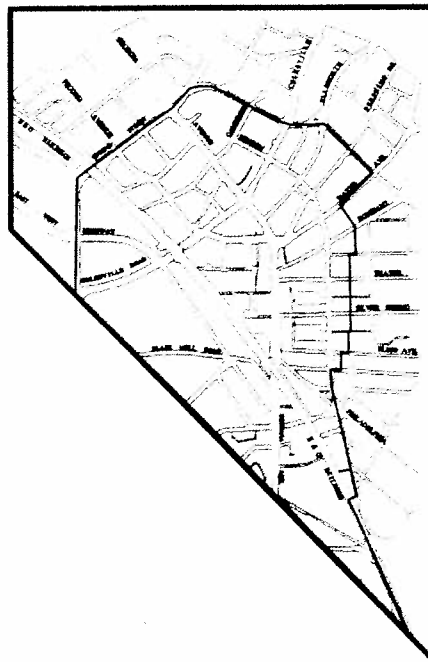


Historic Sites Survey Report Silver Spring Central Business District

DECEMBER 2002



Prepared for

The Maryland-National Capital Park and Planning Commission
Montgomery County Historic Preservation Section
1109 Spring Street, Suite 801
Silver Spring, Maryland 20910

Prepared by

Potomac-Hudson Engineering, Inc.
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Bethesda, MD 20814



HISTORIC RESOURCES SURVEY REPORT

Silver Spring Central Business District

Prepared For:
Maryland-National Capital Park and Planning Commission
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EXECUTIVE SUMMARY

This Silver Spring Central Business District (CBD) Historic Resources Survey, prepared under contract to M-NCPPC during 2002, provides an assessment of the National Register eligibility of historic resources within the CBD. The results are expected to aid in future planning decisions made by the planning commission.

Individual objectives of the survey were to: 1) prepare a historic context through documentary research in order to identify historically significant themes relating to the CBD; 2) develop a list of buildings over fifty years old located within the CBD and analyze their historical significance and integrity based upon National Register criteria; 3) document those buildings with a low degree of integrity that are clearly not eligible for the National Register on Maryland Historical Trust Eligibility Review Forms; 4) document those buildings that are eligible for the National Register on Maryland Inventory of Historic Properties (MIHP) forms; 5) prepare a narrative for a walking tour brochure of the CBD and identify appropriate historic and current photographs for its use; and 6) prepare capsule summaries with text suitable for use in the future development of a historic marker program for the CBD that highlights points of historic and cultural interest.

A total of 205 properties over 50 years old were surveyed for this project. Of these 205 properties, 13 were identified as having National Register potential. These include ten, individually eligible properties and three historic districts. Individually eligible properties include the following:

- The Silver Spring Tire Corp.;
- The National Association of Dyers and Cleaners Institute;
- A & A Auto Sales;
- 7900-7912 Georgia Ave. (North Washington Shopping Center);
- C & P Telephone Building;
- Silver Spring National Bank;
- J.C. Penney Building;
- Silver Spring Volunteer Fire Department (Old Silver Spring Armory);
- Blair Station Post Office;
- U.S. Industries Building;

The three eligible historic districts include:

- 13th Street Commercial Historic District;
- Silver Spring Garden Apartments Thematic District;
- Selim Road Industrial Historic District.

Recommendations provided in this study include: the nomination of properties found eligible under this study to the Montgomery County Master Plan for Historic Preservation;

identification of potential interpretive and grant opportunities for resources; documentation of eligible buildings to the standards of the Historic American Buildings Survey (HABS), with suggestions as to cost effective ways to do so; and a suggested list of buildings to be evaluated upon reaching 50 years of age.

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- ATTACHMENT C – WALKING TOUR BROCHURE NARRATIVE
- ATTACHMENT D – CAPSULE SUMMARIES OF ELIGIBLE RESOURCES

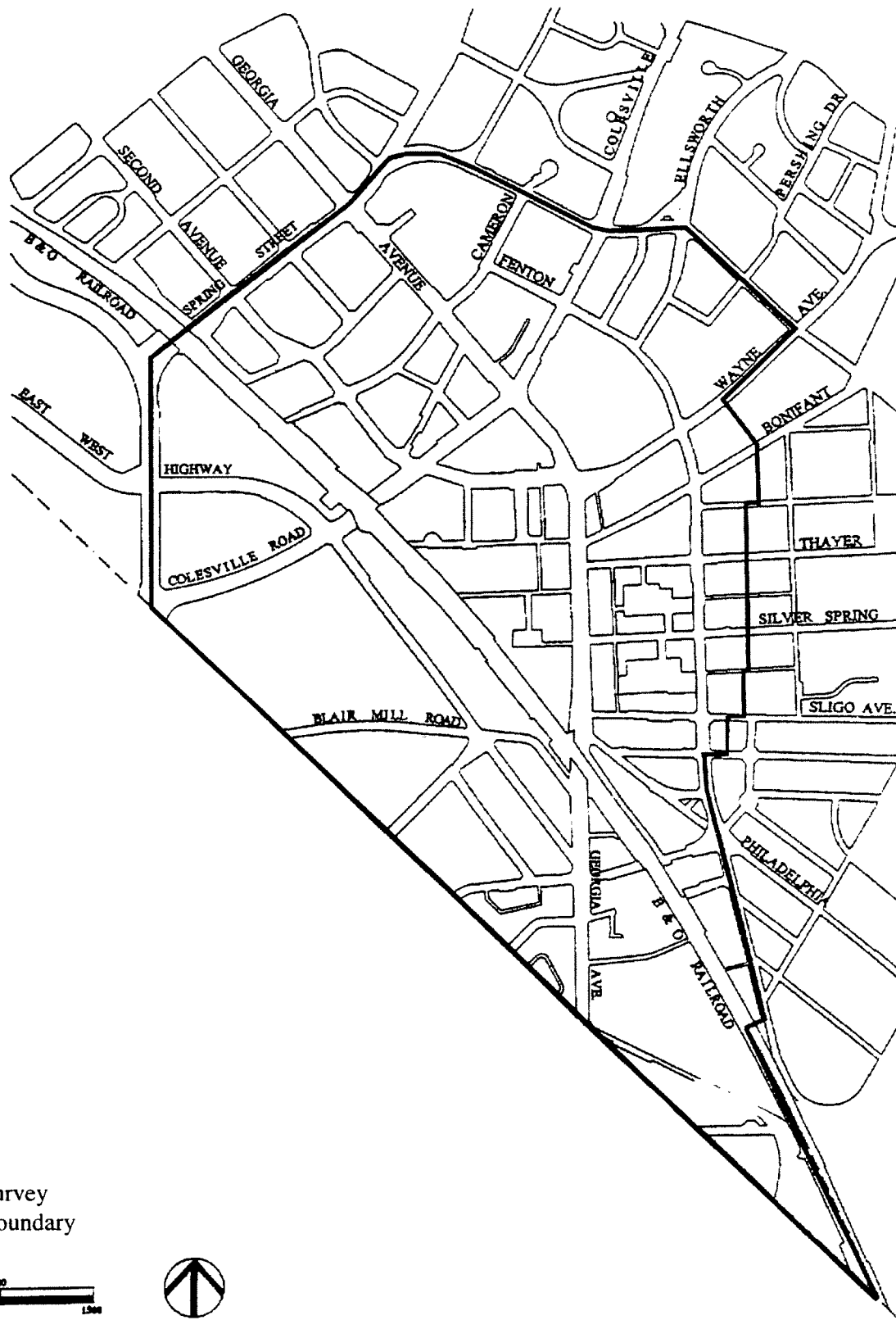
1.0 INTRODUCTION

The Silver Spring Central Business District Historic Resources Survey was undertaken for the Countywide Planning Division, Historic Preservation Section of the Maryland-National Capital Park and Planning Commission (M-NCPPC) of Montgomery County, Maryland. The survey area was defined by M-NCPPC to be the Silver Spring Central Business District Sector Plan boundaries as indicated in Figure 1. Objectives of the survey were to:

- 1) Prepare a historic context through documentary research in order to identify historically significant themes relating to the CBD;
- 2) Develop a list of buildings over fifty years old located within the CBD and analyze their historical significance and integrity based upon National Register criteria;
- 3) Document those buildings with a low degree of integrity that are clearly not eligible for the National Register on Maryland Historical Trust Eligibility Review Forms;
- 4) Document those buildings that are eligible for the National Register on Maryland Inventory of Historic Properties (MIHP) forms;
- 5) Prepare a narrative for a walking tour brochure of the CBD and identify appropriate historic and current photographs for its use; and
- 6) Prepare capsule summaries with text suitable for use in the future development of a signage program for the CBD that highlights points of historic and cultural interest.

A total of 205 properties over 50 years old were surveyed as presented in Table 1. In addition, public meetings were held in order foster community awareness and participation in the study. The first public meeting was held on April 29, 2002 in the early stages of the study, and a second meeting was held on November 12, 2002 to present the preliminary findings of the study. Information provided by the public and other interested parties was taken into consideration prior to finalizing the study findings.

David C. Berg served as Principal Investigator for the project and was responsible for executing the project and defining work assignments for resource staff members, with the exception of the Quality Assurance Manager. Ms. Susan Peters contributed as a historian and field surveyor, assisting with historical research, writing, and fieldwork. The Quality Assurance Manager, Ms. Donna Hole, provided an independent review of project work and technical advice regarding the project.



— Survey Boundary

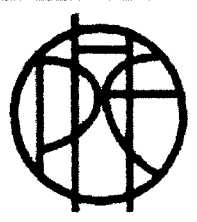


Figure 1: Silver Spring CBD Survey Boundaries

Source:

M-NCPPC Silver Spring CBD Sector Plan, 2000

Table 1. Properties surveyed for eligibility (eligible properties in bold).

Property	Inv. #	Address		
Maryland School of Dog Grooming	CBD-125	8025	13TH	ST
Buisness Complex	CBD-126	8031	13TH	ST
Blake and Wilcox Plumbing and Heating	CBD-127	08037	13TH	ST
Commercial Building	CBD-128	08039	13TH	ST
Commercial Building	CBD-129	08045	13TH	ST
The Falklands Apartments	CBD-130		16TH	ST
Private Residence	CBD-1	08700	1ST	AVE
Abogados Law Offices	CBD-2	08600	2ND	AVE
(see 1327 Fenwick)	CBD-3	08603	2ND	AVE
Silver Spring Mailbox	CBD-4	08604	2ND	AVE
Private Residence	CBD-5	08605	2ND	AVE
Silver Screen Digital	CBD-6	08606	2ND	AVE
Fenwick Professional Park	CBD-131	1315	APPLE	AVE
Blair Park Gardens	CBD-132	7700	BLAIR	RD
Auto Sales & Service	CBD-133	01100	BLAIR MILL	RD
Bonifant Court	CBD-11	935	BONIFANT	ST
Kefa Café (963, 965 Bonifant)	CBD-21	963	BONIFANT	ST
Thomas Designer/Bookkeeping	CBD-7	00900	BONIFANT	ST
Pape's African Fasion Designs	CBD-8	00902	BONIFANT	ST
H. Kay Realty	CBD-9	00903	BONIFANT	ST
Vacant Commercial Building	CBD-10	00930	BONIFANT	ST
Rosa's Nail Salon/Beauty Salon	CBD-12	00937	BONIFANT	ST
Thai Derm Restaurant	CBD-13	00939	BONIFANT	ST
Ambroto's Tattoo/ Atlantic Guns	CBD-14	00940	BONIFANT	ST
Roger Miller Restaurant	CBD-15	00941	BONIFANT	ST
Egyptian Secrets	CBD-16	00943	BONIFANT	ST
Bizzare Bazaar	CBD-17	00949	BONIFANT	ST
See 8315 Georgia Ave.	CBD-18	00950	BONIFANT	ST
Multiple Commercial storefronts	CBD-19	00951	BONIFANT	ST
Multiple Commercial storefronts	CBD-20	00957	BONIFANT	ST
BELGARD ENGINEERING INC	CBD-25	812	BURLINGTON	AVE
Private Residence/Vacant	CBD-22	00805	BURLINGTON	AVE
Citi Cars	CBD-23	00808	BURLINGTON	AVE
Silver Spring Ambulance	CBD-24	00810	BURLINGTON	AVE
St. Charles Garden Apartments	CBD-134	8710	CAMERON	ST
Allergy & Asthma Care	CBD-26	08508	CEDAR	ST
Power Max Inc.	CBD-27	08510	CEDAR	ST
T. Carroll Associates Inc.	CBD-28	08512	CEDAR	ST
J.C. Penney	CBD-135	8656	COLESVILLE	RD
Multiple Commercial storefronts	CBD-29	08501	COLESVILLE	RD
Fabulous Finds, Calzature, Ming House	CBD-30	08622	COLESVILLE	RD
City Mart, Beauty Supply	CBD-31	08630	COLESVILLE	RD

Property	Inv. #	Address		
Tailor Shop, Fashion Times, Beauty Supply	CBD-32	08634	COLESVILLE	RD
Mens Fashion (Danshes) Tailor Shop	CBD-33	08644	COLESVILLE	RD
Maria Travel, Alimar Florist, Panchito Restaurant	CBD-34	08646	COLESVILLE	RD
Montgomery Arms	CBD-136	08715	COLESVILLE	RD
Thrifty Car Rental	CBD-35	01008	EAST WEST	HWY
NTB	CBD-36	01110	EAST WEST	HWY
J & N Towing	CBD-37	01139	EAST WEST	HWY
A & A Auto Sales	CBD-38	01141	EAST WEST	HWY
Canada Dry Building	CBD-137	01201	EAST WEST	HWY
Blair Mansion	CBD-39	7711	EASTERN	AVE
Spring Garden Apartments	CBD-139	8001	EASTERN	AVE
Vivanti Hair Studio, Magazine store	CBD-40	07817	EASTERN	AVE
Freddie's Variet (Newstand)	CBD-41	07821	EASTERN	AVE
Andrea's Fine Hats	CBD-42	07825	EASTERN	AVE
Woder Ethiopia	CBD-43	07845	EASTERN	AVE
Auto Repair/Filling Station	CBD-138	07949	EASTERN	AVE
Private Residence	CBD-44	08360	FENTON	ST
Marian's Braiding Shop	CBD-45	08402	FENTON	ST
Fenton Building	CBD-46	08551	FENTON	ST
Ergonetics	CBD-47	01323	FENWICK	LA
General Dentistry	CBD-48	01327	FENWICK	LA
National Institute of Dry Cleaning Inc.	CBD-142	8001	GEORGIA	AVE
Napa Auto Parts/Salon Kisash	CBD-56	8081	GEORGIA	AVE
John H. Hunter Building (Dor Ne Corset Shoppe)	CBD-59	8126	GEORGIA	AVE
Silver Spring Volunteer Fire Department/Old Armory	CBD-143	8131	GEORGIA	AVE
Little Tavern/Pyramid Atlantic Gallery	CBD-71	8230	GEORGIA	AVE
Copy Connection/Silver Spring National Bank	CBD-144	8252	GEORGIA	AVE
777 Market	CBD-78	8402	GEORGIA	AVE
Verizon/C&P Telephone Building	CBD-147	8670	GEORGIA	AVE
Vivanti Hair Studio, Magazine store	CBD-49	07890	GEORGIA	AVE
Vivanti Hair Studio, Magazine store	CBD-50	07892	GEORGIA	AVE
7912-8900 Georgia Ave.	CBD-140	07900	GEORGIA	AVE
La Fonda Paisa	CBD-51	07914	GEORGIA	AVE
Los Arrieros Restaurant	CBD-52	07926	GEORGIA	AVE
The Hair Studio/Unity Barbers	CBD-53	07930	GEORGIA	AVE
Ambassador Animal Hospital	CBD-54	07979	GEORGIA	AVE
Tires of Silver Spring	CBD-141	08000	GEORGIA	AVE
Abbey Camera/Vacant	CBD-55	08040	GEORGIA	AVE
Quality Time Early Learning Center	CBD-57	08101	GEORGIA	AVE
CIF International, Import/Export	CBD-58	08123	GEORGIA	AVE
AAMCO Transmissions	CBD-60	08129	GEORGIA	AVE
Bell Flowers	CBD-61	08201	GEORGIA	AVE

Property	Inv. #	Address		
Plaza Artists Materials & Pictures	CBD-62	08205	GEORGIA	AVE
Silver Spring Paint & Decorating	CBD-63	08211	GEORGIA	AVE
Multiple Retail	CBD-64	08213	GEORGIA	AVE
Champion Billiards	CBD-65	08216	GEORGIA	AVE
Tijuana's Mexican Café	CBD-66	08221	GEORGIA	AVE
Thai Spice Café (Silver Spring Home Bakery)	CBD-67	08223	GEORGIA	AVE
Accent Designs	CBD-68	08225	GEORGIA	AVE
Alanni Hair Designs	CBD-69	08227	GEORGIA	AVE
Rodeo Restaurant	CBD-70	08229	GEORGIA	AVE
Crown Wigs	CBD-72	08233	GEORGIA	AVE
Half Moon BBQ	CBD-73	08235	GEORGIA	AVE
CD-Game Exchange	CBD-74	08236	GEORGIA	AVE
Medical/Law offices	CBD-75	08238	GEORGIA	AVE
Dale Music Inc.	CBD-76	08240	GEORGIA	AVE
Bombay Gaylord	CBD-77	08401	GEORGIA	AVE
Rubin & Rubin, Law Offices	CBD-79	08404	GEORGIA	AVE
Old Armed Forces Recruiting Center	CBD-80	08408	GEORGIA	AVE
China Restaurant	CBD-81	08411	GEORGIA	AVE
Old Silver Spring Post Office	CBD-145	08412	GEORGIA	AVE
Pike's Pizza/Sa-She's Hair Salon/Classy Nails/Botanica San Miguel	CBD-82	08415	GEORGIA	AVE
Gentlemen of Distinction/Convenience Store/La Hispaniola Market	CBD-83	08429	GEORGIA	AVE
Auras Building/Old Masonic Lodge	CBD-84	08435	GEORGIA	AVE
Old SS Bank (District Court)+A47	CBD-146	08653	GEORGIA	AVE
Mahogany Hair Gallery	CBD-85	00910	GIST	AVE
W & W Electric	CBD-86	00912	GIST	AVE
Private Residence	CBD-87	00916	GIST	AVE
Private Residence	CBD-88	00918	GIST	AVE
Private Residence	CBD-89	00919	GIST	AVE
Mae's Florist	CBD-90	00920	GIST	AVE
Neary & Sons Neon Signs	CBD-91	00923	GIST	AVE
Private Residence	CBD-92	00927	GIST	AVE
Danco	CBD-93	00929	GIST	AVE
Silver Spring Auto Body	CBD-94	08225	MAYOR	LA
Extra Storage Space	CBD-95	08001	NEWELL	ST
Blair Station	CBD-148	08051	NEWELL	ST
Sardis Towing	CBD-98	908	PHILADELPHIA	AVE
Private Residence	CBD-96	00904	PHILADELPHIA	AVE
Private Residence	CBD-97	00906	PHILADELPHIA	AVE
National TV Repair	CBD-99	00930	PHILADELPHIA	AVE
Eddie's Auto Body	CBD-100	00936	PHILADELPHIA	AVE
Luisa's Hair Salon	CBD-101	08615	RAMSEY	AVE
Pyramid Atlantic	CBD-103	1007	RIPLEY	ST

Property	Inv. #	Address		
Wilson Auto Body	CBD-102	01004	RIPLEY	ST
The House Grille Delicatessen	CBD-104	00811	ROEDER	RD
Rossi's Automotive/American Instrument Co.	CBD-149	903	SELIM	RD
A. K. Motors/ Capital Aikikai	CBD-153	945	SELIM	RD
Auto repair shop	CBD-155	959	SELIM	RD
Far East Motors	CBD-156	963	SELIM	RD
Auto Shop	CBD-158	971	SELIM	RD
Hanagan's Auto Body	CBD-150	00921	SELIM	RD
Valda Motors Co.	CBD-151	00937	SELIM	RD
Benjamin's Auto Body	CBD-152	00943	SELIM	RD
Wilson Auto Body	CBD-154	00949	SELIM	RD
Auto Shop	CBD-157	00969	SELIM	RD
Residential	CBD-159	812	SILVER SPRING	AVE
Residential	CBD-160	814	SILVER SPRING	AVE
Jay-Kay Building	CBD-105	00904	SILVER SPRING	AVE
S.T. Kim & Co., CPA	CBD-106	00910	SILVER SPRING	AVE
CA-1 Dental Lab	CBD-107	00912	SILVER SPRING	AVE
Bob's Toyota Repair	CBD-109	940	SLIGO	AVE
M & B Auto Body	CBD-108	00920	SLIGO	AVE
TNT Auto Parts (946, 948 -952 Sligo)	CBD-110	00948	SLIGO	AVE
TNT Auto Parts (946, 948 -952 Sligo)	CBD-111	00950	SLIGO	AVE
Private Residence/Office	CBD-112	01100	SPRING	ST
Pam's Nails	CBD-113	00910	THAYER	AVE
Sign A Rama	CBD-114	00914	THAYER	AVE
Private Residence	CBD-115	00916	THAYER	AVE
Travel CO. International (954, 956, 958)	CBD-116	00954	THAYER	AVE
T & T Jewelry	CBD-117	00971	THAYER	AVE
First Baptist Church Sunday School/Inglesia Bautista Emanuel	CBD-118	832	WAYNE	AVE
Universal Limb (complex 938-948)	CBD-119	00938	WAYNE	AVE
Bonanza Coins (complex 938-948)	CBD-120	00940	WAYNE	AVE
Paris Flea Market (complex 938-948)	CBD-121	00942	WAYNE	AVE
Otokoto Donuts (complex 938-948)	CBD-122	00944	WAYNE	AVE
Party Go Round (complex 938-948)	CBD-123	00946	WAYNE	AVE
Convenience Express (complex 938-948)	CBD-124	00948	WAYNE	AVE

24.

2.0 RESEARCH DESIGN

At the beginning of this survey, a Research Design was developed which detailed the objectives, methodology, anticipated results, and plan for evaluating resources in the CBD. In addition, the Research Design included a review of existing bibliographic, photographic and documentary material relevant to the survey. Key information presented in the Research Design is presented and summarized in this section.

2.1 Goals and Objectives

The primary goal of the Silver Spring CBD Historic Sites Survey is to develop a planning tool to aid in making decisions regarding historic resources within the Silver Spring CBD. These planning decisions may include whether or not to add National Register Eligible historic properties to the Montgomery County Master Plan for Historic Preservation.

Objective 1: Preparation of Historic Context for Silver Spring CBD

The historic context was prepared based upon thorough research in both primary and secondary sources. The research forms the basis for a statement of significance for the survey, as well as to establish historical significance of individual resources. The historic context identifies relevant periods, themes, and events within the CBD and their potential significance in the broader scheme of history of the state and nation.

Objective 2: Develop a List of Buildings Over Fifty Years Old

Utilizing County Geographic Information Systems (GIS) information as well as historic maps and other documentation, PHE identified all buildings 50 years or older that are located within the CBD. Each of these buildings was subjected to analysis of both historical significance and Architectural significance and physical integrity based upon National Register criteria. In addition, the buildings within the CBD were analyzed for their potential to constitute one or more National Register eligible historic district(s).

Objective 3: Documentation of Buildings Having Low Integrity

PHE recorded each building clearly not eligible for the National Register on Maryland Historical Trust Eligibility Review Forms. Evaluations were made in consultation with the Montgomery County Historic Preservation staff.

Objective 4: Completion of Maryland Inventory of Historic Properties (MIHP) forms

Each property that appeared to meet National Register criteria for inclusion in the National Register was documented by the completion of a Maryland Inventory of Historic Properties (MIHP) form.

Objective 5: Preparation of Walking Tour Narrative

Using the information gathered during the completion of all previous objectives, Potomac-Hudson prepared a draft narrative for a walking tour brochure of the CBD and identified appropriate historic and current photographs for its use.

Objective 6: Preparation of Capsule Summaries

Capsule summaries were prepared for each eligible property as part of the completion of the MIHP forms.

2.2 Preparation of an Historic Context

Part of this task included a review of existing bibliographic, photographic, and documentary material relevant to the project. In addition, in order to manage the logistics of organizing and tracking such a large number of buildings, PHE developed a customized, "in-house" database. The database was used to record all the information needed (with the exception of black and white 5x7-inch photographs) to complete either the Maryland Inventory of Historic Properties Form, or the Maryland Historical Trust Eligibility Review Form. The database was also used to track the status of each structure with respect to the survey

Research began with a complete review of all information available at the Montgomery County Historic Preservation office in Silver Spring. From this research, the principal investigator gained a basic understanding of the district's history and available sources. Following the review of extant files, research continued at other repositories including the Montgomery County Library, internet websites, the Montgomery County Court house, the University of Maryland libraries, the Maryland Historical Society Library, the Montgomery County and Silver Spring Historical Societies, the Library of Congress, and the National Archives. Information was solicited from interested parties and historical groups including the Silver Spring Historical Society and the Art Deco Society of Washington. In addition to local and state records, the principal investigator sought to identify themes in the history of the CBD that relate to broader state and national historical trends.

During the research phase, PHE developed a comprehensive list of buildings located in the CBD, identifying those greater than 50 years in age (see Table 1). This identification utilized available GIS and tax information from the M-NCPPC, as well as field checks against Sanborn Fire Insurance Maps of the CBD.

2.3 Fieldwork

The field investigation included evaluating each structure identified during the research phase. Each structure was described architecturally as to style, details, alterations, and aspects of

integrity based upon National Register guidelines. Black and white 35mm photographs were taken of each structure during the field survey. Those structures that are potentially eligible for the National Register also had 35mm color slides taken of each corresponding black and white view. Photo logs include a description of the photograph as well as direction of view. For internal purposes, and to assist with the County's GIS system, PHE also took high-resolution digital images of all surveyed buildings (see Appendix A). When possible, the interiors of potentially eligible structures were accessed so as to document potential significant interior features.

All documentary research, fieldwork, and the collection of photographic documentation followed the *Standards and Guidelines for Architectural and Historical Investigations in Maryland*, the *Guidelines for Completing the Maryland Inventory of Historic Properties Form*, and the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*. Field investigators transferred all data collected during the field investigations into a database specifically created to facilitate efficient handling of the historical, descriptive, photographic, and other data generated during fieldwork and research efforts. The database held all information relevant to the completion of the Maryland Historical Trust Eligibility Review Form and the Maryland Inventory of Historic Properties Forms.

At the end of the survey and recordation phase, PHE hosted a public meeting on the progress of the project. This meeting, attended by interested citizens and community groups, was held on November 12, 2002.

3.0 HISTORIC AND ARCHITECTURAL CONTEXT

The general overview of suburban trends was taken from a variety of commonly recognized sources, including the work of David Ames, under the context and guidelines developed for the National Register of Historic Places. Trends peculiar to the Silver Spring CBD were developed from maps and a variety of published and unpublished materials located in the files of the M-NCPPC in Silver Spring. Important secondary source references include:

- The Silver Spring Commercial District Inventory Form (1976);
- The M-NCPPC Staff Report from May 3, 1985;
- Richard Longstreth's "Georgia Avenue, Colesville Road and the Creation of an Alternative 'Downtown' for Metropolitan Washington", as well as personal conversations with Mr. Longstreth;
- Mark Walston's "The Commercial Rise and Fall of Silver Spring: A Study of the 20th Century Development of the Suburban Shopping Center in Montgomery County;" and
- The 1890 and 1917 real estate maps of the Metropolitan Branch of the Baltimore and Ohio Railroad and numerous atlases of the Central Business District and greater Silver Spring.

3.1 Agricultural-Industrial Transition (1790-1870) - Montgomery County

Original land grants for the area around Silver Spring occurred in 1688 and 1732, respectively. These parcels were generally subdivided and sold to Scotch and English immigrants. Although early on tobacco dominated the agricultural scene, this changed as the soil became depleted and with the development of potential markets in the newly established capital in Washington, D.C. Grain farming replaced tobacco with the influx of predominately German settlers from Pennsylvania, who introduced family-operated farms with diversified crops and livestock. Roads became very important to get these goods to Baltimore and Washington.

Today's Georgia Avenue was established to connect Washington with Brookville and Westminster. The Brookeville and Westminster Turnpike, established in 1849, connected to the Center Market on Pennsylvania Avenue. These early routes also encouraged travel out of the district; Francis Preston Blair is credited with the promotion of the area that he called Silver Spring, building a large summer residence there in the mid-1850s. This promotion led to additional summer residences being built by wealthy Washingtonians, and a post office was opened in 1861.

As indicated on various historic maps, the area at the junction of the present day Georgia Avenue (the old Washington and Brookeville Turnpike) and Colesville Road (the old Ashton-Colesville-Sligo Turnpike) was originally known as Sligo with the Silver Spring B&O station located further to the south along Georgia Avenue. It was not until well into the 1900s that Silver Spring came to designate the larger regional area and the Sligo name fell into disuse. Silver Spring remains

unincorporated.¹

3.2 Railroad Era Suburbanization (1870-1890) - Regional/Local

The Civil War and Jubal Early's raid on Washington provided the impetus for the construction of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873. Originally conceived by others, the B&O finally moved to build the Metropolitan Line itself; a combination of factors lead to this decision, not the least of which was the strategic shortcomings of Washington's western rail connections.² This line revitalized the farm economy and was a major factor in the early metropolitan growth of Washington with the creation of the new phenomenon – railroad suburbs. The Civil Service Act of 1883 contributed to the growth of a stable middle-class that was targeted by real estate developers. Speculators lured population from Washington with the promise of fresh water, freedom from the disease-ridden swamps of Washington, and affordable housing. The first railroad suburb platted in the county was Linden in 1873, the same year as the opening of the Metropolitan Branch. Additional platted suburbs included Takoma Park, Forest Glen and Capitol View.

Although there was a railroad station located at Silver Spring, it was actually closer to the Blair estate and south of the Colesville Pike and Georgia Avenue intersection. The Metropolitan Branch swung to the northwest from this point and spawned suburbs between the railroad and Georgia Avenue. Woodside, as it was originally platted in 1890, became the first subdivision located near the village of Sligo. Sligo remained a modest collection of scattered residences and businesses during this early period.

3.3 Streetcar Era Suburbanization (1890-1920) - Regional/Local

Developers sought to attract residents to new subdivisions using the technology of the streetcar. With more frequent schedules than the railroads, the new "trolleys" proved more convenient and economical. The Washington, Woodside and Forest Glen Railway and Power Company operated along the former Brookeville and Washington Turnpike, with stops at Silver Spring, Sligo, Woodside, and Forest Glen. By 1910 the area around Silver Spring had grown to 4,500, with the beginnings of the infrastructure necessary for future development in the form of an elementary school in Woodside (1908) and a volunteer fire department in 1915.

Trolley lines tended to funnel riders toward the city core, while development extended out from the central city along the trolley stops. In time, decline in use, lack of a public subsidy, and the failure to raise fares, all combined with the enormous increase in interest in automobiles spelled

¹ Montgomery County Historic Site Form: Silver Spring Commercial District. 1976.

² Harwood, Herbert H., Jr.

Impossible Challenge: The Baltimore and Ohio Railroad in Maryland. Baltimore, MD: Barnard, Roberts and Company, 1979, p.266.

the doom of the trolley lines. Further damage to trolley lines came from automobile manufacturers who simultaneously proposed the use of buses in lieu of trolleys and promoted use of the more individually satisfying automobile.

3.4 Early Commercial Development (1910-1930) - SS/CBD

Silver Spring began a period of rapid growth after World War I. The first real estate boom occurred after the War with twenty-six subdivisions recorded in Silver Spring alone. Commercial development pushed north along Georgia Avenue from the Baltimore & Ohio Station beginning in the 1910s and continued a northward progression to the intersection with Colesville Pike in the post World War II boom of the 1940s. The 1948 completion of the underpass at the Baltimore & Ohio crossing on Georgia Avenue supported this growth.

During 1924 and 1925, Griffith and Perry built an office building and warehouse for their coal and feed business just north of the B&O station. The Hunter Brothers built a new hardware store and showroom immediately to the north of the Griffith and Perry property. This building, although radically altered, still stands on the west side of Georgia Avenue. The Silver Spring National Bank built a new building (also still standing) in 1924. In 1927, a number of significant buildings were constructed, including the former County Office Building on the south side of Colesville Road near Georgia Avenue, the new Armory (now demolished), the Masonic Temple building on the southeast corner of Georgia and Wayne Avenues (Auras Building), the National Association of Dyers and Cleaners Institute buildings on the east side of Georgia Avenue at its intersection with Burlington Avenue just south of the railroad underpass, and several buildings on the west side of Georgia Avenue north of the railroad station.

The Silver Spring National Bank opened in 1910. It later merged with the Takoma Park National Bank to become Suburban National Bank and then Suburban Trust Company. Ultimately it was merged into NationsBank. The first hotel in downtown Silver Spring, the Silver Spring Hotel, was built in 1911 in the triangle formed by Cedar Street, Houston Street, and Easley Street. The hotel was later used as the Bullis School, and the Park and Planning Commission now own the area on which it was located.

3.5 Commercial Rebirth (1930-1941) - SS/CBD

In 1936, the B&O established a suburban stop for all main-line passenger trains at the 1878 Silver Spring station. Silver Spring was already a major streetcar and bus terminal within convenient driving distances from Chevy Chase, Bethesda, and northwest Washington.³

³ Harwood, Herbert H., Jr. *Impossible Challenge: The Baltimore and Ohio Railroad in Maryland*. Baltimore, MD: Barnard, Roberts and Company, 1979, P. 290.

The population in Montgomery County more than doubled as the federal government's work force grew under President Franklin Delano Roosevelt's New Deal programs. The resulting pressure for adequate housing pushed residential development outward from the District. Although single-family dwellings were the norm in Montgomery County Suburbs, there was an increase in multi-unit complexes. Encouraged by the federal government and popular with trend-conscious developers and architects, garden apartments appeared as a response to the housing shortage that resulted from increased federal work programs as well as a need to house those employed in the later war effort. Three to four stories with several entrances, garden apartments were an attractive alternative to the usual urban apartment tower. The Falkland Apartments were the first of this type built in Montgomery County. Built in 1936, they were representative of the traditional Colonial Revival styling used in most complexes of its type. In contrast, the 1941 Montgomery Arms apartments and the Spring Garden apartments were modernistic Art Deco style complexes, emphasizing modern design and materials.

By the 1930s there were over sixty stores along Georgia Avenue from the B&O station north towards Colesville Road. As the Great Depression eased, commercial activity increased. The Art Deco Style, Silver Spring Shopping Center and Theater complex opened on October 28, 1938, on the southeast corner of Colesville Road and Georgia Avenue. This center was a rare example of a planned shopping center with integrated parking. The shopping center cost \$300,000 to build. The theater-shopping center complex was designed by world-renowned theater architect John Ebersson and developed at the height of the New Deal by the Treasurer of the United States, William Alexander Julian. The complex combined a cinema from Hollywood's golden age with a motor-age shopping center designed for easy access by automobiles. It originally included an A&P grocery store and a Kresge's among its 19 businesses. It also had a Gulf gas station in the front parking area and a tunnel connecting the front parking area to the parking area in the rear.

In 1984, the Art Deco Society of Washington launched a historic preservation campaign in Silver Spring to preserve the theater-shopping center complex and to blend it with appropriate new development. This campaign resulted in legal protection for the complex when it was added to Montgomery County's Master Plan for Historic Preservation and it was listed in the National Register of Historic Places.

3.6 Post World War II Commercial Boom (1945-1955)

World War II stopped further commercial development, but Silver Spring became a major suburban shopping area in the post-war period, a time of government expansion. Second in population only to Baltimore, Silver Spring provided a shopping alternative to downtown Washington as its commercial center expanded to meet the needs of a mobile middle class, providing offices and ample parking. Silver Spring has been the product of conscious planning initiatives, primarily to expand the commercially zoned business center and to acquire land for parking. Although not innovative initiatives in themselves, they were undertaken before large-scale development actually occurred, and were realized within five years. The Maryland-

National Capital Park and Planning Commission, under the guidance of E. Brooke Lee, was responsible for the success of these initiatives. The focus of this planning was on the commercial core, leaving churches, schools, etc. relegated to the residential areas.

Part of the uniqueness of Silver Spring lies in the reaction of the M-NCPPC to the unprecedented growth. In 1944, the commission, under chairman E. Brooke Lee, responded to the growth by creating commercial zoning that included a plan to provide parking lots for shoppers in the central business district to attract new business. Rather than a reaction to a problem as in most areas of the country, the commission had provided this amenity in advance of the onslaught of growth.

Responding to the planning initiatives for the commercial core of Silver Spring, a number of large commercial enterprises began to move out of the inner cities of Washington and Baltimore and venture into suburban Silver Spring to take advantage of the potential business created by the population growth and business friendly atmosphere. One of the first businesses to venture into this new climate was the Hechts Department Store.⁴

The Hecht Co. opened its Silver Spring store on November 1, 1947. The store was the first suburban department store in the Washington area and one of the first in the country. It had 160,000 square feet of selling space and was located at Fenton Street and Ellsworth Drive. A small portion of the store was added later to front on Colesville Road, at the far end of the block from the Silver Spring Shopping Center. This store was a departure in a couple of ways: the building design was modern and efficient, rather than elaborate; and lay one block removed from a major thoroughfare. Coupled with the inability of Hecht's to control Silver Spring's rapid surrounding growth and the associated traffic congestion, the store executives began to view the store's location as a liability. These problems may have influenced the development of regional shopping centers.⁵

Other commercial development followed. Joseph R. Harris, a women's clothing retailer, built a store (which is no longer extant) across Ellsworth Drive from the Hecht Company store in 1949. In 1949 the Bank of Silver Spring opened its new building at 8665 Georgia Avenue. This was the first bank in Montgomery County to have a drive-in window. The building was later used by the Chambers Funeral Home and is now the District Court. The J.C. Penney store opened across Colesville Road from Hecht's in 1950. The Eig Building (now demolished) at 8641 Colesville Road, which had offices, stores, and a Hot Shoppes, opened in 1951. Downtown Silver Spring also had a number of "dime" stores and many other well-known merchants. By 1949 Silver Spring was home to 60,000 residents, and the Washington Times-Herald reported that about 420,000 people drove to Silver Spring to shop. Silver Spring had the second busiest business district in Maryland; only downtown Baltimore surpassed it.

⁴ Ibid.

⁵ Montgomery County Historic Site Form: Hecht Company Department Store. 1976.

With the rise of the suburban shopping centers with free parking in the 1960s the Silver Spring shopping area lost its luster. Wheaton Plaza was fully opened in 1960, and within three years it had become the fourth largest grossing shopping center in the United States, drawing much of its sales away from downtown Silver Spring. Not only closer to newer residential development, Wheaton Plaza was just off the Capital Beltway, planned in 1952 and completed in the 1960s. New regional shopping centers opened just when Silver Spring's business center was already struggling. Change became increasingly difficult to bring about due to the high cost of land, differences in opinions as to the best course to pursue, and major developers leaving to work elsewhere. The Hecht store closed near the end of 1987 and J.C. Penney closed a few years later. Silver Spring lost its appeal as a retail center, but prospered as an office center.

4.0 RESULTS OF FIELD INVESTIGATIONS

4.1 Previous Investigations

According to the *Silver Spring CBD Sector Plan* (M-NCPPC 2000), as of the year 2000, there were two Locational Atlas Resources and seven Historic Preservation Master Plan Sites within the Silver Spring CBD (Figure 2). These included the following Locational Atlas Resources: the Silver Spring Historic District (M 36/7), and the Hecht Company Department Store (M 36/7-4). The Master Plan sites were: the Silver Spring Train Station Complex (M 36/15) [now owned by Montgomery Preservation, a local preservation group], the Silver Spring/Acorn Urban Park (M 36/5), The Jessup Blair House and Local Park (M 36/6), the Montgomery Arms Apartments (M 36/7-2) the Silver Spring Theater and Shopping Center Complex (M 36-7-1), the Silver Spring Post Office (M 36/11), the Cupola Building (The Falklands), and the Tastee Diner (M 36/13), which was recently moved from its location on Georgia Avenue to Cameron Street and Ramsey Avenue (M-NCPPC 200:139). Additionally, the Silver Spring Historical Society has recently completed a Maryland Inventory form for the Canada Dry Bottling Plant at the corner of East-West Highway and Blair Mill Road.⁶

Many other buildings over 50 years of age within the CBD have been subject to some degree of assessment in the past. Some of these are just now reaching the 50-year mark and have only been mentioned as potentially significant in M-NCPPC files. Some formerly documented structures have been demolished such as Armory Place at 925 Wayne Avenue (M 36/14), as well as various buildings within the Locational Atlas Silver Spring Historic District (M 36/7).

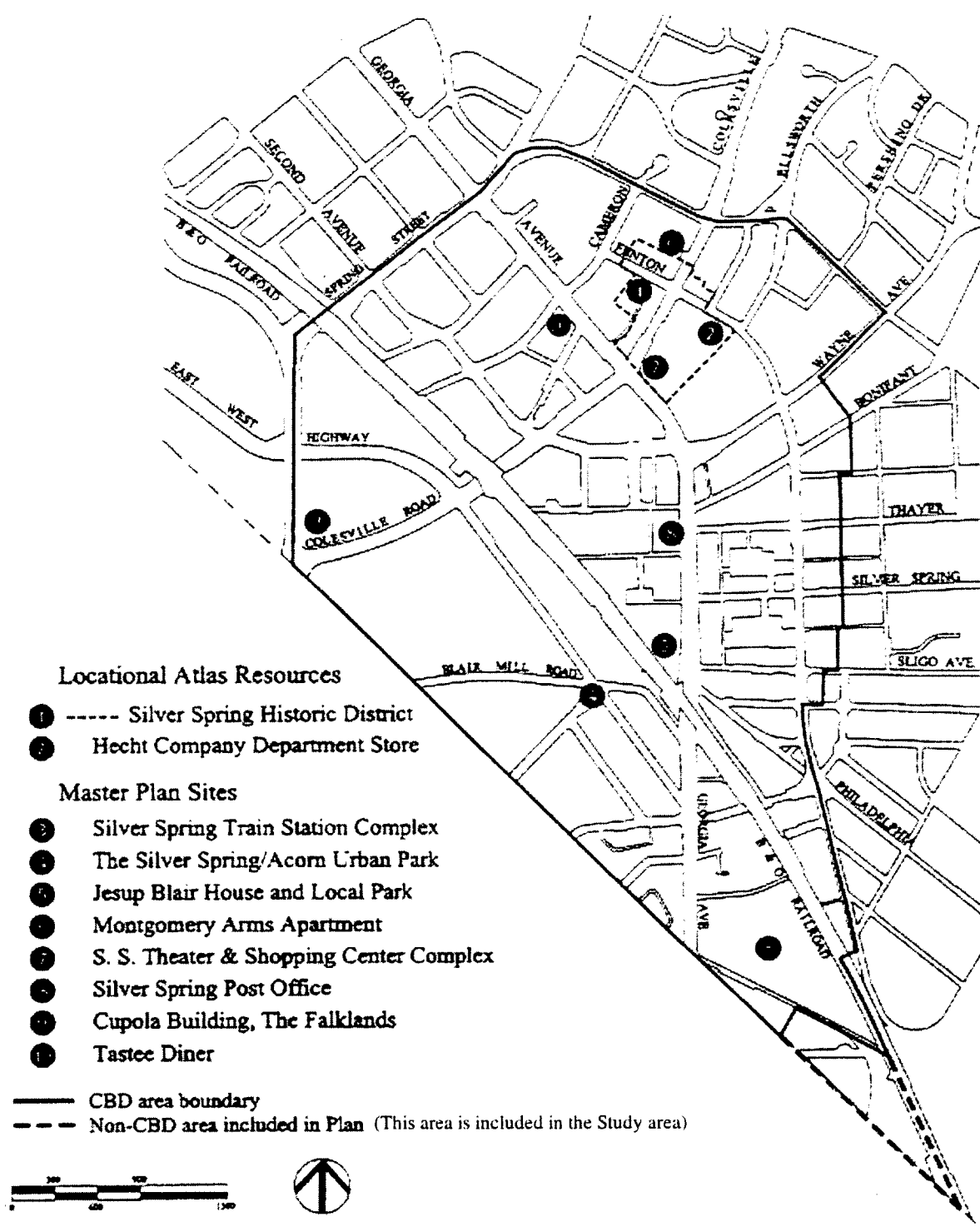
The potential Silver Spring Historic District has been the subject of limited evaluation in the past. This Locational Atlas district, survey number M 36/7, is comprised of commercial buildings of the closely related Art Deco, Art Moderne, and Streamlined Moderne styles. The area has local historic significance as the earliest shopping center of the County's Early Suburban period.⁷ In addition to a number of individually notable buildings, the 8600 block of Colesville Road consisted of buildings dating to about 1950 all creating a cohesive streamlined effect. Buildings of note in this district included the Perpetual American Building (8700 Georgia Avenue) which is not yet 50 years old, the Wolfe Building (8621 Georgia Avenue – demolished), the Hecht Company Building (M 36/7-4), the Silver Theater and Shopping Center (M 36-7-1), known as one of the “most ambitious and well resolved” shopping center designs of the late 1930s,⁸ (now listed on the National Register of Historic Places), the Montgomery Arms Apartments (M 36/7-2), the Colemont Building on Colesville Road, the demolished Hewitt Building, and the Fenton Building at the corner of Colesville Road and Fenton Street.

⁶ SSHC 2002.

⁷ M-NCPPC files, 1994 Review of Historic Properties within the Silver Spring Redevelopment Area.

⁸ Longstreth, Richard

“The Neighborhood Shopping Center in Washington D.C., 1930-1941” in the *Journal of the Society of Architectural Historians*, Vol. VI, No. 1 (March 1992).



Locational Atlas Resources

- ① ----- Silver Spring Historic District
- ② ● Hecht Company Department Store

Master Plan Sites

- ③ ● Silver Spring Train Station Complex
- ④ ● The Silver Spring/Acorn Urban Park
- ⑤ ● Jesup Blair House and Local Park
- ⑥ ● Montgomery Arms Apartment
- ⑦ ● S. S. Theater & Shopping Center Complex
- ⑧ ● Silver Spring Post Office
- ⑨ ● Cupola Building, The Falklands
- ⑩ ● Tastee Diner

——— CBD area boundary
 - - - - Non-CBD area included in Plan (This area is included in the Study area)

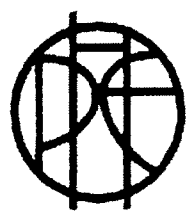
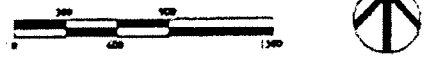


Figure 2: Location Atlas and Master Plan Sites within the CBD

Source:

M-NCPPC Silver Spring CBD Sector Plan, 2000

As has been already indicated, a number of key structures in this district have previously been demolished and others have been significantly altered. Among high profile demolished resources were: Hahn's Shoe Store (1949), Lerner's, Jelleff's, People's Drug Store, the rear section (later addition) of the J.C. Penney building, and the Eig Building (8641 Colesville Road). Other demolished buildings include 8600-14, 8616-18, 8627, 8635, 8645, and 8649 Colesville Road, and the Trailways Bus Company building at the corner of Fenton and Ellsworth Avenues.⁹ In addition, the now demolished Hewitt Building, and the Citizens Savings bank, both on Fenton Avenue, were removed from the Locational Atlas in 1985.¹⁰

The development of garden apartments is another important historical theme in Silver Spring. The first such complex in Silver Spring began with the construction of the Falkland Apartments on the East-West Highway and 16th Street in 1936. Finished in the Colonial Revival style, the "cupola building" of this complex is now a Montgomery County Master Plan site. The Spring Gardens Apartment complex (M 36/19) is another example, albeit less common in its architectural style. Located at 8001-8031 Eastern Avenue, this complex was built in 1941. Constructed at about the same time as the Art Deco Style Montgomery Arms Apartments, the Spring Garden Apartments reflect more modern styling than the usual Colonial Revival motif found in most garden apartments.¹¹

4.2 Survey Results

A total of 205 properties over 50 years old were surveyed for this project (see Table 1). Of these 205 properties, 13 were identified as having National Register potential. These include ten, individually eligible properties and three historic districts.

Community Input

Although the National Register eligibility of a majority of potential historic properties could be assessed solely on basic research and a site visit, many resources within the survey area underwent a great deal of research and analysis before their National Register eligibility was determined. In some cases properties initially not considered eligible for the National Register underwent extended research and analysis after considering the resource from a different historical perspective (different aspect of its historic context). In other cases further consideration of a resource came about as the result of information provided by local residents and/or historical organizations, chief among which was the Silver Spring Historical Society.

Two historic properties were added to the list of eligible individual resources as a result of such re-evaluation. The Blair Station Post Office, re-evaluated based upon information provided by

⁹ Ibid.

¹⁰ M-NCPPC files, Letter from M-NCPPC to Mr. John L. Menke, May 20 1985.

¹¹ Carol Kennedy "Montgomery Arms Apartments" Maryland Historical Trust State Historic Sites Inventory (MIHP) Form. 1990;

local residents and members of the Silver Spring Historical Society. Initially, the date of construction of this building, based partially upon Sanborn Fire Insurance Maps and tax maps, was determined to be 1954. Additional information from sources including the United States Post Office, newspaper headlines regarding completion of the building, and an additional Sanborn Map refined the construction period. The main Post Office building was completed in 1949, but additional buildings to the south and west were not completed until 1954. Additional information also came from the Silver Spring Historical Society in the form of details of the TRANSORMA mail sorting apparatus - the first successful use of such a machine in the United States.

The U.S. Industries Building, initially regarded as a historically and architecturally insignificant as well as being less than 50 years old, was brought to the Principal Investigator's attention by M-NCPPC staff and Sidney Weiser, who was managing engineer on a nationally important advance in robotic engineering. As a result the building was determined to have exceptional historical significance, meeting the requirements of National Register Criteria Consideration G - concerning properties that have achieved significance within the past 50 years.

Other properties brought to the attention of the research team by local residents were determined not to meet National Register guidelines. A sample of those properties pointed out by residents which do not meet National Register criteria include the Little Tavern Shop at 8230 Georgia Avenue, and two Sears houses on Silver Spring Avenue.

Two architects designed the Little Tavern Shops: Luther R. Ray and Frank B. Proctor. Samples of the work of these architects are on file at the Library of Congress, Prints and Photographs Division. An examination of these files turned up no actual drawings of the Little Taverns either on Georgia Avenue or at the corner of Wayne and Fenton, but several plans and elevations have notes stating that the same plan was used for 8230 Georgia Avenue.

The design differences are slight between the two architects, but it is clear from the designs and notes that Frank B. Proctor designed the Tavern building on Georgia Avenue, and probably the Wayne Avenue shop as well. Obvious differences from the original design include the absence of all original signs, but a close look reveals much more in the way of alterations. The Little Taverns were re-modeled sometime in the 1980s. These renovations destroyed some of the most important character defining features of the buildings. All windows within the gabled section of the Taverns were originally scored glass casements with diamond shaped sections set in rectangle frames. This method of using scored glass effectively mimicked leaded or stained glass styling, giving the fenestration an old-world feeling. Windows on the rear sections with flat roofs had triple high steel sash awning windows in the larger openings, and double high steel sash awnings in the smaller windows. Renovated window sashes have single large pane glass replacement sashes. Some of the smaller windows are now boarded up.

The roof of the main gabled section originally had pressed steel enameled panels that resembled shingles in horizontal rows. The front entrance cross-gable originally had the same roofing

material, and the pediment of this roof had steel fascia boards and wood horizontal clapboard facing. This cross-gable, now supported by steel posts made of pipe, was originally supported by decorative wooden brackets. The original door was a solid wood door made of finely milled vertical boards of Poplar over an Oak core with a central scored glass window. The storm door was also wood, having screen panels and a triple aluminum grab bar. The top of the window had an onion dome shaped arch. All of the original marquee lighting on the roof ridge, as shown on the original plans, is now gone. The plans on file at the Library of Congress also show details of the interior furnishings and construction. The original design kitchen and eating area having a single row of barstool type seating that was designed to accommodate "fast food" service has been altered beyond its ability to convey its original design.¹²

Although the siding of the building is reasonably intact, as is its massing, the perhaps inevitable changes made over the years has eliminated important character defining features of these resources. As a result, diminishing their level of integrity of design, workmanship, materials, and feeling to the point where the Little Tavern buildings in Silver Spring are no longer eligible for the National Register.

Two dwellings, 812 and 814 Silver Spring Avenue, were originally thought not to be within the CBD boundary, but after requests from local residents to investigate them, they proved to be just within the boundary. The buildings have potential for architectural and historical significance due to their being true Sears and Roebuck Company houses. These houses were shipped by rail to the nearest freight station. As a result, such houses are generally found only near railroad freight lines. These houses survive in great numbers throughout the United States - often retaining an extremely high level of integrity, and are well documented in several volumes. In order to meet National Register guidelines for architectural and/or historical significance, an example of this property type must be a physically excellent specimen of its type with little or no alterations.

The house at 812 Silver Spring Avenue is the Sears house model known as "The Americus", sold between 1921 and 1929. It featured six rooms, one bath, a full-width front porch with wood piers having tapered stucco bases, exposed rafter tails and other interior draws. This example of "The Americus" is a mirror image of the image in Sears catalogs. It has many of its original features including original siding and fenestration. The stucco over concrete block foundation has deteriorated to the point where an entire replacement of the stucco is necessary. The original porch railing has been either replaced or greatly simplified and is now simply a 2x4-inch top railing with a central 2x4-inch support. The most significant change, however, is the absence of all original rafter tails. The roof soffit is now enclosed with beaded boards and out of character crown molding placed on the fascia boards. An early alteration, possibly to accommodate improved attic ventilation, is a major loss to the buildings character. Although this is a reasonably intact example of a Sears house, it is not among the best surviving representatives of its type, and is not eligible for the National Register.

¹² Luther R. Ray and Frank B. Proctor, Little Tavern Shops, File 780, Drawers 2 through 7, HABS collection, MD-245, Sheets 1-22. Library of Congress, Prints and Photographs Division, Washington, D.C.

Number 814 Silver Spring Avenue is also a Sears mail-order house of the more generic bungalow design. A popular style in Sears houses, this house has suffered from an even higher degree of integrity loss. The front porch, one of the most important character defining features of any bungalow, has been completely replaced with a treated wood deck, and the fenestration of the dormer has been altered. The rear of the house once had a small rear stoop with central rear door. This original doorway has been boarded over and a new doorway on the left side of the rear elevation has been constructed. This doorway has a small pressure treated stoop, which is also out of character with the bungalow design. Any original leaded windows, that were one of the selling points of these models, have apparently been removed. These alterations have adversely affected the property's integrity, diminishing those qualities that would make the house eligible for the National Register.

Silver Spring Commercial Historic District

Since the publication of the original *Locational Atlas and Index of Historic Sites in Montgomery County Maryland*¹³ in 1976, there has been interest in a potential Silver Spring Commercial District. In 1981, a formal Maryland Historical Trust Inventory Form was produced for the Silver Spring Commercial District (36/7). This district comprised a seven-block area along Georgia Avenue beginning at the north of Colesville Road and extending to the south side of Silver Spring Avenue. Resources included the Silver Theater and Shopping Center, the Fenton Building, Hecht's Department Store, the Canada Dry Bottling Plant, Montgomery Arms Apartments, and the 8600 block of Colesville Road, which included a number of modest Art Deco and Streamline style buildings as well as the Streamline or Moderne style J. C. Penney store and Hahn's Shoe Store (demolished). Other buildings under consideration for inclusion in the district included the New Armory (now demolished), the Tastee Diner (re-located), the Masonic Temple (Auras Building - severely re-modeled), the Silver Spring Post Office, the Silver Spring National Bank (Suburban Trust), the Little Tavern, the Old Armory (Fire Department), the Silver Spring Railroad Station, the Eig building (demolished), and Hunter Hardware (radically re-modeled).¹⁴

Over the ensuing years, many of these buildings have been either put on the County Master Plan for historic preservation, demolished, or removed from the Locational Atlas. Among those added to the Master Plan include the Montgomery Arms apartments, the Silver Theater and Shopping Center, the Tastee Diner, the Silver Spring Post Office and Hecht's Department Store. Demolished buildings include the Eig building, Hahn's Shoe Store, and the New Armory. Others, including the Auras Building and the Hunter building have been radically altered.

¹³ Montgomery County Planning Board, *Locational Atlas and Index of Historic Sites in Montgomery County Maryland*, October 1976.

¹⁴ Leavitt, Don (Montgomery County Historic Preservation Commission), *Silver Spring Commercial District (36/7) Maryland Historical Trust Inventory Form*, 1981.

Remaining buildings within the commercial district that needed evaluation include the J.C. Penney building, the Canada Dry Bottling Plant, the Silver Spring National Bank, the Fenton building, the Old Armory (Fire Department), and the buildings between Georgia Avenue and Fenton Avenue on the north side of Colesville Road. The Silver Spring Historical Society recently completed the evaluation of the Canada Dry Bottling Plant. The Silver Spring National Bank, the Old Armory, and the J.C. Penney building are further evaluated elsewhere in this report.

A reconnaissance survey of the buildings on Colesville Road, including both the north side of the road and buildings further east on the south side Colesville Road (Fenton building and north), showed a variety of Streamline and Art Deco architectural styles all with a basic limestone front and various degrees of stylistic interpretations. In almost every case, these commercial storefronts have been modified by degrees that have included the elimination of architectural details, the replacement of windows and doors as well as the addition of vinyl and aluminum, and wholesale interior changes. Because of the demolition of buildings at the corner of Georgia Avenue, the construction of City Place on the south side of Colesville Road, there remain few buildings of outstanding architectural significance and integrity. Even those properties of individual note, such as J.C. Penney and the Silver Theater and Shopping Center, have seen significant alterations.

There remains no significant concentration of buildings streetscapes, and spaces that offer a historic sense of place, and therefore, no potential for properties within this area of the CBD to constitute a commercial historic district. This, however does not preclude the potential for some of the individual buildings to merit individual National Register listing.

Another aspect that should be considered is that the scope of this survey was to evaluate properties based upon National Register guidelines, which generally uses a 50-year cutoff date unless a strong case can be made for "exceptional significance". Montgomery County historic preservation code, however, does not include this 50-year guideline, and it is possible that evaluating buildings in this area using County criteria may result in slightly different results.

Candidates for Further Evaluation

During the survey and research, the survey team discovered a number of properties that appear to merit immediate National Register evaluation upon reaching 50 years of age. Alternately, these structures may also be evaluated for local Master Plan designation prior to reaching 50 years of age, as there is no County 50-year evaluation requirement.

- Weller Dry Cleaners (Fenton Street). This business, constructed around 1960 and still owned by Charles Weller, is a Streamlined style business with unique features of colored porcelain clad panels and original streamline marquee and signage that may be eligible for the National Register upon reaching 50 years of age. It is a rare example of such late 1950s commercial architecture having survived into the 21st century with a great degree of physical integrity.

- Perpetual American Savings Bank (8700 Georgia Avenue). This building, constructed in 1958, is an excellent example of bank architecture of the period, constructed of limestone and polished granite, and should be evaluated as a building highly representative of its type, as well as for its role in the history of Silver Spring.
- Arts Building (7961 Eastern Avenue). This building, constructed in 1956, is a three-story, high style representative of International Style architecture that possesses a high degree of integrity.
- 8787 Georgia Avenue (M-NCPPC building). Although not yet 50 years old, the unique architectural quality of this building can already be appreciated. This building should also be considered for both Master Plan designation and National Register listing upon reaching 50 years of age.

4.3 National Register Recommendations

The Silver Spring Tire Corp.

The Silver Spring Tire Corp. is a one-story, flat roofed, brick building with Art-Deco styling at the northwest corner of East-West Highway and Georgia Avenue. In plan, it is unusual, constructed basically of two rectangles attached at an obtuse angle to maximize street frontage on both streets. The front façade of the building forms an inverted “V” shape as a result of this construction. The front consists of six bays, two on the left side of the “V” and four on the right. The building generally consists of large pane windows in pairs and triplets on the showroom sides facing Georgia Avenue, and multi-pane steel sash windows along East-West Highway and the rear of the building. The single showroom window on the front façade is about three feet from the ground level and consists of an opening about twelve feet wide and six feet high. The top third or so of the opening is covered with vinyl, and the lower two thirds have a pair of large single glass panes. Sashes are aluminum. The windows on the east façade along Georgia Avenue are nearly identical, except that they are larger, being less than two feet from ground level. One of the Georgia Avenue windows is larger, having three large showroom panes. A single glass entrance door opening on the Georgia Avenue side, although extant, has been altered to give it an appearance of a fixed pane window.

The windows have stepped concrete surrounds and are flanked by large limestone Art-Deco pilasters. The tops of the pilasters have ornate floral carvings. On top of the window surrounds, alternating recessed and protruding bricks in stretcher course create a dentil pattern between the pilasters. At the roofline of the front façade facing the acute angled corner of the intersection of Georgia Avenue and East-West Highway, the dentil pattern is repeated, but in header course. The roofline parapet is capped with stepped brick followed by a stone cornice capped with aluminum

The owner of the building possesses historic photographs that show that the windows have remained unchanged, with the exception of the vinyl that covers the top third of the openings on the showroom windows. The covered windows are three sets of multi-pane steel sashes set over the larger showroom windows. The historic photograph also shows, that although the building was originally red brick with limestone pilasters and window surrounds that the only major change in the structure appears to be that it has been painted white.

These photographs also show that the window and door two openings on the left half of the front façade have been altered. The door was originally a double glass door with aluminum frame, sidelights, and narrow transom. The sidelights and transom have either been removed, or more likely, simply covered with plywood. The window to the left of this doorway was originally a large set of paired multi-light steel sashes. This opening has been bricked in. Photographs also show that the building was painted white between the years of 1950 and 1954. At the time, the sign on the front of the building read "Silver Spring Tire Corp."

The side of the building fronting East-West Highway has six bays. The three northernmost or left bays are original steel sash windows that have been painted over and covered with a protective steel grate. The other bays have been covered over, and a small shed-roofed, concrete block shed has been attached to one bay. The rear of the building, or north façade, is as originally built, having three sets of paired nine-light steel sash windows and a single overhead door bay.

History

Constructed in 1937, the Silver Spring Tire Corporation building has been a tire sales and service center for nearly all, if not all, of its existence. In the 1930s, Hilda K. Mullins, Marcus Goldnamer and his wife Helen Goldnamer owned this property. They constructed the building on the site around 1937 according to tax information. The 1941 Klinge map shows the building footprint matching its present configuration.¹⁵ Sometime after 1946, Marcus Goldnamer relinquished his claim on the property, leaving it in the ownership of Hilda and her husband, Ruscoe Mullins.

In 1952, Hilda and Ruscoe Mullins leased the building to the Silver Spring Tire Corporation. This lease was extended in 1959, and again in 1965.¹⁶ Leon Lubel was the owner of the tire company and guarantor of the lease. In 1982, Hilda and Ruscoe Mullins sold the business to Leon Lubel.¹⁷ Leon Lubel died in 1989 and passed the business property to his son Kenneth Lubel and William Kelly Ryan, trustees of the Leon Lubel Family Trust.¹⁸

The Lubels operated the Silver Spring Tire Corp from at least 1952 to the present day. The family has numerous photographs on display showing that the building has remained virtually

¹⁵ Klinge, 1941.

¹⁶ Montgomery County Deed, Liber 3343, Folio 427.

¹⁷ Montgomery County Deed, Liber 5992 Folio 460.

¹⁸ Montgomery County Deed, Liber 8835 Folio 477.

unchanged but for the enclosure of a few window and door openings and the painting of the structure, probably soon after the original 1952 lease was recorded.

The Silver Spring Tire Corporation building is eligible for the National Register under Criterion C, in the area of Architecture, as it is representative of its type, being an early-twentieth century Art-Deco Style automobile related service center.

The National Association of Dyers and Cleaners Institute

The National Association of Dyers and Cleaners Institute building is located at the northeast intersection of Georgia Avenue and Burlington Avenue in Silver Spring, Maryland. Currently consisting of five buildings, this complex exhibits an interesting mixture of Classical Revival, International, and Mission stylistic influences. The main building is a two-story, rectangular structure at the corner of Georgia and Burlington Avenues. The building is constructed of cast concrete and steel members faced with tan and brown brick laid in common bond of five stretcher rows per header row. The front, or west façade of the building, has a brick water table that extends the full length of the south façade.

The front façade of the building faces Georgia Avenue. Its first story consists of five bays, the corner bays being 25-light steel sash windows with central awning and hopper style operating sashes. Recessed brick with molded brick capitals, creating brick pilasters, flanks the windows. The central three bays consist of a central entrance flanked by two 20-light windows. The central entrance consists of a Neo-Classical entrance having paired single-pane glass plate doors with simple aluminum frames. Above the doors is a fixed single-light transom window. The doors are edged by architrave trim of stepped concrete castings that gently mimic pilasters. Above the door and pilasters, a sparing entablature consists of a plain rectangular frieze panel of cast concrete capped by a cornice with a floral cymatium and simple cove drip molding. On each side of the front entrance doors there is a 20-light window bay edged with cast concrete pilasters. Beneath each window is a flat rectangular concrete panel. Above the doorway entablature rests a five-light fixed steel sash window that unites the two flanking window bays. Scars on the outer two pilasters show the presence of large exterior lamps that are now missing.

Directly below the second story window line, there is a full-length belt course of brick having a dentil relief. This belt course extends to the south façade, but terminates on the east façade, or rear of the building. Second story windows on the front consist of nine identical window bays having nine-light steel sashes with the lower three operating hopper style. The roofline exhibits no ornamentation other than a protruding brick fascia followed by copper gutters. The roof is hipped with a flat top. The hipped portion of the roof has Mission Style green and tan ceramic tiles (Spanish Tile) and the flat portion is a slightly pitched roof with bituminous coating.

The south façade of the building faces Burlington Avenue. Its first story consists of five bays of identical 25-light steel sashes with operating awning and hopper central sashes. Only the extreme

left and right windows have recessed brick pilasters identical to the west façade. The central three windows have no ornamentation. The water table on this side of the structure varies from two to three feet from the ground. Above the beltcourse, the second story consists of eight bays of nine-light steel sash windows identical to those on the west façade.

The north, and rear, or east façades of the building have no ornamentation, lacking the water table and beltcourse exhibited on the west and south facades. Windows are haphazardly arranged and consist of a variety of 15, nine, and 25-light steel sashes. The rear of the building has a single entrance door that is a modern replacement set in a recessed foyer.

Except for the addition of suspended ceilings in every room, visible through exterior windows, the interior of the building appears to be remarkably intact. When compared to existing drawings on file at the Library of Congress, Prints and Photographs Division, Arthur B. Heaton Collection, the moldings, lighting, and other details appear intact. The stairway in the lobby of the front of the main building has a slate and steel staircase with iron railing identical to that depicted in a 1926 drawing, although it is possible that some doorways have been altered, this could not be definitively ascertained from the outside.

Secondary Buildings (Buildings B through E)

Separated by a small alley, directly north of the main building, lies a complex of several buildings that are tied together and at first glance appear to be one structure. Adjacent to the main building facing Georgia Avenue, begins a seven bay structure that was built as two buildings, one during the original period of construction in 1927, and the other probably around 1940. The original structure was a four-bay, one-story building at the corner of Stoddard Place and Georgia Avenue (Building B). This has a brick water table that is separating from the façade due to moisture problems and lack of maintenance. Windows consist of three 25-light steel sashes and one 16-light sash. The windows have brick pilasters identical to the main building. The later addition, or second building lies between the main building and this one and two story building (Building E). It consists of two additional 25-light window bays and a main entrance at the right corner bay. The entrance to the building consists of a set of two single-pane glass doors with aluminum frames. The left door is covered with plywood. The doors are surrounded by a concrete architrave trim. Aluminum sash fixed pane sidelights flank each door, and an aluminum International Style flat roof extends over the entrance doors. Above the roof is a 10-light fixed aluminum sash transom. The entire entrance bay is trimmed with a flat, green marble trim. The roof of this section is a side-gabled, medium pitched roof clad with Mission or Spanish tile. The gable ends have parapets with single steps at each building corner. The parapets are capped with the tile identical to the roof. The infill building has a small two-story, flat roofed section at its rear, or east side. The north façade of this building consists of seven bays of 30-pane steel sash windows with brick pilasters. The first bay is set in the side gable of the front section of the building, and the other six bays are set in a cross-gable section of the building that has a lower roof pitch but is also clad with Mission laid tile. The central section of the roof is flat, and has several skylights creating a saw tooth pattern in profile. The water table is about 4' high on this

side. The basement is visible on the north façade, and there is a stairway leading to a basement entrance at the easternmost bay, of this building. Basement windows are 10-pane fixed sashes. The door opening has been bricked in, as well as a few of the basement windows.

Attached to the east side of the seven-bay section of the north façade is a single-bay wide, side gabled front of a building nearly identical in size and detail to the side-gabled section facing Georgia Avenue (Building C). An additional flat-roofed structure (presumably Building D) is attached to the east side of this structure, completing the existing four-building complex. This is a one by four bay brick building with an aluminum coping at the top of a brick parapet at the roofline. Windows are also steel sash. One of the openings on the east side has been bricked in. This opening originally led to another building (not designated with a letter on original drawings). This building has since been demolished. Demolition has left a scar that reveals the masonry structure under the brick façade of the flat roofed building (Building C).

Although the interior of the buildings were not accessible, the windows provided sufficient examination to determine that the interior plaster walls, wood trim, and other details of the building are intact, and the most intrusive element has been the addition of suspended ceilings in all rooms that are visible. Where the suspended ceiling is damaged, the original plaster ceilings show some deterioration of plaster and the metal lath is visible.

This complex of buildings is a remarkably intact example of the work of a nationally significant American architect, and exhibits the conglomeration of styles often used in industrial buildings in the 1920s and 1930s. The National Association of Dyers and Cleaners Institute is eligible for the National Register under Criterion A and Criterion C. Eligibility under Criterion C is due to its design as well as its association with Arthur B. Heaton, a nationally significant architect. The complex of buildings possesses a high degree of integrity of materials, design, workmanship, and feeling.

History

The original National Association of Dyers and Cleaners Institute buildings at the corner of Georgia Avenue and Burlington Avenue were constructed in 1927 to promote research, training, and the business interests of the dying and dry cleaning profession. Designed by nationally renowned architect, Arthur B. Heaton beginning in 1926, the buildings served for about 50 years as a national headquarters for similar state organizations to promote education, research, and political interests of the laundry and dry cleaning industries. The institute contained offices, classrooms, laboratories, and model cleaning and dying facilities that were used as a local commercial enterprise.

In December of 1944, the Institute became an approved institution for veteran's training by the Veterans' Administration. Following this approval, the school was overrun with applications.¹⁹

¹⁹ Research provided by George French, 2002.

In expectation of increasing enrollment following the Second World War, the Institute again hired Heaton to design a building to sit between the main building (Building A) and those on Stoddard Place (Buildings B through D). This building is depicted as Building E on a plan drawn by Heaton in 1945. Heaton soon was asked to design another building to house administration activities (Building F), and the old main building (Building A) became the primary school building. Another building, not designated with a letter by Heaton, was also constructed on the eastern end of the complex on Stoddard Place at this time. Both the Administration Building, and the additional building on Stoddard Place, both evidently completed in 1948 according to Sanborn maps, were demolished sometime after 1960.

National Association of Dyers and Cleaners

The National Association of Dyers and Cleaners (NADC) was formed in 1907 as a result of twenty-five "serious minded" drycleaners who met at the Plankinton Hotel in Milwaukee, Wisconsin, to discuss their struggles to survive in the business. They knew there had to be an understanding of basic chemistry and the solvents used in drycleaning and that the industry had to have access to the learning of skills in order to progress into the next generation. The National Association of Dyers and Cleaners was formed to fulfill these objectives. "The association was dedicated to providing knowledge, educating its members, and advancing ideas of value so that members could progress in a professional manner."²⁰

The (NADC) encouraged the formation of state organizations. In addition to promoting the trade through education, the NADC was active even outside of its stated purposes. For example, in the years prior to World War I (1914-1916), the NADC helped defeat the proposed two percent war tax on gasoline.

The NADC addressed concerns over occupational reforms that were necessary to reduce fire hazards. Plant owners who complied with ordinances were bitter about operators who ignored the laws. Research included chemists developing more effective synthetic cleaning solvents. The National Association of Dyers and Cleaners became the Institute of Cleaning and Dyeing in 1947. After World War II, peacetime accompanied an increase in trade associations and resurgence in state conventions. Many new fabrics were marketed and veterans returning from the war caused rapid growth of the Institute.

The story of one such veteran, Joe Griggs, is described within the web pages of the [National Clothesline](#) – an online periodical for the industry:

"He went to the National Association Institute of Dyers and Cleaners in Silver Spring, Maryland, on the GI Bill. At that time, it was a big residence course. . . . Mom went up with him and got a job at a local department store. They got an attic apartment. This school represented a major commitment of time and effort. The course lasted four months, but it provided a solid technical

²⁰ <http://www.natclo.com/9904.html>

basis which graduates could rely on to pursue their craft. . . . That change in educational standards is reflected in the assistance Joe provides other cleaners. 'We constantly had drycleaners in the store, saying 'Can you get me out of trouble?' Joe is someone they can count on being there.'"²¹

The growth and activism of the Institute continued during the Korean War (1950 to 1953), but shortages of solvents and hangers was not as critical as it was during World War II. The Institute and Association promoted the move for Drycleaners to become more customer service oriented. With the surge in automobiles in the U.S., drive-in windows gained popularity in the 1950's. In 1953, the Institute of Cleaning and Dyeing (formerly the National Association of Dyers and Cleaners) became the National Institute of Drycleaning (NID). By 1972, the National Institute of Drycleaning (NID) joined the American Institute of Launderers (AIL), to become today's International Fabricare Institute (IFI).²²

The NADC became embroiled in a landmark legal battle: *Atlantic Cleaners & Dyers, Inc. v. United States*. Due to what the industry saw as unfair competition of small businesses not affiliated with the Association that did not follow good cleaning practices and set unreasonably low prices to obtain business, the Atlantic Cleaners & Dyers Inc. prompted its members to fix prices and engage in other means of allotting customers. This trade agreement was commonly found in service and retail sectors. In industries such as barbering, butchering, and dry cleaning, small businessmen and unionists found common ground in their mutual need to reduce competition. To that end, employers signed closed shop agreements in exchange for assistance in fixing prices and in limiting entry. For example, when a new dry cleaning shop opened too close to an established firm, or if the store did not use established prices, or if it did not pay dues to the trade association, then the teamsters refused to cart its clothes. The other unions set up pickets around the store. If these tactics did not work, violence often ensued.²³

The government brought suit, arguing that these actions violated the Sherman Anti-Trust Act (1890) and the Federal Trade Commission Act of 1914. In 1890, the Sherman Anti-Trust Act outlawed undue and unreasonable business agreements. The Federal Trade Commission Act of 1914, declared illegal "unfair methods of competition in commerce."

The plaintiff argued that they were not engaged in a "trade", which it defined as buying, selling, or exchange of merchandise, and therefore not subject to either law. The case was argued beginning on April 28, 1932, and the decision, handed down on May 23, 1932 was against the plaintiff²⁴

The court argued that: ". . . Congress, in legislating for the District of Columbia, possesses not

²¹ Ibid.

²² <http://www.natclo.com/9909/ppl.html>.

²³ Morrison Handsaker, 'The Chicago Cleaning and Dyeing Industry: A Case Study in 'Controlled Competition'', Unpublished dissertation, Dept. of Economics, University of Chicago, 1939, 383.

²⁴ 286 U.S. 427

only every appropriate national power but, in addition, all the powers of legislation which may be exercised by a State in dealing with its affairs, so long as other provisions of the Constitution are not infringed. It therefore had power to forbid combinations and conspiracies to maintain prices and allot customers between persons engaged in the District in the purely local business of cleaning, dyeing, and renovating clothes. The word "trade" is not necessarily limited in its meaning to the buying, selling, or exchanging of commodities; it may be used in a broader sense. An agreement to fix prices and allot customers, entered into by persons engaged in the District of Columbia in the business of cleaning, dyeing, and renovating clothes, though these have already passed to the ultimate consumers, is in restraint of "trade" within the meaning of § 3 of the Sherman Act."²⁵

In the US, the laundry and drycleaning trades prospered in the first half of the twentieth century. The drycleaning industry grew from a \$55 million business in 1919 to an estimated \$2.8 billion business in the late 1960s.²⁶ By the late 1960s, the industry was in trouble as noted by Richard B. Cames, an economist of the Bureau of Labor Statistics, that output and hours in the industry decreased starting in the 1960s. Some of the decline is attributed to the prevalence of home washers and dryers, the increased availability and lower cost of coin-operated laundries, and the introduction of self-service drycleaning services in the late 1950s.²⁷

Arthur B. Heaton

Arthur B. Heaton (1875 – 1951) was a native Washingtonian. He graduated from Central High School and apprenticed at the architectural firms of Hornblower and Marshall, and Paul Pelz. In 1900, he opened up his own office. He served in World War I as an Army Captain. He was active during the depression with his "Renovise Washington" campaign that promoted the restoring, remodeling, and renovating of existing structures in the District of Columbia. In 1941, he was elected as President of the Washington Building Congress, and made a fellow of the AIA. He also served as President of the DC chapter of the AIA, a member of the Board of Examiners and Registrars of Architects, an officer of the Washington Architectural Club, and Chairman of the Committee on Architectural Awards of the Washington Board of Trade. Additionally, he was a member of the Cosmos Club and the Columbia Country Club.

From 1908 through 1922, Heaton served as supervising architect at the Washington National Cathedral. He designed the National Geographic Building complex at 16th Street, in 1930 using red Spanish tile, similar to the green and tan tile roof of the Institute. Most of his work was a natural outgrowth of traditional architectural styles.²⁸ His love of classical forms is evident in the design of the National Association of Dyers and Cleaners Institute buildings.

²⁵ 286 U.S. 427, Pp.434-435.

²⁶ Sigworth V. Dry cleaning. *Encyclopedia Americana*. Chicago, IL: Encyclopedia Americana, 1981. Vol. 3. p. 424.

²⁷ Eugene Garfield, "Drycleaning. Part 2. Commercial History and Social Impacts: Ironing Out Some Pressing Problems." *Current Contents*, #23, p.3-11, Philadelphia, June 10, 1985.

²⁸ *Cosmos Club Bulletin*, May 1953, Volume 6, No.9.

A & A Auto Sales

The A & A Auto Sales and Service building lies at the southeast corner of East-West Highway and Blair Mill Road. It is a one-story building that combines a glass-front showroom with several large service center sections. The building is masonry with brick facing, painted white. The brick is laid in common bond. The entire original building is about 100 feet long and 50 feet wide. Basically, it forms a rectangle parallel to Blair Mill Road. The south side of the rectangular service area has an odd triangular infill addition. The front of this rectangle has a trapezoidal extension of the front of this brick building, angled to parallel East-West Highway that is attached to a showroom of rectangular plan. Beyond this showroom, south on East-West Highway, extends additional rectangular masonry additions used for service.

The service area consists of a flat-roofed building two bays wide and eight bays deep. The two front bays are large overhead service doors, about 16' wide each. This façade forms an obtuse "V" as a result of the design that puts sides of the building parallel to both East-West Highway and Blair Mill Road. Side bays consist of eight, 24-light steel sash windows with a central section of operable awning type and the top four lights also being operable awnings. The easternmost bay on Blair Mill Road is a side entrance door that enters a small brick addition. The rear of the structure also has large overhead service doors.

The showroom faces East-West Highway. It has a brick foundation laid in common bond, painted white. A brick retaining wall holds soil between it and the foundation and serves as a planter. The walls of the showroom sides that face Blair Mill Road and East West Highway consist of a continuous ribbon of windows set in aluminum sashes. The windows continue around the corner of the both sides of the front of the building, and ends terminate at the brick walls on the other two sides of the building. The roof is unusual in its design, having angled peaks and valleys, looking from East-West Highway like an inverted gable its low point near the center of the roof and rising at the corners. The rear of the roof is flat. This roof has a wide overhang reminiscent of some International architecture, but is decidedly more Moderne in appearance. The entrance to the showroom is via a plate glass door set into the center of the continuous window on the side facing Blair Mill Road.

Additional space was added to the complex sometime after the construction of the showroom, but before 1955. The first addition was a one-story, flat roofed brick and stone faced rectangular structure that was attached to the right side of the showroom façade on East-West Highway. The addition's southern terminus is the concrete block wall of the adjacent building. This section has aluminum sash casement windows capped with fixed sash transoms. The roofline has a stepped brick cornice covered with aluminum.

History

Constructed around 1945, the A & A Auto Sales and Service building is an excellent example of the Modern style automobile sales and service center heavily promoted by automakers after World War II to increase sales. It is a relatively early example of the exaggerated Streamline Moderne rooflines that were more prevalent in the late 1950s and early 1960s and exemplifies this ideal. The property is eligible for the National Register in the area of architecture as an excellent representative of its type. It possesses a high degree of integrity of materials, design, workmanship and feeling.

In July of 1932, the Blair Management Corporation filed a "Street Dedication Plat Through Properties of Blair Lee and Blair Management Corporation" dedicating right of way to the Terminal Highway, now known as East-West Highway.²⁹ It is as yet unclear who owned this building during the 1950s, but in 1965, L. P. Steuart Silver Spring Inc. began purchasing land in the area of Blair Mill Road and East-West Highway, much of it from the Coca-Cola Bottling Company.³⁰ In 1972, L. P. Steuart Silver Spring, Inc., formerly known as Lincoln Park Motors, Incorporated, sold this and other parcels south of Blair Mill Road and west of East-West Highway to the Imperial Investment Company.³¹

In the book *Main Street to Miracle Mile: American Roadside Architecture* Chester Liebs describes the changes taking place in the world of the automobile dealer during this time.³² The depression had caused a precipitous drop in new-car sales and the old luxurious open showroom facilities with their grand spaces, which Liebs calls "elegant sales palaces", had become economic burdens to their owners. Automakers urged their dealers to downsize their facilities to meet economic reality and build on if times improved. To this end, auto companies published manuals – "optimistically written guidebooks outlining steps toward a brighter economic future. One panacea widely touted in these paper object lessons, and adopted by some dealers who could afford it, was to relocate on a large lot farther out of town, put up an oversize rendition of one of the modern gasoline service stations that were springing up everywhere, and wait to add on more space if the economy improved. In its 1936 publication, *Modern Buildings for Modern Automobile Dealers*, Oldsmobile, for example, presented a number of designs for what it called 'super service stations.' These were boxy, flat-roofed one-story buildings (often of less-expensive load-bearing masonry construction) – composed of a string of service bays radiating out from a small showroom – laid out in an L or U shape around a bank of gasoline pumps."³³

Other, less affluent dealers were encouraged to modernize their facilities in a streamline fashion. One such station featured in an industry trade journal in 1938 had created such a new look:

²⁹ Montgomery County Plat Book 5, Plat 446.

³⁰ Montgomery County Deed, Liber 3385, Folio 176.

³¹ Montgomery County Deed, Liber 4239, Folio 267.

³² Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. Boston: New York Graphic Society, 1985.

³³ Liebs, Chester H., *Main Street to Miracle Mile: American Roadside Architecture*. 86.

“The paneling which creates the modern, streamlined setting for service, is banded with glistening chromium-plated metal and the Pontiac Indian Head is silhouetted against indirect lighting which also illuminates the oil hi-boys. A wide band of scarlet extending the entire length of the backboard separates upper and lower panels of yellow. “Porthole” windows give a nautical air and a cozy waiting room with its modern furnishings provides the comfort of a swanky club.”³⁴

World War II temporarily curtailed this modernization trend in existing and new dealerships. Sales of new cars were also down, partly due to the government restrictions on automobile production. Mechanical repairs, however, were up due to the need to keep older automobiles running. At the end of the war, there was a great demand for new cars, and supply was limited. Dealers again were encouraged to use the time to modernize in expectation of a boom in sales. Automakers again pushed for modernization and published plans for new and modernized facilities. General Motors held a competition for new dealership design in 1945. Dealers were again urged to re-locate to a larger lot to afford room for expansion. Every effort was made to mimic the success of the supermarkets by making it easier for customers to buy the products. “By the late 1940s, utilitarian Modern with plain surfaces, flat roofs, visual fronts, and ribbon windows had come into vogue. A decade later, soaring roofs, canted fronts, and other utterances of the Exaggerated Modern held sway . . .”³⁵

A & A Auto Sales and Service building was constructed right after World War II around 1945 and tax records record its completion date as 1946. It exemplified the new ideal for the automobile sales and service center. It combined a Streamline Moderne showroom with exaggerated angular roofline, flat roof style, and continuous ribbons of windows across the entire showroom façade, with multiple service bays set behind it. At the corner of the lot in front of the sales and service departments was a fuel pump island. Although its form is nearly identical to the footprint shown on 1955 Sanborn maps, in 1945 its footprint was somewhat smaller, not having the Streamlined Moderne showroom or service bays along East-West Highway that it had by 1955.³⁶ Additional space was later added to the south end and rear of the building as business increased, following the exact pattern that automakers had vigorously promoted. The building style and phased construction was executed in a manner that strongly reflects the automakers’ ideals, and made very early use of the exaggerated Moderne roof for the showroom.

7900-7912 Georgia Ave. (North Washington Shopping Center)

This building, constructed in 1930, exhibits classic Art-Deco features and is an excellent representative of its type. It is a two-story brick commercial building with limestone front façade. The building is approximately 120’ wide and 70’ deep, with the left side of the rear of

³⁴ Ibid., 87.

³⁵ Ibid., 90.

³⁶ Sanborn Map Company, 1945; 1955.

the building tapering in a trapezoid shape to conform to the acute angle formed by the intersection of Georgia and Eastern Avenues. The front façade houses seven storefronts from 7900 Georgia Avenue through 7912 Georgia Avenue. The first story is composed of glass show windows and entrance doors set in aluminum frames. These storefronts are recessed from the front plane of the structure. Below the window level lie panels of green polished marble. Above the showroom windows is a nearly continuous line of canvass canopy that hides multi-light windows set above the show windows. These multi-light windows are steel sash with operable central awning sashes.

The storefronts are separated by four main vertical limestone posts that rise from the ground to the roof parapet; piercing the parapet like a stepped battlement. These four vertical posts have stepped or recessed sides typical to Art-Deco design. A tapered recess cut into each post front deepens as it rises to the roof level. Between the two center vertical posts is a more massive central post that houses the front entrance. This entrance is recessed with a stepped architrave trim and overdoor panel. The cornice below the architrave trim is decorated with an egg and dart motif. The door is a replacement glass door with anodized aluminum frame and thin sidelights and slight fixed transom. Limestone pilasters having a simple carved base and capital flank the sidelights.

The second story consists of 17 bays separated by smaller vertical posts that originate at the base of each window bay and pierce the roof at regular intervals, creating a castellated appearance. Each bay holds a paired casement window, which is topped with a large fixed window. The second story windows are all late-twentieth century replacements consisting of single panes of glass in anodized aluminum frames with false muntins for a multi-light appearance. These windows do not detract from the aesthetics of the structure, and are reasonably in character. Above each window there is a recessed rectangular panel carved in the sandstone. This building possesses a high degree of integrity of materials, workmanship and design and has had few alterations other than the replacement of second story windows. This building is eligible for the National Register as an excellent example of commercial retail architecture executed in the Art-Deco Style.

History

This building, constructed in 1930, was the first lot to be developed in the intersecting area of Georgia Avenue and Eastern Avenue. When further development of this area began in 1938, it was platted as the North Washington Shopping Center by the Montgomery Land Company.³⁷ In 1936, Silver Spring Commercial Properties Inc. sold this and other lots to the Montgomery Land Company. The Silver Spring Commercial Properties Inc. was owned by E. Brooke Lee, T. Howard Duckett, and Henry F. Taff; all prominent Silver Spring businessmen.³⁸

³⁷ Montgomery County Plat No. 963.

³⁸ Montgomery County Deeds, Liber 644, Folio 272.

Colonel E. Brooke Lee came from an illustrious family that included a signer of the Declaration of Independence, Maryland and Virginia governors, diplomats, a postmaster general, and Congressmen. He was a powerful figure in Maryland politics and business, creating new suburbs out of family owned estates and served as Secretary of State of Maryland in 1923 and 1924, served in the Maryland House of Delegates in 1926, and served as House Speaker for the legislature from 1928 through 1931.³⁹

Frank L. Hewitt started as a grocery store owner around 1903, having a small general store on Georgia Avenue (then known as the Brookville Pike) in the area that is now Silver Spring. Hewitt also expanded into real estate development and began by constructing three brick houses on Sligo Avenue, east of Fenton Street, and convinced the Potomac Electric Power Company to extend its lines to Silver Spring. He served as Silver Spring's postmaster in 1906, and became prominent in Republican party politics. Upon seeing the need for financial capital, he became an organizer, partner, and vice-president of the Silver Spring National Bank (Suburban Trust Company). He later founded the Citizen Savings and Loan Association in 1929. In addition to serving as a member of the National Guard at the Armory, he served as a member of the Volunteer Fire Department when it was organized in 1915.⁴⁰

It appears that these men had constructed this building on speculation. The Montgomery County Land Company owned this building until 1986, when it sold the property to Goldorf Associates Limited Partnership.⁴¹ This building remained the sole building in the area for at least ten years. There were still no other buildings on the North Washington Shopping Center parcels when A. T. and Audrey Androus purchased the property adjacent to it, including lot No. 7, as well as lots 1, 2, and 3 in 1939.⁴²

C & P Telephone Building

The C&P Telephone building is a mid-twentieth century office building articulated in the Neo-Georgian Style. It possesses a high degree of integrity of materials, design and workmanship, having virtually no visible exterior alterations. The building originally had only two stories but was given another four stories in 1961-1962 to accommodate the large rise in volume of telephone use. The additional stories are executed in the same style as the first two stories.

This building is a mid-twentieth century office building articulated in the Neo-Georgian Style. It consists of a masonry and steel building with brick façade, six stories in height with a seventh story penthouse on the front half of the building. Brick is laid in Flemish bond and windows are predominantly 6/6 double-hung steel sashes. The base of the building has a stepped water table

³⁹ William Bushong, Silver Spring Armory Maryland Historical Trust State Historic Sites Inventory Form, 1994.

⁴⁰ Ibid.

⁴¹ Montgomery County Deeds, Liber 7054, Folio 839.

⁴² Montgomery County Deeds, Liber 729, Folio 68; Plat No. 1500; Klinge 1941.

of polished granite, above which windows are regularly spaced. The two front building corners have alternating recessed and protruding bricks mimicking quoins.

There are cast concrete panels below the first story windows. The first story windows also have cast concrete surrounds topped by cast cornices. Second story windows also have similar concrete surrounds and molded ogee sill supported by cast modillions. Above the second story window line is a continuous horizontal cornice.

The front entrance is a massive three-bay wide, two story high cast concrete construction. It has a central steel double door, with five light transom. The door is recessed and the opening is surrounded by a stepped architrave trim. This architrave trim is flanked with modest pilasters. A broken Georgian Style pediment with central acorn pinnacle tops the entire door surround. The second story central window is a 6/6 double-hung sash that rests directly over the broken pediment. Windows on each flanking bay are 4/4 steel sashes. The lower windows of these bays have ornamental steel grilles set in the recessed panels that support the windows. The entire three-bay, two-story entranceway is topped with a tympanum gable supported by four Corinthian order pilasters. The cornice surrounding the tympanum is supported by dentils.

Above the second story cornice, windows are less ornate, not having concrete molded surrounds, sills, or lintels. They are merely steel sash 6/6 double-hung windows with minimal steel surrounds and steel plate headers. A second horizontal cornice wraps the building above the sixth story windows and becomes the roofline parapet cap at the rear of the building. The front roofline of the building continues another story and has a brick parapet capped with a second concrete cornice. The windows on this penthouse section are somewhat more ornate than the other upper stories, having molded concrete window surrounds and cornice caps. The rear of the roof supports a large steel microwave tower that was installed in 1962 after completion of the additional four stories.

The C&P Telephone building possesses a high degree of integrity of materials, design and workmanship and is eligible for the National Register as a good example of mid-twentieth century Neo-Georgian architecture utilized by large corporations during this time.

History

Constructed in 1949, the C&P Telephone building is eligible for the National Register under Criterion C, in the area of architecture, as a good example of mid-twentieth century Neo-Georgian architecture utilized by large corporations during this time.

This building was constructed in 1949 by the Chesapeake and Potomac Telephone Company and used for offices and exchange switching. It operated under Chesapeake and Potomac Telephone Corp. until the deregulation phenomenon of the 1980s precipitated by the United States District Court of D.C. : *United States v. Western Electric Co., et al.*, Civil Action No. 82-0192, and the Plan of Reorganization approved by the Court on August 5, 1983. In that year, on the 31st of

December, C&P Telephone deeded the fourth floor of the building to American Telephone and Telegraph Communications of Maryland, Inc (AT&T), now known as Verizon.⁴³

The only change seen in the exterior of the building since its construction was in 1961-1962 when the C&P Telephone Company won a Maryland Court of Appeals case giving them the right to add four stories and a microwave tower to their building. Construction apparently began almost immediately.⁴⁴

Until 1984, (AT&T) dominated the telecommunications business. It consisted of 18 companies providing local telephone service, while its Long-Lines Department handled almost all the nation's long-distance calls. AT&T also included Western Electric, which produced phone equipment, and Bell Laboratories, which provided research and development on new technologies. AT&T was the largest company in the world, having a virtual monopoly because it prevented entry into the business by other companies as it employed superior technology that few others could match.

Deregulation of telecommunications took place as small companies sought to introduce new equipment for use on the AT&T network. Additionally, Microwave Communications Inc. (MCI) sought to bypass the AT&T system to offer private long-distance service. Opposition by AT&T to these efforts led to the federal anti-trust suit and the company's divestiture of the operating companies in 1984. AT&T retained Western Electric and Bell Laboratories, but the subsidiaries were required to license patents freely. Essentially, AT&T became a long-distance carrier and equipment manufacturer.⁴⁵

Silver Spring National Bank

The Silver Spring National Bank is an excellent representative of early-twentieth century classical revival architecture often used in public buildings. These buildings typically used classical motifs in a distilled fashion, often being called "distilled classicism". This building possesses a relatively high degree of integrity of materials, design, and workmanship.

The Silver Spring National Bank is a two-story, early-twentieth century Classical Revival Style building. Its front façade faces east on the west side of Georgia Avenue at the corner of Georgia and Silver Spring Avenues. The main part of the front is a 5-bay, limestone-faced façade with a central entrance flanked by two symmetrical window bays. The central three bays project slightly forward, with the central entrance being a massive opening with double glass doors with aluminum frames with double-high fixed aluminum sash transom windows. The doors are flanked

⁴³ Montgomery County Deed, Liber 6296, Folio 125.

⁴⁴ Joseph B. Byrnes, "Silver Spring's Latest", *The Evening Star*, Saturday, March 4, 1961. Washington D.C.

⁴⁵ This summary of deregulation was adapted from the Smithsonian Institution's website: <http://americanhistory.si.edu/csr/powering>.

by fixed sidelights. Each side of the entrance doors and windows has scarred stones that once held, and still retain ghost images of the words "Silver Spring National Bank".

Each bay of windows and doors is slightly recessed and creates a vertical element that extends past the second story windows and to a second story cornice. Solid stone vertical elements flanking each recessed window bay create pilasters that extend to the second story cornice. Windows on each bay of both stories are 1/1 aluminum sashes with the central window being a triplet of 1/1 sashes.

At the roofline, there is a horizontal cornice with dentil molding, above which is a limestone parapet capped with limestone. This parapet is replaced with brick on the sides of the building past the first side bay. The parapet has a large central recessed panel that has an aluminum sheet covering it that once supported the bank's name. Flanking each side of the central panel are smaller decorative panels with Classical motifs. The outer bays are slightly recessed and both stories have 1/1 double-hung sashes. The base of the building consists of a very plain water table of lightly stepped limestone. The south side of the front façade has a sixth bay that is one-story high and has a plain roof parapet cap. This has a single entrance door that appears to be a later replacement. The door opening is simple but has a limestone cornice over it with repeating circle pattern on the lower molding and ogee top. The roof of the entire structure is flat and the roofline cornice and parapet cap extends the entire length of the building, continuing through the brick section of the parapet.

The north façade of the building is predominantly brick, with only the first bay on the east end being clad with limestone. The sides of the building are brick. The windows are a variety of paired and triple 1/1 double-hung windows that appear to be aluminum sash replacements. The windows have continuous limestone bands of sills and lintels with central keystones of limestone. In October of 2002, the brick was being painted white. This building is an excellent representative of early-twentieth century classical revival architecture often used in public buildings. These buildings typically used classical motifs in a distilled fashion, often being called "distilled classicism". This building possesses a relatively high degree of integrity of materials, design, and workmanship.

History

The Silver Spring National Bank was constructed in 1925 to replace the building that had housed the business since 1910 at Sligo Road. In 1938, the Silver Spring national Bank merged with the Prince Georges Bank and Trust Company and the Takoma Park Bank to become the Suburban National Bank. In 1951 the bank's name was changed to the Suburban Trust Company as a result of another merger.⁴⁶ The building eventually became part of Sovran and then Nationsbank before being sold to a non-profit organization.

⁴⁶ Mildred Getty, "The Silver Spring Area", in *The Montgomery County Story*, published by the Montgomery County Historical Society, p. 6, Vol. XI, No. 2 February 1969.

The Silver Spring National Bank first opened on November 1, 1910 in a building at the corner of Brookville Pike (Georgia Avenue) and Blair Road (Sligo Avenue), near the B & O Railroad crossing. Under the direction and support of Frank L. Hewitt, a prominent Silver Spring businessman and citizen, the founders met on March 4, 1910 at Hewitt's home to organize the new institution. James H. Cissel, a businessman who sold farm supplies, was elected the first president. By the end of the First World War, Captain Frank L. Hewitt and Major E. Brooke Lee were elected to the board of directors.⁴⁷

It was not long before the bank's location near the B & O Railroad became untenable due to noise and the proximity of the newly constructed underpass. A new building was planned at 8252 Georgia Avenue. On September 1, 1925, the bank moved to its new location. The bank grew quickly during the 1920s, but was soon to be temporarily closed as a result of the market crash of 1929. When T. Howard Duckett, vice president of the Prince Georges Bank and Trust Company reopened, Duckett proceeded to petition the Federal Reserve Board on behalf of the Silver Spring National Bank to reopen. This began a long association of the two institutions that finally led to their merger. In 1934, Duckett came to serve on the board of directors of the Silver Spring National Bank. In the succeeding years, the bank merged with the Takoma Park Bank, and then changed its name to the Suburban National Bank, with Fred Lutes as president, Harvey W. Turnage (president of the former Takoma Park Bank) serving as vice-president and Mr. Duckett as chairman of the board and executive committee.⁴⁸

In 1948, the bank opened branches in Bethesda, Wheaton, and in the main administration building of the Naval Ordnance Laboratory at White Oak. In 1950, developer and businessman Sam Eig became a member of the board. On June 1, 1951, the bank merged again, this time with the Prince Georges Bank and Trust Company to become the Suburban Trust Company.⁴⁹ Later known as Suburban Bancorp, it was the fourth largest bank in Maryland when it merged with Sovran Bank in the 1980s.⁵⁰ Sovran became Nationsbank N.A. in the 1990s, and in 1997, the company sold the building at 8252 Georgia Avenue to Bethel World Outreach Ministries, a non-profit organization that has offices in the building and leases space for the Copy Connection business within.⁵¹

J.C. Penney Building

The J.C. Penney building at 8656 Colesville Road, is a three-story, masonry building with a grooved limestone façade. Constructed in 1950 in a mix of Art-Deco and Streamline styling, this building commands a strong presence on the north side of Colesville Road. Its most prominent

⁴⁷ Maryland News, July 27, 1967.

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Journal, April 1, 198?

⁵¹ Montgomery County Deed, Liber 15252, Folio 519.

features are its “fin-like” marquee protruding from its flat limestone façade, and its geometric grille work. It is an excellent example of Art-Deco/Streamline storefront architecture of the 1950s and is representative of the type of construction used on commercial buildings in Silver Spring during that period.

The first story has a continuous horizontal row of show windows flanked on the sides by a gray granite that wraps around the base of the windows as well. The top of the window band has a continuous cornice of aluminum that is about 12” wide supported on the bottom with a steel angle-iron.

The entrance is central, consisting of two full-length glass, aluminum frame doors with fixed transom and fixed aluminum sash sidelights. The doors are recessed to create a sheltered entrance. Above the windows and central entrance are two rows of limestone followed by a large protruding “fin” marquee that creates strong horizontal and vertical lines. This “fin” is a sleek “L”shaped component of steel clad with light gray granite that tapers to a point of a triangle on the horizontal part and extends past the roofline on the vertical part. This fin shows the shadow of the missing “J.C. Penney” letters that were attached to both sides of the vertical wall of the fin. The store name was also attached to the limestone rows beneath the fin marquee. The letters were executed in a strong Art-Deco style “Desdemona” font.

Set above the “fin” is a continuous horizontal row of one-over-one, fixed aluminum sash windows that are punctuated by two supporting masonry clad with granite panels. To the right of the horizontal section of the fin is a set of three geometrically shaped ventilation grilles that extend vertically from the top of the fin to the roofline of the building. The effect of the fin and grilles gives the building a decidedly strong Deco/Streamline look.

The roof is flat, having a shallow masonry parapet. The roof is covered with a bituminous coating. The rear of the building shows evidence of having been altered heavily. A large section of its rear, once the balcony section, and its later additions, have been removed, leaving doors on both first and second floors opening to nothing. The rear wall is painted concrete block. Sanborn Maps show that the building once occupied most of what is now a large parking lot, including frontage on Fenton Avenue. This rear section is now gone, but accounted for more than half of the capacity of the original building. The rear section of the building was plain and utilitarian, about half of it being constructed in 1956. It is constructed of concrete block and apparently mostly used as a warehouse. Despite these changes, more than half of the original building - the front section minus the balcony - remains relatively intact with most of its Deco/Moderne details and possesses a fair degree of materials, design, and workmanship.

History

The 8600 block of Colesville Road was developed during 1949 and 1950. The postwar years were a great store building period for Montgomery County and in particular for Silver Spring. Many of the formerly “city-bound” department stores began to decentralize, moving to

Montgomery County in an attempt to compete for the suburban retail market. By 1950, Silver Spring had become the second largest business community in Maryland behind Baltimore.⁵²

Earlier buildings in Silver Spring had set a strong standard for the Art Deco and Streamline Moderne styles that dominated Silver Spring's architecture during the mid-twentieth century. The Silver Theater and Silver Spring Shopping Center, opened in 1938 and designed by nationally renowned architect John Ebersson was a landmark turning point for commercial architecture in Silver Spring. In 1946, the Canada Dry Company opened their Streamlined style bottling plant designed by New York architect Walter Monroe Cory, on East-West Highway. The year 1947 saw the opening of the Streamline Moderne Hecht's Company store just east of the Silver Theater and Shopping Center. Abbott, Merkt & Company of New York designed this building. In 1948, Frank R. Jelleff's store began construction at 8635 Colesville Road. Like many other buildings in Silver Spring at the time, the building made accommodations for eventual upward expansion.⁵³

On Colesville Road, in 1949, Hahn's Shoe Store opened. Thalheimer & Weitz designed this store in the Streamline style. At this time many of the smaller commercial Art Deco and Streamline buildings were under construction, including the J.C. Penney Store, completed in 1950. At the time, the commercial development of Silver Spring was at its zenith. As the new J.C. Penney store was opened, Hecht's was busily expanding, adding two floors to its building. A little to the northeast on Colesville Road, the Colemont Building and the Fenton Building were under way, the latter being completed by 1953.⁵⁴

Sanborn maps are very illuminating concerning the configuration and dates of construction of the store. The original section, constructed in 1950, included a balcony that has since been demolished. Later additions included a stock room constructed west of the balcony section in 1956, and additional storage area north (behind) the balcony section, also completed in 1956. These were concrete block masonry structures with steel joists, and were evidently very plain. Additional lattice and temporary storage areas had almost closed off the rear of the lot to parking by 1959.⁵⁵

Although a number of the new commercial enterprises on Colesville Road had difficulty providing parking for their clientele, J.C. Penney's had purchased a very large lot and furnished its own parking lot behind the building. Mark Walston argues that this had a detrimental effect on adjacent stores. Instead of being a magnet to attract pedestrians past other stores, this

⁵² Walston, Mark, "The Commercial Rise and Fall of Silver Spring: A Study of the 20th Century Development of the Suburban Shopping Center in Montgomery County" in the *Maryland Historical Magazine*. Located at the M-NCPPC Historic Preservation Division files.

⁵³ Maryland Historical Trust Inventory Form For State Historic Sites Survey, "Silver Spring Commercial District, (36/7)", Art Deco Society of Washington, "Silver Spring Deco District: Supplemental Filing, 9/3/84".

⁵⁴ M-NCPPC HPC Transmittal, Susan Kuklewicz to Norman Christeller, September 18, 1984.

⁵⁵ Sanborn Map Company, 1955, 1959.

arrangement encouraged customers to park, shop at J.C. Penney's, and leave.⁵⁶ Although business leaders took action to provide free parking and later metered parking lots for shoppers, this proved to be inadequate. Additionally, new shopping centers were built farther north on Georgia Avenue, and later came even larger retail outlets with many businesses under one roof and plenty of parking. By 1963, the Wheaton Plaza, which included stores such as Montgomery Ward, Giant Foods, Hot Shoppes, Woodward and Lathrop, and Montgomery Ward, had become the fourth largest grossing shopping center in the United States.⁵⁷ By the time the community of Silver Spring began to take action to revitalize downtown in 1979, businessmen were already leaving the area or going out of business. Among the business to leave in that year alone were Jelleff's, a bridal shop and shoe store, David's men's clothing, and Pfaff sewing machines.⁵⁸

The J.C. Penney Store was still operating in 1978, when a Silver Spring Revitalization project began with a ceremony in front of the store in September of that year. At the time, Flo Solano was manager of the store.⁵⁹ Eventually, however, J.C. Penney also realized that the location was not competitive with the new mega malls of the suburbs and closed its doors. In the late 20th century a large rear storage section of the building was demolished to make way for parking, however, the Art-Deco façade and the storefront entrance, lobby, and front shopping area remain intact.

The J.C. Penney Store is eligible for the National Register under Criterion A, for its Art-Deco/Streamline Style architecture so representative of its type – a style used extensively in the Silver Spring community. It is highly representative of the type of business that was attracted to Silver Spring at mid-century. Although it has suffered some loss of integrity of materials, design, and workmanship due to demolition of its rear section, its Art-Deco façade and main shopping area are intact.

Silver Spring Volunteer Fire Department (Old Silver Spring Armory)

The Silver Spring Volunteer Fire Department building is a front-gabled, Colonial Revival Style structure three bays wide and nine bays deep with the rear bay being a two-story flat roofed section. The building possesses a good degree of integrity of design, materials, and workmanship, having been altered during its history when use changed from an armory to a fire station.

This building is a 1-story, brick front-gabled structure that is three bays wide. It is executed in the Colonial Revival Style. The front gable brick is laid in Flemish Bond. The peak of the front gable has a bull's eye window with limestone surround and voussoirs on top, bottom, and sides. The roofline cornice is constructed of stamped copper having an ogee pattern with dentils

⁵⁶ Walston, Mark, "The Commercial Rise and Fall of Silver Spring: A Study of the 20th Century Development.", 337.

⁵⁷ Ibid.

⁵⁸ "Central Shopping District in Transition: Retailers Leave Downtown", *The Evening Star*, June 29, 1979.

⁵⁹ "Silver Spring Revitalization Begins with Groundbreaking", *The Record*, September 14, 1979:12.