



Historic Preservation Commission

Special Meeting

~ Agenda ~

<http://www.townofboone.net/>

Jane Shook
828-268-6960

Tuesday, May 28, 2024

3:00 PM Planning 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 invitation 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. Case A24-0224 174 South Depot Street - Certificate of Appropriateness

Exhibit 1: Case A24-0224 174 S Depot St - Application

Exhibit 2: Case A24-0224 174 S Depot St - Site Plans

Exhibit 3: Case A24-0224 174 S Depot St - Project Narrative

Exhibit 4: Case A24-0224 174 S Depot St - Historic Narrative and Photos

Exhibit 5: Case A24-0224 174 S Depot St - Existing Conditions

Exhibit 6: Case A24-0224 174 S Depot St - Design Standards Narrative

Exhibit 7: Case A24-0224 174 S Depot St - Zoning Issues Narrative

Exhibit 8: Case A24-0224 174 S Depot St - Staff Report

V. Other Discussion

VI. Adjournment

Certificate of Appropriateness for Major Work

Exhibit 1



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. Required to be Submitted at Time of Application

Note: A pre-application meeting is required prior to application submittal.

Failure to provide the required information will delay the review and scheduling of the requested hearing.

- ☒ Digital copies of all paper submittal documents (may be emailed to planning@townofboone.net)
- ☒ Four paper copies of complete site plans meeting the requirements of Town of Boone Unified Development Ordinance (UDO), including UDO Appendix A (max. size 30" x 42")
- ☒ Information in compliance with the Supplemental Checklist on Page 4
- ☒ Property Owner Authorization. If you are not the property owner, you will need to provide documentation of property owner authorization to apply for this permit. You may have the property owner sign this application (Section [L](#)), or the property owner can provide a written and signed authorization that clearly states they are authorizing the applicant to submit this application. Permit Fee (See Planning & Inspections Fee Schedule). Each application is allowed two (2) reviews. The 1st review of the submitted information and a 2nd review if revisions or supplemental information is required based upon the 1st review. Each subsequent review after the 2nd review will be charged at 50% of the original fees charged for the application. These fees shall be paid at the time of resubmittal.

B. Requested Hearing – See latest published Meeting Schedule for dates

Date of requested hearing: MAY 14TH 2024

C. Property Information

Street Address:

174 SOUTH DEPOT ST.

Watauga County Parcel Identification Number:

2900 789 844 000

Existing Zoning District(s): B1DC

Total Land Area: 0.126 AC

Are there any existing variances or other site-specific approvals granted to the property? ☐ Yes ☐ No ☒ Unknown

If yes, describe: NA

D. Applicant Information

Name:

BILL DIXON, ARCHITECT

Complete Mailing Address (Street, City, Zip):

APPALACHIAN ARCHITECTURE, PA POBOX 179 BOONE NC 28607

Phone Number:

828-265-2405

Email Address:

bill@appal2rch.com

Preferred Method of Contact for Written/Response Documents (select one): ☐ Mail or ☒ Email

E. Property Owner Information

Name:

MICHAEL THALER

Complete Mailing Address (Street, City, Zip):

15144 SW 72 CT PALMETTO BAY, FL 33158

Phone Number:

305-522-4378

Email Address:

Topshelfagent@gmail.com

F. Landmark/District Information

District/Landmark Name: B1-DOWNTOWN CORE

Period of Significance: 1939

G. Project Details

Project Cost: \$ 2.5 million \$

Project Type:

☒ New Construction

☐ Renovation

☐ Landscaping

☐ Moving Structure

☐ Demolition

H. Design Professional Information

Designer is an: ☒ Architect ☐ Engineer ☐ Owner ☐ Other: _____

Name:

Bill Dixon

Company:

Appalachian Architecture, PA

Complete Mailing Address (Street, City, Zip):

PO Box 179, Boone, NC 28607

Phone Number:

828-265-2405

Email Address:

bill@appalarch.com

Additional Designer Information: If additional designers are involved beyond the one listed, please provide additional info on a separate sheet

I. Applicant Signature and Property Owner Authorization

I hereby certify that I am authorized to submit this application, that all information is correct and complete, and all work will comply with all applicable State and local laws, ordinances, and regulations.

I acknowledge and agree that the Historic Preservation Commission members, Town employees, and Town agents may enter, solely in performance of their official duties and only at mutually agreeable times, upon the applicant's property for examination or survey thereof pursuant to North Carolina General Statute 160A-400.8.

I understand and agree that an approved Certificate of Appropriateness is valid only for the particular application, plans, specifications, and related project details presented to, and approved by, the Historic Preservation Commission. Any proposed modification or addition must be submitted to the Planning and Inspections Department for review.

By signing below, the applicant agrees to notify the Planning and Inspections Department of any changes or alterations in the data contained in this application, the approved plans, or the approved specifications related to the project that is the subject of this application.

Hearings on Certificate of Appropriateness applications before the Commission are quasi-judicial proceedings. Therefore, Historic Preservation Commission members cannot discuss a pending application with the applicant or other party. By signing below, the applicant agrees to refrain from speaking with or contacting any member of the Historic Preservation Commission about an application outside of the formal evidentiary hearing on the application.

Bill Dixon

Applicant (Print)

Bill Dixon

Applicant (Signature)

03/28/2024

Date

Michael Thaler

Property Owner (Print)

Michael Thaler

Property Owner (Signature)

3/27/24

Date

Official Use Only

Permit Name:				
Permit Number:				
Date:	Fee:	Receipt Number:	Method of Payment: ☐ Cash ☐ Check Number: _____	Paid By:

Public Hearing Meeting Date: _____

Date of APO Mailed Notification: _____

Date of Posted Notification: _____

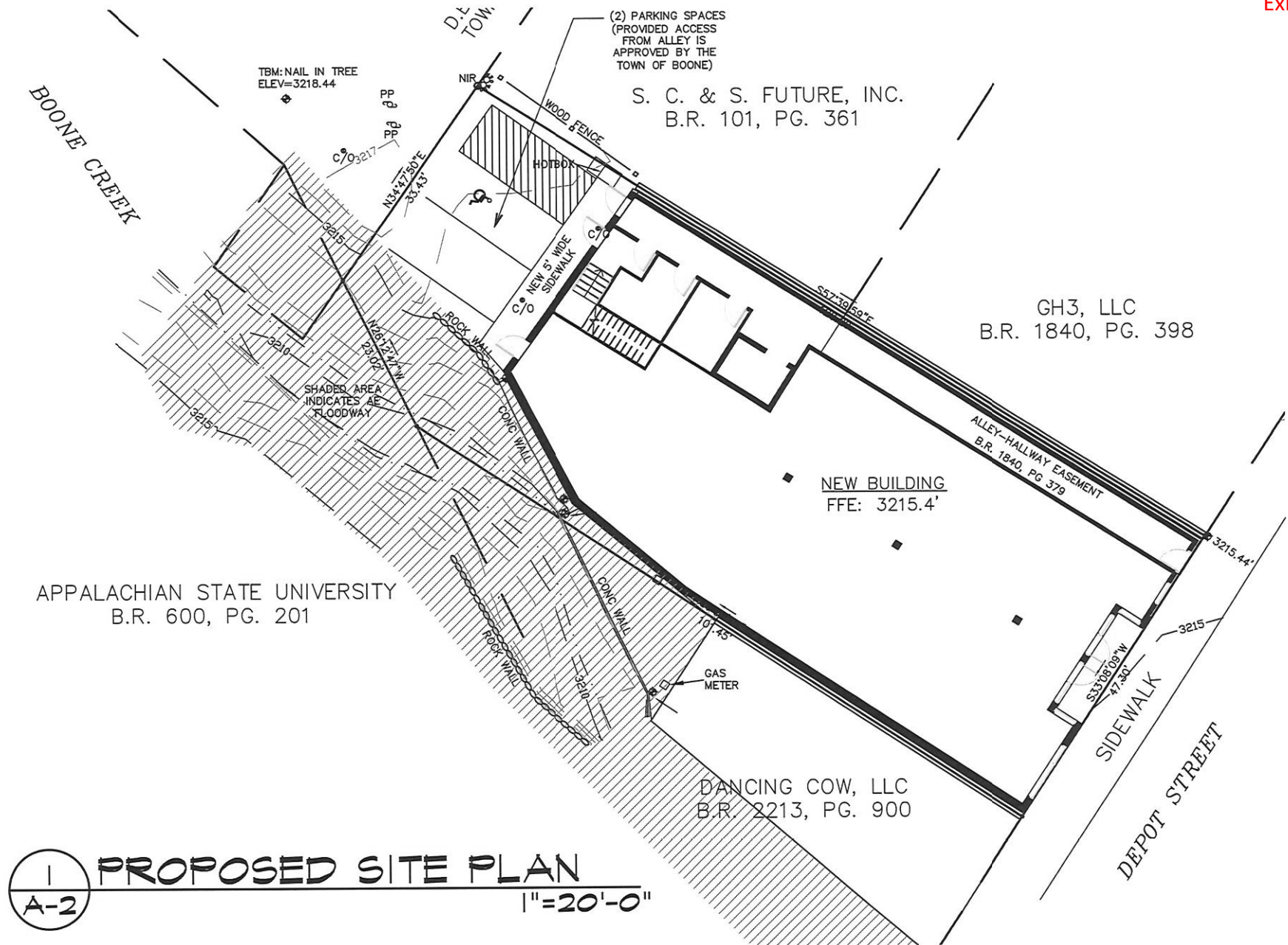
Request Approved: ☐ Yes ☐ No

S:\FORMS\PI_Forms_Current\Planning Forms\LocalHistoricLandmark_07012021.docx

COA for Major Work Supplemental Checklist

Note: The following is a checklist for the presentation materials needed for your application. It is the applicant's responsibility to provide adequate photographs, architectural plans, and other material to enable the HPC to understand the proposal and its impact on the historic district/landmark. The consideration of the application may be delayed if preservation materials are not sufficient to evaluate the proposal.

- ☒ Written Description of the proposed work: Describe in detail the scope and nature of the proposed project, including exact material types, colors, and dimensions for materials to be used (e.g., width of siding, color of window trim, type of roofing materials, etc.).
- ☒ Design Standards References: Cite the applicable sections of the design standards related to and/or reflected in the proposed request.
- ☒ Photographs of Existing Conditions: Provide current photographs showing the present conditions of the area where the work will be completed and/or the portions of any existing building that will be affected by the proposed work. Photographs must be clearly labeled and keyed to a site plan.
- ☒ Site Plan: For development which includes modifications to the site in addition to the building, the applicant shall provide scaled drawings prepared in accordance with UDO Appendix A, which depict at least the relationship of all buildings, secondary structures, driveways, sidewalks, fences, drains, lighting, and trees to the property line. Clearly identify the location of any and all proposed changes. Caliper of trees should be indicated as measured from four and a half feet (4.5') above the earth's surface.
- ☒ Historical Documentation: If available, provide copies of historic photographs of the property in question, along with a list of any known previous alterations to the property (and the approximate date of those alterations). If the property is already listed on the National Register of Historic Places or is a designated Local Historic Landmark, include a copy of the nomination text for the property.



APPALACHIAN ARCHITECTURE, P.A.
BOONE, NC

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



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



Town Of Boone, N.C.
Geographic Information Systems

Town Home Page (<http://www.townofboone.net/>) | Help ([help.htm](#))



Search Results Layers

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 - ☐ Primary Fire District
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 - ☐ Police Reporting District
 - ☐ Downtown Boone Local Historic District
 - ☐ Neighborhood Conservation Districts
 - ☐ Viewshed Protection Area
 - ☒ Floodplain
 - ☐ Zoning
 - ☐ Slope
- Legend



HAIRCUT 101
BUILDING

AE FLOOD ZONE

BOONE CREEK

Map Scale: 1 inch = 32 feet
Long: -81.655411 Lat: 36.2188122
Long: 81.4103° Lat: 36.2188°

APPALACHIAN STATE UNIVERSITY
B.R. 600, PG. 201

S. C. & S. FUTURE, INC.
B.R. 101, PG. 361

B.R. 1840, PG. 398

JOHN J. MENA
B.R. 1840, PG. 387

BFE: 3218.7'

~~DANCING COW, LLC
B.R. 2213, PG. 900~~

☒ NCGS MONUMENT
 "COLLEGE"
 N=907740.75
 E=1002500.04

Packet Pg. 8

Communication: Exhibit 2: Case A24-0224 174 S Depot St - Site Plans (Case A24-0224 174 South Depot

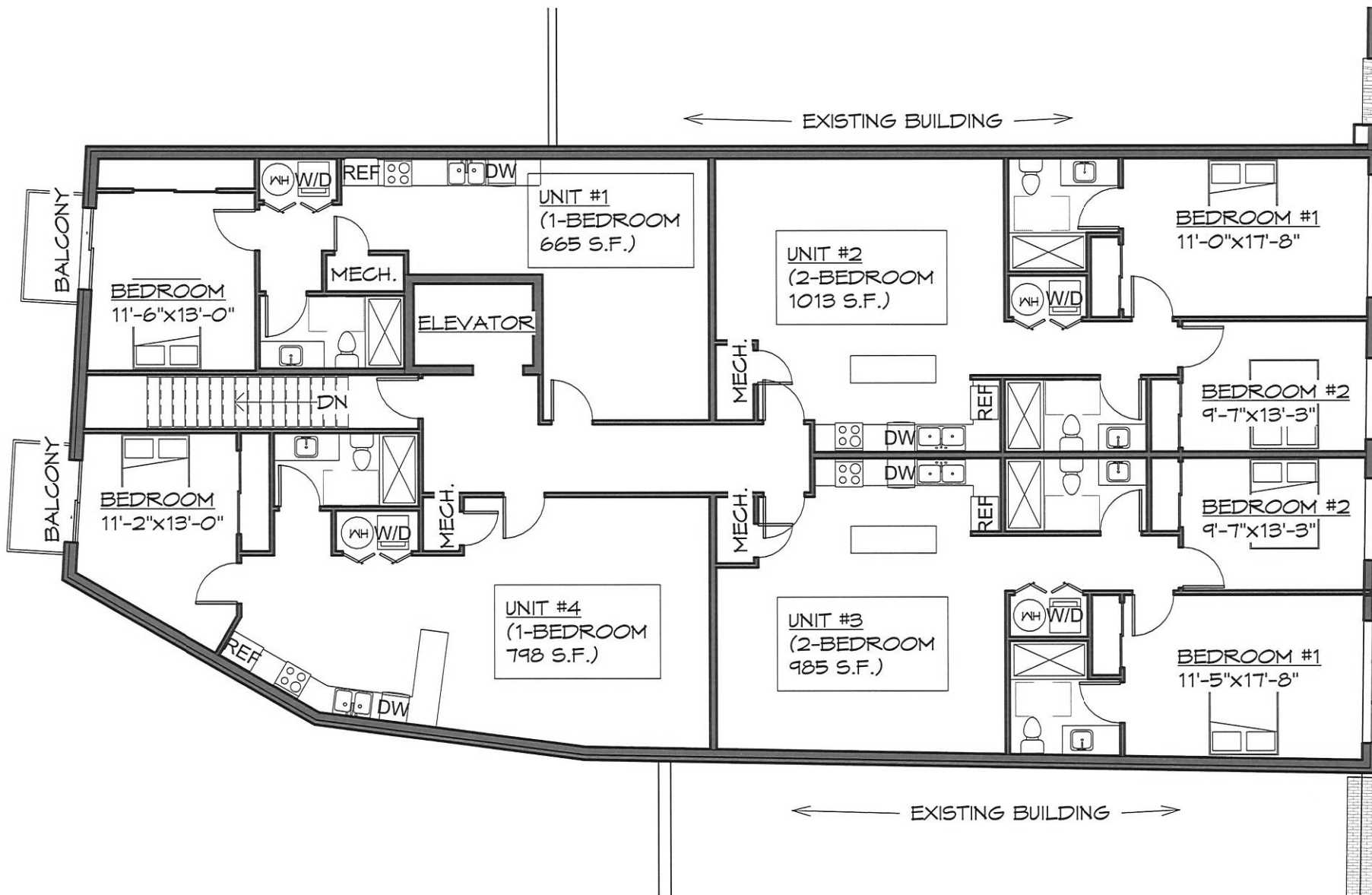


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A-9

FRONT PERSPECTIVE

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



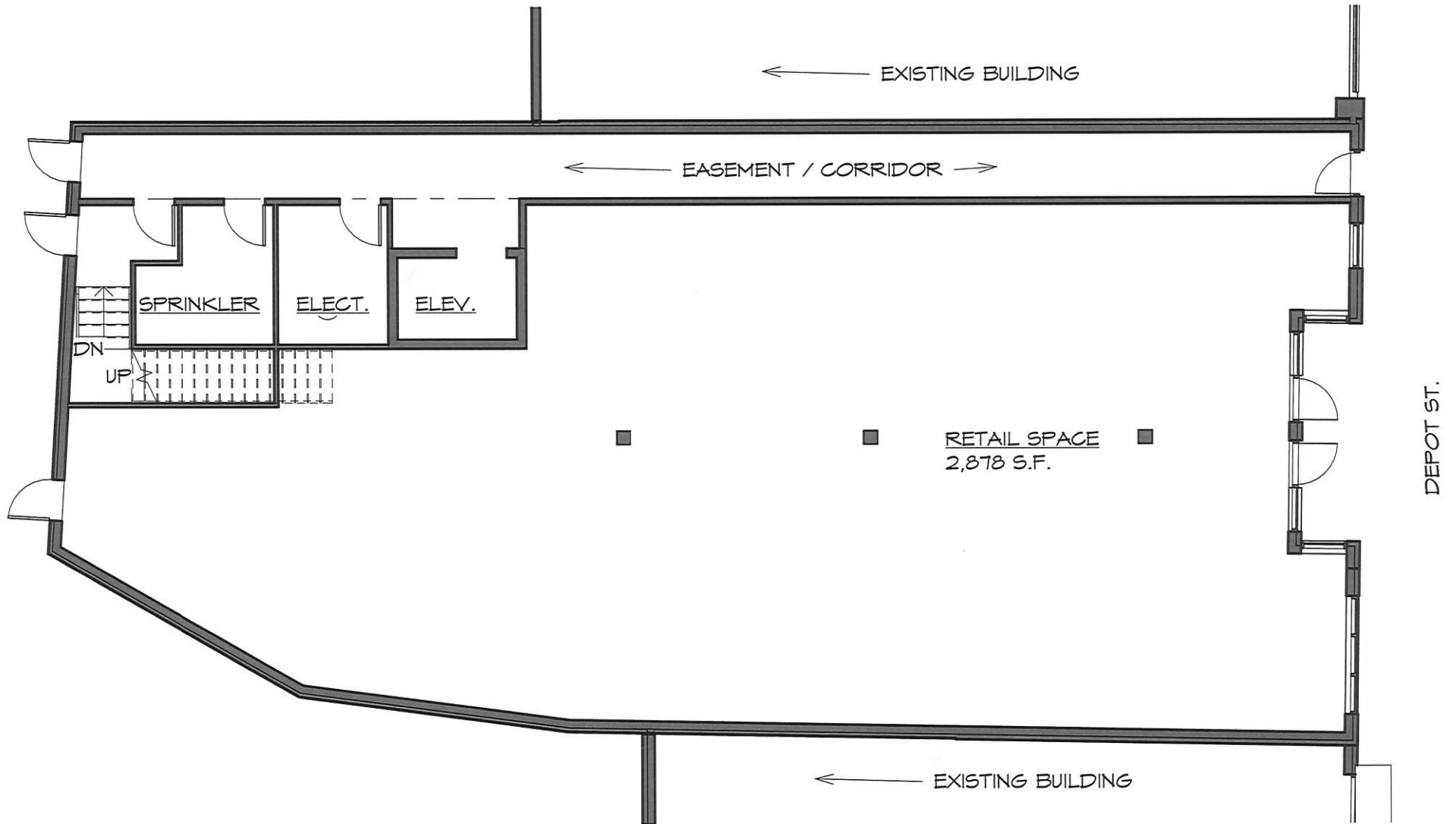
1
A-4

SECOND FLOOR PLAN

3/32" = 1'-0"

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



1
A-3

FIRST FLOOR PLAN

3/32" = 1'-0"

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



*REMOVABLE FLOODPROOFING
NOT SHOWN/TO BE DETERMINED

1
A-5

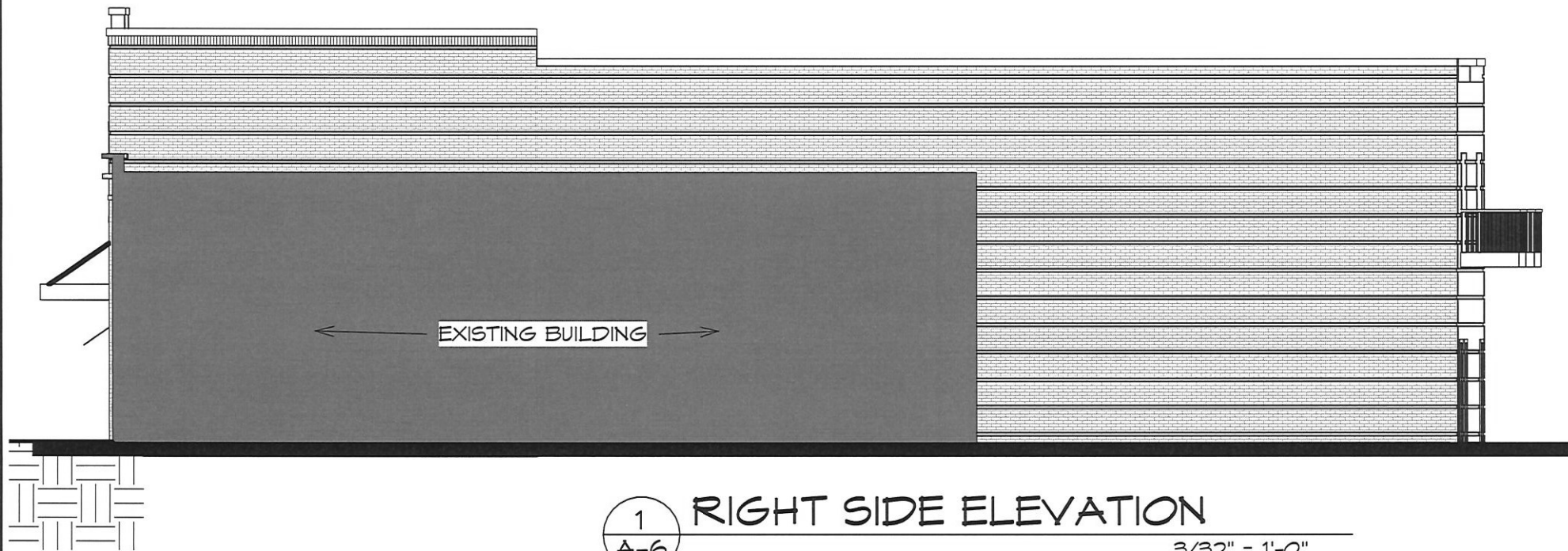
FRONT ELEVATION

3/32" = 1'-0"

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE

3/27/24



1
A-6

RIGHT SIDE ELEVATION

$3/32" = 1'-0"$

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



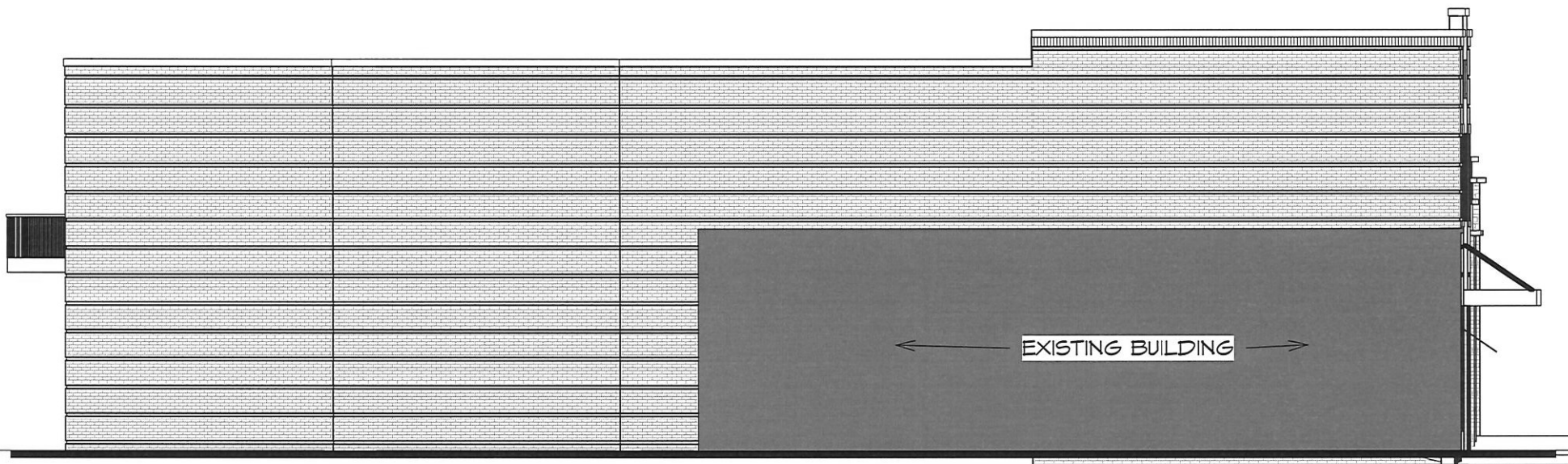
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A-7

REAR ELEVATION

3/32" = 1'-0"

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24



1
A-8

LEFT SIDE ELEVATION

3/32" = 1'-0"

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
3/27/24

Former Haircut 101 Building**174 South Depot Street**

Certificate of Appropriateness

-

Demolition Approval request

Description of work:

Current property owner requests approval to demolish the original Brendle's Garage Building (most recently Haircut 101) in order to replace the aging and dilapidated structure with a new two-story mixed-use building with commercial space on the ground floor and four apartments on 2nd level.

Owner is aware that the Historic Preservation Commission (HPC) must approve a Certificate of Appropriateness (COA) to construct the new building (Submitted under separate application).

Additionally, after issuance of the COA by the HPC to construct the new building, a Conditional District Zoning Map Amendment must be approved by Town Council in order to approve construction of the 2nd level of the building per Section 14.19.04 Building Development Standards, Sub-Section F - Maximum Building Height Standards - Item # 7-Paragraph b.

Design Standards:

There are no 'Design Standards' in the UDO to reference regarding request for approval to demolish an existing building in the downtown historic district.

Description of work:

Construction of a new two-story building to replace the existing 1 - 1-1/2 story existing building which was built in the late 1930's with addition(s) added to the rear of the original building at an unknown date. The proposed building is to be constructed in the same 4,083sf footprint as the current building.

The new building will include a ground floor of approximately 2,900sf leasable commercial area. The 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.

The proposed building will be constructed primarily of fire-proof materials as required in the downtown fire district in buildings built to property lines. Primary façade materials will include brick, real stone, and aluminum storefront (ground floor) or wood-clad windows (2nd floor) and aluminum awnings over the entries to the commercial space. Secondary and tertiary side and rear elevations will be constructed of brick.

The ground floor level (FFE-3215.4) of the existing (and proposed) building is approximately 3'-4" below the base flood elevation of Boone Creek (BFE-3218.7) which borders a small area at the back of the subject property. Because of this the building will have to be flood proofed to 2' above the BFE.

A Town of Boone owned alley provides access to the rear of the property. Applicant proposes to construct two new parking spaces at the rear of the building, subject to approval from the Town.

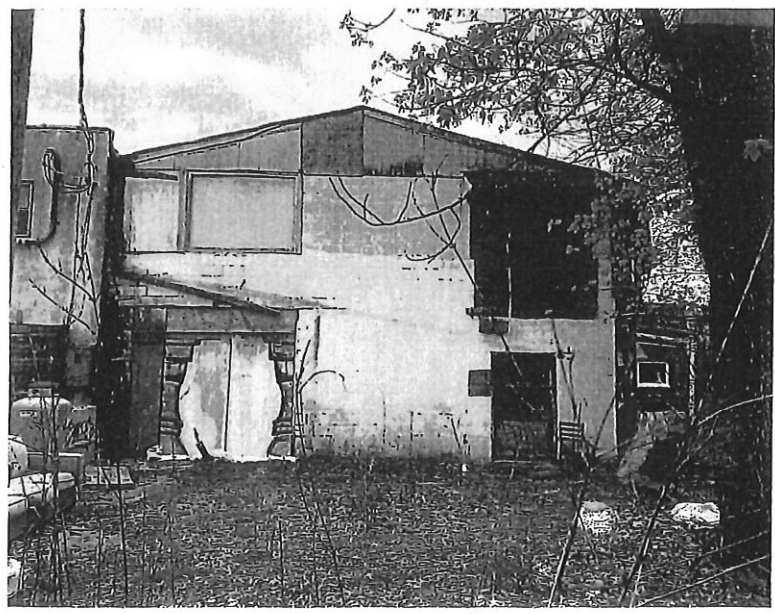
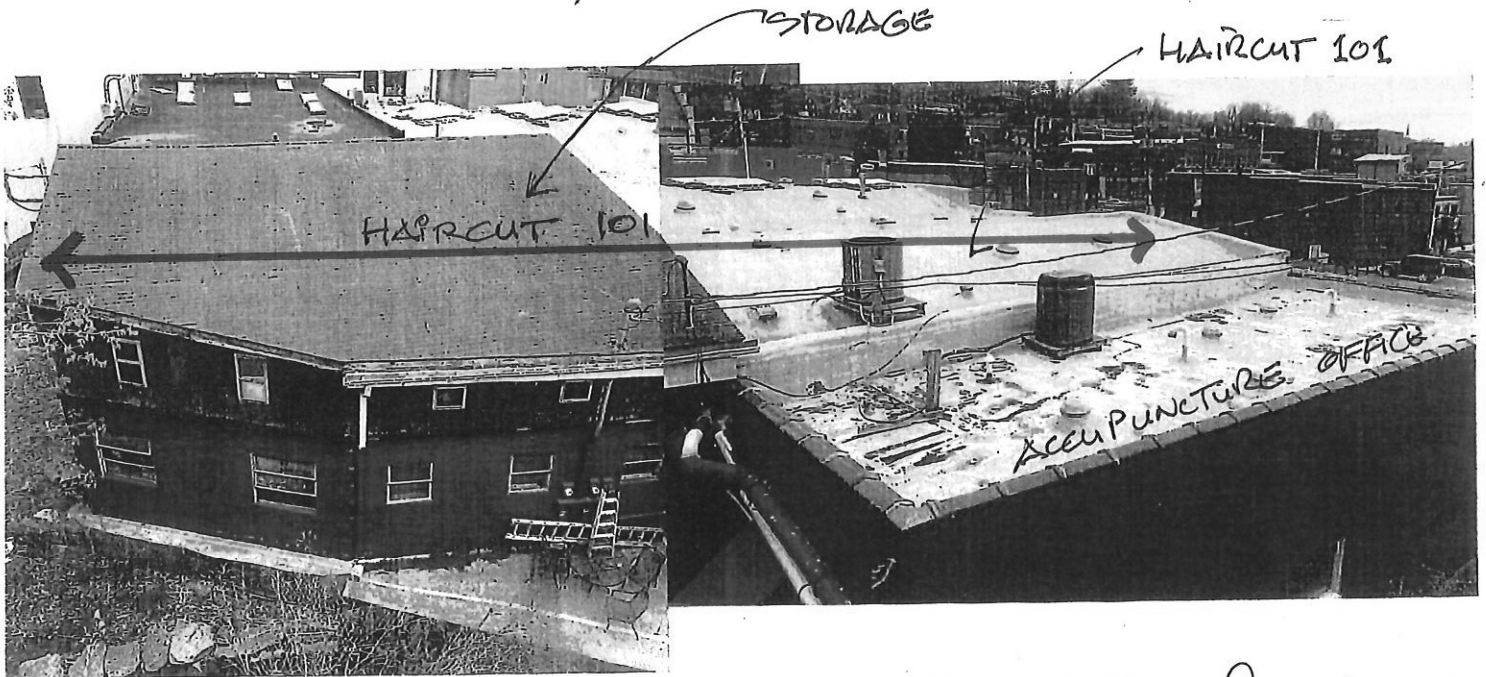
Numerous regulations greatly affect what can be done on this property:

- 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
- Town Council's approval of Conditional District Zoning Map Amendment in order to approve construction of the 2nd level of the building per Section 14.19.04 Building Development Standards, Sub-Section F - Maximum Building Height Standards - Item # 7-Paragraph b.

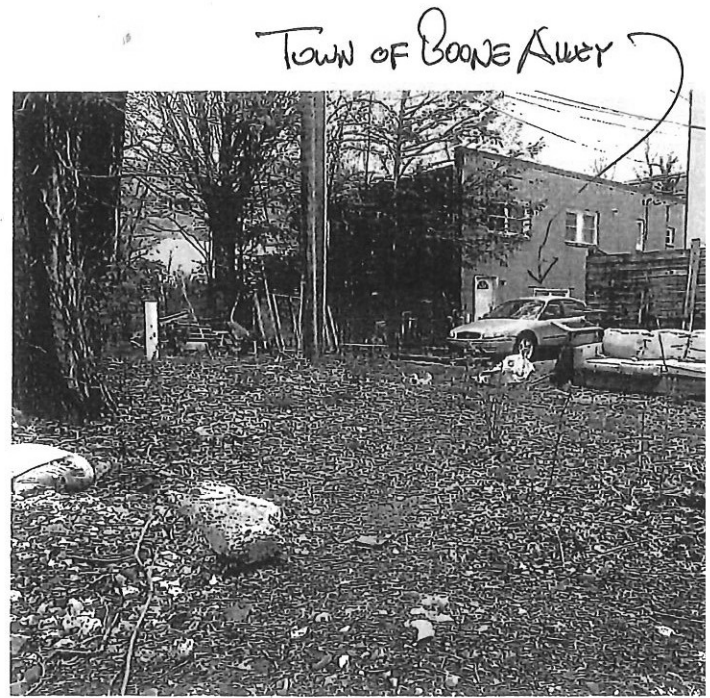
A 'Pre-Application Workshop' with the HPC and the Applicant was held on March 12, 2024 in Planning & Inspections conference room to discuss various design options for the primary façade facing Depot Street. The results of this very beneficial meeting are reflected in the proposed design submitted in this COA request.



FRONT - DEPOT STREET



BACK OF STORAGE AREA



BACK YARD

Communication: Exhibit 4: Case A24-0224 174 S Depot St - Historic Narrative and Photos (Case A24-0224 174 South Depot Street - Certificate of

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

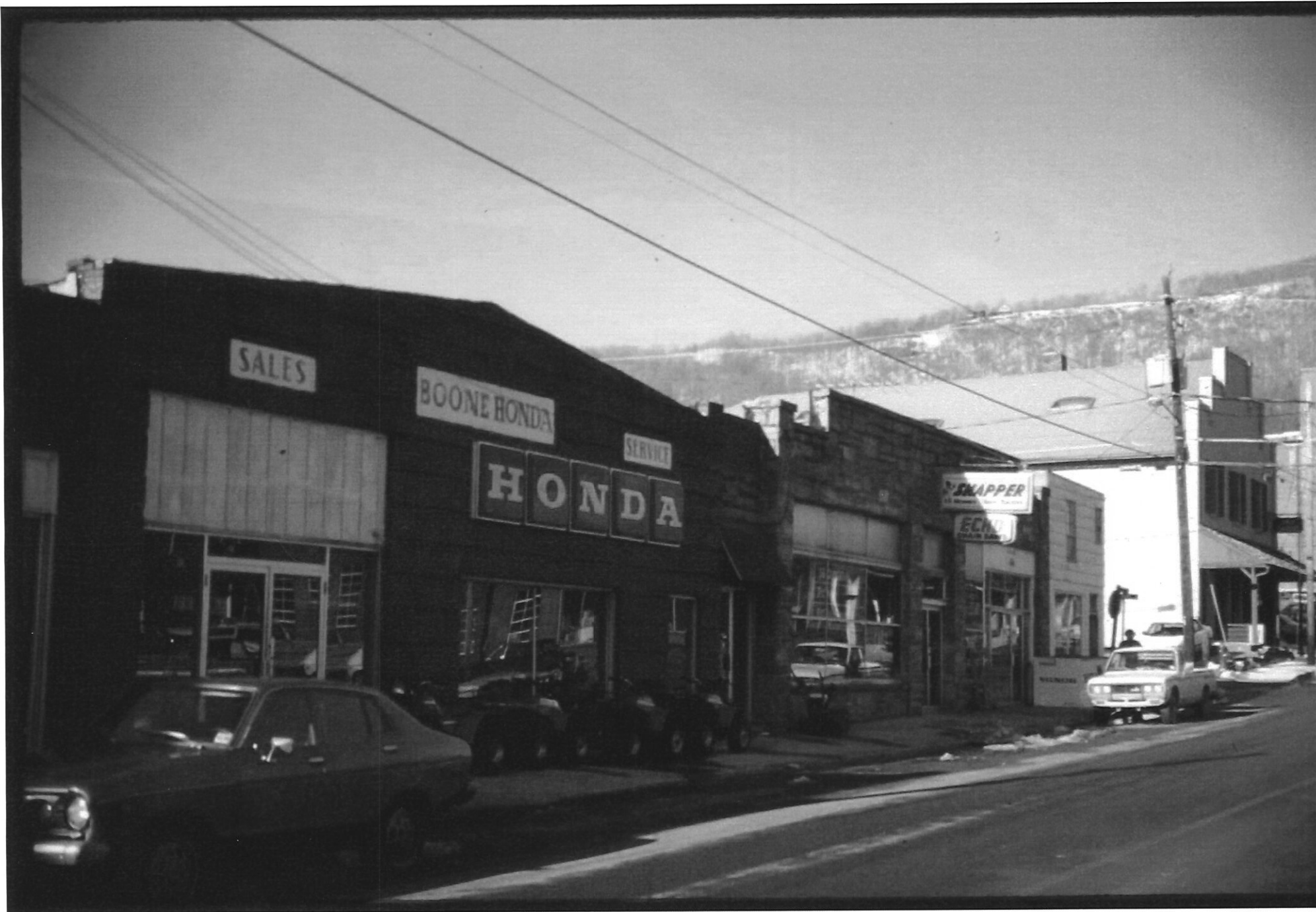
stay was short-lived. In March 1946, Brendell began construction on a new building (WT0875) on Howard Street (*Watauga Democrat*, March 14, 1946) and moved there in June (*Watauga Democrat*, June 27, 1946). By November 1946, the Ellison Motor Company had taken over this building (*Watauga Democrat*, 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.

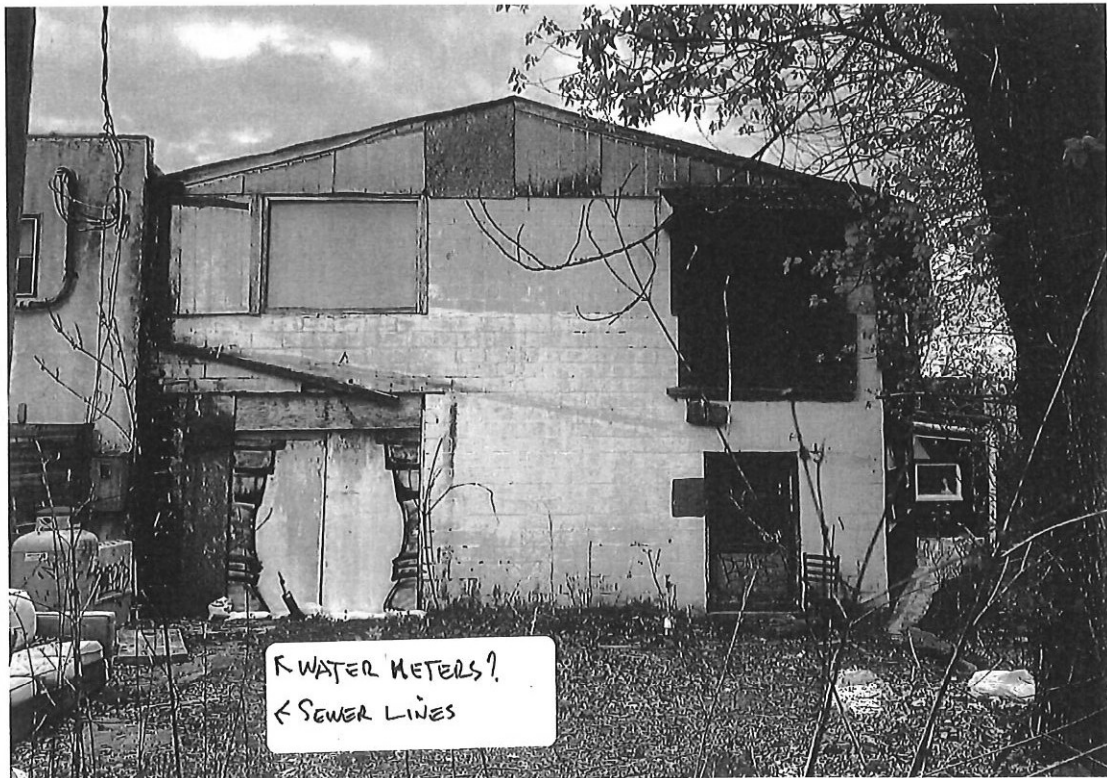
The north and south elevations are largely obscured by WT0887 and WT0888 to the north and south respectively. The west elevation is largely obscured by a two-story, concrete block, front-gabled, trapezoidal addition that follows the run of Boone/Kraut Creek on its south elevation and appears to have 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.





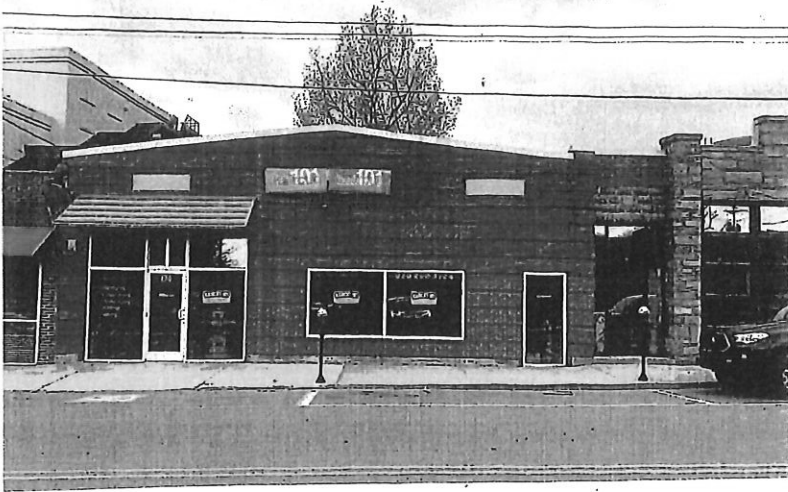
FRONT FACADE - DEPOT STREET



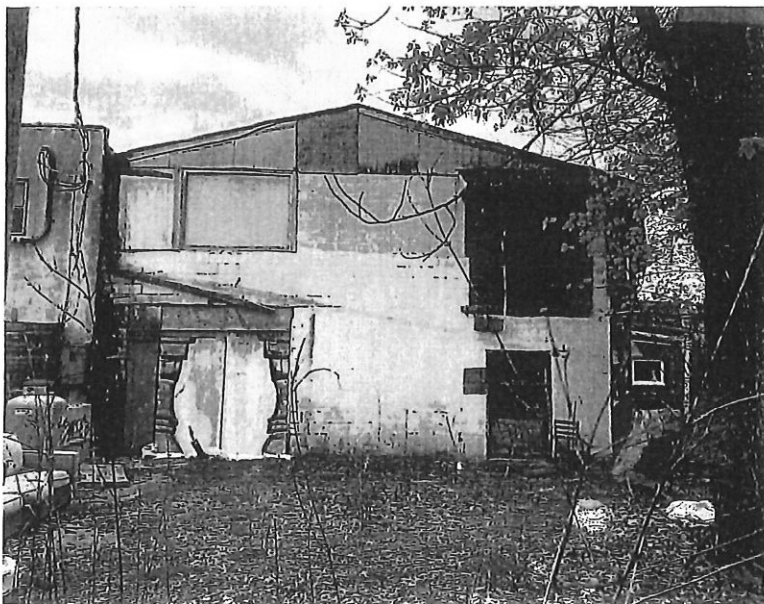
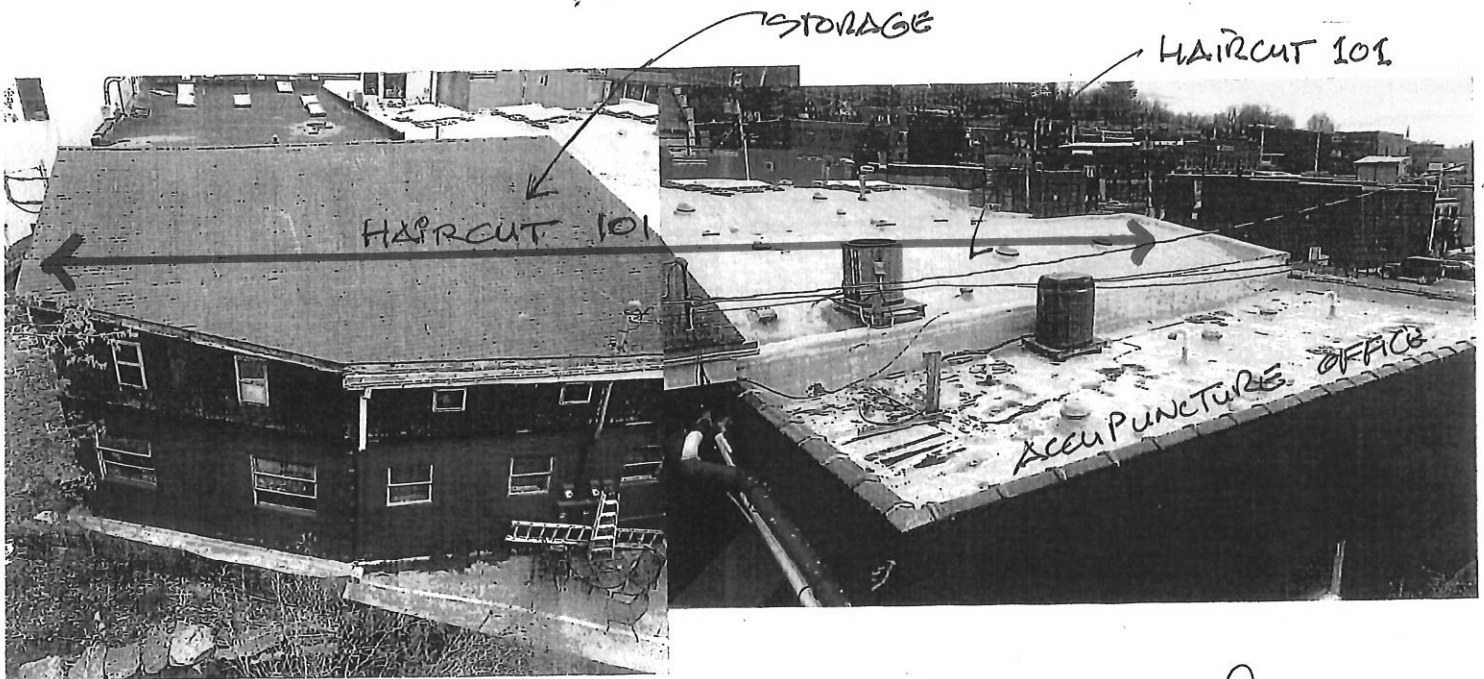
BACK OF BUILDING - ALLEY



PERSPECTIVE - HAIRCUT 101 BUILDING



FRONT - DEPOT STREET



BACK OF STORAGE AREA



BACK YARD

TOWN OF BOONE AVE





APPALACHIAN ARCHITECTURE, P.A.

WILLIAM (BILL) DIXON, JR., AIA, NCARB

Tuesday, April 30, 2024

Michael James, Senior Planner
Planning & Inspections Department
680 West King Street
Boone, NC 28607

Re: Response to Michael James email request for additional information dated April 23, 2024
COA Application Review (#A24-0224)
174 South Depot Street

Mr. James,

On behalf of my client, Michael Thaler, please consider the following responses to your email request for additional information dated April 23, 2024.

1. Demolition – UDO Section 8.08 – It is the applicant's opinion that the subject building has exceeded its' useful lifespan as evident by the photographs submitted with the COA. To make the project financially viable, the applicant proposes to replace the existing one-story building with a two-story mixed-use building.

8.08.01-A3 Applicant requests that the demolition permit become effective immediately on the town's approval of appropriate zoning and building permits to construct the replacement building. Upon HPC's approval of the demo and new construction COAs, applicant will proceed with completing the construction documents for permitting and construction. We anticipate these drawings will be ready for permit submittal late summer 2024. A 365 day delay in demolition approval would cause financial hardship and might make the project infeasible.

8.08.01-A4 Applicant does not believe that the existing building warrants documentation beyond the information available in the Digital Watauga archives.

8.08.04 It is the applicant's opinion that demolishing the existing building will not adversely affect the adjacent buildings. Care will be taken during demolition to protect the existing neighboring buildings. Construction of the new building will eliminate the decrepit back ½ of the existing building and will enhance property values in that South Depot Street area.

2. UDO Section 14:19.06 E (Rhythm, Proportion & Massing) Care has been taken in the proposed design to reflect the massing, proportions and rhythm of the existing buildings that make up the streetscapes of downtown Boone and the South Depot Street area. The proposed building height, materials, details and window sizes/proportions all meet the requirements of the UDO and reflect many of the same simple architectural elements evident in other downtown buildings in Boone.

As evident in the photographs on pages 14-44 thru 14-50, a vibrant downtown is comprised of many architectural styles, materials and treatments.

3. Stonework The proposed stonework closely resembles the 1940's stone on the Greenhouse building next door to the subject property. According to Woods Masonry, this is a "Chocolate Gray, Snapped & Elongated stone" from a quarry in Mt Airy. It is the Applicant's opinion that the stone on the building of the Speak-Easy Tattoo business on King Street is more reflective of the colors of the southwestern USA and not reflective of the gray colors seen in stone native to the NC mountains. Please also refer to the attached photographs. A rectilinear grey colored concrete "medallion" is proposed at the top of the South Depot Street façade which resemble the concrete medallions on the original 1939 Brendle's garage building.
4. Brick The proposed brick is to be a Endicott-Medium Ironspot #46 modular brick laid in a standard running bond pattern w/ grey mortar. Refer to photograph. The pattern of the brick will be similar to the horizontal pattern on the original 1939 Brendle's Garage building with a ¾" brick reveal at every 6-8 brick courses vertically. This treatment is proposed on all visible portions of the front, North and South sides, and rear of the building.
5. Parapet cap The proposed parapet cap running along the front and side facades of the proposed building is to be a 4"-6" high segmented precast concrete cap that will be the full depth of the wall plus 1" overhang on each side. It is similar to many of the simple parapet caps on other historical buildings in downtown Boone.
6. Single slope roof- See attached building section showing the proposed (minimal) roof slope; sloping from the front parapet wall down to the back of the building where water will be collected in a gutter and released in an approved storm water system. Mechanical units will be located on the roof and screened from view.

Another question that you suggested we address is UDO Article 15 – Limited Use requirements; specifically UDO Section 15.04-Multifamily in Mixed Uses. Please also refer to the attached drawings.

Section 15.04.01

- A., B., C. - As noted.
- D. 63% of the street level building façade is composed of transparent, non-reflective windows.
- E. A suspended metal awning is proposed over the commercial street level entry door(s). It is understood that an encroachment agreement with the Town will be required.
- F. 50% of the 2nd floor apartments will have two bedrooms. 50% of the 2nd floor apartments will be one bedroom.
- G. 1. The one-bedroom units will have one bath.
 2. The two-bedroom units will have two baths; one of which has common access.
 3. NA
 4. NA
- H. The two-bedroom units have a designated master suite which is over 25% larger than other bedrooms and exceeds 144sf.

Section 15.04.02

- A. – C. – The project meets these requirements.
- D. NA
- E. The project meets these requirements.
- F. The project meets these requirements.
- G. Three surface level parking spaces are provided at the rear of the building.
- H. Structured parking – NA
- I. The building façade facing Depot Street will be located on the property line with 0 setback.
- J. The building footprint exceeds 50% of the gross square feet of the lot.

Hopefully this letter addresses your questions and allows the project to move forward with our COA requests to demolish the existing structure and construct a new two-story mixed-use building. Based on the current language in other sections of the UDO, the Applicant understands that a Conditional District Zoning must be approved by Town Council to approve the two-story building.

Please call or email with any questions or concerns.

Regards,

A handwritten signature in black ink, appearing to read "Bill Dixon".

Bill Dixon, Architect
Appalachian Architecture, PA

Cc: Michael Thaler, Owner
Attachments



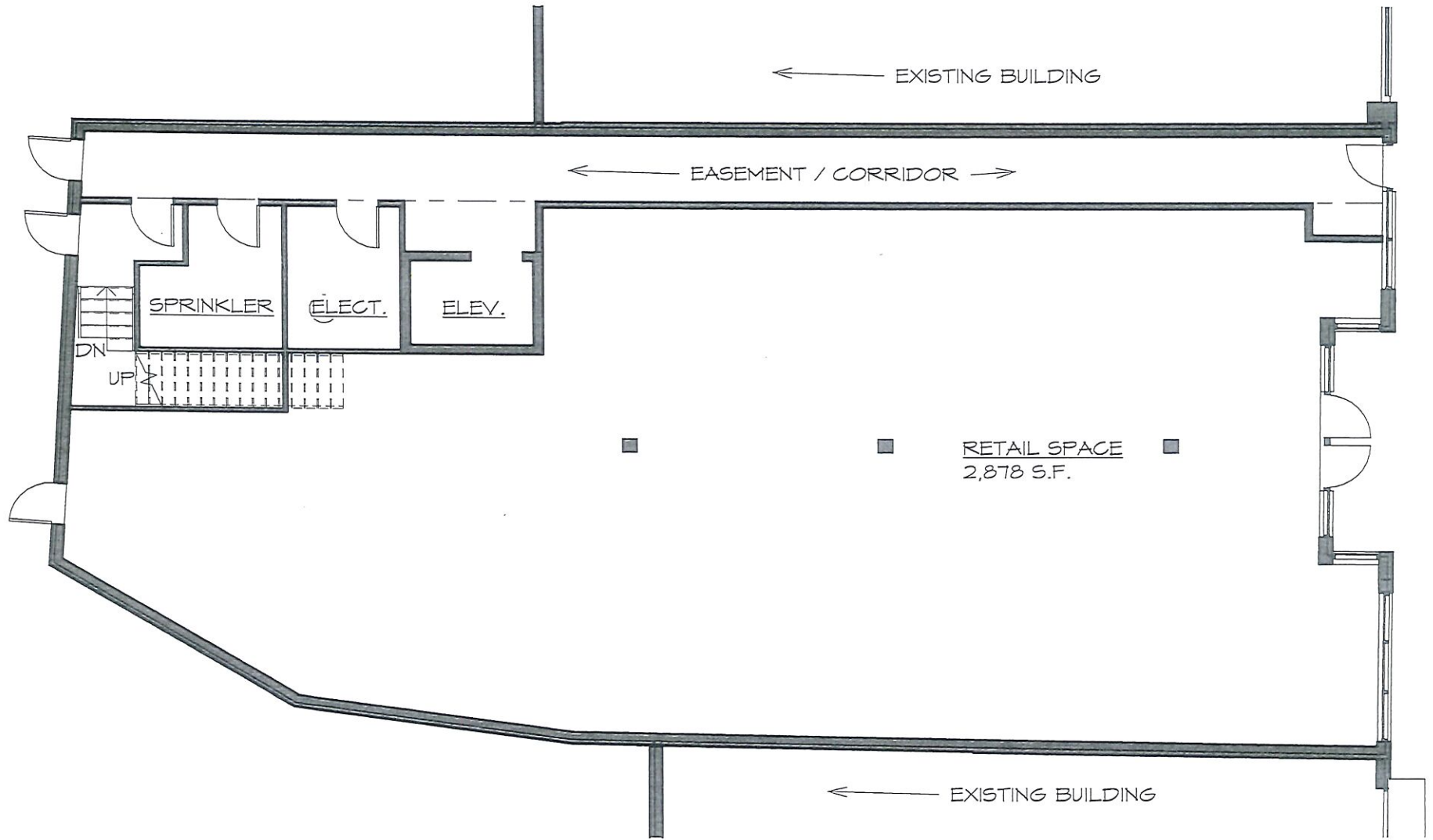
1
A-5

FRONT ELEVATION

$3/32" = 1'-0"$

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
4/17/24



1
A-3

FIRST FLOOR PLAN

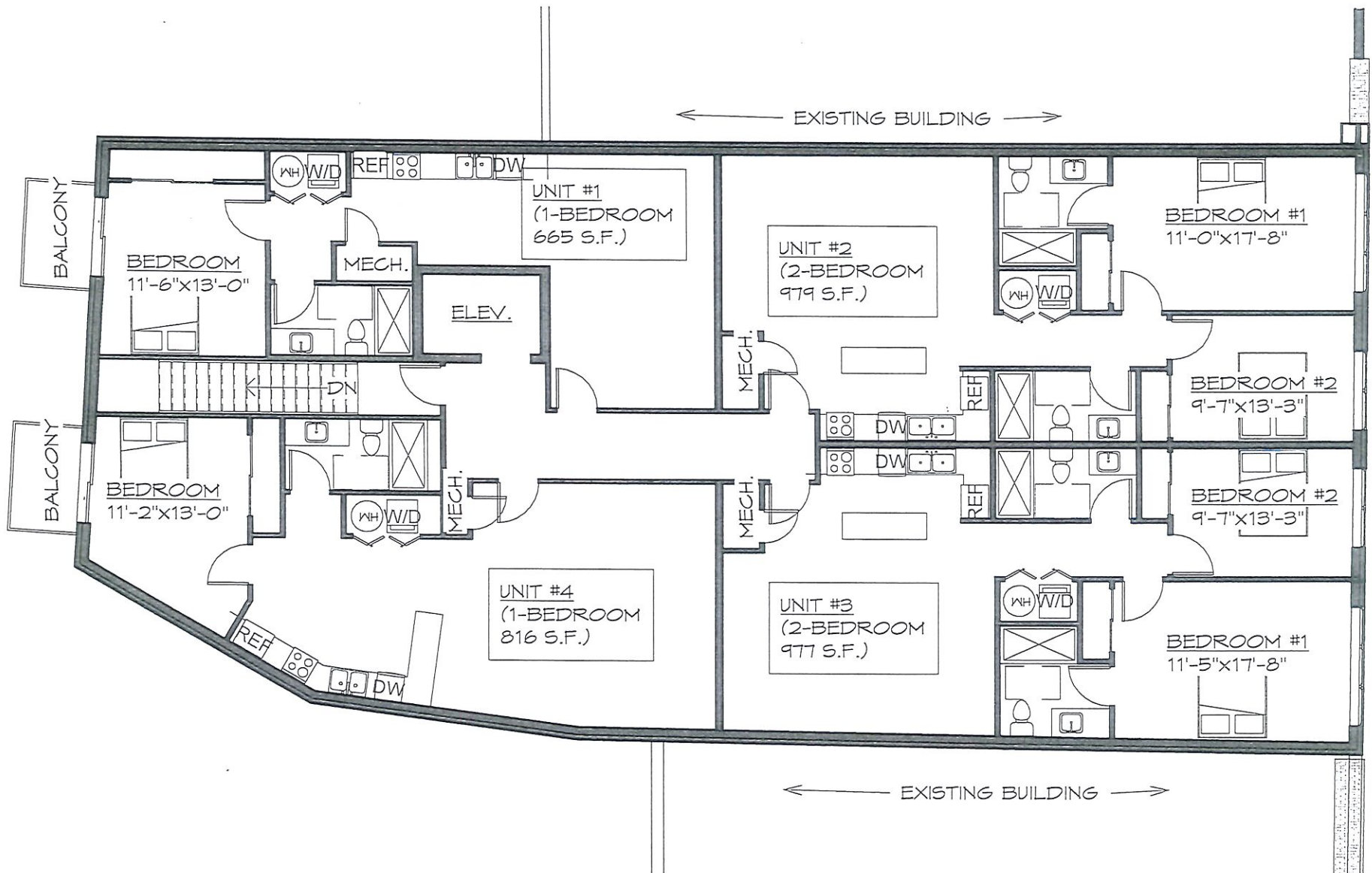
3/32" = 1'-0"



APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE

4/17/24



1
A-4

SECOND FLOOR PLAN

3/32" = 1'-0"

APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE

4/17/24

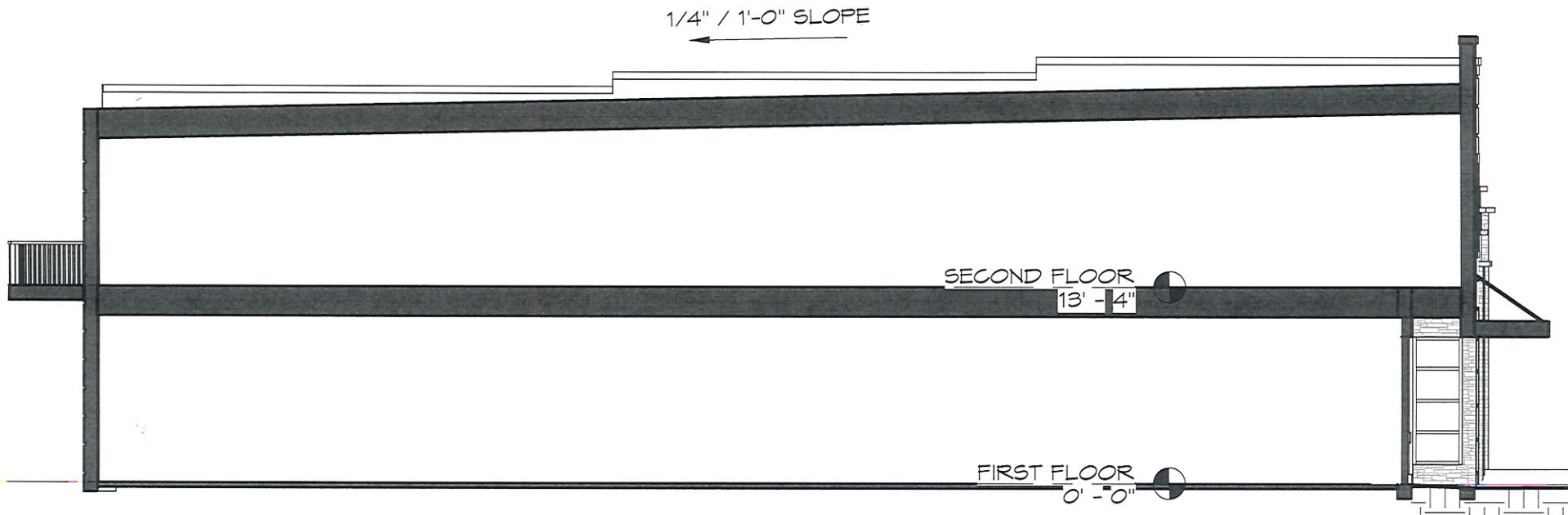


1
A-9

FRONT PERSPECTIVE

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
4/17/24



1
A-10

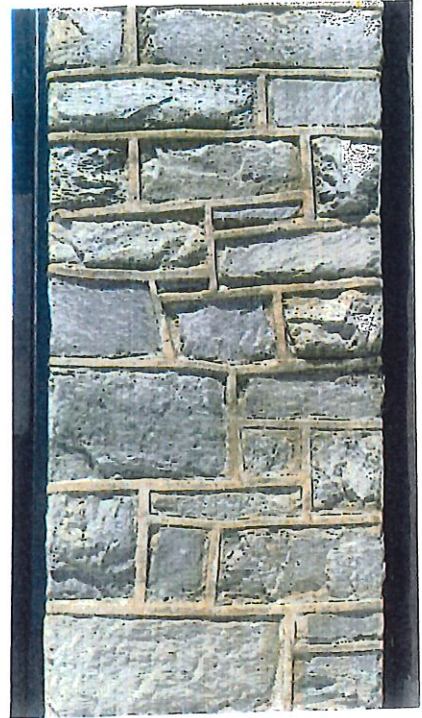
BUILDING SECTION

$\frac{3}{32}'' = 1'-0''$

▲ ● ■
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE

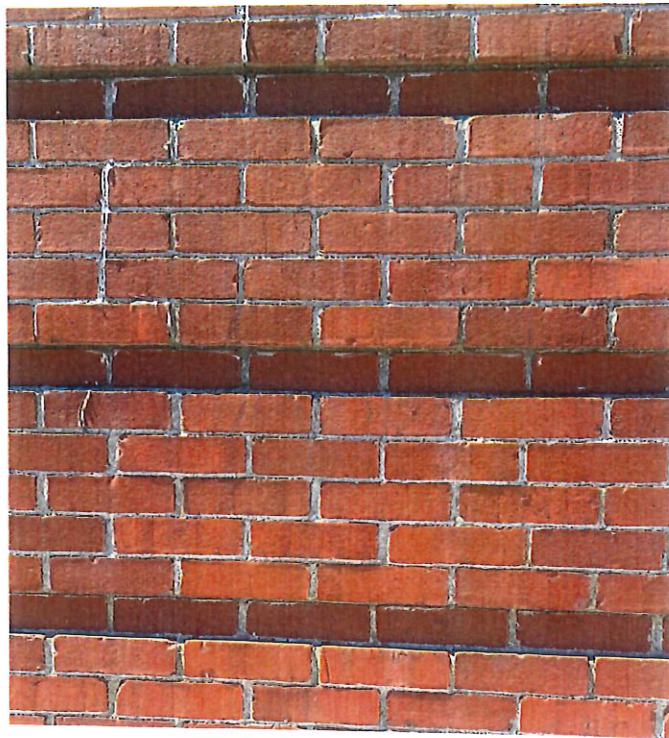
4/29/24



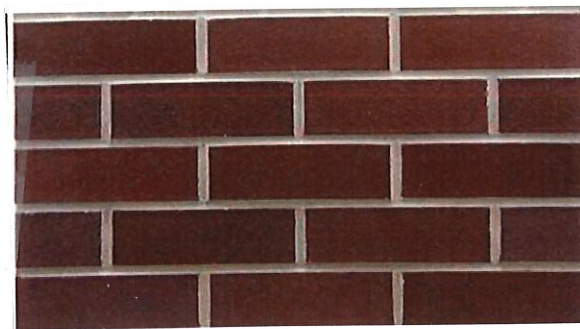
Existing stone at adjacent 1940's building at 164 South Depot Street



Proposed stone- "Chocolate Gray, Snapped & Elongated stone" from a Mt Airy quarry.



Brick on existing building showing reveals @ every six vertical courses



Medium Ironspot #46

Proposed Brick – Endicott – Medium Ironspot # 46

DESIGN STANDARDS FOR COMMERCIAL BUILDINGS

Section 14 – New construction of commercial buildings within the District

The proposed 2-story building's primary façade faces Depot Street to the East. It is approximately 46' wide. The tallest part of the primary façade is 32' – 6". An aluminum awning will cover the entries to the ground floor commercial space.

Secondary facades along the right and left sides of the building facing North and South are approximately 96' long and are partially visible from Depot Street, possibly Howard Street.

The South side of the subject building is not visible from River's Street because of ASU's 4-story Beasley building.

Tertiary façade is the back of the subject building facing west and is not visible from any street. Side and rear wall heights vary; all are under 30' tall.

The single slope roof will slope from back to front. Parapet wall will screen the rooftop mechanical units which cannot be located on ground due to flood regulations.

14.1 The proposed construction of the primary integrates features found in the original Brendle's Garage building's façade including red colored brick with reveals (In our case; every 24" vertically), large storefront openings (reminiscent of garage doors), decorative medallion and a simple concrete parapet cap. The central portion of the façade, emphasizing the entries to the commercial spaces, will be native stone similar in appearance to the "Greenhouse" building next door.

14.2 New facades will be built of high quality, historically appropriate materials. No non-traditional, synthetic or substitute materials will be used.

14.3 The immediate surrounding buildings (North and South) are one story. Other buildings in the same block vary from one to four stories tall. The height, massing and proportions of the proposed 2-story design is compatible with other buildings in the area and is designed to be sensitive to the adjacent one-story buildings. The front of the proposed building aligns with the public sidewalk and neighboring buildings.

14.4 N.A.

14.5 The proposed building will support the commercial and residential needs and activities that create a vibrant and healthy commercial downtown district. It respects the setbacks, lot coverage and orientation of surrounding buildings in the area.

14.6 Existing topography will remain unchanged. Existing vegetation is practically non-existent in this dense urban environment. One medium size tree at the rear of the property will be removed to accommodate much needed parking.

14.7 The proposed building design is compatible with surrounding properties in the district in regards to scale, massing, materials, roof style and architectural features.

14.8 The proposed building is designed with the human scale in mind. No fanciful decorative features are proposed.

14.9 Refer to other sections.

14.10 The proposed building will have a "flat roof" with a minimal slope from front to back. Front and side parapet walls will screen the roof from view.



APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE
4/17/24



APPALACHIAN ARCHITECTURE, P.A.

WILLIAM (BILL) DIXON, JR., AIA, NCARB

April 24th, 2024

Michael James, Senior Planner
Planning & Inspections Department
680 West King Street
Boone, NC 28607

Re: Response to COA Application Review (#A24-0224) dated 04/16/2024
174 South Depot Street

Mr. James,

On behalf of my client, Michael Thaler, please consider the following responses to your application review comments dated 04/16/2024:

UDO

1. Zoning District regulations (UDO Article 14)

- a. Setbacks: N/A
- b. Building Height: 33'
- c. Livability Space: N/A
- d. Occupancy: No more than 2 unrelated

2. Limited Use Requirements (UDO Article 15)

a. UDO 14.19.06 (H) (3):

Fenestrations – Refer to the proposed 'Front Elevation' drawing dated 4/17/24

- a. The rhythm, placement, size and proportion of the proposed window and door openings are consistent with other commercial (or mixed-use) buildings in the downtown core district.
- b. Storefront windows on Ground Floor
Items: I – V: The proposed front elevation meets all of the requirements in this sub-section.
- c. The window to wall ratios meet the percentages required in the B1 Downtown Core District as noted on the Front Elevation drawing.
- d. As noted. Window glass will be clear or lightly tinted. No dark tinted or spandrel glass windows are proposed.
- e. Exterior Doors – Exterior storefront doors from the Depot Street sidewalk into the Ground Floor commercial space(s) are required by NC Building Code to open out because of potential occupancy load in the commercial area. As such, the doors will be recessed so that they will swing out on the subject property and not encroach onto the town owned sidewalk.

The exterior door on the right side of the front elevation is to access the hallway to the stair and elevator to the 2nd floor level apartments. Because of the limited occupancy numbers in the 2nd level apartments, this door can open into the hallway and will not be recessed.

- b. UDO 15.04.01 (D) – As noted. Percentages are provided on the Front Elevation. Transparent or lightly tinted windows will be provided. No dark tinted or reflective glass will be used.
- c. UDO 15.04.02 (J) The proposed building footprint of 4,188sf covers 77% of the 5,467sf property.

3. Parking (UDO Article 24)

- a. Automobile - The existing site can accommodate one handicapped parking space with aisle and one standard parking space at the back of the building. Owner will secure the additional “satellite” spaces required per the regulations in UDO Article 24.
- b. Bicycle – 1 long term and 1 short term bicycle parking will be provided either inside the building or located at the back of the building (with appropriate directional signage).

Conditions 1-7: As noted. When approved for permitting and construction, items 1-7 will be addressed.

Please consider and let me know if further information is needed to address your review comments.

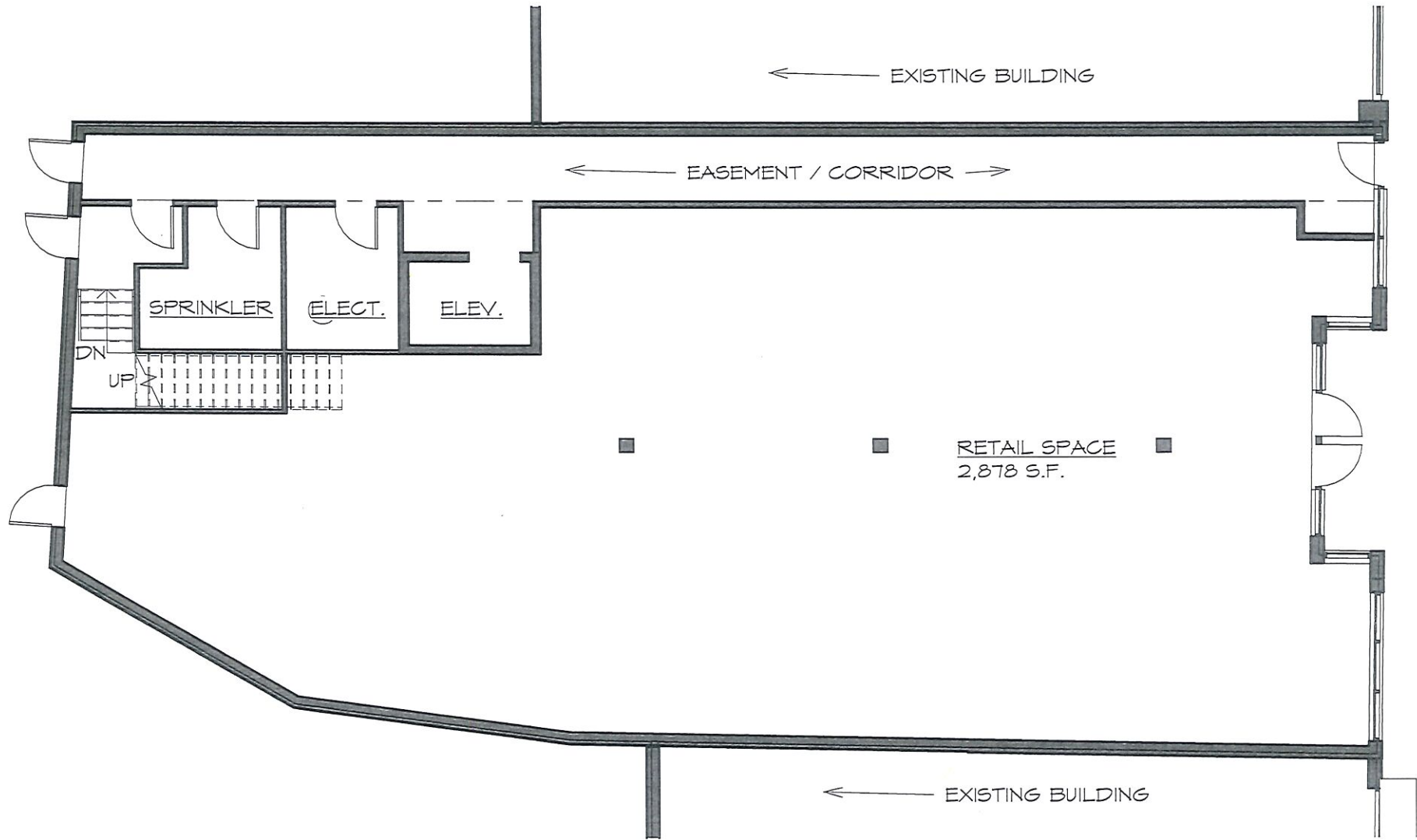
Regards,



Bill Dixon, Architect

Attachments- Revised Front Elevation, First Floor Plan, Second Floor Plan, Revised Front Perspective
Cc: Michael Thaler, Property Owner





1
A-3

FIRST FLOOR PLAN

3/32" = 1'-0"



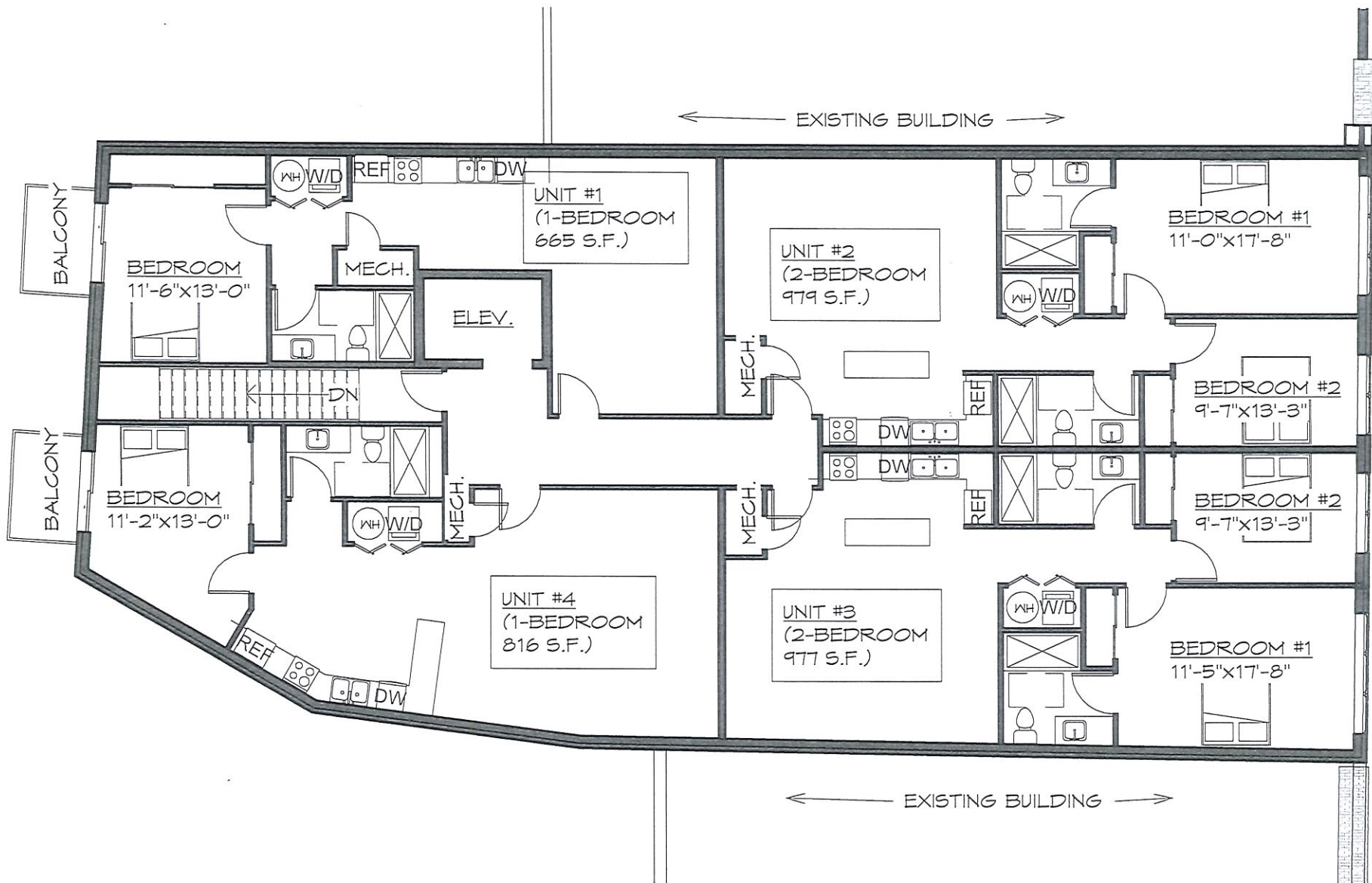
APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
THALER MIXED USE

4/17/24

DEPOT ST.

Communication: Exhibit 7: Case A24-0224 174 S Depot St - Zoning Issues Narrative (Case A24-0224 174



1
A-4

SECOND FLOOR PLAN

3/32" = 1'-0"

PRELIMINARY DESIGN
THALER MIXED USE

4/17/24

APPALACHIAN ARCHITECTURE, P.A.



1
A-9

FRONT PERSPECTIVE




 APPALACHIAN ARCHITECTURE, P.A.

PRELIMINARY DESIGN
 THALER MIXED USE

4/17/24



Staff Report

May 14, 2024

Case A24-0224 174 South Depot Street - Certificate of Appropriateness for Major Work

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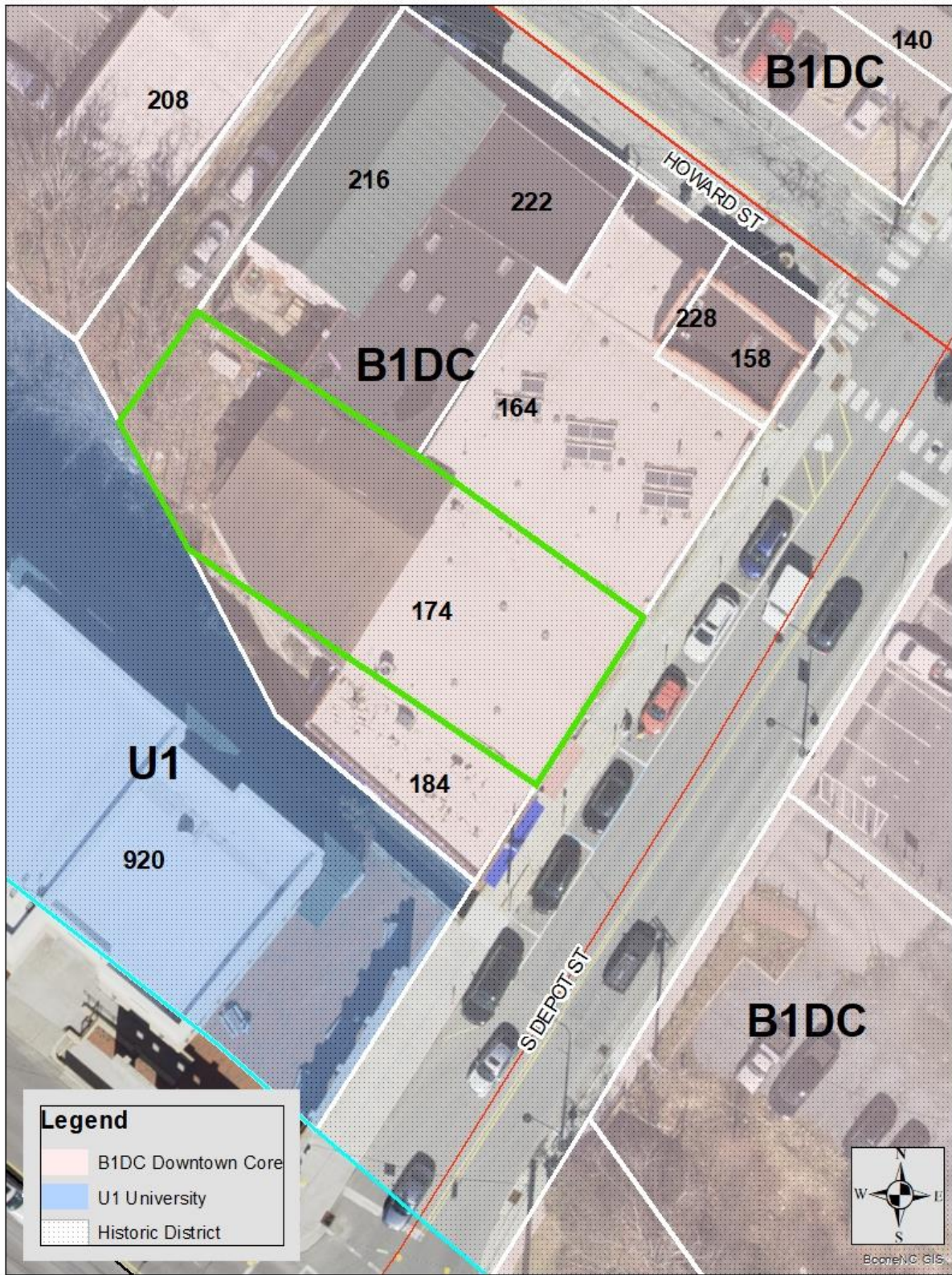
Request

Bill Dixon, on behalf of property owner Michael Thaler, has submitted an application for a Certificate of Appropriateness for Major Work for 174 South Depot Street (WT0604 Brendell's Garage Building #1) located in the Downtown Boone Local Historic District. The request includes demolition of the existing building and construction of a new two-story mixed-use structure (ground-floor commercial space and 4 apartments on the second floor). The subject property is outlined in green on the Zoning Map located on Page 2.

The Table of Minor Work and Major Work, located in both UDO Article 8, Subsection 8.05.03 and Appendix D, requires the applicant to obtain a (COA) for both the demolition of the existing structure and the construction of the new structure.

Staff Notes can be found throughout the report marked in **bold green italicized text**.

Zoning Map



Parcel Information

Address:	174 South Depot Street
Property Owner:	Michael & Esther Thaler
Watauga County PIN:	2900-78-9884
Lot size (total):	0.126 Acres
Jurisdiction:	Town of Boone
Access:	South Depot Street (Town-maintained)
SFHA:	Yes (Entire footprint of building in AE)
Watershed District:	No
Corridor District:	No
NCD:	No
Viewshed:	No
Steep Slope:	No
Very Steep Slope:	No
Current Zoning:	B1 Downtown Core, Downtown Boone Local Historic District Overlay The B1 Downtown Core, together with the B1 Downtown Interface District encompass the Town of Boone’s downtown area and represent, in large measure, the remaining vestiges of the Town’s historic character. Regulations in these districts are intended to preserve and maintain a small town, high country atmosphere. Preservation and adaptive reuse of existing historic buildings are encouraged and new construction shall be appropriately scaled to be sympathetic to the existing built environment. Design and regulatory standards for these districts reinforce the character of the downtown as a pedestrian friendly area by encouraging architectural solutions that are visually interesting, and are compatible in scale and character to the surrounding area. To help accomplish this, the area is divided into two (2) districts, each with its own character and scale which contribute to the overall vitality of the downtown area. Identification of the districts is listed below: 1. B1 Downtown Core District: The Downtown Core District is the center of the downtown area and contains the greatest concentration of historic commercial buildings. This district establishes a continuous building facade at the street frontage to strengthen the identity of downtown as a pedestrian destination where pedestrians feel comfortable through the careful selection of building materials, human scale design, and ground floor fenestration. Standards in this district reinforce the historic nature of the existing built environment through regulation of appearance, height, scale and mass. 2. B1 Downtown Interface District: The Downtown Interface District serves as a gateway into the downtown area and as the transition between the B1 Downtown Core District and adjacent zoning districts. Development in this district must be sensitive to issues of compatibility with the Downtown Core

District as well as surrounding zoning districts, many which are low-density residential.

Staff Note: The Downtown Boone Local Historic District is an overlay district, which is a district that overlaps, in this case, the general use B1 zoning districts and contains standards in addition to the underlying general use district zoning standards. Where requirements conflict, overlay district standards supersede.

Zoning & Use of Adjacent Properties		
	Adjacent Zoning	Adjacent Land Use
North	B1 Downtown Core, Downtown Boone Local Historic District	Multi-Family in Mixed Use Retail
East	B1 Downtown Core, Downtown Boone Local Historic District	Alley
South	B1 Downtown Core, Downtown Boone Local Historic District U1 University	Other Business or Professional Office University
West	B1 Downtown Core, Downtown Boone Local Historic District	Parking Lots

Architectural Survey/Designation Report Information

The following three documents are central to the Downtown Boone Local Historic District:

1. [Comprehensive Architectural Survey of Downtown Boone, NC – Final Report](#)
2. [Report and Recommendation for the Designation of the Downtown Boone Local Historic District, Boone, NC](#)
3. [Downtown Boone Local Historic District Standards](#)

The designation report (#2 above), was created using the architectural survey of the downtown area (#1 above) and recommended the Downtown Boone Local Historic District area be designated as a historic overlay district; and the Downtown Boone Local Historic District Design Standards, which are outlined in a separate document (#3 above), are to be applied by the HPC when it considers applications for Certificates of Appropriateness for proposed development within the historic district.

Inventory Classification

The following information has been taken from the designation report starting on page 69. The property inventory found within the report was specifically written to assess the contributing significance and integrity of the district's resources. Integrity, as determined was based upon the following:

1. design integrity, meaning the building's relationship to its original appearance or altered appearance during the period of significance;
2. material integrity, meaning the building's relationship to original materials during the period of significance or replacement materials that mimic the appearance of original materials during the period of significance;

3. locational integrity, meaning the building's relationship to its original location during the period of significance;
4. integrity of association, meaning the building's relationship to its original or adapted use, function, and purpose during the period of significance; and
5. integrity of relationship to the district as a whole, meaning the building's historical importance to the development of downtown Boone's commercial district during the district's four periods of growth within the period of significance (1918-1964).

Inventory Classifications:

- CA:** Contributes to the character of the district based on architectural significance
- CH:** Contributes to the character of the district based on historical significance related to events or individuals associated with the property
- NC:** Non-contributing property
- VL:** Vacant lot

Designation Report

The Designation Report summary is included on the right (in blue), and the full Architectural Survey summary is included below.

Staff Note: *The subject property is classified as "CH". CH means the property contributes to the district based on historical significance related to events or individuals associated with the property.*

Architectural Survey

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 (Cy Crumley), construction began on this building in 1939, when an April 6, 1939, article appeared in the Watauga Democrat 168 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

WT0604 Brendell's Garage Building #1 (1939)—CH 174 South Depot Street (2900-78-9884-000)

Originally built in 1939 for Ray Brendell's garage operation, this one-story, brick tile with brick veneer, commercial block building is another example of the commercial block and warehouse architecture common during the Howard and Depot Street boom period of the 1940s and early 1950s. Indeed, it was one of the first of these modern buildings constructed in this part of the district. Like its neighbor to the north, the main building features a barrel vault roof, which is hidden in this case by a flattened gable parapet. The veneer treatment also features unusual, projecting stringer courses in a one to five ratio with the rest of the running bond veneer, as well as frieze plates over the piercings of the east elevation. A narrow addition to the north elevation, probably dating to 1946, leads to the back of the main building as well as a two-story, concrete block, front-gabled, trapezoidal addition erected between 1963 and 1972, with the second floor of this rear building added after 1972. Minor changes and updates have affected the storefront configuration of the east elevation of the main building, but the main building nevertheless retains its original configuration of door and window openings.

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-02-002 and Pal-Bla-02-004) 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-03-694). 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 projecting 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-01-003). 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.

Designation Report and Architectural Survey for Adjoining Property at 164 South Depot Street

Staff Note: The applicant is proposing a native stone façade similar to the adjoining property at 164 South Depot Street. The designation report is included on the right in blue and architectural survey is included below for that property is included below to assist with your analysis of the application.

WT0887 Duncan Motor Company Building (1940) 164 South Depot Street

This is an update to a previous 1988 survey and a 2002 survey update of this one-story, native stone building, as well as WT0888 and WT0604, 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 (Cy Crumley Scrapbook) clearly shows the central portion of the complex (WT0604, 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, this building (WT0887) to the north of WT0604 had been erected (both buildings were shown as auto repair facilities, apparently two separate establishments), but WT0888 had not yet been built. 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. 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. After consultation with the SHPO, it was determined that this complex should be separated into three survey files, one representing each of the buildings. The history of this particular building, presently known as The Greenhouse, is a bit convoluted and difficult to trace, but its origins lie in the decision by Duncan Motor Company of West Jefferson, NC, to establish a dealership in Boone in 1938 (Watauga Democrat, June 9, 1938). In late June 1938, Duncan Motor Company purchased lots on the west side of Depot Street totaling frontage of 85 feet on Howard Street and 75 feet on Depot Street, including the land that would eventually hold WT0871. It's not clear when the building was constructed, but it was not visible in the 1939 photo of Boone from the southwest but is visible in the September 1940 high aerial

WT0887 Duncan Motor Company Building (1940)—CA, CH 164 South Depot Street (2900-88-0827-000)

Originally built for the Duncan Motor Company circa 1940, little is known about the construction of this one-story, native stone building, the east elevation of which is composed of stacked rubble in a random pattern with pronounced mortar joints. Pronounced, stone pilasters frame the double-door entrance from Depot Street and are replicated at the north and south corners of the east elevation. The building also features a stunning, stepped parapet roofline with native stone coping, which was designed to shield any street view of the barrel vault roof. Early tenants included a series of automobile dealerships, none of which stayed for very long. A small, one story annex addition to the north side of the building, positioned just west of WT0871, appears to have been erected about 1949, occupying the original gas pump area of WT0871. The original native stone building is an outstanding example of the use of native stone for automobile dealerships in the 1940s in Boone—a common treatment of the period—and is one of the earliest additions to the Depot Street/Howard Street area during its boom period. While its modern, mirrored glass windows detract from its overall appearance, this building offers perhaps the best Boone Historic District Designation Report--105 original, surviving example of a native stone edifice on a commercial building in the district.

Communication: Exhibit 8: Case A24-0224 174 S Depot St - Staff Report (Case A24-0224 174 South Depot Street - Certificate of

image of Boone (Agr-Ext-1940 9B-76). Deed records from the 1940s routinely refer to this as the Duncan Building, but no clear evidence of a tenant from 1940 to early 1945 has been found, even under the Duncan name. Circumstantial evidence suggests that the Graham Motor Company—the local Dodge and Plymouth dealer—was located here. Duncan Motors was the regional Dodge and Plymouth distributor (Watauga Democrat, January 19, 1939), with Graham Motor Company as the county's dealer, and ads from 1941 list the Graham Motor Company on Depot Street (Watauga Democrat, October 9, 1941). If true, it appears that the Earl Cook Motor Company moved here in 1943 after abandoning the Cook-Nichols Motor Company Building (WT0603) (Watauga Democrat, May 13, 1943). This tenancy must have been brief, as there is good reason to believe that Wilson's Feed Store may have been located here from April 1945, when they announced their "new location just below city hall" (Watauga Democrat, April 12, 1945), until their move into the new Burley Tobacco Warehouse in April 1946. In December 1945, a news blurb announced that Poley Moretz was "completing work on an addition to his building which is occupied by Wilson's Feed Store. The structure is of concrete blocks, will be used for business purposes, and includes facilities for a gasoline filling station." This was probably a reference to WT0871 (Watauga Democrat, October 25, 1945), located just north of this property at the southwest corner of Howard and Depot. In April 1946, just as Wilson's was preparing to leave the building, Merchants Wholesale Company announced their temporary quarters would be located in the "Moretz Bldg., near Bus Station" (Watauga Democrat, April 4, 1946). That same day, H. L. Moretz advertised that his Moretz Upholstering Shop was located at the rear of Wilson's Feed Store. These advertisements are significant because the 1947 Sanborn map showed the building located to the rear of this property was an upholstery shop, and H. L. Moretz changed his advertisements immediately after Wilson Feed Store's move, indicating that his address was on Howard Street, and later at the rear of the Moretz Furniture Company (WT0872), which opened in December 1946 (Watauga Democrat, December 5, 1946). There's also good reason to believe that the building on the corner of Howard and Depot (WT0871) was the actual grocery store part of this operation, while the gas pumps were set back at the rear of this property along Howard Street (all of which P. W. Moretz owned from 1945 to 1949), immediately adjacent to the Moretz Upholstering Shop (WT0872) and the Duncan Building, as seen in the 1947 Sanborn map of Boone. Meanwhile, Duncan Motors had sold their lot to P. W. Moretz in 1945 (Deed Book 59, Page 165), who in turn sold the property to Ray Ellison and W. R. Winkler in 1949 (Deed Book 66, Page 94). Shortly thereafter, the gas pumps and small, concrete block annex associated with the filling station part of Moretz's operation at WT0871 had been removed from the Duncan Building land along Howard Street. By early 1947, the Duncan Building was occupied by the Harrison Motor Company, a Chrysler-Plymouth dealership, as documented by an image in the January 9, 1947, Watauga Democrat. That year, the Boone Sanborn map showed a stone building serving as an auto repair shop at this location, with the upholstery shop of concrete block located at the rear. By 1950, and possibly as early as 1948, the tenant was Blue Ridge Motor Company, an Oldsmobile dealership, which remained here until the mid-1950s (Watauga Democrat, July 27, 1950). A sign for this Oldsmobile dealership can be seen in a February 1955 image taken by Palmer Blair (Pal-Bla-03-694). Additional confirmation that this was Blue Ridge Motors comes in the form of a January 12, 1956, Watauga Democrat article that mentions that the Chamber of Commerce had moved into WT0604, "between the bus station and the Blue Ridge Motor Company." By 1957, however, there were yet more new tenants, this time in the form of Quality Upholstery Shop and Modern Signs (Watauga Democrat, April 4, 1957), Blue Ridge Motors having moved to their new facility on US 421 at the west end of Boone earlier that year. As mentioned previously, the building was incorporated into the Honda equipment operations in the early 1970s. It was home to the Appalachian Army-Navy Outdoor Supply store during survey in the early 2000s. Various images from the 1950s show the east elevation as clad in native, stacked stone arranged in a random, stacked rubble pattern with pronounced mortar joints. Two prominent pilasters frame the double-door entrance to the building at the center of the elevation, flanked by three large, plate glass windows with stone sills and bulkheads to either side of the entrance and clerestory windows spanning

all three piercings just above the elements below. Tall pilasters were also present at the north and south corners of the façade, both coped in native stone. The upper part of the elevation featured a gorgeous, stepped parapet roofline with native stone coping, designed to shield any street view of the barrel vault roof. Today, this building retains all of these piercings on the east elevation, as well as the stepped parapet wall and barrel vault roof. The window bay on the north side, however, has had the extreme east end of its bulkhead cut away to permit the addition of a single, metal-frame door with a transom light at that location, plus a clerestory window above that, all in a wood veneer frame (probably applied over metal). The remainder of the window bay is a twelve-light (four high by three wide) set of fixed windows in a wooden veneer frame. Glass in all windows of the east elevation has high reflectivity without quite being mirrored. The entry between the two pilasters is now a single, metal-frame doorway with flanking, narrow sidelights; the door and the sidelights each have a transom light above, while a floating, wood-veneered element serves as a nonsensical lintel. The south window bay is a sixteen-light (four by four) set of fixed windows in a wood veneer frame. Most of the south elevation is obscured by WT0604 to the south, although the south edge of the southeast corner pilaster is exposed. As of 1972 (Hen-Dew-01-003), the upper portion of the north elevation was still exposed over the roof of WT0871 to the north, but by the 1980s, a second story had been added, thus entirely obscuring the upper portion of most of the north elevation. Similarly, sometime around 1949, driveway access from Howard Street to the northwest corner of the building was closed up by the addition of a building annex fronting on Howard Street. This small, almost square-shaped, one-story annex sits on land that has been historically associated with this property and remains part of it; it is typically described in deeds as the “small office building.” No clear historic images of this building annex have been found, although the oblique view in the 1950 Palmer Blair aerial (Pal-Bla 02-004) shows the building there with a small bit of driveway still open to the west. By 1963 (Appalachian Collection, 5015_096_03), the annex had a large window and the raised driveway wall in place on its north elevation. This configuration is more apparent in the survey images from 2002. Today, the wall surface of the north elevation of the annex is clad in a poorly executed, rubble treatment—probably of cultured stone—with a large, wood frame, plate glass window with highly reflective glass at center. To the west (right) of the rubble treatment is a parged, concrete block addition with a thin parapet that fills in the old driveway, within which is a nine-light, vinyl replacement door with an unusual transom above. The flat roof features several solar arrays.

Staff Note: The applicant has included photos of 164 South Depot on Page 9 of Exhibit 6.

Below are photos of 2 other potentially relevant historic district properties that have prominent native stone as described in the Architectural Survey and Designation Report(s) – 718 West King (WT0587 – Linney Law Office) and 766 West King (WT0586 – Wade E Brown Law Office Building #1). Photos are included for purposes of completeness in your analysis of the overall congruity of the subject property to the special character of the historic district. Photos were taken by Staff.



718 West King Street (WT0587). A Certificate of Appropriateness was issued on October 10, 2023, for removal of an awning, which has been completed.



766 West King Street (WT0586)

Downtown Boone Local Historic District Design Standards and Handbook Analysis

UDO Article 8 Historic Preservation Procedures

8.08 Demolition of Property in Downtown Historic District

8.08.01 An application for a Certificate of Appropriateness (COA) authorizing the relocation, demolition or destruction of a designated landmark or a building, structure or site within the district may not be denied except as provided in Subsection 8.08.03.

A. However, the effective date of such a Certificate may be delayed for a period of up to 365 days from the date of approval.

1. The period of delay authorized by this Section shall be reduced by the Historic Preservation Commission where it finds that the owner would suffer extreme hardship or be permanently deprived of all beneficial use of or return from such property by virtue of the delay.
2. If the Historic Preservation Commission finds that a building or site within a district has no special significance or value toward maintaining the character of the district, it shall waive all or part of such period and authorize earlier demolition or removal.
3. The Historic Preservation Commission may consider waiving or reducing the delay period on such conditions as it deems appropriate and reasonable.

4. The Historic Preservation Commission may require that the applicant or owner, at their cost, document the structure thoroughly through photographic, narrative, and other appropriate documentation.
 - a. Documentation should include photographs, site and/or floor plan, and descriptions of exterior and interior features of the structure, design, special architectural features, materials, layout, conditions of the building, important landscape features, streetscapes, other structure(s) on site, and archeological significance of the site. Documentation shall be provided by a historic preservation consultant or professional listed by the North Carolina State Historic Preservation Office, resulting in a report that complies with Historic American Buildings Survey (HABS) guidelines.
 - b. Planning Staff will provide the owner, the applicant, or the legal representative a list of consultants provided by the North Carolina State Historic Preservation Office (SHPO) or preservation affiliates.
 - c. Documentation, including a complete set of photographs and all other documentary materials, shall be submitted to Planning and Inspections Staff for preservation by the Town. The adequacy of the report will be considered by the HPC during its next available quasi-judicial hearing; the report must be considered satisfactory by the HPC prior to issuance of a COA.
- B. During any delay period, the Historic Preservation Commission shall negotiate with the applicant and/or owner to find a means of preserving the building or site.
 1. When considering demolition of a historic building, the property owner is encouraged to seek all reasonable alternatives. Alternatives may include (but are not limited to):
 - a. Adapting or renovating the property to suit the owner's needs including pursuit of federal and state rehabilitation tax credits to offset the cost of such renovation.
 - b. Selling the property to someone willing to preserve the building.
 - c. Consulting a historic preservation professional or the North Carolina State Historic Preservation Office for suggestions of alternative possibilities.
 2. In the COA application, the applicant shall document all alternatives that are investigated and/or attempted.
 3. If the applicant contends that a historic structure lacks structural integrity and cannot reasonably be repaired or reconstructed, the applicant should submit competent

evidence of the same, which may require the analysis and testimony of one or more experts in the relevant fields.

Staff Note: *Please refer to Exhibit 6 Design Standards Narrative (Page 1) for applicant's narrative on these items.*

8.08.02 If the Historic Preservation Commission has voted to recommend designation of a property as a landmark or designation of an area as a district, and final designation has not yet been made by the Council, the demolition or destruction of any building, site, or structure located on the property of the proposed landmark or in the proposed district may be delayed by the Historic Preservation Commission for a period of up to 180 days or until the Council takes final action on the designation, whichever occurs first.

Staff Note: *Subject property is not a local historic landmark and no local historic landmark action is pending.*

8.08.03 An application for a COA authorizing the demolition or destruction of a building, site, or structure determined by the State Historic Preservation Office as having statewide significance as defined in the criteria of the National Register of Historic Places shall be denied except where the Historic Preservation Commission finds that the owner would suffer extreme hardship or be permanently deprived of all beneficial use or return by virtue of the denial.

Staff Note: *Subject property is not deemed significant by either the State or National Historic Preservation organizations.*

8.08.04 In reviewing a request to demolish a building in the district, the HPC also considers whether demolition will adversely affect other buildings in the district or the overall character of the district.

Staff Note: *Refer to Exhibit 6 Design Standards Narrative (Page 1) for applicant's comments.*

Design Standards for Commercial Properties

Relevant design standards from UDO Appendix D, Downtown Boone Local Historic District Design Standards and Handbook, Design Standards for Commercial Properties within the District, are outlined below. These Standards for residential properties are intended to address many of the most common issues to arise during renovations, additions, and new construction in the District. Where the Standards are silent on a particular issue or concern, the HPC will rely upon the Secretary of the Interior's Standards for Rehabilitation to guide their review of the proposed work under the COA process and any subsequent recommendations.

A **commercial property** within the District is any property whose purpose-built function at the time of construction was primarily to serve a commercial, institutional, or governmental purpose or use. More specifically, commercial properties include 1) any building whose original configuration included commercial, institutional, or governmental uses on the ground floor accessed via the entrance(s) located on the primary elevation, even if residential spaces were available elsewhere in the building (such as a commercial block building with stores on the first floor and apartments on the second floor), or 2) any building with a garage bay or bays on the ground floor accessed via the entrance(s) located on the primary

elevation and commercial, institutional, or governmental spaces located elsewhere in the building (such as a garage building with an office or store located on an upper floor or in the basement).

...

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.

Staff Note: Please refer to Exhibit 6 Design Standards Narrative (Pages 11-12) for applicant's response to each design standard.

- 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 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.
- ...
- 14.5 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 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 trees.
- 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.
- ...
- 14.10 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.

Zoning Analysis (B1 Downtown Core)

The proposed use for the second floor -- 1.14, Multi-Family Dwelling in Mixed Use (up to 30 bedrooms) -- is allowed by-right in the B1DC zoning district subject to the limiting conditions of UDO 15.04. These limiting conditions will be reviewed in their entirety during the zoning permit process. Only those conditions which affect (or could potentially affect) the exterior façade(s) of the development and thus be relevant to the COA process and will be listed here. See staff notes in relevant sections.

- 15.04.01** Multi-family residential uses (Use 1.14, 1.15 and 1.16) are allowed in the B1, B2 and B3 zoning districts when the criteria in this Section are met.
- D.** A minimum of 60% of the street facing street level building facade shall be comprised of transparent, non-reflective windows.
Staff Note: Compliance has been demonstrated. Street level façade is 63% non-reflective windows.
 - E.** Pedestrian weather protections such as awnings or canopies are encouraged along public streets provided they do not encroach into the roadway. Awnings or canopies which encroach above a public sidewalk shall obtain an encroachment agreement from the Town of Boone.

Staff Note: Compliance has been demonstrated. The proposed awning will encroach into the right of way. An encroachment agreement with the Town will be required.

15.04.02 Multi-family residential uses, either as the result of new construction or conversion, are allowed in the Central Business District (B1) only if the projects in which they are included meet all the following criteria:

- A.** Each project shall provide primary street level commercial land uses (i.e. retail, office, restaurant) of at least fifty percent (50%) of the square footage of the footprint of each building on the primary street level. For developments located on lots which abut more than one public street in the Central Business District, each additional street level floor shall provide commercial uses of at least 30% of that level's square footage. For purposes of this Subsection, the "primary street" shall be determined according to the following order: King Street, Howard Street, Depot Street, all other streets. For example, if a project is located on a lot that abuts both King Street and Howard Street, King Street shall be considered the "primary street" while for a project which abuts Howard Street and Depot Street, Howard Street shall be considered the "primary street" and so on.

Staff Note: Compliance has been demonstrated. The entire first floor will be commercial space other than stairs leading to the second floor.

- B.** The entire frontage of the primary street level of the building abutting the street shall provide commercial uses. Required entrances for ingress and egress to secondary uses are permitted along said frontage so long as they are no larger than necessary to meet building code and safety requirements for ingress and egress. Commercial uses on the non-primary street level(s) shall front on the non-primary street.

Staff Note: Compliance has been demonstrated.

...

- E.** Buildings facades shall be oriented to each public street and shall have a primary entrance door facing each abutting public sidewalk.

Staff Note: Compliance has been demonstrated.

...

- G.** Surface parking shall be located away from each public street to the extent possible, and if practical, to the rear of the principal building.

Staff Note: Applicant intends to have offsite parking at one of the parking lots across the street (pending contractual agreement with the property owners).

...

- I.** Building facades may be no further than 0'-0" from the established street setback line, except where necessary to provide landscaped courtyards, plazas, pocket parks, other pedestrian oriented amenities, or when there would be interference with public utilities.

Staff Note: Compliance has been demonstrated. The building's front entrance is recessed 3 feet so the doors can open but not encroach on to the sidewalk .

- J. The minimum building footprint shall be 50% of the total gross square feet of the lot.

Staff Note: Compliance has been demonstrated. Calculations provided by applicant show 77%.

Building Height:

UDO Subsection 14.19.04(F)(5) states "Buildings fronting streets in the B1 Districts, outside of the area governed by Subsection 14.19.03(G)(1) above, are limited to thirty-three feet (33'), as measured from the average elevation of the existing or proposed public sidewalk facing the street to the highest point of the building or structure containing the primary entrance."

Staff Note: UDO Section 14.09.03(G)(1) is an invalid reference. The proposed structure does not front King, Queen or Howard Streets, so 14.19.04(F)(5) applies to govern building height. The proposed height of the building at its tallest point as submitted is 32' 6".

Windows and Window to Wall Ratio:

UDO Subsection 14.19.06 (H)(3)

- b. All buildings shall have storefront windows along all ground-floor level primary and secondary facades.
 - i. There shall be a higher ratio of window to wall along the ground floor than the upper stories of the same building as detailed in Graphic 14.19.06-12.
 - ii. The bottom of ground floor windows must be no more than thirty inches (30") above the sidewalk.
 - iii. The top of ground floor windows should be no less than eight feet (8') above the sidewalk.
 - iv. The window to wall ratio should not exceed 75% of the ground floor façade area as detailed in Graphic 14.19.06-12 is measured from the average final grade of the façade to the roof for single-story buildings and to the lowest point of the second-story floor support for multi-story buildings.
 - v. Any below-ground story which has a visible façade at the public sidewalk shall install windows similar in style and trim to the windows on the other levels of the same façade to the extent practical as to provide natural light into the below-ground story.
- c. The window to wall ratio of an upper story shall meet the percentages outlined below. Parapets should not be included in the window to wall ratio for upper stories:

District	Upper Floor Window Coverage
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B1 Downtown Core	20-40%
B1 Downtown Interface	20-60%

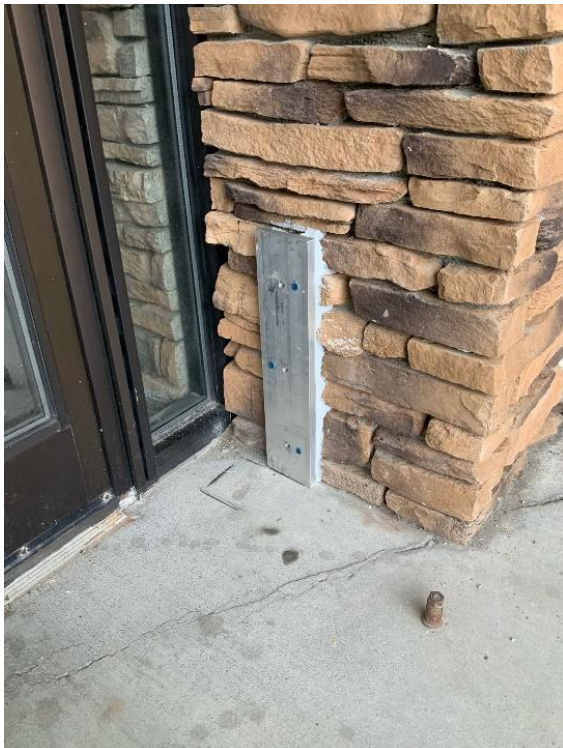
- d. The use of clear or lightly-tinted colored glass on windows and doors (minimum 70% VLT) is required. Spandrel glass is prohibited.

In addition, UDO Subsection 15.14.02 (F) states “A minimum of 30% of non-primary street level facing building facades shall be comprised of transparent, non-reflective windows.”

Staff Note: Compliance has been demonstrated. The main story window to wall ratio as submitted is 63%. The upper story window to wall ratio as submitted is 39%. The bottom of the ground floor windows are not less than 8 inches and not more than 16 inches above the sidewalk. The top of the ground floor windows are 10 feet above the sidewalk.

Special Flood Hazard Area Analysis

The entire footprint of the proposed building is within the AE portion of the Special Flood Hazard Area. Based on available base flood elevations, the lower floor of the structure must be elevated approximately 4 feet (4') or floodproofed. The applicant has chosen to floodproof the building. Since the building will be flush against the adjoining properties, the floodproofing devices must be installed on the primary façade. Below is a photo of one side of a floodproofing device recently installed at Boone Mall. The applicant's engineer and the Town Floodplain Administrator will determine the specific size and type of floodproofing device for this structure.



Automatic Conditions of Approval

The following conditions are automatically included and a part of any approval.

- Where there is a conflict between the application information and the plans (March 28, 2024), the plans control. Insignificant deviations may be permitted to comply with the requirements of the UDO.
- Any commitments and representations concerning the proposed exterior modification made by the applicant or its representatives at the public hearing shall also become a condition of the permit, and a basis for a stop work order and/or permit revocation if violated.
- The applicant shall submit the necessary applications, plans, details and specifications which meet the requirements of the Town Code, UDO, Building Code and any other applicable codes for review and approval necessary to issue Zoning and Building Permits.

Historic Preservation Commission Procedure

In considering this application for a COA the HPC shall base their decisions solely on the basis of competent, material and substantial evidence entered into the record via the application packet and sworn testimony at the public hearing.

The question before the Historic Preservation Commission is whether or not the proposed development is congruous (i.e., in agreement, in harmony) with the special character of the historic district. If the proposed exterior modification is congruous, the Commission shall issue the requested COA. If the proposed exterior modification is incongruous (not in agreement, not in harmony) with the special character of the historic district, the Commission shall deny the requested COA. The Commission shall approve, approve with conditions, or the deny the COA by majority vote.

Vote: The proposed development ☐ is congruous OR ☐ is incongruous with the special character of the Downtown Boone Local Historic District and is approved subject to the following conditions (as warranted):

1. Conditions:

Criteria for Conditions: The Commission may issue approval subject to reasonable conditions necessary to carry out the purposes served by the historic district (see G.S. 160D-940, 160D-947(a)). The purposes of the historic district are to (i) safeguard the heritage of the town insofar as the Historic District embodies important elements of the town's culture, history, architectural history, and/or prehistory, and (ii) to promote the use and conservation of the district for the education, pleasure, and enrichment of the residents of the town and/or the State as a whole, see North Carolina G.S. §160D-940, 944, 947(a).

Historic Photos

Below is a collection of historical photos of the subject property, obtained through a collaboration with Digital Watauga. The photos are displayed in their original size and resolution, as well as in a cropped version that highlights the main features of interest. For each photo, there is a citation.

Staff Note: Planning Staff did not alter or edit the photos in any way, but only arranged them in this document for presentation purposes. Photos attached here are the best available with the clearest and most complete images of the subject property. Any commentary on the images is from the Digital Watauga technician(s) who found and sent the images to Planning Staff.



Image courtesy of the Crayte Teague Collection, Digital Watauga Project

Crayte Teague, "King Street Looking Southeast," *Digital Watauga*, accessed April 26, 2024, <https://digitalwatauga.org/items/show/31195>.



Image courtesy of the Downtown Boone Development Association Collection, Digital Watauga Project

Unknown, "Boone Honda on Depot Street, 1990s," *Digital Watauga*, accessed April 26, 2024, <https://digitalwatauga.org/items/show/7100>.



Image courtesy of the Downtown Boone Development Association Collection, Digital Watauga Project

Unknown, "Boone Honda on Depot Street, 1990s," *Digital Watauga*, accessed April 26, 2024, <https://digitalwatauga.org/items/show/7100>.



Image courtesy of the Palmer Blair Collection, Digital Watauga Project

Palmer Blair, "Boone Bus Station, November 1954," *Digital Watauga*, accessed April 26, 2024, <https://digitalwatauga.org/items/show/7237>.