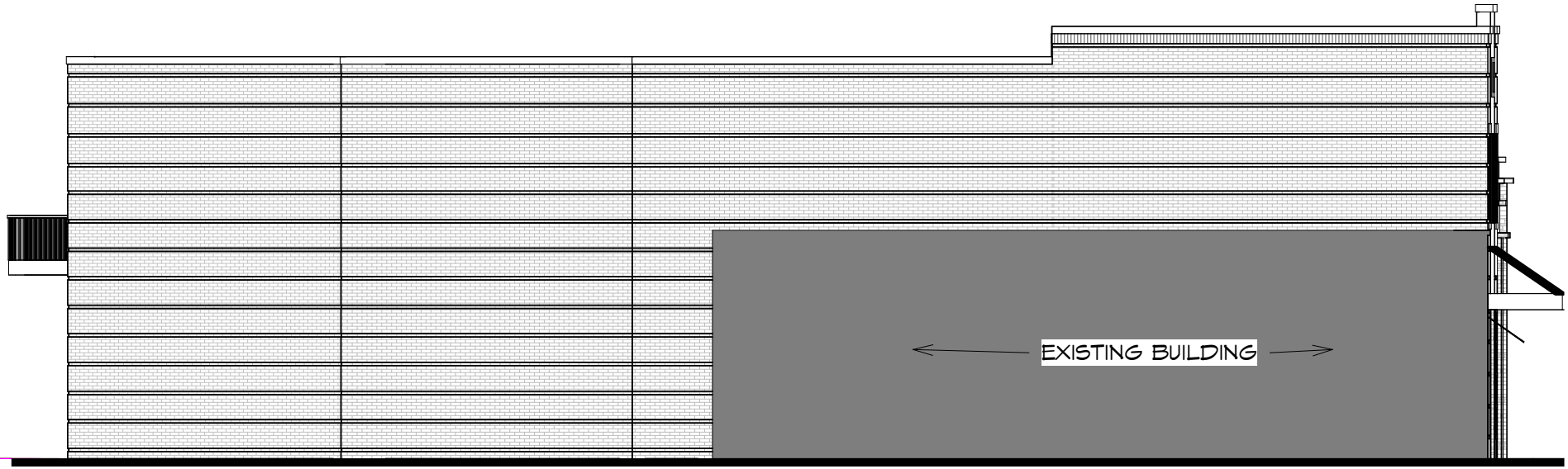
3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24



1/6 LEFT SIDE ELEVATION

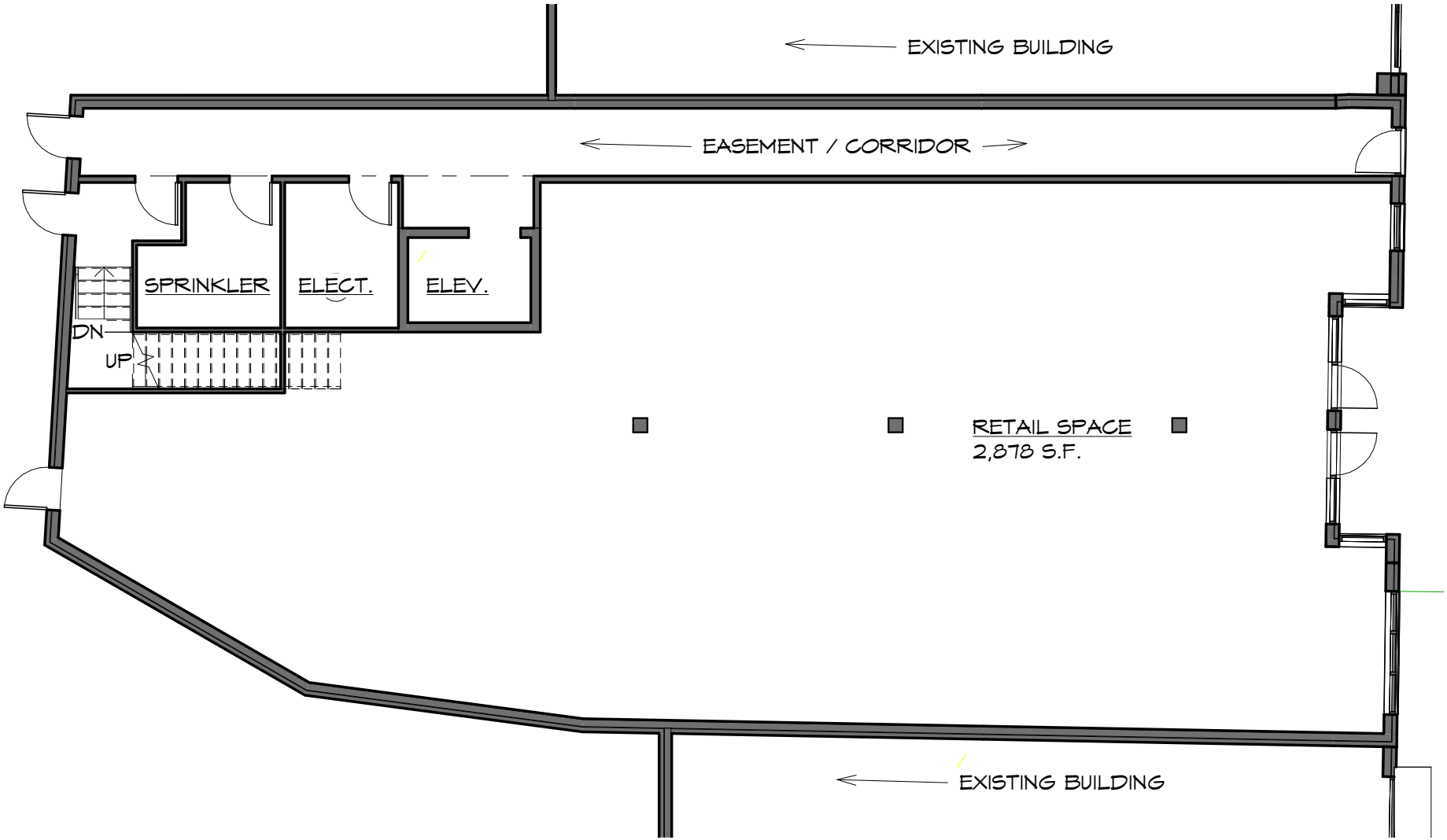
3/32" = 1'-0"

FRONT PERSPECTIVE
OPTION 2

1
7

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/6/24



1/1 FIRST FLOOR PLAN

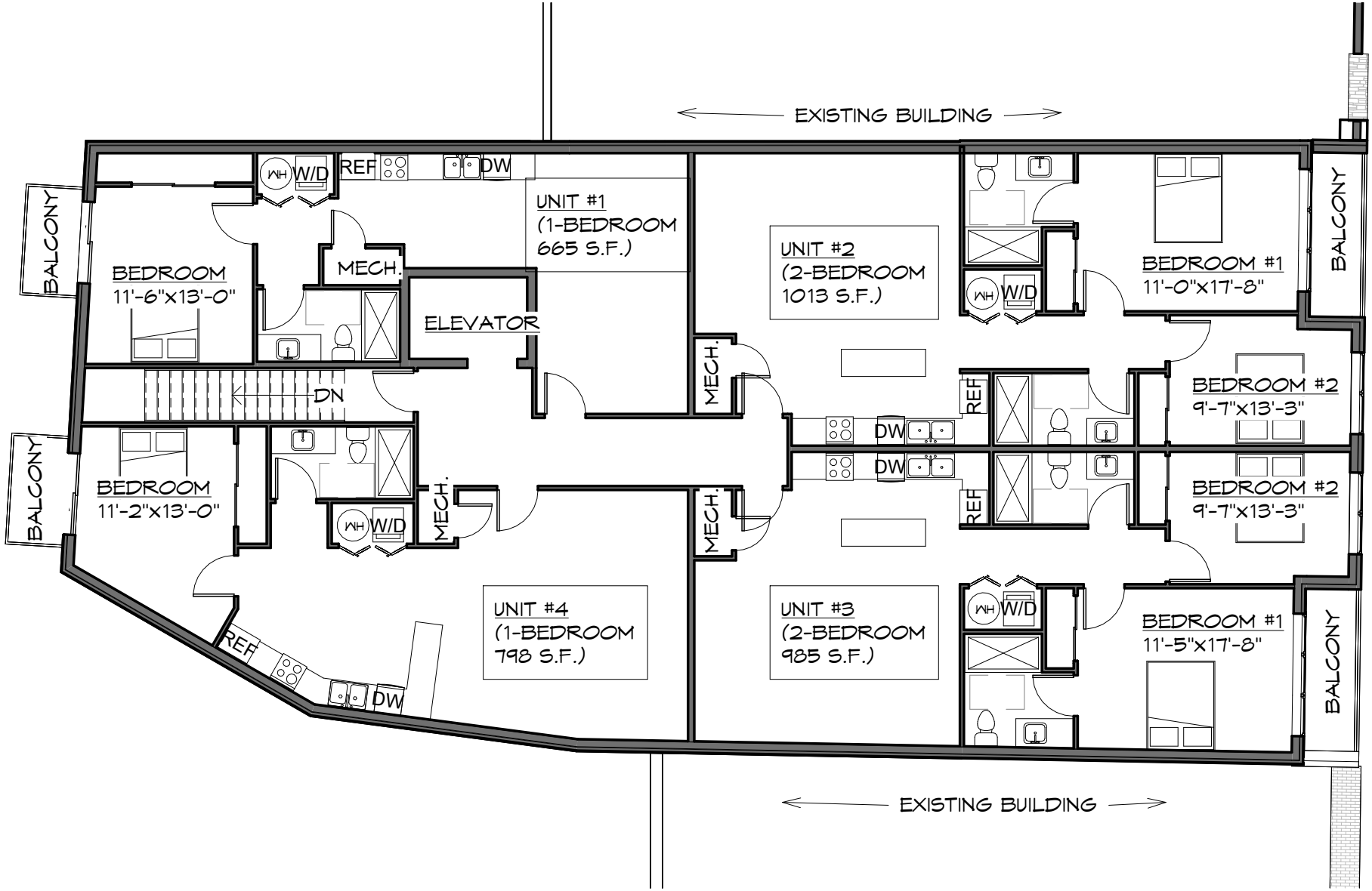
3/32" = 1'-0"

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24

APPALACHIAN ARCHITECTURE, P.A.



1/2 SECOND FLOOR

3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24

Communication: 174 S. Depot St - Option 2 - Renderings and Elevations (174 S. Depot Street -

1/3 FRONT ELEVATION

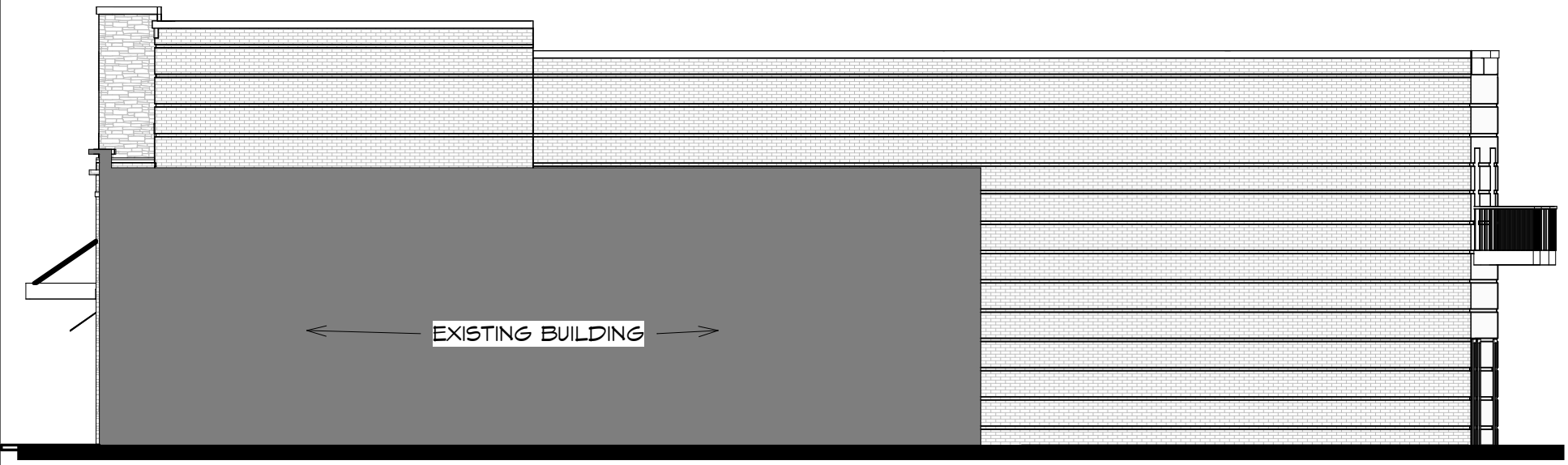
3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

THALER MIXED USE

3/6/24



1/4 RIGHT SIDE ELEVATION

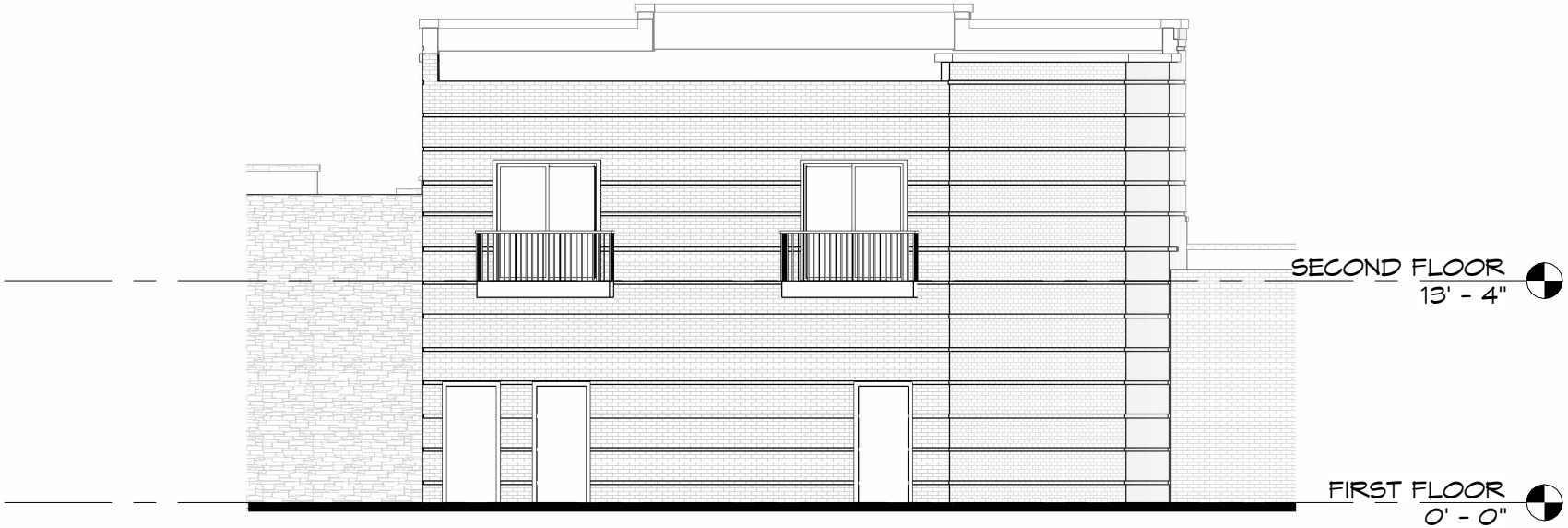
3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN

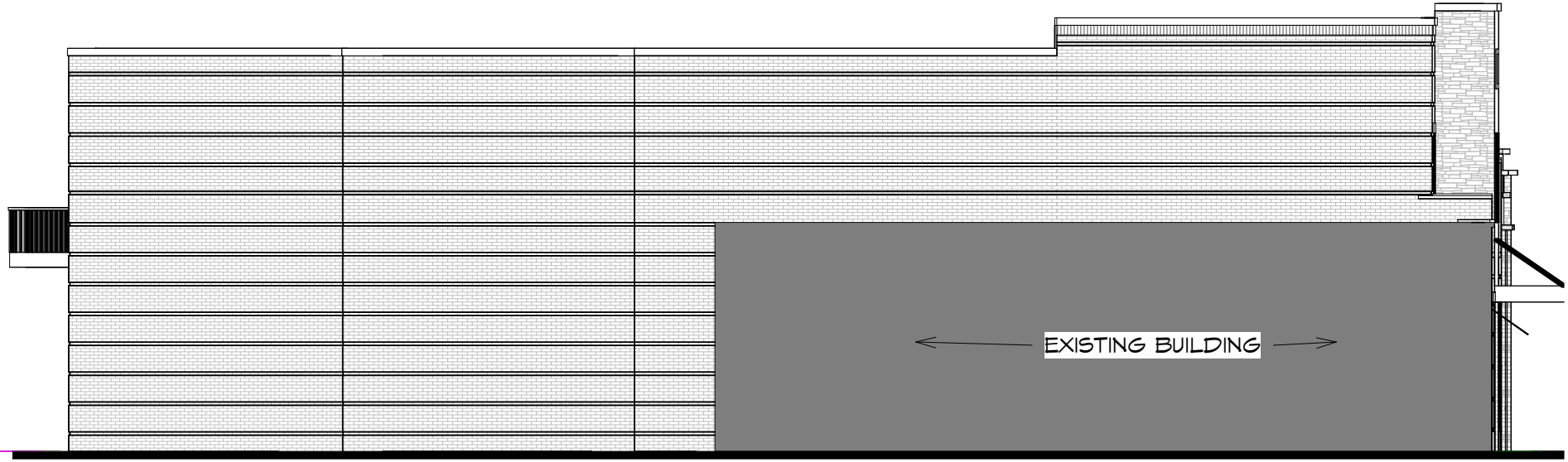
THALER MIXED USE

3/6/24



1/5 REAR ELEVATION

3/32" = 1'-0"



1/6 LEFT SIDE ELEVATION

3/32" = 1'-0"

FRONT PERSPECTIVE
OPTION 3

1
7

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
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