

HISTORIC AND DESIGN REVIEW COMMISSION

April 03, 2019

HDRC CASE NO: 2019-152
ADDRESS: 1443 FULTON AVE
LEGAL DESCRIPTION: NCB 2755 BLK 61 LOT 14
ZONING: R-4,H
CITY COUNCIL DIST.: 1
DISTRICT: Fulton Historic District
APPLICANT: Ruben Conde/CONDE RUBEN H & VIRGINIA G
OWNER: Ruben Conde/CONDE RUBEN H & VIRGINIA G
TYPE OF WORK: Replacement of ribbon driveway with full width concrete driveway
APPLICATION RECEIVED: March 14, 2019
60-DAY REVIEW: May 13, 2019
CASE MANAGER: Adam Rajper
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to replace the existing ribbon driveway with a new 10-foot wide driveway.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

1. Topography

A. TOPOGRAPHIC FEATURES

- i. *Historic topography*—Avoid significantly altering the topography of a property (i.e., extensive grading). Do not alter character-defining features such as berms or sloped front lawns that help define the character of the public right-of-way. Maintain the established lawn to help prevent erosion. If turf is replaced over time, new plant materials in these areas should be low-growing and suitable for the prevention of erosion.
- ii. *New construction*—Match the historic topography of adjacent lots prevalent along the block face for new construction. Do not excavate raised lots to accommodate additional building height or an additional story for new construction.
- iii. *New elements*—Minimize changes in topography resulting from new elements, like driveways and walkways, through appropriate siting and design. New site elements should work with, rather than change, character-defining topography when possible.

5. Sidewalks, Walkways, Driveways, and Curbing

A. SIDEWALKS AND WALKWAYS

- i. *Maintenance*—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.
- ii. *Replacement materials*—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.
- iii. *Width and alignment*—Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.
- iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.
- v. *ADA compliance*—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

B. DRIVEWAYS

- i. *Driveway configuration*—Retain and repair in place historic driveway configurations, such as ribbon drives. Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.
- ii. *Curb cuts and ramps*—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

C. CURBING

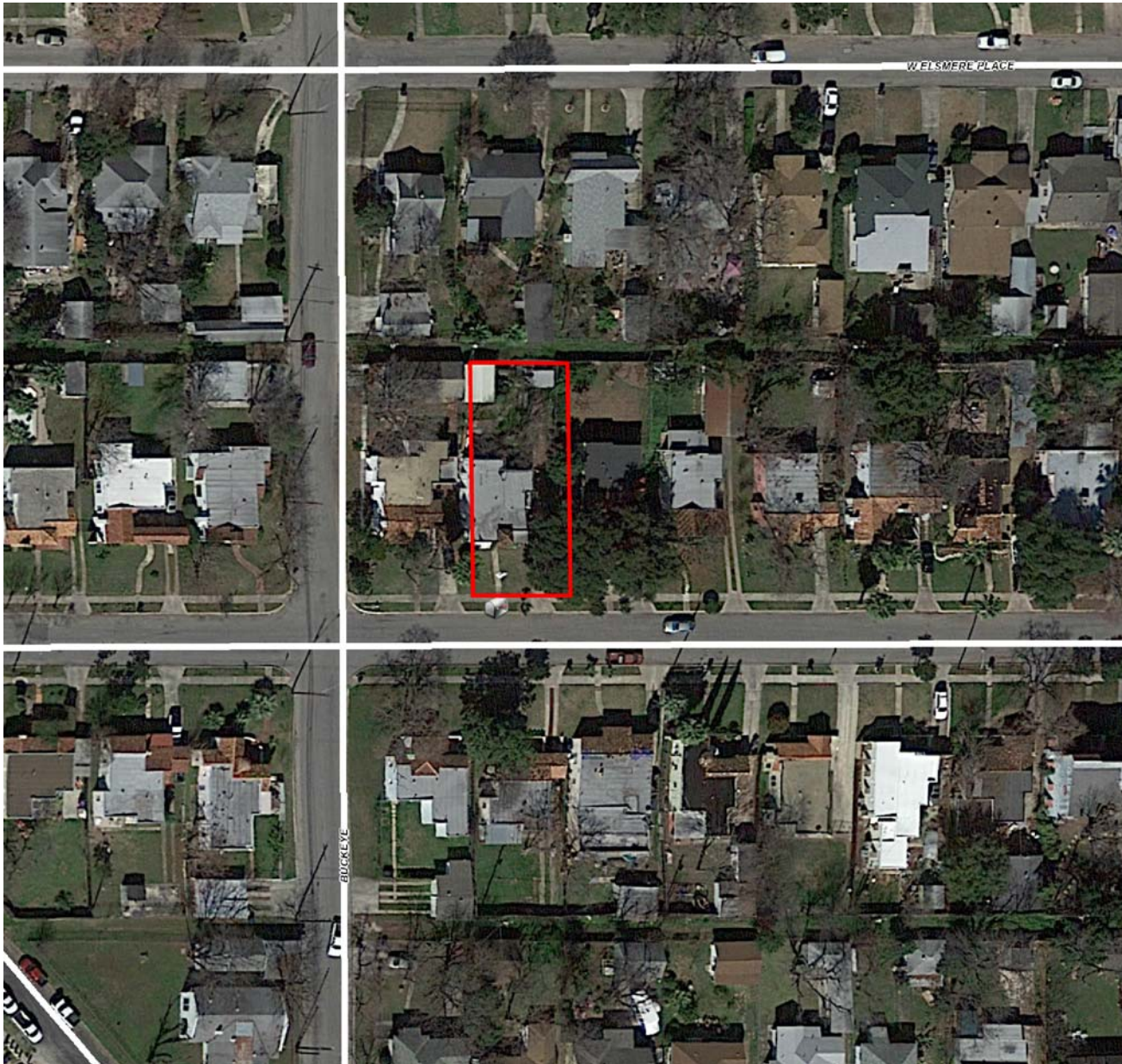
- i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.
- ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original. Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

FINDINGS:

- a. The primary structure located at 1443 Fulton is a 2-story single family residence constructed in c. 1928. The home is a contributing structure to the Fulton Historic District. The property features a concrete ribbon driveway on the east side of the front yard.
- b. **DRIVEWAY** – The applicant has proposed to remove the existing concrete ribbon driveway and replace it with a new 10-foot wide concrete driveway. The existing driveway is partially damaged due to the recent installation of a new sewer line. According to the Historic Design Guidelines for Site Elements, new driveways should retain historic driveway configurations found on the site. The ribbon driveway is a character defining feature of this property and the use of ribbon driveways was historically common in the Fulton Historic District. Staff finds that the proposed driveway deviates from the original driveway configuration and is therefore not consistent with the Guidelines.

RECOMMENDATION:

Staff does not recommend approval of the proposed driveway modifications based on findings a and b. A request to replace the existing driveway ribbons in-kind is eligible for administrative approval.



Flex Viewer

Powered by ArcGIS Server

Printed: Mar 27, 2019

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1443 Fulton Avenue

Buckeye Ave

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Fulton Ave

Fulton Ave

Fulton Ave

Buckeye Ave

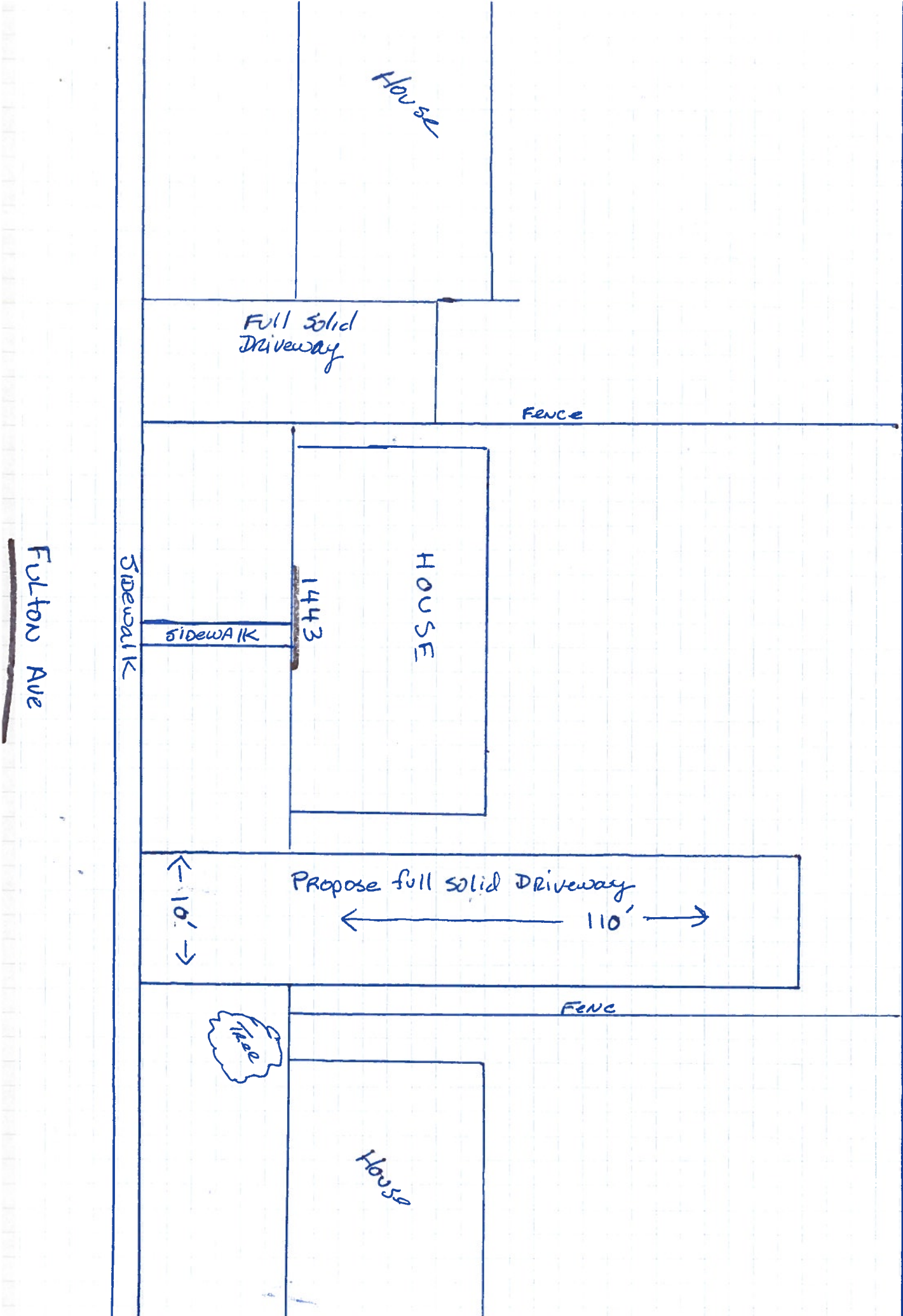


Ruben conde jr 1443 Fulton ave

The sewer line from the house to the street had to be replaced due to a break in the line. The replacement was done by a licensed plumber and approved by a city inspector. The ribbon style driveway had to be removed to replace the sewer line. The ribbon driveway had cracked around the oak tree and was not level. The ribbon driveway had also sunken in areas due to erosion. I am requesting approval from the Historic Commission to replace the driveway with a full solid driveway 10 feet wide and 110 feet long.

When considering approval please consider that my mother who uses a wheel chair will have better access on a full solid driveway to the street to meet her transportation.

In consulting with three concrete contractors the full solid driveway would be better option to hold up from cracking due to the oak tree located on the neighbors property line.





1443
Fulton
Ave

← New line



1443 FULTON AVE.