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October 7, 2019

Amie Ashton, Project Manager
David J. Powers & Associates, Inc.
1871 The Alameda, Suite 200
San Jose, Ca 95126
(Via email)

RE: Historical Evaluation Update – 3585 El Camino Real, Palo Alto, CA
APN# 132-40-058

Dear Amie:

This letter constitutes an update to an earlier historic resource evaluation conducted in the 1990s for the property, located in the City of Palo Alto, County of Santa Clara, at 3585 El Camino Real. The property contains one metal building that has been used as a garage and automobile repair shop over the years. It is currently vacant and proposed for demolition.

Summary of Findings

The structure at 3585 El Camino Real has some historical/architectural interest due to its Quonset hut shape, but it is not a distinctive example of this mid-twentieth century building type and lacks substantial historic integrity. The property therefore does not meet the criteria for individual listing on the California Register of Historical Resources or the National Register of Historic Places. When evaluating the property under the eligibility criteria for listing on the City of Palo Alto Historic Inventory, it still does not appear to warrant inclusion in this register.

Palo Alto Historic Inventory

The City of Palo Alto's Historic Inventory lists noteworthy examples of the work of important individual designers and architectural eras and traditions, as well as structures whose background is associated with important events or trends in the history of the city, state, or nation. The property currently identified as 3877 El Camino Real is not listed in the Palo Alto Historic Inventory, nor was it surveyed as part of the Palo Alto Historic Survey Update by Dames & Moore in 2000. The City has adopted specific definitions for the categorization properties on the Inventory. These are used to classify buildings that are found to be significant at the local level. The Inventory is organized under the following four Categories:

- Category 1 (Exceptional Building): "Exceptional building," means any building or group of buildings of preeminent national or state importance, meritorious work of the best architects or an outstanding example of the stylistic development of architecture in the United States. An exceptional building has had either no exterior modifications or such minor ones that the overall appearance of the building is in its original character.
- Category 2 (Major Building): "Major building," means any building or group of

buildings of major regional importance, meritorious works of the best architects or an outstanding example of an architectural style or the stylistic development of architecture in the state or region. A major building may have some exterior modifications, but the original character is retained.

- Category 3 or 4 (Contributing Building): "Contributing building," means any building or group of buildings which are good local examples of architectural styles and which relate to the character of a neighborhood grouping in scale, materials, proportion or other factors. A contributing building may have had extensive or permanent changes made to the original design, such as inappropriate additions, extensive removal of architectural details, or wooden facades resurfaced in asbestos or stucco.

In addition to the classification categories listed above, the City has specific criteria for designation of historic structures/sites or districts to the historic inventory:

- (1) The structure or site is identified with the lives of historic people or with important events in the city, state or nation;
- (2) The structure or site is particularly representative of an architectural style or way of life important to the city, state or nation;
- (3) The structure or site is an example of a type of building, which was once common, but is now rare;
- (4) The structure or site is connected with a business or use, which was once common, but is now rare;
- (5) The architect or building was important;
- (6) The structure or site contains elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship. (Ord. 3721 § 1 (part), 1986).

Intent of this preliminary historic evaluation update

When a project has the potential to affect a historic resource that is either listed, or eligible for listing, on the California Register of Historical Resources, or could be eligible for designation as a Historic Resource under City of Palo Alto criteria (as defined in Municipal Code Section 16.49.040), the City of Palo may require a project applicant to hire a qualified historical consultant to prepare an independent evaluation of the property according to relevant local, state, and/or national historic resource evaluation criteria.

This property has been previously determined by the City of Palo Alto to not meet the criteria for listing on the National Register of Historic Places or the California Register of Historical Resources. An update to that determination, as presented in this letter, is used to determine if the passage of time has modified the understanding of the building for its potential to convey historic significance.

Survey Status

In 1998, the City of Palo Alto conducted an update to its Historic Inventory List. At that time, the building on the property would have been approximately 52 years old, just meeting the threshold for evaluation as a historic property. The 1998 evaluation found that the property was "deemed NOT eligible for the CRHR [California Register of Historical Resources] or the NRHP [National Register of Historic Places]..." Because time has passed since that determination, this letter is intended to provide a current updated evaluation for the purposes of CEQA.

Qualifications

Archives & Architecture, LLC, is a cultural resource management firm located in San Jose, California. Leslie Dill, partner in the firm and the primary author of this letter, meets the Secretary of the Interior's qualifications within the fields of architectural history and historic architecture to perform identification, evaluation, registration, and treatment activities in compliance with state and federal environmental laws, and are listed with the California Historical Resource Information System (CHRIS). The standards are outlined in 36 CFR Part 61.

Methodology

The methodology used for this historic evaluation included an on-site visual inspection of the exterior of the extant building, a preliminary investigation into the history of the property and its associations, a brief review of the building type within the larger context of the City's development, and an evaluation of the property within that context.

Parcel Description ("Existing Conditions" per the environmental review outline)

The site is located on the [northeast] corner of El Camino Real and Matadero Avenue with 60 ft. frontage on El Camino Real. The 6251 sq. ft. lot is served by 20 ft. wide alley on the rear side.

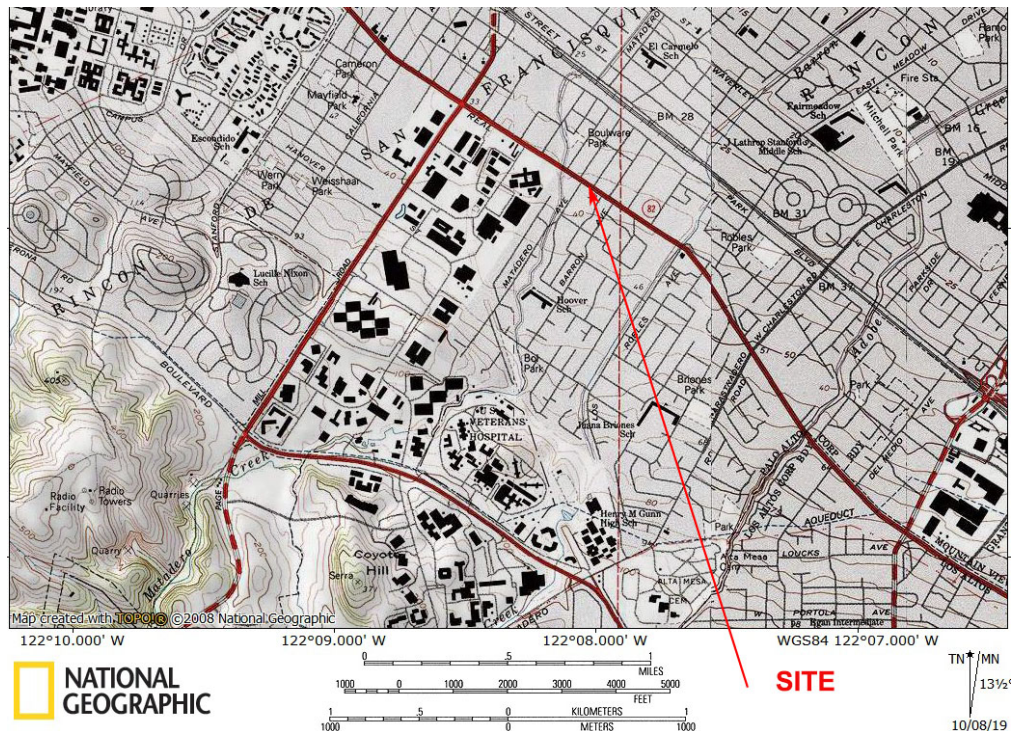
The property is neighboring two story commercial buildings on El Camino Real, a gas station across Matadero Avenue and a residential apartment complex across the alley.

Locational Data

The subject property is located within the city limits of Palo Alto. It fronts El Camino Real, a major thoroughfare that is identified as part of California Route 82. The property is located within the area of Palo Alto that was formerly known as Mayfield.

Universal Transverse Mercator (UTM): Zone 10S; 576658 mE/ 4141726 mN

USGS Map: 7.5' Palo Alto, CA, 2012; T. 6S.; R. 3W.; Mount Diablo Base Meridian (see below)



Site Development

The subject property is today located within the city limits of Palo Alto; however, the property was formed as a part of the Bartley Subdivision of the Town of Mayfield, an “L” shaped area north and south of El Camino Real. Before the area was subdivided and made a part of Mayfield, the land was held in larger parcels and located southeast of the limits of the Mayfield, in unincorporated Santa Clara County. The larger surrounding area includes the Ventura neighborhood to the northwest and Barron Park across El Camino Real. Palo Alto annexed Mayfield in 1925.

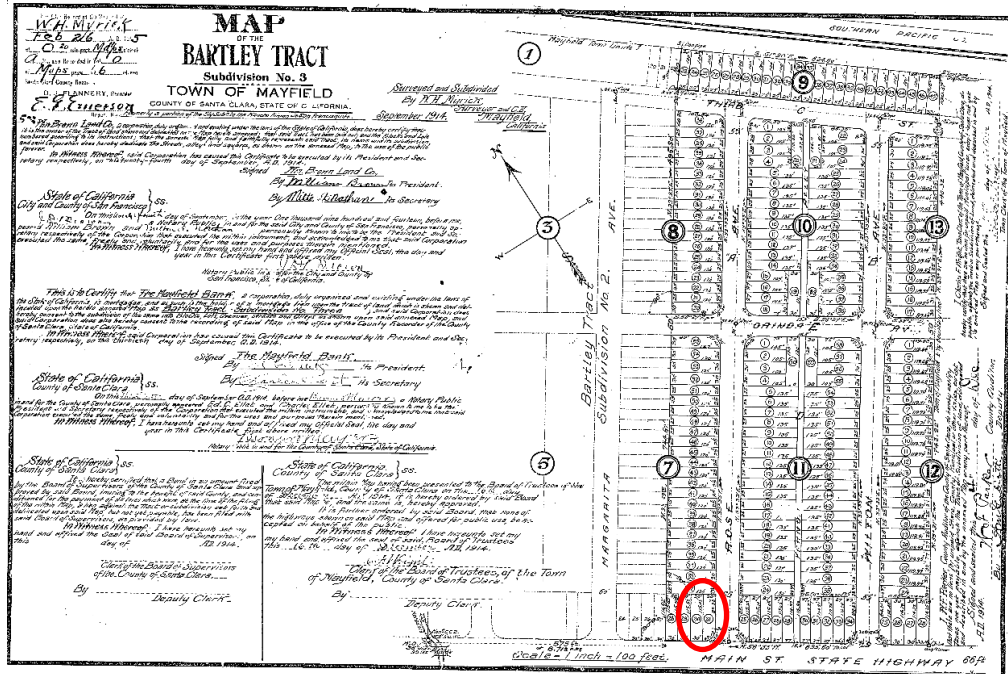
The town of Mayfield was formed in 1855, prior to the establishment of Palo Alto. It consisted of a small commercial district that became a stop on the Southern Pacific Railroad route between San Francisco and San José, and the station where a spur line led south to Vasona. “University Park,” as Palo Alto was originally named, extended from present day Embarcadero Road and the railroad toward the north. Palo Alto quickly grew to the size of Mayfield, and the two communities were officially consolidated on July 6, 1925.

In 1914, prior to annexation, the streets and properties in the subject area were laid out as part of the Bartley Subdivision No. 3 in the town of Mayfield. The subject property consisted of two smaller lots at the southeast corner of Block 7, at the intersection of what was then known as Main Street (now El Camino Real) and Rose Avenue (now Matadero Avenue).



“Birds Eye View of Bartley Tract” c. 1910. Image from Palo Alto Historical Association.

<http://archives.pahistory.org/u?/PAHA,3924>



Map of the Barley Tract Subdivision No. 3, Image Courtesy of City of Palo Alto

Photographs from the Palo Alto Historical Association from the early twentieth century as well as early USGS Maps shows that the immediate area was rural after the turn of the century. Houses in the neighborhood immediately northeast of the subject property include a mix of Eclectic Revival, Minimal Traditional, and Mid-Century designs, indicating a slow build-out of the area at the beginning of the century. By the time the 1946 USGS was created, the entire area north of El Camino Real was shaded, indicating a clustered area of development not worth identifying with individual buildings. Sanborn Insurance Maps, although they show the commercial center of Mayfield, do not show this area, indicating that it was not developed by the middle of the century when the maps ceased production.



"View of El Camino Real looking south from Mayfield" Image from Palo Alto Historical Association, Guy Miller Archives <http://archives.pahistory.org/u/?PAHA.77>. The subject property is to the left, past the Matadero Creek Bridge. Unknown date, but "automobiles are visible"

Property Development

According to assessor's records and the property's contextual history, the metal building at 3585 El Camino Real was likely placed at this location in approximately 1946. The first confirmed documentation of the building on the property is in 1948, when it appears on an aerial photograph and when it appears in a City Directory. The building can be assumed to have been acquired and relocated by the first known owner, Alfred (F.G. "Fred") Simonini immediately after World War II when the military was selling off the prefabricated buildings. Many of those buildings, known as Quonset huts, were acquired by G.I.s after they left the service; however, Simonini was not associated with the military at that time.

Originally owned and operated by Alfred (F. G. or "Fred") Simonini, the building and property were used for an automobile repair shop, known as Simonini Automobile Repair. Prior to moving his business to this location, Simonini operated his repair shop directly across Matadero Avenue at 3601 El Camino Real, currently a modern Shell Station. The 1948 aerial view shows both buildings and seems to show that Matadero Avenue was still an unpaved road. Before World War II, when his shop was across the street, Simonini and his wife, Creusa, lived on Donna Avenue in Palo Alto. After the war, and with the business in their new facility, they lived down the street, at 421 Matadero Avenue. Simonini was born in Italy, immigrated to the United States as a young teen, and was naturalized and married in 1923. He passed away in 1980 in San Jose.



1948 Aerial View, showing building on property and sparse surrounding development. Note the building to the southeast, the previous repair shop operated by F.G. Simonini.

A second automobile repair business reportedly opened as Quonset Auto Repair at this address in 1955, taking the name from the building shape, and, by 1965, the business on the subject property was operated as Combes Automobile Repair or Combes Auto Service. Robert G. Combes had owned and operated Bob Combes Mobil Service Station at 2780 El Camino Real in the late 1950s (at the corner of Page Mill Road, where Palo Alto Square was built in 1972), and he owned both businesses in the late 1960s and into the 1970s.

Architectural Context

The context of Quonset huts development at mid-twentieth century was widespread in the United States. The mostly prefabricated metal buildings were developed by the U.S. military, based on an earlier design from the U.K. Three models were first designed and manufactured in Quonset, Rhode Island, where the buildings got their names, and more models were developed later in the Chicago area by a different manufacturer. Over 150,000 units were manufactured and used throughout the United States during World War II. In the area around Palo Alto, the more-well-known installations of Quonset huts include a grouping at Stanford for the Army Specialized Training Program, and at the many local military bases on all sides of the Bay.

Immediately post-war, the military made the Quonset huts available for sale. Veterans and local entrepreneurs acquired the buildings and relocated them for a variety of uses. Some buildings were famously repurposed for housing; however, most of the buildings were utilized for warehouses, agricultural sheds, and commercial enterprises. The context statement for the Stanford Research Park indicates that the Eastman Kodak company was concerned about the quality of reused Quonset huts when it wanted to move to the area, and was pleased to locate in the Research Park, as it did not allow them. Two nearby Quonset huts that could be identified from local newspaper articles include the Old Pro Bar on El Camino Real near Page Mill Road, which was closed in 2007 and subsequently demolished, and the vacant commercial property across El Camino Real from the subject property, addressed at 3516 El Camino Real. This property was also apparently a car repair shop.

While other cities in California, such as the City of Los Angeles, have context statements that identify Quonset huts as a significant building type in their cities' historical development, the City of Palo Alto does not yet have a context statement that addresses this time frame or construction type. Other historic evaluations have not yet identified these buildings as an important part of the City's historic narrative. Recent news articles indicate that the building type has not provided significant associations to the community. In 2011, the State of California Department of Transportation (CalTrans) prepared a statement about Quonset huts in their context statement on *Tract Housing, 1945-73*:

Properties that have been moved from their original locations are not eligible for National Register listing unless they meet criteria consideration B. Military surplus Quonset huts are one type of moved property that may be encountered in areas of postwar development. Quonset huts were used for a wide variety of purposes in the immediate postwar years, including civilian housing. Although they are now quite rare, such buildings are likely to convey a strong sense of the postwar era. Where a Quonset hut building retains sufficient integrity, it should be carefully considered for National Register eligibility, either individually or as a contributor to an historic district.

Description of Property

The existing one-story building on the property is an altered Quonset hut structure, recognizable for its arched form and corrugated galvanized cladding. The metal frame rests on low, exposed, board-formed concrete pony walls that would have been built when the upper structure was relocated to this site in the mid-1940s. The front (nominally west) side of the arch has been truncated vertically to allow for the installation of garage doors. The rear (nominally east) façade, facing the alley, remains curved, but is punctuated by four vertical windows in the form of first-floor dormers. This projecting window form was not evident in historic Quonset designs, so the windows represent an alteration, likely dating from the relocation and repurposing of the building. The top portion of the corrugated roofing was lost at some point in time; the open roof exposes the deteriorating metal structural bows and full-width metal roof joists. The floor is concrete slab; one portion includes an automobile repair pit or lift. The end walls (nominally north and south) are clad in horizontal corrugated galvanized sheets. The edge of the wall at the roof is covered with a flat-metal fascia trim. The rear of the building is clad in the continuation of the corrugated roofing; the finish remains exposed galvanized.

The west façade features two wide garage openings. County Assessor records indicates that the original design of the building included three smaller overhead doors and one window. The northernmost of the three remaining narrow wall segments, at the corner, is clad with decorative brick veneer above the concrete pony wall. It features a recessed brick panel laid in a Dutch bond, with a pattern of projecting bricks (tooths) at the top of the panel, suggesting a pilaster capital. The sides of the wall segment are outlined with a running bond of bricks. The central wall segment consists of a pair of vertical brick lines with regularly spaced toothes; the material of the relatively smooth central panel could not be confirmed. The southern wall segment is no longer clad, but a portion of vertical running bond remains at the outer corner. All of the brickwork has been painted. The aluminum overhead garage doors, currently in disrepair, were permitted for replacement in 1976 (Palo Alto City Building Permits).



*Front (nominally west) Façade of 3585 El Camino Real, viewed facing north, September 2019
Photo by Leslie Dill (See also additional photographs at end of report)*

The south façade is 3/4 of an arch with an offset entry doorway and two boarded-up windows that asymmetrically flank it. The Assessor computation indicates that there was only one window on this façade in the mid-1940s, so the current composition is not original to the relocation. The rear façade features four dormer windows with sheet-metal side walls and almost-flat sheet-metal roofs. Beneath the windows are flat or slightly curved panels of unknown material, once painted red. The rear window openings are boarded up, inside and out, but the County assessor referred to them as “wired windows” and “steel frame sash.” The north façade mirrors the south façade in shape. It includes two closely spaced, slightly offset windows, currently boarded up. No windows are indicated on the original plan.

The interior of the building is currently exposed to the elements. A corner is partitioned off, likely the “toilet room” referenced in the original design.

The property is mostly surrounded with temporary chain-link fencing; only the landscaped corner is open at the sidewalks. The immediate setting of the building includes a paved parking lot and driveway area at the front. A pylon sign on its side is faded but still says, “AUTO REPAIR.” The sign does not include materials or design features that can provide a date of construction; the current lettering does not indicate that it was original to the 1940s. The south side of the building is paved with concrete; a narrow entrance path is flanked by more recent concrete. Between the rear of the building and the alley asphalt is an unpaved planting strip without current landscaping. The north side setback of the building is filled with a concrete slab.

The larger setting includes some low-rise commercial buildings that include both buildings at the sidewalk and ones (such as the gas station) with larger setbacks and parking areas. To the rear, across the alley, are a variety of small-scaled residences, both multi-family and single-family.

Original Quonset-hut character-defining features include:

The arched barrel form and structure; the remaining corrugated galvanized roofing and siding.

Features likely dating from the mid-1940s relocation:

The truncated front wall in plan; the board-formed concrete pony wall; the remaining bricks at the front façade; the rear window dormer forms; the rear window dormers.

Non-contributing or unknown alterations include:

The side windows and side entry door; the garage-door opening configuration and modern garage-doors. The pylon sign cannot be determined to be original.

Historic Integrity

According to the Office of Historic Preservation *Technical Assistance Series #6*

*Integrity is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of **location, design, setting, materials, workmanship, feeling, and association**. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.*

Location: The relocation of this building is evaluated in keeping with Consideration B, where the significance lies with its identifiable design. The building has no known associations with an earlier site; it could not be ascertained where the Quonset hut had been used by the military prior to 1946. The date assigned by the County Assessor, 1946, is commensurate with the post-war time when these buildings were being decommissioned by the military and being acquired by private citizens. The relocation is not considered a concern for a building that is significant for its design if the remaining aspects of integrity are intact (See following analyses).

Setting: Aerial photographs of the building indicate that buildings along El Camino Real were sparse when it was first built, the area included many undeveloped lots, and Matadero Avenue was a small side road. The eastern parcels on the shared block, to the rear of the parcel, across the alley, are built-out as single- and multi-family residences that date from the construction of the subject building on the property. Most of the surrounding growth and infill represented in the immediate area were built subsequent to this somewhat earlier building, but they are commensurate with the historical subdivision patterns and expectations for development in the area. The commercial streetscape of El Camino retains a rhythm of buildings that respects the historic lot sizes and frontage along the thoroughfare. Many nearby buildings continue to have automobile-oriented uses and larger parcels with parking lots. Across the street is another Quonset hut, reportedly used as an automobile repair shop, which was altered with a modern stucco storefront. There are changes in the setting, but they are compatible with the historic narrative of the subject property.

Materials: The subject building was altered in form when it was relocated, resulting in the loss of significant character-defining features. The replacement of the low metal side walls with a concrete pony wall was a major alteration, and the truncation of the front of the building for garage openings also represents a loss of materials, as well as a loss of design (see below). In addition to loss of materials during alterations, there has been a loss of material through rust, decay, or vandalism. The missing arched corrugated roofing pieces were distinctive prefabricated character-defining elements of the building type, so their loss is significant. The removal of siding over time, to add new windows, is less critical, as the siding is a repetitive feature; however, these openings do represent an eroding of the original Quonset hut materials. Some materials added to the building as a part of its relocation and repurposing, such as the front brickwork and earlier garage doors, have been removed or altered. This represents a loss of materials that, if intact, might have achieved significance in their own right. There has been a substantial loss of integrity of materials.

Design: In lieu of corrugated low support walls, this building has low concrete walls that support the remaining upper arched metal form. The concrete appears original to the mid-twentieth century, as it is board-formed and rough; however, it is a change in design from an original Quonset form. The front of the arched form was truncated for use as a garage façade, apparently when the building was relocated for use as an automobile repair garage. This flat plane installed at the front of the arched form diminishes the building's value as a representation of a traditional Quonset hut design, and the 1976 alteration of the front façade for larger garage doors, along with the loss of brickwork, further alters the replacement design. The north side of the building is punctuated with windows that project from the wall. From historic documentation of Quonset huts, these windows appear to have been added rather than original. The significance of the building design lies with its original arched form, and these windows interrupt the arch of the wall. Windows were added to both the north and south end of the building, and a door added to the south wall, increasing the loss of integrity of design.

Workmanship: The essence of a Quonset hut is in its prefabricated materials and construction techniques, rather than with artisanship or human construction skills; this aspect of integrity is not fully applicable to the relocated Quonset hut. The brickwork that is evident on the front façade,

apparently an original alteration, has been lost after the remodeling of the garage openings. The pylon sign does not have forms, details, or materials that represent artisanship of high quality. The limited workmanship of the site does not retain historic integrity.

Feeling: The building, with its current altered design and after its loss of materials over time, no longer fully conveys an authentic feeling of its World-War-II prefabricated construction and does not embody a feeling of the post-War entrepreneurial spirit. The building and its site have lost most of its integrity of feeling.

Associations: The associations presented by this building should be evaluated with regard to the design of the building. Its loss of materials and alterations of design features have affected the ability of this building to convey an authentic wartime design as well as its post-war relocation and repurposing. The relocation has not been associated with larger local historic events or patterns in their own right, and the deterioration of the building over time has continued the loss of integrity of materials and design.

Per the CalTrans context, Quonset huts with historic integrity can embody small instances of the post-World-War-II historical narrative. This building has lost considerable historical and physical integrity. The building is not a good example of this building type.

Updated Evaluation

In summary, Quonset huts with historic integrity can embody instances of the post-World-War-II historical narrative throughout the United States. Quonset huts have a form and materials that makes them highly recognizable for their prefabricated design that was developed and flourished during the 1940s. A Quonset hut that has been in use by local businesses since the mid-1940s can tell the modest story of the post-War sale and distribution of these buildings from the military into private use. The past use, any modifications, and the physical condition of the buildings must be taken into account.

The building that exists today on the subject site contains some of the physical fabric of a mid-century Quonset hut structure but was modified substantially when relocated to this site from an unknown prior location. Additional changes in the 1970s has resulted in a substantial loss of integrity to its original form. Those changes affect the ability of the structure to convey its original form. While the building reflects a trend in redistribution of these buildings in the post-war period, this particular example is not representative of any important patterns of mid-century commercial development in the City of Palo Alto. The personages associated with the property are not significant. No changes to this property have occurred in the last twenty years since initially evaluated that would modify the initial historic resources assessment conducted in 1998.

As summarized previously, **the property does not appear to be a historic resource within the criteria of City of Palo Alto Historic Preservation Ordinance (Title 16.49), and as such would not be eligible for the California Register of Historical Resources. Demolition of the building would not have a significant effect on the environment under CEQA.**

Sincerely:

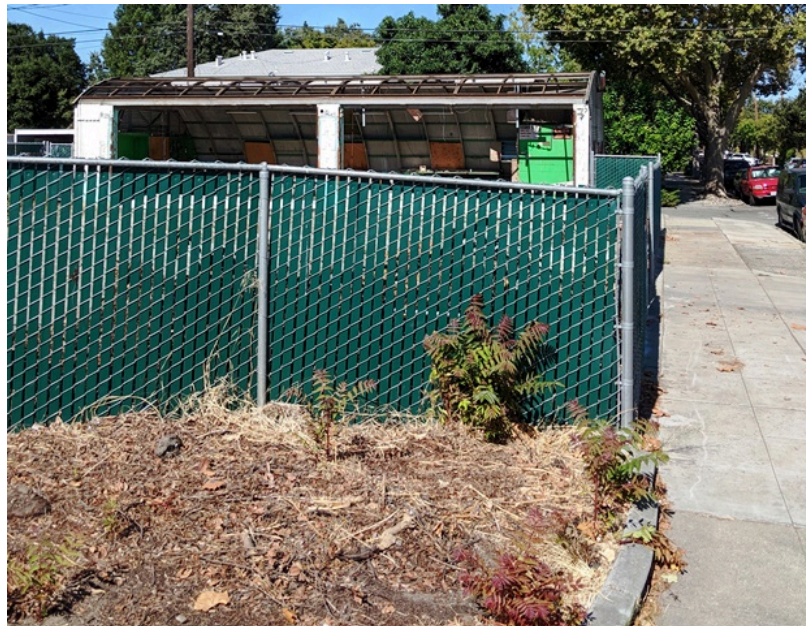


Leslie A.G. Dill, Architectural Historian and Historic Architect
Archives & Architecture, LLC

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All the following photos were taken by Leslie Dill in September 2019



Overview of structure for El Camino Real facing northeast.



*Front (nominally west) Elevation Detail facing north.
Illustrates brickwork at northwest corner and loss of roofing.*



*Detail of nominally southwest corner, viewed facing north.
Illustrates original corrugated siding, original structural members, missing roofing, and loss of brickwork at corner.*



*South Side Elevation facing northwest.
Illustrates original roof form with truncated front wall, added windows and door, and roof trim following arched end.*



*Detail of South Elevation from the south.
Illustrates the materials and connectors.*



*Rear (east) elevation from south.
Illustrates concrete pony wall, dormer form of windows, and unplanted rear setback strip.*



*Detail of East Elevation from the north.
Illustrates concrete pony wall, boarded-up windows, and smooth panel beneath the window.*



*North Side Elevation, viewed facing southwest.
Illustrates arched form, concrete pony wall, added windows, and concrete setback paving.*