HISTORIC AND DESIGN REVIEW COMMISSION
January 17, 2024

HDRC CASE NO:	**2024-021**
ADDRESS:	207 WYANOKE
LEGAL DESCRIPTION:	NCB 9137 BLK 8 LOT 16
ZONING:	R-4, H
CITY COUNCIL DIST.:	10
APPLICANT:	Elizabeth Haynes/Elizabeth Haynes Architect
OWNER:	OHMAN NICHOLAS LEE & ERIN
TYPE OF WORK:	New construction of a detached garage
APPLICATION RECEIVED:	December 28, 2023
60-DAY REVIEW:	February 10, 2024
CASE MANAGER:	Rachel Rettaliata

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct a new detached garage at the rear of the property.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, New Construction

1. Building and Entrance Orientation
A. FAÇADE ORIENTATION
i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.
B. ENTRANCES
i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

2. Building Massing and Form
A. SCALE AND MASS
i. *Similar height and scale*—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
ii. *Transitions*—Utilize step-downs in building height , wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
iii. *Foundation and floor heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.
B. ROOF FORM
i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.
C. RELATIONSHIP OF SOLIDS TO VOIDS
i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall

be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.
ii. *Façade configuration*— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.
D. LOT COVERAGE
i. *Building to lot ratio*— New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

3. Materials and Textures
A. NEW MATERIALS
i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.
ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.
iii. *Roof material*s—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.
iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.
v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.
B. REUSE OF HISTORIC MATERIALS
Salvaged materials—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

4. Architectural Details
A. GENERAL
i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.
ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

5. Garages and Outbuildings
A. DESIGN AND CHARACTER
i. *Massing and form*—Design new garages and outbuildings to be visually subordinate to the principal historic structure in terms of their height, massing, and form.
ii. *Building size* – New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint.
iii. *Character*—Relate new garages and outbuildings to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details.

iv. *Windows and doors*—Design window and door openings to be similar to those found on historic garages or outbuildings in the district or on the principle historic structure in terms of their spacing and proportions.
v. *Garage doors*—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.
B. SETBACKS AND ORIENTATION
i. *Orientation*—Match the predominant garage orientation found along the block. Do not introduce front-loaded garages or garages attached to the primary structure on blocks where rear or alley-loaded garages were historically used.
ii. *Setbacks*—Follow historic setback pattern of similar structures along the streetscape or district for new garages and outbuildings. Historic garages and outbuildings are most typically located at the rear of the lot, behind the principal building. In some instances, historic setbacks are not consistent with UDC requirements and a variance may be required.

6. Mechanical Equipment and Roof Appurtenances
A. LOCATION AND SITING
i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.
ii. *Service Areas*—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.
B. SCREENING
i. *Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.
ii. *Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.
iii. *Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

7. Designing for Energy Efficiency
A. BUILDING DESIGN
i. *Energy efficiency*—Design additions and new construction to maximize energy efficiency.
ii. *Materials*—Utilize green building materials, such as recycled, locally-sourced, and low maintenance materials whenever possible.
iii. *Building elements*—Incorporate building features that allow for natural environmental control – such as operable windows for cross ventilation.
iv. *Roof slopes*—Orient roof slopes to maximize solar access for the installation of future solar collectors where compatible with typical roof slopes and orientations found in the surrounding historic district.
B. SITE DESIGN
i. *Building orientation*—Orient new buildings and additions with consideration for solar and wind exposure in all seasons to the extent possible within the context of the surrounding district.
ii. *Solar access*—Avoid or minimize the impact of new construction on solar access for adjoining properties.
C. SOLAR COLLECTORS
i. *Location*—Locate solar collectors on side or rear roof pitch of the primary historic structure to the maximum extent feasible to minimize visibility from the public right-of-way while maximizing solar access. Alternatively, locate solar collectors on a garage or outbuilding or consider a ground-mount system where solar access to the primary structure is limited.
ii. *Mounting (sloped roof surfaces)*—Mount solar collectors flush with the surface of a sloped roof. Select collectors that are similar in color to the roof surface to reduce visibility.
iii. *Mounting (flat roof surfaces)*—Mount solar collectors flush with the surface of a flat roof to the maximum extent feasible. Where solar access limitations preclude a flush mount, locate panels towards the rear of the roof where visibility from the public right-of-way will be minimized.

8. Medium-Density and Multifamily
A. SITE SELECTION & DEVELOPMENT
i. *Location & Context* – The size, depth, and accessibility of lots varies from district to district, and block to block. Regardless of allowable density by zoning, the existing development pattern will inform what building forms and sizes are achievable under the Historic Design Guidelines. Consider lots that historically featured higher density or

commercial uses as opportunities for multifamily infill, or lots that allow for the addition of larger building forms or groupings away from the public realm.
ii. *Building Separation & Groupings* – Incorporate multiple dwelling units into historically-common building sizes and forms within the established context area. For example, in context areas having larger buildings, four units may be appropriately combined into a single, two-story building form. In context areas with smaller buildings, a more appropriate response would be to separate the units into smaller, individual building forms.
iii. *Preservation of Open Space* – As multiple buildings are proposed for a site, they should be separated and scaled in a manner that preserves open space consistent with the established context area. For example, if the context area predominately consists of a primary structure separated from a rear accessory structure by a common distance, then the proposed development should follow a similar pattern. Preserved open space may be used for common areas, amenity space, or uncovered parking.
B. FACADE ORIENTATION & ENTRANCES
i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median front setback of buildings within the established context area where a variety of setbacks exist.
ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage. Street-facing facades that are void of fenestration or a street-facing entrance are strongly discouraged.
C. SCALE, MASSING, AND FORM
i. *Building footprint* - new construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Using the established context area as reference, limit the total building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio. Similarly, individual building footprints should not exceed the average building footprint of primary structures in the established context area by more than 50%.
ii. *Impervious Cover* – In addition to building footprints, other areas of impervious lot coverage (such as parking pads or driveways) should be minimized. Developments with building footprints that meet or exceed 50% of the total lot area should utilize pervious and semi-pervious paving materials and stormwater retention strategies wherever possible.
iii. *Building Height*—Design new construction so that its height and overall scale are consistent with historic buildings in the established context area. In residential districts, the overall height of new construction should not exceed the height of adjacent or nearby historic buildings by more than 50% when measured from similar elevation points such as the ground plane and the highest ridge line of the roof regardless of roof pitch or form. Buildings that exceed the height of immediately adjacent historic buildings by any amount should utilize the following strategies:

(a). *Half Stories* - Incorporating additional height into half stories or fully within traditional sloped roof forms is strongly encouraged.
(b). *Transitions* - Utilize step-downs in building height , wall-plane offsets, and other variations in building massing to provide a visual transition to the neighboring properties.
(c). *Roof Form* – Utilize roof forms that reduce visual prominence~~t~~ when viewed from the street such as hip, side gable, or hip-on-gable (jerkinhead).

iv. *Traditional Forms and Spatial Relationships* – In residential districts, there is often an established pattern of a larger, primary structure facing the street with smaller, accessory structures located at the rear of the property. Design and site new buildings to be consistent with this development pattern where evident within the established context area.
v. *Foundation and Floor Heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on historic buildings within the established context area.
D. ARCHITECTURAL FORMS
i. *Primary Roof Forms* - Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those found in the established context area. Flat or shed roofs are not typical of primary structures in San Antonio's residential historic districts and should be avoided.
ii. *Porches* – Utilize traditional front porch depths and forms to establish a pedestrian scale along the street frontage. Porch designs should be similar in dimension and form as those found on historic buildings within the established context area.
iii. *Bays* – Separate building massing into distinguishable architectural bays consistent with historic buildings within the established context area. This is best accomplished through a change in wall plane or materials, or by aligning appropriately-scaled fenestrations.
E. RELATIONSHIP OF SOLIDS TO VOIDS
i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as found within the established context area. Windows, doors, porches, entryways, dormers, bays, and pediments

shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.
ii. *Window Specifications* – All windows used in new construction should adhere to adopted guidelines and policy for windows in terms of type, materials, proportions, profile, and installation details. A summary is provided on this page for reference.
F. PARKING AND ACCESS
i. *Location* – Site parking areas centrally within a development or to one side of the proposed structures. Limiting on-site parking to the traditional front yard space is strongly discouraged.
ii. *Parking Surfaces & Design* – Pervious or semipervious surfaces are strongly encouraged. Incorporate parking opportunities into a comprehensive landscaping and hardscaping plan that is consistent with the Historic Design Guidelines.
iii. *Garages* - Attached garages, especially front-loading garages, are strongly discouraged. Detached garages designed to be consistent with this chapter may be considered where lot coverage allows. Uncovered surface parking is encouraged when the recommended building-to-lot ratio has been exceeded.
iv. *Driveways and Curb Cuts* – A single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. Do not introduce wide, shared driveways that appear visually similar to a street.

Standard Specifications for Windows in Additions and New Construction

- GENERAL: New windows on additions should relate to the windows of the primary historic structure in terms of materiality and overall appearance. Windows used in new construction should be similar in appearance to those commonly found within the district in terms of size, profile, and configuration. While no material is expressly prohibited by the Historic Design Guidelines, a high-quality wood or aluminum-clad wood window product often meets the Guidelines with the stipulations listed below. Whole window systems should match the size of historic windows on property unless otherwise approved.

- SIZE: Windows should feature traditional dimensions and proportions as found within the district.
- SASH: Meeting rails must be no taller than 1.25”. Stiles must be no wider than 2.25”. Top and bottom sashes must be equal in size unless otherwise approved.
- DEPTH: There should be a minimum of 2” in depth between the front face of the window trim and the front face of the top window sash.
- This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness.
- TRIM: Window trim must feature traditional dimensions and architecturally appropriate casing and sloped sill detail. Window track components such as jamb liners must be painted to match the window trim or concealed by a wood window screen set within the opening.

- GLAZING: Windows should feature clear glass. Low-e or reflective coatings are not recommended for replacements. The glazing should not feature faux divided lights with an interior grille. If approved to match a historic window configuration, the window should feature real exterior muntins.
- COLOR: Wood windows should feature a painted finished. If a clad product is approved, white or metallic manufacturer’s color is not allowed, and color selection must be presented to staff.
- INSTALLATION: Wood windows should be supplied in a block frame and exclude nailing fins. Window opening sizes should not be altered to accommodate stock sizes prior to approval.
- FINAL APPROVAL: If the proposed window does not meet the aforementioned stipulations, then the applicant must submit updated window specifications to staff for review, prior to purchase and installation. For more assistance, the applicant may request the window supplier to coordinate with staff directly for verification.

FINDINGS:

a. The primary structure located at 207 Wyanoke is a 1-story, single-family structure constructed circa 1952. The midcentury structure features a rectangular floor plan with a metal shed roof, clerestory windows, roman brick cladding, and awning windows. The property is an individual landmark that was designated in 2022.

b. NON-CONTRIBUTING DEMOLITION – The applicant has proposed to demolish the existing attached garage located to the rear of the primary structure, along the west elevation, as well as the non-original carport located at the rear of the property. The attached garage is not original to the primary structure and the materials and construction method do not contribute to the historic integrity of the property. The existing attached garage was constructed circa 1963 according to Historic Aerial Maps and staff has determined that the structure is non-contributing to the property. The demolition of the attached garage structure and the existing rear carport structure are eligible for administrative approval and do not require review by the Historic and Design Review Commission (HDRC). The removal of the non-contributing attached garage will not negatively impact the west or rear elevations of the primary structure.
c. CONTEXT & DEVELOPMENT PATTERN – The property addressed as 207 Wyanoke is oriented toward Wyanoke Drive and the structures located on the north side of Wyanoke back onto Burr Road. Properties within this immediate context tend to feature access from Wyanoke Drive and Burr Road. The property currently features two curb cuts along Burr Road and a paved parking area.
d. SETBACKS & ORIENTATION – The applicant has proposed to construct a 1-story, 600-square-foot detached garage structure at the rear of the property, off of Burr Street. According to the Guidelines for New Construction, applicants should follow the historic setback pattern of similar structures along the streetscape or district for new garages and outbuildings. Historic garages and outbuildings are most typically located at the rear of the lot, behind the principal building. In some instances, historic setbacks are not consistent with UDC requirements and a variance may be required. Additionally, Guideline 5.B.i for New Construction states that the predominant garage orientation found along the block should be matched. Do not introduce front-loaded garages or garages attached to the primary structure on blocks where rear or alley-loaded garages were historically used. The applicant has proposed to orient the garage structure facing east and west, in keeping with the existing carport. The proposed detached garage will be setback 11'-7 ½" from Burr Road, 24'-8 ½" from the east property line, and 26' from the west property line. Staff finds the setback and orientation of the proposed structure to be appropriate.
e. SCALE & MASS – Per the Guidelines for New Construction 5.A.i, new garages and outbuildings should be designed to be visually subordinate to the principal historic structure in terms of their height, massing, and form. New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint. The applicant has proposed for the new construction to feature one story in height with a top plate height of 9 feet and the garage will not exceed 600 square feet. Staff finds this to be appropriate.
f. ROOF FORM – The applicant has proposed to install a shed form sloped to the north, similar to the roof form of the existing rear carport. Guideline 5.A.iii for New Construction states that new garages and outbuildings should relate to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details. Staff finds the proposal appropriate.
g. MATERIALS – The applicant has proposed to install a standing seam metal roof, smooth fiber cement board siding, one (1) Pella aluminum door, and a fiberglass garage door with lites in a veritcal arrangement. Guideline 3.A.i for New Construction states that new construction should feature materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding. The fiber cement board siding should feature a reveal of no more than 6 inches and a smooth texture. A faux wood grain finish is not permitted. Staff finds the proposal generally appropriate but finds that the applicant should submit final material specifications to staff for review and approval.

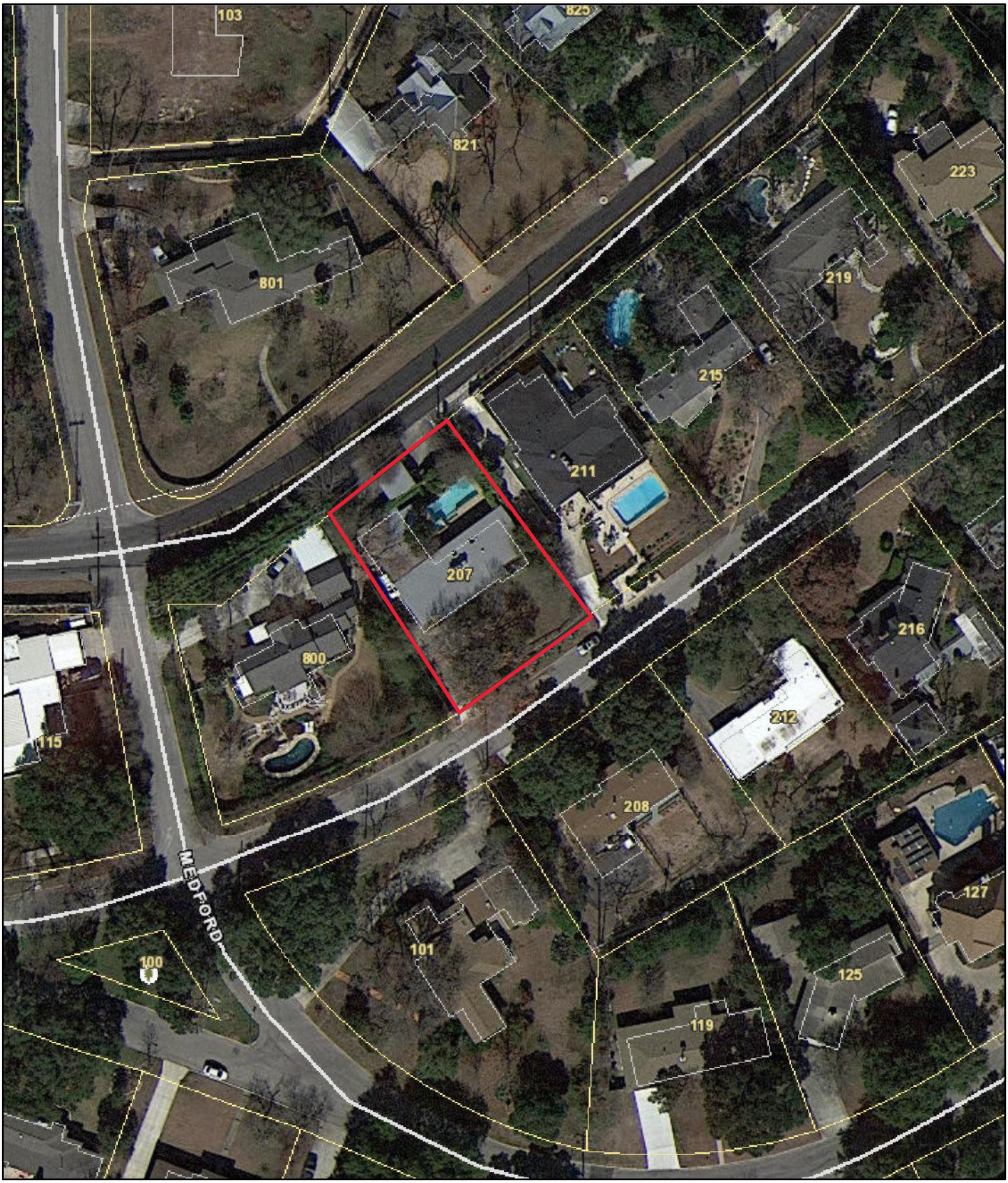
RECOMMENDATION:

Staff recommends approval based on findings a through g with the following stipulations:

i. That the applicant submits final material specifications for the proposed garage door and for the proposed siding, showing that the proposed fiber cement board siding will feature a reveal of no more than 6 inches and a smooth texture to staff for review and approval prior to the issuance of a Certificate of Appropriateness based on finding g.
ii. That the applicant installs a standing seam metal roof featuring panels that are 18 to 21 inches wide, seams that are 1 to 2 inches high, a crimped ridge seam, and match the current finish or a standard galvalume finish. Panels should be smooth without striation or corrugation. Ridges are to feature a double-munch or crimped ridge configuration; no vented ridge caps or end caps are allowed. All chimney, flue, and related existing roof details

must be preserved. An inspection must be scheduled with OHP staff prior to the start of work to verify that the roofing material matches the approved specifications.

City of San Antonio One Stop



January 12, 2024

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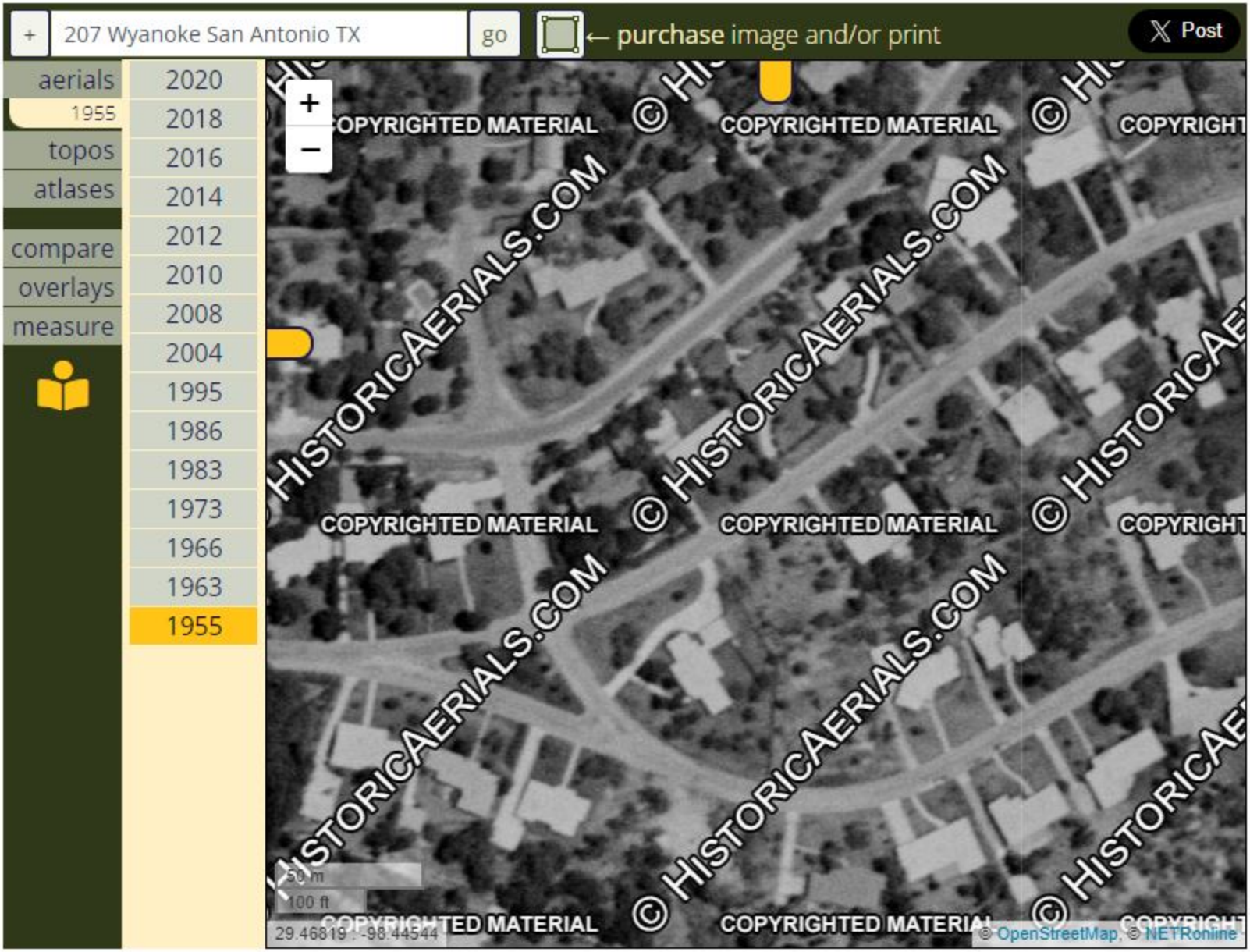
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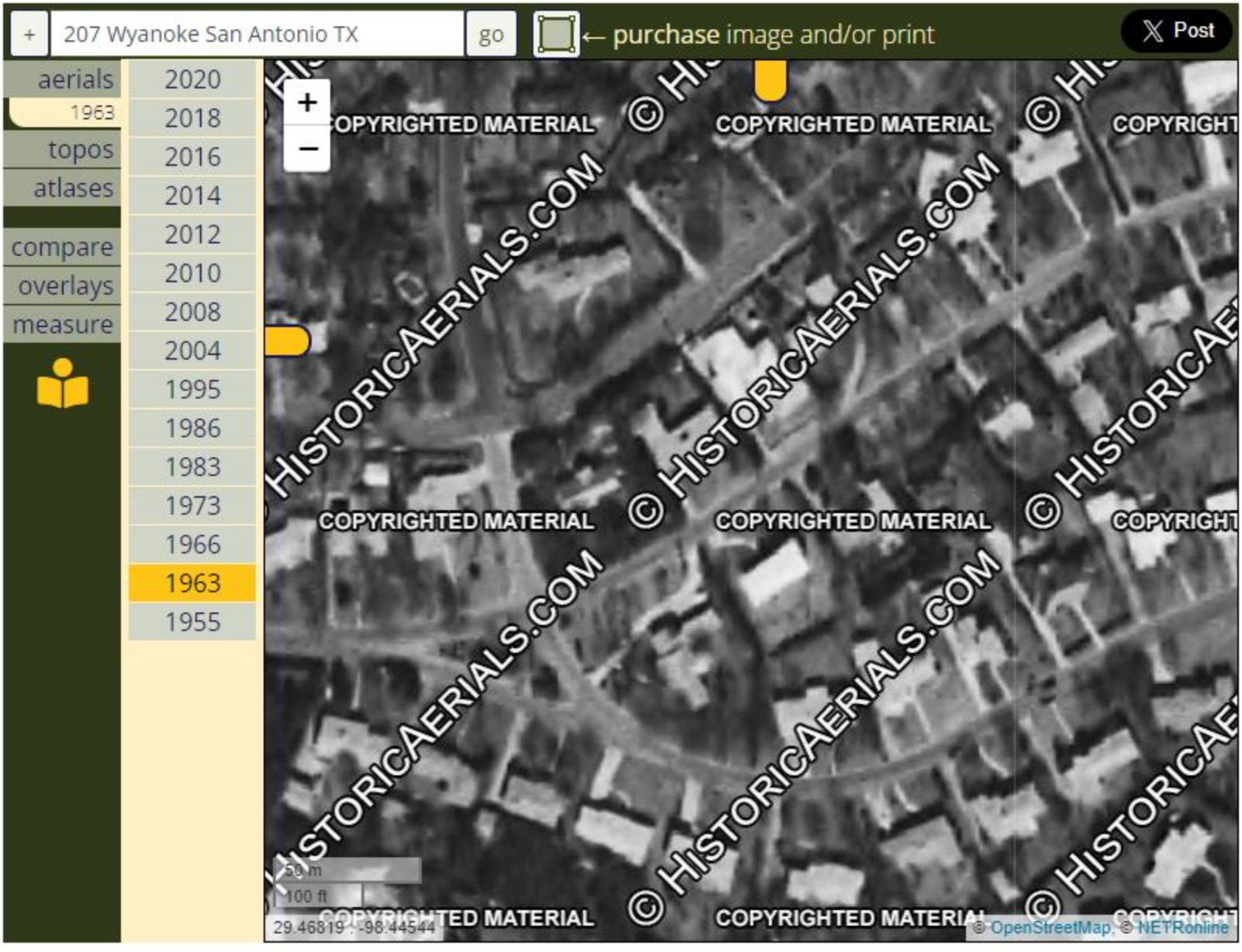
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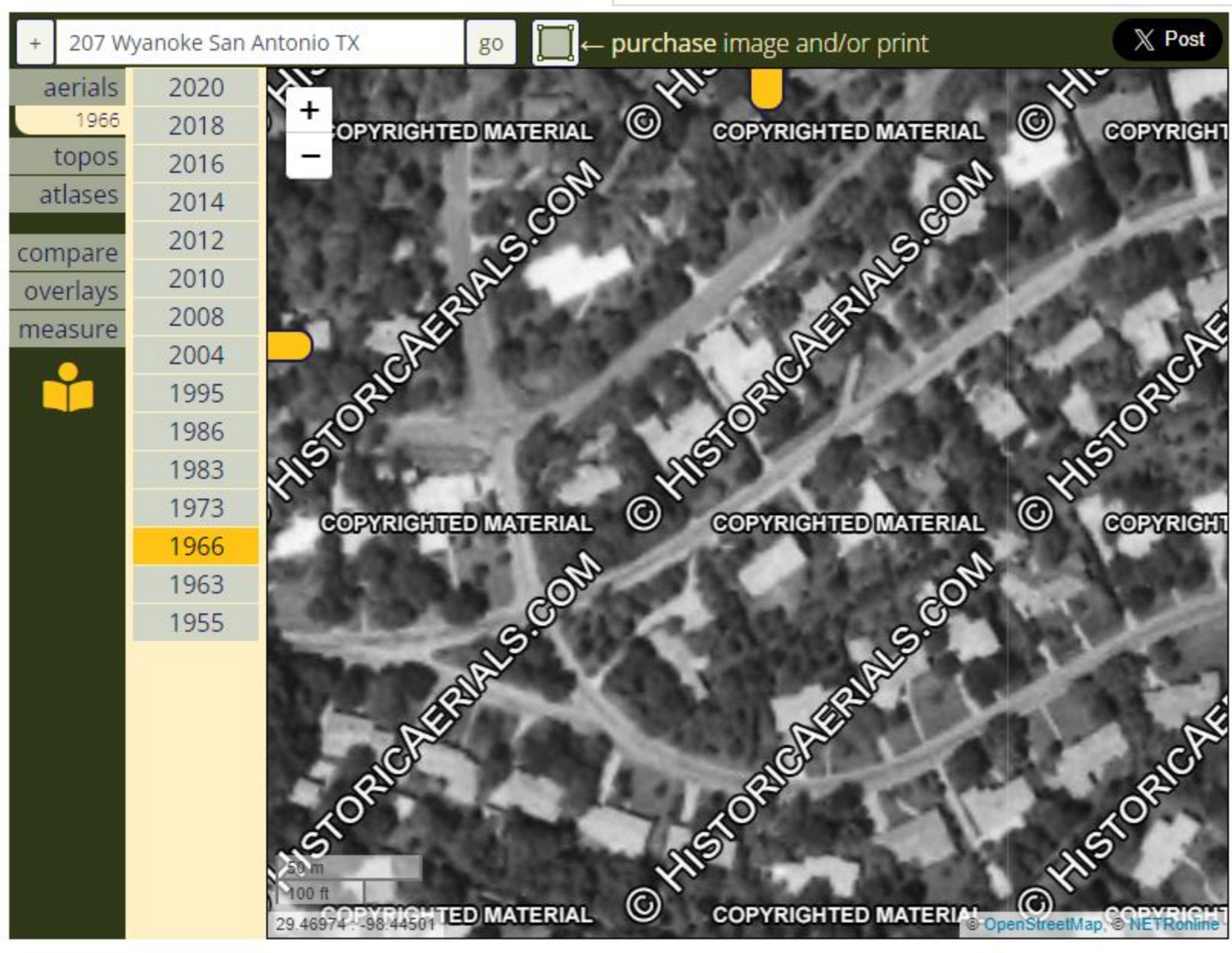
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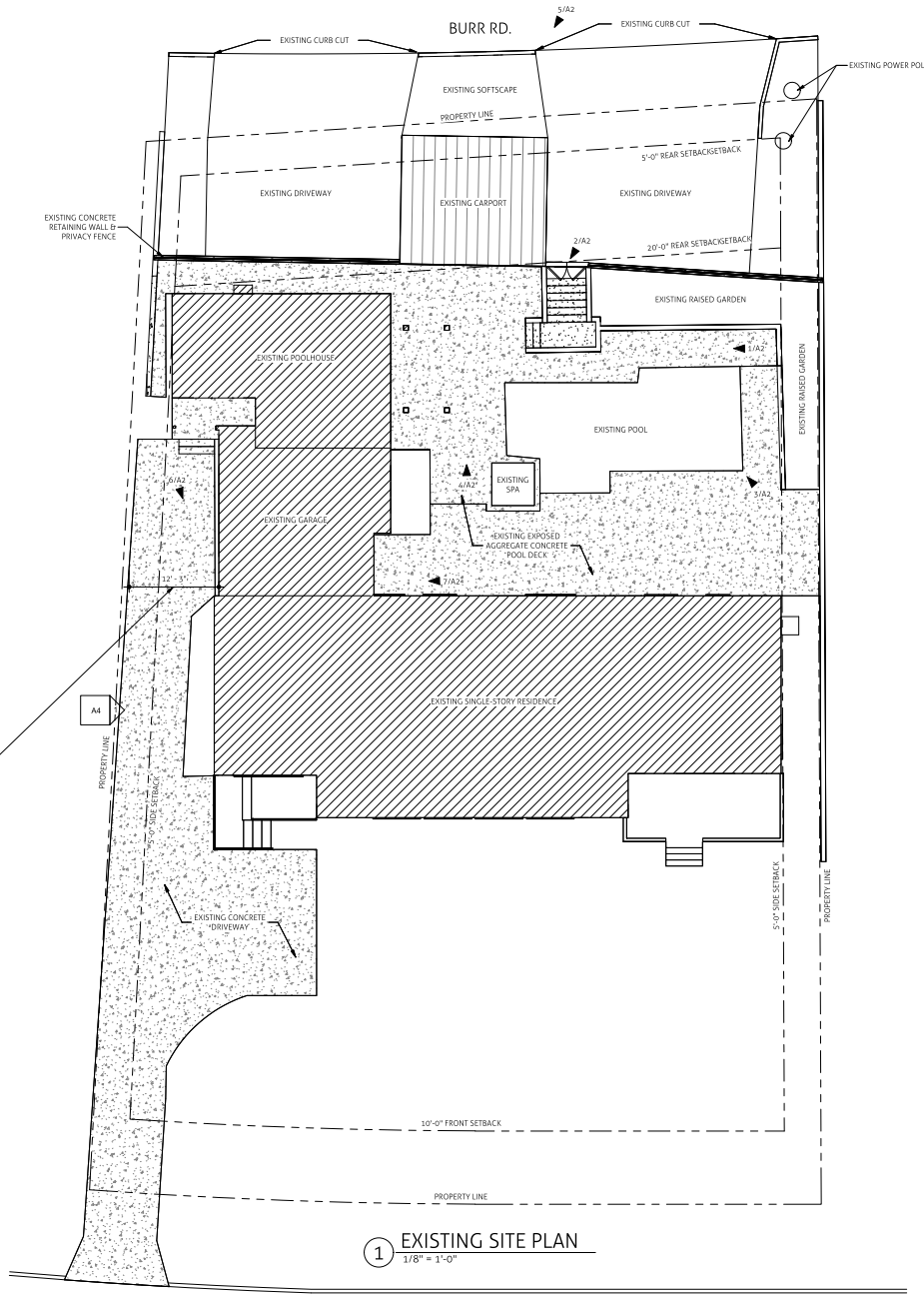
VIEW SHOWING EXISTING DRIVEWAY/CARPORT FROM BURR RD.

VIEW SHOWING LIMITED WIDTH OF EXISTING DRIVEWAY INTO EXISTING GARAGE

VIEW OF RESIDENCE FROM END OF DRIVEWAY



1 EXISTING SITE PLAN
1/8" = 1'-0"

REVISIONS

#	DATE	ISSUE
01	10.18.23	25% S.D.
02	11.01.23	50% S.D.
03	11.16.23	50% C.D.
04	11.28.23	75% C.D.
05	11.28.23	OHP REVIEW
06	12.04.23	OHP REVIEW

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OWNER REVIEW ONLY.
NOT FOR REGULATORY APPROVAL, PERMITING OR CONSTRUCTION

OHMAN RESIDENCE

OWNER: Erin & Nick Ohman
PROPERTY ADDRESS: 207 Wyanoke Drive San Antonio, TX 78209

DRAWN BY: MK
DATE: DECEMBER 04, 2023
SHEET CONTENTS: EXISTING SITE PLAN
SHEET NO.: A1

1. STANDING EAST OF POOL FACING WEST IN BACK YARD

2. STANDING ABOVE RETAINING WALL LOOKING INTO BACK YARD

3. STANDING AT SOUTHEAST CORNER OF POOL FACING RETAINING WALL

4. STANDING AT SOUTH WEST CORNER OF POOL FACING RETAINING WALL

5. STANDING OPPOSITE SIDE OF PROPERTY ON BURR RD.

6. EXISTING GARAGE AND EXISTING RESIDENCE EXTERIOR CONNECTION (DRIVEWAY)

7. EXISTING GARAGE AND EXISTING RESIDENCE EXTERIOR CONNECTION (BACK YARD)

8. CONDITION OF EXTERIOR WALL OF EXISTING RESIDENCE (NORTHWEST SIDE) SEEN FROM INSIDE EXISTING GARAGE

REVISIONS

#	DATE	ISSUE
01	10.18.23	25% S.D.
02	11.01.23	50% S.D.
03	11.16.23	50% C.D.
04	11.28.23	75% C.D.
05	11.28.23	OHP REVIEW
06	12.04.23	OHP REVIEW

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OHMAN RESIDENCE

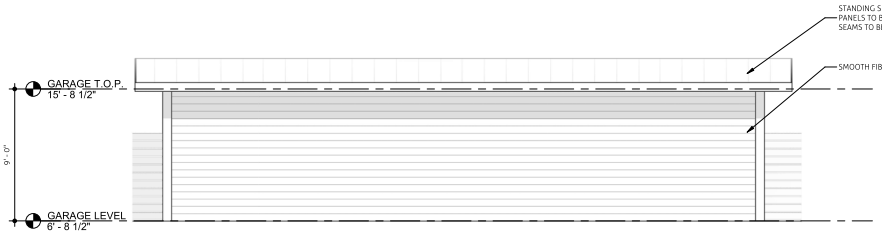
OWNER: Erin & Nick Ohman
PROPERTY ADDRESS: 207 Wyanoke Drive San Antonio, TX 78209

DRAWN BY: MK

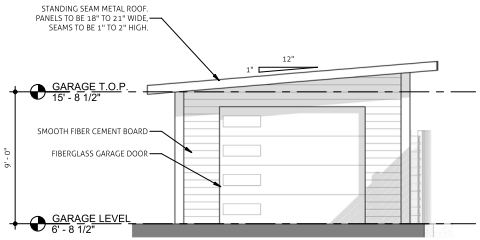
DATE: DECEMBER 04, 2023

SHEET CONTENTS: SITE PHOTOS

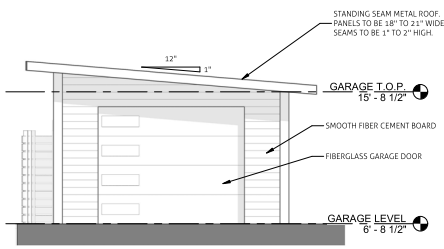
SHEET NO.: A2



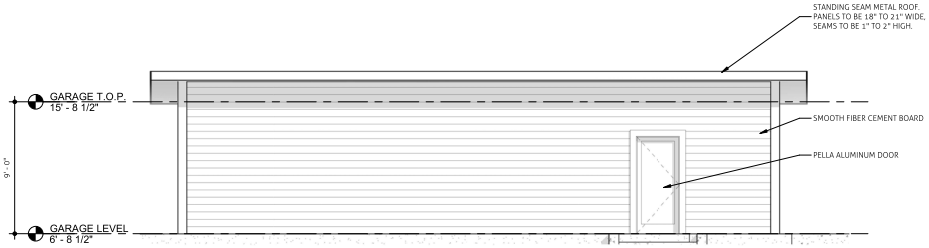
2 NEW GARAGE NORTH ELEVATION
1/4" = 1'-0"



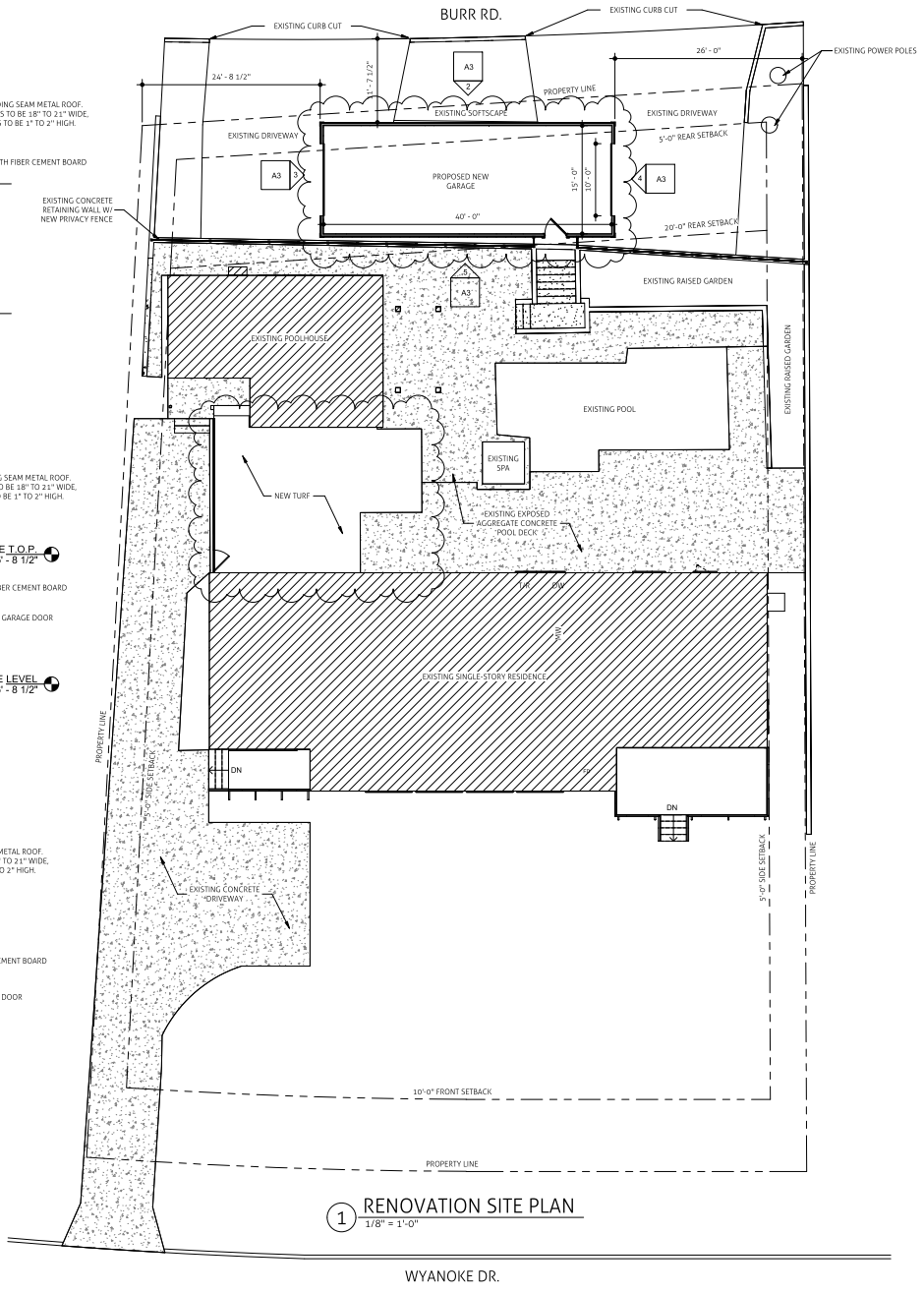
3 NEW GARAGE WEST ELEVATION
1/4" = 1'-0"



4 NEW GARAGE EAST ELEVATION
1/4" = 1'-0"



5 NEW GARAGE SOUTH ELEVATION
1/4" = 1'-0"



1 RENOVATION SITE PLAN
1/8" = 1'-0"

REVISIONS

#	DATE	ISSUE
01	10.18.23	25% S.D.
02	11.01.23	50% S.D.
03	11.16.23	50% C.D.
04	11.28.23	75% C.D.
05	11.28.23	OHP REVIEW
06	12.04.23	OHP REVIEW

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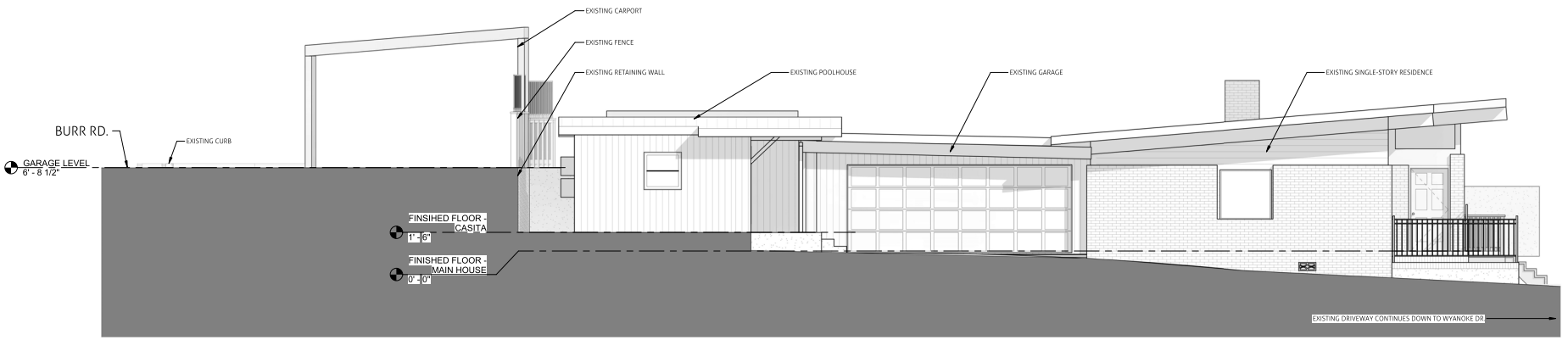
OWNER REVIEW ONLY.
NOT FOR REGULATORY APPROVAL, PERMITING OR CONSTRUCTION

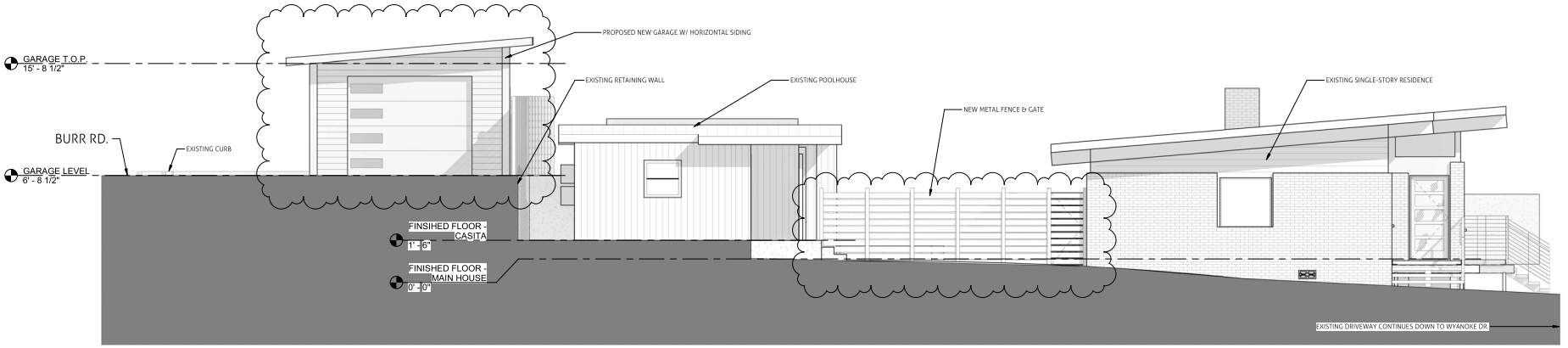
OHMAN RESIDENCE

OWNER: Erin & Nick Ohman
PROPERTY ADDRESS: 207 Wyanoke Drive San Antonio, TX 78209

DRAWN BY: MK
DATE: DECEMBER 04, 2023
SHEET CONTENTS: NEW SITE PLAN
SHEET NO.: A3



1 EXISTING WEST ELEVATION
1/4" = 1'-0"



2 NEW WEST ELEVATION
1/4" = 1'-0"

REVISIONS

#	DATE	ISSUE
01	10.18.23	25% S.D.
02	11.01.23	50% S.D.
03	11.16.23	50% C.D.
04	11.28.23	75% C.D.
05	11.28.23	OHP REVIEW
06	12.04.23	OHP REVIEW

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DRAWN BY: MK
DATE: DECEMBER 04, 2023
SHEET CONTENTS: SITE SECTIONS
SHEET NO.: A4