



# SOUTHERN CONOVER SMALL AREA PLAN

*May 2024*

# SOUTHERN CONOVER SAP DISTRICT

## PURPOSE OF THIS PLAN DOCUMENT

The purpose of the Southern Conover Small Area Plan is to be used as a tool to guide future development within this specified area. This plan provides detailed information and solutions to guide the future development and redevelopment for this area of the city. This plan provides a series of recommendations and implementation guidance for public and private investments and strategies that should be pursued to achieve the vision for the area. This plan guides new policies, land use, infrastructure needs, and principles of urban design for the Southern Conover area. Redevelopment and new development in this area will be prioritized in accordance and conformity with this small area plan.

## FOCUS AREA DESCRIPTION

The Conover Small Area Plan encompasses approximately 209 acres in the area south of the downtown district, following 7th St. Pl. SW and BUS. 321 to Boundary St. SW along the municipal boundary with the City of Newton. It extends across the railroad until it abuts the Southeast neighborhood beside the cemetery and then links back along Conover Blvd. The goal of this focus area is to provide guidance for future development that prioritizes historical preservation and cohesive aesthetics.

The foundational area of the Conover Small Area Plan, Focus Area 1, lies south of Conover Blvd. and west of the railroad, which features the Historic Bolick District containing the original Jerome Bolick & Sons Company parcels, company buildings, and residential estates. This zone is predominantly composed of larger residential estate lots.

The area north of Conover Blvd., Focus Area 2, consists primarily of mixed residential properties with a larger commercial strip development along Conover Blvd. and small commercial and office spaces within redeveloped homes along 1st Ave. S.

Focus Area 3, east of the railroad, borders Conover Park, the existing residential neighborhood along 3rd St. SE and 4th St. Dr. SE, as well as the municipal limits to the south. A mix of industrial uses and vacant properties characterizes this region.

The last area, Focus Area 4, lies south of Conover Boulevard East and east of the railway and is zoned for manufacturing. Its present uses are primarily industrial and vacant property. A small mill village was present in this area in the 1930's.

## DETERMINING THE DISTRICT BOUNDARY

The district boundary was determined by considering the areas associated with the Jerome Bolick & Sons Company and their estates. Parcels that held historical significance to the company and those that retained historical characteristics from that era were also incorporated into the boundary. Additionally, the

planning process also takes into account the intention to establish interconnected transportation networks, including pedestrians and bicycles, that link to other areas of the city. This interconnected infrastructure is a key consideration in the development of the Conover Small Area Plan



*Images: Historic homes located in the Bolick Historic District on 1<sup>st</sup> Ave South*

# EXECUTIVE SUMMARY

The City of Conover and the Western Piedmont Council of Governments (WPCOG) have partnered to complete the Southern Conover Small Area Plan.

The Southern Conover Small Area Plan outlines a comprehensive strategy for sustainable development that balances growth with historical preservation and utilizes the existing strengths of the district to create a thriving and mixed-use community. The evolution of the project began from the initial plan to expand the Bolick National Historic District in 2019 to a more comprehensive Southern Conover Small Area Plan in 2023. Many of the residential design features were taken from the WPCOG's *Housing Growth Toolkit* (2023), designed to help local governments accommodate more and varied housing opportunities for citizens. The key features of the plan will be:

- The addition of new housing and business options in Conover. The focus on urban development and growth will allow for a mix of residential and commercial spaces.
- Preservation of historic industry by maintaining or repurposing historic buildings and structures, preserving the industrial heritage of the district.
- Tying together existing assets like Conover City Park and the downtown area. This integration could enhance the overall cohesiveness and attractiveness of the district, making it a more vibrant and accessible space for both residents and visitors.
- Quadrants and Specific Areas: The plan focuses on the Northwest and Southwest quadrants of 2nd Ave. SE and Conover Blvd., as well as the areas around the Southern Furniture Company within the Southeast quadrant. These areas are likely to experience concentrated development and revitalization efforts.
- Residential Infill: The plan emphasizes the importance of utilizing vacant or underutilized lots for residential development. This could include a variety of housing types such as single-family homes, small duplexes and quadplexes, townhomes, and multifamily structures, all tailored to the specific needs of the community.
- Connectivity: The proposal suggests new roadways and pathways to improve connectivity within the district and to link it with other parts of the city. This enhances accessibility and fosters a more integrated urban environment.
- Rejuvenation of Existing Buildings: The plan's focus on reusing and revitalizing existing buildings ensures that the historical and architectural heritage of the area is preserved while allowing for modern functions.
- Gateways and Entrances: By creating gateways at the entrances to the city, the plan can make a visual statement and provide a sense of arrival for residents and visitors alike.
- Parks and Open Spaces: The expansion of existing parks, along with the expansion of the city cemetery, contributes to creating a more livable and attractive environment.

- **Business Spaces:** Allocating new spaces for businesses of various types diversifies the local economy and enhances the vibrancy of the district.
- **Honoring Heritage:** The plan's commitment to respecting the Bolick Historic District and the area's industrial and manufacturing heritage is essential for maintaining the district's identity and character.

It's important for such plans to consider community input and engagement to ensure that the final outcome aligns with the needs and aspirations of the local residents and stakeholders. On Tuesday, August 1<sup>st</sup>, 2023, the Western Piedmont Council of Governments and the City of Conover held a public input meeting for the Southern Conover Small Area Plan. Throughout the planning and implementation process, involving the community, stakeholders, and local residents can lead to a more effective small area plan that reflects the needs of the people who call the area home.

The Southern Conover Small Area Plan is aligned with several important regional goals and priorities. By integrating various aspects of development, preservation, connectivity, and community engagement, the plan can contribute to the broader regional objectives. Some of the potential regional goals that the plan could address include:

- **Housing for Our Diverse Workforce:** Providing housing that caters to people of all skill levels is essential for promoting economic diversity and inclusivity within the community. When workers have access to affordable housing options, it can lead to reduced commuting times, increased job stability, and a stronger sense of community.
- **Sufficient Population Growth:** Moderate population growth is often associated with a healthy and vibrant local economy. A growing population can drive demand for goods and services, create employment opportunities, and attract investment. However, it's important for growth to be well-managed to prevent issues like congestion, strain on infrastructure, and unaffordable housing.
- **Replacing Aging Housing Stock:** Addressing the aging housing stock is crucial for maintaining the quality of housing options available in the area. Renovating or replacing outdated homes can improve living conditions, energy efficiency, and overall community aesthetics. This can contribute to the overall attractiveness of the area for both current and prospective residents.
- **Supporting Existing and New Businesses:** Allowing a mix of residential and commercial spaces fosters a dynamic and livable environment. When businesses are integrated into residential areas, it can lead to increased foot traffic, vibrant streetscapes, and a stronger sense of community. It's also important to provide adequate space for businesses to grow and thrive, as they contribute to the local economy and job market.
- **Creating a Vibrant District and Community:** Integrating residential and commercial spaces promotes a lively and connected community. The coexistence of living and working spaces can encourage social interaction, support local businesses, and contribute to a sense of place and identity.

# HISTORIC ARCHITECTURAL STYLES

The foundation of the Southern Conover SAP District is the Bolick Historic District. This plan desires to retain and reflect the historic architecture found in the Bolick Historic District throughout the planning area.

## EXISTING HISTORIC ARCHITECTURAL STYLES

There is an unusual combination of buildings found within the Bolick Historic District. The most significant structure is the original Bolick Buggy Shop, followed by the Bolick residences.



### *Buggy Shop*

Characterized by a cut stone and brick construction with a gable roof.

### *Colonial Revival*

Three of the four historic homes within the historic district predominantly contain Colonial Revival style. This includes elements such as circular porches with columns, gabled roofs, and brick veneer. These homes also feature elements derived from the Georgian, Federal, and Victorian periods such as tiled roofing, ironwork, hip roof, and porches.

### *Bungalow / Craftsman*

One of the homes in the district contains elements of bungalow architecture, including brick veneer, wood shingle siding, a hipped and broad gable roof, and a porch with ironwork posts.

## RECOMMENDATIONS

Architectural features that are found within the district and surrounding areas that pay tribute to the historic fabric should be used or referenced for inspiration when new construction or renovations are introduced.

New & redeveloped residences should be strongly encouraged to use architectural treatments in the elevations of the structures that coordinates with the local architectural style. Multifamily and non-residential structures should incorporate architectural design features that reflect the historical design present in the district.

# HISTORY OF THE BOLICK PROPERTY

The historic background of Jerome Bolick & Sons Company provides valuable insights into the company's evolution and significance within the context of Conover's history. This timeline highlights the key phases of the company's operations:

## **1880s – 1920: Buggy Manufacturing**

During this period, Jerome Bolick & Sons Company was involved in the manufacturing of horse-drawn buggies, which were a common mode of transportation in the late 19th and early 20th centuries. Buggy manufacturing was a significant industry in the region, catering to the transportation needs of the time.



## **1920 – 1929: Truck Body Manufacturing and Repair**

As the transportation landscape evolved, the company shifted its focus to manufacturing and repairing truck bodies. This transition reflects the changing needs of the market and the company's ability to adapt to technological advancements.

## **1929 – 1953: Leading Manufacturer of School Bus Bodies**

During this phase, Jerome Bolick & Sons Company became a prominent player in the manufacturing of school bus bodies in the Southern region. The demand for school buses grew, driven by the expansion of education systems and the need for safe student transportation.

## **1953 – 1978: Concentration on Truck Bodies**

The company decided to discontinue its school bus line and refocused its efforts on manufacturing truck bodies. This strategic shift could have been influenced by market trends, business considerations, and industry changes.

## **Closed in 1978**

After decades of operation and adapting to changing markets, Jerome Bolick & Sons Company eventually closed its doors in 1978. The closure could have been due to a variety of factors, including economic conditions, industry changes, or shifts in demand.

This historical background provides a glimpse into the company's journey and its contributions to the transportation and manufacturing landscape of the region. The company's evolution reflects broader changes in transportation technology and market demands over the decades. Preserving this history is important for understanding the industrial heritage of the area and its impact on the community's development.

## Focus Area 2

### Proposed Features

- Multi-Family/High Density Residential Infill
- Redevelopment of shopping center
- Opportunities for office/retail reuse of homes along 1st Ave S.

## Focus Area 3

### Proposed Features

- Single-Family Residential
- Multi-Family/High Density Residential
- City Columbarium Expansion
- Parkway / Blvd Development
- Stormwater Feature
- Pedestrian / Greenway Connections
- Gateway Improvements / Public Art

## Focus Area 1

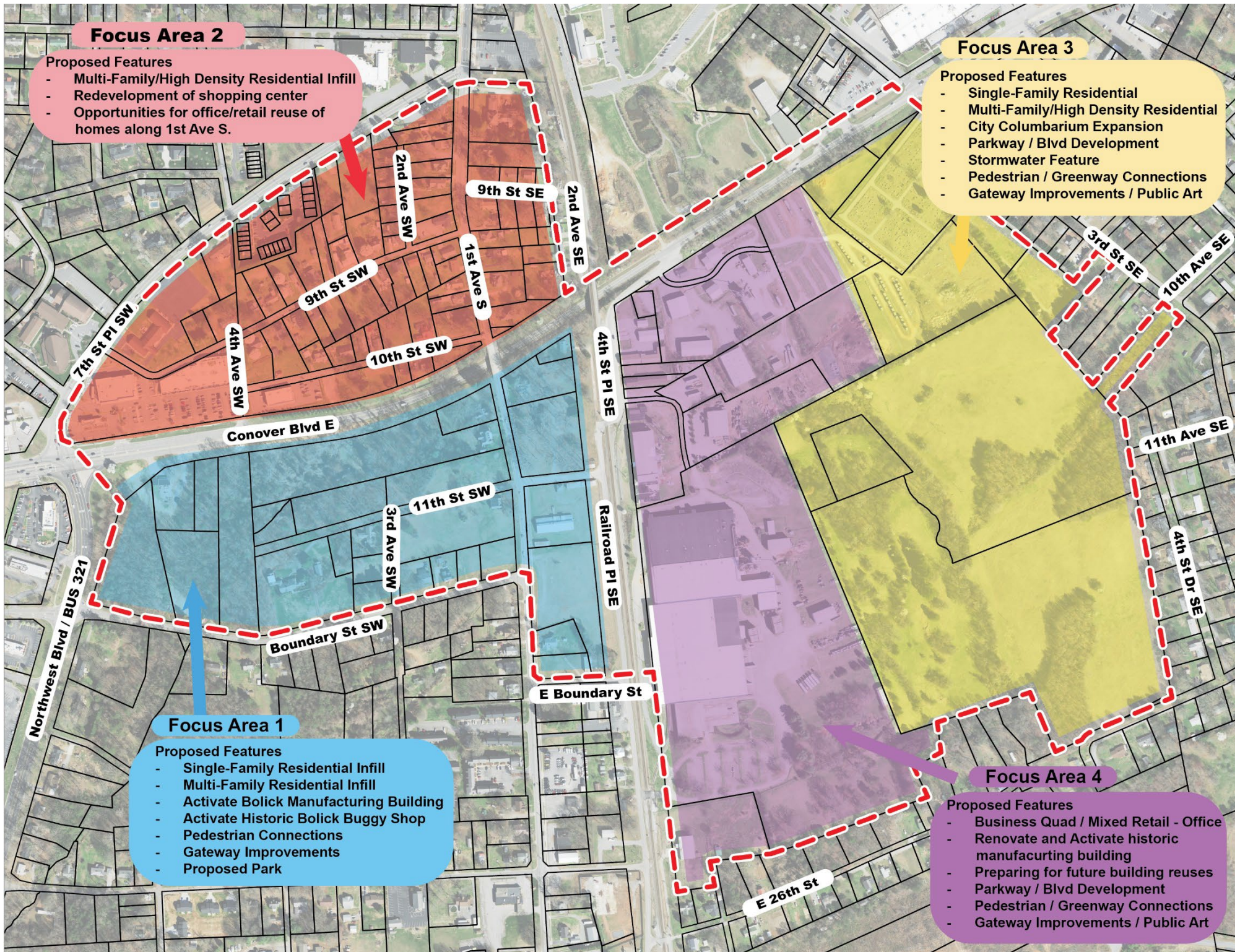
### Proposed Features

- Single-Family Residential Infill
- Multi-Family Residential Infill
- Activate Bolick Manufacturing Building
- Activate Historic Bolick Buggy Shop
- Pedestrian Connections
- Gateway Improvements
- Proposed Park

## Focus Area 4

### Proposed Features

- Business Quad / Mixed Retail - Office
- Renovate and Activate historic manufacturing building
- Preparing for future building reuses
- Parkway / Blvd Development
- Pedestrian / Greenway Connections
- Gateway Improvements / Public Art



# FOCUS AREA #1

## AREA DESCRIPTION

Focus Area 1 covers approximately 43 acres and features a diverse mix of zoning districts, including General Manufacturing (M-1), Office and Institutional (P-1), General Business (B-4), Highway Business (B-2), and Residential (R9-A). Most of the existing properties in this area are vacant or residential estates.

The southern access along 1st Ave. S. is Conover's gateway from the City of Newton to downtown Conover. There's a substantial grade separation between Focus Area 1 and Conover Blvd., providing a buffer from the main road but also limiting access to the area. There is a single bridge crossing Conover Blvd., which connects the northern part of the district and downtown Conover. There is also a railroad bridge with an unutilized area that could provide additional access.

Notably, Focus Area 1 contains the Bolick Historic District with historical structures and abundant large trees. At its core, these planning recommendations aim to safeguard Focus Area 1's historical significance, rekindle the area's heritage, and revitalize underutilized properties while addressing community needs.

# FOCUS AREA #1: RECOMMENDATIONS

## APPROPRIATE HOUSING TYPES

- Single-family estates
- Cottage Courts
- Townhomes
- Mid-Rise Apartments

## RECOMMENDATIONS

### **Encourage Multi-Family Development along Roadway Frontage:**

By promoting multi-family development along major roadways, a mixed-use environment can be created that enhances walkability and accessibility. This approach can help optimize land use and create a visually appealing streetscape.



### **Encourage Infill of Larger Residential Estates:**

Preserving the historic fabric of the Bolick Historic District while infilling larger residential estates reflects a commitment to maintaining the area's character while accommodating modern housing needs. This approach can balance historical preservation with contemporary living standards.



### **Expand Pedestrian Connections from the Park:**

Expanding pedestrian connections from the park across Conover Blvd. enhances accessibility and encourages people to use alternative modes of transportation, such as walking or cycling. This promotes a healthier and more sustainable community.

### Explore the Opportunity to Activate the Historic Bolick Buggy Shop:

Repurposing historic buildings like the Bolick buggy shop can breathe new life into the district and celebrate its heritage. Activating these spaces as cultural, commercial, or community hubs can contribute to the district's vibrancy.

### Explore the Possibility of Adding Public Space Adjacent to the Buggy Shop:

A park or other public area adjacent to the buggy shop can create a gathering space that complements the historic building's activation. Public spaces foster community interaction, relaxation, and recreation, enhancing the overall quality of life.

### Explore the Opportunity to Activate the Bolick Manufacturing Building:

Similar to the Bolick buggy shop, repurposing the Bolick manufacturing building can offer opportunities for creative use. Adaptive reuse can transform the building into a functional and meaningful space within the district.



### Encourage Alley-Accessed High-Density Residential Infill Development:

Utilizing alleyways for high-density residential infill can optimize space and promote efficient land use. This approach can also create unique and attractive living environments while minimizing the impact on existing streets and infrastructure needs.



*Huntersville, NC*

### Create Gateway Signage Specific to the Small Area:

Gateway signage not only marks the entrance to the district but also establishes a distinct identity. It serves as a visual representation of the community and sets the tone for what visitors can expect.



Encourage multi-family development along roadway frontage.

Encourage infill of larger residential estates that honor the historic fabric of the Bolick historic district and existing homes.

Explore the possibility of adding a park area adjacent to the buggy shop.

Expand pedestrian connections from the park across Conover Blvd.

Explore the opportunity to activate the historic Bolick buggy shop.

Seek to improve intersection to provide pedestrian connectivity.

Connect 11th St SW to Boundary St SW.

Explore the opportunity to activate the Bolick manufacturing building.

Encourage the development of alley accessed high density residential infill development.

Create gateway signage specific to the small area.

**FOCUS AREA 1**

- Mid-Rise Apartments
- Historic Redevelopment
- Recreation Connectivity
- Large Estate Lots
- Townhomes
- Gateways / Public Art

# FOCUS AREA #2

## AREA DESCRIPTION

This 45-acre area represents a transitional zone characterized by a blend of residential dwellings and civic facilities situated between small-scale commercial and office enterprises along 1st Ave. S., and more extensive commercial activities along Conover Blvd. There are a handful of vacant parcels and larger plots that hold the potential for infill development and road realignment to enhance connectivity. The predominant zoning in this area is Residential (R-9) & (R-9-CD), with some sections designated as Office and Institutional (P-1), General Business (B-4-CD), and Mixed-Use (MX). The recommendations in this focus area encourage the integration of a visually cohesive district through high density housing and commercial redevelopment.

## FOCUS AREA #2: RECOMMENDATIONS

### APPROPRIATE HOUSING TYPES

- Single-family
- Cottage Courts
- Townhomes
- Multiplex

### RECOMMENDATIONS



#### **Encourage Multi-Family and High-Density Residential Infill Development:**

Encouraging the development of multi-family and high-density residential properties can accommodate a diverse range of housing options that cater to different needs and lifestyles. This approach promotes efficient land use, contributes to a vibrant community, and supports population growth.

#### **Target Key Areas for Zoning Changes to Allow More Housing via infill:**

Target districts with lots of vacant/infill opportunities. Small projects on as little as an acre can act as infill in existing neighborhoods.

#### **Revise Zoning Codes to Allow Mixed Use:**

Codes should allow for uses on the ground floor to change with time from office to retail, for example, with ease. A building rehabilitation code can be used for historic structures during up fits and changes of use.

#### **Require Design Standards Which Minimize Conflicts:**

Carefully enforce fire separation codes between the residential and commercial space. Require minimum street frontage for the commercial unit, ideally as close to the sidewalk/street as possible.

#### **Address Parking Issues:**

Designate parking in the rear or side of new buildings. Allow shared parking between buildings/projects, especially if the mixed-use building is near mostly daytime commercial uses. Parking garages can be opportunities for public/private partnerships. Utilize on street parking where appropriate.



**Provide Opportunities for Office/Commercial Uses within Existing Structures Fronting 1st Ave.:**

Repurposing existing structures for office or commercial purposes along 1st Ave. can activate the street front and bring life to the area. This can attract foot traffic, create business opportunities, and enhance the overall streetscape.



**Redevelop Shopping Center - Front Buildings on Conover Blvd with Rear Parking:**

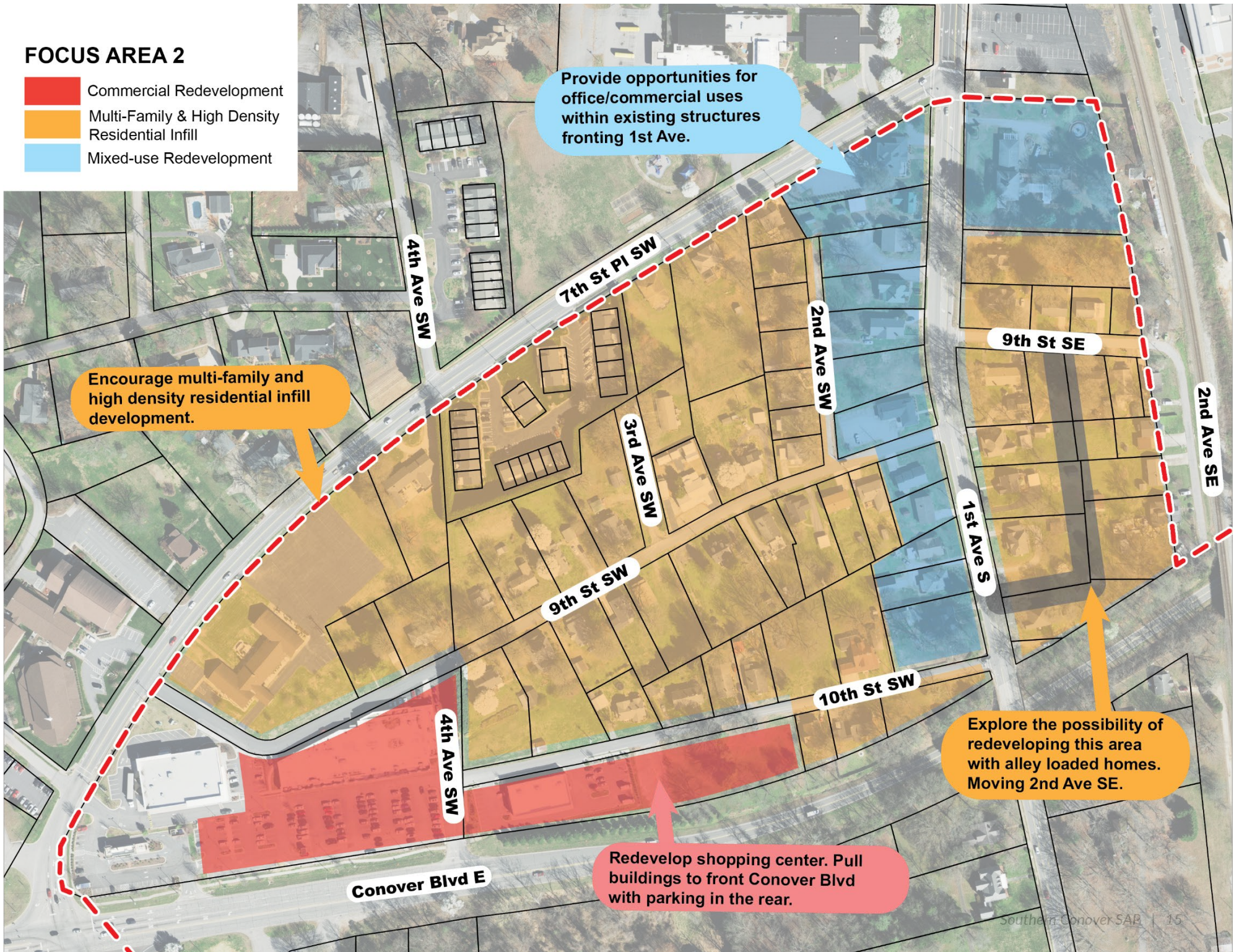
Redesigning the shopping center to front Conover Blvd with parking at the rear can enhance the visual appeal of the area and improve accessibility. This layout encourages a more pedestrian-friendly environment and contributes to a more cohesive streetscape.

**Explore the Possibility of Moving 2nd Ave. SE and Redeveloping with Alley-Loaded Homes:**

Considering the relocation of 2nd Ave. SE and redeveloping the area with alley-loaded homes presents an opportunity to create a more organized and pedestrian-friendly layout. Alley-loaded homes can enhance privacy, improve aesthetics, and foster a sense of community within the new development.

## FOCUS AREA 2

- Commercial Redevelopment
- Multi-Family & High Density Residential Infill
- Mixed-use Redevelopment



# FOCUS AREA #3

## AREA DESCRIPTION

Focus Area 3 is approximately 60 acres of vacant land between the Conover City Cemetery, the established residential area to the south and east, and the Southern Furniture plant to the west. This area is zoned as Manufacturing (M-1) and Residential (R-9A) and boasts multiple access points via 3rd St. SE, with the potential for access routes behind Southern Furniture and Conover City Cemetery. The terrain comprises a blend of wooded areas and open fields, featuring a natural drainage area that runs through the center of the property, providing a natural buffer. The following recommendations focus on mixed use housing and the capitalizing off of existing green spaces/sidewalk connectivity.

# FOCUS AREA #3: RECOMMENDATIONS

## APPROPRIATE HOUSING TYPES

- Single-family
- Cottage Courts
- Townhomes
- Multiplex
- Low-Rise Apartments
- Mid-Rise Apartments

## RECOMMENDATIONS

### **Encourage Multi-Family/High-Density Housing with Commercial/Office/Industrial Uses Along Shared Property Lines:**

Promoting multi-family and high-density housing developments that share property lines with commercial, office, or industrial areas can create a dynamic mix of land uses. This approach supports walkability and proximity to employment centers while enhancing the overall vibrancy of the district.

### **City of Conover Expansion of Graveyard with Columbarium and Memorial Park:**

Expanding the city graveyard to include a columbarium and a memorial park can provide a serene and contemplative space. Additionally, ensuring pedestrian access along potential roadway connections enhances connectivity and accessibility within the district.



*Columbarium Conceptual Rendering*



*Columbarium conceptual rendering along new Parkway/Blvd and adjacent to new housing.*

**Encourage Infill of Single-Family Housing in Areas Backing the Existing Neighborhood:**

Infilling areas with single-family housing that back onto existing neighborhoods can help bridge the gap between different parts of the community. This approach maintains neighborhood cohesion while utilizing available space efficiently.

**Improve Roadway Connectivity via Parkway/Blvd. Style Street with Sidewalks and Bicycle Facilities:**

Enhancing roadway connectivity with well-designed parkway or boulevard-style streets, complete with sidewalks and bicycle facilities, improves accessibility and promotes alternative modes of transportation. This creates a more pedestrian and cyclist-friendly environment.



*Conceptual rendering of Parkway/Blvd. style street with pedestrian and bicycle facilities.*



Conceptual rendering of Parkway/Blvd. style street with roundabout and pedestrian and bicycle facilities.

### Preserve Natural Stormwater Features or Treat Runoff with Decorative Wet Pond:

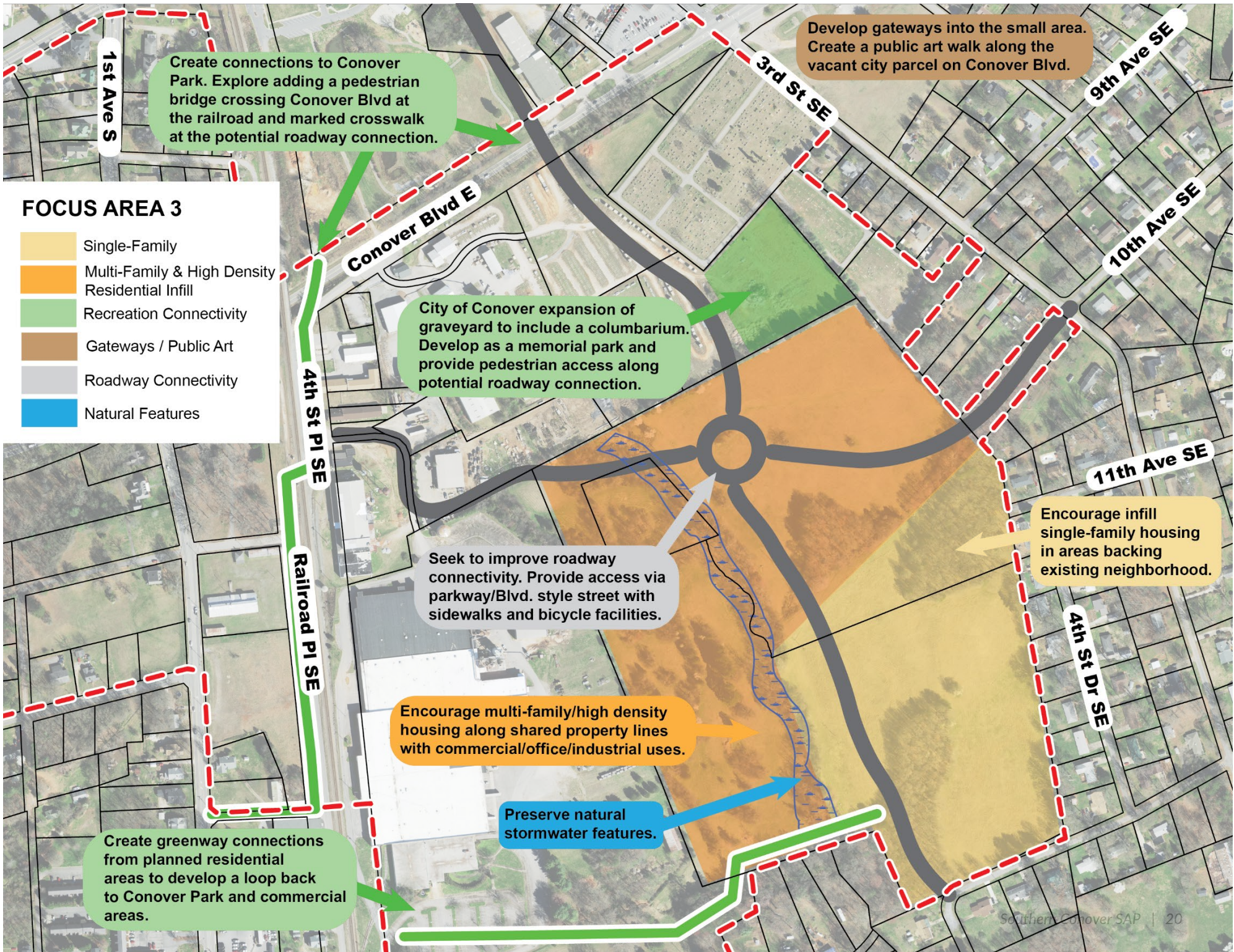
Incorporating natural stormwater features or decorative wet ponds can help manage runoff while adding aesthetic value to the area. These features contribute to a more sustainable and visually pleasing environment.



Swamp Rabbit Trail - Greenville, SC

### Create Greenway Connections from Planned Residential Areas to Develop a Loop Back to Conover Park and Commercial Areas:

Establishing greenway connections that link planned residential areas to Conover Park and commercial zones encourages outdoor recreation and pedestrian movement. Creating a loop enhances walkability and fosters a sense of community engagement.



Create connections to Conover Park. Explore adding a pedestrian bridge crossing Conover Blvd at the railroad and marked crosswalk at the potential roadway connection.

Develop gateways into the small area. Create a public art walk along the vacant city parcel on Conover Blvd.

**FOCUS AREA 3**

- Single-Family
- Multi-Family & High Density Residential Infill
- Recreation Connectivity
- Gateways / Public Art
- Roadway Connectivity
- Natural Features

City of Conover expansion of graveyard to include a columbarium. Develop as a memorial park and provide pedestrian access along potential roadway connection.

Seek to improve roadway connectivity. Provide access via parkway/Blvd. style street with sidewalks and bicycle facilities.

Encourage infill single-family housing in areas backing existing neighborhood.

Encourage multi-family/high density housing along shared property lines with commercial/office/industrial uses.

Preserve natural stormwater features.

Create greenway connections from planned residential areas to develop a loop back to Conover Park and commercial areas.

# FOCUS AREA #4

## AREA DESCRIPTION

Spanning roughly 54 acres, Focus Area 4 is entirely zoned Manufacturing (M-1). Presently, this area is used for industrial and manufacturing purposes, accommodating businesses like Southern Furniture, Ingle & Son Landscaping, and Conover Lumber. Some of the structures within this area are vacant or not fully utilized. Access to this area is limited by the railroad crossing and intersection with Conover Blvd., both of which have irregular alignment. These recommendations encourage gateway development, public art, and connectivity through redevelopment and mixed housing types.

## FOCUS AREA #4: RECOMMENDATIONS

### MIXED-USE:

#### **Expand Mixed Use Areas:**

Expand the mixed-use zoning from the north side of Conover Blvd to the south. Mixed-use allows for uses on the ground floor to change with time from office to retail, for example, with ease. Building rehabilitation code can be used for historic structures during up fits and changes of use.

#### **Require Design Standards Which Minimize Conflicts:**

Carefully enforce fire separation codes between the residential and commercial space. Require minimum street frontage for the commercial unit, ideally as close to the sidewalk/street as possible.

#### **Address Parking Issues:**

Designate parking in the rear or side of new buildings. Allow shared parking between buildings/projects, especially if the mixed-use building is near mostly daytime commercial uses. Parking garages can be opportunities for public/private partnerships. Utilize on street parking where appropriate.

### REDEVELOPMENT:

#### **Develop Gateways into the Small Area:**

Creating visually striking gateways at the entrances to the area can establish a distinct identity and sense of arrival. These gateways can set the tone for the community and create a strong first impression for visitors.

#### **Create a Public Art Walk along the Vacant City Parcel on Conover Blvd:**

Transforming a vacant parcel into a public art walk can enhance the aesthetic appeal of the area while providing a cultural and recreational space for residents and visitors.



*Gateway Garden's Greensboro, NC*

#### **Market and Redevelop Area as a Business Quad Including Mixed Retail/Office:**

By marketing and redeveloping the area as a Business Quad with mixed retail and office spaces, a diverse range of businesses are attracted. This approach can create a vibrant commercial hub while utilizing existing infrastructure.

#### **Create Connections to Conover Park:**

Establishing connections to Conover Park improves accessibility and encourages active lifestyles. These connections can enhance the overall connectivity of the community and provide more recreational opportunities. Look to establish a connection from Conover Park to the Southern Conover

SAP area by implementing a new stoplight and crossing along Conover Blvd. between the bridge and 3<sup>rd</sup> St SE.

**Explore Adding a Pedestrian Bridge Crossing Conover Blvd. at the Railroad and Marked Crosswalk at the Potential Roadway Connection:**

Enhancing pedestrian safety and accessibility through a pedestrian bridge and marked crosswalks can encourage walking and cycling while fostering a safer environment.

**Work with Owners to Paint the Water Tower as Part of a Public Art Program:**

Utilizing the water tower as a canvas for public art can serve as a visual landmark and contribute to the area's artistic and cultural identity.

**Seek to Renovate and Activate Historic Manufacturing Buildings as a "Makerspace" for Trades / Crafts / Artist / Residence / etc.:**

Repurposing the Yount Cotton Mill manufacturing building as a versatile "makerspace" can provide a hub for creative activities, trades, crafts, and even residential uses. This adaptive reuse preserves the building's history while supporting modern functions.



*Asheville River Arts*

**Provide Opportunity for Future Building Reuse:**

Creating flexible building designs that allow for future reuse ensures that the district can adapt to changing needs and economic trends while maintaining its character.

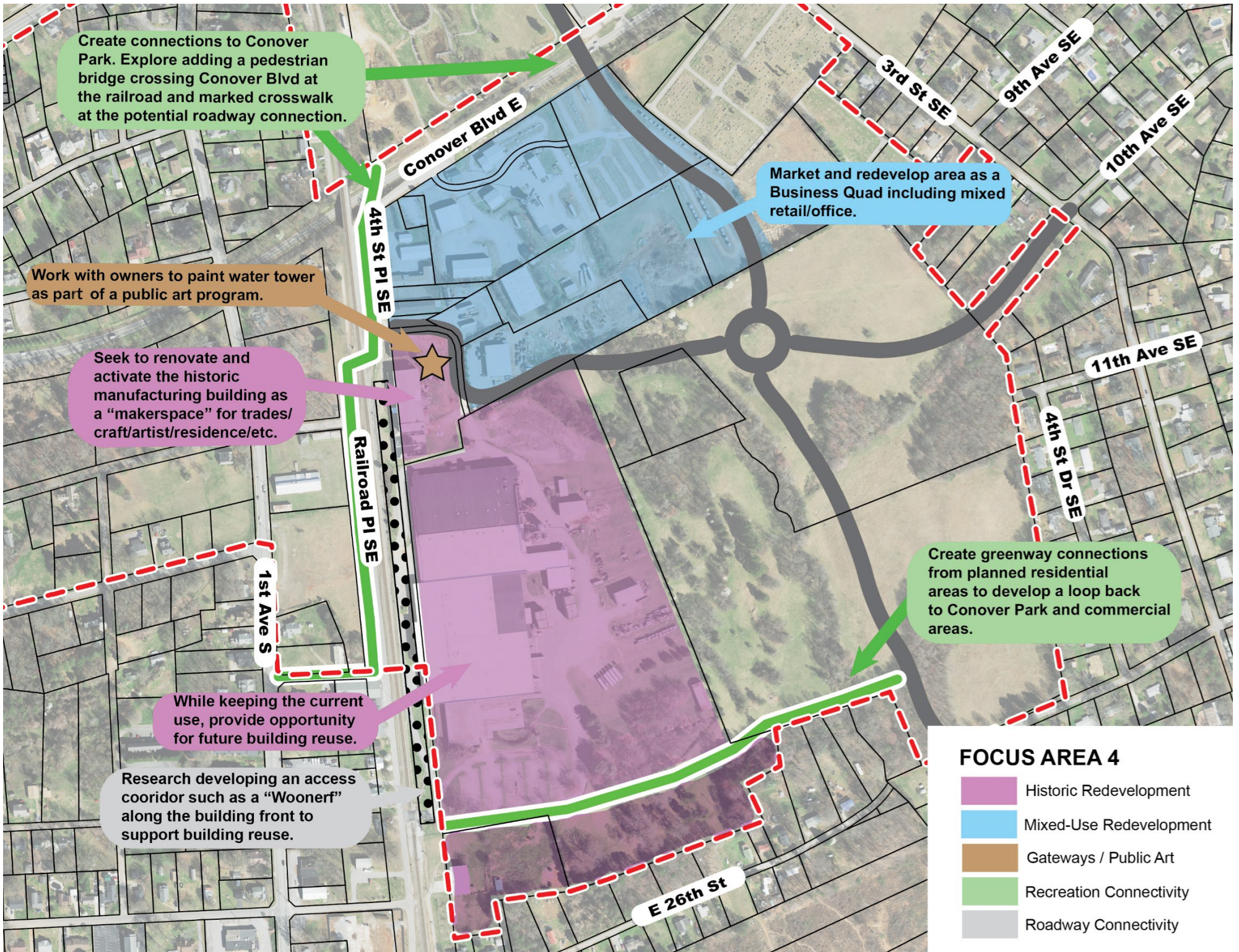
**Research Developing an Access Corridor (Woonerf, "Shared Street") Along the Building Front:**

An access corridor like a "Woonerf" that prioritizes pedestrians, cyclists, and community interaction can create a vibrant street front while supporting the potential reuse of buildings.



*Downtown Charlottesville, VA*





Create connections to Conover Park. Explore adding a pedestrian bridge crossing Conover Blvd at the railroad and marked crosswalk at the potential roadway connection.

Market and redevelop area as a Business Quad including mixed retail/office.

Work with owners to paint water tower as part of a public art program.

Seek to renovate and activate the historic manufacturing building as a "makerspace" for trades/craft/artist/residence/etc.

Create greenway connections from planned residential areas to develop a loop back to Conover Park and commercial areas.

While keeping the current use, provide opportunity for future building reuse.

Research developing an access corridor such as a "Woonerf" along the building front to support building reuse.

**FOCUS AREA 4**

- Historic Redevelopment
- Mixed-Use Redevelopment
- Gateways / Public Art
- Recreation Connectivity
- Roadway Connectivity

# SUGGESTED HOUSING TYPES

## SINGLE-FAMILY

### **Reduce Setbacks:**

Reduce minimum setbacks to 15 feet from the front and 8 feet from the sides, or less. Allow side setbacks to be offset. Consider build-to lines rather than setbacks for infill. Should lots be front-loaded ensure there is a 25' front setback from the face of the garage to the edge of the right-of-way. Requiring the garage to be setback further than the front of the structure will allow for adequate room for parking.

### **Reduce Street and Paving Requirements:**

Encourage alternative parking options such as shared driveways, group parking lots, and on-street parking.

### **Revise Subdivision Regulations:**

Focus subdivision regulation on lot and street arrangement and design, not density. Require connectivity to existing roads and construction of road stubs where future expansion is possible.

### **Reserve Board and Council Review for Truly Large Projects:**

Boards should reserve their time for truly large projects. Increase the number of lots and units that can be approved at the staff level.

## COTTAGE COURTS:



Granite Falls, NC



### **Allow Cottage Courts as Planned Developments (PUD):**

Allow cottage courts in residential and mixed-use districts.

### **Allow Flexibility Within Projects:**

Allow either attached or detached units, or a mix.

### **Cluster Parking, Small Minimums:**

Cluster parking to the rear of each unit or in a separate group lot. Encourage on-street parking as an extra option when feasible.

**Base Reviews around Home Orientation and Siting:**

Instead of requiring street frontage at each home site, require frontage to a public courtyard or pedestrian walk. The site as a whole should front a public street to provide access, but each lot need not front a public street. Review orientation of homes and windows to ensure adequate balance between privacy and community.

**Focus Efforts on Key Areas:**

Consider overlays, bonuses, or other incentives to encourage development of cottage courts near pedestrian areas or sites of interest.

**Ensure All Units Are to Scale for the Type:**

Keep minimum side setbacks very small.

**TOWNHOMES:**



*Morganton, NC*

**Replace Minimum Lot Size with Width and Depth Standards for Townhomes:**

Lot sizes can vary widely between designs and can encourage alley loading for included garages.

**Regulate Setbacks by District for Townhomes:**

Front setbacks can be very small in downtown, urban projects - five feet or less. Unit entries may be designed as front courtyards as well. Build-to lines can help by requiring units to be built closer to the street. Side setbacks between blocks of units will vary but should generally be at least ten feet.

**Limit Block Size:**

Smaller blocks help with traffic flow and connectivity, preventing unbroken “walls” of townhomes. Therefore, require a new block for every so many units (anywhere from every 8 to 16, depending on the context). Require pedestrian connectivity between these blocks, through sidewalk/path connections or green space networks.

**Require Street-Facing Orientation:**

Discourage townhomes developments from branching off into dead ends and cul-de-sacs. Do not allow the fronts of some units to face the backs of others. Fronting a plaza or open recreational space may be substituted in some cases.

**Strongly Encourage or Require Rear Parking:**

Encourage or require developments provide garages to the rear of the lot, accessed through alleys. If garages must be front loaded, encourage tapered driveways or paired garages (adjacent to each other) to preserve lawn space. Lots should be wider in this case.

**Avoid Buffer Requirements:**

Do not require vegetative or solid buffers between projects as a whole.

**MULTIPLEX (3s, 4s, AND MORE)**



*Quadplex - Hickory, NC*

**Review Setback and Lot Size Requirements:**

Consider limits on building bulk, width and depth, rather than setbacks or lot size. Uphold height limits in residential areas. Require matching the average setbacks within a certain distance.

**Address Parking Concerns:**

Require only one space per unit, especially if on-street parking is available. Excessive parking requirements often make this type development economically unfeasible for developers. Require parking spaces to be placed at side or rear of buildings as well as on the street, when possible.

**Regulate Entraceways and Driveways:**

Consider requiring offset setbacks to force the building to the side and allow space for a driveway to hidden rear parking. For alley-loaded buildings, the structure should be centered and pulled closer to the street. Require multiplexes on corner lots to have entranceways on each cross street.

**LOW-RISE APARTMENTS:**

**Address Parking Requirements:**

Allow offset side setbacks to make room for a driveway to the rear parking lot. Encourage on-street parking when feasible.



*Morganton, NC*

**Consider Lot Coverage Requirements:**

Providing open space (a courtyard-style building) open to the public may be used to offset the maximum coverage.

**Require Building Orientation to the Street:**

Buildings should be oriented and built to the street and sidewalk, or a common open space, in order to integrate with the surrounding neighborhood and promote a pedestrian focus.

**Avoid Buffer Requirements:**

Buffers may be acceptable if used to shield other residential uses from surface parking lots.

## MID-RISE APARTMENTS:



Hickory, NC

### **Avoid Buffer Requirements for in Most Cases:**

Buffers may be acceptable if used to shield other residential uses from surface parking lots, dumpsters, or other non-residential space.

### **Address Parking Requirements:**

Require parking be placed to the rear or, if site conditions demand, to the side. Do not permit parking lots at the street frontage. Allow offset side setbacks to make room for a driveway leading to the rear parking lot, or entry from a rear street.

### **Consider Lot Coverage Requirements:**

If there are neighborhood concerns about bulk, consider regulating maximum lot coverage and height rather than units per acre. Providing required open space be open to the public can be used to offset the maximum. Retention ponds can be designed as amenities, with walking paths and gathering space, if possible, and not placed in buffers.

### **Require Orientation to the Street or Shared Space:**

If the project is too large to orient to the street, ensure internal orientation of street and buildings is to a shared space (green space, recreation area, etc.). Require construction of sidewalks, trails, or some other pedestrian connection from the project site to the street network by the developer.

## RECOMMENDATIONS FOR INFILL DEVELOPMENT

To maintain the visual appeal of the historical nature of the area, specifically Focus Areas 1 and 2, the following design guidelines will be recommended to infill residential and commercial developers.

### **Single-Family**

Infill single-family residential is encouraged to follow architectural styles from Colonial Revival, Georgian Revival, Federal style, and the bungalow. Common designs include gambrel roofs, masonry façade, decorative cornices, and hung sash windows. Historically appropriate porches are supported by columns, open style, or include a shed roof.



*Existing homes within the Conover SAP planning area*

### **Multi-Family**

Areas identified for multifamily can include design guidelines in Federal, Georgian, and Colonial styles. Examples may include requiring that at least 50% of the primary façade be clad with brick, stone, iron, or wood. There should be a proper incorporation of decorative inlays, cornices, and evenly distributed sash windows. The façade articulation should include recesses and projects and at least have of the units including historically appropriate porches (i.e. porticos, verandas, and shed roofs).

### **Commercial**

Areas identified for commercial or office within or adjacent to the historical area may include requirements such as the primary façade being a minimum of 75% clad with brick, stone, iron, or wood lap. Building articulation may include cornices, decorative inlays, arched entrances, sash windows, and boxed eaves.

# GATEWAYS, PUBLIC ART, CONNECTIVITY

## ARTWORK - PUBLIC/PRIVATE AND GATEWAY TREATMENTS

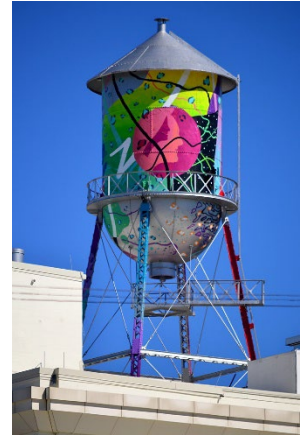
The installation of works of art creates community focal points and can vitalize landscaped areas, pedestrian corridors, parks, and other public spaces. Art takes many forms. Art can be cast, carved, built, assembled, or painted. In addition to sculpture and murals, art may take a functional form such as landscaping, interpretative signage, artistic amenities, or gateway treatments. By its presence art can challenge a community to heighten awareness and question assumptions.

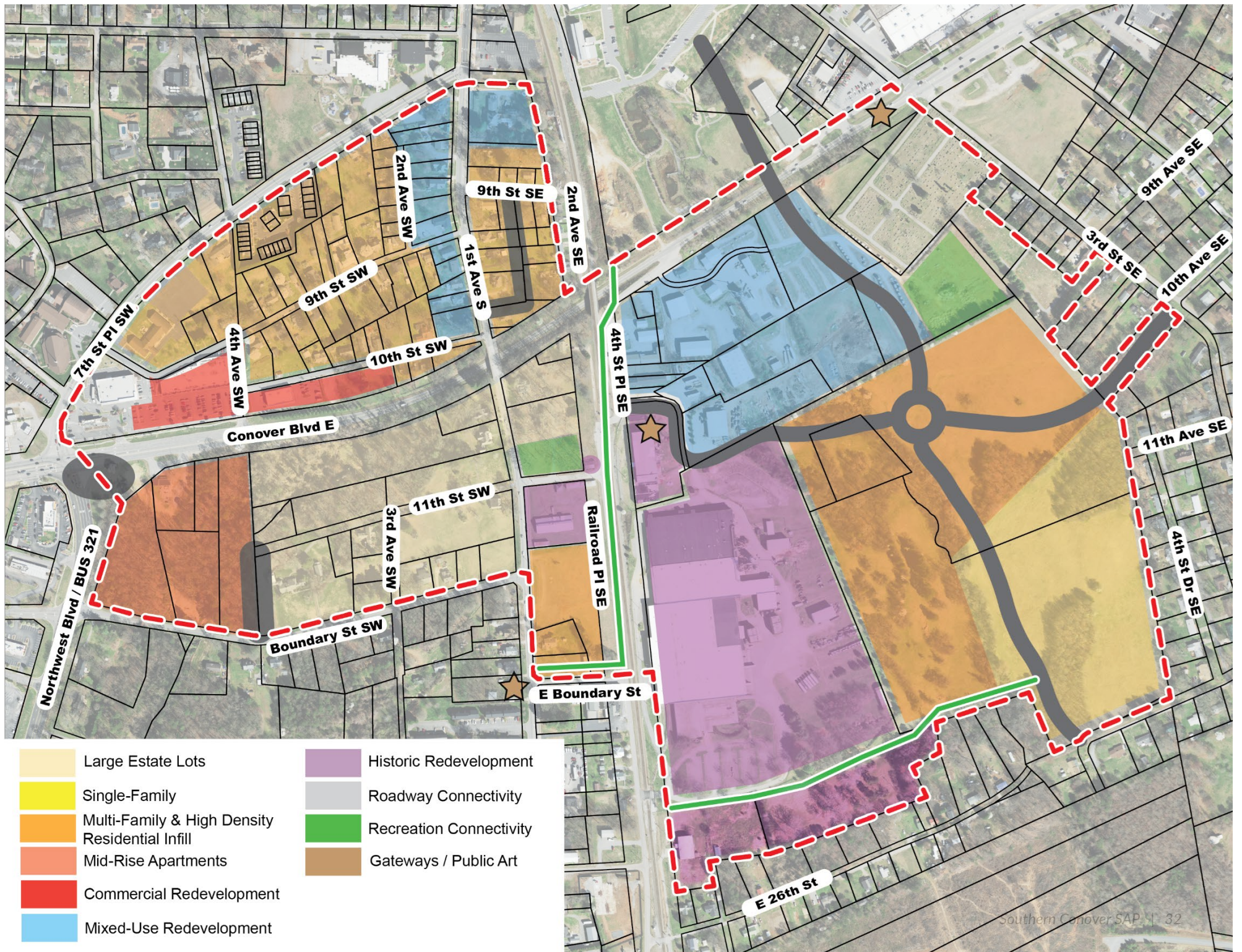
Public art is any work of art or design that is created by an artist specifically to be cited in a space intended for public use or public viewing. It invites interaction with the surroundings and has the power to reflect or contribute to a community's character. Public art helps define the community's identity through installation at Gateway locations welcoming people to the City.











The subject or meaning of a piece of art can be interpreted in many ways. The location, mass and scale, materials, durability, and manner of installation of the art piece should be compatible with the atmosphere of the locality. Artwork should be cared for and refurbished as required by the nature of the materials to maintain the appropriate appearance and safety of the piece. Artwork should also be installed in a manner that considers the safety of the general public.

## GATEWAYS & PUBLIC ART: RECOMMENDATIONS

- Introduce artwork that has appropriate massing in relation to the surroundings.
- Introduce artwork only in locations that do not compromise or diminish the character of the building, or site, obstruct the view of historic structures, and provide for safe pedestrian, bike, and automobile access and circulation, if applicable.
- Introduce wall-mounted art, such as murals, mosaics, or metal installations in locations that are visible.
- Fabricate artwork from traditional materials including wood, stone, masonry, or metal that are durable for exterior installation using methods of stabilization or attachment that are fully reversible and do not cause damage.
- To enhance the art installation, install accessories to the artwork such as signage, mounting hardware, or lighting with compatible materials.
- Develop a revolving art installation in the public art walk that showcases the area's historic value.





- |                                                                                    |                                                |                                                                                     |                         |
|------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------|
|  | Large Estate Lots                              |  | Historic Redevelopment  |
|  | Single-Family                                  |  | Roadway Connectivity    |
|  | Multi-Family & High Density Residential Infill |  | Recreation Connectivity |
|  | Mid-Rise Apartments                            |  | Gateways / Public Art   |
|  | Commercial Redevelopment                       |                                                                                     |                         |
|  | Mixed-Use Redevelopment                        |                                                                                     |                         |

# FUNDING AND GRANT OPPORTUNITIES

To promote and foster development, a multitude of grant funding opportunities can be leveraged to support the revitalization of historical structures or landmarks, environmental conservation, the enhancement of parks, and the improvement of pedestrian and cyclist facilities, among others. While this list is not exhaustive and grant opportunities are continually changing, it serves as an initial guide for monitoring and exploring the numerous opportunities that may become accessible in the future.

## GRANT ORGANIZATIONS

### **NC.gov**

Provides a list of grant programs available across NC state government agencies.

<https://www.nc.gov/your-government/all-nc-state-services/grant-opportunities>

### **NC Land and Water Fund**

The NC Land and Water Fund is a program of the Division of Land and Water Stewardship within North Carolina. They provide grants for projects that acquire lands for the preservation of resources and protection of historic sites, restore the habitat for fish, wildlife, and other species, and enhance the filtering of stormwater runoff to reduce pollutants from entering water supplies.

<https://nclwf.nc.gov/grants>

### **North Carolina Parks and Recreation Trust Fund (PARTF)**

As part of the NC Division of Parks and Recreation, PARTF awards matching grants to local governments for parks, public beach access, and improvements in state parks. The statewide program helps local governments reach their park and public access goals to improve the quality of life in their communities.

<https://www.ncparks.gov/about-us/grants/parks-and-recreation-trust-fund>

### **NC State Historic Preservation Office**

Provides opportunities for State and Federal grants for historic properties and structures. Privately owned historic properties may be eligible for federal and/or state rehabilitation investment tax credits.

<https://www.hpo.nc.gov/grants-historic-preservation-projects>

### **NC Department of Commerce**

The Building Reuse Program assists in finding grants for revitalizing older buildings for business use.

<https://www.commerce.nc.gov/grants-incentives/building-or-site-funds/building-reuse>

### **Appalachian Regional Commission (ARC)**

Uses Congressionally appropriated funds to invest in the Region's economic and community development initiatives which align with their Strategic plan and the State's plans and strategies.

<https://www.arc.gov/grants-and-opportunities/>

