underneath. The front gable cornice returns at the sides. The front doors consist of three identical steel overhead doors. The sides of the façade are brick with a limestone base. The left side of the front façade has a limestone plaque that states: "Silver Spring Vol. Fire Dept. Org. May 15, 1915 – Inc. June 11, 1918."

The north side of the building faces Silver Spring Avenue. It consists of nine bays, eight of which are under the gable roof. The ninth, or rear bay is a two-story, flat roofed section with a large overhead door and quadruple second story window bay having 1/1 sashes capped by a cornice with dentil molding. Atop the flat roof is a tall antenna structure.

The eight bay façade of the gabled section consists of bays separated by brick posts or pilasters that protrude out past the brick bays. The posts terminate at the roof overhang except for the easternmost post, which also houses a chimney that extends past the roofline. Bay openings consist of a mixture of doors and windows with Colonial Revival styling. The rear bay of the gabled section is an entrance door with closed pediment roof with wood architrave trim and louvered overdoor vent. The second and third bays from the rear of this section are paired 1/1 double-hung windows with aluminum sashes that are late-twentieth century replacements. The fourth bay from the front is a steel entrance door, with no trim or pediment. Fifth from the rear of this section is a bay that once held a double entrance door but now houses a fixed-sash window surrounded by stucco panels. This bay is recessed and retains its original wide concrete step. The sixth bay from the rear of the gabled section has a steel entrance door similar to the rear entrance bay. The two bays near Georgia Avenue are paired 6/1 double-hung aluminum sashes. Although the windows are replacements, they are similar to those in a photograph of the building taken in the 1920s.

The roof is clad with standing seam metal and has three evenly spaced gabled louvered vents protruding from the center of its slope. The south side of the building has a brick tower that has a steel structure on top. The steel supports a large lighted # 1.

In comparison with photographs from the 1920s, the change in façade can easily be seen. The original building had a Gothic Revival façade with a tall brick front finished with a castellated limestone cap that was typical for armory architecture of this time. The front brick façade was three bays wide, having six-over-six double-hung windows and a large central entrance. The top of the façade was square with a central bay about ten feet higher than the side bays. Tall vertical brick posts flanked each bay. The posts at each end of the façade extended about two feet higher than the castellated capstones. The central bay had a large door opening and a triplet of -over-six double hung windows with an arched louver vent above the windows. In comparison with historic photographs with the present structure, it is evident that the limestone base of the original façade was incorporated into the new structure.

History

The Silver Spring Volunteer Fire Department was originally constructed as the Silver Spring Armory. The building is significant for its association with Captain Frank Hewitt, Sr., and Colonel E. Brooke Lee, two founding fathers and leading business and political figures in Silver Spring. Although the building was altered significantly in 1927 upon its conversion from an armory to fire station, the alterations exemplify the rapid growth and changes in Silver Spring at the height of transformation from rural village to booming suburban community.

There was no organized fire protection until 1915 when the Silver Spring Volunteer Fire Department (originally the "Silver Spring Volunteer Fire Company") was established. A fire that destroyed the Silver Spring post office in May of that year had precipitated organization of the Fire Department. According to writer Mildred Getty, the "Ladies Cooperative Improvement Society" of Silver Spring assisted the men in the community in forming the fire company. Money was solicited door-to-door and the first building was actually a shed behind the new Armory owned by J. Herbert Cissel.[60] Initial equipment was crude, including the "first 'truck' was built from wheels made out of discarded drain grills found at the Hunter Brothers hardware store. Other equipment consisted of two ladders and 15 hand extinguishers. Hoses were unnecessary since there was no public water supply. The ladders were stored in a shed behind the Silver Spring Armory, then at the southeast corner of Georgia Avenue and Silver Spring Avenue."[61]

The Silver Spring Armory housed the 1st Infantry, 29th Division of Company K, during World War I. The militia as an organized unit of the military was a product the 1904 National Militia Act, or the "Dick Act", named after its sponsor, Ohio Congressman Charles Dick. It mandated that the National Guard "maintain authorized manpower strengths, adhere to the Articles of War, train two days per month, and undertake a summer encampment of at least five days in duration."[62] Additionally, the 1916 National Defense Act increased funding and the duties of the National Guard.

The Silver Spring Armory was constructed starting in 1914 after the organization of Company K of the 1st Maryland Infantry by E. Brooke Lee and Frank L. Hewitt. E. Brooke Lee, owner of much of the land in Silver Spring at this time, and early instigator of development with his 1921 subdivision of 19 acres, was involved with the National Guard in Silver Spring, and was known as "The Colonel" because of his National Guard rank.[63] Hewitt was also a major land developer

[60] 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.
[61] Robert E. Oshel, "Early Silver Spring and Sligo" published by the Woodside Park Civic Association Silver Spring, Maryland, 1998.
[62] Joseph M. Balkoski, *The Maryland National Guard: A History of Maryland's Military Forces, 1634-1991.* Baltimore, MD. As quoted in: William Bushong, Silver Spring Armory Maryland Historical Trust State Historic Sites Inventory Form, 1994.
[63] Montgomery County Maryland, Our History and Government Montgomery County, Maryland and the Montgomery County Historical Society, 1999.

and member and early president of the Silver Spring Businessmen's Association. He served as second lieutenant and the company's first officer.[64]

During this time, the building, which was constructed in the Gothic Revival Style for use as an armory, was a gabled structure with a tall brick castellated front that was typical for armory architecture of this time. A photograph from the mid-1920s on file at the M-NCPPC, Historic Preservation Division, shows the architecture clearly. The front brick façade was three bays wide, having double-hung windows and a large central entrance. The top of the façade was square with a central bay about ten feet higher than the side bays, creating the castellated effect. The top of the front façade was capped with corbelled brick, and what appears to be concrete or sandstone.

Company K ran patrols along the Rio Grande at Eagle Pass, Texas in the summer of 1916 after "Pancho" Villa's raid into New Mexico, and the company sent 150 men to Camp McClellan, Alabama in August 1917 for ten months of training. They were known as Company K of the 115th Infantry, 29th Division. This division served on the border of Germany and Switzerland, controlling the Belfort Gap. In the fall of 1918, they were ordered to capture the German rail network during the Meuse-Argonne Offensive, and with a cost of 1,052 casualties and 131 dead, captured the Consenvoye Heights and the Borne de Cornouilles along with over 1,500 enemy troops. During the war, Silver Spring's Company K lost 41 men out of their original 150.[65]

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.[66]

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, 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

[64] "Captain Frank Lee Hewitt, Sr.," Unpublished Biographical Sketch, John P. Hewitt Files, Located at the Hewitt Real Estate Office, Silver Spring, Maryland. As found in: William Bushong, Silver Spring Armory Maryland Historical Trust State Historic Sites Inventory Form, 1994.
[65] William Bushong, Silver Spring Armory Maryland Historical Trust State Historic Sites Inventory Form, 1994.
[66] Ibid.

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.[67]

In 1927, a new armory building was being constructed on Wayne Avenue. The 1927 Sanborn shows the building with the rear three quarters serving as the armory, and the front quarter, apparently newly remodeled, housing the fire department. After the 1927 dedication of the new Armory, the old Silver Spring Armory on the southeast corner of Georgia Avenue and Silver Spring Avenue was converted for use as a fire station. This conversion included the demolition of the Gothic Revival façade of the building in favor of a side-gabled front executed in the Colonial Revival Style.

The Department moved into its new station with two trucks, the newest of which could pump 350 gallons per minute. In 1944 the Department was the first in the area to equip its trucks with two-way radios, and in the 1940s the Department had eight pieces of equipment, including a relatively scarce ladder truck and operated a rescue squad vehicle.[68]

Blair Station Post Office

The Blair Station Post Office combines the architecture of International and Neoclassical styling. It has a varied façade that departs from the true simplicity of the International Style by the use of rustic stone facing and massive window and door surrounds, yet other walls are plain and unadorned.

The Blair Station Post Office is an unusual combination of International and Neoclassical styling. It is a one-story building that fronts on both Newell Road and Kennett Street. The main façade of the building fronts on Newell Road and has a rusticated coursed stone face of three bays. The outer two bays are eight-light, steel sash windows with massive limestone surrounds. The sills of the windows are limestone and rest on a limestone water table. The central entrance bay is an extremely large configuration of steel sash windows that surround a double glass door. There are two sets of six fixed light windows on each side of the double doors separated by a large, steel-supporting framework. Four large single light windows rests on top of the doors. A massive limestone surround surrounds the entire entranceway. The top of the front entrance has a roof parapet that is capped with a limestone coping.

The section to the west of the central entrance is faced with large limestone blocks and consists of a single bay that consists of a four-light, steel sash awning window set in an unadorned brick recess. A bay to the right of the central entrance occupies the corner of Newell Road and Kennett Street and is angled at approximately 45-degrees from the sides facing either street. This bay also consists of a sandstone façade with a bay set in a recessed brick panel, but this bay has a

[67] Ibid.
[68] Robert E. Oshel, "Early Silver Spring and Sligo" Published by the Woodside Park Civic Association Silver Spring, 1998.

larger window with two single-light center sashes flanked by two four-light sections. The windows on both sides of the central entrance have limestone sills.

The Kennett Street Side of the building consists of a simple, unadorned brick wall with six steel sash awning type windows, each with simple angled brick sill. A protective steel grate covers each window. The rear façade of this building consists of a large loading deck with long, flat roof overhang that is common to the International Style. The loading deck is concrete, and the rear wall is brick.

The building at 8045 Newell Road, constructed in 1954, is attached to the west side of the building. It is a two-story, brick building with much more prominent International Style influence than the main Post Office building. It continues the use of massive limestone surrounds and steel sash fenestration, but with a much more horizontal feeling, as can be seen in the second story windows which are a continuous row of steel sash windows with a complete limestone surround and limestone structural supports separating window sashes. Above the flat roof, the parapet terminates in a limestone coping. This building is about five times the size of the original Blair Station building,

History

Blair Station Post Office, constructed in 1949 with later additions in 1954, represents the tremendous growth of Silver Spring after World War II. Its unusual architecture, a combination of International and Neoclassical themes, was a departure from the Colonial and Classical Revival architecture common in government buildings that preceded it. Due to the large volume of mail handled at this facility, which was at one time more than any other Post Office in the United States, this office was home to the first successful trial of the automated mail-handling machine called the TRANSORMA. Although an earlier version of this machine had been tested in New York, the trial at Silver Spring was the first to succeed. This success forever changed the way mail was handled by the United States postal system.

The Blair Station Post Office annex at 8051 Newell Road was constructed in 1949 on the site of the former Falklands Mansion, the estate of Blair Lee. In preparation for the new government building, the old estate was used as practice by the Silver Spring Fire Department, which burned it to the ground. The block bounded by Newell Road on the north, Kennett Street on the east, and Eastern Avenue to the west, had already been chosen by the U.S. Government of other undisclosed laboratories during World War II, and the location of the post office annex at the corner of Newell Road and Kennett Street was a logical choice of location.

The construction of the new Blair Station Post Office to the Silver Spring Post Office began in mid-1949, and was being used by November for the Christmas rush, although it appears that it was not fully completed by that time. The Postmaster at the time of its construction was William E. Bowman. The Post Office Department added a much larger section to Blair Station in 1954 with a street address of 8045 Newell Road. It was attached to the west side of the original

building and carried the official name of the "Postal Annex". This addition was a brick, 2-story section about five times the size of the 1949 building. A plat executed around the time of its construction illustrates the size and plan of the addition, which is virtually the same today. The plat also gives the footprint of the "Original Blair Lee House" superimposed on the plan of the "Postal Annex". Sanborn maps also show this annex as constructed in 1954.[69]

Mail through Silver Spring had increased so tremendously after World War II, that two branches were opened in 1948 and 1949 in Wheaton.[70] When Mr. Bowman began his tenure as Postmaster in 1944, Silver Spring's single post office on Georgia Avenue had only 52 employees. Within twenty years, there were three branch and six outside contract offices with a total of 400 employees. Even with all these offices, the Blair Station annex handled about 60-percent of all incoming mail in Montgomery County, or about 6 million pieces of mail yearly.[71]

Blair Station illustrates the enormous growth experienced by Silver Spring after the war. It became one of the premier post office annexes in the United States, handling more mail than any other branch. As late as 1955, all mail was still sorted by hand by an employee who would "flip" mail into one of 50 to 75 slots on a wall (known as the pigeon-hole method). This method was becoming impractical as mail handling was increasing at a phenomenal rate. From 1956 to 1957, nationwide annual mail volume increased by a total of over two and a half billion pieces – a four-percent increase. As a result, the U.S. Post Office began to seek new ways to deal with the volume. They turned to science and engineering, and contracted with the National Bureau of Standards to study letter sorting procedures and existing technology for new ways to deal with mail. Eventually, the study found that other nations, notably Holland, were far ahead of the United States in the field.[72]

According to the U.S. Postal Service, this research resulted in the installation of the first semi-automatic American-made parcel-sorting machine in Baltimore in 1956. A year later, a Holland-built multiposition letter-sorting machine (MPLSM), known as the TRANSORMA, was installed and tested in Silver Spring's Blair Station. An earlier version of the TRANSORMA had been tested in a New York post office during 1939, but the machines had not been perfected enough to convince officials of its value.[73]

Purchased in late 1956, the Post Office installed the TRANSORMA at Blair Station on an experimental basis. Werkspoor of Amsterdam, Holland, built this machine. In this system, each letter dropped into a slot and moved in front of an operator, who would punch a symbol based upon its destination. The machine would then route the mail to a slot based upon its destination. The operators had to be skilled, memorizing 400 symbol codes representing different cities and

[69] Plat of the "Postal Annex" on file at the M-NCPPC Historic Preservation Division. Sanborn maps, 1955, 1959.
[70] "Work to Start on Postal Annex in Silver Spring", *Washington Evening Star*, August 19, 1949.
[71] "Postmaster Asks 2 New Branches", *Washington Evening Star*, July 24, 1965.
[72] "Moving The Mail By Magic", *The Baltimore Sun*, Sunday, February 16, 1958.
[73] www.kjell.smult.com/transorma_utl.htm

states.[74] The TRANSORMA could sort 15,000 letters in one hour in any of 300 slots with a five man team, or about twice as many as five men could sort by hand in the same time.[75] The Postmaster General, Arthur E. Summerfield called the move a "major experimental step" in the department's drive toward automation. Others within the Postal Service saw it as a history-making event equal to the pony express, the train, and the airplane for making main handling more efficient.[76]

The machine installed in Silver Spring rose about 13' in height and weighed about 15 tons. Workers operating the sorting machine sat on a platform elevated about ten feet from the floor. Its inaugural operation was on May 2, 1957. Dignitaries attending the ceremony and luncheon held for the event included Postmaster General Arthur E. Summerfield, Assistant Postmaster General Eugene J. Lyons, Malcolm Clarke, Regional Director of the U.S. Post Office, Joseph F. Thomas, President of the United National Association of Post Office Craftsmen, Maurice H. Stans, Deputy Postmaster General, William Bowman, Silver Spring Postmaster, J. W. Klitsie of Netherlands PTT, and others.[77]

The name TRANSORMA is derived from the words TRANsport, SORting, Marchand, and Andriessen. J.J.M.L Marchand and J.C. Andriessen collaborated on the effort, creating the Marchand-Andriessen Engineering Company at The Haque in 1926. Marchand had served as a postal worker from 1898 to 1925, part of which was spent sorting mail. With his tedious experience, he began to experiment with ways to automate the process. He patented one machine in 1925, but after collaboration with Andriessen, they developed an advanced prototype in 1927. Although there was some interest in the machine at conferences, no one ordered one. It was not until 1930 that the Netherlands Postal Service (Netherlands PTT) ordered a machine. In that same year, the duo transferred the rights to their TRANSORMA to the Werkspoor Company of Amsterdam. When the first machine proved to be a success, other orders followed. By the mid-1950s, nine other countries, including the United States, had installed the machines.[78]

The first American-built letter sorter, based on a 1,000-pocket machine originally adapted from the TRANSORMA design, was developed during the late 1950s. "The first production contract was awarded to the Burroughs Corporation for 10 of these machines. The machine was successfully tested in Detroit in 1959 and eventually became the backbone of letter-sorting operations during the 1960s and 70s".[79]

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[74] "New Gadget to Route Mail Faster Will Get Test Here", *Washington Post/Times Herald* September 21, 1956.
[75] Ibid.
[76] "New Gadget to Route Mail Faster Will Get Test Here", *Washington Post/Times Herald* September 21, 1956.
[77] "Transorma Installation at Silver Spring to take Drudgery out of Mail-Handling", *The Washington Region Newsletter,* U.S. Post Office Department. January 1957.; Information of opening ceremonies courtesy of Mr. W. H. Wheeler Jr., Stamford Conn. On file at the Silver Spring Historical Society.
[78] *The Transorma Letter Sorting Machine: 1931-1981.* Booklet published by M.J. Vrijaldenhoven, OOSTRA. Located in the library of the Silver Spring Historical Society, Silver Spring, MD.
[79] http://www.usps.com/history/history/his3_5.htm

U.S. Industries Building

This brick building, although not remarkable for its architecture, possesses a high degree of integrity and is eligible for the National Register for its association with the historical development of the first computerized robot.

This is a two-story, six-bay wide brick commercial building. Brick on the west and south façades is a tan or golden color and the rear and east sides, originally hidden from view are of more common red brick. All brick is laid in common bond with six stretcher rows per header row. Windows are 8-pane paired metal sash awning windows. There are two doors in the center of the front facade, the left one being a steel overhead door, and the right one being a steel entrance door. It has a central entrance. The roof is flat, with a parapet rising about 20" above. The parapet is capped with a concrete coping. An occasional window air-conditioning unit juts from several windows on both stories. In comparison with a photograph of the building published in Business Week in 1960, the façade is almost completely intact, including the presence of air conditioners in that photographs. The building therefore possesses a high degree of integrity of materials, workmanship and design.

History

The U.S. Industries building is significant under Criterion A, in the area of science and industry, for its role in the invention of the world's first practical computerized robot. Although the invention of the TRANSFEROBOT took place in 1958, or slightly less than 50 years ago, it meets National Register Criteria Consideration "G", as a property that has exceptional significance in the field.

U.S. Industries Inc. moved into the building at 949 Bonifant Avenue following a brief stay in a building at 8411 Second Avenue in Silver Spring. The building on Second Avenue, now the site of a parking lot, proved too small for the rapidly expanding work taking place on the breakthrough technological advances that would later that year result in the world's first practical robot, the TRANSFEROBOT.[80] U.S. Industries, originally known as the Pressed Steel Car Company, changed its name in 1948 when its new president John I. Snyder was attempting to break into the new semiconductor industry. This new division, later to become known as USI Robodyne, was under the management of S.S. Podnos with Sidney Weiser as the director of engineering. Weiser developed the conceptual design for the system with his team of engineers. By 1959, the TRANSFEROBOT was operating and assembling parts at high speed. The success of this robot was in large part due to the fact that it could be reprogrammed to perform new operations, making it very versatile. This was unique in robot technology at the time.[81]

[80] Interview with Sidney Weiser, November 6, 2002.
[81] *Business Week,* May 28, 1960. "Tool Does Everything Except Loaf on Job", McGraw-Hill Publisher.

The Smithsonian Museum of American History has documented this revolutionary new invention in videos and films. It was covered under four U.S. Patents:

- Direction Sensitive Binary Coding Selector, U.S. Patent No. 2,989,680, Granted June 20, 1961;
- Compliant Support for Material Handling Apparatus, U.S. Patent No. 3,095,982, Granted July 2, 1961;
- Potentiometer Position Control Apparatus, U.S. Patent No. 3,101,628, Granted August 27, 1963;
- Automatic Handling and Assembly Servo System, U.S. Patent No. 3,007,097, Granted October 31, 1961.

This new technology had all "solid state, digital and analog control systems for logic, sensing, and servo systems. It moved parts in cylindrical coordinates, and reached linear velocities of up to 90 inches per second at the end of its radial arm, achieved a part placement accuracy of 0.001 inches. The motion of this robot was controlled by both analog system for coarse positioning, and an optical homing system for fine positioning. Since this system was designed prior to the development of compact CCD optical sensors, a special x, y sensor was designed to achieve this placement accuracy. This robot was completely self contained, easily moveable on caster wheels and could be leveled at the point of application. It operated on 120 volt 60 Hertz, and used 1000 watts of power when operating."[82]

The perfection of the TRANSFEROBOT was cutting edge science at the time of its invention, and it has changed the world of manufacturing, medicine, defense, transportation, and countless other fields. There were a number of key players in the race to design useful robots, beginning with the formation of the world's first robot company by George Devol and Joseph Engelberger in 1956. At the same time, the Servomechanisms Lab at MIT was working on computer assisted manufacturing, having its first successful demonstration in 1959.

U.S. Industries was the leader of the field at this time, having demonstrated a successful working robot in 1958. By 1959 USI had already contracted with General Electric, General Motors, and Centralab companies for practical applications of the technology. In 1961 the first industrial robot was online in a General Motors automobile factory in New Jersey. [83] Thus, USI was the first company to design and build and market a practical computer driven robot for manufacturing. The technology was extremely innovative, cutting edge, and has changed industry worldwide. Robotics are used for virtually every type of industry today.

[82] Ibid.
[83] Interview with Sidney Weiser, November 6, 2002.

The impact of this new technology soon caught the attention of the labor unions. The International Association of Machinists and Aerospace Workers (IAM) was one of the first unions to draft collective bargaining clauses designed to cushion automation's impact on individuals. Responding to resolutions and reports of the 1960 Grand Lodge Convention, the Research Department prepared a booklet, *Meeting the Problems of Automation Through Collective Bargaining*, to help IAM representatives deal with problems of technological change. It contained suggested language for contract clauses requiring advance notice, transfer rights, restraining, relocation, income preservation (rate retention, supplemental unemployment benefits, severance pay), early retirement, continued insurance and fringe benefit coverage, job classification renegotiation and "equitable distribution of gains resulting from greater productivity through general wage increases, more leisure and other socially desirable ways."[84]

In 1962, John Snyder the president of U. S. Industries, Inc., agreed to set up a "Foundation on Automation and Employment" to try to find ways to ease automation's impact on workers. Snyder was unique among corporate executives. He was an Adlai Stevenson Democrat with a social conscience and a good record of collective bargaining with his employees. The TRANSFEROBOT had by this time proved capable of performing such routine tasks as oiling clock movements, finishing typewriter parts, assembling electronic switches and packing chocolates. USI rented the robot for $25 a week and with its obvious impact of replacing human workers, Snyder recognized the implications of wholesale unemployment and felt a responsibility to try to find answers to the problems created by his company's invention.

Snyder committed USI to fund the proposed Foundation on Automation and Employment with royalties from each sale or lease of USI's automated equipment. Over the next few years the Foundation funded a number of conferences and publications. This approach produced little in the way of practical results except as a source of grants for academic research. When Snyder died in 1965 his successor at U. S. Industries immediately withdrew the company form further participation.[85]

The U.S. Industries building is significant under Criterion A, in the area of science and industry, for its role in the invention of the world's first practical computerized robot. The period of significance is rather short, being from 1958 to about 1962, when USI moved to a location on New Hampshire Avenue north of White Oak. Although the building itself is over 50 years old, the invention of the TRANSFEROBOT took place in 1958, or slightly less than 50 years ago. It does, however meet National Register Criteria Consideration "G", as a property that has exceptional significance in the field. It possesses a high degree of integrity of materials, design, and workmanship.

[84] Rodden, Robert G. *The Fighting Machinists: A Century of Struggle.* Washington, D.C.: Kelly Press, Inc. 1984.
[85] Ibid.

13th Street Commercial Historic District

The 13th Street Commercial Historic District comprises six commercial properties, five of which are located on 13th Street, and one of which is located at the corner of 13th Street and Eastern Avenue. Their addresses are: 8025, 8031, 8037, 8039, and 8045 13th Street, and 7949 Eastern Avenue. These six properties were constructed in the early 1950s in the American International Style.

8025 13th Street (Maryland School of Grooming)

This building is a one-story, flat roofed structure with modest International Style elements. The building is constructed of brick, but has a limestone faced façade. In keeping with the International styling, its façade is relatively unadorned, consisting of a flat plane of stone, with a continuous horizontal line consisting of three large pane windows to the left of an entrance door. A glass transom above the door brings the door opening to the same height as the windows, or about 8-foot high. This continuous horizontal set of openings is encased with a large marble surround. The front roofline has a parapet with a very modest ogee cornice. The other three sides of the roof parapet have a thin layer of masonry stone set on top of brick.

The interior has a suspended ceiling, but is otherwise relatively unchanged. The exterior has seen little in the way of change, with the exception of the painting of the brick and limestone, and the evident filling in of a single window opening on the west side of the structure. The surrounding setting has also remained relatively intact. The parking areas both east and west of the building are unchanged from both the 1955 and 1959 Sanborn maps. Constructed in 1953, this building is highly representative of the unadorned commercial architecture of the 1950s that utilized the ideas of International styling as a modern, yet modest cost approach for businesses.

8031 (8033 & 8035) 13th Street

This two-story building, constructed in 1951, houses three separate business addresses. It combines International Styling with modest Streamline elements, reflecting its slightly earlier construction date than the other buildings on this commercial streetscape. According to Sanborn maps, the building is constructed of a core of cinder block. The block is faced with brick on three sides and a flat limestone on the front façade. A slightly unusual feature of the front façade is the presence of a vertical element of stone facing at the northeast, or left front corner of the building. The stone section appears original to the structure. Set into this stone is a datestone that has been covered by professional office sign. The first story front windows are large show windows set in aluminum frames. These showroom windows and entrances are recessed at a slight angle in more of a Streamline Style than the other buildings in the district. These angular fronts start nearly flush with the outermost plane of the façade and then angle inward to entrance doors about three and a half feet inward, giving the effect of protecting the entrances from the elements. Two

of the entrances (8031 and 8033) face 13th Street, and the third (8035), completes the recessed triangle. This angular front feature is found on many Streamline Moderne buildings elsewhere in Silver Spring.

The second story has a continuous horizontal row of windows consisting of four sections of three-light windows. The window lights on the top and bottom of each set are fixed, and the third, central light is an operable hopper style sash. The roof is flat, with built up bituminous covering. This building appears to retain a high degree of integrity of materials, design, and workmanship.

8037 13th Street

This is one of three storefronts having very similar design features. Constructed in 1955, this building currently houses Blake and Wilcox Plumbing and Heating. It is a one-story flat roofed masonry structure with a limestone façade. The roofline is about twelve feet from ground level, and has a simple limestone cap. The front façade consists of a continuous set of glass windows and door with glass transom. The windows and door are set in aluminum frames. The windows sit about three feet above the door, having limestone panels below. A simple unifying limestone lintel sits above the windows and door. This building is also highly representative of the unadorned commercial architecture of the 1950s that utilized the ideas of International styling as a modern, yet modest cost approach for businesses. It possesses a high degree of integrity of design, materials, and workmanship.

8039 13th Street

This building, constructed in 1953, is about two feet higher than 8037 13th Street. Very similar in appearance and construction with masonry walls and limestone front façade, it differs mainly in its height and the height of its showroom windows, which are made taller by the use of a row of two continuous windows, one extending over the double entrance doors and one over the triple showroom windows. There is a transom window in between the double glass doors and the band of two horizontal windows. The windows sit about 16 feet from the ground level. Possessing a high degree of design, materials, and workmanship, this building is also a good representative of the use of the simple lines of the International Style in commercial architecture.

8045 13th Street

This building is also a one-story commercial building that is about twice as wide as 8037 and 8039 13th Street, or about 40 feet wide. It is also masonry block with brick veneer at the rear and limestone front façade. The flat roof has a parapet capped with aluminum. The building, constructed in 1951, has a continuous horizontal row of windows consisting of seven sections. Each section has a lower fixed sash about five feet high, topped by a second sash about two and a half feet high. The entire row of windows is surrounded by green marble. Below the windows, it

appears that the original finish has been replaced with about 16 inches of rusticated concrete block.

The doorway consists of a single glass door with aluminum frame topped with a single light aluminum sash transom. Two fluted limestone pilasters flank the doorframe. Currently, there is a vinyl canopy over the entrance. Retaining a high degree of integrity of materials, design, and workmanship, this building is also an excellent example of the use of International and Streamline styles in commercial architecture.

7949 Eastern Avenue

Lying at the corner of 13th Street and Eastern Avenue, this building is an automobile filling and service station constructed in 1951. Strongly International in style, it consists of a brick, 3-bay service center and a glass front office. The three-bay service center is concrete block with brick veneer laid in running bond, having three overhead doors, above which extends about five feet of rectangular paneled wall area that is painted. The roof is a concrete slab held up with steel girders with large overhang (about two and a half feet) typical of the style. The roof soffit consists of continuous fluorescent-lighted panels.

The office section is a few feet lower than the service bays, creating a varied roofline. This section has a continuous set of windows on the north and west facades that wrap the northwest corner terminating at the beginning of the service bays with an entrance door consisting of a single glass door and transom. Above this fenestration is a band of painted panels and overhanging roof identical to the service bay section, but on a smaller scale. The sole loss of integrity of this property appears to be the removal of the fuel pumps that once sat in front of the building. This building possesses a high degree of integrity of design, materials and workmanship.

Silver Spring Garden Apartments Thematic District

The Silver Spring Garden Apartments Historic District consists of seven distinct apartment complexes, all planned and constructed in various degrees within Garden City ideals. There are two basic architectural styles exhibited within these complexes. The most common style is Colonial Revival, which includes the Falkland Apartments, Rock Creek Springs, Fenwick Gardens, St. Charles Gardens, and Blair Park Gardens. Somewhat rare in their departure from this style are the National Register listed Montgomery Arms apartments and the National Register eligible Spring Gardens apartments, both articulated in the Art-Deco style. All buildings within these apartments are highly representative of the garden apartment ideals, and all possess a high degree of integrity of materials, design, workmanship, feeling, and association.

Falkland Apartments

Designed by architect Louis Justement, and constructed between 1936 and 1938 the Falkland Garden Apartments lie on three parcels north of Colesville Road fronting on both sides of 16th Street, and East-West Highway. The portion north of 16th Street, while outside of the Silver Spring Central Business District, is historically an integral part of the complex (see appendices for maps). The Falkland Apartments have been previously documented in a Maryland Historic Sites Inventory Form (see Attachment B). A brief summary of that work follows. These apartments consist of about four hundred and eighty individual rental units within a mixture of two story duplexes, and two and three story apartment houses, some with basements. These duplexes are attached in various ways to form strings of buildings. The diversity of configurations and setbacks add a pleasing architectural and spatial variety to the complex.

The buildings are executed in the Colonial Revival style typical of early garden apartments. Buildings are constructed of concrete block with red face brick in common bond with seventh-row Flemish headers. Interior construction, however is composed of wood joists and stud partitions. Two types of roof construction are used: flat built-up bituminous roofs with brick parapets, and sloped roofs with asphalt shingles. Details include Porches, some copper roofs over entries supported by metal trellis work, porticoes supported by wooden Ionic order columns, recessed entries with decorative stone lintels, and shed roofed porches with clapboard siding. Windows are mixture of six-over-six wood double-hung, with some four-over-four and two-over-two sashes. Doors are typically Georgian Revival style paneled wood.

The interior spaces have plaster walls and ceilings and wood floors. The interior spaces are arranged to maximize sunlight and natural airflow through each unit. Views tend to be oriented toward courtyards and the public landscaping of the complex.

The landscape of Falklands is an important unifying element of the complex as it is with all garden apartments, creating a pleasant refuge from city life for recreation and privacy. The landscaping includes rows of deciduous trees and a small stream that runs through the complex. Walkways run through the commons providing a pleasant alternative to walking along roadways. The Falklands remain true to their original design, both in materials, design, workmanship, and landscaping, as can be seen in historic maps. Some alterations to the exterior of the complex, however, have been made. The section at the northeast intersection of East-West Highway and Sixteenth Street has lost five buildings due to demolition, and the section at the southeast corner of the intersection has lost six buildings to demolition. These have been demolished to create additional parking space on site (see Appendix).

Montgomery Arms (MO 36/7-2)

The National Register listed Montgomery Arms apartments are an excellent example of small-scale Art Deco garden apartments. The only other Art Deco apartment complex in Silver Spring,

this was designed by architect George T. Santmyers and constructed in 1941. The plan of the site puts buildings on three sides of a square lot, creating a formal garden courtyard. Features of this apartment complex include stepped or setback wall surfaces, corner casement windows, use of glass block windows, belt courses of brick, zig-zag brick patterns between windows, and stylized limestone entrance surrounds. Doors feature round windows and metal half-circle handles with horizontal wooden bars. The central building has a large streamline aluminum marquee.

Blair Park Gardens JUNIPER AVE + EASTERN

These apartments, constructed in 1938, are another example of Colonial Revival Style garden apartments. The courtyards created by these buildings are more informal than some. There are basically two types of buildings. Predominant buildings consist of 2-story brick structures with brick laid in Flemish bond. These have flat roofs with brick parapets. At the roofline, marking the base of the parapets is a continuous limestone cornice and the tops of the parapets are capped with ceramic tile. Above each window bay, the parapet features an inset limestone panel.

Windows are a combination of 6/6 and 4/4 single and paired double-hung sashes with wood surrounds that have been clad with aluminum. The windows are nearly all aluminum sash replacements but are generally in keeping with the style of the apartment's original windows. The brick buildings have two general types of entrances. The more massive entrances are single wood doors with a single sidelight. There is an overdoor panel of wood below a five-pane fixed transom. The entire door opening is surrounded by limestone architrave trim (surround) that is capped with an ogee style cornice. Other doors on the brick sections are more simple, being nine-light doors with lower panels, surrounded by limestone with an ogee style cornice.

The main entrance on Juniper Avenue differs from the other brick buildings as it consists of a double brick building attached at an obtuse angle created by the intersection of Juniper and Eastern Avenues. The terrain of this area slopes downward, creating a walk-out basement. This basement level, not present on other buildings in the complex, has a stone face mimicking a stone foundation. This effectively gives portions of the building the appearance of three stories. The corner created by these attached structures is filled with a three level, three sided porch. The first level has an arched stone entrance that leads to an open foyer. Within this foyer is the walk-out basement entrance that consists of a pair of 8-light doors. The porch level above this has two round posts and a door with wide Colonial Revival style wood trim and a wrought iron railing. The posts support' a third, more simple level of the porch, having a simple door with wood surround and a wrought iron railing at the porch edge.

There are several side-gabled sections set in between the flat roofed brick buildings. These are also brick, but the brick is painted white. Windows are identical to the ones on the other buildings, but they are flanked by vinyl shutters. Each of these side-gabled sections have five bays with a central entrance bay. The entrances have porches with round posts and flat roofs.

The porch roofs have revival style cornices and wrought iron railings on the roofs appear to be added for protection as the second story stairwell windows open onto the porch roofs. The porches have concrete steps and floors.

Spring Garden Apartments (MO 36/19)

Built in 1941, the Spring Garden Apartments lie at the corner of Eastern Avenue and Newell Avenue in Silver Spring. They consist of four U-shaped buildings facing each other to form courtyards. The buildings are executed in the Art-Deco or Art-Moderne Style soon after the construction of such Colonial Revival Style garden apartment complexes as the Falklands and Blair Park Gardens and represented a distinct break from this style in suburban architecture of the 1930s. The Spring Garden Apartments have been previously documented in a Maryland Historic Sites Inventory Form, which is provided as an attachment.

The buildings are four-stories tall, faced with brick. The brick is laid in a common bond generally having seven stretchers per header row. The facades alternately are stepped forward and recessed in a true Art-Deco Style. Window bays are set in shallow setbacks of about the width of a brick. Between window bays, brick is laid on an angular soldier-course pattern giving it a chevron pattern. Belt courses underscore windows on each story. These belt courses are slightly protruding bricks of a darker red color than that of the rest of the facades. Corner windows are common, however all fenestration has been replaced with new aluminum sash panes that are less than sympathetic to the style of the buildings. The roofs are flat with a metal clad parapet cap that is painted red. A typically Art-Deco post or pinnacle rises above the parapet cap over the central window bays on the sides of the buildings. This post is also capped with metal and painted red.

Four central doorways inside the courtyards have limestone architrave trim that is stepped in the Art-Deco fashion. The tops of these doors are embellished with a striking limestone marquee with rounded corners and geometric designs. The doors are solid wood with curved tops and a circular window opening. The door handles are metal half-circles pierced by a single metal horizontal bar. Two levels of glass block extend upward from the doors for stairwell lighting. The landscape of the Spring Gardens East, Art-Deco garden apartments is most striking, with lush, mature, and well maintained vegetation that seem to exemplify the garden apartment ideal.

Rock Creek Springs

The Rock Creek Springs Garden Apartments are situated directly north of the Spring Gardens apartments. Built around 1941 and originally known as Spring Knolls, they are brick, Colonial Revival Style garden apartments executed in two distinct types – three-story flat roofed buildings, and two-story side-gabled buildings.

The three-story flat roofed buildings have predominantly 6/6 double-hung windows that are aluminum sash replacements. Some windows at the corners are 4/4 sashes. Windows have concrete lintels and brick sills. Most windows are decorated with vinyl shutters. There is a plain concrete horizontal cornice at the roofline, above which is a brick parapet capped with concrete that is wrapped with painted steel. Entrances are central, consisting of single steel doors with nine lights. The doors have wood surrounds and fluted pilasters that support a frieze panel and Georgian Revival Style broken pediment. The broken pediment is filled with a 6/6 double-hung window with pediment that lights the stairwell to the apartment building. The buildings have basement apartments that have two-light sliding glass windows.

The other apartment type consists of side-gabled two-story buildings, nine bays wide with a central entrance bay. The windows are also 6/6 double-hung replacement sashes with vinyl shutters. Some of these shutters are missing. The entrance is more simple than that of the three story sections, consisting of an identical doors, surrounds, and pilasters, but with a simple broken pediment without a central stairwell window. Each roof slope is clad with asphalt shingles and has two gabled vents.

St. Charles Garden Apartments DEMOLISHED DEC 2007

The St. Charles garden apartments were built on a large lot near the corner of Cameron Street and Spring Street around 1942, despite the fact that the tax records show a construction date of 1955. They are executed in the Colonial Revival Style with the buildings arranged in a modified "U" surrounding a formal symmetrical courtyard. Buildings are constructed of brick, laid in common bond with six stretchers per header row. All buildings are two stories high with walkout basements. The basement windows are topped with a continuous limestone cornice. This cornice is repeated at the roofline. Windows are typically 6/6 double-hung aluminum sash replacements, single and in pairs. Additional window types include a single 6/6 sash flanked by two 4/4 double-hung sashes.

Above the roof cornice is a brick parapet with a ceramic tile cap. The parapet has recessed limestone panels above the window bays on each side of the main entrances. There are three basic entrance types. The first consists of a single entrance door with two lights and two panels below. Each side of the entrance is decorated with sidelights, and the entrance is topped with a single light transom. The entrance has fluted pilasters on each side with patera on their capitals, that support an entablature consisting of a frieze panel with four patera evenly spaced within four recessed panels on the frieze. This frieze is capped with a three sided copper clad roof.

A second entrance style consists of a two-light door with sidelights and fluted pilasters that support an arched Palladian window. The limestone arch is surrounded with arched brickwork with central keystone of limestone. The third, more simple entrance style is simply a two-light door with sidelights, fluted pilasters, and entablature capped with a simple cornice. The

entablature is identical to the more ornate door, having evenly spaced patera within panels on the frieze.

The courtyard is entered from Cameron Avenue, and is closed to public view on all sides but for the corridor leading to Cameron Avenue. It has a very formal appearance, consisting of walkways leading to entrances that connect at circular walks in a garden setting.

Fenwick Gardens

Sitting at 1315 Apple Avenue between the railroad right of way to the west, Fenwick Avenue to the north, and Apple Avenue to the south, Fenwick Garden Apartments is a Colonial Revival Style complex of garden apartments from the early 1950s. Now known as Fenwick Professional Park, the apartments are two-story, brick buildings that consist of rows of two-story, two-bay apartments. The string of apartments facing Apple Avenue is a linear row of five apartments. These have steel sash casement windows of several sizes, the most common being paired three light casements with single fixed lights above. Behind the Apple Avenue structures is a courtyard that opens up to a corridor with two other rows of apartments both east and west of the central court. These are side-gabled, two story apartments as well, but the height of these vary with the topography as it slopes downward to the north. Some of the apartments protrude inward more toward the courtyard, giving a varied stepped appearance. The apartments all have shed roofed porch entrances. Some of these also have bay windows with three sides of steel sash casement windows. Roofs are side gabled with asphalt shingles, some of which have flat roofed, slate sided dormers that have louvered vents that mimic the Colonial Revival roof dormer.

History of Silver Spring's Garden Apartments

Silver Spring's garden apartments span the years from the early use of the Garden City ideals as articulated in garden apartment design during the 1930s, to the height of the movement in its most mature, if not somewhat distilled formulations of the 1950s. It exemplifies not only the significant ideals of architectural design, landscape architecture and community planning as they evolved within this concept, but it also presents a microcosm of the larger planning issues, unparalleled growth, and conflicts occurring in Silver Spring and Montgomery County during the first half of the twentieth century. The Silver Spring Garden Apartments Historic District is eligible for the National Register under Criterion A, for their association with the history of planning and growth of Silver Spring as well as with the larger Garden City movement, as well as Criterion B, for associations with historically significant local architects Louis Justement (Falklands) and George T. Santmyers (Montgomery Arms), as well as Criterion C, for its architecture, both in the Colonial Revival Style, and the Art Deco Style.

The concept of the garden apartment was a natural extension of the ideas of the Garden City that originated in England at the turn of the twentieth century as proposed by Ebenezer Howard.

Howard's basic concern was social reform, yet he also was set an aesthetic standard. The main aesthetic came initially from the domestic work such as Norman Shaw's designs in the first Garden Suburb at Bedford Park, London in 1876. Important themes derived from the early Garden Cities included flexible plans, and a heavy reliance on the site in planning. There was an ever-present desire to retain the beauty of the site as well as to improve the natural aspects of the site upon development.[86]

In America, architects and planners Clarence Stein and Henry Wright were the leaders in bringing the Garden City ideals to the forefront. In addition to the aesthetic ideals, the social ideals of economy and conservation of land and comprehensive site planning fit into the social forces that were prominent during the Great Depression and the era of conservation in America. Although not designed to be self-contained cities as the Garden City aspired to, the influences of the Garden City ideals were prime in the Garden Apartment movement. The garden apartment movement strove to create environments for residents that would support outdoor recreation space, ventilation, protection and isolation from the modern intrusions caused by automobiles, provide sunlit places as well as shade, and offer an economic alternative to suburban sprawl and poor land use practices – all in an otherwise urban environment.

Garden apartments gained popularity in the United States during the Great Depression in response to the need for moderate-income housing. During World War II, its popularity continued as a way to house defense workers. Many of the first garden apartments in the United States were promoted and insured by the FHA. These included Colonial Village in Arlington Virginia – the first FHA backed garden apartments in the nation, Buckingham also in Arlington, and the Falklands in Silver Spring.[87] Other garden apartments were funded by the federal Defense Homes Corporation (DHC), and privatized after the war ended. Fairlington, another Arlington County, VA garden apartment complex constructed between 1942 and 1944, was the first DHC funded project. It was a little more than two miles from the newly constructed Pentagon. DHC funded projects were sold to private owners at the war's end.[88]

Despite the convenience and the promotion of garden apartments and their ideals by planners and the federal government, most Montgomery County residents were opposed to multi-family housing, seeing them as representative of the evils they and their parents had escaped by moving from the city to the suburbs. At the very time when the most architecturally significant Art-Deco apartments were being completed, a major conflict was brewing within the Maryland-National Capital park and Planning Commission, as home owners and civic organizations began to oppose E. Brooke Lee's broad zoning policies. The zoning laws, initially intended to promote single-family housing, were now seen as too broad, as many landowners rushed to apply for rezoning to accommodate multi-family housing. Such was the case with both the St. Charles Apartments, constructed in 1942 on land originally subdivided and approved for single family

[86] "Large Scale Housing," *Architectural Forum,* Vol. 6B, No. 2, Feb. 1938, 111-113.
[87] Gail Baker, "Garden Apartments: Three Preservation Case Studies in Virginia", in *CRM*, No. 5, Vol 22, 1999:23.
[88] Ibid.

dwellings, and Fenwick Gardens, constructed in 1952 on rezoned single family residential lots. The ultimate outcome of the conflict was a moratorium on new applications for multi-family housing and an ousted the Democratic leadership led by E. Brooke Lee.[89]

Early examples of the Garden Apartment in America date to the 1920s, and the movement began to take hold in Silver Spring with the construction of the relatively early Falkland Apartments. The Spring Gardens East complex, which arrived on the heels of the completion of the Falklands, was a truly bold departure from the Colonial Revival Style of Falklands with the use of the Art Deco styling.

Falkland Apartments

The Falkland Tenants' Association in 1980 has previously recorded the Falklands in a separate Maryland Inventory Form. Architect Louis Justement, a Washington D.C. area architect who was active in the Washington D.C. chapter of the AIA, designed the apartments. The site form concludes that "the Falklands are a prime example of garden apartment design which evolved into its own style in the 1930s".[90] It is highly representative of the unique combination of architecture, landscape architecture, community planning, and conservation, all important themes in the 1930s. It is the first example of a garden apartment complex in Montgomery County, and one of the earliest of its type in the United States. It qualified for one of the first ten large-scale housing projects Federal Housing Administration backed mortgages, and the first FHA backed mortgage in Maryland.

Falklands was built in two phases, the first 178 units being completed in 1936 and 1937, and 301 units from 1937 to 1938. It was a prototype for many future such complexes and in 1941, the *Architectural Record* called the complex "sound practice in the use of land and money, . . .a well known and highly regarded early FHA project . . .[and] an indicative example of the up-to-date architect's many sided initiative."[91]

On April 27th, 1938, the Washington Board of Trade recognized the significance of the new apartment complex in a letter to the Falkland Properties Inc. The letter stated:

> "We feel that the selection of the Jury of Award in selecting the Multiple Family Residences at 16th Street and East-West Highway Silver Spring, Maryland, as worthy of a Washington Board of Trade CERTIFICATE OF MERIT will be of interest and a matter of gratification to you:

[89] Andrea Rebeck, "Montgomery County in the Early Twentieth Century: A study of Historical and Architectural Themes," 1987: 11.
[90] Falklands Garden Apartments, Maryland Inventory of Historic Sites Form, 1981.
[91] "Planning is Related to Sound Land Use and Financing," *Architectural Record,* March 1941, p. 90 as cited in: Falklands Garden Apartments, Maryland Inventory of Historic Sites Form, 1981.

> 'A distinguished example of design in the multiple residence field for persons of moderate means in which buildings of great simplicity of design and with pleasing variation of treatment have been grouped in relationship on a sloping and partly wooded site, and in which both the fronts and the more intimate rear areas have been arranged with great charm.'"[92]

The letter was signed by Theodore Irwing, chairman of the multiple apartment committee. The apartments were also of great interest to the Roosevelt administration at a time of great economic difficulty when emphasis was placed upon economic living quarters with a good standard of amenities. This interest was strong enough to cause Eleanor Roosevelt to be speaker at the ribbon cutting ceremony for the opening of the new apartment complex in 1938.[93]

The Falkland Apartments are significant as a prototype for later Montgomery County garden apartments, and the first such multiple dwelling in Silver Spring. It is also significant as an example of the trends toward large scale community and landscape planning, and efficiency encouraged by the Federal government during the Great Depression.

Montgomery Arms (MO 36/7-2)

Constructed in 1941, the Montgomery Arms garden apartments are a historically significant representative of pre-World War II garden apartment design in Montgomery County. They exemplify the regional development trends in the Washington area and reflect the social and economic forces that contributed to the growth of the suburbs during the 1930s and 1940s. It is significant also for its sophisticated formal garden site plan, using the placement of buildings to isolate public and private spaces. Its architect, George T. Santmyers, designed over 400 apartment buildings in the Washington D.C. area. He has been called the "most prolific architect of Washington apartment buildings in the history of the city" by author James M. Goode in his book *Best Addresses: a Century of Washington's Distinguished Apartment Houses.*[94]

Blair Park Gardens

Originally platted as Parcel "C" of the Division of the Brooke Tea House Property in 1936, which was conveyed by William K. Copenhaver to Wentworth C. Brooke and Minnie E. Brooke on December 16, 1932.[95] By 1939, the apartments, then known as the Juniper Apartments, were completed. The 1941 Klinge map shows the apartments as they still exist today.[96] In 1963, the Juniper Apartments Inc. transferred the property to Richard L. Sugarman and Alvia

[92] Letter framed and in possession of Falkland Properties LTD.
[93] Information on file at the leasing office of Falklands.
[94] Carol Kennedy, Maryland Historical Trust Historic Sites Inventory Form for the *Montgomery Arms Apartments.*1990.
[95] Montgomery County Plat Liber 10 Folio 701; Deed Liber 548 Folio 49.
[96] Klinge 1941:28

Snyder.[97] In 1973, the Washington Metropolitan Area Transit Authority received 2,153 square feet of the northwest part of the lot in a takings procedure.[98] In 1982, Herbert M. Buonviri, Carey W. Brincefield, and Sol Cooper, trustees of the CBK Associates Joint Venture, sold the property to the Blair Park Limited Partnership, the entity that owns the property today.[99]

Spring Garden Apartments (Spring Gardens East, Rock Creek Springs)

Platted on March 12, 1941[100] by the North Washington Housing Corporation, this land was owned by Morris Minnie Miller who created the Spring Gardens Corporation and transferred three lots to the corporation on that same date. In that year, they demolished a house on the property and constructed the Spring Garden apartments. By December 30, 1941, the corporation transferred the land back to the Millers. The Millers operated all of the apartments under the name of Miller Associates and then under the name of JHM Associates Limited Partnership, until 1986, when the Millers began to sell the property to Potomac Springs Limited Partnership.[101] The Spring Garden Apartments are now known as Spring Gardens East.

The garden apartments directly north of Spring Gardens East, now known as Rock Creek Springs, was originally platted in 1943 as Spring Garden, Parcel A but now known as Parcel E.[102] It was commonly known as Spring Knolls after the land was sold to the Spring Knolls Corporation (evidently also owned by the Millers) in that year.[103] A re-subdivision in 1964 added the parcel east of the original Spring Gardens East and south of Spring Knolls to this parcel to become Block A, Parcel D. Another small parcel was divided from this and called Parcel C. This parcel now contains the Blair Mill Apartments, which were constructed around the same time as Spring Knolls apartments.[104] The Blair Mill Apartments are not true garden apartments, but are simply a row of apartment buildings built parallel to Blair Mill Road, and do not contain garden landscape features.

The deed and plat history confirms the statements made by the managers of Potomac Springs L.P., who stated that it was the original developer's intention from the beginning that entire area surrounded by Eastern Avenue, Blair Mill Road, and Newell Street would be used for garden apartments, but that the construction of each area was phased for reasons that they did not know. Although different in design, the Art-Deco Spring Gardens (Spring Gardens East) and the Colonial Revival Rock Creek Springs (Spring Knolls) were planned to some degree to harmonize and were owned and operated by the Miller family.

[97] Montgomery County Deed Liber 3112, Folio 517.
[98] Montgomery County Deed Liber 4459, Folio 402.
[99] Montgomery County Deed Liber 5907, Folio 467.
[100] Montgomery County Plat 22/1368.
[101] Montgomery County Deed Liber 474, Folio 656.
[102] Montgomery County Plat 25/1565.
[103] Ibid.
[104] Montgomery County Plat 25/7542.

St. Charles Garden Apartments

The lot on which the St. Charles garden apartments sit was originally owned by the Wilson family, and was platted on November 13, 1939 as a small street with five single-family houses on each side. Charles and Fannie Scheffres bought the parcel and submitted a plat for the single large lot on January 20, 1942.[105]

Fenwick Gardens

The property of Fenwick Gardens was first platted as a subdivision in 1922 as E. Brooke Lee's 2nd Addition, Silver Spring.[106] At that time, the plat was subdivided into single-family dwelling lots. In 1945, the property, now known as lot 116, Block "A" of E. Brook Lee's 2nd Addition, was conveyed by Roger J. Whiteford et ux., to Silver Spring Properties Inc.[107] In 1952, deeds record a ground lease of the property and lots for parking between the Peoples Life Insurance of Washington D.C. and Fenwick Garden Apartments, Inc.[108] The apartments were constructed sometime around 1952 or 1953, and were completely finished by 1955 as they appear on the Sanborn map for that year. Fenwick Garden Apartments Inc. gained full ownership of the property in 1963.[109]

Selim Road Industrial Historic District

The Selim Road Industrial Historic District consists of 10 buildings all constructed around 1940. Most of the district's 10 buildings are small or medium-sized one to three story structures constructed of masonry with brick façades. The Selim Road Historic District lies directly east of the old B&O Railroad tracks. It is bounded by Burlington Avenue to the south and intersects with Philadelphia Avenue and Georgia Avenue to the north. The District consists of sixteen lots on "Block H of Blair Section 1" as depicted on a 1922 subdivision plat.[110] All buildings are remarkably intact examples of their type, retaining their original facades and fenestration to a high degree. The district possesses a high degree of integrity of materials, workmanship, design, location, association, and feeling.

[105] Montgomery County Plat 24/1502
[106] Montgomery County Plat 3/237
[107] Montgomery County Deed Liber 998 Folio 282.
[108] Montgomery County Deed Liber 1697 Folio 440.
[109] Montgomery County Deed Liber 3093 Folio 82.
[110] Montgomery County Plat, Book 3, Plat 229.

Rossi's Automotive (903 Selim Rd.)

Constructed in 1940 according to Sanborn maps, this is a 2x8-bay building constructed of concrete block with brick front façade laid in common bond. The entire exterior is painted white and blue with yellow horizontal band accent. There is a stucco water table at the base. The front of the building consists of an overhead door on the left bay and a steel entrance door on the right. The roof is flat, with a shallow parapet. Windows are predominantly steel sash awnings. Two side windows appear to be early in-kind replacements. Rossi's Automotive occupies Lot 26 of Block H and is the first building on the southern end of the district.

Hanagan's Auto Body (921-933 Selim Rd.)

This complex of buildings occupies Lots 28 through 31 of Block H. The buildings are a continuous row of one-story structures constructed of concrete blocks, some of which have a limestone block veneer. All sections of the complex are painted a light grey. The row of structures consists of nine bays, with some overhead doors and entrance doors. Window bays are mostly 8-light paired fixed steel sashes with central hopper openings. A double entrance door at 933 Selim Rd. marks the main office of the complex and has a large vinyl canopy with the business name "Hanagan's Auto Body".

Valda Motors Co. (937 Selim Rd.)

This building, constructed in 1944, was the last building constructed on Selim Road. It is a two-story brick building nearly identical in construction to 943 Selim Rd., and is attached to that structure on the north side. It is a two-story, four-bay wide, masonry building with brick façade. It has a flat roof with brick parapet having a galvanized steel coping. The brick is laid in common, or American Bond, having six stretcher rows per header row. The first story has two bays of paired 15-light windows on the left. These windows have hopper style central sections. To the right of these bays is a wooden 9-light entrance door and then an overhead garage door. Second story windows are all 12-light paired steel sashes with awning centers. All the windows on the left two bays have large canvas canopies or awnings. An old metal sign on the building advertises a previous business: "Culp Welding Co." A newer streamline metal sign advertises the Valda Motors Co.

Benjamin's Auto Body (943 Selim Rd.)

Constructed in 1941-1942, this building is a two-story, three-bay wide, masonry building with brick façade. It has a flat roof with brick parapet having a galvanized steel coping. The brick is laid in common, or American Bond, having six stretcher rows per header row. The left bay of the first story has paired 15-light steel sash windows. The central bay has a large overhead garage door, and the right bay consists of an aluminum frame glass entrance door. The second story has paired 9-light steel sash windows at each end, and a triple 9-light sash in the center. This building

is attached to 937 Selim Rd. (Valda Motors) to the south, or right side, and 945 Selim Rd. (A. K. Motors) to the north or left side.

A. K. Motors/Capital Aikikai (945 Selim Rd.)

This building, constructed around 1941, is a two-story, four-bay wide concrete block building with brick front façade laid in common bond. It has a flat roof with brick parapet and galvanized steel cap. It is nearly identical to 943 Selim Rd. (Benjamin's Auto Body) to which it is attached to the south. The first story houses A. K. Motors. The first story left bay consists of a steel overhead garage door. To the right of this door is an original wood, double-hung door with a three-light wood window. The bay right of center is a set of paired 15-light steel sash awning windows. The right bay consists of a single steel replacement door with a 3-light window. The second story consists of three window bays. The two end bays are paired 12-light steel sashes, and the central window is a triple 12-light sash. All windows have hopper type central sections.

Wilson Auto Body (949 Selim Rd.)

Constructed in 1941, this one-story, flat roofed building is constructed of concrete block. It is four bays wide, the left two bays having paired six-over-six double-hung wood windows. These windows have steel grates covering them. To the right of these two window bays is a steel entrance door and a wood overhead garage door. The building is painted white and has a one-block high roof parapet capped with steel. This building occupies lot 35 of Block H and is attached to 945 Selim Rd. (A. K. Motors) to the south, or right side.

Far East Motors (953-959 Selim Rd.)

This six-bay, two-story industrial building is constructed of brick laid in common bond having six stretcher rows per header row. First story openings are a mixture of steel sash windows of various configurations including four and eight-light fixed sashes, one 20-light steel sash with operable hopper, and one window that appears to be painted over glass block. Two entrance doors on the first story have had some infill with T-111 siding to accommodate newer style steel clad doors. The right side of the façade has two large overhead doors. The second story consists of six regularly spaced sets of triple 12-light steel sash windows with hopper style openings.

Far East Motors (961-963 Selim Rd.)

This building is a two-story structure constructed of concrete block with a brick façade. The bond is laid in common bond with six stretcher rows per header. The first story has two overhead doors with two alternating entrance doors. The central entrance door is wood and leads to the second story. Its transom has been covered with T-111 siding. The right side entrance door leads to the first story office and is a steel door that has been fitted into a larger opening partially enclosed with T-111 siding. This bay appears to have once served as a glass storefront or larger opening. Second story windows are identical paired one-over-one, double-hung sashes

that are most likely later replacements. The roof is flat, having a galvanized steel cap on top of a low parapet.

Auto Shop (969-971 Selim Rd.)

These two buildings house the Potomac Instruments Company. The first, 969 Selim, is probably the oldest building in the district. Although tax records give a date of 1918 for its construction, Sanborn maps to 1927 do not show a structure here and neither is there a structure shown on the 1931 Klinge map. The building was constructed prior to 1941, however, as the Klinge map for that year depicts a structure covering the entire lot. The building is a three-bay wide, masonry building with brick façade. Brick is laid in common bond and has a flat roof with ornate parapet consisting of a central gable with embattlements or embrasures. A large first story window bay on the left side has been covered with vinyl siding. The central bay is an entranceway that is recessed at a 45-degree angle to a glass entrance door. The right lower bay is an overhead door. A brick soldier course creates a horizontal band at the top of the first story. The second story has two paired double-hung one-over-one,-sash windows with a central bay of slightly separated one-over-one, double-hung sashes. Above the windows is a second horizontal band of soldier course brick.

The building at 971 Selim Rd. is attached to 969 Selim Rd. It is similar to 969 Selim Rd. in that it is brick laid in common bond and continues the horizontal bands of brick of that building. The building also has a flat roof with parapet, but the parapet is a simple horizontal roof parapet with brick cornice cap covered with galvanized steel. The building has four bays, the first story having two one-over-one vinyl clad sashes , an overhead door, and an entrance door. Second story windows are paired one-over-one vinyl sashes at each end, and two smaller one-over-one sashes between them.

History of Selim Road Industrial Historic District

The Selim Road Industrial Historic District is a fine collection of early 20th century industrial buildings with unifying themes including brick construction, large industrial steel sash windows, and restrained decorative features including parapets and banding The district is significant as a concentration of well-preserved commercial/industrial buildings whose development is connected with the growth of the automobile in the 20th century as well as other manufacturing interests. It remains a viable industrial district perpetuating many of its historic uses.

All of the buildings on Selim Road were constructed between the years of 1939 and 1944, and were all intended for industrial/commercial use from their construction. During the 1950s and 1960s, the American Instrument Company dominated the block, but many of the buildings have been automotive repair shops since their construction. Nearly all of the space in every building on the road is currently used for automotive repair. The proximity of the railroad tracks along

Selim Road made this an ideal location for industrial use, and as late as 1950, a photograph shows that the railroad tracks were still accessible from Selim Road. A fence now separates the tracks from the road.

The district is an architecturally significant group of early-to-mid 20th century commercial and industrial buildings. These structures housed businesses that were important to the economic development of Silver Spring in its formative years. Unlike other outlying areas of Silver Spring today, it still retains the open space and building distribution typical of the early-to-mid 20th century. It has well-preserved examples of the simple, unadorned, commercial/industrial architecture that was characteristic of Silver Spring in that period.

Rossi's Automotive (903 Selim Rd.)

The current owners obtained the property through the will of Israel Baker who died on March 16, 1976.[111] Israel Baker purchase the property, described as "lot numbered Twenty-six (26) in Block lettered "H", Section One, in the subdivision known as Blair", from Silver Spring Storage Incorporated, in October of 1937.[112] Silver Spring Storage Incorporated had purchased the property from Edna O. Walsh and Florence S. Derrick earlier that year in March of 1937.[113] Previously, in July of 1936, Edna O. Walsh and Florence S. Derrick had purchased lots 26, 27, 28, 29, 30, 31, 32, 33, and 34 of Block "H" from Doris N. Wolf. The deed included covenants that prevented the construction of anything other than a single family detached dwelling house of "no less cost than Four Thousand . . . Dollars." The deed also prohibited any manufacturing, warehousing, or sale of goods from these properties, excepting those on Selim Drive. Front setbacks in the deed were put at 20 feet from the property line. A fourth clause stated that "For the purpose of sanitation and health, neither the said parties of the second part, nor their heirs or assigns, shall or will sell or lease the said land to any one of a race whose death rate is at a higher percentage than that of the white race."[114]

The Klinge map from 1931 shows that there were not yet any buildings on the entire strip of Selim Road at this time. The 1941 Klinge map shows that by 1941, there were buildings on all lots on Selim Road except for lots 32 and 33. It is likely that the building was constructed soon after Israel Baker purchased the land in 1937.

Hanagan's Auto Body (921-933 Selim Rd.)

[111] Montgomery County Deed: Liber 11923, Folio 104.
[112] Montgomery County Deed: Liber 679, Folio 495.
[113] Montgomery County Deed: Liber 658, Folio 75.

[114] Montgomery County Deed: Liber 632, Folio 423.

The Hanagan Family Limited Partnership purchased one-half interest in lots 27, 28, 29, 30, and 31 from Jean S. Walsh in 1998.[115] The other half interest in these lots was purchased from Annette D. Mason et al., trustees of the estate of Florence S. Derrick, at the same time.[116] In July of 1936, Edna O. Walsh and Florence S. Derrick had purchased lots 26, 27, 28, 29, 30, 31, 32, 33, and 34 of Block "H" from Doris N. Wolf. The deed included covenants that prevented the construction of anything other than a single family detached dwelling house of "no less cost than Four Thousand . . . Dollars." The deed also prohibited any manufacturing, warehousing, or sale of goods from these properties, excepting those on Selim Drive. Front setbacks in the deed were put at 20 feet from the property line. A fourth clause stated that "For the purpose of sanitation and health, neither the said parties of the second part, nor their heirs or assigns, shall or will sell or lease the said land to any one of a race whose death rate is at a higher percentage than that of the white race."[117]

Tax records give a construction date of 1941 for this complex, but Sanborn maps give a date of 1939 for the entire complex. It may be that some were still under construction in 1940, as the first depiction of the entire complex is on the 1941 Klinge map. Sanborn maps from 1955 and 1959 show that the complex was leased by the American Instrument Company and housed manufacturing, research, and office space in the buildings. The American Instrument Company also had offices on Georgia Avenue at the corner of Blair Mill Road.

Valda Motors Co. (937 Selim Rd.)

Henry Lawrence and Carol Cady Culp purchased this property from James T. Culp, surviving widower of Evelyn S. Culp, in 1970.[118] James and Evelyn Culp had previously purchased it from Norman H. Drake and Charles Brown, trading as the B & D Preheat Welding Company, in 1945.[119] According to tax records, the building on this lot had just been constructed a year earlier. A date of 1945 would be consistent with the Klinge and Sanborn maps, which show no building on lots 32 and 33 in 1941. Buildings are present on the 1955 and 1959 Sanborns. Sanborn maps from 1955 and 1959 show that this building was also leased by the American Instrument Company and housed welding operations for the company.

Benjamin's Auto Body (943 Selim Rd.) B. K. Motors/Capital Aikikai (945 Selim Rd.)

These properties were transferred from Fred Hayes to MFG LLC in 1997.[120] Hayes purchased the property in 1985.[121] Tax records show the properties as first assessed with buildings in

[115] Montgomery County Deed: Liber 16482, Folio 584.
[116] Montgomery County Deed: Liber 6482, Folio 581.
[117] Montgomery County Deed: Liber 632, Folio 423.
[118] Montgomery County Deed: Liber 4464, Folio 281.
[119] Montgomery County Deed: Liber CKW 957, Folio 342.
[120] Montgomery County Deed: Liber 15108, Folio 74.
[121] Montgomery County Deed: Liber 6864, Folio 49.

1942.[122] This is consistent with the Klinge 1941 map, which shows a new building on the lot in that year. Sanborn maps from 1955 and 1959 show that this building was also leased by the American Instrument Company and housed welding operations for the company.

Wilson Auto Body (949 Selim Rd.)

The 8030 Georgia Limited Partnership purchased this property from R & F Corp. in 1983.[123] Tax records indicate that the building was constructed in 1941. The Klinge map for 1941 shows a building on this lot. Sanborn maps indicate that in the mid-1950s, the American Instrument Company also leased this building, but no specific building use is specified.

Far East Motors (953-963 Selim Rd.)

This property was purchased by its current owners, Robert Bentley Adams and J. Adams Fadeley in 1986 from Tracy Coleman, Virginia Colemen, and Thomas Coleman, representatives of Beulah N. Coleman, deceased.[124] Coleman appears to have owned the building since its construction around 1941.[125] The Klinge map for 1941 shows a building on this lot. This has been used as an automobile repair shop since at least the mid 1950s, as Sanborn maps label this building "Auto Repair".

Auto Shop (969-971 Selim Rd.)

Potomac Instruments Inc. purchased lots 2 and 29 of Block "H" from P.K. Properties, Inc. in 1976.[126] This has been used as an automobile repair shop since at least the mid 1950s, as Sanborn maps label this building "Auto Repair".

[122] Montgomery County Tax Records.
[123] Montgomery County Deed: Liber 6145, Folio 689.
[124] Montgomery County Deed, Liber 7469, Folio 551.
[125] Montgomery County Deed, Liber 2319, Folio 124.
[126] Montgomery County Deed, Liber 4752, Folio 887..

5.0 SUMMARY AND RECOMMENDATIONS

The main goal of this Silver Spring Central Business District (CBD) Historic Resources Survey, prepared under contract to M-NCPPC during 2002, was to provide a definitive assessment of what historic resources remain within the CBD and evaluate their National Register eligibility. Its expected purpose will be to provide data for future planning decisions 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.

Additionally, it is recommended that the properties listed as being prime candidates for review and research upon reaching 50 years of age be documented and given full consideration well before their 50th birthday, so as to make sure that the proper research and documentation has been done well in advance and does not become the subject of a rushed or panicked attempt at protection as a reaction to some later threat.

In order to protect eligible resources found during this study, M-NCPPC may nominate eligible properties to the Montgomery County Master Plan for Historic Preservation or additional documentation may be done to prepare a National Register Registration Form for certain properties. The authors of this survey and report recommend that the properties found eligible under this study be nominated to the Montgomery County Master Plan for Historic Preservation, as such designation supplies both protection to the historic properties as well as financial benefits to owners of these properties.

Some of the eligible properties documented during this study may benefit from federal or state grant funds for preservation, restoration, and interpretation due to their significance. The foremost in significance and potential for government interest appears to the U.S. Industries Building - a building of national historic importance in the context of computer robotics technology. As such, it may provide an ideal site for interpretive exhibits on this technological field.

Due to the fast changing atmosphere of the Silver Spring built environment, the authors of this survey and report also recommend as a prudent measure, that all eligible buildings be documented to the standards of the Historic American Buildings Survey (HABS). This documentation should include, at a minimum, photographic large format documentation, and preferably written and graphic documentation as well. The written and graphic documentation could be made more cost-effective through coordination with local historic preservation graduate programs such as those at the University of Maryland, Georgetown University, the American University, and Goucher College.

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APPENDIX A – DIGITAL PHOTO KEY & CD