

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Falkland Apartments
other names/site number Falkland Chase Apartments; M:36-12

2. Location

street & number Roughly bounded by 16th Street, East-West Highway, and Colesville Road not for publication NA
city or town Silver Spring vicinity NA
state Maryland code MD county Montgomery code 031
zip code 20910

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ___ nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally X statewide X locally. (___ See continuation sheet for additional comments.)

Signature of certifying official Date

State or Federal Agency or Tribal government

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply):

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box):

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

Contributing	Noncontributing
<u>45</u>	<u>0</u> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<u>45</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions):

Cat: Domestic

Sub: Multiple Dwelling

Current Functions (Enter categories from instructions):

Cat: Domestic

Sub: Multiple Dwelling

7. Description

Architectural Classification (Enter categories from instructions):

Late 19th and 20th Century Revivals: Colonial Revival
Modern Movement: Art Moderne

Materials (Enter categories from instructions):

foundation: Concrete

roof: Asphalt; Stone: Slate

walls: Brick

other: _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

1936-1938

Significant Dates

1937

Significant Person (Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Justement, Louis

Jackson, Jr., B.L.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Silver Spring Historical Society; Montgomery Preservation, Inc.

10. Geographical Data

Acreage of Property: 22 acres

UTM References (Place additional UTM references on a continuation sheet):

	Zone	Easting	Northing		Zone	Easting	Northing
1)	_____	_____	_____	3)	_____	_____	_____
2)	_____	_____	_____	4)	_____	_____	_____

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Judy Reardon; Laura Trieschmann and Kristie Baynard, Architectural Historians
organization Silver Spring Historical Society and EHT Traceries, Inc. date October 20, 2003
street & number 1121 Fifth Street, N.W. telephone 202/393-1199
city or town Washington state DC zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Home Properties of New York, c/o Scott Doyle, Vice President (October 9, 2003)
street & number 850 Clinton Square telephone 585-546-4900
city or town Rochester state NY zip code 14604

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

**FALKLAND APARTMENTS
MONTGOMERY COUNTY, MARYLAND**

(M: 36.12)

DESCRIPTION SUMMARY

Falkland Apartments is a large garden apartment complex set on approximately 22 acres in Silver Spring, a large suburb in Montgomery County directly north of the District of Columbia. The siting, massing, symmetry, form, and ornamentation of the property are distinctly Colonial Revival in style. Prominent architect Louis Justement designed the Falkland Apartments as well as numerous apartment complexes throughout Washington, D.C. and outlying suburbs. The original section of Falkland Apartments, which initially consisted of 178 apartment units (now 144 units) on ten acres, was begun in 1936 and completed in 1937. Set among an undulating terrain consisting of large trees, foundation plantings, and shrubs, this section is situated on a parcel bounded by Sixteenth Street, East-West Highway, and Colesville Road. These fourteen attached buildings consisted of five- and six-room duplexes and three- and four-room apartments. Two additional sections, jointly containing 301 apartment units, were begun in 1937 and completed in 1938. One section was sited to the east of Sixteenth Street bounded to the north by the East-West Highway, and contained four attached buildings. The second section was located north of the East-West Highway bounded to the west by Sixteenth Street, and had six attached buildings. The buildings range in height from two or three stories. They are constructed of masonry and wood frame clad in brick laid in Flemish bond on concrete foundations faced in stone. The varying roof forms include flat and side-gabled, both clad in asphalt. Today, the attached masonry structures from all phases of development form a cohesive neighborhood with a total of twenty attached building groups containing 445 apartment units (45 buildings). The units include 229 one-bedroom apartments, 186 two-bedroom apartments, and 35 three-bedroom apartments. All of the buildings are contributing.

Site

The design and layout of Falkland Apartments is significant because it included the retention of the natural landscape as well as a designed landscape. Paved walkways, sidewalks, brick walls and posts with concrete detailing, playgrounds, courtyards, a footbridge across a natural stream, and parking improve the landscape. The original landscaped areas included numerous trees and vegetation to help portray a "rural" setting amidst a dense residential community. Common among garden apartment complexes, the rural theme became a desirable option for developers to attract the booming population during the mid-20th century.

Consisting of both duplexes and two- and three-story walk-up apartment buildings, Falkland Apartments has a diverse arrangement over the entire site. The arrangement varies from one rectangular building to two to seven attached buildings. The attached buildings either are attached at ninety-degree angles to one another or are differentiated by slight set backs from adjacent buildings. One duplex in the complex is sited at an angle less than ninety degrees to its adjacent building. The buildings are attached in varying lengths - with a mixture of apartment flats and duplexes - into courtyards, L-shape footprints, and semi-linear rows.

Buildings

Three different building types were designed for the Falkland Apartments including court units, duplex apartments, and corner units. The court units are duplex buildings that connect to one another, creating a U-shape around a central courtyard. The buildings facing the intersections of East-West Highway and Sixteenth Street, and Sixteenth Street and Colesville Road feature the corner units. Two corner units exist in the Falkland Apartment complex at 8385 East-West Highway and 8301 Colesville Road, the latter serving as a visual gateway into the complex. These units consist of a one-floor apartment whereas the duplex apartments are two floors. The duplex apartments are single buildings set off by themselves or they are attached to other duplex apartment buildings. The buildings range in height from two or three stories. The leasing office at 8305 Sixteenth Street is the only one-story building.

The repetition of Colonial Revival-style building materials and common decorative elements, standard floor plans, and consistent low-

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MONTGOMERY COUNTY, MARYLAND**

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rise scale gives the Falkland Apartments an orderly and unified appearance. The exterior walls in the original section are constructed in a three-course, Flemish-bond brick combined with various adaptations of Colonial Revival decorative elements. The buildings in the section west of Sixteenth Street are constructed in a combined three- and six-course, Flemish-bond brick. The buildings north of the East-West Highway are constructed in a six-course, Flemish-bond brick. Several of the buildings are painted, a design concept intended to break up the monotony. Details and decorative Colonial Revival elements are numerous. These include quarter-round brick water tables, simulated brick window shutter ornament, limestone stringcourses, flush rectangular limestone panels, and brick quoins. The brick parapets are either ornamented with protruding diamond brick pattern, skintled bricks, or remain flush.

The foundations in the original section are concrete faced with coursed stone. Buildings in the 1938 sections do not have a visible foundation or are concrete faced with coursed stone. Several of the buildings have exterior-end, shouldered brick chimneys with capped hoods. Variety in design is provided by two types of roof forms, flat with built-up asphalt roofing surrounded by a brick parapet or a side-gabled roof with asphalt shingles. The pitched roofs were originally sheathed with slate tiles.

Windows are most commonly replacement six-over-six, double-hung, vinyl-sash, with living-room openings having two-over-two double-hung vinyl-sash windows on either side. Bathroom windows are typically four-over-four, vinyl sash. Very few original wood-sash windows remain throughout the complex. Several of the buildings are also illuminated in the third story above the entrance bay with a circular, nine-pane window. Window sills are square-edged and have been clad with aluminum.

Entrances to the buildings in the original section are either recessed openings with side entries or single-leaf wood doors with nine-lights above two-panels. Five different types of porticoes exist throughout the entire complex. One portico type is a flat-roof, half-round or rectangular portico supported by fluted columns with a flat frieze and a molded cornice. The corner unit example at 8385 East-West Highway has an iron rooftop balcony. A second type is a simple flat roof supported with quarter-round brackets, which is shown at 1602-1604 East-West Highway and 1527 East Falkland Street. The third and fourth portico types are a gable roof or shed roof covered with asphalt shingles and supported by square posts. Finally, the fifth portico type is a sloped pyramidal roof sheathed with a copper roof and supported by square posts.

Door surround materials are either brick or Indiana limestone. The different types of casings include beveled limestone with a denticulated cornice, a raised paneled limestone surround with a keystone lintel and molded cornice, fluted limestone casings with scoring to mimic keystones and inscribed star motifs, brick paneled surrounds with large brick dentils, and limestone flat panel surrounds with a denticulated cornice.

One of the most distinctive buildings in the Falkland Apartments complex is the three-story corner building at 8301 Colesville Road. The building is positioned at the intersection of Colesville Road and Sixteenth Street, which is a major thoroughfare traveling northward from Washington, D.C. Standing three stories in height, the brick building has a V-shaped plan. As illustrated on the other buildings within the complex, the Colonial Revival detailing on the building at 8301 Colesville Road includes the limestone stringcourses and rectangular panels, oculi windows, brick quoins, and semi-circular arched portico supported by fluted Tuscan columns and flush pilasters. The most character-defining feature of the building is the six-sided cupola that rises from the center of the structure. A narrow ogee-molded cornice with modillions and an architrave ornately trim the hipped tent roof of the cupola. A petite spire that is set on a six-sided base and Moorish in form pierces the roof, which is clad in standing-seam metal. The spire has elongated openings with semi-circular arched tops and a domes roof with a metal ball and finial.

Interiors

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Original floor plans are illustrated in several contemporary articles in journals such as the *Architectural Record* and *Architectural Forum*.¹ The court units consist of three attached duplex buildings surrounding a courtyard in addition to two buildings that extend off the individual arms. The three buildings surrounding the courtyard each have two recessed entries that provide access to two separate units. Examples of court units stand at 8309-8337 Sixteenth Street. Each duplex unit is two stories with a stair along the party wall. The front room is the living room with the kitchen and dining room to the rear. The second floor of the two units varies with one having two bedrooms and the second with three bedrooms. Both units have bathrooms located across from the stair to the rear of the building. The buildings attached to the arms and facing the street contain two-bedroom apartments on each floor. A central stair provides access to the second-floor apartments. Each apartment on both the first and second floors of these units is identical. Entry is into the living room, which is to the front of the building. The kitchen is adjacent to the living room at the rear of the building. A bathroom and closets separate two bedrooms at the front and rear of the apartment.

The corner units consist of one- and two-bedroom apartments on each floor. A dogleg stair stands in the corner section of the adjacent buildings. The individual buildings have the two-bedroom apartments on the front of the building and the one-bedroom apartments at the rear with access to both from the stair hall. Composed of a linear layout of kitchen, living room, and the two bedrooms, entry into the two-bedroom apartment is first through a small foyer with a coat closet and then into the living room. A hall leads from the living room to the bathroom providing access to the two bedrooms. The rear apartment is similar except there is only one bedroom and a much shorter hallway. The basements were planned to have a recreation room, laundry room, and bathrooms.

¹ "A Semifireproof Apartment Project," *Architectural Record*, October 1937, pp. 128-131; and "Apartments," *Architectural Forum*, December 1937, pp. 507-509.

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**FALKLAND APARTMENTS
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INVENTORY

1.	8300-8302 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
2.	8304-8306 16 th Street	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
3.	8305 16 th Street	1936-1937	Office, 1 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
4.	8307 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
5.	8308-8310 16 th Street	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
6.	8309-8317 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, Colonial Revival	Contributing
7.	8318-8322 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
8.	8319-8327 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
9.	8324 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
10.	8329-8337 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
11.	8339 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing

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**FALKLAND APARTMENTS
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12.	8361-8371 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
13.	8385 16 th Street	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
14.	8401 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick flat roof, Colonial Revival	Contributing
15.	8403 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
16.	8405-8407 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
17.	8409 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
Carey Lane				
18.	1500-1504 Carey Lane	1937-1938	Multiple Dwelling, 3 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
19.	1602-1604 Carey Lane	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
Colesville Road				
20.	8301 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof/cupola, Colonial Revival	Contributing
21.	8303 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
22.	8341 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing

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23.	8347-8357 Colesville Road	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
24.	8359 Colesville Road	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
Draper Lane				
25.	8300-8310 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
26.	8312-8314 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
27.	8318-8324 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival	Contributing
28.	8328-8330 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
29.	8332-8338 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing
East Falkland Lane				
30.	1507-1511 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof and asphalt-shingle side-gable roof, Colonial Revival	Contributing
31.	1513 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
32.	1515 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival	Contributing
33.	1521-1527 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival	Contributing

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**FALKLAND APARTMENTS
MONTGOMERY COUNTY, MARYLAND**

(M: 36.12)

DESCRIPTION SUMMARY

Falkland Apartments are a large garden apartment complex set on approximately 22 acres in Silver Spring, Montgomery County, Maryland. Silver Spring is a bedroom suburb of the District of Columbia, bordering the northern end of the city. The siting, massing, symmetry, form, and ornamentation of the property are distinctly Colonial Revival in style. Falkland Apartments were designed by prominent architect Louis Justement, who also designed numerous apartment complexes throughout the Washington, D.C. area. The Falkland Apartments occupy the northeast, southeast, and southwest quadrants of the intersection of MD 390 (Sixteenth Street) and MD 410 (East-West Highway), just over the D.C. line. The original section of Falkland Apartments, which initially consisted of 178 apartment units (now 144 units) on ten acres, was begun in 1936 and completed in 1937. Set on gently rolling terrain that features large trees, foundation plantings, and shrubs, this section is situated on a parcel bounded by Sixteenth Street (Maryland Route 390), East-West Highway (Maryland Route 410), and Colesville Road (Maryland Route 384/U.S. Route 29). These twenty-one buildings (originally twenty-five) consist of five- and six-room duplexes and three- and four-room apartments. Two additional sections on the same property, jointly containing 301 apartment units, and known as "Falkland Addition," were begun in 1937 and completed in 1938. They continued the pattern of natural and designed landscaping and follow the contours of the land. One part of Falkland Addition was sited to the east of Sixteenth Street bounded to the south by East-West Highway, and contains six attached buildings. The second sector of Falkland Addition was sited south of East-West Highway bounded to the east by Sixteenth Street, and has four attached buildings. The buildings range in height from two or three stories (with one four-story building on the west sector) on raised English basements, with a single one-story building. They are constructed of masonry and wood frame clad in brick laid in Flemish bond on concrete foundations faced in stone. The varying roof forms include flat and side-gabled, both clad in asphalt. The attached masonry structures from all phases of development form a cohesive neighborhood with a total of twenty attached building groups containing 445 apartment units. The units include 229 one-bedroom apartments, 186 two-bedroom apartments, and 35 three-bedroom apartments.

GENERAL DESCRIPTION

Site

The design and layout of Falkland Apartments is significant because it not only includes a designed landscape but also because it retained the natural landscape. Tree-shaded paved paths, interior sidewalks, low brick walls and posts with concrete detailing, playgrounds, courtyards, a footbridge across a natural stream, and parking improve the landscape. The original landscaped area included numerous trees and plantings that help to convey a sense of the countryside in what today is a densely populated, urbanized suburb. Some trees predate the original development or are original plantings. Developers of garden apartments successfully combined green and open spaces with urban amenities, particularly in the 1930s and 1940s, to meet the needs of a growing population of renters.

Consisting of both duplexes and walk-up buildings, Falkland Apartments feature a diverse arrangement of structures throughout the site. The arrangement varies from one rectangular building to two to seven attached buildings. The attached buildings either are joined at ninety-degree angles to one another or are differentiated by slight setbacks from adjacent buildings. One duplex is sited at an angle less than ninety degrees to its adjacent building. The buildings are attached in varying lengths—with a mixture of apartment flats and duplexes—into courtyards, L-shape footprints, and semi-linear rows.

Buildings: Exterior

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The 445 rental units are arranged in a mixture of two-level duplexes (attached to other duplexes) and two- and three-story "walkup" apartment houses, some with basements. These apartment houses consist of a mixture of one- and two-bedroom flats, with anywhere from 4 to 12 apartments in a building. The buildings are attached in a variety of ways throughout the site, ranging from one building standing by itself to a string of seven attached buildings. Duplex, also, are attached in various ways, from two duplexes (two units per duplex) to up to six attached duplexes, and in some cases are attached to buildings containing the flats. These buildings are attached in varying lengths, with a mixture of flats and duplexes, into courtyards, "L" shapes, and more-or-less straight rows. Within these different arrangements, further segmenting of the exterior elevations has been created through the different setbacks of each building to which it is attached. The several arrangements of buildings over the entire site constitute much of the architectural diversity and interest. The buildings range in height from two to three stories (with one building four stories high) on raised English basements. The leasing office, located at 8305 Sixteenth Street, is the only one-story building.

The use of Colonial Revival-style building materials and common decorative elements, standard floor plans, and the consistent low-rise scale create in Falkland Apartments an orderly and unified appearance. The exterior walls in the original section are constructed in three-course Flemish-bond brick combined with various adaptations of Colonial Revival decorative elements. The buildings in the section west of Sixteenth Street are constructed in a combined three- and six-course Flemish-bond brick. The buildings north of East-West Highway are constructed in a six-course Flemish-bond brick. Several buildings are painted white, creating a pleasing visual contrast with the red brick. Details and decorative Colonial Revival elements are numerous. They include quarter-round brick water tables, projecting bricks that mimic window shutters, limestone stringcourses, flush rectangular limestone panels, and brick quoins. The brick parapets are either ornamented with a protruding diamond brick pattern or with skintled bricks, or they remain flush.

The foundations in the original section are concrete faced with coursed stone. Buildings in the two Falkland Addition sections either lack visible foundations or their foundations are faced with coursed stone. Several buildings have exterior-end, shouldered brick chimneys with capped hoods. Two types of roof forms—flat with built-up asphalt roofing surrounded by a brick parapet or a side-gabled roof with asphalt shingles—add to the variety. The pitched roofs were originally sheathed with slate tiles.

Windows are most commonly replacement 6/6-vinyl sash. The larger tripartite living-room openings have 2/2 vinyl sash windows flanking the 6/6-vinyl sash. Bathroom windows are typically four-over-four, vinyl sash. Very few original wood-sash windows remain in the complex. Several buildings are also illuminated in the third story above the entrance bay with a circular, nine-pane window. Window sills are square-edged and have been clad with aluminum.

Entrances to the buildings are single-leaf with nine-lights above two-paneled replacement doors. The openings are either recessed, set within an intersecting corner of two structures, or flush. Variations in the design are achieved through the ornamentation of porticoes and pediments. One example is a portico that is either semi-circular or rectangular in form, with flat roofs supported by fluted columns with a flat frieze and a molded cornice. Another example is the corner unit at 8385 East-West Highway, which is semi-circular in form with fluted Tuscan columns and has an iron balcony framing the flat roof. Other types of porticoes have either a gable roof or a shed roof covered with asphalt shingles and supported by square posts. Sloped pyramidal roofs sheathed with a copper roof and supporting square posts were also noted. The most minimal ornamentation over the entries is the pediment, which consists of a flat architrave supported with quarter-round brackets. The molded architrave, at 1602-1604 East-West Highway and 1527 East Falkland Lane, served as a base for the second-story window.

Door surround materials are either brick or Indiana limestone. The different types of casings include beveled limestone with a denticulated cornice, a raised paneled limestone surround with a keystone lintel and molded cornice, fluted limestone casings

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with scoring to mimic keystones and inscribed star motifs, brick paneled surrounds with large brick dentils, and limestone flat panel surrounds with a denticulated cornice.

One of the most distinctive buildings is the three-story corner building at 8301 Colesville Road, at the intersection of Colesville and Sixteenth Street, the latter a major thoroughfare running south to Washington, D.C. Three stories tall, the building has a V-shaped plan. As in the other buildings of the complex, the Colonial Revival detailing here includes limestone stringcourses and rectangular panels, circular windows, brick quoins, and semi-circular arched portico supported by fluted Tuscan columns and flush pilasters. The most character-defining feature of the building is the six-sided cupola that rises from the center of the structure. A narrow ogee-molded cornice with modillions and an architrave trim the hipped tent roof of the cupola. A petite spire set on a six-sided base and Moorish in form pierces the roof, which is clad in standing-seam metal. The spire has elongated openings with semi-circular arched tops and a domed roof with a metal ball and finial.

Buildings: Interiors

Original floor plans were illustrated in contemporary journals such as the *Architectural Record* and *Architectural Forum*.¹ One example they cite is the plan of the courtyard units. In these units, the front room serves as the living room, with the kitchen and dining room to the rear. The design of the second floor varies, consisting of either two or three bedrooms. The bathrooms are located across from the stair to the rear of the building. The buildings extending from the arms of the court contain two-bedroom apartments on each floor. A central stair provides access to the second-floor apartments. All apartments on the first and second floors of these units are identical. Entry is directly into the living room, which is at the front of the building. The kitchen is adjacent to the living room at the rear of the building. A bathroom and closets separate the two bedrooms at the front and rear of the apartment.

The units in the corners of the courts described consist of one- and two-bedroom apartments on each floor. A dogleg stair stands in the corner section of the adjacent buildings. The individual buildings have two-bedroom apartments at the front of the building and one-bedroom apartments at the rear, with access to both from the stair hall. Composed of a linear layout of kitchen, living room, and two bedrooms, entry into the two-bedroom apartment is first through a small foyer with a coat closet and then into the living room. A hall leads from the living room to the bathroom, providing access to the two bedrooms. The rear apartment is similar except there is only one bedroom and a much shorter hallway. The basements were planned to have a recreation room, laundry room, and bathrooms.

The floor plans reveal the orientation of rooms toward sunlight at least part of each day; an arrangement of windows that makes natural air movement possible throughout each unit; views oriented toward trees, grass, and gardens, while at the same time using these trees to block the view of passersby into the units and provide shade from the sun; and plans that allow for practical layout of furniture and generally maximize use in a minimum amount of floor area.

¹ "A Semifireproof Apartment Project," *Architectural Record* 82, 4 (October 1937): 130-131; and "Apartments: Falkland Properties, Inc., Silver Spring, Maryland," *Architectural Forum* 67, 6 (December 1937): 509.

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Falkland Apartments Inventory

16th Street

8300-8302 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8304-8306 16 th Street	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8305 16 th Street	1936-1937	Office, 1 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8307 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8308-8310 16 th Street	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8309-8317 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, Colonial Revival, Contributing
8318-8322 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8319-8327 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8324 16 th Street	1937-1938	Multiple Dwelling, 2 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8329-8337 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8339 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8361-8371 16 th Street	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing

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8385 16 th Street	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8401 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick flat roof, Colonial Revival, Contributing
8403 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8405-8407 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8409 16 th Street	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
Carey Lane		
1500-1504 Carey Lane	1937-1938	Multiple Dwelling, 3 story, 3-course and 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1602-1604 Carey Lane	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
Colesville Road		
8301 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof/cupola, Colonial Revival, Contributing
8303 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8341 Colesville Road	1936-1937	Multiple Dwelling, 3 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8347-8357 Colesville Road	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8359 Colesville Road	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
Draper Lane		
8300-8310 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof,

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		Colonial Revival, Contributing
8312-8314 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8318-8324 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
8328-8330 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
8332-8338 Draper Lane	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
East Falkland Lane		
1513 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1515 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1521-1527 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
East-West Highway		
1507-1511 East Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof and asphalt-shingle side-gable roof, Colonial Revival, Contributing
1520 East-West Highway	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1522-1528 East-West Highway	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, asphalt-shingle side-gable roof, Colonial Revival, Contributing
1530 East-West Highway	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1537 East-West Highway	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1580-1582 East-West Highway	1936-1937	Multiple Dwelling, 2 story, 3-course Flemish bond brick, flat roof,

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		Colonial Revival, Contributing
1600 East-West Highway	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1606-1608 East-West Highway	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
North Falkland Lane		
1517-1519 North Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1539-1541 North Falkland Lane	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1543-1547 North Falkland Lane	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
1549-1551 North Falkland Lane	1937-1938	Multiple Dwelling, 3 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing
West Falkland Lane		
1529-1535 West Falkland Lane	1937-1938	Multiple Dwelling, 2 story, 6-course Flemish bond brick, flat roof, Colonial Revival, Contributing

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Statement of Significance

Falkland Apartments, a large garden apartment complex in Silver Spring, Maryland, represent a convergence of two trends that influenced the social history of this country. One is the application of Garden City principles to community planning and site planning and design; the other is the dual policy of state capitalism and social reform that guided the New Deal in the 1930s, when Falkland was constructed. Built on a large (24-acre) superblock site amid ample green spaces, Falkland follows a direct line from its predecessors in the Garden City tradition, whose aim was to offer people of modest means an alternative to life in the crowded, unhealthful conditions of the cities. Falkland was the first garden apartment in Montgomery County. It was built during the Great Depression, when the federal government took unprecedented action to revive business and finance and tackle the social ills afflicting "one-third of a nation." One means to that end was government-provided mortgage insurance, intended to revive the building industry, made possible through the Federal Housing Administration. Falkland was the first large-scale rental housing project in Maryland whose mortgage was backed by the FHA. With a mortgage loan from the Reconstruction Finance Corporation, Falkland was likely the first large-scale rental housing to have been supported by both agencies. But FHA backing meant more than insurance against default. Through its comprehensive standards for construction and design, the FHA ensured that its projects provided cost-effective but comfortable and attractive housing. Combined with Garden City design/planning principles, the principles of social justice animating the New Deal ensured that Falkland residents would have quality, affordable housing in pleasant surroundings. It was one of the early garden apartments that served as a prototype for others, and is still recognized for its distinctive site planning. Falkland expresses the Colonial Revival style. Although not uncommon for its time, in Falkland the style achieves a distinctive overall harmony through repetition of and contrast in design elements. Free from ostentation, the design conveys, in an understated way, the formality and tradition of the Colonial Revival style. Falkland qualifies under criteria A and C. It is associated with a major movement in site planning and design and with major government policies that shaped the history of housing development in this country. It embodies the characteristics of a period of construction in which housing as a social art took on a new meaning, as the federal government, architects, and developers joined in an unprecedented collaboration to meet the need for low-cost but well-designed homes for tens of thousands of ordinary Americans.

Historical Context and History of the Property

Silver Spring, an unincorporated community in Montgomery County, Maryland, is a close-in bedroom suburb of Washington, D.C.¹ It resembled many other American suburbs in experiencing its period of greatest expansion after World War II. In the County overall, as in suburbs elsewhere, residential development was the catalyst for early growth. Montgomery County's first subdivision was platted in 1873, and consisted of single-family homes for the middle-income market.² In that year, the coming of the B&O railroad to Silver Spring (and points west) spurred the creation of the first commuter suburbs, such as Takoma Park, a community which, like Silver Spring, borders the District. By 1897, the electric streetcar made commuting inexpensive enough to enable lower-level government workers to live outside the city.³ In the decade following World War I, the County population rose dramatically, to almost 50,000.⁴ Silver Spring was becoming the main bedroom suburb for Washington, D.C., workers.⁵

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In the 1930s, when the Falkland Apartments were built, Silver Spring was well on its way to becoming the largest community in the County and the second-largest in the State after Baltimore.⁶ It mirrored the growth of the County overall in this period, when the population increased more than 70 percent—even faster than in the previous decade.⁷ A marker of Silver Spring's growth was the contemporaneous construction, with Falkland, of the first regional shopping center in the County, built along a major transportation artery and completed in 1938.⁸ Another was the opening of Silver Spring's first post office, in 1937. Proximity to Washington, D.C., which shares a border with Silver Spring, explains much of the growth of the County, as people working in the New Deal agencies were drawn to the area in search of housing.⁹

Some of the residential development was multi-family. The County's first apartment buildings, three four-flats, were built in Takoma Park just after the turn of the century. Multi-family housing in the County met considerable opposition, because to suburbanites it represented the congestion and overcrowding—not to speak of the lower-class element—that they had fled the city to escape. They had little to be anxious about until the 1930s, however, because up til then only one multi-family dwelling had been built elsewhere in the County.¹⁰

The pattern of residential construction in the County shows the Depression years as a period of growth. Whereas in the 1920s about 3,500 homes had been built, in the three-year period 1935 to 1937 more homes were built than in the entire preceding decade. What drove this housing "boom" was the influx of federal government workers. The New Deal benefitted people nationwide, but in the area surrounding Washington it had a more immediate, though indirect effect, through the housing made available for those who came to implement the new government programs.¹¹ Even before World War II, almost 8,000 Montgomery County residents worked for the federal government, which by that time had become the County's largest employer.¹²

Figures for new construction in the County show the dramatic rise in the number of multi-family dwellings in the mid-1930s. In 1935, fourteen units were begun, but the number rose sharply the following year, to 590, and the next year 458 were built. Construction of single-family homes still predominated, of course: in that same three-year period some 3,600 were begun.¹³

Many of these new multi-family dwellings were garden apartments, a type that had been seen in nearby Washington, D.C., in the 1920s.¹⁴ They were distinguished from urban apartments in being built in groups, rising to only two or three stories, having no lobby, and being arranged in a landscaped setting, sometimes around a courtyard.¹⁵ In the suburbs surrounding Washington, Colonial Village, in Arlington, Virginia, marked the beginning of the popularity of garden apartments in the area. Begun in 1935, its success spurred developers to build others, so that in the 1930s and 1940s more than 300 garden apartments were built in the Washington area, largely in the close-in Arlington County, Virginia, and Montgomery County, Maryland, suburbs.¹⁶

Falkland Apartments is distinct in being the first garden apartment complex in Montgomery County.¹⁷ At least one source awards that distinction to a two-building four-flat in Takoma Park, likely because a 1931 Klinge atlas labels them as such.¹⁸ These buildings, still standing at 50 and 54 Elm Avenue, may date to as early as 1915, and were

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indeed a marked departure from the standard urban apartment block configuration. With their single exterior entrance and modest size (two stories), they are almost indistinguishable from the single-family homes that surround them. But aside from a narrow front yard that sets them back from the street on a low rise, they are almost devoid of green space.

The Blair family of Montgomery County, which owned the land on which the Falkland would be built, developed the apartments because—undoubtedly like other developers—they recognized that the growth of Washington, D.C., was affecting the growth of Silver Spring.¹⁹ Likely they saw the apartments as housing federal government workers. Between 1936 and 1937, 178 apartments, townhouses, and duplexes rose on 10 acres of Blair family farmland. The building that marks the entrance to Falkland was sited on the border between Montgomery County and the District of Columbia. “Falkland Properties, Inc.,” organized by the Blairs to develop the property, was named for the estate of one of their early family members.²⁰ The original project was so successful, according to Falkland Properties President William D. Blair, that 301 more units (“Falkland Addition”) were built west and north, on the remaining 14 acres.²¹ With its 479 units, Falkland was the largest complex built during the County’s 1930s apartment boom.²² The size of the site—24 acres²³—made it the largest garden apartment complex in the County and possibly in the State.

An expression of Garden City principles

Falkland Apartments express the principles of the Garden City movement, an approach to housing, community planning, and site planning developed by Ebenezer Howard in England at the turn of the 19th century. Concerned about the crowded and unsanitary conditions in which the urban poor lived, Howard believed there was a need to “organize a migratory movement of population from our overcrowded centers to sparsely-settled rural districts.”²⁴ A compromise between the city and the country, garden cities embraced features of both. Letchworth and Welwyn are early exemplars of the goal of adequate housing, with relatively few units to the acre, extensive open spaces, and the abandonment of the city street grid. The intention was to also provide shopping facilities, schools, and recreational areas; in other words, the garden cities were to be complete communities.

Transplanted to this country by town planners Henry Wright and Clarence Stein, the ideas were quickly integrated into planning.²⁵ They featured low-rise buildings with ample open space—a signal departure from the vertical apartment towers of the cities. However, Stein and Wright were not able (nor was anyone else) to fully realize the ambition of building a true Garden City in America. Most of what was built here were residential communities (houses and apartments) of various sizes. Nonetheless, their projects applied Garden City principles.

Stein and Wright’s Sunnyside Gardens (built between 1924 and 1928), distinguished as the first exemplar, introduced the “superblock” concept. Some buildings are set around landscaped courtyards and all have backyards fronting a common green space. But Sunnyside Gardens was built on flat terrain and had to accommodate the rigid pattern of suburban Queens’ street grid. Stein considered it a “dress rehearsal” for their next project, Radburn, in Fairlawn, New Jersey (built between 1928 and 1930). He and Wright intended Radburn to be a true Garden City, or “garden community,” complete with commercial and recreational facilities for the projected 25,000 residents. The setting expressed Garden City principles far more than Sunnyside Gardens had. Radburn was built on gently rolling terrain,

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with pedestrian walkways separated from automobile traffic, and landscaped greenbelts with open space and recreation areas. But the Depression intervened, and only a small section of Radburn was completed.²⁶

It appears that the failure to complete Radburn prompted Stein and Wright to abandon the Garden City idea,²⁷ but not to abandon the determination to build moderate-priced housing set in green spaces. Chatham Village, in Pittsburgh's Mount Washington neighborhood (built between 1930 and 1935) was envisioned as a pioneer in "community housing for those of limited means."²⁸ In Stein's words, Sunnyside and Radburn both influenced Chatham Village, but in this latest project topography dominated the plan "far more" than in the previous two. It was built on a wooded hillside, only 16 of whose 45 acres were used for housing. The single-family row houses offered many features that today are associated with garden apartments. Aside from having plentiful open spaces, Chatham had private yards, parking isolated from residences, and walkways through landscaped common areas.²⁹

Chatham Village was the "template" for Falkland Apartments. The Blairs were likely unfamiliar with the principles of the Garden City movement when they set out to build,³⁰ but their architect, Louis Justement, was. In planning Falkland, Justement, who had been working in Washington, D.C., since 1919, studied many apartment complexes designed to house moderate-income families. Among them was Chatham Village.³¹ The federal government architects whom Justement worked with in designing the Falkland saw Chatham as *the* example of good site design. They and Justement liked the Chatham plan so much that they used it for Falkland.³²

Colonial Village, another project that applies Garden City principles, also influenced the design of Falkland. Gustave Ring, who developed the project, was familiar with—and obviously influenced by—the work of Stein and Wright at Sunnyside Gardens, Radburn, and Chatham Village. Ring specified "plenty of open space," as well as "privacy and quiet for the individual family," as among the requirements of garden apartments.³³ Colonial Village's design has been called "an improvement on all previous garden housing projects," with the retention of four-fifths of the area as open space and two streams that run through the tract; abundant lawns; buildings grouped in clusters around courts; and various patterns of walkways, landscaping, and building detail.³⁴ It was under construction in nearby Arlington, Virginia, in spring 1935, at the time the Blairs were planning Falkland. More important, at least for design purposes, was that Colonial Village was one of the projects that Falkland architect Louis Justement had studied.³⁵

Even when Justement designed housing for a different socioeconomic group—the disadvantaged—he was conscious of the need to retain open space and respect the natural features of the land. He noted that in Fort Dupont Houses in Washington, D.C., a public housing project he designed for the Alley Dwelling Authority, "every effort has been made to preserve existing topography and existing trees."³⁶ The site of the Falkland Apartments was unencumbered by a city street grid, and had the advantage of gently rolling terrain at just about the point where the flat coastal plain gives way to the piedmont. Justement wrote of the Falkland site plan: "an existing Y-shaped valley has been carefully preserved."³⁷ In this valley is a stream that runs from the north sector of Falkland Addition and flows south into Rock Creek. On the original, 10-acre, tract, a superblock was created, with fourth-fifths of the area left as open space.³⁸

Many buildings in the original 178-unit sector feature ample backyards. Some are designed around landscaped courtyards set back from the street, an arrangement that in Justement's words, "permits greater variety in appearance."

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The buildings are human in scale; in the original sector none except the “cupola building” is higher than two stories; only one in Falkland Addition is as high as four stories. Although Falkland Addition is more densely developed (401 units on 14 acres), there are also landscaped courtyards. Tree-shaded walkways wind through the clusters of buildings throughout the site. The landscaping, both natural and designed, unifies the three sectors and helps the buildings to “blend into” the site, allowing each part of the site to merge into the other, and softening the hard surfaces of sidewalks, roadways, and buildings. Justement was determined to avoid the look of what he considered the “average speculative row-housing development,” with the “unsightly appearance” of their backs and the “monotony” of their fronts.³⁹

Justement was aware of the need to preserve the original flora, and of its function. The retention of the valley at Falkland, he wrote, “has permitted the retention of practically every tree on the original site” and thereby provides a measure of privacy for the residents as well as “agreeable surroundings.”⁴⁰ Some of these trees, predating Falkland, still stand today. They include mockernut hickory, pignut hickory, American linden, red oak, white oak, sycamore, and tulip poplar. Linden trees (basswood) probably date from the era when Falkland was farmland, because this type of tree was planted by farmers to attract bees. Some trees from the original plantings, or planted just after construction of the apartments, are also alive and well today. On Falkland Addition’s north sector, original plantings include specimen⁴¹ white pines, hawthorns, and cedars.⁴²

The attention to site planning at Falkland was noted in contemporary architectural journals. Citing Falkland’s “gently rolling and partly wooded site,” *Architectural Record* commented that “Every advantage has been taken of this, both in the placement of the units and in the preservation of the trees which add so much to the composition.”⁴³ In commenting on the completion of the first sector, *Architectural Forum* noted: “The site planning is excellent, taking full advantage of the irregular terrain; particularly worthy of notice is the manner in which the existing wooded area has been incorporated into the plan.” Later, *Architectural Forum* cited its “exceptionally attractive setting.”⁴⁴

Falkland was recognized then and is still recognized for its distinctive site planning and as a medium through which the ideas of Stein and Wright ideas were widely communicated.⁴⁵ In its use of low-density development, a superblock site plan, and abundant open spaces, Falkland follows a direct line that begins in Sunnyside Gardens. It provides more than housing; and although it did not create a self-contained “community,” it does constitute a neighborhood.⁴⁶ The success of Falkland encouraged garden apartment development in Montgomery County in the 1930s and 1940s.⁴⁷

The architect, Louis Justement

Falkland architect Louis Henri E. Justement (1891–1968) designed many structures that became well-known features of the Washington metropolitan area landscape. They include the E. Barrett Prettyman Federal Courthouse on Constitution Avenue, Howard University Medical School, Sibley Memorial Hospital, the Veterans Administration Hospital (Arlington, Virginia), the Longworth House Office building (with other architects), and the K Street and Massachusetts Avenue bridges over Rock Creek.⁴⁸ The Harris & Ewing Photographic Studio in Washington, D.C., designed by the firm Sonneman & Justement in the 1920s, is a National Register property. He designed a number of distinctive apartment buildings in Washington, D.C. Among them are 2120 Kalorama Road (1925), N.W., 2148 O

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Street, N.W. (1925), 2032 Belmont Road, N.W. (1927), 1650 Harvard Street, N.W. (1928), 761-763 Morton Street, N.W. (1928), 14-28 Ridge Road, S.E. (1939), 100-112 Ridge Road, S.E. (1939), 24 Anacostia Road, S.E. (1939), 2 Anacostia Road, S.E.(1939), 118-124 Ridge Road, S.E.(1939), 220 Ridge Road, S.E.(1939), and 300-314 Ridge Road, S.E.(1939).

Justement's distinction as an architect won him election in 1937 as president of the Washington, D.C., chapter of the American Institute of Architects and earned him the coveted position of Fellow of the American Institute of Architects in 1946.⁴⁹ He was arguably better known and more influential as an urban planner, at least in the later years of his professional career, and in his involvement in both fields he contributed to a broader interpretation of the architect's role. A resident of Montgomery County, Justement's career extended almost 50 years, beginning in 1919, when he formed a partnership with Alexander Sonneman. He established his own firm, Office of Louis Justement, in 1924.

Justement became influential in planning circles, both locally in the Washington, D.C., area and nationally. From 1946 to 1949 he chaired both the AIA Committee on Urban Planning and the AIA's Interprofessional Urban Planning Committee. He was active locally as a member of the AIA Washington Metropolitan Chapter's Committee on Urban Planning.⁵⁰ A testament to Justement's influence as a planner was his inclusion at a gathering of major architects, city planners, engineers, and designers at a symposium sponsored by Princeton University in 1947 to discuss "planning man's physical environment."⁵¹ His writings on city planning were extensive.⁵²

At the time he was named a Fellow of the AIA, he had become known as "a pioneer in large-scale housing projects, both private and public [and] considered an authority in this field."⁵³ In naming him a Fellow, the AIA cited his work in large-scale housing.⁵⁴ Justement was familiar with the principles of the Garden City movement, and as early as 1925, when garden apartments were a novel idea, he was drawing up plans for them.⁵⁵ By the time he was named an AIA Fellow, he had completed not only Falkland Apartments, but also two other garden city apartment complexes: Dream's Landing in Annapolis, Maryland; and Meadowbrook, in Plainfield, New Jersey,⁵⁶ as well as the public housing project, Fort Dupont Houses.⁵⁷ He was recognized by the International Congress of Architects in 1940 for his work on the Falkland Apartments.⁵⁸ Justement seemed to be interested in housing as much from the perspective of public policy as from the perspective of community planning and design. As chair of the AIA Committee on Urban Planning he advised the U.S. Congress on housing policy and apparently had a role in drafting the National Housing Act of 1949.⁵⁹

Justement's interest in planning accelerated in the 1940s, as he became involved in the movement to redevelop the cities. His *New Cities for Old: City Building in Terms of Space, Time, and Money*, published in 1946, presented his view of what Washington, D.C., should look like by the end of the 20th century. One of the most novel suggestions was for an inner ring road, to be built along the original city edge; and an outer ring road about four miles north of the White House. In an era when Washington's downtown was still vital, he proposed replacing it with a suburban-style shopping center on K Street. Justement's ideas on urban renewal would be unacceptable to many of today's planners, but they attracted widespread attention at the time.⁶⁰ They stemmed from concern about the very real problems of "blight" and "urban decay."

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Justement had the opportunity to put his ideas into practice in the 1950s, when plans for redeveloping Washington, D.C.'s "blighted" Southwest were taking shape. Along with Chloethiel Woodard Smith, he participated in drafting the original plans for the "urban renewal" of this area that took place in the 1960s. The final design for a large part of the new Southwest closely followed the "Justement-Smith" plan.⁶¹ In 1959, with Woodard-Smith, Justement designed Capitol Park, one of the earliest and largest residential complexes to be built in the new Southwest.

Justement was considered ahead of his time on many ideas, among them garden apartment development, urban renewal, the rebuilding of downtown shopping areas to halt competition with the suburbs, a rapid transit system for the Washington metropolitan area, a "radial and circumferential highway system" for the nation's capital, and redevelopment of Pennsylvania Avenue. When the initial plans were proposed for the redevelopment of Pennsylvania Avenue, he expressed concern that the planned concentration of office buildings would leave the area empty at night, the streets devoid of life.⁶²

Reflects New Deal social and economic principles

The ideas of the Garden City movement, translated into its more modest expression as garden apartments, fortuitously converged in the 1930s with the social and economic principles of the New Deal. Falkland Apartments and Colonial Village embody that convergence. Both were made possible by mortgage insurance from the Federal Housing Administration, a New Deal agency established in 1934 by the National Housing Act. The FHA mission to insure mortgage housing loans included the proviso that the projects it backed meet its own comprehensive standards for quality, affordable housing for people of modest means.

Although the FHA itself stated the purpose of the Act as "the provision...of adequate housing for persons of modest income,"⁶³ in fact its objective was broader. To be sure, one-third of the nation was "ill-housed" as a result of the Great Depression,⁶⁴ but providing them with housing was in one respect more a means to an end than an end in itself. Roosevelt's housing program was "a way to revive a sick industry"—construction. In the early 1930s nearly one-third of the jobless were in the building trades.⁶⁵ The hope was that revival of construction would have a multiplier effect on other industries. By the time construction began on the Falkland, in 1936, there were signs of recovery in some sectors of the economy, but they did not last, and the construction industry in particular remained in trouble.⁶⁶

If the aim was to revive construction and tackle unemployment, the means would be government encouragement of private ventures, not federally built public housing.⁶⁷ Encouragement would take the form of government insurance from the FHA, for mortgage loans provided by private lenders. Colonial Village was the first large-scale rental housing complex in the country to obtain FHA mortgage insurance under Title II, Section 207 of the Act.⁶⁸ Falkland developer William D. Blair, reading about Colonial Village in the local press in spring 1935, was able to secure FHA backing for his own project. In this way, the Falkland Apartments became the first in the State of Maryland to be backed by FHA-provided mortgage insurance.⁶⁹

It may be reasonable to assume that both Falkland and Colonial Village were selected for FHA backing because of their location near the nation's capital, as a way the Roosevelt administration could showcase its New Deal policies to

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power brokers who needed to be convinced of their efficacy.⁷⁰ Eleanor Roosevelt's role in cutting the ribbon at the opening of Falkland's first sector in 1937⁷¹ was a high-profile demonstration of support.

The account of the Blairs' attempt to finance their project suggests that Falkland exemplifies FHA success in encouraging the private sector. Although the Blair family had secured mortgage insurance, they were initially unable to convince any financial institution to lend them the money and finally had to borrow directly from the federal government. But when their FHA-backed project proved a success, they had no trouble obtaining a loan from the private sector to build Falkland Addition. Even before the first sector was completed, the Union Central Life Insurance Company bought the mortgage from the government. This emboldened the Blairs to approach Union Central directly to ask for a loan for Falkland Addition. "Because of the FHA insurance," developer William D. Blair wrote, "and because of the way in which our first project had worked out," Union Central made an exception to its \$1 million cap on loans. FHA insurance had done exactly what the government intended: encourage the private sector to invest.⁷² In this respect, Falkland could be said to surpass Colonial Village. When the Blairs were casting about for a mortgage loan, they first turned to the New York Life Insurance Company, which had lent Gustave Ring the money to build Colonial Village. According to Blair, New York Life refused on the grounds that Colonial Village was only an experimental investment, and that they would consider further lending of this type only if Colonial succeeded.⁷³ Thus, if Colonial Village was an experiment, Falkland proved the experiment could work.

With its government mortgage loan and government insurance, Falkland departed from the earlier reliance on philanthropy as a way to provide housing for people of modest means. Sunnyside Gardens and Radburn had both depended on the largess of Alexander Bing's semi-philanthropic City Housing Corporation; Chatham was the product of the philanthropic Pittsburgh-based Buhl Foundation. Falkland (and Colonial Village) were all about economic reform, not charity. They marked the launch of a major new role for the federal government in housing.

Falkland was likely the first large-scale rental housing complex to obtain both a government loan *and* government mortgage insurance. The institution that lent the Blairs the money to build Falkland was the Reconstruction Finance Corporation. Falkland was the first rental housing project the RFC Mortgage Company financed.⁷⁴ The RFC's importance as a New Deal agency cannot be overstated. From its initial, modest mission under the Hoover administration—to lend money to banks and other financial institutions—the RFC changed radically under Roosevelt—to buying stock in them. In doing so, the RFC, according to New Deal historian Arthur Schlesinger, accomplished no less than saving the country's banking system. Then, when the RFC began to lend money to other industries (including housing), it became, in Schlesinger's words, "by far the largest single investor in the American economy as well as the biggest bank in the country."⁷⁵ The Falkland Apartments benefitted from and remain a living reminder of this "powerful instrument of state capitalism."

Falkland is also a living reminder of the New Deal not as an abstraction, but as a force that directly affected the lives of ordinary people. The FHA developed comprehensive criteria for virtually every aspect of its projects because it wanted to ensure solid, adequate, affordable housing in pleasant settings. To be sure, even this determination had a more pragmatic rationale—to minimize insurance payouts. If the housing was inadequate and therefore failed to attract renters, the possibility of default increased. Sound financing was at the heart of the FHA. But FHA standards

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for decent housing for low- to middle-income families demonstrated the social reform aspect of the New Deal. The New Deal reformers wanted to do away with apartment buildings featuring “sunless courts, rooms looking into others across narrow spaces, and other evils of narrow lots.” They wanted to do away with “sliver subdivisions,” featuring “monotonous rows of homes—built along endless streets laid out in a rectangular pattern, regardless of topography” that characterized most speculative development.⁷⁶ These ideas recall those of Stein and Wright.

The FHA standards were spelled out in detail by the agency. Aside from the ban on offering mortgage insurance in areas where adequate housing was already available (to avoid competition with private enterprise), the FHA set standards in several broad areas, among them “community,” “neighborhood,” “site,” “buildings,” and “finance and operations.”⁷⁷ To meet the criterion for “light and air,” for example, all rooms were to have windows whose total glass area was not less than 10 percent of the floor area and whose ventilating portion was not less than 5 percent of the floor area.⁷⁸ The criteria were intended as suggestions only rather than stringent requirements. One likely reason is that the FHA accommodated local building and zoning ordinances. That Falkland either met or exceeded many of the criteria is evident, however, because it was featured prominently in a 1938 *Architectural Record* article by the FHA’s Miles L. Colean.

The “site” criterion specified such variables as lot coverage and provision of open land, and site layout. Lot coverage was not to exceed 40 percent of the total net area of the property. Falkland surpassed this standard, with 80 percent of the first sector devoted to open space. Conformity to the Garden City ideal is evident. In the built area, density was not to exceed 20 to 25 units per acre for two-story buildings; 30 per acre for three-story buildings; and 50 for six-story buildings. Falkland met this criterion, having just under 18 units per acre on the 178-unit, 10-acre first sector; and 22 units per acre on the 13.75-acre, 301-unit Falkland Addition.⁷⁹

Aside from defining the proportion of open space and building density, the site criterion specified that “the layout of the project shall be adjusted to the topography..., and every possible advantage shall be taken of natural features.”⁸⁰ The siting of Falkland around the uneven contours of the Blairs’ farmland and along a stream valley shows Justement’s conscious determination to meet this criterion as well as to adhere to Garden City principles.

Falkland met the “building” criterion that “favored” structures not exceeding three stories so as to maximize light and ventilation. In the first Falkland sector, only the “cupola” building exceeds two stories. In the two-sector Falkland Addition, buildings are two or three stories; a few are four stories, an indication that the FHA criteria were not inflexible. The room layouts of Falkland ensured avoiding the “corridor-type plan” (presumably, “shotgun” units in dumbbell-style tenement buildings) that the FHA generally discouraged.⁸¹ These criteria explain why by 1940 so many FHA rental projects were garden apartments.⁸²

The New Deal legacy, as embodied in the FHA, endures today. Only six years after the FHA was established, it had already backed the construction of 240 rental projects throughout the country, of which 200 were garden apartments.⁸³ The demonstrated success of the FHA’s garden apartments led to construction of projects financed without the need for FHA assistance,⁸⁴ indicating FHA success in meeting the goal of encouraging the private sector. It is true that the FHA sector that insured loans to promote repairs and renovations of middle-income homes was more successful than

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the sector responsible for new home construction.⁸⁵ But the agency helped reshape the role of the federal government. It can be said of the FHA, as of many other New Deal agencies, that it was notable “more because it created new precedents for government action than for the dimensions of the achievements.”⁸⁶ This was the era when the federal government’s interest in housing began. Providing mortgage insurance is one of the responsibilities that the federal government assumed in this era and that persist to this day. Falkland is a living representation of that legacy. Today, Falkland Apartments still offer what the FHA originally intended: quality housing for people of modest means. On several occasions, the first in 1968, the community struggled to protect the Falkland from demolition—testament to the enduring value of this quality housing.

The design

The architectural significance of Falkland is linked to its historical significance, because the design of the buildings is part of the successful development of large-scale apartments in a pleasant setting for people of modest means, and as such expresses a social ideal. Housing is a social art. Aside from this sociological consideration, Falkland is significant as an early example of a particular building type.

The architectural merit of Falkland derives partly from its success in meeting FHA standards that promoted solid, attractive, quality housing while at the same time keeping costs low.⁸⁷ As of 1938, the FHA itself expressed the belief that in its “multiple housing” projects, it was meeting that dual objective:

We can begin to see a new expression of housing development in terms of comfort, amenity, and convenience, realistically related to considerations of cost and demand. We begin at last to find housing produced not as a luxury article or as a speculative commodity, but as honest merchandise designed to meet the needs of broad classes of the people in a manner to hold their occupancy and to resist obsolescence.⁸⁸

Not all the FHA standards affected design. The standard for “community” specified, for example, that there should be a “number of diverse sources of income”; the “neighborhood” standard included (but was not limited to) “convenience to local religious, business, education and recreation centers, and transportation systems.”⁸⁹ Other standards directly affected the design, creating a challenge for the architect within the confines of cost considerations. Standards for maximum preferred height and for layout of rooms (units two-rooms deep were preferred) would affect the overall aspect of the buildings. The need to ensure natural light and cross ventilation would dictate the size of windows. The FHA recommendation for total glass area in each room was that it be no less than 10 percent of floor area.⁹⁰ Considerations of light and ventilation might affect the site plan itself: the configuration of buildings in relation to each other and to open spaces. The need to ensure privacy, avoid excess noise, and afford views of open or landscaped areas would also dictate the configuration of buildings.

The client’s architect did not have full reign on FHA-backed projects, but rather worked closely with the agency to meet its standards. In his account of Falkland’s involvement with the FHA, William D. Blair noted that in developing details of the plans, Louis Justement “had the advantage of FHA architects’ and landscape architects’ checking and

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suggestions.”⁹¹ “Every detail was worked out carefully and definitely, including the rental scale per room.” Again he notes that this was done “with the active aid of the FHA technicians and in light of their specialized information.”⁹²

Yet it is important to recognize that in setting the standards, the FHA was defining not a ceiling but a floor. First, its intention was an improvement in design over what had traditionally been available to people of modest means: “Modern multi-family housing presupposes an improvement in design far in advance of traditional practice,” the FHA noted in 1937.⁹³ For the FHA, the main consideration was practical—that the property sustain an income—but to achieve this end the housing it backed had to be attractive so as to retain tenants.⁹⁴ Design was important in this equation. “We must differentiate between housing and an agglomeration of houses,” the FHA wrote. The familiar “monotonous rows of homes” were to be avoided. “A string of buttons is not a design.”⁹⁵ In its multiple-housing projects, the FHA believed that more important than the volume being built was “the character of design and construction which this volume embodies.”⁹⁶

Second, Falkland’s design was widely praised in contemporary architectural journals, which endorsed and publicized FHA standards, which the FHA itself noted were not to be interpreted as inflexible.⁹⁷ Architects were allowed considerable latitude. Diagrams of elements of Falkland’s design and layout were published in *Architectural Record* in 1937 and it was represented elsewhere.⁹⁸ The FHA viewed Falkland as a model of good design.⁹⁹

As a pioneer of a building type, Falkland and other early FHA-insured projects played a key role in the direction of housing and housing policy in the United States in the late 1930s. The era, wrote *Architectural Forum* in 1940, “wrought a fundamental change in new multi-family housing” and has meant that the “garden apartment has come of age” thanks to the FHA. With their low elevation, abundant light, ventilation, and well-landscaped suburban sites, the new garden apartments offered renters the nearest thing to “home” that could be found in an apartment. Falkland was one of three projects in the Washington, D.C. area (the others were Colonial Village and Buckingham in Virginia) that were prototypes—that “set the pace for hundreds of thousands of garden apartments throughout the nation.” A “typical” FHA garden apartment of its time, Falkland was also among the first of this type, certainly in Maryland and in Montgomery County.¹⁰⁰

In his design for Falkland Apartments, Justement produced “honest merchandise” that met the FHA’s high standards for quality, while avoiding the “luxury article” that cost considerations ruled out. He succeeded admirably in achieving an overall harmony in Falkland through repetition of common design elements combined with diversity of detail. The Colonial Revival style of Falkland, quite common at the time in garden apartments in the Washington metropolitan area and in housing elsewhere,¹⁰¹ lent itself to embellishments that enhance design while at the same time, in keeping with the “deeply satisfying traditionalism” of the style,¹⁰² are understated and subdued. One historian noted that it is precisely the fact that Falkland is “ordinary” that constitutes its historical importance: as a type that is illustrative, typical, normative, and representative, rather than innovative in design.¹⁰³ Design critic Wolf Von Eckardt noted that Falkland Apartments:

With their pleasing brick facades, their agreeable scale, their judicious blend of modern convenience and natural tranquility, their park-like setting, their reasonable density and ample

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open space, their encouragement of a sense of place and community and their respect for privacy—represent a high point in American architecture.¹⁰⁴

Contrast and repetition are the keys to good design and in Falkland create a unified and orderly appearance throughout the original portion and extended into the Falkland Addition. With landscaped courtyards, staggered setbacks, tree-shaded winding pathways, ample green space, and preservation of existing trees, Falkland represents the best of Garden City and garden apartment design elements. The variety of site plans among the three sectors derives largely from the contours and features of the land (e.g., the stream valley in the north and original sectors). But the repetition of various design elements—overall brick face and limestone stringcourses, for example—create a unified appearance.

Falkland is pleasantly ornate but not loudly ostentatious, befitting the function of the buildings. Red brick face predominates in the buildings, interspersed with buildings painted white to achieve variety. Doorways are particularly distinctive, with multiple treatments featuring surrounds of either brick or Indiana limestone framing the openings. Casings include beveled limestone with a denticulated cornice, a raised paneled limestone surround with a keystone lintel and molded cornice, fluted limestone casings with scoring to mimic keystones and inscribed star motifs, brick paneled surrounds with large brick dentils, and limestone flat panels surrounds with a denticulated cornice. Some buildings feature porches, and of these, some have copper roofs with trellis work.

Roofs are either flat surrounded by a brick parapet or side-gabled with asphalt shingles. The brick parapets framing the flat roofs are either ornamented with protruding diamond brick pattern, skintled bricks, or remain flush. Details also include quarter-round brick water tables, limestone stringcourses, flush rectangular limestone panels, circular windows, and brick quoins. Buildings are clustered in a variety of arrangements and with staggered setbacks to achieve optimal light, ventilation, and privacy.

Integrity

Falkland Apartments maintains a high level of integrity: of location, design, setting, materials, workmanship, feel, and association. The apartment complex retains its original integrity of location, as none of the resources has been relocated or moved.

The design elements, which combined create the form, plan, space, structure, and style of a property, are largely intact here. The buildings have not been enlarged or altered, the open space between the resources has remained intact as designed, and the strong illustration of the Colonial Revival style has not been diminished. The original sector was compromised in 1990 when four attached buildings containing thirty-four units east of Draper Lane were demolished. This 2.1-acre tract of land was wedge-shaped, with East-West Highway to the north and Colesville Road to the south. The property had been sold by Falkland Properties, Inc. to F.C. Harris Silver Spring, which constructed a high-rise apartment building on the site. Thus, the overall design has been compromised by the loss of these units.

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The materials and workmanship Falkland is very much intact. The buildings retain their original exterior cladding, surrounds, roofing materials, cornices, and interior floor plans. New materials include the replacement of wood-sash windows with vinyl-sash windows and single-leaf replacement doors with nine-lights above two-panels.

Falkland Apartments retains integrity of feeling, reflecting the historic sense of the second quarter of the 20th century and the aesthetic expression of the traditional garden apartment style. The integrity of association has been compromised with the selling of the property by the original development company, Falkland Properties, Inc., in 2003. However, some residents have lived in Falkland Apartments since the second quarter of the 20th century, representing the middle-class occupants for which the complex was originally marketed and thus maintaining integrity of association.

Notes

1. Falkland's main or "cupola" building is on the Washington, D.C., border and for motorists traveling northbound on Sixteenth Street announces their arrival in suburban Maryland.
2. Andrea Rebeck, "Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes," unpublished study conducted for the Montgomery County Historic Preservation Commission and the Maryland Historical Trust, December 1987: 7. Copy in possession of the Silver Spring Historical Society.
3. At the time, the streetcar brought Silver Spring residents to the D.C. line, where they boarded another streetcar for downtown. Documentary film by Walter J. Gottlieb, "Silver Spring: Story of an American Suburb" (Silver Spring, MD: Final Cut Productions, 2002). Montgomery County was, of course, not unique in experiencing the dramatic effects of the streetcar. Although the movement away from the city centers started before the development of mass transit, by 1900 in America's large cities, electric street railways had become "the unchallenged rulers of urban passenger traffic," welding city and suburbs. Glen E. Holt, "The Changing Perception of Urban Pathology: An Essay on the Development of Mass Transit in the United States," in *Cities in American History*, ed. Kenneth T. Jackson and Stanley K. Schultz (New York: Alfred A. Knopf, 1972): 324, 333.
4. Jane C. Sween, *Montgomery County: Two Centuries of Change* (Woodland Hills, CA: Windsor Publications, Inc., 1984): 121; and trend data from the U.S. Census Bureau, <http://www.census.gov/population/cencounts/md190090.txt> (retrieved from the Web on November 24, 2003). By contrast, in the two-decade period 1900 to 1920, the County's population increased only slightly, from about 30,500 to 35,000.
5. Gottlieb, "Silver Spring."
6. Silver Spring would achieve this distinction by the end of World War II. Mabel F. Smith, "Garden Apartments in Silver Spring: Decent Living Downtown," in *Housing in and Around the Nation's Capital: 1935-1945* (College Park, MD: University of Maryland, 1998): 25.
7. By 1940 the County population approached 84,000. U.S. Census Bureau data. Today Montgomery County is the largest of Maryland's 23 counties. By 1990 it surpassed even Baltimore in population.

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8. The Silver Spring Shopping Center includes the John Eberson-designed Silver Theatre.
9. Rebeck, "Montgomery County": 1; and James Goode, *Best Addresses: A Century of Washington's Distinguished Apartment Houses* (Washington, DC: Smithsonian Press, 1988): 332.
10. Information about the history of residential development in Montgomery County comes largely from Rebeck, "Montgomery County." See especially pages 9–10.
11. Ibid.: 12; "D.C. Building Activities Show Boom-Like Gains," [Washington] *Evening Star*, December 28, 1935; and Ray Eldon Hiebert and Richard K. MacMaster, *A Grateful Remembrance: The Story of Montgomery County, Maryland* (Rockville, MD: Montgomery County and the Montgomery County Historical Society, 1976): 303.
12. Sween, *Montgomery County*: 127. The figure is for 1940.
13. Mark Walston, "Falkland Apartments in Relation to the Pre-World War II Suburban Apartment Movement in Montgomery County" (unpublished paper prepared for the Maryland-National Capital Park and Planning Commission, Silver Spring, MD, 1983): 22. Copy in possession of the Silver Spring Historical Society. Figures are for authorized new construction of residential units in suburban districts of Montgomery County.
14. Goode, *Best Addresses*: 183–184. Goode notes there were a few garden apartments in Washington, D.C., in the 1920s, but they did not become popular in the city until after the Depression.
15. Ibid.: 183.
16. Ibid.: 336.
17. Rebeck, "Montgomery County": 10.
18. Walston, "Falkland Apartments": 18. Walston wrote that the Elm Avenue apartments were the first suburban apartments in the County "to be referred to specifically" as garden apartments.
19. William D. Blair, "Solving an Estate Investment Problem," *FHA Insured Mortgage Portfolio* 2, 5 (November 1937): 8. In this account of his family's development of the Falkland Apartments, Blair notes that one reason "Silver Spring has grown rapidly as a suburban community"—and why they built Falkland—was Washington's recent expansion northward. Blair also cited mounting taxes and lack of earnings from the family's now unproductive farmland as reasons for developing the land (p. 8). (The *Insured Mortgage Portfolio* was the monthly report of the Federal Housing Administration. The first issue was published in July 1936.)
20. The Blairs were at the time and remain today the most influential family in Montgomery County. Francis Preston Blair, whose great-grandson William D. Blair developed Falkland Apartments, is generally credited with founding Silver Spring, in 1840. Shortly after he saw the area for the first time, he bought 1,000 acres of the land (Gottlieb, "Silver Spring"). The family property best known to non-County residents is Blair-Lee House ("Blair House"), now the Presidential guest house, across Pennsylvania Avenue from the White House. The name "Falkland" derives from the estate of Montgomery Blair, eldest son of Francis Preston Blair.

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21. Blair, "Solving an Estate Investment Problem": 10; and "Falkland, Inc., to Expand in Silver Spring," *Washington Post*, August 1, 1937: R3.

22. Memorandum to the Montgomery County Planning Board from Staff, Community Planning Division, Urban Design Division and Park Historian's Office, on the Preliminary Draft Amendment to the Master Plan for Historic Preservation, Falkland Apartments, Silver Spring, November 14, 1983: 9. Copy in possession of the Silver Spring Historical Society.

23. Falkland now consists of 22 acres.

24. Ebenezer Howard, *Garden Cities of Tomorrow* (London: S. Sonnenschein & Co., 1902): 112 (originally published in 1898 as *Tomorrow: A Peaceful Path to Real Reform*).

25. Henry Wright, "Housing—Where, When and How?" *Architecture* 68, 1 (July 1933): 95; and Clarence Stein, *Toward New Towns for American* (New York: Reinhold, 1957; originally published in 1951 in Liverpool): 7.

26. The accounts of Sunnyside Gardens, Radburn, and Chatham Village are from Clarence Stein's *Toward New Towns for America*.

27. Stein wrote that "The Radburn idea overshadowed the Garden City idea" (*Toward New Towns for America*: 67).

28. *Ibid.*: 74.

29. Sunnyside Gardens, Radburn, and Chatham Village are all on the National Register of Historic Places.

30. The Blairs' initial intention to develop part of their farmland as a "cooperative community" does suggest some social consciousness about housing (Blair, "Solving an Estate Investment Problem": 8).

31. Rebeck, "Montgomery County": 10. Montgomery County Park Department historian Mark Walston noted that visual comparison of the Falkland and Chatham Village site plans shows how much the former owes to the latter ("Falkland Apartments": 47).

32. Walston, "Falkland Apartments": 43–44.

33. Gustave Ring, "Modern Trends in Garden Apartments," *Urban Land* 7 (May 1948): 1–4.

34. Goode, *Best Addresses*: 333–335. Colonial Village is on the National Register.

35. Rebeck, "Montgomery County": 10.

36. Louis Justement, *New Cities for Old: City Building in Terms of Space, Time, and Money* (New York: McGraw-Hill Book Company, Inc., 1946): 140.

37. *Ibid.*: 140.

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38. "Maryland Large-Scale Housing Project Insured," *Insured Mortgage Portfolio* 1, 8 (February 1937): 20.
39. Justement, *New Cities for Old*: 140.
40. Ibid: 140.
41. A "specimen" tree is one that is a particularly impressive or unusual example of a species because of its size, shape, age, or other trait that epitomizes the character of the species.
42. Information provided by John Parrish, Vice President, Maryland Native Plant Society, September 25, 2003 and October 18, 2003. He notes that a pignut hickory on the original sector could be 150 years old.
43. "A Semifireproof Apartment Project, 178 Suites - Cost \$940 per Room," *Architectural Record* 82, 4 (October 1937): 129.
44. "Apartments: Falkland Properties, Inc., Silver Spring, Maryland," *Architectural Forum* 67, 6 (December 1937): 508; "Large Scale Housing: Its Past, Its New Status, Its Problems, Its Possibilities," *Architectural Forum* 68, 2 (February 1938): 123.
45. Commenting in 1941 on land use planning during the Depression, *Architectural Record* noted that knowledgeable architects "had before them such shining examples as the career of the late Henry Wright." Falkland, the article noted, verified that trend. ("Planning Is Related to Sound Land Use and Finance," 89, 3 [March 1941]: 93). James Goode called Falkland "Maryland's best landscaped and most innovative garden apartment complex" (*Best Addresses*: 325); Richard Longstreth has noted Falkland as "among the very first examples of transferring new ideas of reform in housing and community design from a handful of experiments by...Clarence Stein and Henry Wright into the mainstream of the marketplace" (Letter to Derick Berlage, Chairman, Montgomery County Planning Board, June 13, 2003).
46. The Federal Housing Administration saw Falkland's group of buildings as forming "a neighborhood within themselves." Edward P. Curl, "Analyzing FHA Large-scale Housing," *Insured Mortgage Portfolio* 2, 1 (July 1937): 7.
47. Rebeck, "Montgomery County": 10.
48. The list was compiled largely from the Justement papers, which are in the Gelman Library, George Washington University. (Justement earned a degree in architecture from GWU in 1911.) His designs for the two Rock Creek bridges are cited in Donald Beekman Myer, *Bridges and the City of Washington* (Washington, DC: U.S. Commission on Fine Arts, 1974).
49. A chronology of Justement's life is appended to "Louis Justement's 'Modern City' Vision for Washington, D.C.," by John Fondersmith (draft paper presented at the Fifth Biennial Symposium, Latrobe Chapter, Society of Architectural Historians, Washington, DC, March 8, 2003). Copy in possession of the Silver Spring Historical Society. Justement served three terms as president of the AIA's Washington chapter. See also "Louis Justement Named to Architects' Institute," *Washington Star*, May 12, 1946.
50. Fondersmith, "Louis Justement": 4.
51. "Planners' Platform," *Architectural Forum* (April 1947): 12-14. Among the approximately 60 luminaries attending were Frank Lloyd Wright, Walter Gropius, Richard Neutra, Philip Johnson, Henry S. Churchill, and Alvar Aalto. "Lesser lights"

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included, among others, Jose Luis Sert, George Howe, Fred Severud, Serge Chermayeff, Siegfried Giedion, William Wilson Wurster, and George Fred Keck. *Architectural Forum* described it as a gathering of “the foremost U.S. architects and planners.” Robert Moses may also have attended. The papers presented, including those of Justement, were published by Princeton as: *Building for Modern Man: A Symposium*, ed. Thomas Creighton.

52. A partial list of Justement’s writings on city planning and other topics is in Fondersmith’s “Louis Justement”: appendix I.

53. “Louis Justement,” *Washington Star*, May 12, 1946. See also “Washington Round Table,” *Architectural Forum* 87, 4 (October 1947): 10; and “Architect of Sibley Hospital” [obituary], *Washington Post*, July 29, 1968: B4.

54. *Journal of the AIA*, July 1946.

55. “Past President Profiles: Louis Justement, F.A.I.A.,” *Washington Building Congress Bulletin* 29, 12 (September 1966): 7. (Justement served as President of the Washington Building Congress in 1948–1949.)

56. Walston, “Falkland Apartments”: 57; and “Low-Rent Suburban Apartment Buildings,” *Architectural Record* 86, 3 (September 1939): 88, 93. The 56-unit Dream’s Landing, which Justement designed with Joseph Parks, was completed in 1938; Meadowbrook was likely completed around the same time.

57. A few years after completing Falkland, Justement turned to concentrating on owner-occupied homes, believing FHA policies made them as viable as rental housing. “Planning Is Related to Sound Land Use and Financing”: 93.

58. Fondersmith, “Louis Justement”: appendix 3. Justement received Honorable Mention for Falkland at the Congress’s meeting in Montevideo.

59. *Ibid.*: 4. In his capacity as chair of the AIA’s Urban Planning Committee, Justement and others in his field briefed the Joint Congressional Committee on Housing (“Washington Roundtable,” *Architectural Forum* 87, 4 [October 1947]: 9, 10).

60. The *Washington Daily News*, for example, published a three-part series on Justement’s plans for the capital. See Martha Strayer, “Is This How Washington Will Look in 19XX? D.C. Architect Drafts Plan for New City,” *Washington Daily News*, July 5, 1946; Martha Strayer, “Washington in 19XX,” *Washington Daily News*, July 6, 1946; and Martha Strayer, “Connecticut Avenue as a Dream Thoroughfare in 19XX,” *Washington Daily News*, July 8, 1946.

61. Goode, *Best Addresses*: 408. The “Justement-Smith” plan was acclaimed by *Architectural Record* in a major article, “What Is Urban Redevelopment?” by Mary Mix Foley (August 1952: 124–131).

62. “A Tribute to Louis Justement,” *Washington Building Congress Bulletin*, September 1968: 12–13. Justement was a charter member of the Washington Building Congress and served a term as president in 1948–1949.

63. Miles L. Colean, “Reducing Large-scale Housing Risks,” *Insured Mortgage Portfolio* 1, 1 (July 1936): 7. Colean was Director of the FHA’s Large Scale Housing Division.

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64. Roosevelt's statement, "I see one-third of a nation ill-housed, ill-clad, ill-nourished," was made in his second inaugural address, on January 20, 1937. William E. Leuchtenberg, *Franklin D. Roosevelt and the New Deal: 1932-1940* (New York: Harper & Row, 1963): 231.

65. Leuchtenberg, *Franklin D. Roosevelt*: 134-135.

66. In 1937, the economy took a sharp downturn, as industrial activity fell off "with the most brutal drop in the country's history." By 1938, many Americans were close to starvation. Leuchtenberg, *Franklin D. Roosevelt*: 194, 243, 249.

67. In the FHA's own words, the Roosevelt administration's large-scale housing program was based "not upon Government subsidy, but primarily upon cooperation with private enterprise and private capital in the provision of such housing. Only through private channels...can solution be found for the problem of adequate housing for that vast number of families, dependent upon moderate wages and salaries, that are outside the scope of any subsidized housing program thus far proposed." Curl, "Analyzing FHA Large-scale Housing": 5.

68. Goode, *Best Addresses*: 334.

69. "Maryland Large-Scale Housing Project Insured": 20. Falkland was the first *approved* by the FHA. By the time Falkland was completed in 1938, three other apartment projects in Maryland had been approved and had also been completed: Northwood in Baltimore, Dream's Landing in Annapolis, and the Dundalk Housing Project in Baltimore County. Walston, "Falkland Apartments": 57-58. Falkland Addition was also FHA-backed (Stewart McDonald, "Aiding the Drive on Housing Problems," *Insured Mortgage Portfolio 2*, 6 [December 1937]: 24).

70. See "Private Housing Projects in Capital Set Example for United States," by Franklyn Waltman, *Washington Post*, November 28, 1937: B2. This full-page article featured Colonial Village; Falkland; Buckingham, in Arlington, Virginia; and Brentwood, in Washington, D.C., with photographs of each.

71. Barbara Ruben, "Keeping the Past Alive: A Trendsetter 64 Years Ago, Falkland Chase Still Keeps Pace," *Washington Post*, Apartment Living Section, August 11, 2001: 5.

72. According to the FHA, one of the aims of Congress in creating the agency was "to devise means whereby private capital could be induced again to undertake mortgage financing." The means was the insured mortgage. "The FHA As It Enters Its Third Year," by Abner H. Ferguson, *Insured Mortgage Portfolio 1*, 1 (July 1936): 3.

73. Blair, "Solving an Estate Investment Problem": 10, 27.

74. *Ibid.*: 10. Falkland was not the only large-scale housing project the RFC financed. As of July 1937, there were four others. Curl, "Analyzing FHA Large-scale Housing": 7.

75. An assessment of the RFC's role in national recovery is in *The Age of Roosevelt: The Coming of the New Deal*, by Arthur M. Schlesinger, Jr. (Boston: Houghton Mifflin, 1958): 425-433. Schlesinger describes the scope and effectiveness of the RFC's loan operations thus: "RFC loans to eighty-nine railroad companies, owning two-thirds of the nation's tracks, helped avert the collapse of railroad securities. In addition, RFC helped finance the public works program, drove down interest rates, provided aid for flood and hurricane victims, refinanced drainage, levee, and irrigation districts, offered loans for mining, smelting,

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agricultural marketing, and rural electrification, put (or kept) American Airlines, Tennessee Gas Transmission, and El Paso Natural Gas in business, and financed school construction and payment of teachers' salaries" (p. 430).

76. Eugene H. Klaber, "Planning and Large-scale Housing," *Insured Mortgage Portfolio* 1, 7 (January 1937): 9.

77. The account of the FHA criteria is drawn largely from Miles Colean, "Multiple Housing under FHA: Government Housing Standards," *Architectural Record/American Architect and Architecture* 84, 5 (September 1938): 96–105, 108. See also "Low-Rent Suburban Apartment Buildings": 88–100. An abbreviated version of the FHA's checklist is presented in Cornelius Beard, "Locations for Large-scale Housing," *Insured Mortgage Portfolio* 1, 9 (March 1937): 25.

78. Colean, "Multiple Housing": 104.

79. Falkland's low density was noted by *Architectural Record* in 1937 ("The density of habitation has been kept unusually low"). ("A Semifireproof Apartment Project": 129.)

80. "New FHA Low Cost Housing Plan," *Architectural Forum* 63, 5 (November 1935): 521.

81. *Ibid.*: 521.

82. "Garden Apartments," *Architectural Forum* 72, 5 (May 1940): 309.

83. *Ibid.*: 309.

84. *Ibid.*: 309. Falkland is among the garden apartments cited in this article.

85. Leuchtenberg, *Franklin D. Roosevelt*: 135.

86. *Ibid.*: 136. Leuchtenberg said this of the U.S. Housing Authority.

87. In its large-scale housing, the FHA sought, in its own words "the greatest possible economies in capital cost consistent with sound and durable construction and efficient operation." Curl, "Analyzing FHA Large-scale Housing": 5.

88. Colean, "Multiple Housing under FHA": 96.

89. *Ibid.*: 97.

90. *Ibid.*: 104.

91. Blair, "Solving an Estate Investment Problem": 27.

92. *Ibid.*: 10.

93. Beard, "Locations for Large-scale Housing,": 24.

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94. Klaber, "Planning and Large-scale Housing": 8.
95. Ibid.: 9.
96. Colean, "Multiple Housing under FHA": 96.
97. The FHA's Miles Colean wrote that "Plans are in no sense to be construed as rigid standards, or 'stock plans,'" in "Multiple Housing under FHA": 104.
98. "A Semifireproof Apartment Project" *Architectural Record* 82, 4 (October 1937): 130–131. See also "Apartments: Falkland Properties, Inc., Silver Spring, Maryland," *Architectural Forum* 67, 6 (December 1937) 507–509; and "Planning Is Related to Sound Land Use and Financing," *Architectural Record* 89, 3 (March 1941): 93. All three are dedicated articles.
99. Colean, "Multiple Housing under FHA." An aerial photo of Falkland illustrates the first page of this article.
100. Frederick Gutheim, Letter to Montgomery County [Maryland] Planning Board, October 18, 1983. Copy in possession of Silver Spring Historical Society. Gutheim states further that Falkland was "among the most influential" of the prototype developments.
101. James Goode notes that the style became the "prototype" for almost all other Washington area garden apartments during the 1930s and 1940s. *Best Addresses*: 335, 389. Colonial Village and Parkfairfax (the latter in Alexandria, Virginia) are examples. The style in fact became a mainstay of American housing design from its origins around 1880 through the post-World War II era. Abby Moor, "Eclectic Revivals," in *The Houses We Live In*, ed. Jeffrey Howe (London: PRC Publishing Ltd., 2002): 273.
102. James C. Massey and Shirley Maxwell, *House Styles in America* (New York: Penguin Studio, 1996): 186.
103. Gutheim, Letter to the Montgomery County [Maryland] Planning Board.
104. Letter to Montgomery County [Maryland] Council, October 22, 1984. Copy in possession of the Silver Spring Historical Society. At the time, Wolf Von Eckardt was design critic for *Time Magazine*.

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10. Geographical Data

Verbal Boundary Description

Falkland Apartments are located on approximately 22 acres in Silver Spring, Montgomery County, Maryland. Colesville Road, Sixteenth Street, and East-West Highway bound the original section. This section is noted on Map JN23 as Parcel P555 and contains 363,219 square feet. Two additional sections, known together as Falkland Addition, are sited to the east of Sixteenth Street bounded to the south by East-West Highway, and to the south of East-West Highway bounded to the east by Sixteenth Street. The section to the east of Sixteenth Street is noted on Map JN23 as Parcel P393 and contains 328,846 square feet. The section to the west of Sixteenth Street is marked on Map JN23 as Parcel P532 and contains 274,133 square feet.

Falkland forms an irregularly shaped parcel roughly bounded on the south-southwest by the District of Columbia border; on the north-northwest by East-West Highway (Maryland Route 410) and Sixteenth Street (Maryland Route 390); on the north-northeast by the CSX railroad/Metro tracks; and on the south-southwest by Colesville Road (Maryland Route 384; U.S. Route 29). The Falkland Apartments occupy the northeast, southeast, and southwest quadrants of the intersection of MD 390 (Sixteenth Street) and MD 410 (East-West Highway), just over the D.C. line.

Boundary Justification

The boundaries of the property include eight of the original ten acres developed by Falkland Properties, Inc. between 1936 and 1937. Additionally, they include the fourteen acres improved by Falkland Properties, Inc. as Falkland Addition between 1937 and 1938. The property currently consists of 22 acres. The portion of the property that was located to the east of Draper Lane, bounded by Colesville Road and East-West Highway, was excluded from the district boundaries. This 2.1-acre parcel historically had thirty-four units that were erected by Falkland Properties, Inc. in 1936. The four attached buildings were razed in 1990 and replaced by a non-historic, non-contributing, high-rise apartment building that has no association with Falkland Apartments.