

HISTORIC CARVER HEIGHTS



Context

Historic Carver Heights was the first neighborhood developed by black professionals for black professionals, and therefore the development pattern of the neighborhood is strongly tied to the cultural significance of the neighborhood as a professional middle-class suburban neighborhood.

Historic Carver Heights is an auto-oriented development. Therefore, the patterns of development are based on a street pattern favoring the auto, not the pedestrian. Much of the neighborhood is characterized by curvilinear streets without sidewalks.

Construction in the neighborhood began around 1950. The oldest structure documented in the neighborhood is from 1947, but the era of significance of the district is between 1950 and 1965, when the majority of the houses were built. The district features classic mid-century American architecture, which falls into three primary styles:

Minimal traditional, circa 1935-1950

This style is characterized by a simple linear rectangle shape and form with little decoration and a low to intermediate pitched roof. It features closed narrow to moderate eave overhangs, sometimes with rake detailing. Houses are typically one story, though some two story structures are possible, but there is almost always a large, wide chimney on the front face of the house and at least one front facing gable. Houses are constructed of wood, brick, stone or a mix of two or more of these materials. Garages, if built, are usually attached to the house, flush to the elevation.

Ranch, circa 1950s and 1960s

Also known as the 'rambler,' the ranch style is loosely based on colonial styles, particularly Spanish colonial or English colonial. It is characterized by a single story, asymmetrical form and linear, rambling shape, which maximizes the façade width. It always features a 'built-in' attached garage flush to the elevation, usually on the front or side façade. Roof forms are typically hipped, though cross gable and side gable types are possible, with low pitches and moderate to wide eave overhangs. Usually the house is constructed of wood and/ or brick with decorative shutters and iron or wood porch supports. Partially enclosed courtyards and patios, located on the rear elevation are typical. Picture windows in the living room and decorative ribbon style windows are common.

Contemporary, circa 1950s, 1960s and 1970s

This style avoids traditional architectural forms and is generally an architect-designed house either with a flat roof, known as American International Style, or a gabled roof. It is typically a single story, although later versions featured a shed style with alternating heights. It typically features an attached garage, which may be visually and structurally integrated into the living space. The flat roof style has wide overhangs. The gabled style has a low pitched roof with wide overhangs and has a low broad front facing gable. It is common to see exposed support beams and structural members. The house is constructed of contrasting wall materials and textures of wood, brick, and stone. Windows are often unusual in size, shape, style and placement.

Historic Carver Heights Design Guidelines

Historic Carver Heights shall be defined as the area contained within the boundary of the Historic and Cultural Overlay Zoning District as adopted by the City Council on November 14, 2006, and described below.

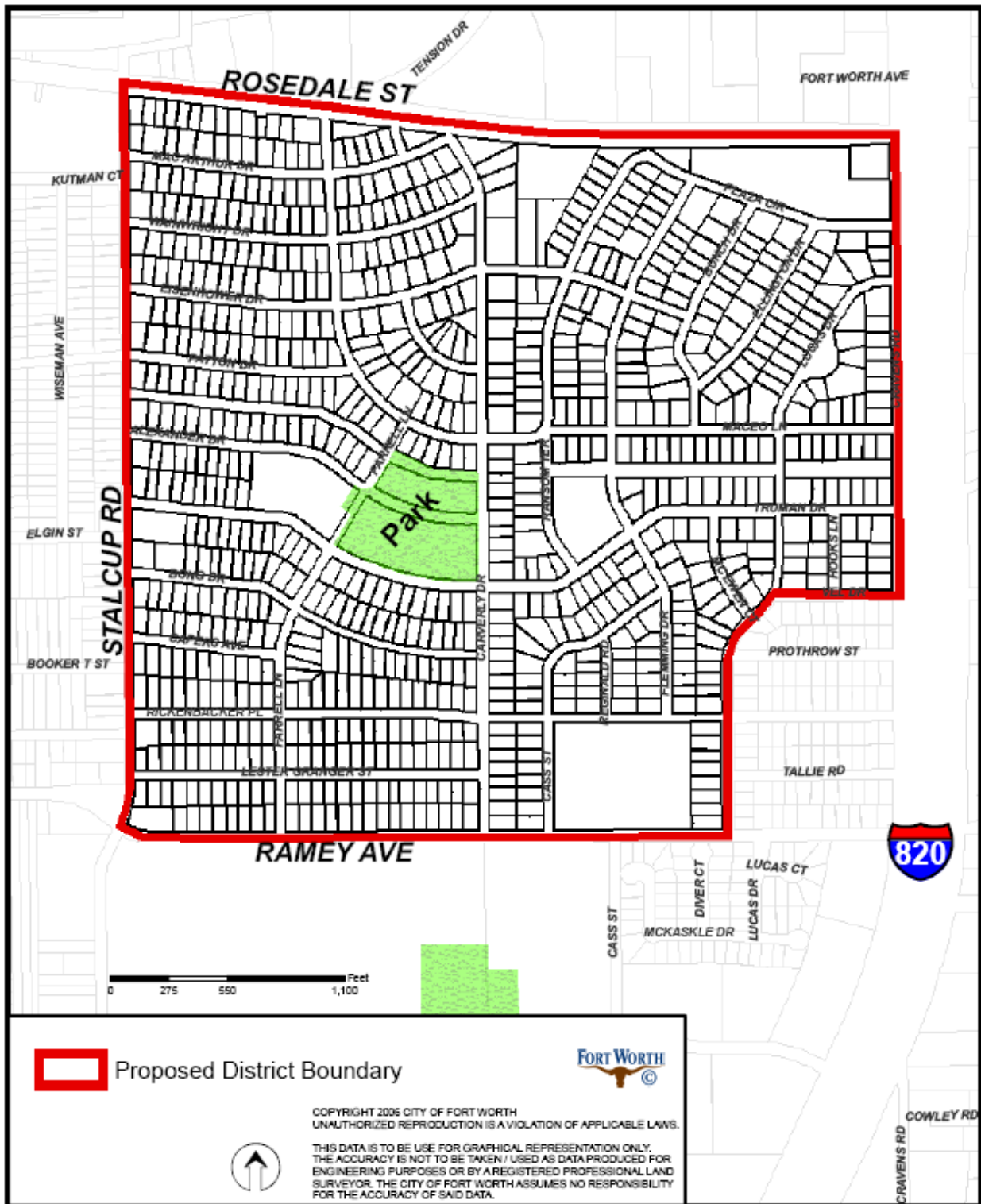
A parcel of land, being portions of the Carl Phipps Survey, Abstract Number 1224, the Wade H. Hudson Survey, Abstract Number 718, in Tarrant County, Texas, being all of Rosedale Park Addition, and all of Randolph Valley Subdivision, and a portion of Carver Heights Addition, situated South 65 degrees East some 7 miles from the Courthouse in Fort Worth, Texas, and being more particularly described by metes and bounds as follows;


BEGINNING at the intersection of the centerline of Stalcup Road, according to plans on file at the City of Fort Worth, File Number K-270, with the centerline of Ramey Avenue, according to plans on file at the City of Fort Worth, File Number K-472: THENCE with said centerline of Stalcup Road, North 24 degrees 52 minutes East, 72.04 feet, to the beginning of a curve, having a radius of 183.1 feet; THENCE continuing with said centerline northerly with said curve to the left, through a central angle of 24 degrees 52 minutes, an arc length of 79.7 feet, to its end; THENCE continuing with said centerline NORTH, 3,348.6 feet, to the centerline of East Rosedale Street, according to the right-of-way map of Spur 303, Number R. W. 2208-1-1; THENCE with said centerline of East Rosedale Street, South 82 degrees 27 minutes East, 1741.8 feet, to the beginning of a curve, having a radius of 5729.58 feet; THENCE continuing with said centerline easterly with said curve to the left, through a central angle of 07 degrees 18 minutes 22 seconds, an arc length of 730.61 feet, to its end; THENCE continuing with said centerline of East Rosedale Street, South 89 degrees 46 minutes East, 1240.95 feet, to the east line of said Hudson Survey, being the centerline of Cravens Road, being the West Service Road of Interstate Highway Loop 820; THENCE with said east line and said centerline South some 2180 feet, to the centerline of Vel Drive, according to profile on file at the City of Fort Worth, Profile Number V-42: THENCE with the centerline of Vel Drive, South 89 degrees 58 minutes West, 600.25 feet, to the centerline of Lucas Drive, according to profile on file at the City of Fort Worth, Profile Number L-167, and being on a curve having a radius of 295.7 feet: THENCE with the centerline of Lucas Drive, and southwesterly with said curve to the right, through a central angle of 23 degrees 50 minutes 30 seconds, an arc length of 123.05 feet, to its end; THENCE continuing with said centerline, South 53 degrees 52 minutes West, 10.0 feet, to the beginning of a curve, having a radius of 304.66 feet; THENCE continuing with said centerline, , and southwesterly with said curve to the left, through a central angle of 53 degrees 54 minutes, an arc length of 286.6 feet, to its end; THENCE continuing with said centerline, South 00 degrees 02 minutes East, 783.0 feet, to the centerline of Ramey Street; THENCE with said centerline of Ramey Street, North 89 degrees 31 minutes West, 2694.22 feet, to the beginning of a curve, having a radius of 240.0 feet; THENCE continuing with said centerline northwesterly with said curve to the right, through a central angle of 24 degrees 23 minutes, an arc length of 102.14 feet, to its end; THENCE continuing with said centerline, North 52 degrees 03 minutes West, 21.02 feet, to PLACE OF BEGINNING.

**Basis of called bearings and distances, per recited instruments. This description prepared by Hans Kevin Hansen, Registered Professional Land Surveyor, Number 4786, in August, 2006.

“This document was prepared under 22 TAC § 663.21, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights or interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.”

Historic Carver Heights Design Guidelines



 Proposed District Boundary



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ENGINEERING PURPOSES OR BY A REGISTERED PROFESSIONAL LAND
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Guidelines

The primary goal of this historic district is to preserve the overall character, identity and presence of the Historic Carver Heights neighborhood. Buildings, sites and landscapes help create the identity and character of a neighborhood, and therefore, the following actions shall require review by the Historic and Cultural Landmarks Commission and must receive a certificate of appropriateness prior to the issuance of any permits:

1. Demolition or relocation of existing structures found to be original to the site or considered contributing to the overall character of the neighborhood;
2. Construction or relocation of a new primary structure on any site;
3. Construction of an accessory structure or addition to an existing structure visible from the public right of way or which may be considered by the Historic Preservation Officer to significantly alter the character of the structure or site;
4. Alterations to a contributing structure visible from the public right of way, which significantly change the design or materials of the structure or site; and
5. Alterations to a contributing structure not visible from the public right of way considered by the Historic Preservation Officer to significantly alter the character of the structure or site.

All other repairs, alterations, or construction which may be undertaken to the exterior of a site or structure within the district shall be reviewed for their appropriateness to these guidelines and may be approved, denied or referred to the Historic and Cultural Landmarks Commission for further review by the Historic Preservation Officer prior to the issuance of any permits that may be required. Where an application is denied by the Historic Preservation Officer, the applicant may request review of the application by the Historic and Cultural Landmarks Commission.

To determine the appropriateness of any proposed undertaking in Historic Carver Heights, the guidelines described herein, along with applicable building codes, zoning regulations and city policies should be used.

LOT CONFIGURATION:

The intent of the historic district is to preserve, as much as possible, the lot configuration, orientation, scale and dimensions of the neighborhood. The replat of one or more lots, which may alter the original lot configurations or orientations, is not considered appropriate to the context of the neighborhood.

Appropriate

- Preserve the existing single-family development pattern by constructing only one house on each platted lot.

Not Appropriate

- Subdividing lots into smaller lots to increase density.
- Assembling multiple lots to construct buildings out of scale to the surrounding neighborhood.

Historic Carver Heights Design Guidelines

STREETSCAPE:

To preserve the character of Historic Carver Heights, these guidelines seek to protect original patterns of the streetscape, such as lights, sidewalks, and street width. The introduction of new elements or alterations to the existing pattern shall be accomplished in a consistent manner with respect to established pattern, scale, style and location.

Appropriate

- Retain original streetscape elements such as the width of the street, streetlamps, sidewalks, and curb cuts.
- Install new elements which match the style, size and detailing of original streetscape elements and by using similar locations.

Not Appropriate

- Removing original elements of the streetscape, altering their dimensions, or introducing new elements that are out of scale, ignore the existing pattern or have an inappropriate design.

DRIVEWAYS AND PARKING:

Historic Carver Heights was created in a suburban auto-oriented pattern, and therefore the driveway and parking areas were an integral part of the development pattern. Driveways should retain the original size, location and orientation. Parking areas should be integrated into the architecture of the house and orientation of the lot. However, the paving of historically landscaped areas of the yard for parking is not appropriate.

Appropriate

- Attached parking integrated into the overall design and construction of the living space to create a uniform facade.
- New driveways perpendicular to the garage.
- Circular or semi-circular driveways where there is adequate lot frontage, the location is on a corner or oversized interior lot and the driveway is in scale with the lot and structure.

Not Appropriate

- Detached parking structures or carports.
- Attached garages or carports that are not proportional to the existing house.
- Garages or carports not integrated into the overall design and construction of the house or which overwhelm the presence of the living space.
- Additional parking areas that encompass the front or side yard.
- Circular or semi-circular driveways out of scale to the lot and structure.
- Conversion of attached garages into living space by filling in the garage door.

ACCESSORY STRUCTURES:

Accessory structures should be secondary in size and use to the primary house and garage. The existing context for accessory structures within the neighborhood is for small tool sheds and similar storage facilities.

Appropriate

- Locate a detached accessory structure, other than a garage, in the rear yard.

Not Appropriate

- Locating an accessory structure in the front yard.

Historic Carver Heights Design Guidelines

- Use a simple design that is not overly ornate or designed for an older time period.
- Keep details simple, including trim and railings.
- Accessory structures which are taller, wider, or larger than the primary structure.
- Accessory structures of an overly stylized architectural form.
- Accessory dwelling units, pool houses, or other accessory structure that is not typical of the neighborhood.

FENCES:

The primary purpose of a fence is to define a boundary or to enclose a site and it is appropriate to construct and use fences in this manner for a historic neighborhood. Fences should be constructed in a material and style consistent with the adjacent buildings and in accordance with the zoning regulations for the A-5 zoning district.

NEW CONSTRUCTION:

New construction within a historic district shall not emulate a historic building, but it should reflect the contributing elements and patterns found within the neighborhood and appropriate to the mid-20th century design of the neighborhood. The neighborhood has historically been single-family with minor commercial structures along Stalcup Road, and therefore the most appropriate type of new construction within the residential neighborhood is for single-family uses. The intent of these guidelines is not to limit creativity but to encourage compatible design and construction.

Appropriate

- Follow existing patterns of spacing, mass, and orientation for construction and alterations.
- Use compatible size, shape, pattern and proportion for windows, doors and garages.
- Use roof form, pitch and overhang depth compatible to the existing patterns within the streetscape and neighborhood.
- Use materials consistent with the finish, texture, scale and reflectivity to materials used within the neighborhood.
- Using creative design for new residential and commercial buildings is encouraged.
- Commercial development should be limited to the boundary streets of the district.
- Locating parking and drive-thru features for commercial buildings on the rear or interior side of the lot.

Locate commercial buildings close to the street and sidewalk in an appropriate urban form.

Not Appropriate

- Locating new buildings without consideration of the existing patterns within the neighborhood.
- Constructing out of scale buildings or additions or locating additions on the front elevation of an existing house.
- Materials which convey an incompatible finish or create a falsely historic appearance.
- Orienting new commercial buildings to the parking lot.

Historic Carver Heights Design Guidelines

REHABILITATION/ REPAIR OF EXISTING STRUCTURES:

The intent of the historic district is to preserve existing buildings which contribute to the overall historic identity and character of Historic Carver Heights. Wherever possible, materials, design, and craftsmanship of original features should be retained, used and maintained in a manner consistent with these guidelines.

Appropriate

- Retain existing features, materials and design elements wherever possible. Replace only those portions that are beyond repair.
- Replace missing or deteriorated features and design elements with like materials or materials that convey the same visual appearance of color, reflectivity, texture and finish.
- Use photographs or physical evidence to replace missing features or design elements and replicate only those features that are known to have existed on the building or site.
- Where no physical evidence or photographs exist, design of new features or design elements should be simple and compatible to the neighborhood so as not to detract from existing architectural features.
- Clearly differentiate additions to existing structures that while visually compatible, the addition is recognizable as a later modification.
- Locate additions on the rear or interior side of the existing structure and in a way that does not harm or overpower the existing design.
- Locate new patios and decks on the interior side or rear of the existing structure.
- Retain the original roof form, shape and overhang.
- Replace windows only when they cannot be feasibly refurbished or use new windows to match the dimension and profile to avoid a change to the size of the original opening.
- Use replacement doors and windows of similar style, profile and dimension as the existing.
Paint storm windows, doors and screens to match the trim color and have a minimal visual impact.

Not Appropriate

- Using architectural decoration not original or typical to the architecture and era of a building.
- Using materials of a different dimension or consistency than the original.
- Using salvaged historic decoration because it is old and not because it is architecturally compatible.
- Constructing additions or major alterations to the front or street-facing facades of a contributing structure that alter the design or architectural style.
- Mimicking historical detail that is not consistent with the historic structure.
- Using architectural details of a different style than what is original to the building.
- Constructing an addition that changes the overall roof form of the structure.
- Filling or enlarging original window or door openings.
- Using windows and doors of a style unlike the existing.
- Using unpainted metal storm windows, doors or screens.
- Installing shutters too large or too small for the window opening.

Historic Carver Heights Design Guidelines

SIGNAGE AND LIGHTING:

Signage for existing or new commercial buildings shall be visually compatible and scaled appropriately for the neighborhood. It is the intent of the historic district to ensure that signage is compatible with the historic character of the neighborhood but in no way should these guidelines be construed to mandate or restrict the content of proposed signage. Lighting should be used to highlight unique design or to provide personal security without flooding light onto adjacent properties or cause unnecessary light pollution.

Appropriate

- Scale and locate signs within the context of the building site and its use and in such a way as to not diminish or mask significant architectural features.
- Signs should be proportional to the building.
- Integrating the design and location of the sign into the architectural elements of the building.
- Window signage and lighting located within the interior of the building shall not be reviewed.
- Locate signage for multi-story buildings no higher than the first floor.
- Low wattage landscape and entry lighting.

Not Appropriate

- Oversized or undersized signs that mask or detract from the architectural features of the building.
- Covering windows, cornices, or original entryways of the building.
- Exterior lighting used to attract attention to the site, such as a strobe or spotlight.
- Flood lights or flashing lights.

DEMOLITION AND RELOCATION:

The intent of the historic district is preserve historic buildings, materials and features. Demolition of a building considered as contributing to the historic character of the district shall be avoided unless a preponderance of evidence can prove that the structure is a threat to the safety of the public or could not reasonably be rehabilitated either structurally or economically. It is not considered reasonable to rehabilitate a structure where the rehabilitation shall leave it devoid of all original materials or features. The relocation of buildings from inside the district to locations outside the district shall be considered in the same manner as demolition for the purposes of considering the appropriateness of the action. Relocation of buildings from outside of the district to a location within the district shall be considered appropriate only when the structure to be moved is architecturally, materially, and dimensionally compatible with the surrounding neighborhood. The demolition and relocation of buildings considered to be non-contributing to the character of the district shall be allowed with the appropriate approvals.

Appropriate

- Removing or demolishing building or site features that do not contribute to the character, integrity or significance of the building or site.
- Removing later additions that cover, harm, or mask original or significant architectural

Not Appropriate

- Demolishing historically or architecturally significant buildings or site features that contribute to the district.
- Demolishing a building or site feature that would have a detrimental impact on the public interest or adversely impact

Historic Carver Heights Design Guidelines

features.

- Demolishing a building found to be a threat to public safety after the appropriate documentation has been completed.
- Demolishing an accessory structure where the demolition would not adversely affect the primary structure or site.
- Replacing demolished buildings in accordance with the guidelines for new construction within this district.
- Relocating buildings that are seriously threatened in their original location.
- Relocate buildings, into the district, which are compatible to the scale, era, and architecture of the district.
- Relocate buildings in a manner that conveys similar location, orientation and massing as the contributing buildings in the district.
- Rehabilitate relocated buildings in accordance with these guidelines.
- the visual character of the block or neighborhood.
- Removing features of a building which contribute to its significance that may leave the building devoid of integrity or character and cause a de facto demolition.
- Demolishing or removing structural elements that would lead to structural deficiencies and demolition by neglect.
- Demolishing a building that is of an old, unusual or uncommon design that could not be reproduced without great difficulty or expense.
- Relocating a building within the district that does not convey the appropriate scale, design or visual appearance compatible with other buildings and sites in the district.
- Relocating a building outside the district in a manner that would not ensure its further preservation.
- Relocating a building without ensuring the proper rehabilitation of the structure and reuse of the site.