HISTORIC AND DESIGN REVIEW COMMISSION

November 02, 2022

HDRC CASE NO:	**2022-528**
ADDRESS:	219 ADAMS ST
LEGAL DESCRIPTION:	NCB 942 BLK 1 LOT 5
ZONING:	RM-4, H
CITY COUNCIL DIST.:	1
DISTRICT:	King William Historic District
APPLICANT:	don fry/RIVER CITY LOANS INC
OWNER:	don fry/RIVER CITY LOANS INC
TYPE OF WORK:	Garage/ADU modifications, construction of a carport, gate
APPLICATION RECEIVED:	October 12, 2022
60-DAY REVIEW:	Not Applicable due to City Council Emergency Orders
CASE MANAGER:	Jessica Anderson

REQUEST:

The applicant requests a Certificate of Appropriateness to modify the existing garage, construct a carport, and add an electric driveway gate.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for 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

ii. *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%.

iii. *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.

iv. *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

ii. *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.

iii. *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.

iv. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.

v. *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.

vi. *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

i. *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.

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 property at 219 Adams includes a two-story primary structure built c 1896 with addition c 1938 and a detached garage approved by HDRC in 2020 but still under construction. The primary structure has an Italianate first floor clad in brick that first appears on Sanborn Fire Insurance maps in 1896 as a single-story home, and a Craftsman-style second story added by 1938, according to Sanborn maps. The primary elevation of the first floor is dominated by a porch under a separate hipped roof form with square columns; windows are wood and two-over-two. The second floor is clad in wood waterfall siding and features one-over-one wood windows that appear in gangs of three or as single windows. There is an addition to the rear approved by HDRC in 2020. The detached garage is accessible via Wickes St. It was reviewed and approved by the HDRC in 2020 and features a split two-bay garage facing east with living spaces accessed by two doors on the west elevation. The property contributes to the King William historic district.

b. ACCESSORY STRUCTURE (MODIFICATION): The applicant requests approval to modify the newly constructed garage by infilling the garage doors and modifying other fenestration to create an accessory dwelling. The roof form will remain the same, and windows and two doors salvaged from a demolished garage are proposed for restoration and installation. The south elevation, approved in 2020 without fenestration,

remains unchanged in the new design. Staff finds the modifications to the approved detached structure generally appropriate.

c. ACCESSORY STRUCTURE (WINDOWS AND DOORS): The applicant proposes to reuse six one-over-one wood windows salvaged from the demolished detached garage and introduce five new windows. While this is generally appropriate, the applicant proposes new windows on the east and west elevations that differ in size from the salvaged windows. Staff finds that new windows should match the salvaged window in dimension and in materials. The applicant also proposes to salvage and reuse two doors (one wood fifteen-lite door and one wood half-lite door in a Craftsman style) and introduce one new door. The new door should be made of wood and match the style of one of the salvaged doors.

d. CARPORT: The applicant requests approval to install a carport on the east side of the detached accessory structure. The proposed carport is end-gabled with wood posts and a standing-seam metal roof that extends and attaches to the east side of the detached accessory structure over each door on the east elevation. Staff finds the proposed carport generally appropriate.

e. DRIVEWAY GATE: The applicant requests approval to install a 5-foot-tall driveway gate on the north side of the parcel to intersect with the north elevation of the accessory structure. The Policy Guide for Fences in Historic Districts states that vehicle gates should be set behind the front façade wall plane. The proposed gate is behind the Wickes-facing façade of the detached accessory structure; staff finds this conforms to guidelines.

RECOMMENDATION:

Staff recommends approval of the request to modify the existing garage to become an accessory dwelling based on findings b and c, with the following stipulations:

i. That new windows match salvaged windows in dimension and materials.
ii. That the new doors (including the replacement doors facing Wickes) be made of wood and match the style of one of the salvaged doors, namely either a wood fifteen-lite door or a wood half-lite Craftsman-style door.
iii. That the applicant meets all setback standards as required by city zoning requirements, and obtains a variance from the Board of Adjustment if applicable.

Staff recommends approval of the request to construct a carport based on finding d, with the following stipulation:

i. That the applicant submit final structural specifications for the proposed carport for staff review.

Staff recommends approval of the request to install a driveway gate based on finding e.

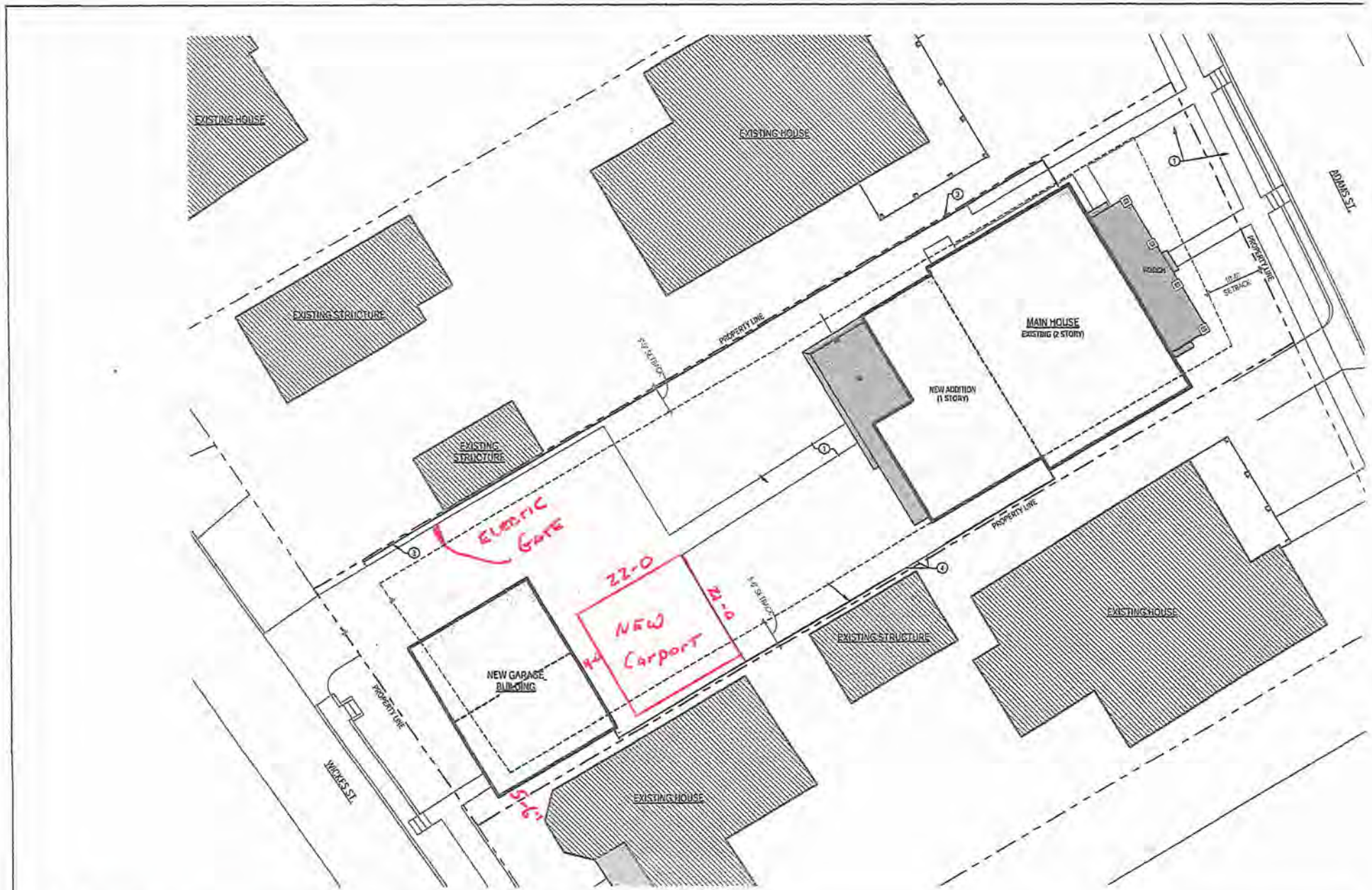
City of San Antonio One Stop

October 26, 2022

1:1,000

0 0.0075 0.015 0.03 mi

0 0.0125 0.025 0.05 km



1 SITE PLAN

1" = 10'-0"

219 ADAMS

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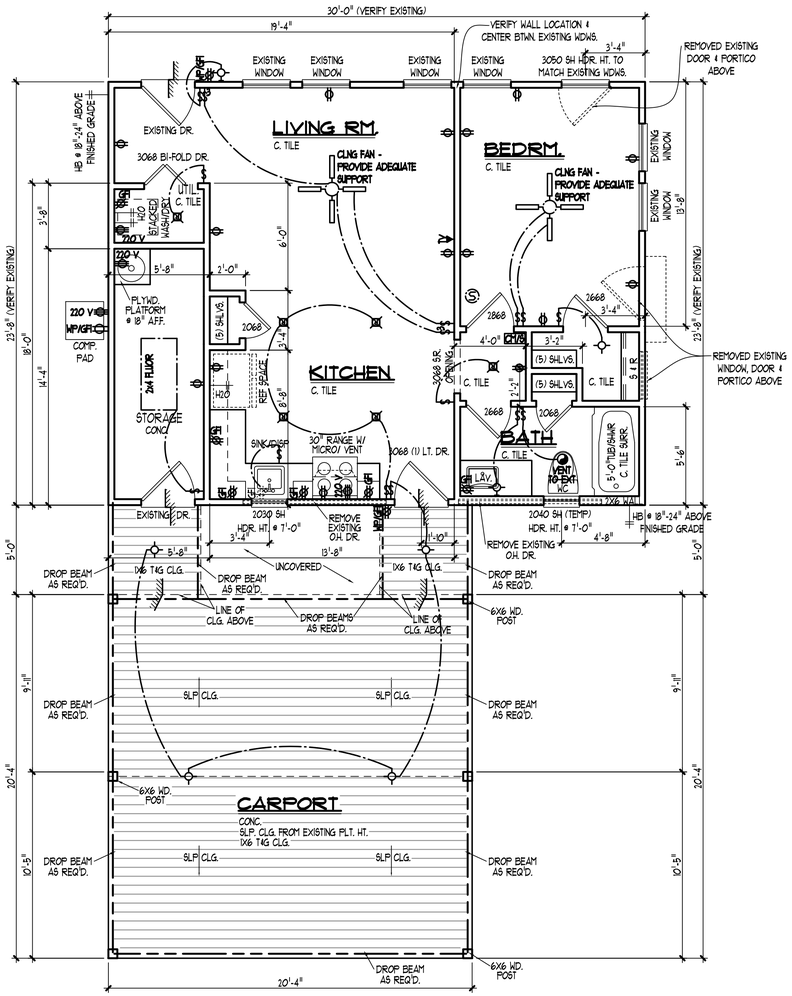
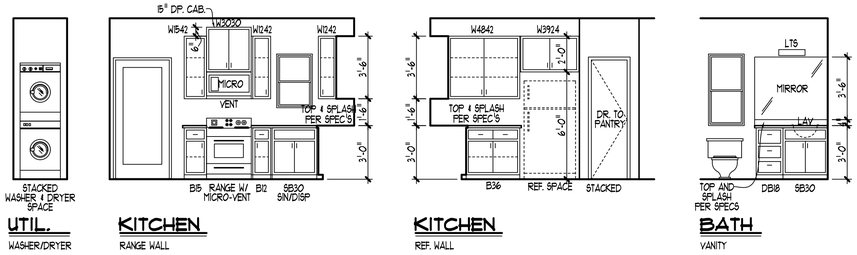
DRAWN BY: BM
DATE: 9-30-22
PRELIM FILE NAME: FRY-CASITA 219 ADAMS #2 PRELIM.



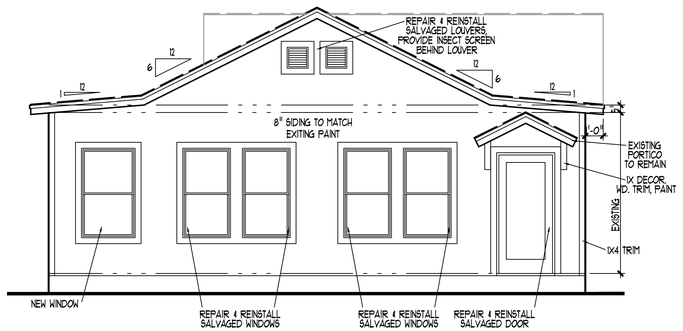
FLOOR PLAN

SCALE: ¼" = 1'-0"



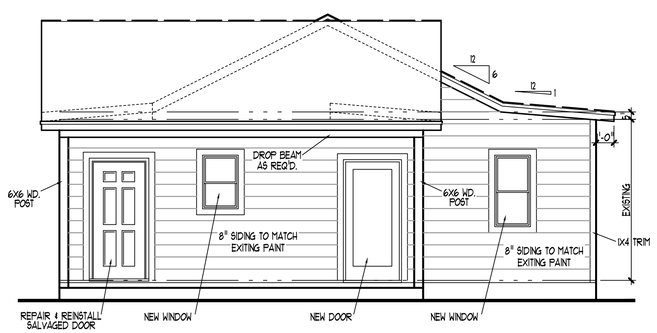
INTERIOR ELEVATIONS

SCALE: ¼" = 1'-0"



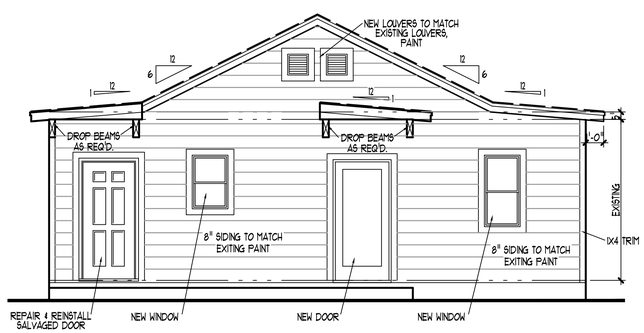
REAR ELEVATION

SCALE: ¼" = 1'-0"



FRONT ELEVATION W/ CARPORT

SCALE: ¼" = 1'-0"



FRONT ELEVATION W/OUT CARPORT

SCALE: ¼" = 1'-0"

FOOTAGES:	
TOTAL LIVING	633
STORAGE	76
COVERED CARPORT	465
OTHER	-
TOTAL COVERED	1174
TOTAL UNCOVERED	50

GENERAL NOTES FOR 2018 IRC AND IECC

- ALL FRAMING AND STRUCTURAL DESIGN NEEDS TO MEET 115 M.P.H. WIND CRITERIA AS PER SEC. R301.2.1 AND TABLE R301.2 (1).
- PRESSURE TREATED WOOD, OR OTHER APPROVED DECAY-RESISTANT WOOD SILLS, SILLS AND SLEEPERS, OR BOTTOM PLATES THAT REST ON CONCRETE OR MASONRY WALLS OR SLABS ON GRADE TO MEET SEC R404.2
- PRESSURE TREATED WOOD FASTENERS SHALL BE HOT DIPPED GALV. STEEL, STAINLESS STEEL, SILICON BRONZE OR COPPER ONLY AS PER SEC 404.2
- HANDRAILS SHALL BE PROVIDED ON ALL STAIRS/STEPS WITH A MINIMUM OF FOUR (4) RISERS AS PER SEC R311.7.8 (MIN STAIR TREAD 10", MAX. RISER 7 3/4") SEC R311.7.5
- MASONRY VENEER TO BE ANCHORED AT 32" HORIZONTALLY AND 24" VERTICALLY AS PER SEC R703.8.4.1 AND WEEP HOLES TO BE AT A MAXIMUM OF 33" O.C. AS PER SEC R703.8.6.
- INFORMATION ABOUT BRACED WALL LINES (BWL'S) LENGTH, SPACING, AND ORIENTATION - SECTION R602.10.1 BRACED WALL PANEL INFORMATION SECTION 602.10.2
- OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED W/ SOLID WOOD DOORS NOT LESS THAN 1 3/8" THICKNESS, SOLID OR HONEYCOMB CORE STEEL DOORS NOT LESS THAN 1 3/8" THICK, OR 20 MINUTE FIRE-RATED DOORS, EQUIPPED WITH A SELF-CLOSING DEVICE SECTION R302.5.1
- ALL HABITABLE ROOMS ABOVE THE GARAGE SHALL BE SEPARATED BY NOT LESS THAN 5/8" TYPE X GYPSUM BOARD OR EQUIVALENT AS PER SECTION R302.6 AND TABLE R302.6
- ENCLOSED ACCESSIBILE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFIT PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD AS PER SECTION R302.7
- AT LEAST ONE EGRESS DOOR SHALL BE PROVIDED FOR EACH DWELLING UNIT. THE EGRESS DOOR SHALL BE SIDE-HINGED AND SHALL PROVIDE A MIN. CLEAR WIDTH OF 32". THE MIN. CLEAR HEIGHT OF THE DOOR OPENING SHALL NOT BE LESS THAN 78" IN HEIGHT MEASURED FROM TOP OF THRESHOLD TO BOTTOM OF THE STOP AS PER SEC. R311.2
- TYPE I. HANDRAILS WITH A CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF AT LEAST 1 1/4" AND NOT GREATER THAN 2" AS PER SECTION 311.7.8.5
- IN DWELLING UNITS, WHERE THE OPENING OF AN OPERABLE WINDOW IS LOCATED MORE THAN 72" ABOVE THE FINISHED GRADE OR SURFACE BELOW, THE LOWEST PART OF THE CLEAR OPENING OF THE WINDOW SHALL BE MINIMUM OF 24" ABOVE THE FINISHED FLOOR OF THE ROOM IN WHICH THE WINDOW IS LOCATED. OPERABLE SECTIONS OF WINDOWS SHALL NOT PERMIT A 4 INCH DIAMETER SPHERE WHERE SUCH OPENINGS ARE LOCATED WITHIN 24" OF THE FIN. FLOOR. SEC R 312.2.1
- AIR BARRIER AND INSULATION INSTALLATION SHALL COMPLY WITH IRC TABLE R402.4.1.1
- BUILDING THERMAL ENVELOPE SHALL BE INSTALLED AND COMPLY WITH IECC TABLE R103.2.1

GENERAL NOTES FOR 2018 IRC AND IECC

- LIGHTING IS PROVIDED DIRECTLY OVER EACH STAIRWAY SEC. AS PER SEC R303.7 WITH LIGHT ACTIVATION AT TOP AND BOTTOM LAND AREA WHERE STAIRWAY HAS SIX OR MORE RISERS. AS PER SEC R303.7.
- SMOKE DETECTORS ARE TO BE INSTALLED PER SECTION R314.3
- WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING UNIT IN ACCORDANCE WITH SECTION R314.3, THE ALARM DEVICES SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL DWELLING UNIT. PHYSICAL INTERCONNECTION OF SMOKE ALARMS SHALL NOT BE REQUIRED WHERE LISTED WIRELESS ALARMS ARE INSTALLED AND ALL ALARMS SOUND UPON ACTIVATION OF ONE ALARM PER SEC R314.4.
- CARBON MONOXIDE DETECTORS TO BE INSTALLED AS PER SECTION R315.2
- ALL WATER HEATERS TO BE MOUNTED ON 18" HIGH PLYWOOD PLATFORM IN GARAGE PER 2018 IRC CHAPTER 28 SECTION 28.01.7.
- LIGHTING FIXTURE CONTROLLED BY A SWITCH LOCATED AT THE OPENING & A RECEPTACLE OUTLET SHALL BE PROVIDED NEAR THE A/C UNIT IN ATTIC PER SECTION M1305.1.3.1
- ATTIC A/C UNIT - PROVIDE OVERFLOW PAN TO OUT-SIDE ON (32) SQ. FT. OF PLYWOOD DECKING.
- ALL APPLIANCES SHALL HAVE 30" OF WORKING SPACE IN FRONT OF THE CONTROL SIDE FOR SERVICE, PER IRC SECTION M1305.1

NOTES:
WORKING DRAWINGS SHALL NOT BE SCALED. BEFORE PROCEEDING WITH ANY WORK OR ORDERING MATERIALS THE CONTRACTOR AND/OR SUB-CONTRACTOR SHALL VERIFY ALL NOTES AND REQUIREMENTS. CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN OR OMISSIONS FROM THE DETAILS AND DRAWINGS ARE BUILDERS' TYPE AND THE DESIGNER OF THIS SET OF PLANS HEREBY NOTIFIES BOTH OWNER AND CONTRACTOR THAT HE, THE "DESIGNER", HAS NO LIABILITY FOR ANY PROBLEMS AT SITE IN REFERENCE TO SAID WORKING DRAWINGS.

CUSTOM HOME
FRY CASITA

SUBDIVISION: -
ADDRESS: 219 ADAMS STREET
LOT: - BLOCK: - NCB: -

PLAN No.: 633

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P.B.D. No. TX 335

Check Set: 10-4-22
Final Set: 10-5-22
Revised Set: -

PAGE No.: 1 OF 2

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DRAWN BY: BM
DATE: 9-30-22
PRELIM FILE NAME: FRY-CASITA 219 ADAMS #2 PRELIM.

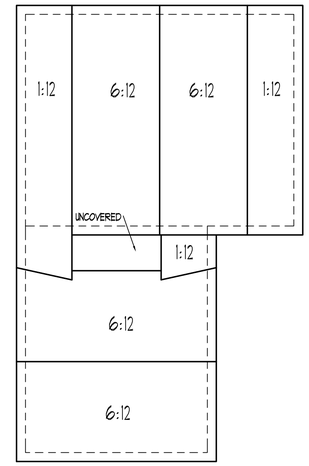
ATTIC VENT NOTES

AREA TO BE VENTED:
1174 # / 300 = 3.91 REQ'D. FREE AIR

PROVIDE MINIMUM : 40%-50% TO BE VENTED ABOVE SOFFIT
TURBINES TO ALLOW 156 # F.A.

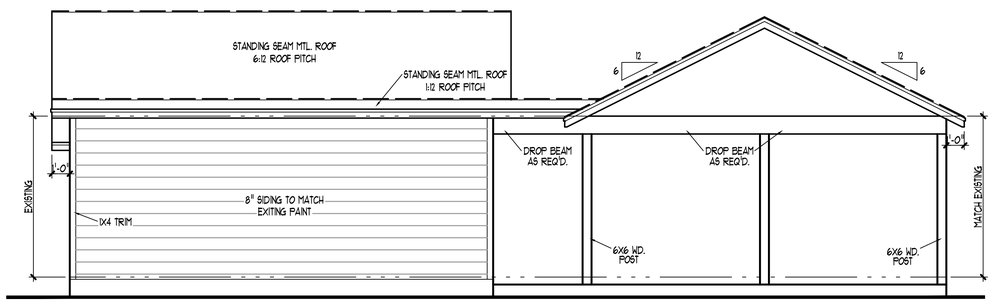
65.8 L.F. PERFORATED HARDI SOFFIT
VENT @ 1.0 # PER. 28'-0" = 2.35 # F.A

TOTAL FREE AIR = 3.91 #



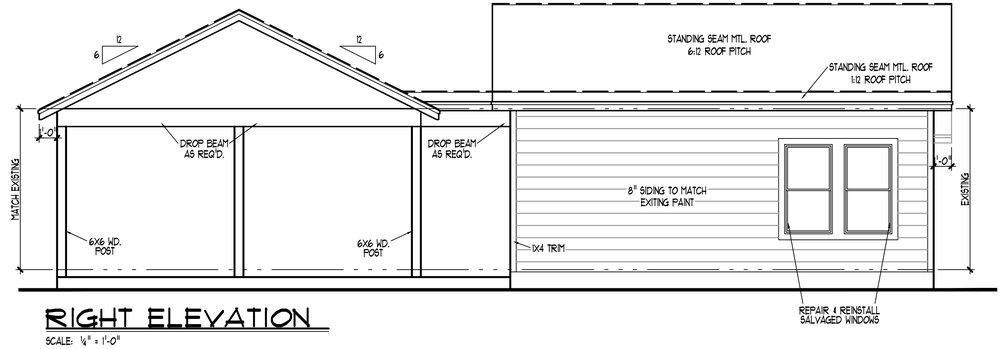
ROOF PLAN

SCALE: 1/8" = 1'-0"



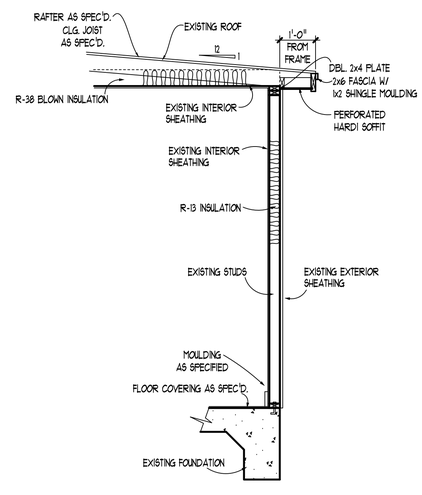
LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



TYP. SIDING WALL SECTION

SCALE: 1/2" = 1'-0"

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IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSURE THAT THE CONSTRUCTION OF THIS PROJECT MEETS ALL LOCAL CODES.

CUSTOM HOME
FRY CASITA

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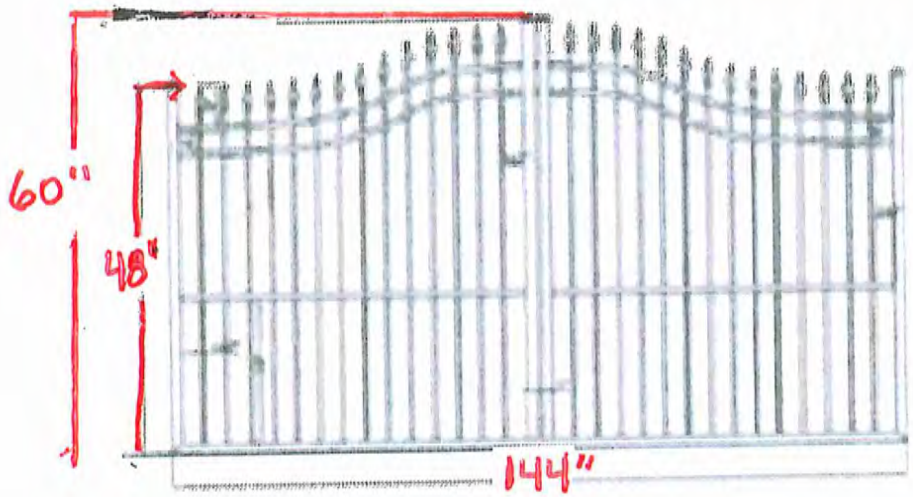
PAGE No.: 2 OF 2

219 ADAMS - Detached garage

The Apollo 12' Wide- 4' to 5' Single Drivev Gate



This 12' wide arched single gate is 4' tall ultimately arching to a height of 5'. This gate is ideal for people with wider driveways who do not need a higher model, but still want all of the benefits of a beautiful, picketed driveway gate.

RSW12UL SWING GATE OPERATOR

SECTION 32 31 00

KEY FEATURES

BATTERY BACKUP	Up to 63 days of standby power or 147 cycles when the power is down
REMOTE CONTROL ACCESS	Security+ 2.0® 3-channel receiver will handle up to 50 remote controls (unlimited remotes with 811LM/813LM)
INTERNET CONNECTIVITY	MyQ® technology monitors and controls the operator through the MyQ app
MONITORED SAFETY INPUTS	3 inputs main board; 3 optional expansion board
SOLAR-POWER CAPABILITIES	Yes. Reference detailed solar chart on product page at LiftMaster.com
DIAGNOSTIC DISPLAY	LED diagnostic display
WIRELESS DUAL-GATE COMMUNICATION	Eliminates expensive conduit costs and unsightly driveway scars
FIRE DEPARTMENT COMPLIANT	Allows gate to auto open upon loss of AC power or battery depletion
LIMIT SETTING	Electronic
DUAL-GATE CONTROL	Bi-part delay or synchronized close
PROGRAMMABLE AUXILIARY RELAYS	With optional expansion board - easily add additional features, such as warning lights/alarms
UNAUTHORIZED ACCESS PREVENTION	With optional expansion board - operator can be programmed with anti-tailgate or quick close capabilities
HOMELINK® COMPATIBLE	Version 4 and higher

SPECIFICATIONS

OPERATOR SPEED	90-degree opening in 15 seconds
POWER	120VAC single phase
ACCESSORY POWER	12VDC, 500mA output; switched and unswitched power
OPERATOR WEIGHT	180 lbs.
WARRANTY	3 years
TEMPERATURE SPECIFICATIONS	Without heater: -4°F (-20°C) to 140°F (60°C); with optional heater: -40°F (-40°C) to 140°F (60°C)
UL USAGE CLASSIFICATION	UL 325 & UL 991 listed – class I, II, III and IV

CONSTRUCTION

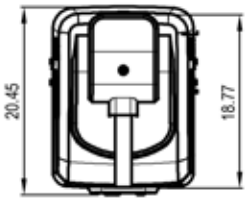
MOTOR	12VDC motor with soft start/stop
OPERATOR DUTY RATING	250 cycles per day
CHASSIS/FRAME	Constructed with 1/4” gold zinc-plated steel for rust prevention
GEAR REDUCTION	900:1 worm gear reducer in synthetic oil bath
COVER	High-density, UV-resistant polycarbonate 2-piece cover for excellent heat and corrosion resistance
RECOMMENDED CAPACITIES	Rated for gates up to 16 ft. in length or weighing up to 1,000 lbs.

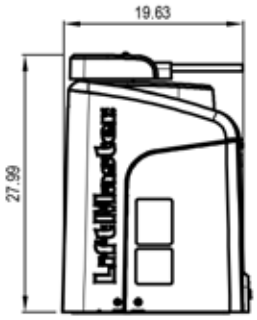
RSW12UL SWING GATE OPERATOR

SECTION 32 31 00

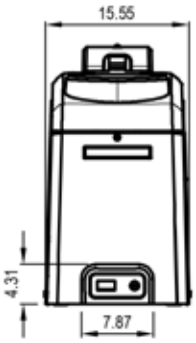
DIMENSIONS

TOP





LEFT



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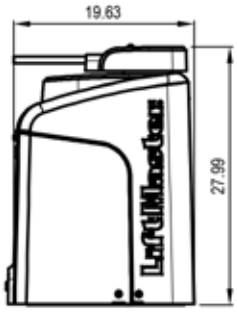

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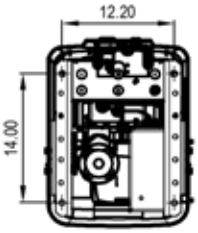
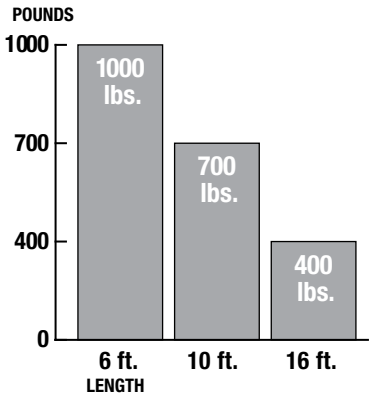


BOTTOM

CAPACITY

BATTERY BACKUP OPERATION

BATTERY	CYCLES	STANDBY TIME
(1) 7Ah	147	63 Days
(2) 7Ah	354	126 Days
(1) 33Ah	877	180 Days



LMARENDSRSW12U 5/18

WEST ELEVATION

NORTH ELEVATION

NORTH ELEVATION

9/16/2020

Fisher Heck
ARCHITECTS
DESIGNING COMMUNITY

219 ADAMS STREET RENOVATION

WICKES ST. BUILDING EXISTING PHOTOGRAPHS