

HISTORIC AND DESIGN REVIEW COMMISSION COMPLIANCE AND TECHNICAL ADVISORY BOARD

March 21, 2025

HDRC CASE NO: 2025-058
ADDRESS: 125 PASO HONDO
LEGAL DESCRIPTION: NCB 591 BLK 4 LOT 18
ZONING: RM-4 CD, H
CITY COUNCIL DIST.: 2
DISTRICT: Dignowity Hill Historic District
APPLICANT: Oscar Garnica/G&A concrete and asphalt services LLC
OWNER: john doe/RENADEL PROPERTIES LLC
TYPE OF WORK: Front yard parking and driveway apron installation
APPLICATION RECEIVED: February 26, 2025
60-DAY REVIEW: April 27, 2025
CASE MANAGER: Rachel Rettaliata
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Install a gravel surface parking lot that covers the entirety of the front yard facing Paso Hondo, featuring parking curbs and pole signs.
2. Install a 24-foot-wide curb cut at the center of the front yard.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

4. Residential Streetscapes

A. PLANTING STRIPS

- i. *Street trees*—Protect and encourage healthy street trees in planting strips. Replace damaged or dead trees with trees of a similar species, size, and growth habit as recommended by the City Arborist.
- ii. *Lawns*—Maintain the use of traditional lawn in planting strips or low plantings where a consistent pattern has been retained along the block frontage. If mulch or gravel beds are used, low-growing plantings should be incorporated into the design.
- iii. *Alternative materials*—Do not introduce impervious hardscape, raised planting beds, or other materials into planting strips where they were not historically found.

B. PARKWAYS AND PLANTED MEDIANS

- i. *Historic plantings*—Maintain the park-like character of historic parkways and planted medians by preserving mature vegetation and retaining historic design elements. Replace damaged or dead plant materials with species of a like size, growth habit, and ornamental characteristics.
- ii. *Hardscape*—Do not introduce new pavers, concrete, or other hardscape materials into parkways and planted medians where they were not historically found.

C. STREET ELEMENTS

- i. *Site elements*—Preserve historic street lights, street markers, roundabouts, and other unique site elements found within the public right-of-way as street improvements and other public works projects are completed over time.
- ii. *Historic paving materials*—Retain historic paving materials, such as brick pavers or colored paving, within the public right-of-way and repair in place with like materials.

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.

7. Off-Street Parking

A. LOCATION

- i. *Preferred location*—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards.
- ii. *Front*—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.
- iii. *Access*—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

B. DESIGN

- i. *Screening*—Screen off-street parking areas with a landscape buffer, wall, or ornamental fence two to four feet high—or a combination of these methods. Landscape buffers are preferred due to their ability to absorb carbon dioxide. See UDC Section 35-510 for buffer requirements.
- ii. *Materials*—Use permeable parking surfaces when possible to reduce run-off and flooding. See UDC Section 35-526(j) for specific standards.
- iii. *Parking structures*—Design new parking structures to be similar in scale, materials, and rhythm of the surrounding historic district when new parking structures are necessary.

FINDINGS:

- a. The primary structure at 125 Paso Hondo is a 2-story, multi-family structure constructed circa 1904. The structure features a cross gable composition shingle roof, wood cladding, and one-over-one windows. The structure first appears on the 1904 Sanborn Map and originally featured a 2-story front porch. The property is contributing to the Dignowity Hill Historic District.
- b. COMPLIANCE – The applicant submitted an application for the installation of a curb cut and sidewalk on February 26, 2025. The applicant submitted additional photos to complete the application on March 10, 2025. The photo submitted shows that the applicant has installed gravel, parking medians, and pole signs in the front yard. The applicant is requesting approval of the landscaping modifications from the Compliance and Technical Advisory Board.
- c. FRONT YARD PARKING AREA INSTALLATION – The applicant has proposed to install a gravel parking area in the entirety of the front yard, featuring four (4) parking curbs and four (4) pole signs reading, “Guest Parking.” Guideline 3.A.ii for Site Elements states that applicants should not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be

avoided. Historic lawn areas should never be reduced by more than 50%. Additionally, Guideline 7.A.ii for Site Elements advises applicants not to add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape. Staff finds the request inconsistent with the Guidelines. A xeriscaping plan for the front yard featuring at least 50% of native plantings or green space and natural colored gravel or mulch would be appropriate. The parking curbs and pole signs are not appropriate.

- d. CURB CUT INSTALLATION – The applicant has proposed to install a 24-foot-wide curb cut and concrete driveway apron at the center on the property, leading to the front yard. Guideline 5.B.i for Site Elements states that historic driveway configurations should be retained and repaired. Similar driveway configurations – material, width, and design – should be incorporated to that historically found on the site. Historic driveways are typically no wider than 10 feet. Staff finds the proposal inconsistent with the Guidelines and finds that the applicant should utilize the existing driveway along the east side of the property. The driveway should not exceed 10 feet in width and the driveway apron should not exceed 12 feet in width.
- e. ADMINISTRATIVE APPROVAL – The request for the installation of a 4-foot-wide concrete sidewalk to connect to the existing public sidewalk along Paso Hondo is eligible for administrative approval and does not require review by the Compliance and Technical Advisory Board.

RECOMMENDATION:


Staff does not recommend approval of items 1 and 2 based on findings a through d.

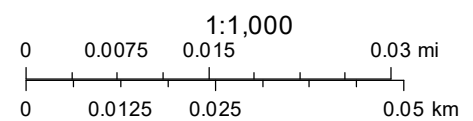
Staff recommends that the applicant installs at least 50% native plantings or green space in the front yard with natural colored ground cover and utilizes the traditional driveway area along the east side of the property. A driveway should not exceed 10 feet in width and a driveway apron should not exceed 12 feet in width.

City of San Antonio One Stop



March 14, 2025

 User drawn lines



State: Texas

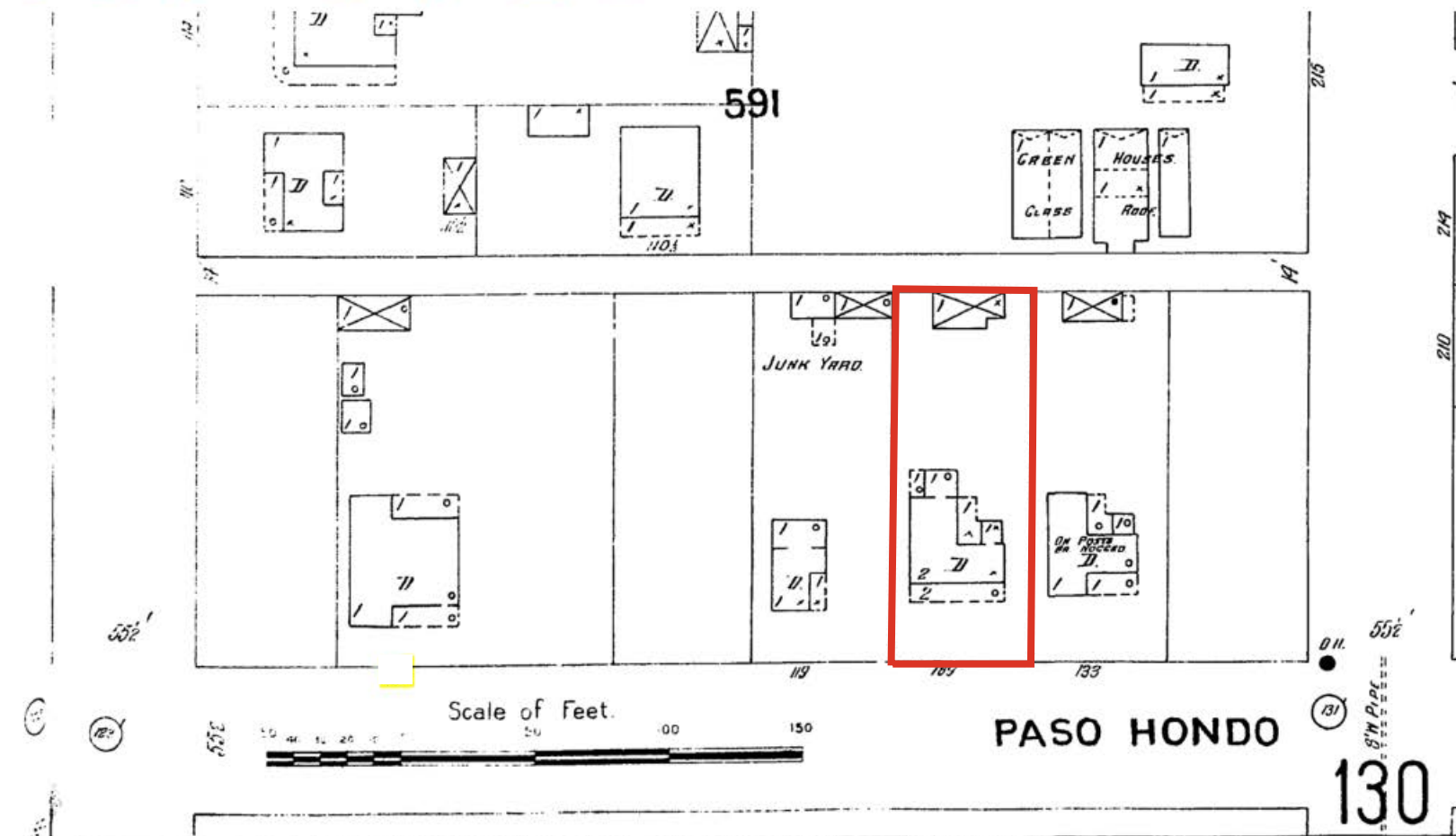
City: San Antonio

Date: 1904

Volume: vol. 2



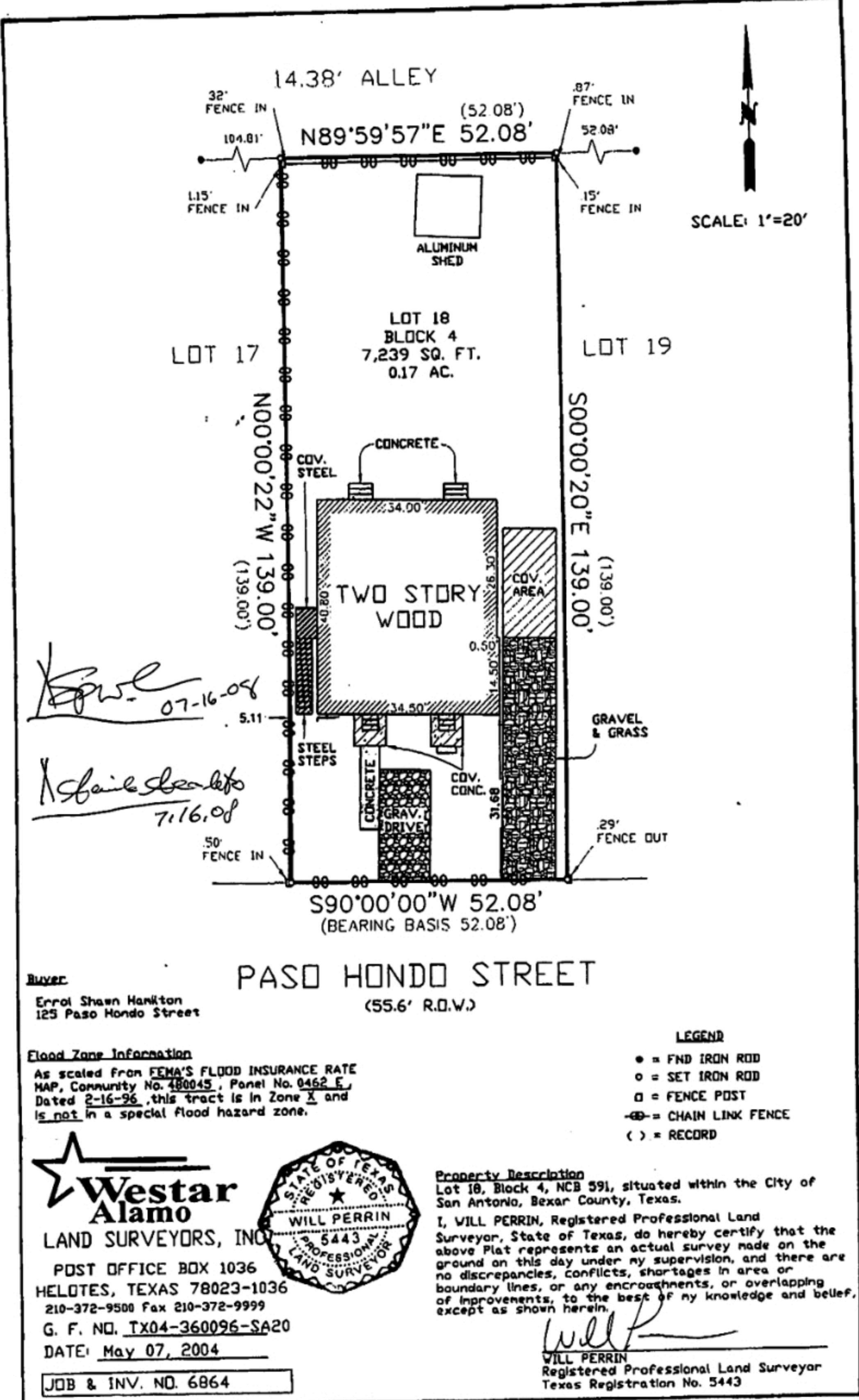
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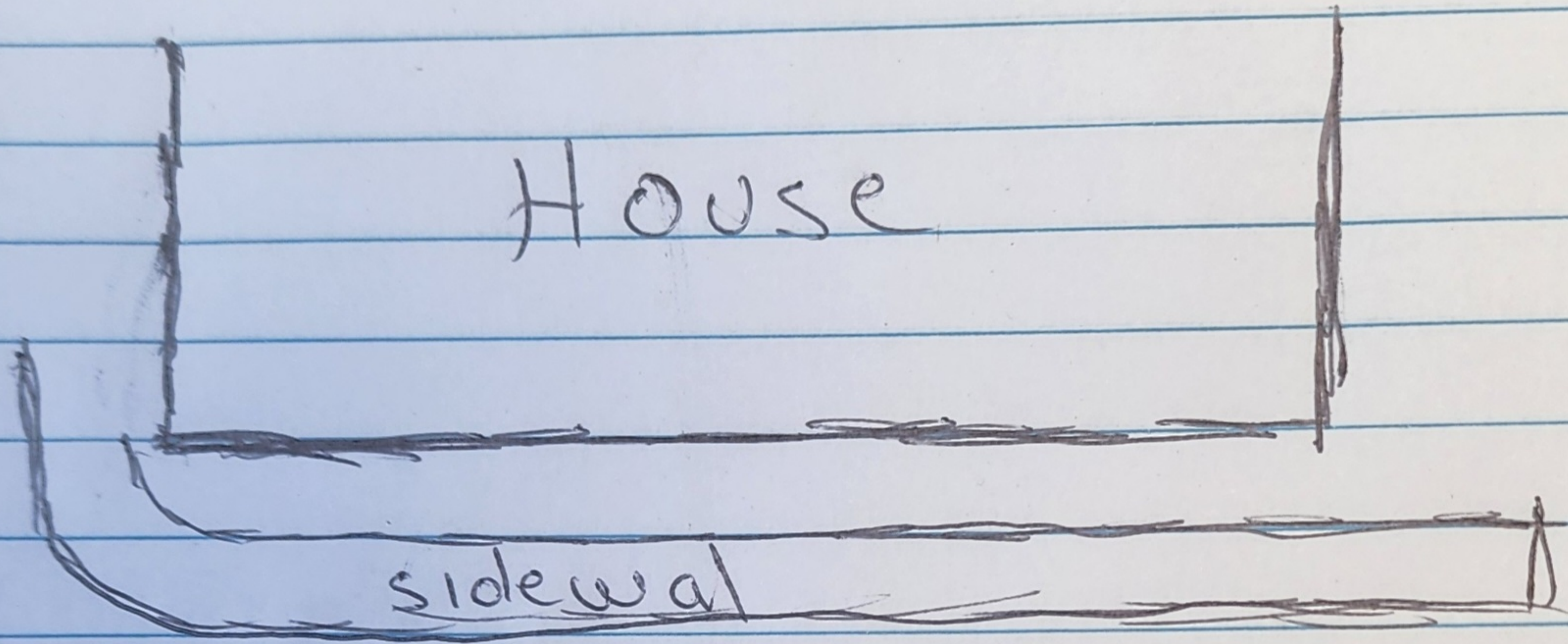












Gravel parking

52.08' property front

Property line
↑

Property line
↑

20 ft

New sidewalk 4 ft

4 ft New sidewalk

garden 5 ft

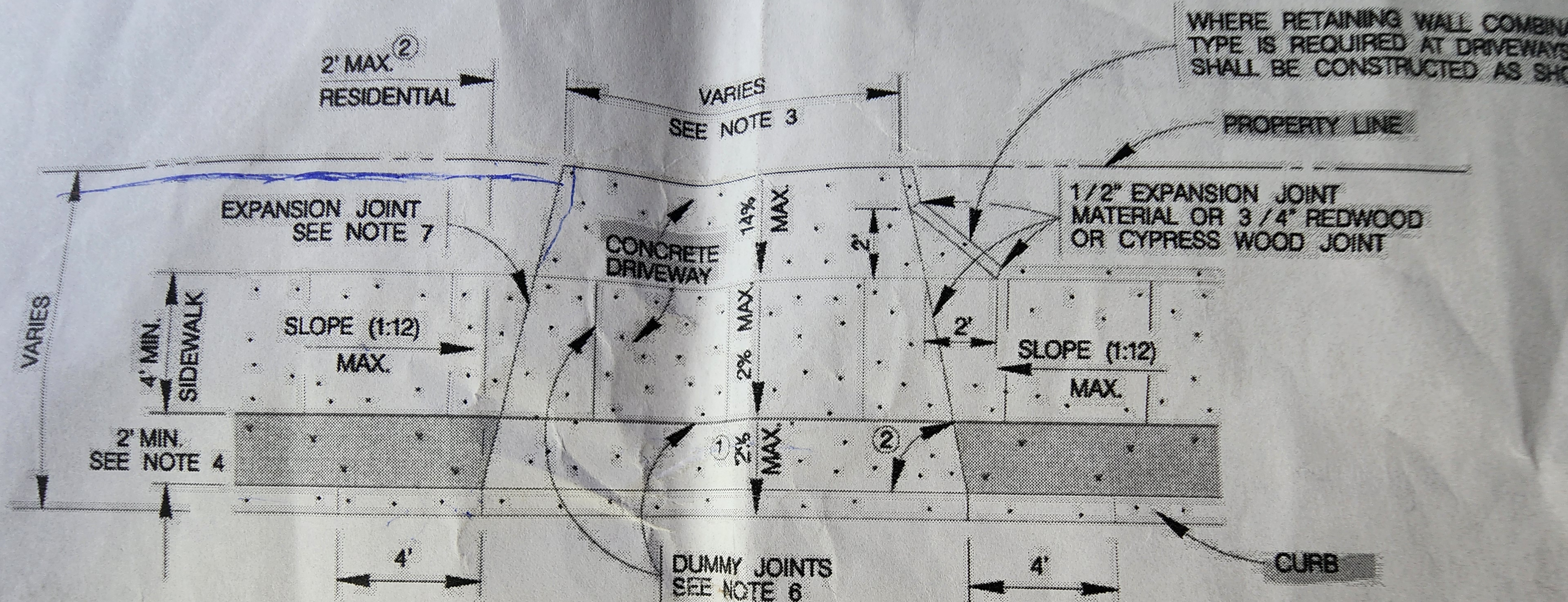
Approach

5 ft garden

24 ft

1 ft New curb
↑

Paso Hondo street



① 8% MAX. TO THE EDGE OF THE SIDEWALK IF SIDEWALK SEPARATION IS 4' OR GREATER.

② 45° FOR COMMERCIAL DRIVEWAY

TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK SEPARATED FROM CURB



125 Paso Hondo St

Staff recommendation for driveway apron location and dimensions



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