

HISTORIC AND DESIGN REVIEW COMMISSION
February 01, 2023

HDRC CASE NO: 2023-029
ADDRESS: 1315 MARCH AVE
LEGAL DESCRIPTION: NCB 11176 BLK LOT 14 & 15
ZONING: I-1, H
CITY COUNCIL DIST.: 3
DISTRICT: Mission Historic District
APPLICANT: Gerardo Noriega/GNA Architecture
OWNER: Joe Sanchez/J SANCHEZ CONTRACTING INC
TYPE OF WORK: Front yard fence, driveway widening, and sliding driveway gate installation
APPLICATION RECEIVED: January 11, 2023
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Claudia Espinosa

REQUEST:

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

1. Remove the existing chain link fence and replace it with a new wrought iron fence featuring metal mesh and a motorized sliding gate.
2. Remove the existing driveway and install a new driveway to feature twenty-four (24) feet in width.
3. Add a sidewalk to the front of the property parallel to March Avenue.

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.

2. Fences and Walls

A. HISTORIC FENCES AND WALLS

- i. *Preserve*—Retain historic fences and walls.
- ii. *Repair and replacement*—Replace only deteriorated sections that are beyond repair. Match replacement materials (including mortar) to the color, texture, size, profile, and finish of the original.
- iii. *Application of paint and cementitious coatings*—Do not paint historic masonry walls or cover them with stone facing or stucco or other cementitious coatings.

B. NEW FENCES AND WALLS

- i. *Design*—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
- ii. *Location*—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
- iii. *Height*—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed

historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.

iv. *Prohibited materials*—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.

v. *Appropriate materials*—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

C. PRIVACY FENCES AND WALLS

i. *Relationship to front facade*—Set privacy fences back from the front façade of the building, rather than aligning them with the front façade of the structure to reduce their visual prominence.

ii. *Location* – Do not use privacy fences in front yards.

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.

Historic Design Guidelines, Chapter 3, Guidelines for Additions

5. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, cable lines, 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. Where service areas cannot be located at the rear of the property, compatible screens or buffers will be required.

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.

FINDINGS:

- a. The primary structure located at 1315 March Ave is a single-story residential structure constructed circa 1960 in the Minimal Traditional style with Tudor influence. The structure features a front-facing gable with a prominent swoop, shingled roof, aluminum windows, wood-lapped siding, and a garage structure with wood lapped siding and sliding barn doors. The property is a contributing structure to the Mission Historic District.
- b. SCOPE OF WORK – The applicant is proposing to remove the existing driveway, install a twenty-four (24) feet driveway, add a concrete sidewalk, add a wrought iron fence with a maximum height of eight (8) feet with metal mesh, and install a motorized sliding gate to the driveway at 1315 March Avenue.
- c. DRIVEWAY REPLACEMENT – The applicant has proposed to remove the existing driveway and install a new twenty-four (24) foot-wide driveway. According to Guidelines for Site Elements, applicants should incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration. March Avenue features various driveway and site configurations that are atypical for the development pattern found historically within a district. Staff finds that the replacement and widening of the driveway to twenty-four (24) feet is generally appropriate.
- d. DRIVEWAY GATE INSTALLATION – The applicant has proposed to install a metal sliding driveway gate measuring eight (8) feet in height to meet the existing neighboring fencing meeting at the property line. The Guidelines for Site Elements 2.B.iii, limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. Due to the atypical fencing height in the district, staff finds the request to be appropriate with the maximum height being six (6) feet.
- e. FENCE DESIGN – The applicant has proposed to install a wrought iron fence, matching the fence design in the submitted example photo. Per the Guidelines for Site Elements B. i. new fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure. Staff finds this request should include the a maximum hieght of six (6) feet and the mesh to be only included on the motorized portion of the gate.
- f. SIDEWALK INSTALLATION – The applicant has proposed to install sidewalks on the property line along March Ave. The sidewalks will be 4 feet wide. Guideline 5.C.i for Site Elements states that historic curbing should be retained wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile. Staff finds the proposal generally appropriate.

RECOMMENDATION:

Staff recommends approval of item 1, the removal of the existing chain link fence and replace it with a new wrought iron fence with a maximum height of six (6) feet and a motorized sliding gate based on finding d and e. With the stipulation that the metal mesh be only installed on the motorized portion of the wrought iron fence.

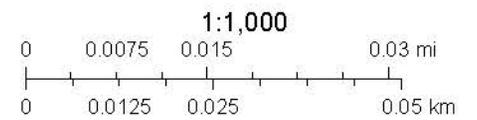
Staff recommends approval of item 2, widening of the driveway to a maximum of twenty-four (24) feet in width based on finding c.

Staff recommends approval of item 3, the addition of a sidewalk to the front of the property along March Ave based on finding f.

City of San Antonio One Stop



January 25, 2023































SIDEWALK
CLOSED

DANGER
FLAMMABLE
MATERIALS

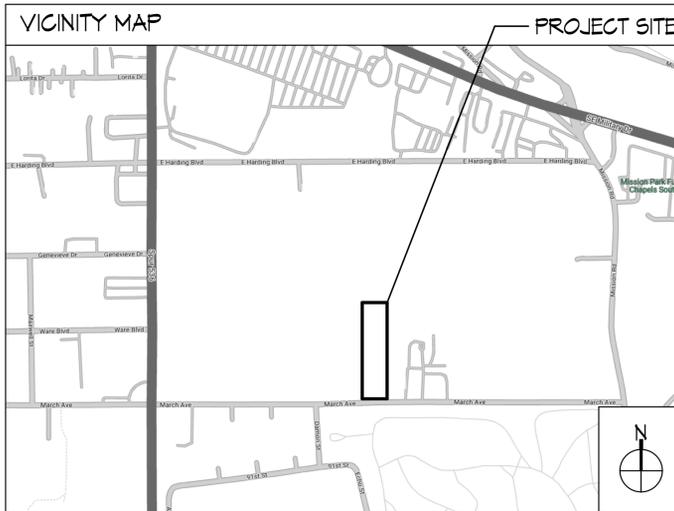
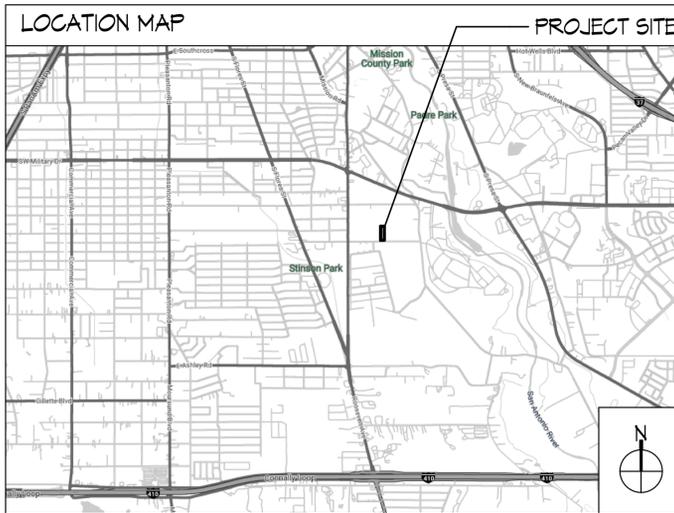




NEW FENCE & GATES 1315 MARCH AVE

1315 MARCH AVE
SAN ANTONIO, TX 78214

CONTACT INFORMATION	
OWNER	ARCHITECT
JOE SANCHEZ J SANCHEZ CONTRACTING INC. 754 FLANDERS SAN ANTONIO, TEXAS 78214 P. 210.924.3696 JOEY@JSC-SA.COM	GERARDO NORIEGA, AIA GNA ARCHITECTURE 1010 S HOUSTON ST., STE. 107 SAN ANTONIO, TEXAS 78204 P. 210.298.7800 GERRY@GNA-ARCHITECT.COM
CIVIL ENGINEER	
JAMES PATRICK ECKART JP ECKART LLC 8002 COOPER PASS SAN ANTONIO, TEXAS 78255 P. 210.454.4605 JAMES.ECKART@JP-ECKART.COM	



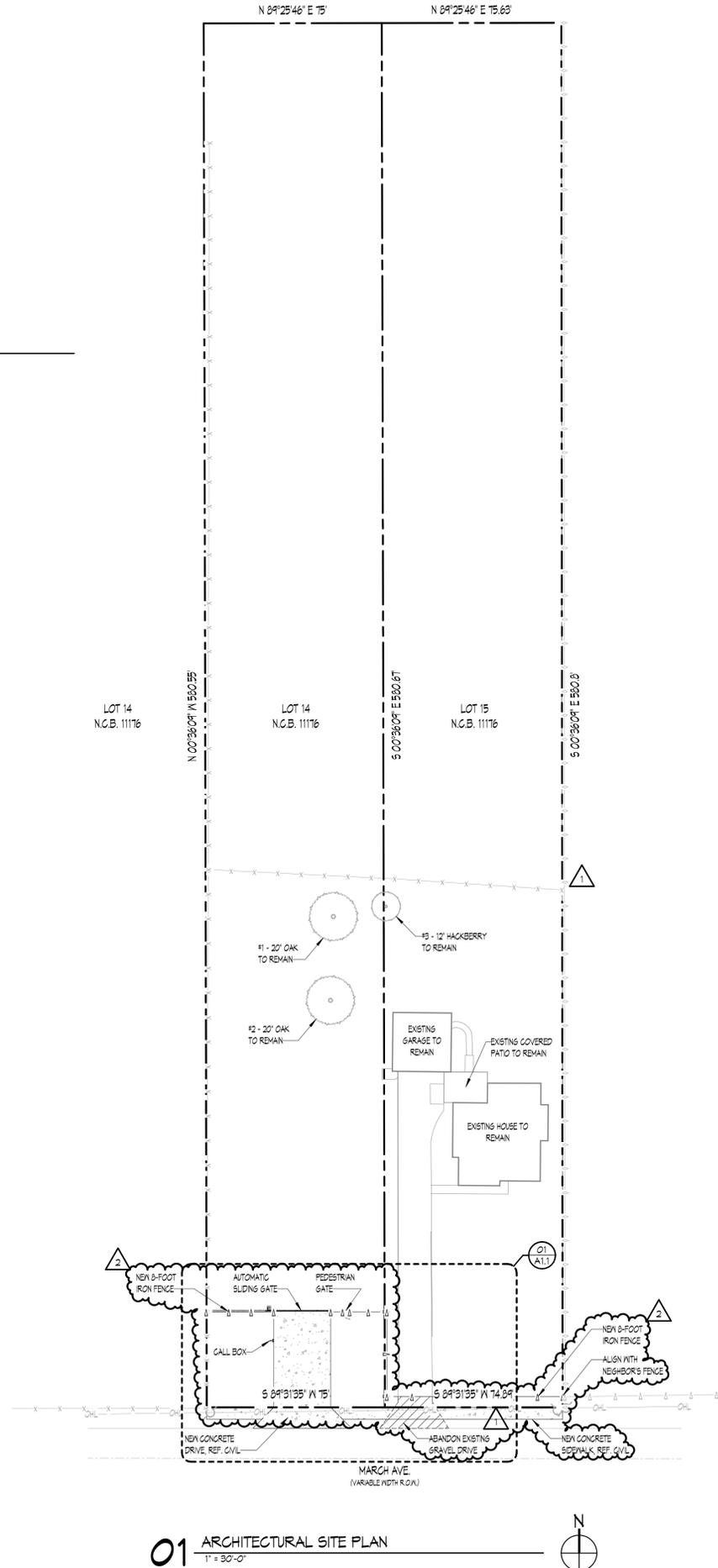
DRAWING INDEX		ISSUE / REVISION		
SHEET NUMBER	SHEET NAME	DATE	PERMIT SET	TR. & SW. - REV
		12/2022	12/29/22	07/09/23
ARCHITECTURAL				
A0.1	COVER SHEET & ARCHITECTURAL SITE PLAN	x	x	
A1.1	FLOOR PLAN	x	x	
A4.1	ELEVATIONS & DETAILS	x		
CIVIL				
C2.0	FENCE DIMENSIONAL CONTROL PLAN	x	x	

SITE PLAN LEGEND

- EXISTING TO REMAIN (GRAY LINES)
- NEW WORK (BLACK LINES)
- PROPERTY LINES
- OHL — OHL — OVERHEAD LINES
- WOOD PICKET FENCE
- IRON FENCE
- CHAIN LINK FENCE
- UTILITY POLE
- FIRE HYDRANT
- TREE

Tag #	Species	Undersized Species* 6" - 11.5"		Significant Tree 6" - 23.5"		Significant Tree** 19.0" - 23.5"		Heritage 3:1		Heritage 1:1		Additional Inches Preserved for Mitigation***
		Removed	Preserved	Removed	Preserved	Removed	Preserved	Removed	Preserved	Removed	Preserved	
1	Oak			20								
2	Oak			20								
3	Hackberry					12						
Sub. Tot. Inches**		0	0	40	40	12	12	0	0	0	0	0
Total inches by category**		0	0	40	40	12	12	0	0	0	0	0
Preservation percentage**		#DIV/0!	#DIV/0!	Significant Preservation	100%	Heritage Preservation	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mitigation required (Commercial) in		0	0	Commercial (inches)	-31.2	Heritage Mitigation (inches)	0	0	0	0	0	0
Mitigation required (Residential) in		0	0	Residential (inches)	-33.5							

No category to fall below 10% preservation.
Preserved: Tree to remain that meets root protection zone requirements described in section 35-523 of the UDC.
Mitigation 1:1 for significant trees below minimum preservation requirements; 3:1 for heritage trees below 100% preservation.
* Small species: Cordoba, Redbud, Tx. Mountain Laurel, Tx. Persimmon, Hawthorn, Fraxinus - these are mitigated at 1:1 for Heritage Trees.
** Asha Juniper, Huascho, Mesquite, Arizona Ash, Hackberry protected at 10' dbh and mitigated at 1:1 for heritage trees.
*** Mitigation Trees: Unprotected sized trees to be used for mitigation calculations; subtract inches from mitigation need.



01 ARCHITECTURAL SITE PLAN
1" = 30'-0"

January 4, 2023



ISSUANCE		REVISION	
NO.	DESCRIPTION	NO.	DESCRIPTION
01	PERMIT SET	1	COBA - TECHNICAL REVIEW - TREE COMMERCIAL
		2	COBA - TECHNICAL REVIEW - SIDEWALK / TRAFFIC

NEW FENCE & GATES
1315 MARCH AVE
1315 MARCH AVE
SAN ANTONIO, TX 78214

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SHEET ISSUE DATE	
DRAWN BY	RD
CHECKED BY	GN
DESCRIPTION	

COVER SHEET &
ARCHITECTURAL SITE
PLAN
SHEET NO.

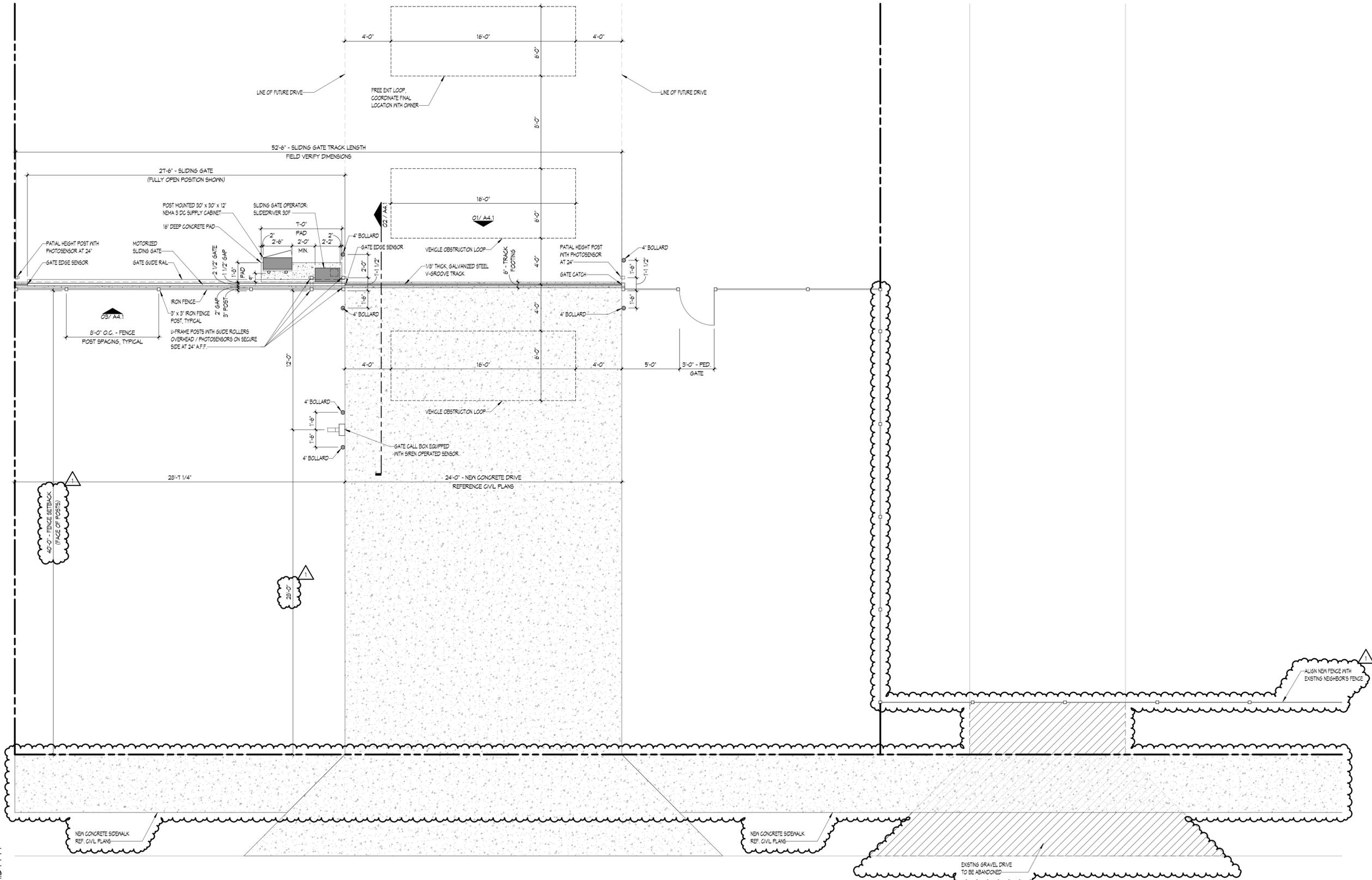
A0.1

January 4, 2023



Gerardo J. Noriega

ISSUANCE		REVISION	
NO.	DESCRIPTION	NO.	DESCRIPTION
01	PERMIT SET	1	COBA - TECHNICAL REVIEW - SIDEWALK / TRAFFIC
	DATE: 12/2022		DATE: 01/03/2023



1/3/2023 5:01:34 PM

01 ENLARGED PARTIAL PLAN
1/4" = 1'-0"



NEW FENCE & GATES

1315 MARCH AVE

**1315 MARCH AVE
SAN ANTONIO, TX 78214**

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GNA PROJECT NO. 22-022
SHEET ISSUE DATE
DRAWN BY RD
CHECKED BY GN
DESCRIPTION

FLOOR PLAN
SHEET NO.

A1.1

December 12, 2022



Gerardo G. Noriega

ISSUANCE NO.	DESCRIPTION	DATE	REVISION NO.	DESCRIPTION	DATE
01	PERMIT SET	12/2022			

NEW FENCE & GATES
1315 MARCH AVE

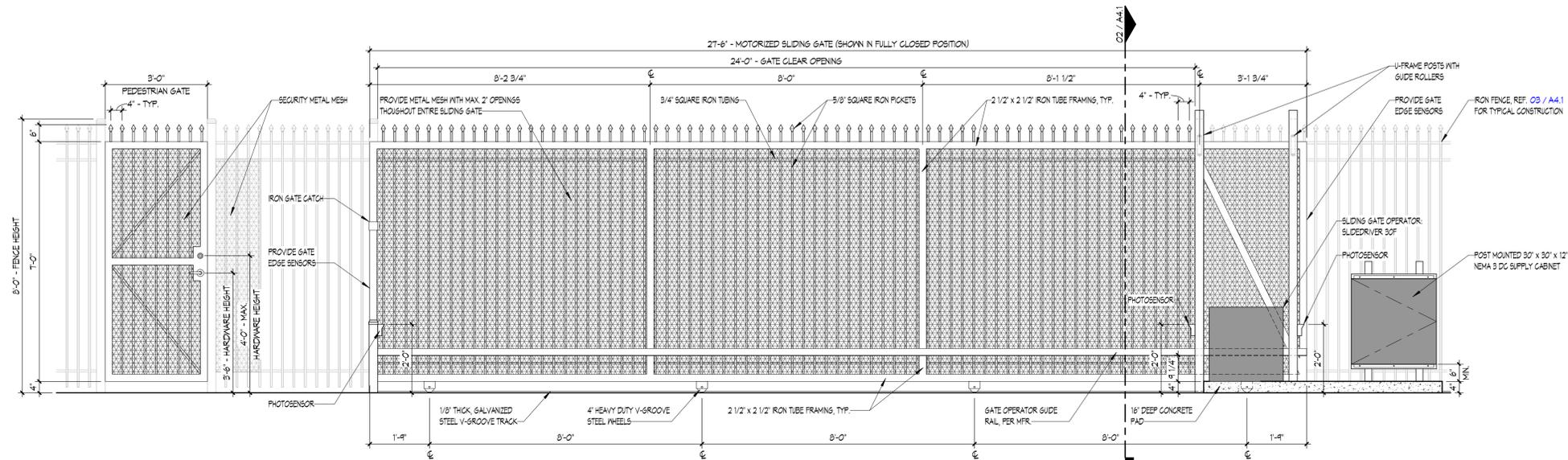
1315 MARCH AVE
SAN ANTONIO, TX 78214

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GNA PROJECT NO. 22-022

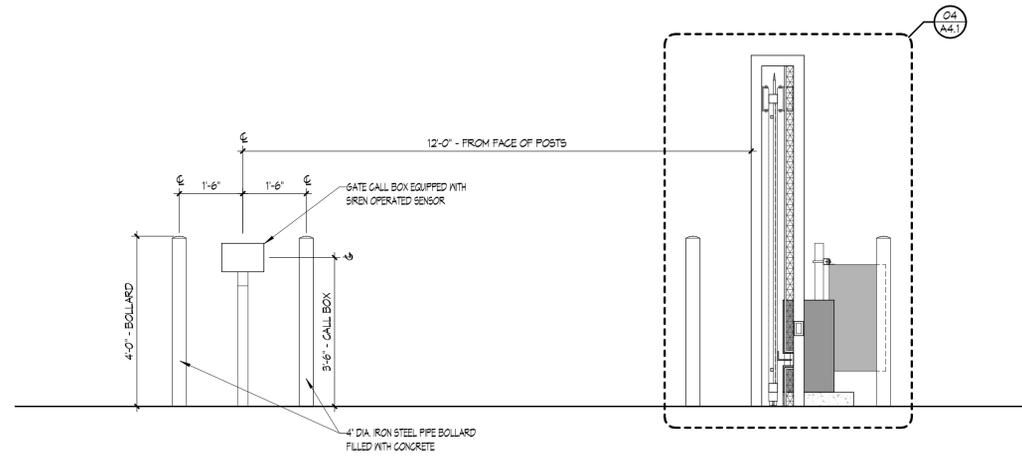
SHEET ISSUE DATE	
DRAWN BY	RD
CHECKED BY	GN
DESCRIPTION	

ELEVATIONS & DETAILS
SHEET NO.

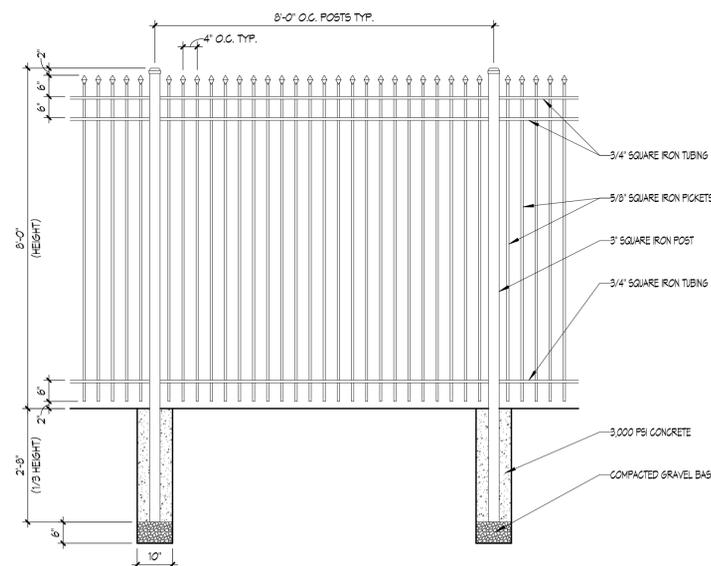
A4.1



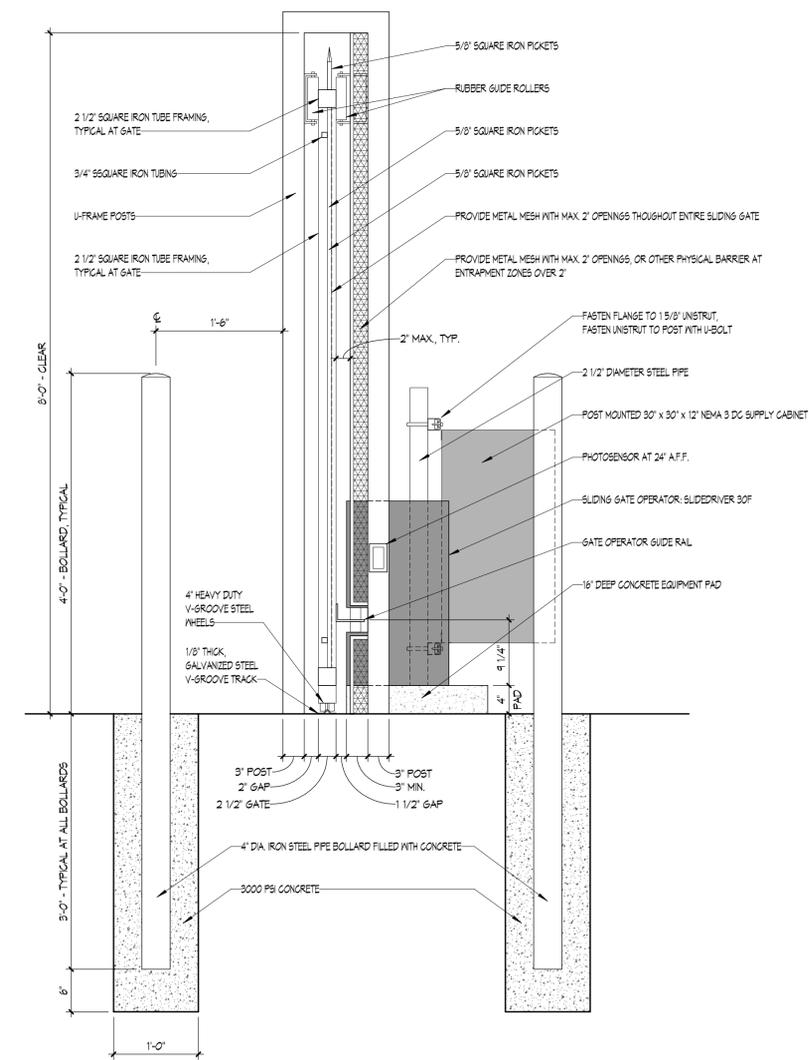
01 SLIDING GATE ELEVATION
1/2" = 1'-0"



02 SLIDING GATE SECTION
1/2" = 1'-0"



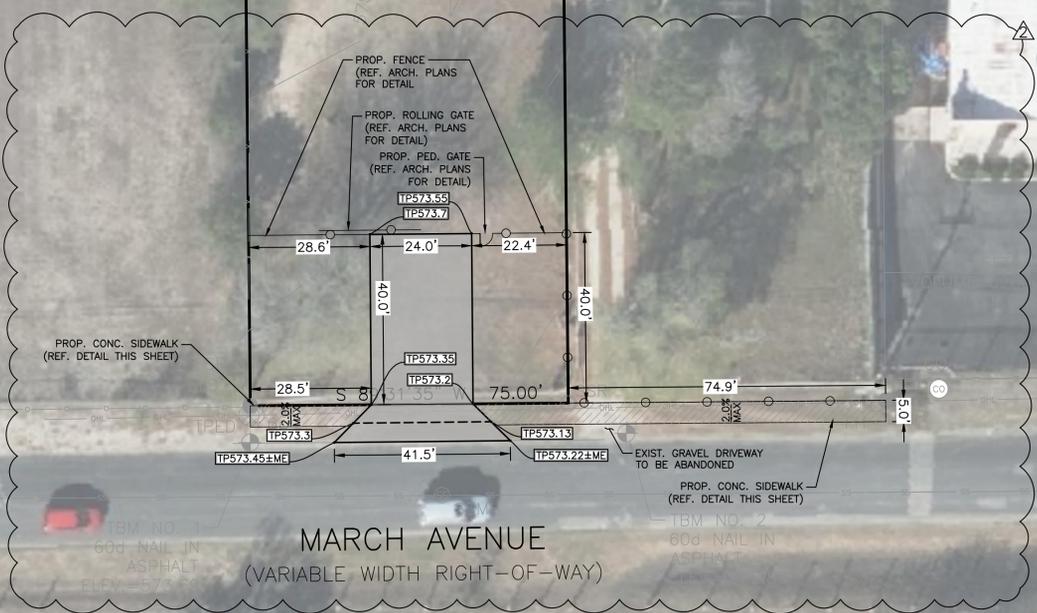
03 TYPICAL FENCE ELEVATION
1/2" = 1'-0"



04 ENLARGED SLIDING GATE SECTION
1" = 1'-0"

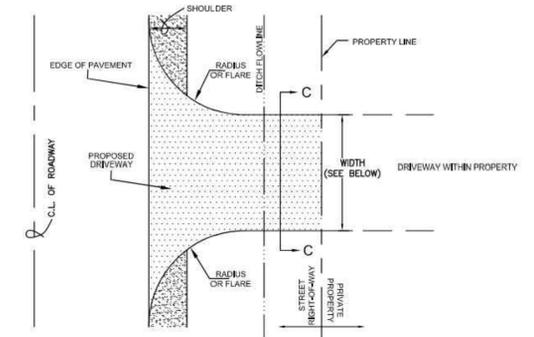
N 00°36'09" W 580.55'

S 00°36'09" E 580.67'

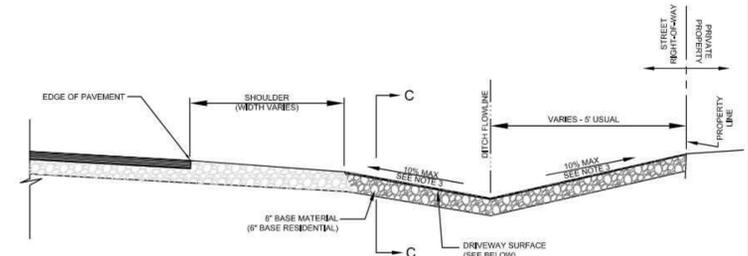


MARCH AVENUE
(VARIABLE WIDTH RIGHT-OF-WAY)

TYPICAL RURAL DRIVEWAY WITHOUT CULVERT

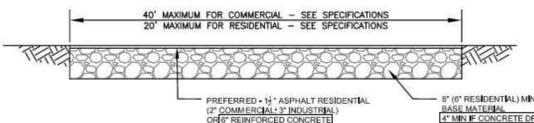


DRIVEWAY INTERSECTION - PLAN



TYPICAL PROFILE

- NOTES:**
- SEE SPECIFICATION FOR ACCEPTABLE MATERIALS AND OTHER INFORMATION.
 - CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
 - PROFILE TO CONFORM TO BAR DITCH (ROAD SIDE DITCH, IF PRESENT) WITHIN RIGHT-OF-WAY FOR CONCRETE
 - BROOM FINISH ONLY FOR CONCRETE
 - MAXIMUM GRADE CHANGE OF THE SLOPES ADJACENT TO THE DITCH CENTERLINE IS NOT TO EXCEED 12%



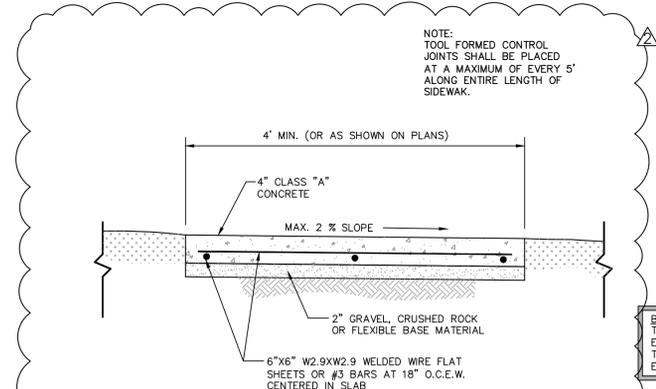
SECTION C-C

SITE PLAN NOTES

- BENCHMARK ELEVATIONS ARE BASED ON NAVD 88, GEOID 03
- REFER TO ARCHITECTURAL PLANS FOR BUILDING AND ADDITIONAL DIMENSIONAL CONTROL INFORMATION.

GRADING NOTES

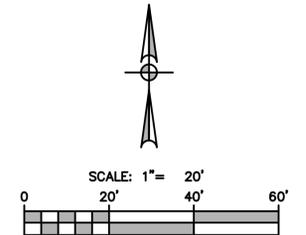
- ALL SPOT ELEVATIONS ARE TO TOP OF PAVEMENT UNLESS OTHERWISE NOTED.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES, INCLUDING DRIVEWAY CROSSWALKS, SHALL CONFORM TO ALL APPLICABLE AMERICANS WITH DISABILITIES ACT STANDARDS AND THE TEXAS ACCESSIBILITY STANDARDS. IF ANY DISCREPANCY IS DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO POURING ANY PAVEMENT.
- ALL SIDEWALKS AND ACCESSIBLE ROUTES, INCLUDING DRIVEWAY CROSSWALKS, SHALL NOT EXCEED A RUNNING SLOPE OF 5% (1:20) WITHOUT A RAMP, AND SHALL NOT EXCEED A 2% CROSS SLOPE (1:50).
- ALL EXISTING APPURTENANCES ON SITE SHALL BE ADJUSTED TO PROPOSED GRADE AS APPLICABLE.
- CONTRACTOR SHALL OBTAIN ENGINEERS OR OWNERS APPROVAL OF GRADES PRIOR TO PLACEMENT OF ANY PAVEMENT. IF APPROVAL IS NOT OBTAINED, CONTRACTOR SHALL BE RESPONSIBLE FOR PAVEMENT PLACED.
- ALL TEMPORARY AND PERMANENT SIGNAGE MUST COMPLY WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MOST RECENT EDITION WITH REVISIONS.
- ALL PAVING WIDTHS, CURB RADII, AND CURB ALIGNMENT SHOWN INDICATE FACE OF CURB. T.C. INDICATES TOP OF CURB. T.P. INDICATES TOP OF PAVEMENT ELEVATIONS. THE CONTRACTOR SHALL PROTECT ALL UTILITIES, SIDEWALKS, PAVEMENT, ETC. AND SHALL REPAIR OR REPLACE AT HIS EXPENSE ANY FACILITIES DAMAGED DURING PAVING OR GRADING OPERATIONS.
- DRIVEWAY CONNECTIONS IN CITY STREET RIGHT-OF-WAY SHALL COMPLY WITH DETAILS ON THESE PLANS.
- AREAS TO BE FILLED SHALL BE SCARIFIED AND COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY (+3% OF OPTIMUM MOISTURE) PER ASTM D-698 TO A DEPTH OF 6" PRIOR TO FILL PLACEMENT. FILL MATERIAL SHALL BE PLACED IN MAXIMUM 8" THICK LIFTS (MEASURED LOOSE) AND COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY (+3% OF OPTIMUM MOISTURE) PER ASTM D-698. FILL SHALL BE CLEAN EARTH AND BE FREE FROM TRASH, VEGETATION AND LARGE STONES. TEST REPORTS SHALL BE SUBMITTED PRIOR TO PLACEMENT OF PAVEMENT.
- NECESSARY TESTING OF SUBGRADE AND PAVEMENT TO PROVE THAT THESE ITEMS MEET REQUIREMENTS SHALL BE DONE BY A COMMERCIAL TESTING LABORATORY ENGAGED BY THE OWNER.
- WHERE PROPOSED PAVEMENT IS TO MEET EXISTING PAVEMENT, THE EXISTING REBAR OR DOWELS SHALL BE CLEANED AND TIED INTO THE PROPOSED PAVEMENT, USING A MINIMUM OF 30 BAR DIAMETERS LAPS. WHERE PROPOSED CONCRETE ENDS AT A CONSTRUCTION JOINT OR EXPANSION JOINT, THE REBAR SHALL BE EXTENDED A MINIMUM LENGTH OF 30 BAR DIAMETERS, COATED WITH ASPHALT AND WRAPPED WITH BURLAP.
- SIDEWALKS SHALL BE BUILT IN ACCORDANCE WITH DESIGN STANDARDS. ALL INTERSECTIONS SHALL BE CONSTRUCTED WITH WHEELCHAIR RAMPS. IN CONFORMANCE WITH THE GOVERNOR'S OFFICE OF TRAFFIC SAFETY MEMORANDUM DATED MAY 6, 1976 (HIGHWAY SAFETY ACT, 1973, SEC 288), AMERICANS WITH DISABILITIES ACT (ADA) AND TEXAS ACCESSIBILITY STANDARDS (TAS) SHALL BE COMPLIED WITH IN ALL SIDEWALK CONSTRUCTION.
- CONCRETE WASH-OUT AREAS ARE TO BE PROVIDED BY THE CONTRACTOR AT A LOCATION ACCEPTABLE TO THE CONTRACTOR UNDER NO CIRCUMSTANCES IS THE CONTRACTOR TO PERMIT CONCRETE TRUCKS TO WASH AT ANY AREA OTHER THAN THAT DESIGNATED.
- STREET NAME SIGNS SHALL BE BUILT IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS, AND BEAR STREET NAMES AS PER RECORDED PLAN.
- A DOUBLE-REFLECTORIZED BLUE TRAFFIC MARKER SHALL BE PLACED ON A ONE FOOT OFFSET OF THE PAVEMENT CENTERLINE AT ALL FIRE HYDRANT LOCATIONS BY THE CONTRACTOR. HYDRANTS LOCATED AT INTERSECTIONS SHALL HAVE A MARKER PLACED ON EACH STREET. THERE WILL BE NO SEPARATE PAYMENT FOR THESE MARKERS.



SIDEWALK DETAIL

- BENCHMARKS**
- TBM NO. 1: 60d NAIL IN ASPHALT ELEV. = 573.69'
 - TBM NO. 2: 60d NAIL IN ASPHALT ELEV. = 572.89'

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.



LEGEND

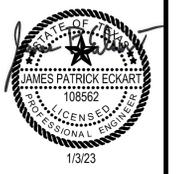
- PROPERTY LINE
- EXISTING CONTOUR (MINOR)
- EXISTING CONTOUR (MAJOR)
- PROPOSED CONTOUR
- HIGH POINT
- SWALE
- DRAINAGE FLOW ARROW
- PROP. CONCRETE SIDEWALK
- PROP. CONCRETE PAVEMENT

PAVING CONSTRUCTION NOTES

NO.	REVISION	DATE
2	CCSA - TECHNICAL REVIEW SIDEWALK / TRAFFIC	07/03

JECKART
CONSULTING ENGINEERS

TEXAS REGISTERED ENGINEERING FIRM F-23325
8002 Cooper Pass
San Antonio, TX 78255
210.954.9605



1315 MARCH AVE. COMMERCIAL DRIVEWAY
1315 March Ave., San Antonio, TX
FENCE DIMENSIONAL CONTROL PLAN

DESIGNER: JPE
DRAWN BY: VM
DATE: JAN. 2023
SCALE: 1" = 20'
SHEET NO.: C2.0

Date: Jan 03, 2023, 4:58pm User: jpeash Plot: C:\Users\jpeash\OneDrive\... Project: 10025_Garanda_Marques_Architect\1009 - 1315 March Ave\105 - Sheet_EPlan\C2.0_FENCE_DIMENSIONAL_CONTROL_PLAN.dwg