



**EBEY'S LANDING HISTORIC PRESERVATION COMMISSION**  
ISLAND COUNTY COMMISSIONERS' HEARING ROOM (Room 102B)  
1 NE 6<sup>th</sup> St., COUPEVILLE, WA  
FEBRUARY 13, 2025

**10:00: Roll Call**

**Approval of Minutes** – Minutes from January 23, 2025

**Public Comment on items not on the agenda -**

**Public Hearings:**

- **COA-25-002:** S6415-00-13003-0; 205 NE 9th Street, Coupeville – Sandler – Construction of a new 1 car garage

**Other Discussion items:**

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The Historic Preservation Commission will hear testimony from interested persons either in person or via telephone or video. Written comments may be submitted comments to Planning & Community Development; 1 NE 7th Street, Coupeville, WA 98239 for projects within the County (EBY). Projects within the Town (COA), submit written comments to the Town of Coupeville, 4 NE 7th St., Coupeville, WA 98239

Join Zoom Meeting <https://zoom.us/j/91304102115?pwd=ajlTWjJxODdRbUd3cXNwQXY2QkQ2UT09>  
Meeting ID: 913 0410 2115 Passcode: 509725 Dial by your location +1 (253) 215-8782,  
Meeting ID: 913 0410 2115 Passcode: 509725



**CENTRAL WHIDBEY HISTORIC PRESERVATION COMMISSION  
ISLAND COUNTY COMMISSIONERS' HEARING ROOM  
COUPEVILLE, WA  
January 23, 2025**

A recording of this meeting can be found on Coupeville's website: [www.townofcoupeville.org](http://www.townofcoupeville.org). Timestamps (*hr. m. s.*) for the beginning of each item and motion are designated in the minutes.

**CALL TO ORDER**

Chair Bishop called the meeting to order at 10:00am

**COMMISSIONERS PRESENT**

- ✓ Chair **Danielle Bishop**
- ✓ Commissioner **Katherine Baxter**
- ✓ Commissioner **Jay Adams**
- ✓ Commissioner **Kevin Turkington**
- ✓ Commissioner **Marshall Bronson**

**STAFF PRESENT**

- ✓ Island County Current Use Planner **Yumi Shridhar**
- ✓ Town of Coupeville Community Planning Director **Joshua Engelbrecht**

**APPROVAL OF AGENDA**

Action: A motion was made by Commissioner Turkington, seconded by Commissioner Bronson, to approve the agenda of the January 23, 2025 meeting as submitted. *The motion passed unanimously.*

**APPROVAL OF MINUTES**

Action: A motion was made by Commissioner Turkington, seconded by Commissioner Baxter, to approve the minutes of the January 9, 2025 minutes as amended. *The motion passed unanimously.*

**Public Comment on items not on the agenda**

*No members of the public spoke on items not on the agenda.*

**PUBLIC HEARING**

Chair Bishop provided a description of the role of the Commission, its legal basis and process, and the standards and guidelines on which its decisions are based. She asked commissioners to declare any conflicts of interest or bias regarding the applications on the agenda and to disclose any ex parte communication or site visits.

- Chair **Bishop** visited all sites
- Commissioner **Adams** visited all sites
- Commissioner **Turkington** visited all sites

*No public challenge to the participation of a commissioner was raised.*

***EBY-24-066 (5m. 11s.) – 987 Blockhouse Rd – Attached ADU addition***

Island County Current Use Planner, Yumi Shridhar, presented on the proposed addition to a non-historic single family residence. Elements of the presentation included the size and use of the addition, proposed materials, applicable guidelines, and location within the Reserve.

***DISCUSSION***

Chair Bishop opened the floor for discussion.

Questions were asked about what types of houses are allowed in that area of the Reserve and mass and scale and the resulting total square-footage.

Applicant's site developer spoke about plans for the attached ADU. It is not intended as a rental unit but will be used for applicant and their family.

***MOTION (20m. 58s.)***

Action: A motion was made by Commissioner Turkington, seconded by Commissioner Bronson, based upon the staff report, the evidence presented, comments made at the public meeting, and finding application EBY-24-006 to be consistent with Ebey's Landing National Historical Reserve Design Guidelines, to approve the certificate of appropriateness. *The motion passed unanimously.*

**DISCUSSION**

The Commission thanked Kevin Turkington for his time and work on the Commission, as this was his final meeting.

**ADJOURNMENT**

The meeting was adjourned at 10:22am.

Respectfully submitted,

Community Planning Director

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Deputy Clerk Chris Jolly

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Joshua Engelbrecht



## Ebey's Landing National Historical Reserve

### Certificate of Appropriateness

**Michael Sandler**  
**205 NE 9<sup>th</sup> Street**  
**COA-25-002**

**Level A or B (Review requested)**

**Level C (Decision requested)**

**Level C (Recommendation requested)**

**Jurisdiction:** Town of Coupeville

X

### I – PROJECT SUMMARY and BACKGROUND

The applicant requests a Certificate of Appropriateness for a proposal to construct a new, one-car garage on the historic property known as the Hesselgrave House at 205 NE 9<sup>th</sup> Street.

The project site is located within Ebey's Review Area 1. The project requires a Level C Certificate of Appropriateness per Coupeville Town Code (CTC) 16.13.120(B), and the Town of Coupeville is requesting an Historic Preservation Commission (HPC) decision on this proposal at the February 13, 2025, public hearing.

The public notice was published in the Whidbey News Times on February 1, 2025. A sign was posted on the property on January 17, 2025. The public comment period was open from January 17 to February 12, 2025. The Town of Coupeville has not received any public comments regarding the proposal as of February 6, 2025. Any comments received after February 6, 2025, will be presented at the public hearing on February 13, 2025.

### II – PERMIT DATA

<b>Building or Land Use Permit Type</b>	Certificate of Appropriateness
<b>Application Number</b>	COA-25-002
<b>Application Date</b>	January 14, 2025
<b>Applicant/Owner</b>	Michael Sandler

### III – SITE DATA

<b>Address</b>	205 NE 9 <sup>th</sup> Street, Coupeville			
<b>Location</b>	NE quadrant of town, two blocks from Penn Cove			
<b>Parcel Number(s)</b>	S6415-00-13003-0			
<b>Size of parcel(s)</b>	0.1148 acres			
<b>Review Area</b>	Review Area 1			
<b>Historic Structure?</b>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
<b>Proximity to Historic Structures?</b>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
<b>Zoning Designation</b>	Medium density residential; RM-9600			
<b>Other Site Features</b>	None			

### IV – STAFF CONTACTS

<b>Title</b>	<b>Name</b>	<b>Phone</b>	<b>E-mail</b>
Assistant Planner	Lisa Walsh	360-678-4461 x 104	assistantplanner@townofcoupeville.org

### V – DISCUSSION

The applicant submitted a Certificate of Appropriateness application to construct a new, one-car garage at 205 NE 9<sup>th</sup> Street in Coupeville. The proposed location of the garage is behind the house, at the end of the area that is currently used as the parking area and driveway.

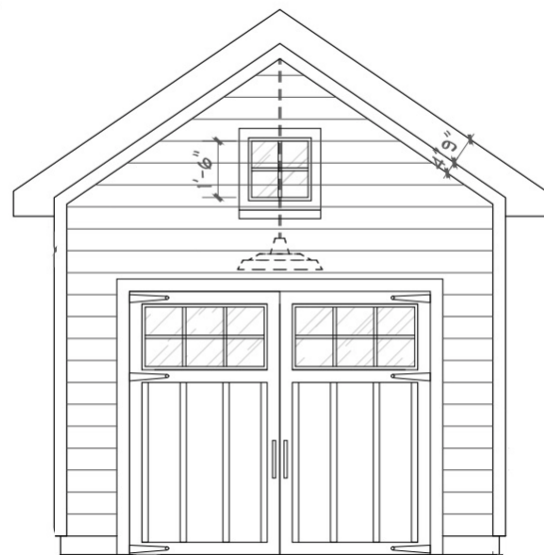


Figure 1 – Inspiration photo and proposed design

Ebey’s Landing National Historical Reserve Inventory lists this house as a contributing historic property known as the Hesselgrave Rental House/ Bagby Rental House. The house was mostly likely built by Captain Thomas Kinney in 1890. At an unknown time, a 1-story addition was built onto the south façade. The other facades remain generally unchanged from their original construction. The property is significant under National Register criterion C because the house embodies the distinctive characteristics of architectural expressions and methods of construction that represent the period of community development in the Reserve, from 1871 until 1910. The house retains the integrity of location, setting, materials, design, workmanship, feeling and association.<sup>1</sup>

There is evidence of possibly two additions at some point, as shown below:



Figure 3 – Back of the house (south elevation)

**VI – APPLICABLE DESIGN GUIDELINES**

**A. SECRETARY OF THE INTERIOR’S STANDARDS**

<b>The Secretary of the Interior’s Standards apply:</b>	Yes		No	X
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The subject property is surrounded by multiple historic buildings:



Figure 2 – Surrounding historic buildings

<sup>1</sup> See Ebey’s Landing National Historical Reserve PNRO Inventory at <https://s3.amazonaws.com/cartogaia-ebeyslanding/home/home.html> for more information.

**Contributing structures:**

1. The Jacob Straub House is located approximately 106 feet to the northwest of the subject property; Jacob Straub was a local blacksmith who built the house in 1890.
2. The Conrad House is located approximately 100 feet to the northeast of the subject property; it was built by Lou Hicks in about 1914.
3. The Stark House is located approximately 116 feet to the southwest of the subject property and was built in 1890.
4. The Ives House is located approximately 67 feet to the southwest of the subject property. Built in 1890, this house was occupied by Mr. Ives, the local undertaker, in the early 20<sup>th</sup> century.

**Noncontributing structures:**

The Hesselgrave/Folkart House is located at 808 NE 9<sup>th</sup> Street is located approximately 30 feet to the east of the subject property. It may have been built by Captain Thomas Kinney in 1890.

**B. EBEY’S RESERVE DESIGN GUIDELINES**

Staff has identified the following design guidelines as particularly relevant to the proposal.

**CHAPTER 4.6.7 – New Accessory Structures**

**Guiding Principle:** Accessory structures should be designed to be compatible with the primary building and the setting.

**New Accessory Structures on Historic Sites**

<b>Guideline</b>	<b>Staff Analysis</b>
4.6.7.1	Historic accessory structures should be preserved or rehabilitated.  <i>Does not apply.</i>
4.6.7.2	New accessory structures should be designed to be compatible with the historic context and setting, and the structure should be secondary to the main historic building.  <i>Staff finds that the proposed garage design is compatible with the house and the neighborhood; the garage is small and does not detract from the house or any other historic structure.</i>
4.6.7.3	Place accessory structures in the rear yard or at the rear of the side yard, so they are only minimally visible from the street.  <i>The proposed location is in the rear side yard, just past the back of the house. The garage will be visible from the street but will not draw attention from the house.</i>
4.6.7.4	Spacing and size of window and door openings, and proportion of window to wall space should be similar to historic counterparts within the streetscape or neighborhood, without duplicating them.

	<i>Proposed window placement and spacing are similar to those on the historic structure. The proposed windows are small and are four panes per window, which are distinct from the one-over-one windows on the house.</i>
4.6.7.5	<p>New accessory structures, when visible from the public view, should have design and materials compatible with the primary structure. Stock or kit outbuildings, fabric buildings, cargo containers, and carports are inappropriate when visible from the public view.</p> <p><i>Staff finds the proposed design and materials to be compatible with the house. The proposed siding is similar to the siding on the house but is slightly wider. This is not a kit-type structure.</i></p>
4.6.7.6	<p>Materials used on accessory buildings should reflect the use and function of the accessory building and not that of the primary building.</p> <p><i>Staff believes the barn-style doors and gable roof on the garage reflect the function of the building and fit well in the Reserve.</i></p>
4.6.7.7	<p>Within the Town, fabric structures are not appropriate.</p> <p><i>Does not apply.</i></p>
4.6.7.8	<p>Within the Town, cargo containers that have not been architecturally modified to the historic setting are not appropriate.</p> <p><i>Does not apply.</i></p>

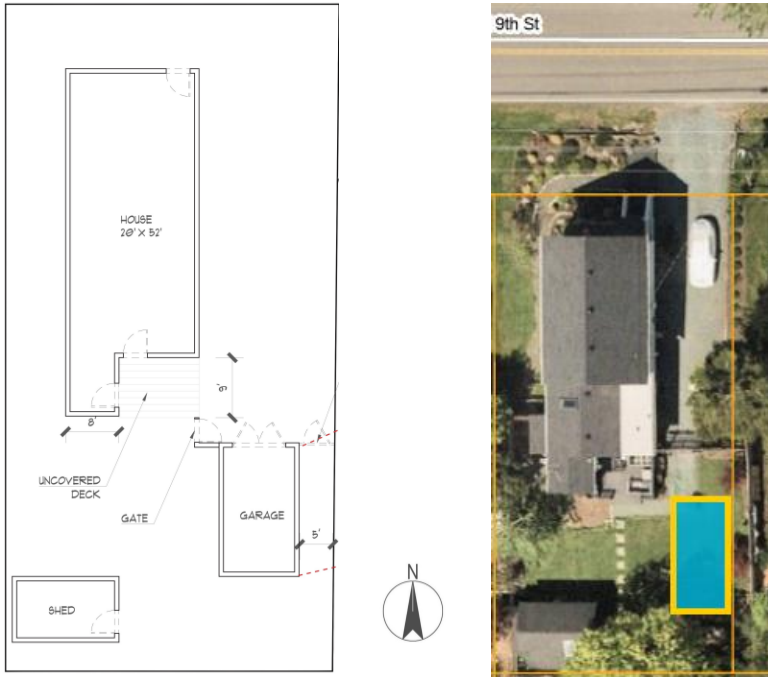


Figure 3 – Proposed garage location behind house

## Design Guidelines – Garage and carport Additions

Guideline	Staff Analysis
4.6.7.1	<p>The exterior of garages should use the same material, or a compatible material, as the house. Use colors that make the garage as inconspicuous as possible and/or match the house.</p> <p><i>The applicant proposes to use Hardie Plank siding similar in appearance to the wood siding on the house but a little wider. The garage will be painted white to match the house.</i></p>
4.6.7.2	<p>Design a garage or carport addition so that it does not dominate the main façade of the house. Placement on the side or in the rear is preferred. This will help reduce the perceived mass of the overall development. When the garage must be attached, the percentage of building front allocated to it should be minimized. Side loading garages are preferred.</p> <p><i>See 4.6.7.3 above. The proposed garage is front loading, which fits well on the parcel.</i></p>
4.6.7.3	<p>Give visual emphasis to the house as opposed to the garage or carport. Create focal points in the house design such as front porches, larger accent windows or windows in prominent gables which project forward of the garage door and draw attention above the garage door.</p> <p><i>The house will maintain a prominent position on the parcel as viewed from the public right-of-way. The garage will be located entirely beyond the back of the house.</i></p>
4.6.7.4	<p>To encourage garages in back yards within the Town, garages may be placed in the defined side and rear setbacks if; (b) The garage is at least 3 feet from the rear property line. The garage may be placed three feet from the side property line provided that the main structure directly in front of the garage is no more than five feet from the same property line. This ensures that the balance of the required side yard setback is retained for the full depth of the parcel.</p> <p><i>CTC 16.12.030 – Setback Standards states that in the medium density residential zone, setbacks are 20 feet for the rear setback and 6 feet for the side setback. Proposed setback for the garage is 14 feet, 4 inches for the rear setback and 5 feet for the side setback. CTC 16.12.030(c)(5) allows for reduction up to 50% of standard setbacks to comply with Ebey’s Design Guidelines, placing the proposed setbacks within the allowable reduction range.</i></p>

## Design Guidelines – Accessory Residential Buildings and Structures

Guideline	Staff Analysis
4.6.7.1	<p>Traditionally, outbuildings were located at the rear of the lot.</p> <p><i>Proposed location of the garage is in the rear of the lot.</i></p>
4.6.7.2	<p>In general, an accessory structure should be unobtrusive and not compete visually with the house. While the roofline does not have to match the house, it is best that it not vary</p>

	<p>significantly. Basic rectangular forms – hip, gable or shed roofs – are appropriate. Outbuildings must be set back from the rear of the primary building face a minimum of ten feet. They must be set back from the side and rear yard a minimum of 5 feet.</p> <p><i>Staff believes the proposed design is complimentary to the neighborhood. The roofline, roofing material and siding material are similar but do not exactly match the house. The garage will be painted white, to match the house. The garage is set back from the side and rear yard 5 feet or more.</i></p>
4.6.7.3	<p>Wood is the preferred material for most accessory structures. Avoid shiny or artificial-looking materials. Metal or vinyl is allowed for smaller structures if they are located in the rear yard and are not visible from the street. If necessary, screen with vegetation, appropriate fencing, or a part of the main building.</p> <p><i>The applicant proposes to use Hardi Plank siding material and black asphalt shingles on the roof. The applicant also intends to install a trellis with a type of trailing plant, as shown in Figure 1, to help soften the appearance of the garage from the right-of-way.</i></p>
4.6.7.4	<p>An accessory structure should remain subordinate in terms of mass, scale and height to the primary structure.</p> <p><i>The proposed garage is a single-car garage with a gable roof. Staff feels that the mass, scale and height are appropriate compared to the surrounding structures and feels that the garage will not detract from any of the nearby historic structures.</i></p>
4.6.7.5	<p>Fabric structures are not acceptable accessory structures in the Town.</p> <p><i>Does not apply.</i></p>
4.6.7.6	<p>Cargo containers whose appearance has been adapted for use in a residential area may be appropriate.</p> <p><i>Does not apply.</i></p>
4.6.7.7	<p>In the Town, locate large modern features such as greenhouse additions at the rear of the property so that they do not affect the character of the street. Screen such features with vegetation of needed.</p> <p><i>The proposed garage is proposed to be placed in the rear of the property and to be screened with a trellis and a trailing plant.</i></p>

**VII – RECOMMENDED MOTION**

Based on the record developed to date, including application materials, staff report, evidence presented, and comments made at the public meeting, and finding application COA-25-002 to be consistent with the Ebey’s Landing National Historic Reserve Design Guidelines, I move to recommend granting a Certificate of Appropriateness.

## **IX – FINDINGS OF FACT AND CONCLUSIONS OF LAW**

Based on the analysis presented above, staff proposes the following findings of fact with respect to Application No. COA-25-002.

1. An application was submitted for a Certificate of Appropriateness on February 13, 2025, for construction of a new one-car garage.
2. The site is within Review Area 1 of Ebey’s Landing National Historical Reserve and is classified as a new accessory structure on a historic site within Review Area 1, requiring action on a Certificate of Appropriateness by the Historic Preservation Commission.
3. On January 16 and February 6, 2025, the Ebey’s Reserve Committee reviewed the application and found it to be consistent with the applicable Ebey’s Landing National Historical Reserve Design Guidelines.
4. In accordance with Chapter 16.13 of the Coupeville Town Code, the Historic Preservation Commission reviewed the application in an open and duly advertised public meeting on February 13, 2025, and all wishing to be heard were heard.
5. In accordance with Guidelines in Chapter 4.6.7 – New Accessory structures, the proposed garage design is found to be compatible with the historic context and setting but does not duplicate a historic structure.
6. In accordance with guidelines in Chapter 4.6.7 – Garage and Carport Additions, the garage is found to be compatible in mass and placement with the overall development and neighboring historic structures.
7. In accordance with Guidelines in Chapter 4.6.7 – Accessory Residential Buildings and Structures, the proposed garage is found to be compatible with roof form, roofing material, siding material and color with the Hesselgrave house and other nearby historic structures.
8. After review of the proposed application and consideration of public comment and staff’s recommendation, the Historic Preservation Commission finds COA-25-002 to be compatible with the applicable Ebey’s Landing National Historical Reserve Design Guidelines.

## **X – APPEAL PROCESS**

A decision to approve, conditionally approve, or deny a Certificate of Appropriateness may be appealed as an administrative determination, together with the associated permit, in conformance with the appeal procedures set forth in Coupeville Town Code Chapter 2.52 and Sections 16.06.060 and 16.13.080.

## **XI – DECISION OR RECOMMENDATION**

**The Historic Preservation Commission approves this Certificate of Appropriateness, signed this 13th day of February, 2025.**

Attested by:

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Historic Preservation Chair

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Lisa Walsh, Assistant Planner, Town of Coupeville

- f. Provision of window treatments for architectural interest and human scale. Windows could be detailed with mullions, recesses, molded window caps, etc.;
  - g. Application of complementary features around doorways and balconies;
  - h. Provision of a clear and strong division between floors on multi-story buildings.
12. Within the Town, encourage pedestrian activity on the street with elements such as storefront windows, seating, doors facing the street and canopies appropriate for the setting and building design.
  13. Other exterior materials may be appropriate if they are detailed and finished to be compatible with the setting. Exterior materials that are not appropriate include: fiberglass, plastic or glossy vinyl siding, mirrored glass or other glass curtain walls, and unpainted/untextured concrete block.
  14. Roofs should provide a variety of vertical dimensions. Large, flat-roofed buildings, particularly where visible from uphill locations, are discouraged. Where flat roofs are appropriate, designs should include simple architectural details such as cornices, and decorative facings to provide interest to the roof line.
  15. Rooftop design shall effectively screen mechanical equipment or incorporate mechanical equipment within the roof structure.
  16. For developments over one acre in size within the Town, the following open space features are required:
    - a. A minimum of two percent of the site area for one or more outdoor gathering places, including comfortable seating in each open space area compatible with the setting;
    - b. Approximately one-quarter of the open space to be provided should be landscaped;
    - c. Safe and visually-compatible pedestrian connections to walkways serving other portions of the site and, if appropriate, adjacent sites;
    - d. Location of open spaces at or near high-use pedestrian locations.

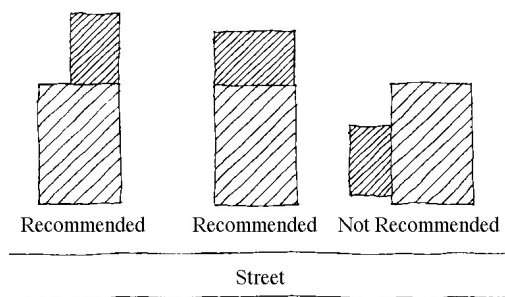
#### **4.6.7 New Accessory Structures (including Garages and Sheds)**

***Guiding Principle: Accessory structures should be designed to be compatible with the primary building and the setting.***

##### Design Guidelines—Historic Sites

1. Historic accessory structures should be preserved or rehabilitated.
2. New accessory structures should be designed to be compatible with the historic context and setting and the structure should be secondary to the main historic building.
3. Place accessory structures in the rear yard or at the rear of the side yard, so they are only minimally visible from the street.

4. Spacing and size of window and door openings and proportion of window to wall space should be similar to historic counterparts within the streetscape or neighborhood, without duplicating them.
5. New accessory structures, when visible from the public view, should have design and materials compatible with the primary structure. Stock or kit outbuildings, fabric buildings, cargo containers, and carports are inappropriate when visible from the public view.



*The visibility of the secondary structures at the right and left is limited from the roadway. The secondary structure in the middle is very visible from the roadway and should be avoided.*

6. Materials used on accessory buildings should reflect the use and function of the accessory building and not that of the primary building. For instance, materials used on exterior facades of accessory buildings were often different (simpler and less costly) than those on the main building.
7. Within the Town, fabric structures are not appropriate.
8. Within the Town, cargo containers that have not been architecturally modified to the historic setting are not appropriate.

#### Design Guidelines—Garage and Carport Additions

1. The exterior of garages should use the same material, or a compatible material, as the house. Use colors that make the garage as inconspicuous as possible and/or match the house.
2. Design a garage or carport addition so that it does not dominate the main facade of the house. Placement on the side or in the rear is preferred. This will help reduce the perceived mass of the overall development. When the garage must be attached, the percentage of building front allocated to it should be minimized. Side loading garages are preferred.
3. Give visual emphasis to the house as opposed to the garage or carport. Create focal points in the house design such as front porches, larger accent windows or windows in prominent gables which project forward of the garage door and draw attention above the garage door.
4. To encourage garages in back yards within the Town, garages may be placed in the defined side and rear setbacks if:
  - a. The garage is placed at least six feet behind the street facing facade of the house. A breezeway no wider than six feet measured side to side may connect the garage to the house.
  - b. The garage is at least three feet from the rear property line. The garage may be placed three feet from the side property line provided that the main structure directly in front of the garage is no more than five feet

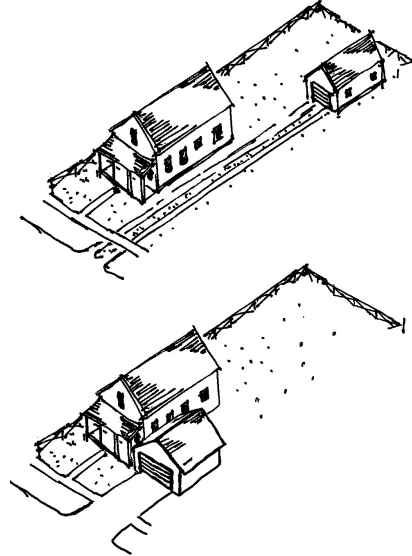
from the same side property line. This ensures that the balance of the required side yard setback is retained for the full depth of the parcel.

- c. The size of the garage does not exceed 24 by 24 feet.
- d. The height of the garage is limited to 12 feet above the highest point of natural grade along the front (vehicular entrance) wall of the garage.

#### Design Guidelines—Accessory Residential Buildings and Structures

1. Traditionally, outbuildings were located at the rear of the lot.
2. In general, an accessory structure should be unobtrusive and not compete visually with the house. While the roofline does not have to match the house, it is best that it not vary significantly. Basic rectangular forms - hip, gable or shed roofs - are appropriate. Outbuildings must be set back from the rear of the primary building face a minimum of ten feet. They must be set back from the side and rear yard a minimum of five feet.
3. Wood is the preferred material for most accessory structures. Avoid shiny or artificial-looking materials. Metal or vinyl is allowed for smaller structures if they are located in the rear yard and are not visible from the street. Use darker earth tone colors to make the structure unobtrusive. If necessary, screen with vegetation, appropriate fencing, or a part of the main building.

4. An accessory structure should remain subordinate in terms of mass, scale and height to the primary structure.



*Avoid attaching a garage or carport to the front of the primary structure. Traditionally, garages were sited as a separate structure at the rear of the lot; this pattern should be maintained.*

5. Fabric structures are not acceptable accessory structures in the Town.
6. Cargo containers whose appearance has been adapted for use in a residential area may be appropriate.
7. In the Town, locate large modern features such as greenhouse additions at the rear of the property so that they do not affect the character of the street. Screen such features with vegetation if needed.

#### CHAPTER 4.7 - PAINTING AND COLORS

**Guiding Principles:** *Paint serves both to protect wood from the weather and to add a decorative element to the building and the streetscape. Proper maintenance of painted surfaces is important to preserving houses and their architectural features.*



**DESCRIPTION OF PROPOSED WORK:**

CONSTRUCTION OF GARAGE

Note: Please refer to the checklist on page 3 of this application for required submittal materials

**Existing & Proposed Materials:** Type n/a if not applicable

Doors: (existing) \_\_\_\_\_ (proposed) (2) 4" BARN DOORS

Windows: \_\_\_\_\_ (2) SMALL WINDOWS

Deck/Railing: \_\_\_\_\_ N/A

Stairs/Ramp: \_\_\_\_\_ N/A

Siding: \_\_\_\_\_ SAME AS HOUSE

Roofing: \_\_\_\_\_ BLACK ASPH/FLT

Fence: \_\_\_\_\_ N/A

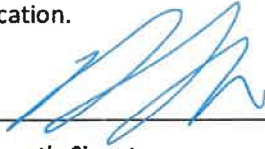
Type Y or N

- Does the proposed project involve a Historic Building?  Yes  No
- Is the property within 100 feet of a historic building?  Yes  No
- Is there a Conservation Easement on the property?  Yes  No

If yes, please include easement information with application packet

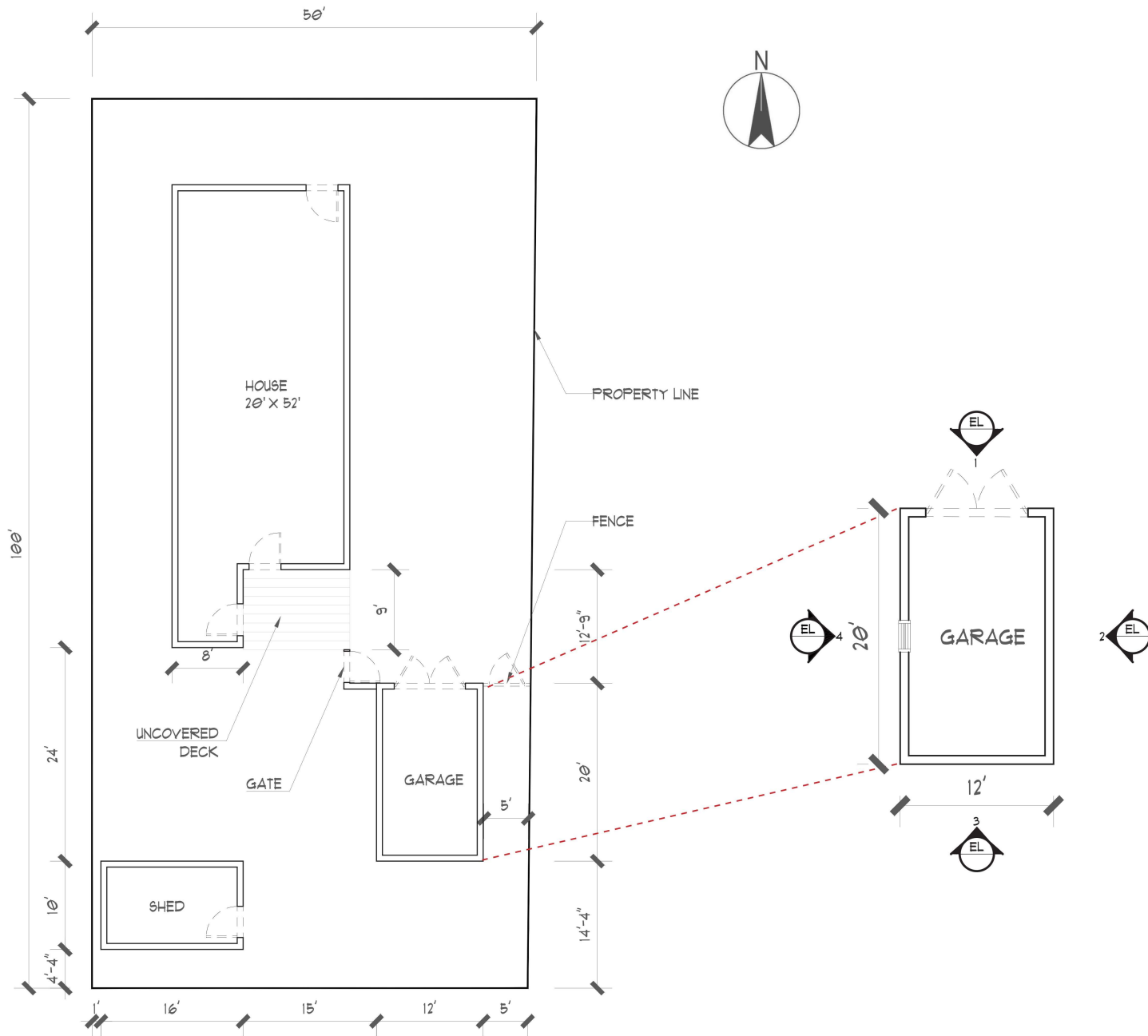
**Applicant's Acknowledgment**

I am familiar with the Ebey's Reserve Design Guidelines as they pertain to my project. I certify by my signature below that the information in this application is accurate and complete. Planning staff has permission to copy materials, including architectural drawings, necessary for the review of my application.



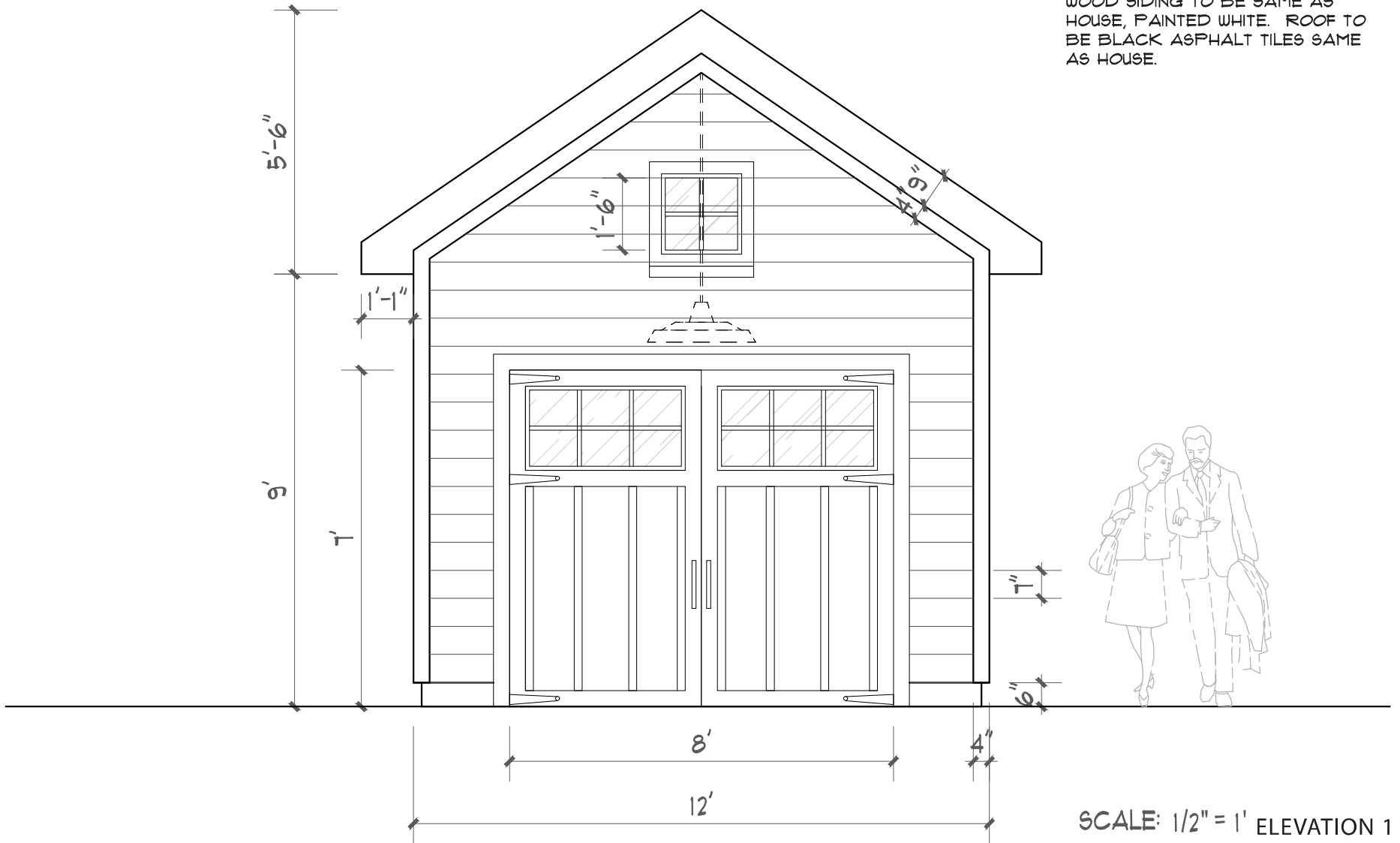
Date 14 JAN '25

Applicant's Signature



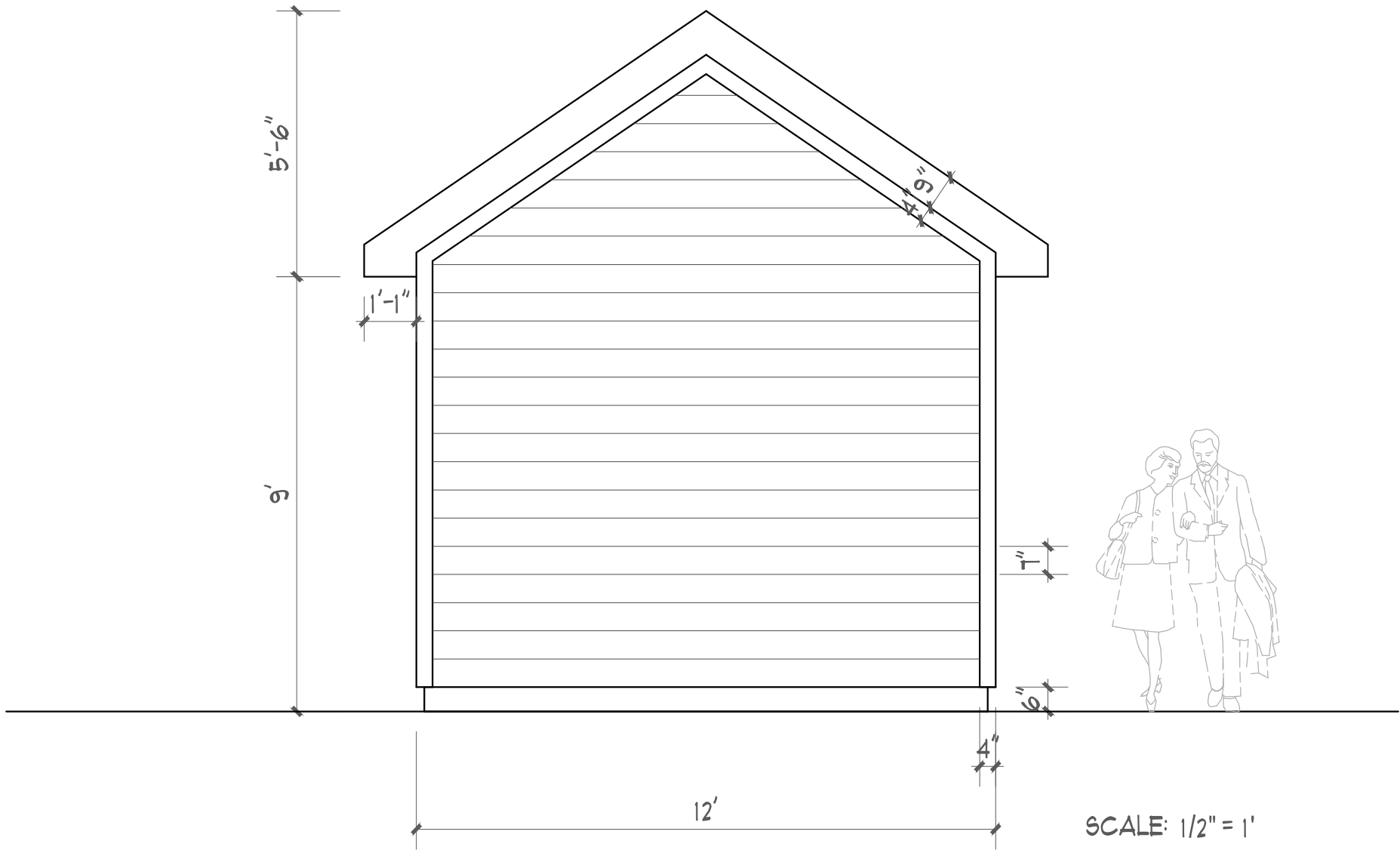
FLOOR PLAN  
SCALE: NTS

NOTE:  
 WOOD SIDING TO BE SAME AS  
 HOUSE, PAINTED WHITE. ROOF TO  
 BE BLACK ASPHALT TILES SAME  
 AS HOUSE.



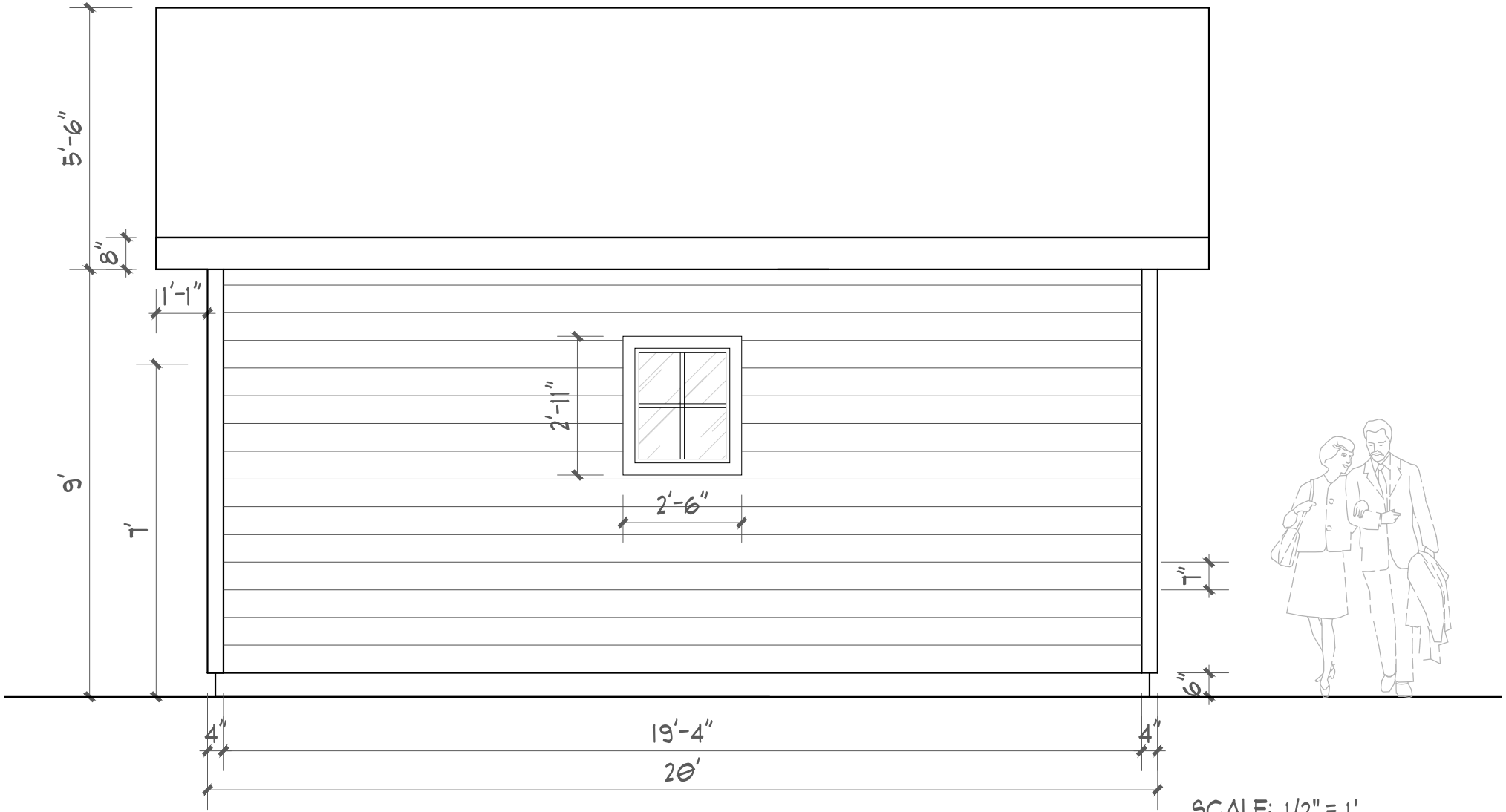
SCALE: 1/2" = 1' ELEVATION 1  
 SCALE: 1/2" = 1'





SCALE: 1/2" = 1'

ELEVATION 3  
SCALE: 1/2" = 1'



SCALE: 1/2" = 1'

ELEVATION 4  
SCALE: 1/2"=1'