



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**

**Item #**

**12/6/07**

**MEMORANDUM**

DATE: November 19, 2007

TO: Montgomery County Planning Board

VIA: Mary Dolan, Acting Chief  
Scott Whipple, Historic Preservation Supervisor  
Countywide Planning Division

FROM: Clare Lise Kelly (301-563-3402) *CK*  
Historic Preservation Section, Countywide Planning

SUBJECT: Determination of Eligibility for Falkland Apartments,  
*Locational Atlas Resource #36/12*

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**STAFF RECOMMENDATION**

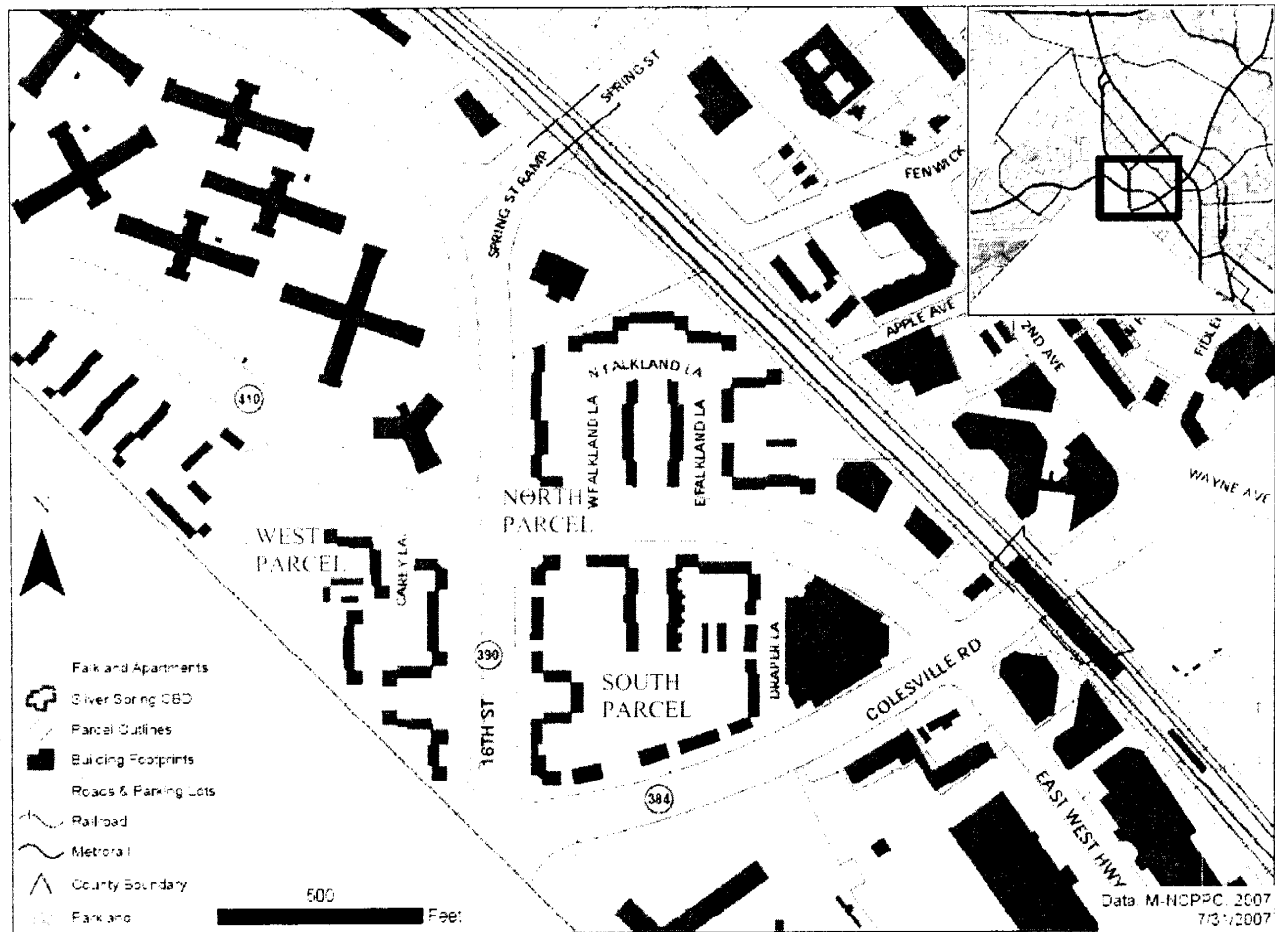
Determine that the Falklands Apartment complex, consisting of three parcels, is eligible for designation on the *Master Plan for Historic Preservation*.

**BACKGROUND**

The Falkland Apartments are located on three adjacent parcels located at the intersection of East-West Highway and 16<sup>th</sup> Street, in Silver Spring. The complex is listed on the *Locational Atlas and Index of Historic Sites* (Resource #36/12). One structure within the complex, the Cupola Building, at 8305 16<sup>th</sup> Street, has been individually designated on the *Master Plan for Historic Preservation* since 1985.

This review of the Falkland Apartments is being conducted at this time under Chapter 24A-10, Moratorium on Demolition and Substantial Alteration. The property owner, Home Properties, a real estate investment trust company, has submitted a project plan application that proposes the demolition of all existing buildings on the North Parcel. This development application has triggered a review of the Atlas property to determine whether in all likelihood the property is eligible for designation.

In 1985, the Cupola Building of the Falkland Apartments was designated on the *Master Plan for Historic Preservation*. The remainder of the Falkland Apartments complex was removed from the *Locational Atlas* at that time. Following a 2002 survey of the Silver Spring CBD that identified the Falkland Apartments as one of several properties of potential historic and/or architectural significance, the Falkland Apartments was put back on the *Locational Atlas* in 2003.



The three Falkland parcels are shown above as North, South, and West Parcels. The North and South Parcels are within the Silver Spring CBD. The West Parcel is within the West Silver Spring planning area. The South and West are in residential zone R-20, while the North is zoned CBD-R1 (see below). The North Parcel is adjacent to the CSX/Metrorail line and lies along and partially within the proposed take line of the Purple Line.

The Purple Line is a proposed transitway (bus or light rail) that would extend from the Bethesda to New Carrollton Metro Stations via Silver Spring Metro Station and the University of Maryland. A summary of the project is attached. The Purple Line project has a potential impact on the Falkland Apartments. Parsons Brinckerhoff, consultant for Maryland Transit Administration, has conducted a historic preservation assessment as part of Section 106 review. Under the National Historic Preservation Act, the agency responsible for the Purple Line project is responsible for identifying historic resources that might be affected, determining what effect the project would have, and consult with the State Historic Preservation Office (Maryland Historical Trust) to make an agreement on how to avoid or reduce the effect. The report

(attached) finds that the entire Falkland Complex is eligible for the National Register (MHT concurred) and the project would affect one structure, 1519 East Falkland Lane. The report finds that the potential alteration or removal of this building would not have a profoundly detrimental impact on the entire complex.

The North Parcel was rezoned CBD-R1, pursuant to the 1993 Silver Spring CBD Sector Plan, to allow future residential development. The County Council indicated that redevelopment of the northern parcel would be appropriate for a mix of housing types. This zoning was reaffirmed in the CBD Sector Plan of 2000.

The Historic Preservation Commission formally evaluated the Falkland Apartments for Master Plan eligibility on August 15, 2007, and found the resource to be eligible for designation on the *Master Plan for Historic Preservation*. During the HPC review, the owner asserted that the Falkland Apartments are not eligible for designation because they were evaluated in 1985 and were not designated. In addition, the owner submitted a 2005 report by consultant Dr. Daniel Koski-Karell which finds the Falkland Apartments do not meet any criteria of the Preservation Ordinance. Dr. Koski-Karell used a 1984 report on garden apartments to justify his claim.

In response, staff notes that extensive study in recent years on the subject of garden apartment history and significance has resulted in a much greater understanding of the importance of these resources. Colonial Village in Arlington is today recognized as a regional landmark in 20<sup>th</sup> century development and design. The National Register nomination form for the Falkland Apartments documents the history of the garden apartment movement in detail and establishes the historic and architectural significance of this resource. The Falkland Apartments are in the process of formal evaluation for designation on the National Register of Historic Places. As noted above, the Maryland Historical Trust has previously determined the resource is National Register eligible.

The Planning Board has received 18 letters in support of designation and no letters in opposition. As stated above, the owner expressed opposition to designation during the HPC review. Authors of the letters of support include civic groups, university professors, national and local preservation organizations, architectural historians, urban planners, local history groups, and Falkland residents. These letters are attached.

## **HISTORY AND ARCHITECTURE OF THE FALKLAND APARTMENTS**

The Blair family, owners of the land historically, developed the Falkland Apartment complex. Members of the family organized Falkland Properties Inc, named for the Blair estate that stood nearby. The Falkland Apartments complex was designed by architect Louis Justement, a Washington D.C. area architect who was active in the Washington D.C. chapter of the AIA. Falklands was built in two phases, the first 178 units were built on the South Parcel in 1936 and 1937, and 301 units were built on the West and North Parcels, from 1937 to 1938. The entire complex of three blocks is of a coherent and cohesive design constructed within a two-year period.

The Falklands are an early example of a building type: the garden apartment. Garden apartments are a planned suburban community consisting of moderately priced houses in a natural setting. In contrast to urban apartments, they were built in groups, low height (2-3 stories), integrated in

a natural setting, often around a courtyard. The aim of garden apartments was to provide a healthy alternative to city living conditions for people of modest means. 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.

The garden apartment movement in this country was pioneered by planners Henry Wright and Clarence Stein. The earliest examples were in New York suburbs: Sunnyside Gardens, Queens, begun 1924, and Radburn, NJ, 1928. Chatham Village, near Pittsburgh, begun 1930, was a model garden apartment complex. The first in the Washington DC region was Colonial Village in Arlington, built 1935. Both Chatham and Colonial Village were models for Falkland Apartments.

The Falkland Apartments are significant in the history of community planning. The complex was the first garden apartment complex in Montgomery County. There have been over 300 garden apartments identified in the region, built 1930s-40s.

The Falkland Apartments are highly representative of the New Deal era. Eleanor Roosevelt herself inaugurated the Falkland Apartments in a ribbon-cutting ceremony, in 1937, when the first phase was complete, and the second phase was underway. The complex represents the explosion of population in lower Montgomery County following the New Deal programs. The flood of people coming into the region to work in the new federal government programs needed places to live. The county's population grew more than 70% in the 1930s. And it was the first large-scale rental housing project in Maryland whose mortgage was backed by the newly established Federal Housing Administration.

The complex is representative of construction and design standards set by the FHA for comfortable, functional, and attractive housing. The resource is highly representative of the formal and traditional Colonial Revival style architecture of its era. The success of the site plan design was noted in contemporary journals, including *Architectural Record* and *Architectural Forum*. Notable design elements of garden apartments include landscaped courtyards, staggered setbacks, tree-shaded winding pathways, ample green space, and preservation of natural features. A natural setting was a key feature of the Falkland plan. Architect Louis Justement described the goal of carefully preserving the Y-shaped stream valley and original flora. The north section includes specimen white pines, hawthorns and cedars.

In the history of Silver Spring development, the Falkland Apartments are contemporaneous with the first Silver Spring Post Office (1937) and the Silver Theatre and Shopping Center (1938). Both are Master Plan sites. The Falklands were built three years earlier than another Master Plan site, the Montgomery Arms Apartments, three Art Deco apartments arranged around a single courtyard.

The Falkland Apartments have had some alterations. A portion of the original block of apartments, consisting of six two-story buildings west of Draper Lane, was demolished and replaced in 1992 by the high-rise Lenox Park Apartments. The Falkland Apartments have suffered some material change, notably window replacement. Despite these changes, the Falkland Apartments retain a high level of integrity.

## OPTIONS FOR EVALUATING THE FALKLAND APARTMENTS

Following are options that the Planning Board may consider:

1. Determine that the entire Falkland Apartments complex is not eligible for designation on the *Master Plan for Historic Preservation*. In this event, all three parcels of the Falkland Apartments would be removed from the *Locational Atlas and Index of Historic Sites*. The development review process would proceed without further regulation of the Preservation Ordinance.
2. Determine that all three parcels of the Falkland Apartment complex are eligible for designation. The resource would go back to the Historic Preservation Commission as the subject as an Amendment to the *Master Plan for Historic Preservation*. The review would follow the Master Plan Amendment process with review by the Planning Board, County Executive and County Council, with the County Council making the final decision about whether the Falkland Apartments is designated on the *Master Plan for Historic Preservation*.
3. Find that the north parcel is not eligible for designation and remove only the one parcel from the *Locational Atlas*. The development review process would proceed without further regulation of the Preservation Ordinance. Under this option, there are two alternatives for addressing the remaining two parcels.
  - a. Leave the South and West parcels on the *Locational Atlas* until some unscheduled time when they will be evaluated for Master Plan designation.
  - b. Promptly evaluate the South and West parcels in an Amendment to the *Master Plan for Historic Preservation*. The review would follow as described above in Option 2.

## CONCLUSION

Staff recommends that the Planning Board follow Option 2, finding the entire Falkland Apartments complex eligible for designation. The significance of the Falkland Apartments stems in large part from the comprehensive plan of this resource. The portion of the complex east of Draper Lane was already demolished. Option 2 would permit review of the entire remaining complex to be reviewed for Master Plan designation. Staff finds that the rezoning of the North Parcel was done without understanding the historic and architectural value of the Falkland resource. Although increasing housing near Metro is a major goal of the Planning Department, the current Falkland Apartments already provide an excellent housing resource.

The best urban spaces demonstrate a diversity of building types. The Park and Shop at Cleveland Park's Metro is a small-scale historic building that enriches the urban environment. Boston's Back Bay neighborhood includes some of the city's tallest buildings, the John Hancock Tower and Prudential Center, yet it's the small-scale residences that give the area its charm. Preservation of all three parcels of the Falkland Complex will not only serve the public benefit of preserving a regionally—and possibly a nationally—important historic resource, but it will also add to the diversity, architectural interest and design quality of Silver Spring.

Based on all of the information that has been presented on the history and significance of the Falkland Apartments complex, staff recommends the entire Falklands Apartments, including all three parcels, be determined eligible for inclusion on the *Master Plan for Historic Preservation*. Staff feels that the Falkland Apartments complex would meet Criteria 24A-3(b)(1)a. and d., as well as 24A-3(b)(2)a.

Attachments:

1. Montgomery County Code, Chapter 24A: Historic Preservation Ordinance, Criteria for Designation
2. National Register of Historic Places, nomination form with photographs, Silver Spring Historical Society, December 2003
3. Historic Preservation Assessment, Section 106 review, Parsons Brinckerhoff, May 2007
4. Summary of Purple Line project, Tom Autry, Transportation Planner
5. Community-Based Planning Memorandum, June 5, 2007
6. Barbara Sears and Erin Girard, Linowes and Blocher, letter, August 14, 2007
7. Daniel Koski-Karell letter, March 21, 2005
8. The Honorable Chris Van Hollen, letter, September 11, 2007
9. David Parrish report on trees, November 26, 2007
10. Marcie Stickle, Silver Spring Historical Society, November 26, 2007
11. David Paris, November 25, 2007
12. George French, November 27, 2007
13. Barbara Ditzler, Woodside Park Civic Assn, November 23, 2007
14. Donna Cartwright, November 23, 2007
15. Frederic C. Cooper, November 20, 2007
16. Jane Bergwin-Rand, November 7, 2007
17. Karin Alexis, Latrobe Chapter SAH, November 5, 2007
18. Robert Nieweg, National Trust for Historic Preservation, October 11, 2007
19. Isabelle Gournay, University of Maryland, October 5, 2007
20. Linda Lyons, Art Deco Society of Washington, October 12, 2007
21. Jim Humphrey, Montgomery County Civic Federation, October 9, 2007
22. Richard Longstreth, GWU, August 2, 2007
23. Mary Reardon, Silver Spring Historical Society, August 8, 2007
24. Ralph Bennett, September 12, 2007
25. Linda Suzuki, August 11, 2007
26. Dorn McGrath, August 10, 2007

## CRITERIA

- (1) *Historical and cultural significance.* The historic resource:
- a. Has character, interest or value as part of the development, heritage or cultural characteristics of the county, state or nation;
  - b. Is the site of a significant historic event;
  - c. Is identified with a person or a group of persons who influenced society; or
  - d. Exemplifies the cultural economic, social, political or historic heritage of the county and its communities.

- (2) *Architectural and design significance.* The historic resource:
- a. Embodies the distinctive characteristics of a type, period or method of construction;
  - b. Represents the work of a master;
  - c. Possesses high artistic values;
  - d. Represents a significant and distinguishable entity whose components may lack individual distinction; or
  - e. Represents an established and familiar visual feature of the neighborhood, community or county due to its singular physical characteristic or landscape. (Ord. No. 9-4, § 1.)

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

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

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

**1. Name of Property**

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

**2. Location**

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

**3. State/Federal Agency Certification**

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

\_\_\_\_\_  
Signature of certifying official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal Agency or Tribal government

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

\_\_\_\_\_  
Signature of commenting official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau



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#### 4. National Park Service Certification

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I, hereby certify that this property is:

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

Signature of the Keeper

Date of Action

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#### 5. Classification

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

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

Category of Property (Check only one box):

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

Number of Resources within Property:

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

Number of contributing resources previously listed in the National Register 0

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

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## 6. Function or Use

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**Historic Functions** (Enter categories from instructions):

Cat: Domestic \_\_\_\_\_

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\_\_\_\_\_  
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\_\_\_\_\_  
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\_\_\_\_\_

Sub: Multiple Dwelling \_\_\_\_\_

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**Current Functions** (Enter categories from instructions):

Cat: Domestic \_\_\_\_\_

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\_\_\_\_\_  
\_\_\_\_\_  
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Sub: Multiple Dwelling \_\_\_\_\_

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## 7. Description

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**Architectural Classification** (Enter categories from instructions):

Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Colonial Revival \_\_\_\_\_

Modern Movement: Art Moderne \_\_\_\_\_

\_\_\_\_\_

**Materials** (Enter categories from instructions):

foundation: Concrete \_\_\_\_\_

roof: Asphalt; Stone; Slate \_\_\_\_\_

walls: Brick \_\_\_\_\_

other: \_\_\_\_\_

\_\_\_\_\_

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

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## 8. Statement of Significance

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

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

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

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

**Areas of Significance** (Enter categories from instructions)

Architecture

Community Planning and Development

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**Period of Significance**

1936-1938

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**Significant Dates**

1937

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**Significant Person** (Complete if Criterion B is marked above)

NA

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**Cultural Affiliation**

NA

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**Architect/Builder**

Justement, Louis

Jackson, Jr., B.L.

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

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## 9. Major Bibliographical References

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### Bibliography

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

#### Previous documentation on file (NPS):

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

#### Primary Location of Additional Data:

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

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

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## 10. Geographical Data

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Acres of Property: 22 acres

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

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

See continuation sheet.

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

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

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## 11. Form Prepared By

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name/title Judy Reardon; Laura Trieschmann and Kristie Baynard, Architectural Historians

organization Silver Spring Historical Society and EHT Traceries, Inc.

date October 20, 2003

street & number 1121 Fifth Street, N.W.

telephone 202/393-1199

city or town Washington

state DC

zip code 20001

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## Additional Documentation

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Submit the following items with the completed form:

### Continuation Sheets

### Maps

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

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

### Photographs

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

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

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## Property Owner

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

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

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

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

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

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

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**FALKLAND APARTMENTS  
MONTGOMERY COUNTY, MARYLAND**

**(M: 36.12)**

**DESCRIPTION SUMMARY**

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

**GENERAL DESCRIPTION**

**Site**

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

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

**Buildings: Exterior**

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

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

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**FALKLAND APARTMENTS  
MONTGOMERY COUNTY, MARYLAND**

**(M: 36.12)**

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

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

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

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

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

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

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

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

**Buildings: Interiors**

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

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

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

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



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## Falkland Apartments Inventory

16<sup>th</sup> Street

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

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

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

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

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**Statement of Significance**

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

**Historical Context and History of the Property**

Silver Spring, an unincorporated community in Montgomery County, Maryland, is a close-in bedroom suburb of Washington, D.C.<sup>1</sup> It resembled many other American suburbs in experiencing its period of greatest expansion after World War II. In the County overall, as in suburbs elsewhere, residential development was the catalyst for early growth. Montgomery County's first subdivision was platted in 1873, and consisted of single-family homes for the middle-income market.<sup>2</sup> In that year, the coming of the B&O railroad to Silver Spring (and points west) spurred the creation of the first commuter suburbs, such as Takoma Park, a community which, like Silver Spring, borders the District. By 1897, the electric streetcar made commuting inexpensive enough to enable lower-level government workers to live outside the city.<sup>3</sup> In the decade following World War I, the County population rose dramatically, to almost 50,000.<sup>4</sup> Silver Spring was becoming the main bedroom suburb for Washington, D.C., workers.<sup>5</sup>

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In the 1930s, when the Falkland Apartments were built, Silver Spring was well on its way to becoming the largest community in the County and the second-largest in the State after Baltimore.<sup>6</sup> It mirrored the growth of the County overall in this period, when the population increased more than 70 percent—even faster than in the previous decade.<sup>7</sup> A marker of Silver Spring's growth was the contemporaneous construction, with Falkland, of the first regional shopping center in the County, built along a major transportation artery and completed in 1938.<sup>8</sup> Another was the opening of Silver Spring's first post office, in 1937. Proximity to Washington, D.C., which shares a border with Silver Spring, explains much of the growth of the County, as people working in the New Deal agencies were drawn to the area in search of housing.<sup>9</sup>

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

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

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

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

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

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

The Blair family of Montgomery County, which owned the land on which the Falkland would be built, developed the apartments because—undoubtedly like other developers—they recognized that the growth of Washington, D.C., was affecting the growth of Silver Spring.<sup>19</sup> Likely they saw the apartments as housing federal government workers. Between 1936 and 1937, 178 apartments, townhouses, and duplexes rose on 10 acres of Blair family farmland. The building that marks the entrance to Falkland was sited on the border between Montgomery County and the District of Columbia. “Falkland Properties, Inc.,” organized by the Blairs to develop the property, was named for the estate of one of their early family members.<sup>20</sup> The original project was so successful, according to Falkland Properties President William D. Blair, that 301 more units (“Falkland Addition”) were built west and north, on the remaining 14 acres.<sup>21</sup> With its 479 units, Falkland was the largest complex built during the County’s 1930s apartment boom.<sup>22</sup> The size of the site—24 acres<sup>23</sup>—made it the largest garden apartment complex in the County and possibly in the State.

**An expression of Garden City principles**

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

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

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

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

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

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

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

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

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



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

Justement was aware of the need to preserve the original flora, and of its function. The retention of the valley at Falkland, he wrote, “has permitted the retention of practically every tree on the original site” and thereby provides a measure of privacy for the residents as well as “agreeable surroundings.”<sup>40</sup> Some of these trees, predating Falkland, still stand today. They include mockernut hickory, pignut hickory, American linden, red oak, white oak, sycamore, and tulip popular. Linden trees (basswood) probably date from the era when Falkland was farmland, because this type of tree was planted by farmers to attract bees. Some trees from the original plantings, or planted just after construction of the apartments, are also alive and well today. On Falkland Addition’s north sector, original plantings include specimen<sup>41</sup> white pines, hawthorns, and cedars.<sup>42</sup>

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

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

**The architect, Louis Justement**

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

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

Justement's distinction as an architect won him election in 1937 as president of the Washington, D.C., chapter of the American Institute of Architects and earned him the coveted position of Fellow of the American Institute of Architects in 1946.<sup>49</sup> He was arguably better known and more influential as an urban planner, at least in the later years of his professional career, and in his involvement in both fields he contributed to a broader interpretation of the architect's role. A resident of Montgomery County, Justement's career extended almost 50 years, beginning in 1919, when he formed a partnership with Alexander Sonneman. He established his own firm, Office of Louis Justement, in 1924.

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

At the time he was named a Fellow of the AIA, he had become known as "a pioneer in large-scale housing projects, both private and public [and] considered an authority in this field."<sup>53</sup> In naming him a Fellow, the AIA cited his work in large-scale housing.<sup>54</sup> Justement was familiar with the principles of the Garden City movement, and as early as 1925, when garden apartments were a novel idea, he was drawing up plans for them.<sup>55</sup> By the time he was named an AIA Fellow, he had completed not only Falkland Apartments, but also two other garden city apartment complexes: Dream's Landing in Annapolis, Maryland; and Meadowbrook, in Plainfield, New Jersey,<sup>56</sup> as well as the public housing project, Fort Dupont Houses.<sup>57</sup> He was recognized by the International Congress of Architects in 1940 for his work on the Falkland Apartments.<sup>58</sup> Justement seemed to be interested in housing as much from the perspective of public policy as from the perspective of community planning and design. As chair of the AIA Committee on Urban Planning he advised the U.S. Congress on housing policy and apparently had a role in drafting the National Housing Act of 1949.<sup>59</sup>

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

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

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

**Reflects New Deal social and economic principles**

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

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

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

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

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power brokers who needed to be convinced of their efficacy.<sup>70</sup> Eleanor Roosevelt's role in cutting the ribbon at the opening of Falkland's first sector in 1937<sup>71</sup> was a high-profile demonstration of support.

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

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

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

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

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

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

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

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

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

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

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

**The design**

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

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

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

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

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

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

Yet it is important to recognize that in setting the standards, the FHA was defining not a ceiling but a floor. First, its intention was an improvement in design over what had traditionally been available to people of modest means: “Modern multi-family housing presupposes an improvement in design far in advance of traditional practice,” the FHA noted in 1937.<sup>93</sup> For the FHA, the main consideration was practical—that the property sustain an income—but to achieve this end the housing it backed had to be attractive so as to retain tenants.<sup>94</sup> Design was important in this equation. “We must differentiate between housing and an agglomeration of houses,” the FHA wrote. The familiar “monotonous rows of homes” were to be avoided. “A string of buttons is not a design.”<sup>95</sup> In its multiple-housing projects, the FHA believed that more important than the volume being built was “the character of design and construction which this volume embodies.”<sup>96</sup>

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

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

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

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

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

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

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

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

**Integrity**

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

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



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

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

**Notes**

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

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

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21. Blair, "Solving an Estate Investment Problem": 10; and "Falkland, Inc., to Expand in Silver Spring," *Washington Post*, August 1, 1937: R3.
22. Memorandum to the Montgomery County Planning Board from Staff, Community Planning Division, Urban Design Division and Park Historian's Office, on the Preliminary Draft Amendment to the Master Plan for Historic Preservation, Falkland Apartments, Silver Spring, November 14, 1983: 9. Copy in possession of the Silver Spring Historical Society.
23. Falkland now consists of 22 acres.
24. Ebenezer Howard, *Garden Cities of Tomorrow* (London: S. Sonnenschein & Co., 1902): 112 (originally published in 1898 as *Tomorrow: A Peaceful Path to Real Reform*).
25. Henry Wright, "Housing—Where, When and How?" *Architecture* 68, 1 (July 1933): 95; and Clarence Stein, *Toward New Towns for American* (New York: Reinhold, 1957; originally published in 1951 in Liverpool): 7.
26. The accounts of Sunnyside Gardens, Radburn, and Chatham Village are from Clarence Stein's *Toward New Towns for America*.
27. Stein wrote that "The Radburn idea overshadowed the Garden City idea" (*Toward New Towns for America*: 67).
28. *Ibid.*: 74.
29. Sunnyside Gardens, Radburn, and Chatham Village are all on the National Register of Historic Places.
30. The Blairs' initial intention to develop part of their farmland as a "cooperative community" does suggest some social consciousness about housing (Blair, "Solving an Estate Investment Problem": 8).
31. Rebeck, "Montgomery County":10. Montgomery County Park Department historian Mark Walston noted that visual comparison of the Falkland and Chatham Village site plans shows how much the former owes to the latter ("Falkland Apartments": 47).
32. Walston, "Falkland Apartments": 43–44.
33. Gustave Ring, "Modern Trends in Garden Apartments," *Urban Land* 7 (May 1948): 1–4.
34. Goode, *Best Addresses*: 333–335. Colonial Village is on the National Register.
35. Rebeck, "Montgomery County": 10.
36. Louis Justement, *New Cities for Old: City Building in Terms of Space, Time, and Money* (New York: McGraw-Hill Book Company, Inc., 1946): 140.
37. *Ibid.*: 140.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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64. Roosevelt's statement, "I see one-third of a nation ill-housed, ill-clad, ill-nourished," was made in his second inaugural address, on January 20, 1937. William E. Leuchtenberg, *Franklin D. Roosevelt and the New Deal: 1932-1940* (New York: Harper & Row, 1963): 231.
65. Leuchtenberg, *Franklin D. Roosevelt*: 134-135.
66. In 1937, the economy took a sharp downturn, as industrial activity fell off "with the most brutal drop in the country's history." By 1938, many Americans were close to starvation. Leuchtenberg, *Franklin D. Roosevelt*: 194, 243, 249.
67. In the FHA's own words, the Roosevelt administration's large-scale housing program was based "not upon Government subsidy, but primarily upon cooperation with private enterprise and private capital in the provision of such housing. Only through private channels...can solution be found for the problem of adequate housing for that vast number of families, dependent upon moderate wages and salaries, that are outside the scope of any subsidized housing program thus far proposed." Curl, "Analyzing FHA Large-scale Housing": 5.
68. Goode, *Best Addresses*: 334.
69. "Maryland Large-Scale Housing Project Insured": 20. Falkland was the first *approved* by the FHA. By the time Falkland was completed in 1938, three other apartment projects in Maryland had been approved and had also been completed: Northwood in Baltimore, Dream's Landing in Annapolis, and the Dundalk Housing Project in Baltimore County. Walston, "Falkland Apartments": 57-58. Falkland Addition was also FHA-backed (Stewart McDonald, "Aiding the Drive on Housing Problems," *Insured Mortgage Portfolio* 2, 6 [December 1937]: 24).
70. See "Private Housing Projects in Capital Set Example for United States," by Franklyn Waltman, *Washington Post*, November 28, 1937: B2. This full-page article featured Colonial Village; Falkland; Buckingham, in Arlington, Virginia; and Brentwood, in Washington, D.C., with photographs of each.
71. Barbara Ruben, "Keeping the Past Alive: A Trendsetter 64 Years Ago, Falkland Chase Still Keeps Pace," *Washington Post*, Apartment Living Section, August 11, 2001: 5.
72. According to the FHA, one of the aims of Congress in creating the agency was "to devise means whereby private capital could be induced again to undertake mortgage financing." The means was the insured mortgage. "The FHA As It Enters Its Third Year," by Abner H. Ferguson, *Insured Mortgage Portfolio* 1, 1 (July 1936): 3.
73. Blair, "Solving an Estate Investment Problem": 10, 27.
74. *Ibid.*: 10. Falkland was not the only large-scale housing project the RFC financed. As of July 1937, there were four others. Curl, "Analyzing FHA Large-scale Housing": 7.
75. An assessment of the RFC's role in national recovery is in *The Age of Roosevelt: The Coming of the New Deal*, by Arthur M. Schlesinger, Jr. (Boston: Houghton Mifflin, 1958): 425-433. Schlesinger describes the scope and effectiveness of the RFC's loan operations thus: "RFC loans to eighty-nine railroad companies, owning two-thirds of the nation's tracks, helped avert the collapse of railroad securities. In addition, RFC helped finance the public works program, drove down interest rates, provided aid for flood and hurricane victims, refinanced drainage, levee, and irrigation districts, offered loans for mining, smelting,

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

76. Eugene H. Klaber, "Planning and Large-scale Housing," *Insured Mortgage Portfolio* 1, 7 (January 1937): 9.
77. The account of the FHA criteria is drawn largely from Miles Colean, "Multiple Housing under FHA: Government Housing Standards," *Architectural Record/American Architect and Architecture* 84, 5 (September 1938): 96-105, 108. See also "Low-Rent Suburban Apartment Buildings": 88-100. An abbreviated version of the FHA's checklist is presented in Cornelius Beard, "Locations for Large-scale Housing," *Insured Mortgage Portfolio* 1, 9 (March 1937): 25.
78. Colean, "Multiple Housing": 104.
79. Falkland's low density was noted by *Architectural Record* in 1937 ("The density of habitation has been kept unusually low"). ("A Semifireproof Apartment Project": 129.)
80. "New FHA Low Cost Housing Plan," *Architectural Forum* 63, 5 (November 1935): 521.
81. *Ibid.*: 521.
82. "Garden Apartments," *Architectural Forum* 72, 5 (May 1940): 309.
83. *Ibid.*: 309.
84. *Ibid.*: 309. Falkland is among the garden apartments cited in this article.
85. Leuchtenberg, *Franklin D. Roosevelt*: 135.
86. *Ibid.*: 136. Leuchtenberg said this of the U.S. Housing Authority.
87. In its large-scale housing, the FHA sought, in its own words "the greatest possible economies in capital cost consistent with sound and durable construction and efficient operation." Curl, "Analyzing FHA Large-scale Housing": 5.
88. Colean, "Multiple Housing under FHA": 96.
89. *Ibid.*: 97.
90. *Ibid.*: 104.
91. Blair, "Solving an Estate Investment Problem": 27.
92. *Ibid.*: 10.
93. Beard, "Locations for Large-scale Housing,": 24.

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



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"A Semifireproof Apartment Project, 178 Suites - Cost \$940 per Room." *Architectural Record* 82, 4 (October 1937): 128-131.

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**FALKLAND APARTMENTS  
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**10. Geographical Data**

**Verbal Boundary Description**

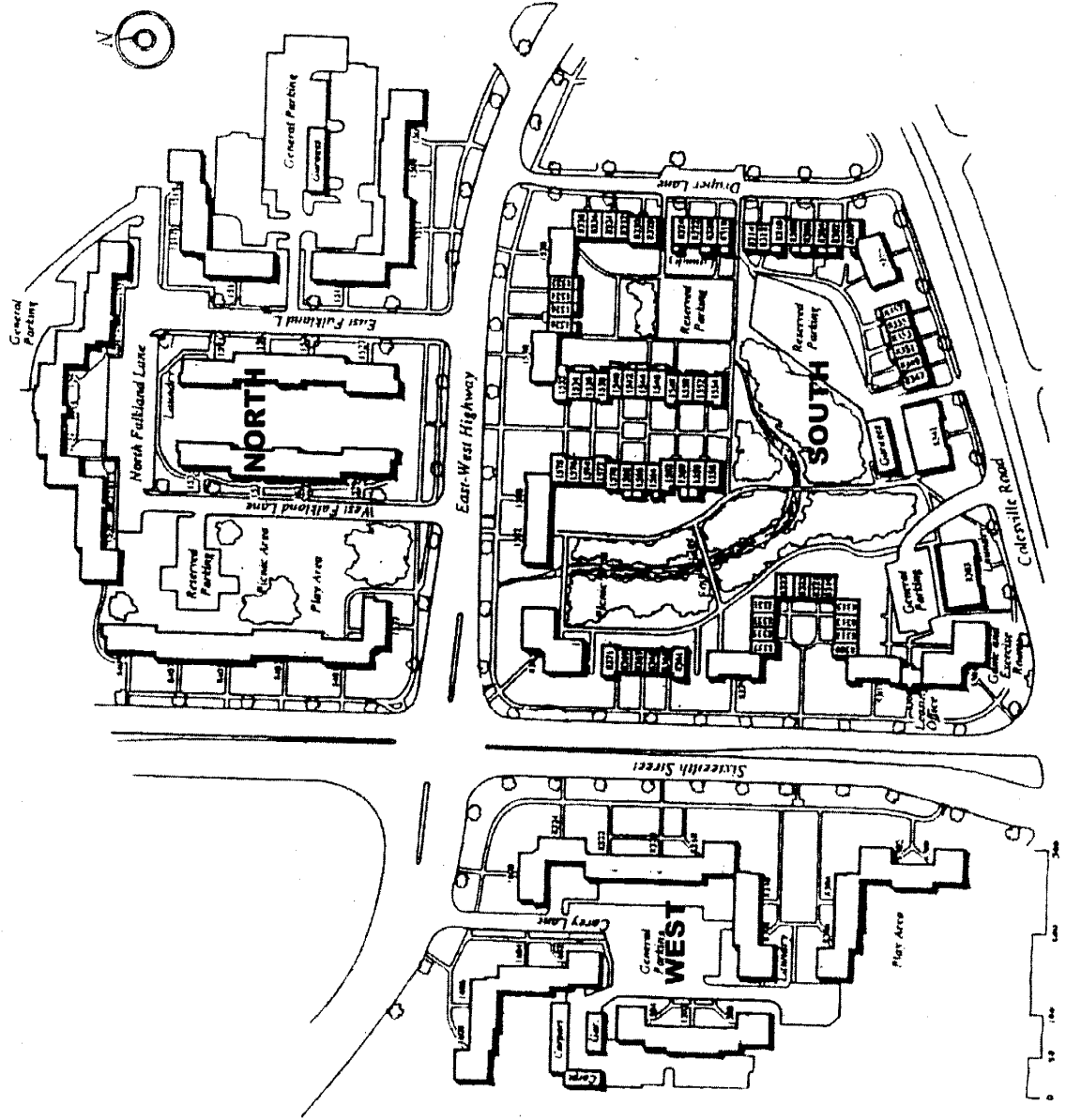
Falkland Apartments are located on approximately 22 acres in Silver Spring, Montgomery County, Maryland. Colesville Road, Sixteenth Street, and East-West Highway bound the original section. This section is noted on Map JN23 as Parcel P555 and contains 363,219 square feet. Two additional sections, known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

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

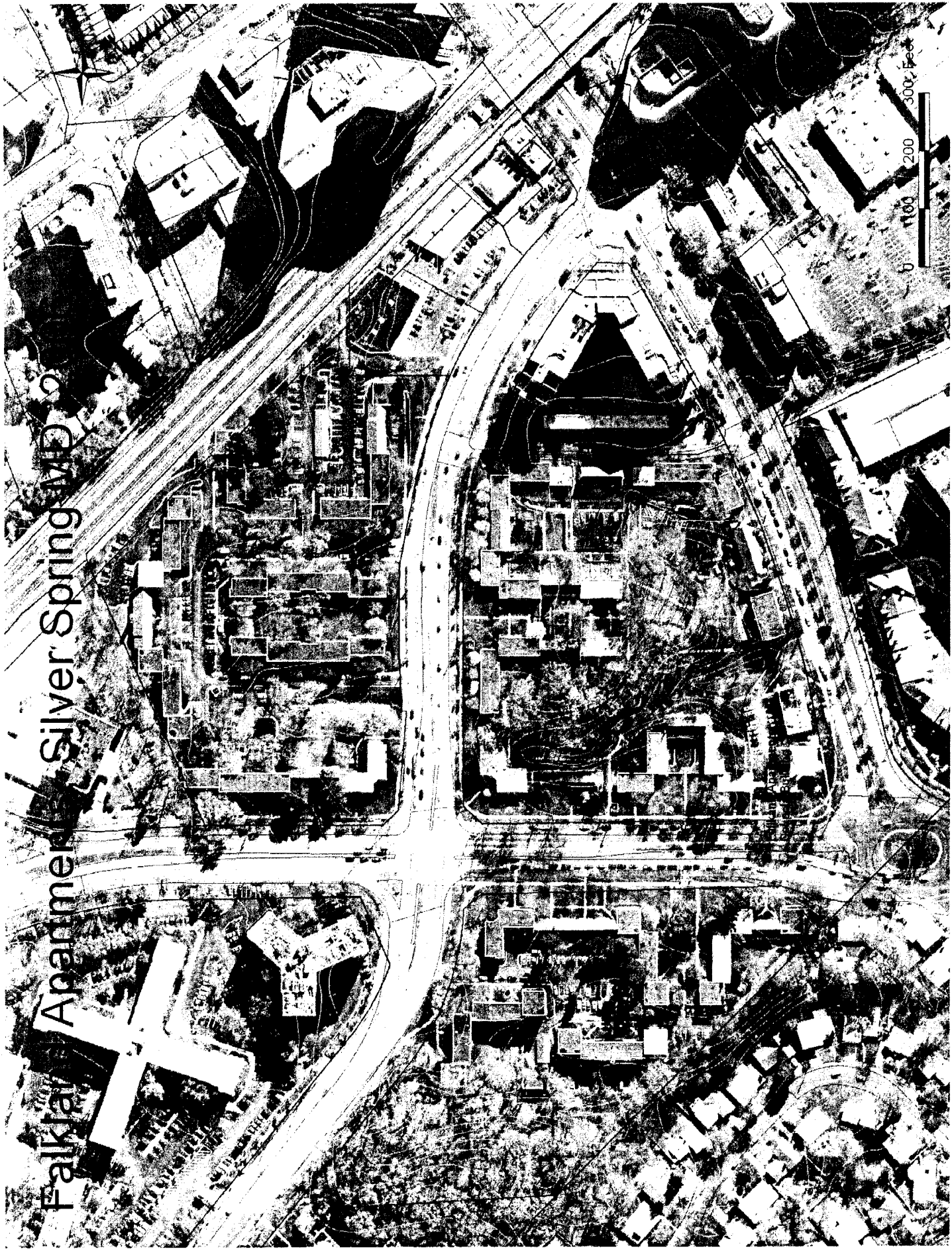
**Boundary Justification**

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

# Falkland Apartments

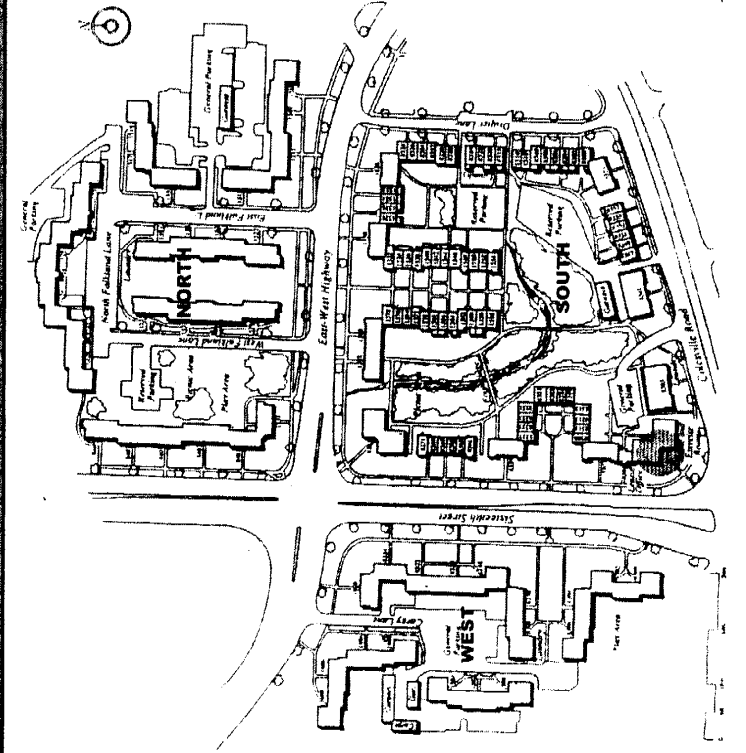
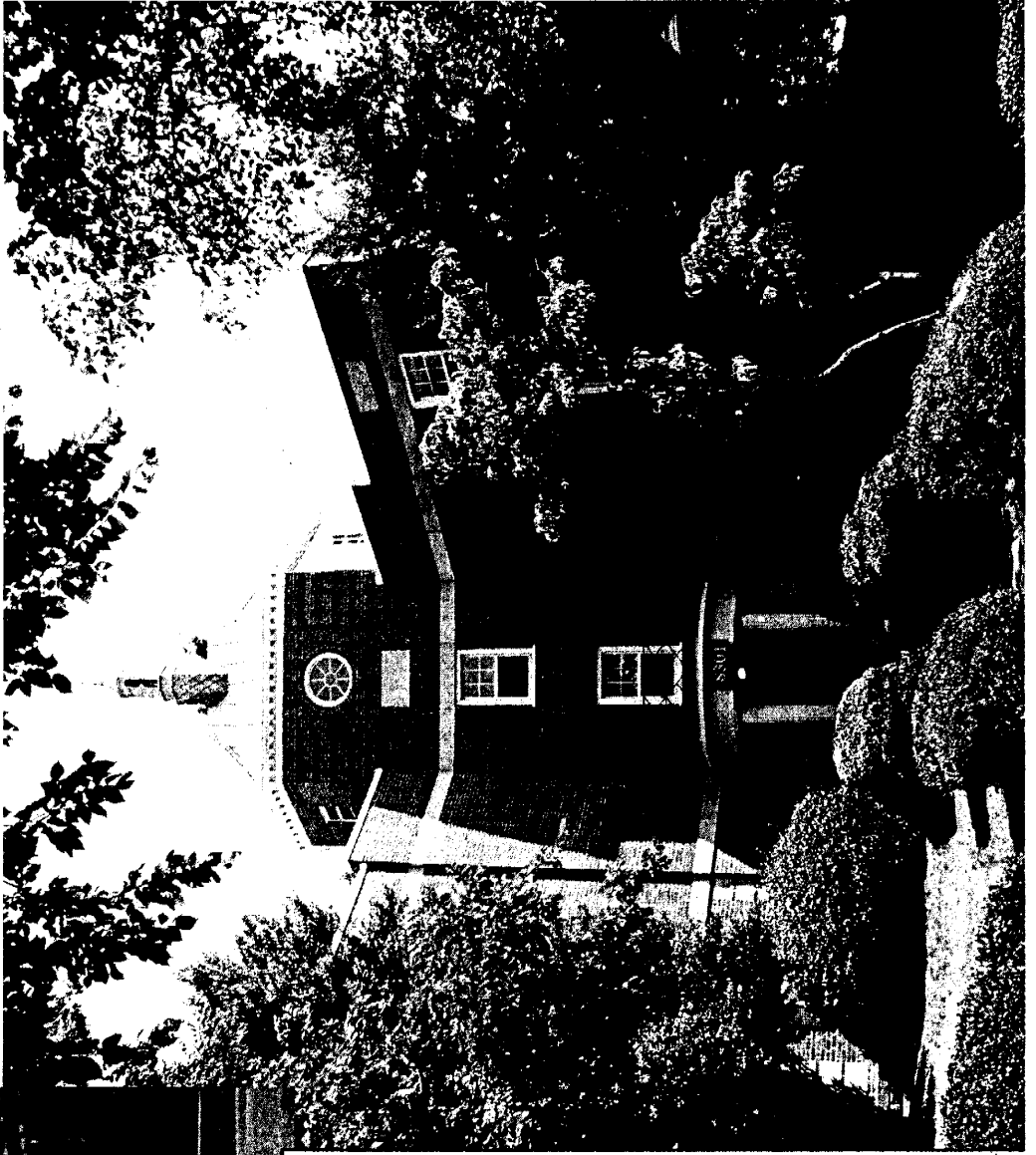


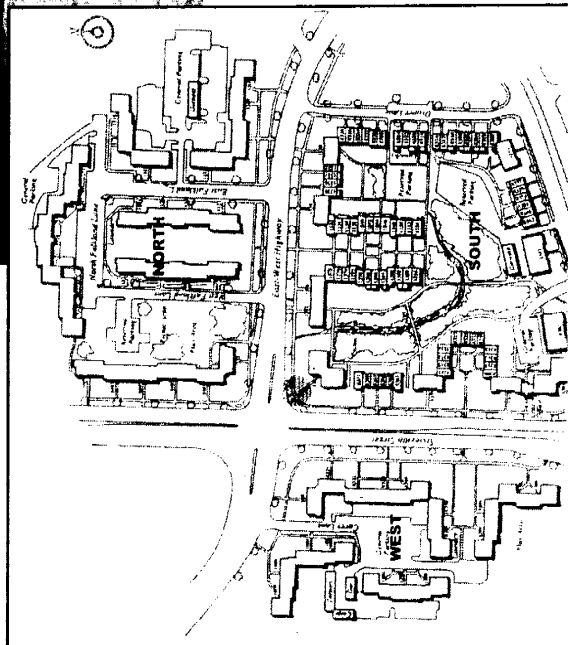
# Falkay Apartments Silver Spring, MD



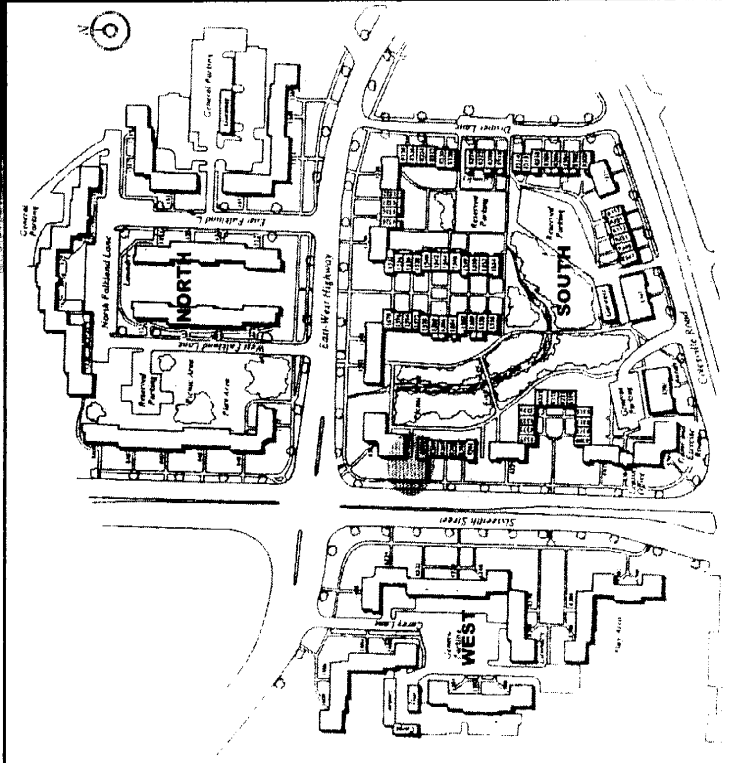
0 100 200 300 Feet

# Falkland Apartments Cupola Building

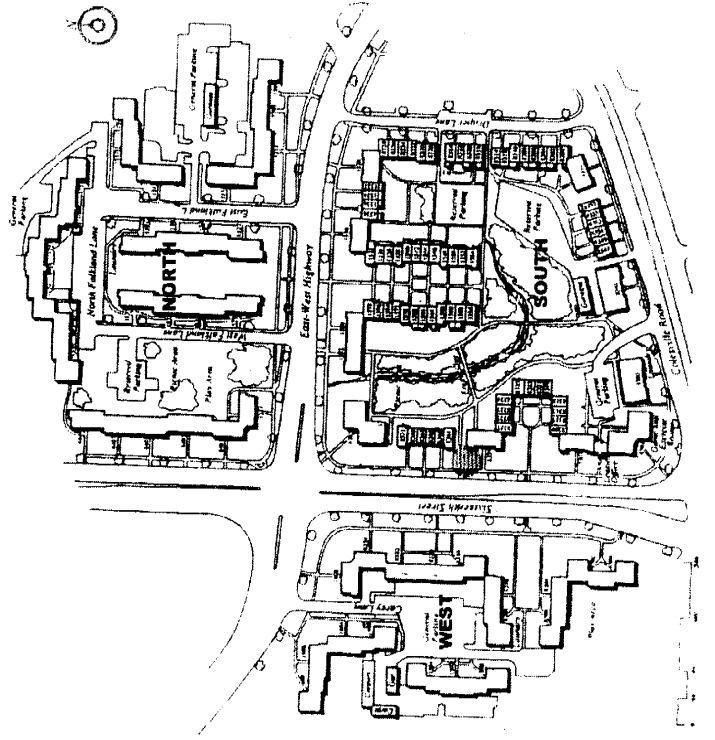


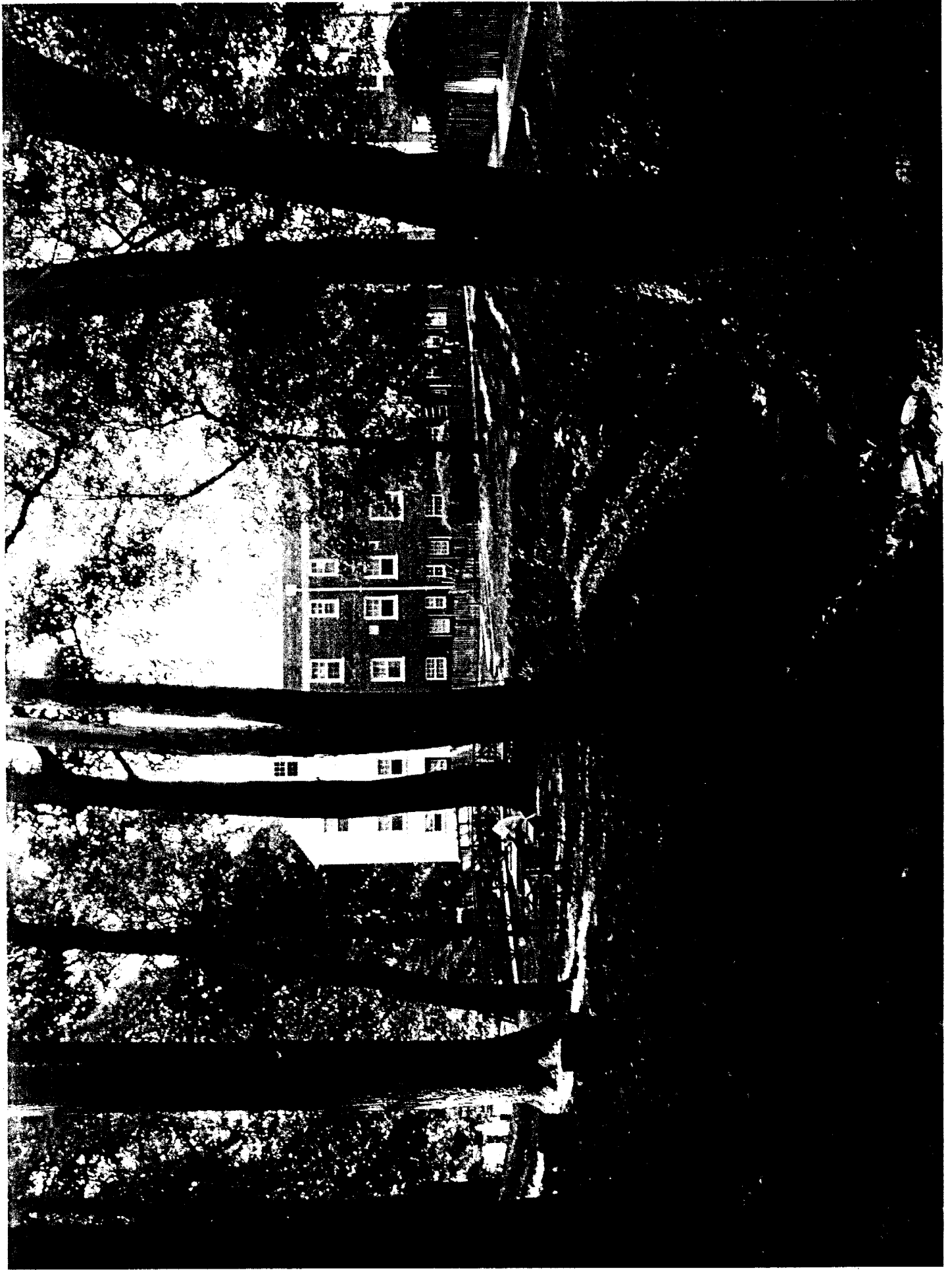




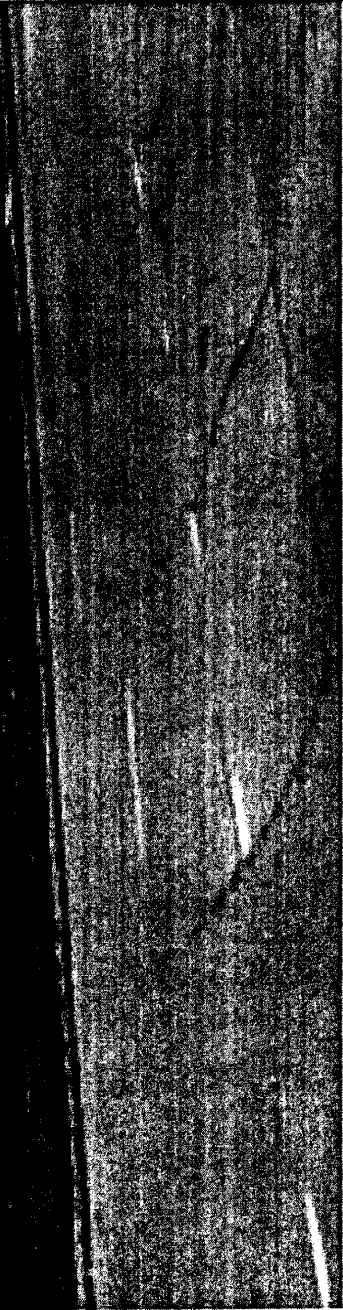
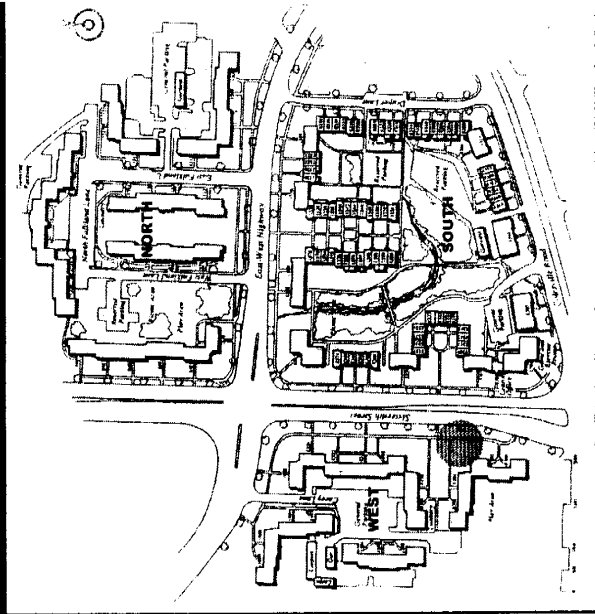


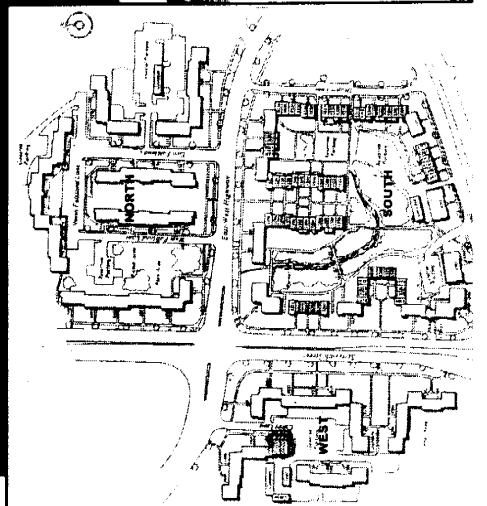
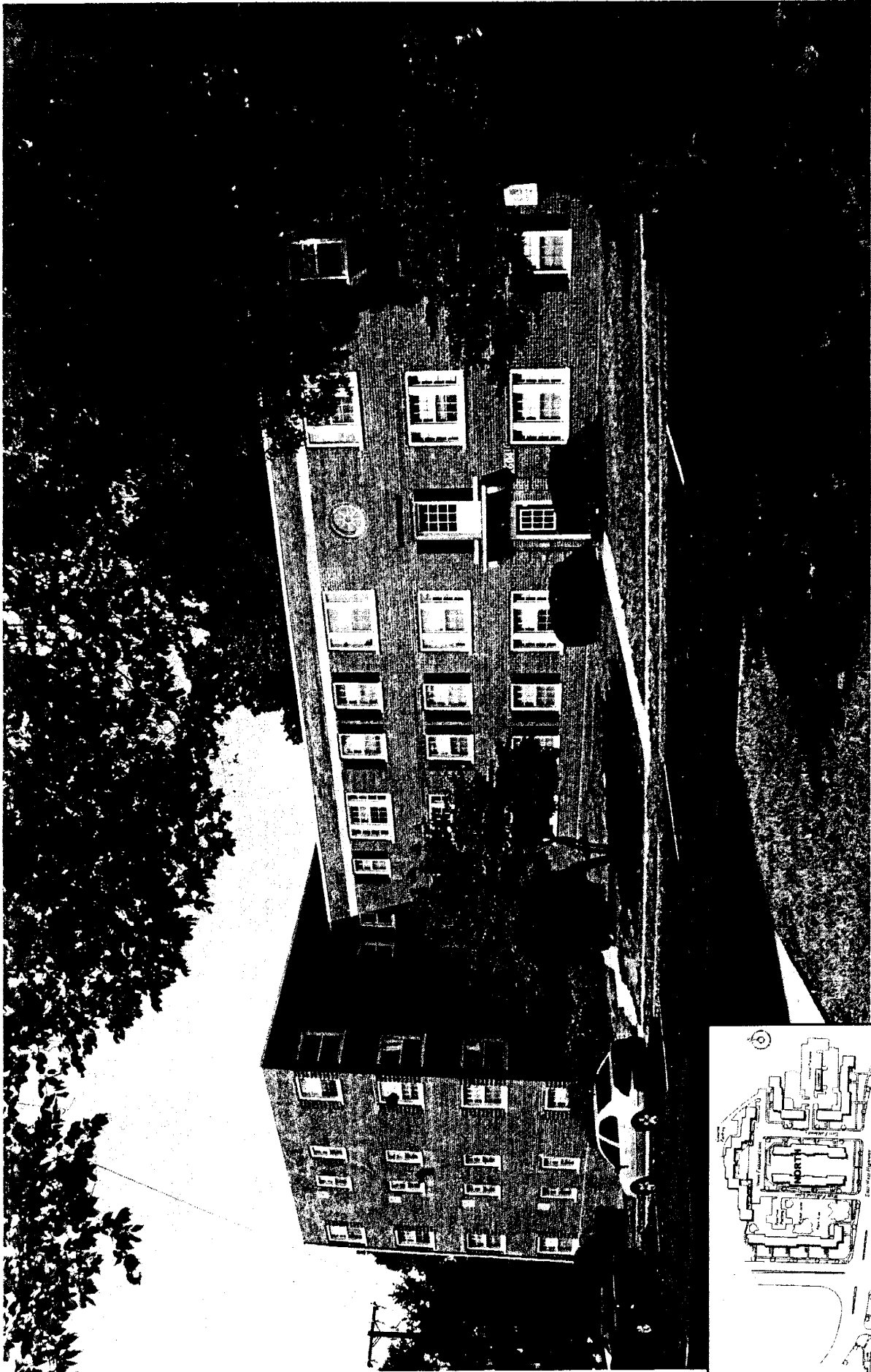
# Street Trees 16<sup>th</sup> St Elm

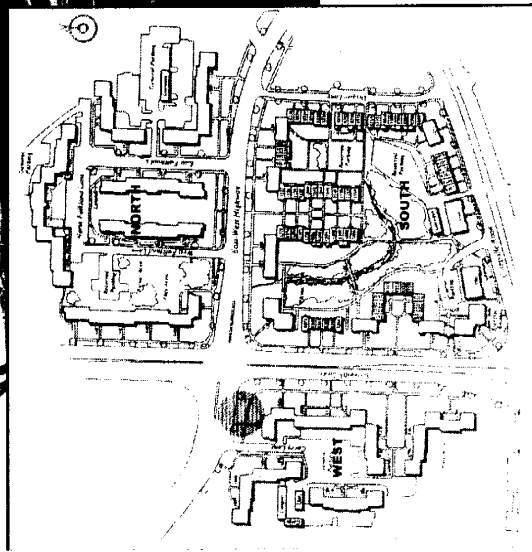
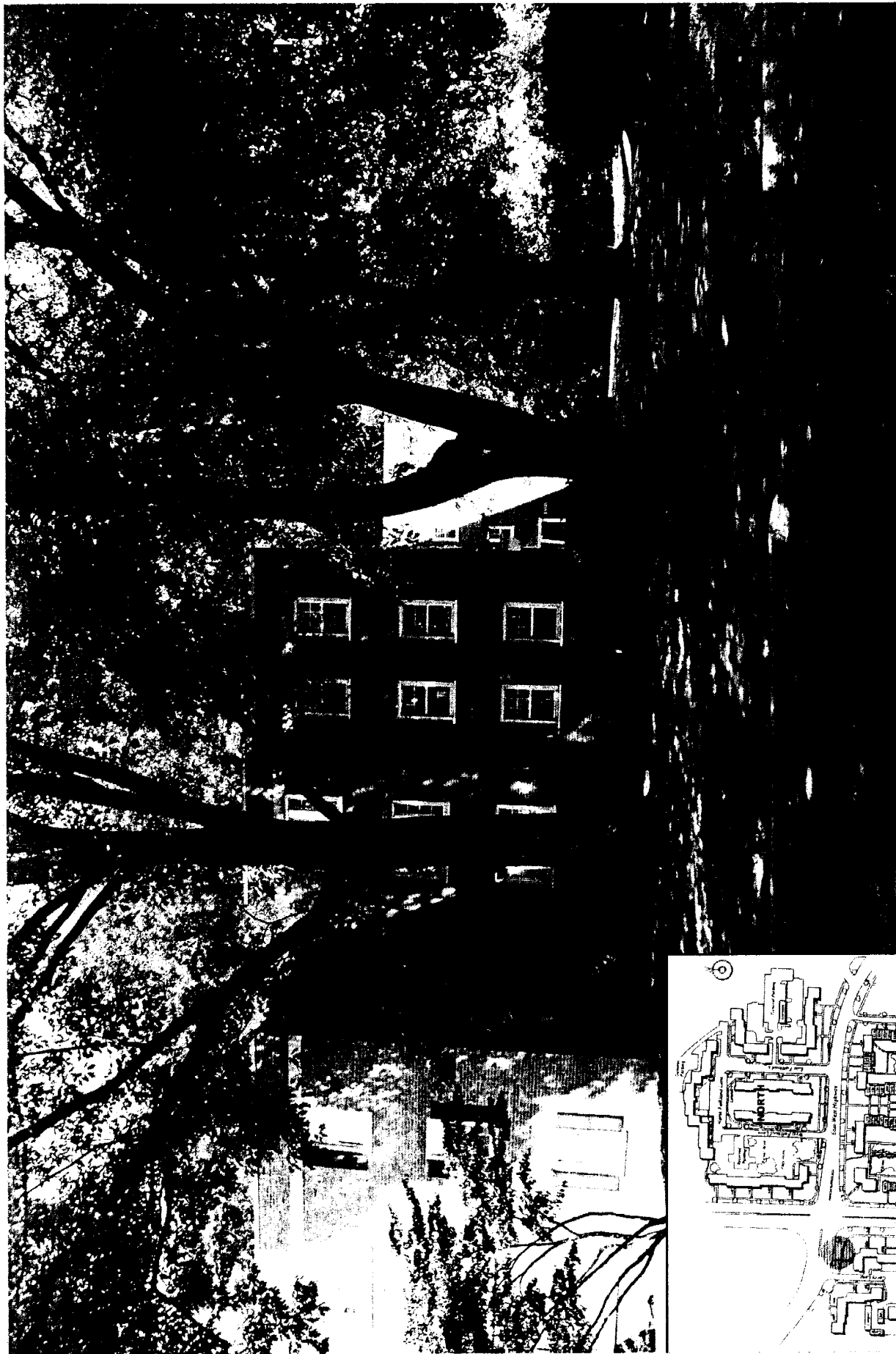


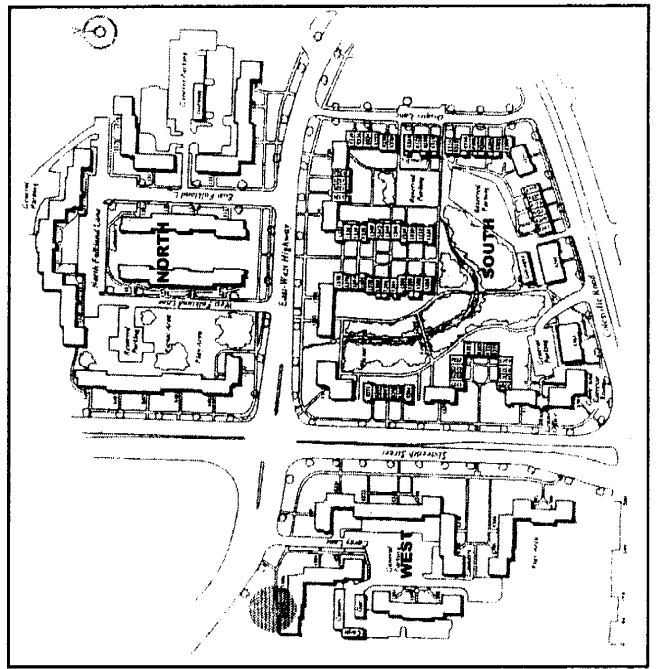


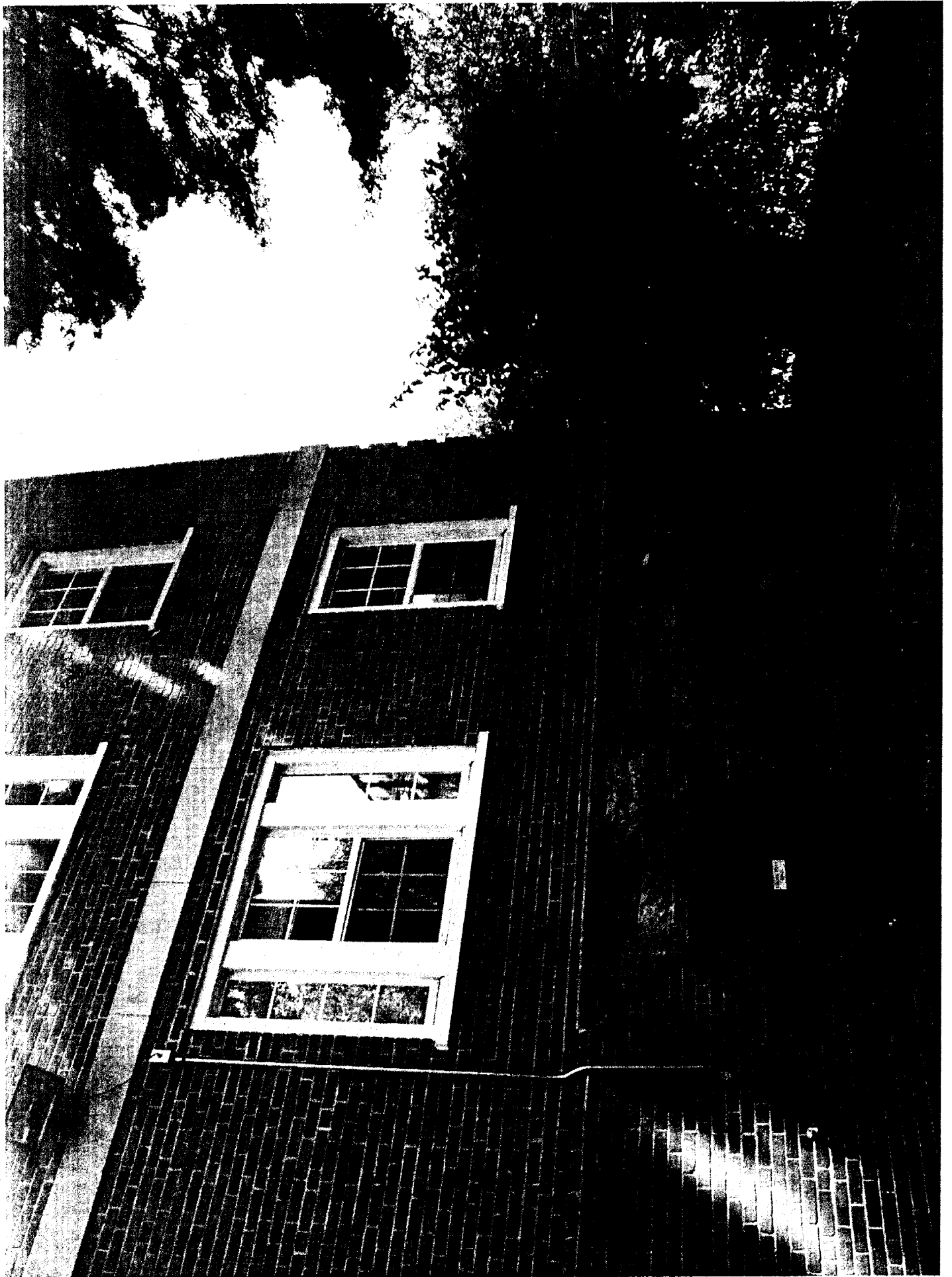
Top of the canyon -







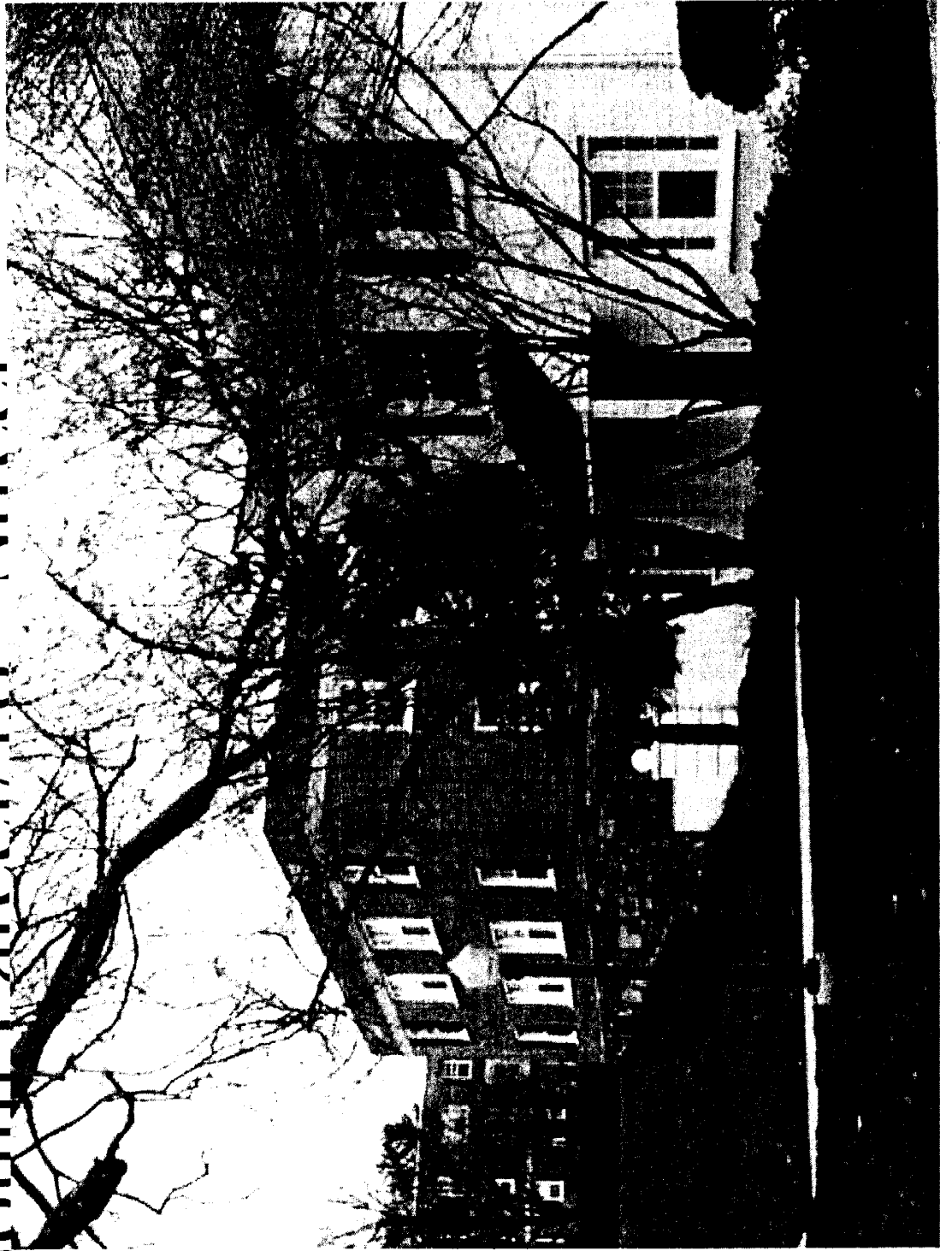


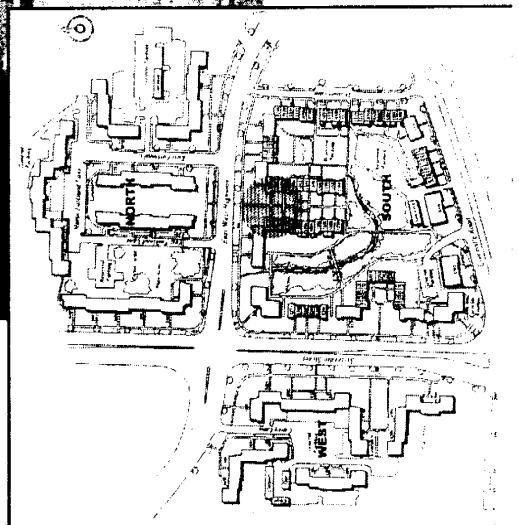
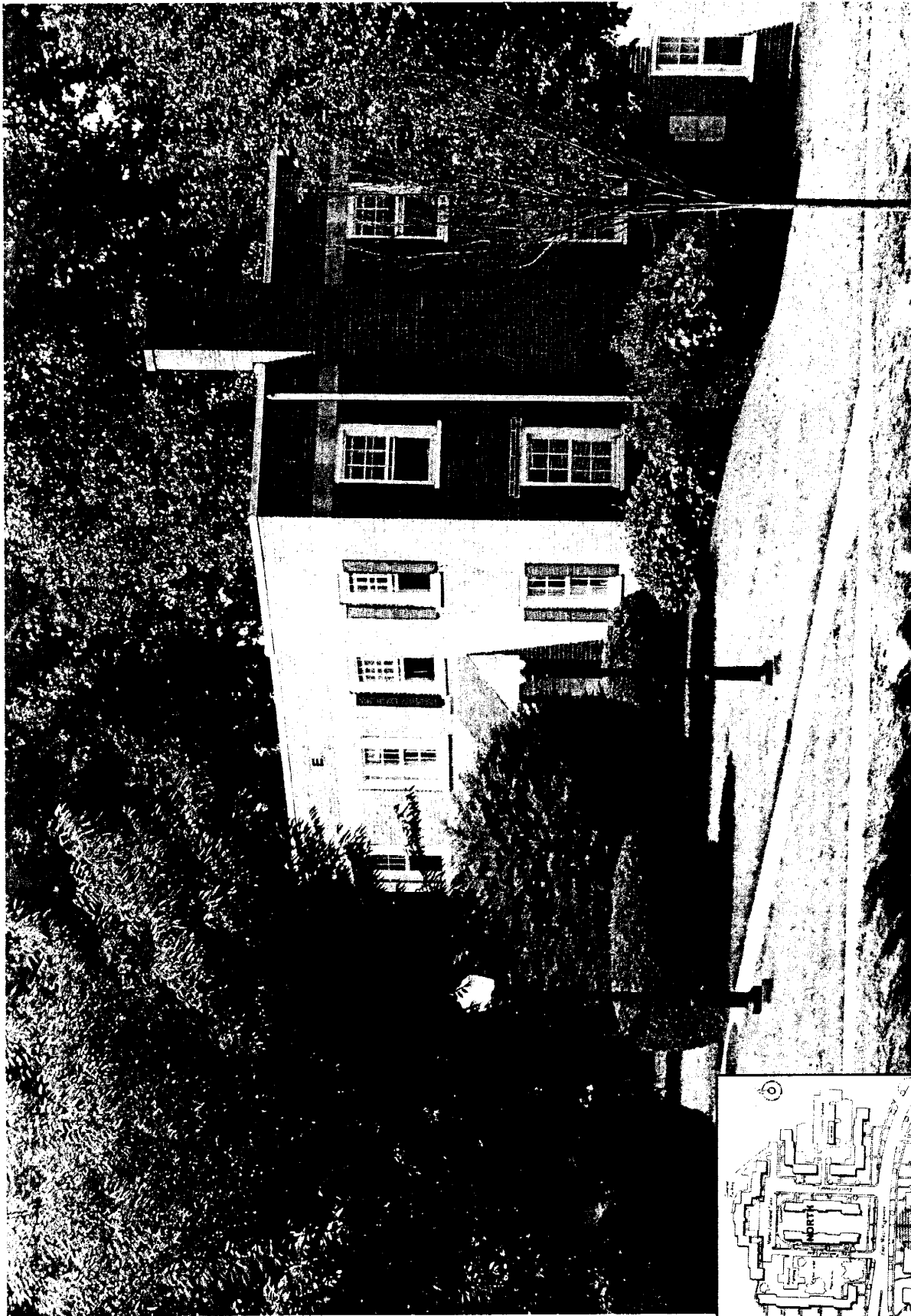


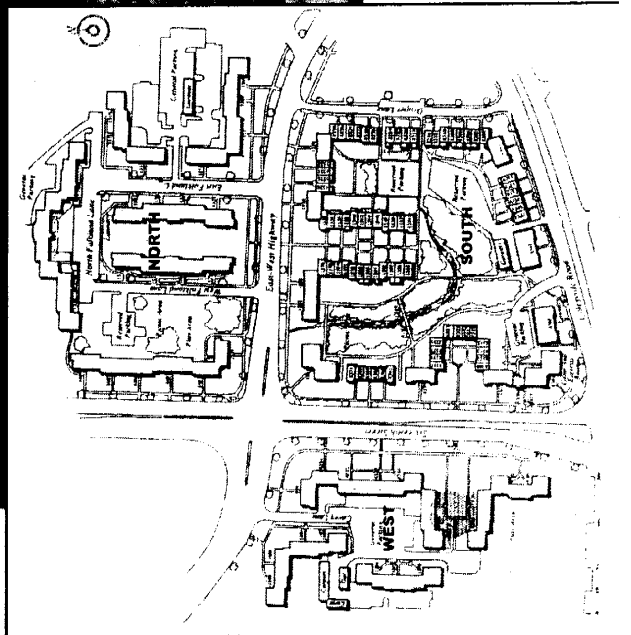


# Falkland Apartments

South Parcel / 16<sup>th</sup> Street







# Falkland Apartments North Parcel/16<sup>th</sup> Street

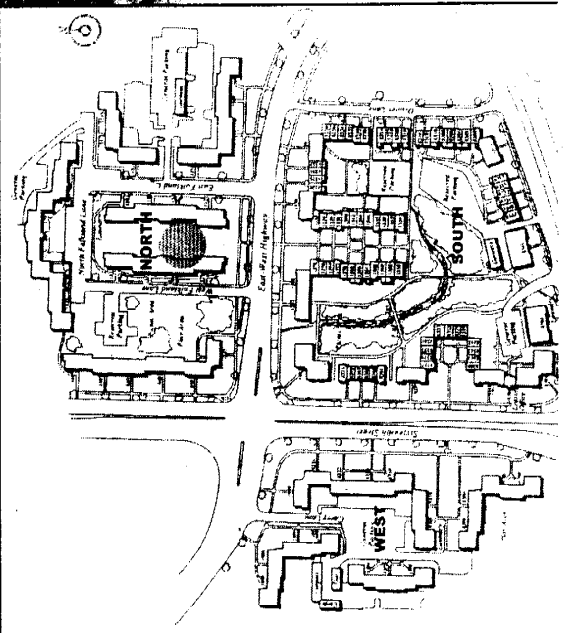


# West Falkland Lane



# East Falkland Ln



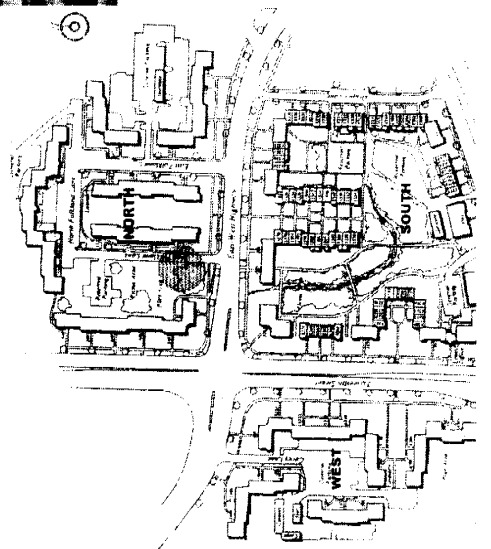


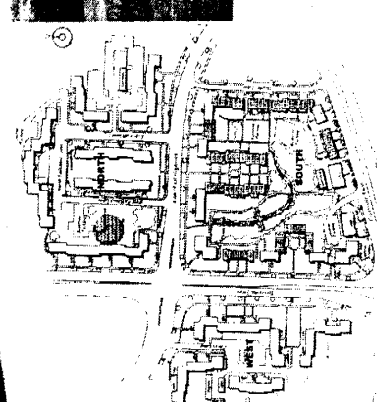


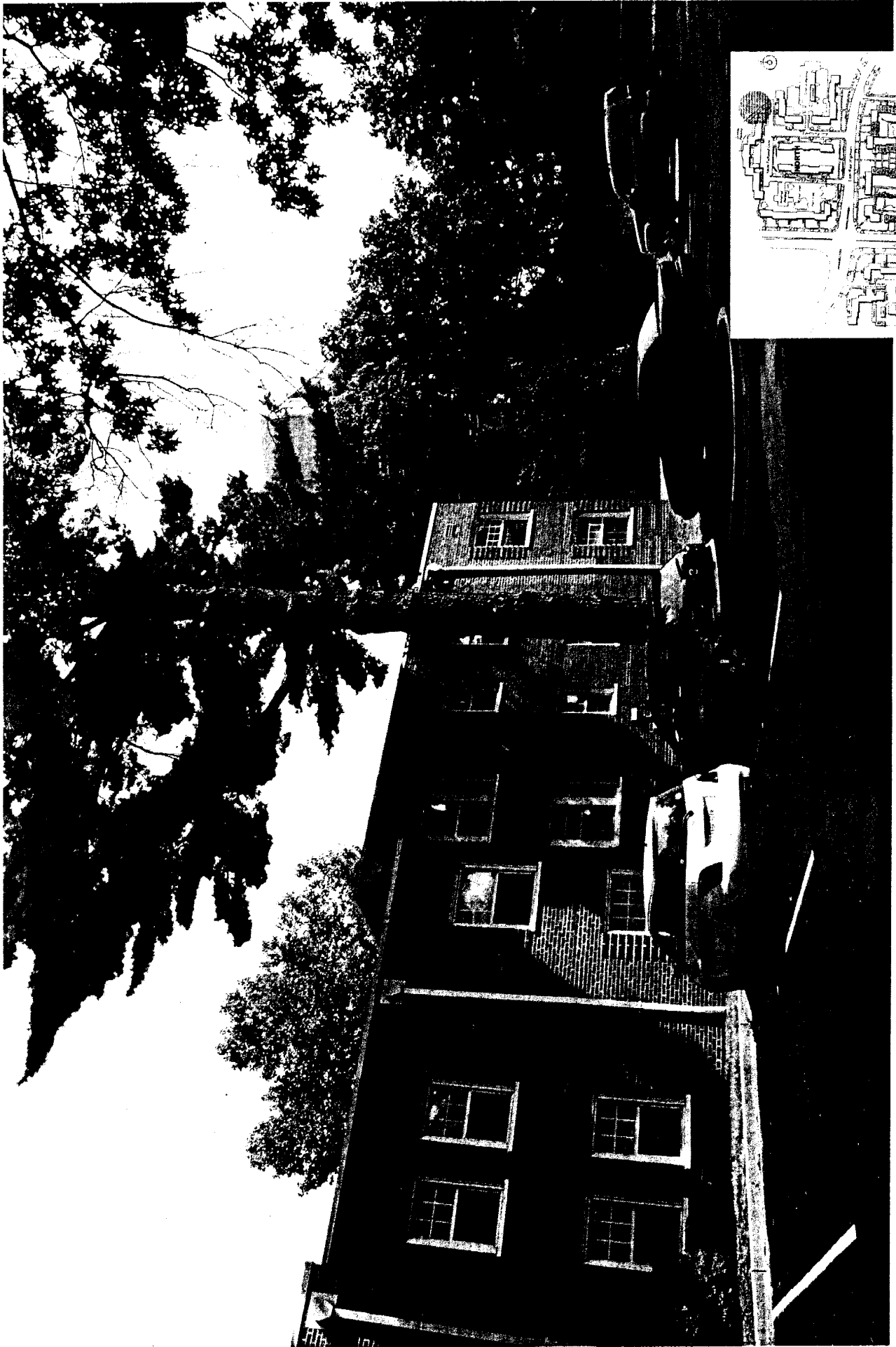
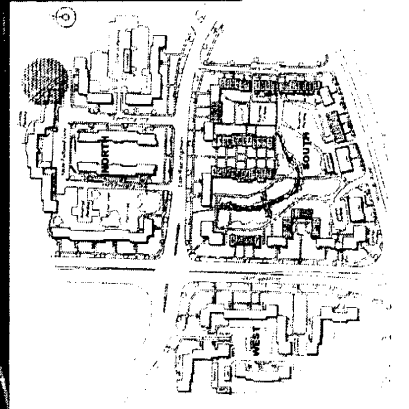


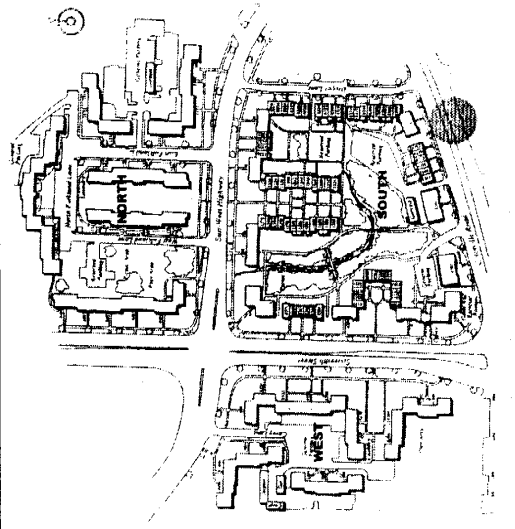


# North



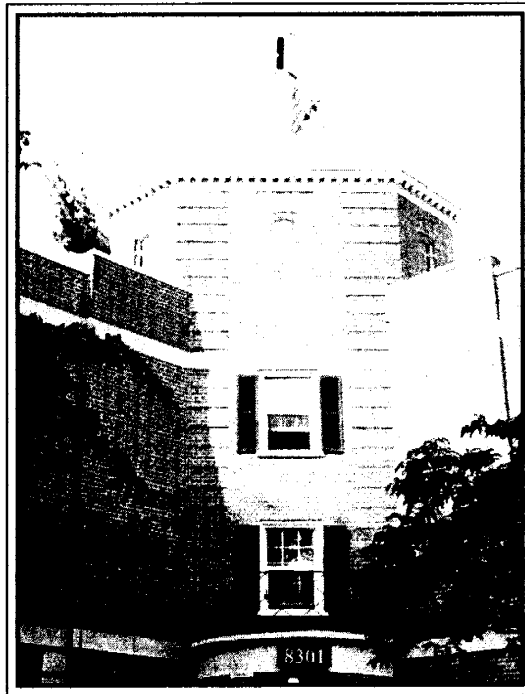






1601 - 1700 - 1800 - 1900 - 2000

# **An Historic Preservation Assessment of the Falkland Apartments Complex in Silver Spring, Montgomery County, Maryland**



**Prepared Pursuant to:**

**Section 106 of the National Historic Preservation Act (36 CFR 800)**

**Prepared for:**

**Maryland Transit Administration**

**Prepared by:**

**Parsons Brinckerhoff**



**May 2007**

An Historic Preservation Assessment of the Falkland Apartments Complex in  
Silver Spring, Montgomery County, Maryland

Prepared for

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Joan Randall, Senior Technical Specialist in Cultural Resources

May 18, 2007

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## 1.0 INTRODUCTION

The Purple Line is the transitway proposed by the Maryland Transit Administration (MTA) to be located in Maryland just north of the District of Columbia (DC) between Bethesda in Montgomery County and the city of New Carrollton in Prince George's County. The Purple Line will be either Light Rail Transit (LRT) or Bus Rapid Transit (BRT) connecting the two legs of the Washington Metro Red Line extending into Montgomery County, as well as continuing eastward to connect major activity centers in Montgomery County and Prince George's County.

The purpose of this report is to analyze and discuss the effects that the proposed construction of one of the alignments of the Purple Line will have upon the Falkland Apartments complex. In order to accommodate the transitway southeast of and adjacent to the current CSXT tracks, a narrow slice of land will be required from part of the northeastern quadrant of the complex.

This report was prepared by Joan Randall, PB senior technical specialist in cultural resources (A copy of her resume is in Appendix A.).

## 2.0 HISTORY/BACKGROUND

The Falkland Apartments complex was constructed in the northeast, southeast, and southwest quadrants of the intersection of MD 390 (16<sup>th</sup> Street) and MD 410 (East-West Highway) in Silver Spring, Maryland, just northeast of the DC line. Colesville Road and the B&O tracks respectively formed the southern and northeastern boundaries of the complex (Figure 1). The Falkland Apartments complex was designed by prominent Washington DC architect Louis Justement and was constructed circa 1937 as one of the first three projects funded by the Federal Housing Administration (FHA) [Dowling 1999].

This early garden-style apartment complex originally comprised four distinctive groups of two-story duplexes and three-story walk-ups arranged in stand-alone and attached buildings on approximately 24 acres (Kopp 1980). It was constructed in two phases: first, 178 units<sup>1</sup> that were quickly occupied and then a 301-unit addition<sup>2</sup> [Kopp 1980]. The Draper Triangle was the easternmost sector of the complex, bounded by East-West Highway, Colesville Road, and Draper Lane and comprising six two-story buildings that included 34 townhouses. The Draper Triangle buildings were demolished sometime after 1980 and replaced in 1992 by the high-rise, 400-unit Lenox Park Apartments complex (McCoy 2006).

The Falkland Apartments complex embodied classical design elements that evolved from the "garden city" movement originated in England by Ebenezer Howard at the turn of the last century, including its Colonial Revival architectural style, varied yet harmonious and organic site planning, and its combination of traditional and natural landscape design (Dowling 1999).

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<sup>1</sup> for \$1,100,000 with an \$840,000, 26 ½ -year FHA-insured mortgage by the Reconstruction Finance Corporation

<sup>2</sup> for \$1,618,000 with a \$1,225,000 FHA-insured mortgage amortized over 22 years by the Central Life Insurance Company

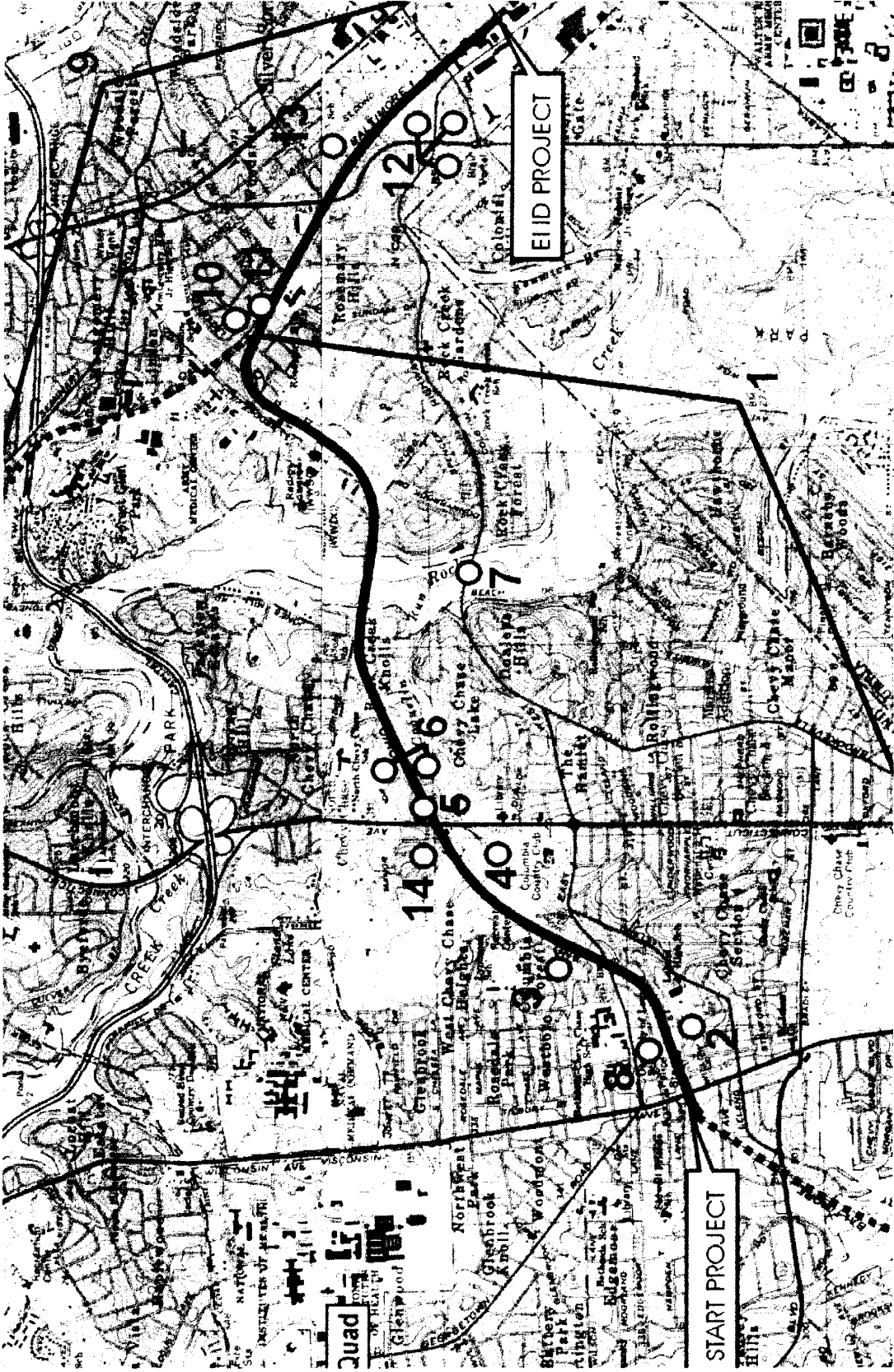


Figure 1. Portion of the Washington West Quadrangle (USGS 7.5' Topographic Map) Indicating the Georgetown Branch and the Falkland Apartments Complex (#12)

The Falkland Apartments complex is identified on the Maryland Historic Trust (MHT) Inventory of State Historic Resources and has been determined eligible for the NRHP by the MHT. Although the Falkland Apartments complex has been found not suitable for regulation under the Historic Preservation Ordinance of the Maryland-National Capital Parks and Planning Commission (M-NCPPC), the Cupola Building of the Falkland Apartments complex has been so designated as a local historic landmark under Chapter 24A of the Montgomery County Code (Kopp 1980).

Today the Falkland Apartments complex is known as Falkland Chase and is owned by Home Properties, a real estate investment trust company that is traded on the New York Stock Exchange and has holdings in the Northeast, Mid-Atlantic, and Midwest, and in Southeast Florida (Falkland Chase Website 2007).

This report will use the term "Falkland Chase" when referring to the Falkland Apartments complex in the present.

### 3.0 ARCHITECTURAL DESCRIPTION

In addition to the themes of Colonial Revival architecture and garden apartments, the Falkland Apartments complex embodied themes relating to architectural and landscape diversity and to the preservation and utilization of a site's natural assets (Kopp 1980).

The remaining 445 units of the complex comprise attached two-story duplexes and attached two-to three-story walk ups (incorporating from four to twelve flats) in various configurations (courtyards, L-shapes, and straight rows) with varying setbacks within an attached grouping. The buildings are constructed of load-bearing concrete masonry faced with common-bond red brick with various brick decorative elements. The roofs are either flat with brick parapets or gabled; all are clad in asphalt (Kopp 1980).

Exterior architectural features include entry porches, wood porticos, sloped copper-roofed entries on metal treillage, recessed entries, stone lintels with decorative relief, fluted doorjambs, and screened porches. The windows are six-over-six, two-over-two, and four-over-four wooden sash and the doors are three-paneled Colonial Revival types, some with glass panels. Other decorative Colonial Revival elements include stone stringcourses; slightly-protruding, repeating groups of brick headers; small brick ledges; some round windows; quoins; a copper cupola; and blank cartouches in parapets (Kopp 1980).

The floorplans are designed to orient the rooms toward the sunlight at least part of every day; to encourage natural ventilation via window placement; to orient outward views toward natural elements while blocking views into the unit; to allow for practical furniture placement; and to maximize floor-space use. The interiors are of basic wood-frame construction with wooden floor joists and partitions; they are finished with plaster walls, wood floors, and wood moldings (Kopp 1980).

Although it was a goal to minimize the presence of automobiles in the complex, they are accommodated with single-lane, slow-speed roads entering the complex; parking lots removed

from the units; some parking on the road; and a single-car garage in each of the four sectors (Kopp 1980).

The landscape at the Falkland Apartments complex is designed to allow the buildings to blend into the site creating a unified whole, using traditional design where possible and incorporating natural features (such as some stands of trees existing at the time of construction and a natural stream with vegetation). Additional trees and shrubs were placed to provide privacy, minimize the intrusion of automobiles, and to enhance outdoor activities. Major features include planned and landscaped commons, off-road walkways, and plots outside each unit for personal gardens (Kopp 1980). The trees in the complex today are mature.

#### 4.0 SIGNIFICANCE

The Falkland Apartments complex was a prototype of revolutionary residential financing and garden apartment design in the United States in the 1930s.

It is significant under NRHP Criterion A for its association with the following events that have made a significant contribution to the broad patterns of our history (Kopp 1980):

1. the use of FHA-insured mortgage financing (the first in Maryland and the second in the Washington, DC metropolitan area) and the practice of long-term mortgage amortization and
2. the development of the DC suburban centers.

It is significant under Criterion C

1. for its expression of Colonial Revival form and embellishments typical of its time;
2. as a good and early example of garden apartment design; and
3. for its use of comprehensive site planning to incorporate natural existing features into the landscape.

It is not significant under Criterion B. While Louis Justement was a prominent DC architect, his importance does not rise to the level of NRHP significance.

It is not significant under Criterion D. It is unlikely that the Falkland Apartments complex is the principal source of information regarding garden apartment design.

#### 5.0 ANALYSIS

The only part of Falkland Chase that abuts the proposed construction lies in the northeastern quadrant of the 16<sup>th</sup> Street/East-West Highway intersection. It is likely that the proposed construction will require a narrow slice of additional right-of-way from Falkland Chase for the proposed transit alignment. The easternmost parts of two Falkland Chase structures lay within that slice. Those two structures are: the Falkland Chase building located on East Falkland Lane that comprises residential sections 1519, 1517, and 1515 and the parking lot associated with the east garage off East Falkland Lane. Examination of the historic site plan (Figure 2) for the northeastern quadrant suggests that the minimal structure takes would be:

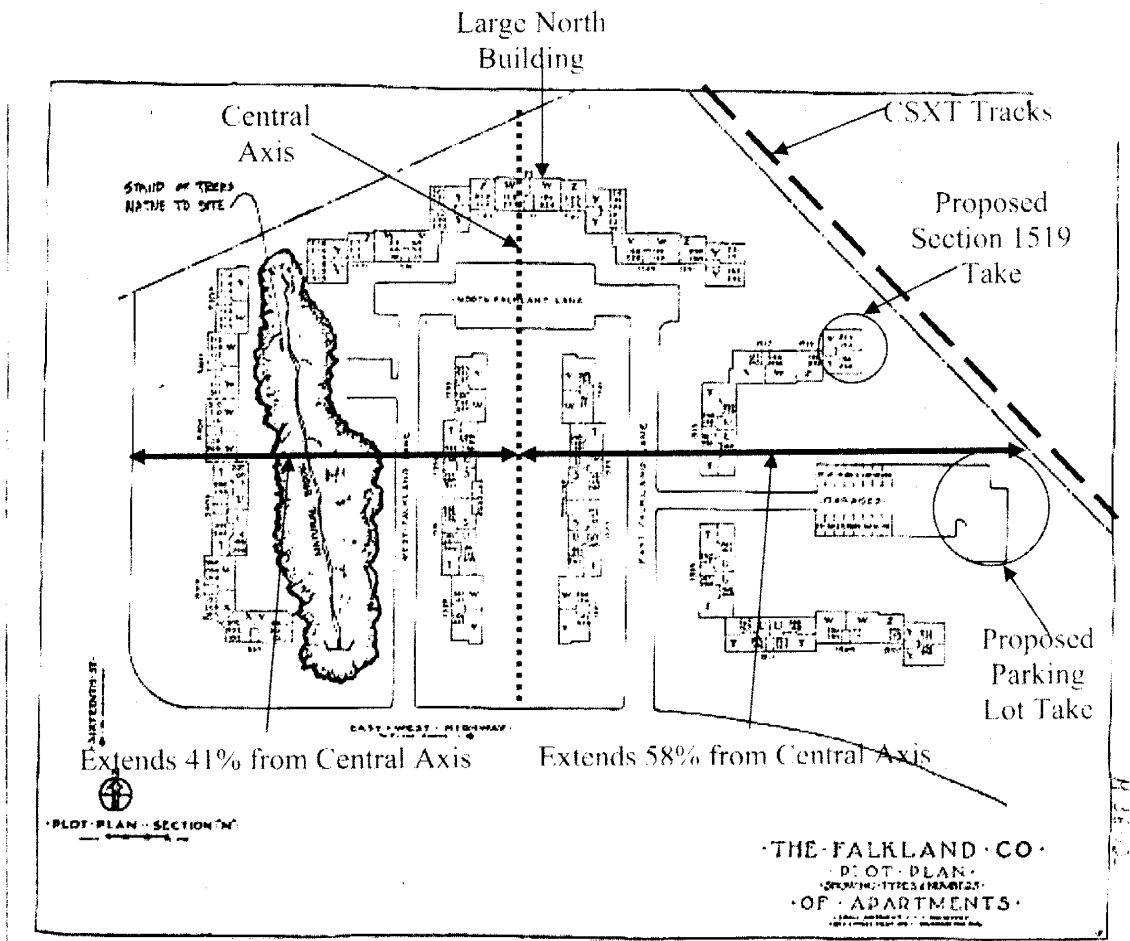


Figure 2. Annotated Northeastern Quadrant of Falkland Apartments Complex Indicating the CSXT Tracks, the Proposed Structure Takes, the Large North Building, the Central Axis, and the Asymmetry East of the Main Axis (from M-NCPPC "Amendment to the Master Plan for Historic Preservation" August 1985)



Photograph 1. South Elevation of Section 1519 of the North Falkland Chase building on East Falkland Lane; Metro Rail to the right

1. Section 1519 of the north Falkland Chase building on East Falkland Lane (Photograph 1) and
2. part of the eastern portion of the parking lot east of garage off East Falkland Lane (Dowling 1999) (Photograph 2). No land will be taken from the remainder of Falkland Chase, i.e., the southeastern and southwestern quadrants of the 16<sup>th</sup> Street/East West Highway intersection.

### *Eligibility*

Falkland Chase is not listed in the NRHP, but rather has been determined eligible by the state of Maryland. In 1999, the MHT determined that the Falkland Apartments complex was eligible for the NRHP based upon a Maryland Inventory of Historic Properties (MIHP) form prepared in 1980 and a site visit in 1999. The MIHP form was prepared before the Draper Triangle portion of the complex was removed and replaced by the high-rise Lenox Apartment Complex building. The MHT's 1999 NR-Eligibility Review Form does not address the Draper Triangle removal.

### *Orientation and Symmetry*

The Falkland Chase northeastern quadrant is oriented inward and is designed with more traditional symmetry than are the southeastern and southwestern quadrants. Its inward orientation draws the eye away from elements near the perimeter of the quadrant. The northeastern quadrant is organized around a central axis that runs north/south through the large north building that occupies a position of importance due to its size, location and form. The footprints of two long buildings flanking the central axis mirror one another. Buildings further out from the main axis on either side, however, do not have similar footprints in plan, but rather approximate a balance in relative mass. The eastern half of the quadrant extends approximately 17 percent further from the main axis than the western half, slightly unbalancing the bilateral symmetry (Figure 2).

Thus the proposed take, i.e., removing a narrow slice of land including parts of some structures on the east, would have a less obvious negative visual effect upon the intended symmetry of the quadrant. The northeastern quadrant's inward orientation would also tend to lessen the impact of those takes as the pertinent resources lie along the perimeter.

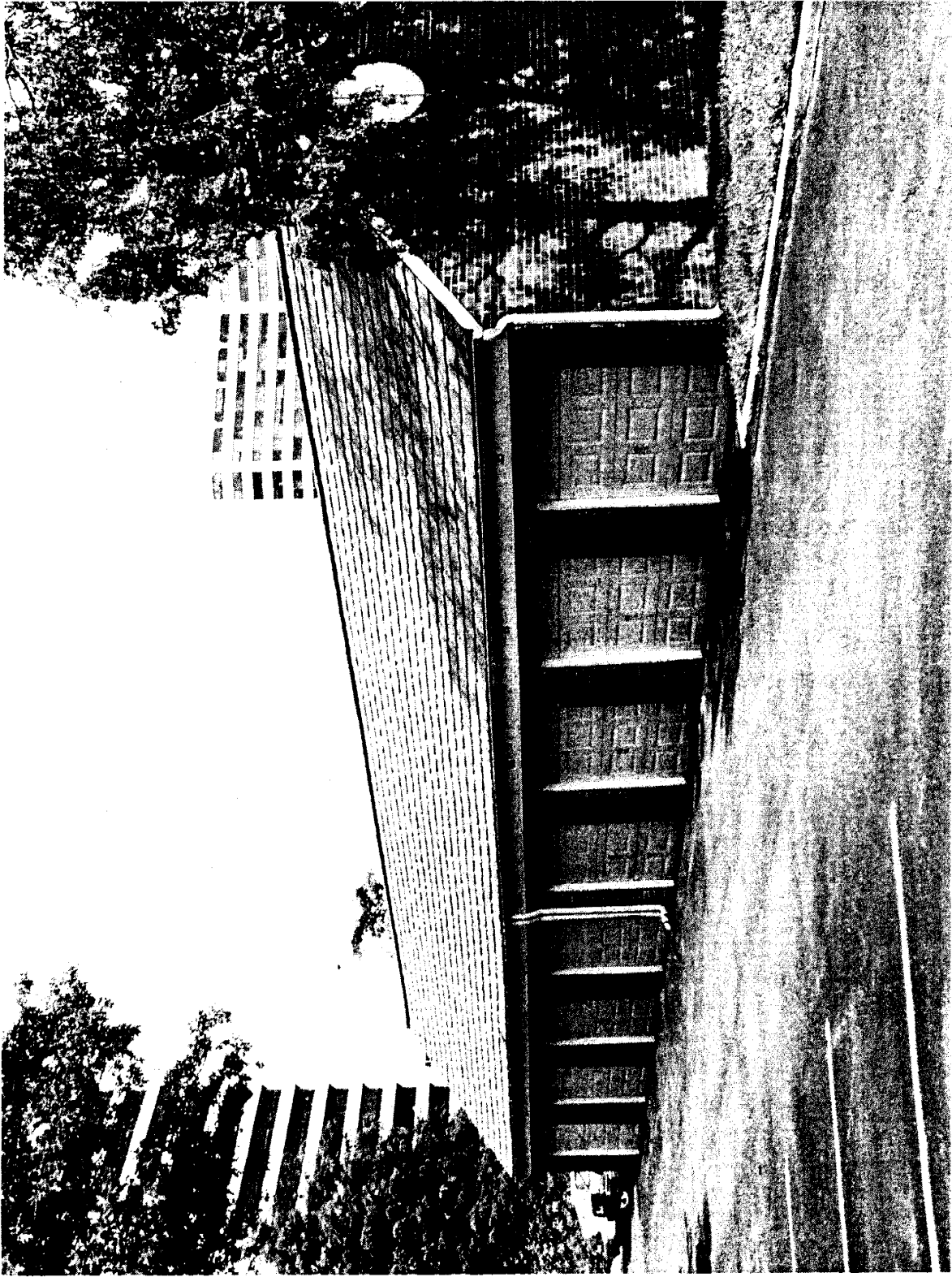
### *Integrity*

Integrity is the ability of a property to convey its significance (National Park Service 1997). Falkland Chase today retains excellent integrity for four of the seven elements associated with NRHP eligibility: location, setting, feeling, and association.

The other three elements of integrity are those of design, materials, and workmanship. Removal of the Draper Triangle prior to 1992 diminished Falkland Chase's overall integrity of design in that the original site plan was altered and the whole of the complex was reduced by approximately 7 percent in both area and number of units. (Design integrity for individual buildings and landscape features in the northeastern quadrant remains good<sup>3</sup>.) The demolition of the Draper Triangle lessened integrity of materials and workmanship for the complex by removing materials and obliterating the workmanship involved in the construction of the Draper Triangle buildings.

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<sup>3</sup> Typically integrity of design is not divided into site plan design and the design of individual elements of a property; usually an aggregate assessment of integrity of design is made.



Photograph 2. East Parking Garage off East Falkland Lane



MHT determined the Falklands Apartment complex eligible for the NRHP in 1999, well after the Draper Triangle had been removed, suggesting that

1. overall site design and the totality of materials and workmanship is not an overriding component of the complex's significance and
2. an additional and smaller removal of land and structures might not be seen as a significant negative effect upon the complex's already compromised integrity of design.

Thus, because Falkland Chase already has diminished integrity of design, materials, and workmanship, the proposed construction involving a smaller removal of resources does not make its overall integrity of design, materials, and workmanship any worse.

#### *Adverse Effect*

36 CFR Part 800.5 of the federal regulations that implement the National Historic Preservation Act (NHPA) of 1966 pertains to the assessment of adverse effects. It states that

An adverse effect is found when an undertaking may alter directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

The qualities that render Falkland Chase eligible for inclusion in the NRHP are its Colonial Revival styling and its association with FHA mortgage insurance, long-term mortgage amortization, suburbanization, garden apartments, and comprehensive site planning.

The proposed take will result in a minor reduction in the amount of land in the northeastern quadrant, the removal of approximately 25 percent of the north Falkland Chase building on East Falkland Lane, and the removal of a portion of the parking lot associated with the garage off East Falkland Avenue. Those actions would not alter Falkland Chase's association with FHA mortgage insurance, long-term mortgage amortization, and suburbanization but would slightly alter its association with garden apartments, comprehensive site design, and Colonial Revival styling. Further, 36 CFR Section 800.5(a)(2)(i) states explicitly that "physical destruction...to all or part of the property" is an example of an adverse effect.

## 6.0 CONCLUSIONS

The regulations that implement the NHPA explicitly state that the destruction of part of a property that is eligible for inclusion in the NRHP constitutes an adverse effect. Thus the proposed construction constitutes an adverse effect to Falkland Chase. 36 CFR 800.6 requires continued consultation to resolve the adverse effect with the goal of executing a memorandum of agreement (MOA). Typically the MOA states the mitigation that has been agreed upon and is signed by the consulting parties.

Some examples of mitigation that might be appropriate to include in the MOA are:

1. documentation of the pertinent structure according to Historic American Buildings Survey (HABS) standards;
2. careful removal and storage for reuse of the building materials to be removed;
3. documentation of the entire complex according to HABS standards;
4. distribution of the HABS documentation to local repositories.

The analysis section 5.0 of this report can be used to support the proposed construction. The main points are:

1. the proposed takes are relatively small;
2. the northeastern quadrant's inward orientation lessens the impact of the takes as the affected resources lie along the perimeter;
3. the proposed takes will not negatively affect the symmetry of the northeastern quadrant;
4. Falkland Chase had diminished integrity of design, materials, and workmanship when it was determined eligible by the MHT due to the removal of the Draper Triangle; and
5. the proposed construction does not worsen the site's current overall integrity of design, materials, and workmanship.

## 7.0 SELECTED SOURCES

Dowling, Jill

1999 *Maryland Historical Trust NR-Eligibility Review Form*. Maryland Historical Trust. Crownsville, Maryland.

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1980 *Maryland Historical Trust Inventory Form for State Historic Sites Survey*. Maryland Historic Trust. Crownsville, Maryland.

McCoy, Jerry A.

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[http://www.takoma.com/archives/copy/2003/11/features\\_thenAgain.html](http://www.takoma.com/archives/copy/2003/11/features_thenAgain.html)

National Park Service

1997 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin. Washington, DC.

Slater, Margaret and Henry Ward

2003 *Section 106 Assessment of Effects Purple Line Bethesda to Silver Spring Segment Montgomery County, Maryland*. Prepared for Maryland Transit Administration and Federal Transit Administration by Parsons Brinckerhoff Quade & Douglas, Inc. Baltimore.

APPENDIX A  
Resume of Principal Investigator

## **JOAN RANDALL**

Senior Technical Specialist / Environmental Analysis and Planning  
Architectural Historian

### **Years of Experience**

11 in Cultural Resources; 10 in Computer Programming/Analysis

### **Education**

Master of Landscape Architecture, Knowlton School of Architecture, The Ohio State University, 1995  
Bachelor of Science, Mathematics, The Ohio State University, 1966

#### **Additional Studies:**

- Section 4(f) Training, the Ohio Department of Transportation, 2006
- Section 106 Training, the Ohio Department of Transportation, 2002
- Quality Services through Partnership, the Ohio Department of Transportation, 2001
- Managing the Environmental Process (NEPA), the Ohio Department of Transportation, 1998
- Occupational Safety and Health (OSHA) workshop for archaeologists, Parkersburg, West Virginia, 1998
- American Society of Landscape Architects (ASLA), Historic Preservation Professional Practice Network mobile workshops: Los Angeles (1996), Atlanta (1997), Boston (1999), San Jose (2002)

### **Professional Affiliations**

ASLA, Historic Preservation Special Interest Group

### **Professional Registrations**

United States Secretary of the Interior: Professional Qualification Standards for Architectural Historian, certified by the Ohio Historic Preservation Office (OHPO), 1997

### **Key Qualifications**

Joan Randall has independently conducted and documented more than 75 Section 106 history/architecture investigations and prepared other environmental documentation as an Environmental Specialist II for the Ohio Department of Transportation (ODOT). Those activities included historic context preparation, archival research, field identification, comparative analysis, report and document preparation, findings of eligibility and determinations of effect, and coordination with the OHPO. She has also supervised interns in the field and directed their documentation efforts. Following are some representative projects associated with those activities:

- improvements to North Star Road in Darke County, Ohio: Phase I history/architecture survey and report;
- the widening of Yankee Street in Montgomery County, Ohio Phase I history/architecture survey and report;
- the rehabilitation/replacement of two bridges on SR 250 in Erie County, Ohio: Phase I history/architecture survey and report;
- the railroad bridge replacement at CR 11 near US 62 in Franklin County, Ohio: Phase I history/architecture survey and report;
- the widening of US 22/3 in Hamilton and Warren counties, Ohio: Phase II research and documentation to determine the eligibility of five history/architecture properties;
- the construction of Aerospace Parkway in Cuyahoga County, Ohio: prepared Memorandum of Agreement to take into account the effects of the undertaking on two National Register-listed properties.

Joan has also reviewed numerous cultural resources documents (including Section 106, 4[f], HABS/HAER, CE, EA, and EIS) prepared by consultants for ODOT; made eligibility and effect determinations (where appropriate) based upon the information provided in those documents, and (where appropriate) coordinated those findings and determinations with the OHPO. She has also determined the applicability of Section 4(f) of the Department of Transportation Act of 1966 where appropriate and employed ODOT'S existing programmatic agreements with the OHPO regarding bridges, enhancement projects, 100% state-funded projects, and certain Section 106 projects. Following are representative projects that she has reviewed and coordinated for ODOT's Office of Environmental Services (OES):

- Wilmington Bypass: US68/73 in Clermont County, Ohio;
- Fort to Port, US 24 from Napoleon to Toledo in Paulding, Defiance, Henry, and Lucas counties, Ohio;
- Interstate 70/71 Split in Columbus, Franklin County, Ohio;
- River Road: US 50 in Cincinnati, Hamilton County, Ohio;
- Mill Creek Expressway Expansion: US 75 in Cincinnati, Hamilton County, Ohio;
- River-to-Lake Freedom Trail markers commemorating the Underground Railroad in Ohio

### **Previous Experience**

Before joining PB, Joan's project experience with other firms included:

- many history/architecture investigations as an employee of ASC Group, Inc. of Columbus, Ohio. Following are representative examples:
  - US 33 Nelsonville Bypass in Hocking and Athens counties, Ohio: Phase I history/architecture survey and report for ODOT;
  - realignment of US 33 in Auglaize, Logan, and Shelby counties, Ohio: Phase I history/architecture survey and report for ODOT;
  - realignment of US 16 in Licking County, Ohio: Phase I history/architecture survey and report for ODOT;
  - realignment of US 30 in Stark and Columbiana counties, Ohio: Phase II research and report to determine the eligibility of eight properties for ODOT;
  - US 33 Lancaster Bypass in Licking County, Ohio: Phase I history/architecture survey and report for ODOT
  - The Overall Farm, Westerville, Ohio: historic landscape mitigation plan including archival research, landscape analysis, and report;
- Research, field work, and documentation to assist in the production of "Exploring Audubon's Lehigh Auto Tour" as a Student Conservation Association intern in Whitehaven, Pennsylvania for the Delaware and Lehigh National Heritage Corridor;
- Designing, developing, and implementing computer information systems for the U.S. military and for private financial institutions. Holding the positions programmer/analyst and senior programmer/analyst, she has been a component of teams that
  - developed the CCL system for U.S. Strike Command in Tampa, Florida;
  - designed and implemented the Producer Database for Nationwide Insurance Companies in Columbus, Ohio; and
  - implemented the Hogan Loans Processing System for the First National Bank of Omaha in Omaha, Nebraska.

### **Awards**

- Ohio team leader on behalf of the Library of American Landscape History for the research effort associated with the up-coming two-volume biography of noted early-twentieth century landscape architect Warren Manning.
- ODOT OES "Big Stick" award for US 24 Thematic Review and Management of the Ironton/Russell Bridge Investigation.
- Co-designer of "Follow the Drinkin' Gourd" a winning art/landscape installation at the Franklin Park Conservatory, Columbus, Ohio.

**Professional Presentations**

- ASLA Annual Meeting: "Artscapes in the City of Columbus", 1996

## **Project Name: Purple Line (Formerly Known As The Bi-County Transitway Study)**

### **Description**

The Purple Line Study being conducted by the Maryland Transit Administration (MTA) is examining various alternatives for providing bus or light rail service along an alignment that would extend from the Bethesda Metrorail Station to the New Carrollton Metrorail Station via the Silver Spring Metrorail Station and the University of Maryland.

### **Current Activity (as of May 8, 2007)**

The MTA conducted a Community Focus Group meeting on Monday, April 23, 2007 at the Silver Spring Library and announced that they were recommending the following changes to alternatives under consideration in the Silver Spring Central Business District (CBD) and in East Silver Spring:

#### Sligo Avenue

The MTA Project Team announced that it was recommending dropping any further consideration of either a tunnel or at-grade alignment of either Light Rail or Bus Rapid Transit along Sligo Avenue. The tunnel alignment was dropped because of cost and increased distance, as well as community opposition. The at-grade option was dropped because of major traffic and property impacts as well as community opposition.

#### Tunneling Method

The MTA Project Team is recommending that deep tunneling techniques be used as opposed to "cut and cover" techniques. Total costs between the two methods are viewed as similar and the deep tunneling will result in fewer impacts.

#### Fenton Village Area

The MTA project team is recommending that the previous alignment that was delaying further consideration of the redevelopment of County Parking Lot 3 be eliminated and another (deep tunnel) alignment immediately south of Lot 3 be used to access (also via a deep tunnel) the Silver Spring Avenue / Thayer Avenue easement.

#### Bonifant Street

An at-grade alignment along Bonifant Street to Fenton Street and then Wayne Avenue is now under consideration. This alignment is being closely evaluated with respect to the connection at the Silver Spring Transit Center.



### CSX Right of Way

The MTA project team is recommending that the Purple Line enter the Silver Spring CBD from the west on the south side of the CSX right of way because of existing development along the north side of the right of way. This alignment relates to the proposed Falkland Chase development and existing Locational Atlas Historic Site.

### Brookville Road

One option under consideration at the eastern end of the Georgetown Branch Master Plan alignment was to use Brookville Road. The MTA is recommending that this option be eliminated because of travel speeds and conflicts, right of way requirements, and possible conflicts with the Purple Line yard and shop layout in this area.

### Capital Crescent Trail Between Pearl Street in Bethesda and a Point 400 Feet West of Jones Mill Road

The MTA project team is recommending that the trail in this segment only be located on the north side of the right of way instead of the south side as is depicted in the Georgetown Branch Master Plan. This change will provide for better vertical separation consistent with the topography – in general providing for a better compatibility with the rail or bus operation.

### Sligo Creek

The MTA project team is recommending that the crossing of Sligo Creek and Parkway be done on an aerial structure only. At one point, a tunnel was being considered. The impact on the park area is still currently estimated to be approximately one acre.

### **Planning Items**

In Montgomery County, major items being addressed in the MTA's Draft Environmental Impact Statement / Alternatives Analysis (DEIS/AA) study include the mode (bus or light rail), alignment (and associated impacts on adjacent and near-by land uses), station locations, the design, location, and connectivity of a hiker/biker trail, and the project interface with the Metrorail stations, among other considerations. One major focus of the MTA project team at this time is examining the challenges posed by alternative alignments immediately east of the Silver Spring Transit Center.

In addition to the MTA's alternatives analysis study, the Planning Department staff has recently published a *Draft Purple Line Functional Master Plan Purpose and Outreach Strategy Report*. The publication of this document marks the

beginning of the development of the Purple Line Functional Master Plan process. The Plan will provide policy guidance for Transit Impact Area Sector Plans, and other planning efforts (including development review) by formally establishing an alignment, mode, and station locations along a corridor within the County extending from Bethesda to the County boundary in the Takoma – Langley Park area.

The Purple Line Functional Master Plan effort will be closely coordinated with the development of the Purple Line DEIS/AA conducted by the MTA. As such, the plan schedule focuses on community outreach and staff analysis as a prelude to providing input to the Planning Board and County Council concerning the selection of a Locally Preferred Alternative by the Maryland Department of Transportation. Once a Locally Preferred Alternative is selected, it is anticipated that the Purple Line Functional Master Plan will either confirm that selection or provide a solid rationale for any variation from the selected alternative – as well as any variation from previously adopted plans.

### **Upcoming Schedule & Recent Presentations**

The latest estimate is that the DEIS/AA will be completed in the Winter/Spring of 2008 – a delay of about 12 months when compared to the previous schedule. A decision on the “locally preferred alternative” should be made sometime after the completion of the DEIS. Public hearings will be held as part of the DEIS and Mandatory Referral processes.

On May 17, 2007, the Planning Department staff briefed the Planning Board on the beginning of the Purple Line Functional Master Plan process and the MTA project team briefed the Board on recent modifications to the study alternatives (noted above). The MTA project team also provided a briefing to the Transportation and Environment Committee of the County Council on July 12, 2007.

### **M-NCPPC Staff Contact**

Tom Autrey, Transportation Planning, (301) 495-4533 or [thomas.autrey@mncppc-mc.org](mailto:thomas.autrey@mncppc-mc.org)



# MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

June 5, 2007

## MEMORANDUM

TO: Clare Kelly, Historic Preservation Planner  
Countywide Planning Division

VIA: John Carter, Chief *JK*  
Community-Based Planning Division

FROM: Glenn Kreger, Silver Spring/Takoma Park Team Leader *GK*  
Community-Based Planning Division

SUBJECT: Falkland Chase

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**Recommendation:** The Community Based Planning Division recommends that the portion of the Falkland Chase complex located north of East-West Highway (i.e., the 7.55 acre North Parcel) NOT be designated as a historic site on the *Master Plan for Historic Preservation*. The *Master Plan for Historic Preservation* stipulates that the Planning Board must balance competing public interests, including master plan goals, with the historic merits of nominated properties. We believe that other public policies should be considered more important with regard to the North Parcel and that the aspects of the Falklands which might be considered historic can be commemorated by preserving only the 8.34 acre South Parcel and the 6.29 acre West Parcel.

### Background

Falkland Chase consists of three large garden apartment complexes referred to herein as the North, South and West Parcels. A proposed redevelopment of the North Parcel has necessitated a decision regarding the potential master plan designation of the Falklands.

The Falkland Chase apartments were constructed in 1936-38 and represent an example of Colonial Revival multi-family architecture. They are also an early example of garden-style apartment design, which subsequently became popular throughout Montgomery County. There are three sections of the Falklands complex. The two sections within the CBD are located north and south of East-West Highway, east of Sixteenth Street. They include 325 units in two and three story brick buildings. (Another 125 units are located in the third section located west of Sixteenth Street, outside the Silver Spring CBD.) The cupola in the portion of the Falklands along Colesville Road is a prominent architectural feature and landmark at the southern gateway to the CBD. This building has been designated as a historic site on the *Master Plan for Historic Preservation*.

The Falklands have been an important part of the range of housing choices in Silver Spring for generations. They include reasonably priced garden apartments that are more attractive to families with small children than are high-rise apartments. The complex has significant semi-private open space in the interior of each block, including a stream valley that runs through the section south of East-West Highway. Past redevelopment proposals have met with significant opposition from those who value the complex as a significant part of our affordable housing stock and see it as a desirable alternative to the newer high-rises in the CBD.

In 1993 the Montgomery County Council recognized the Falklands as a valuable housing resource. At the same time, however, they made a policy decision to preserve only the existing housing stock south of East-West Highway. The section of the Falklands north of East-West Highway was rezoned to CBD-R1 to allow for future residential redevelopment. The Council indicated that the redevelopment of the northern portion of the Falklands would be appropriate for a mix of housing types to include low, medium, and high-rise structures with the building heights stepping down to East-West Highway. The CBD-R1 zoning was reaffirmed by the County Council in the February 2000 *Approved and Adopted Silver Spring CBD Sector Plan*.

### **Purple Line**

The MTA is studying an alignment that would bring the Purple Line into Silver Spring from the west on the south side of the tracks, behind the Falkland Apartments. Although a Locally Preferred Alternative has not been selected, the "southern alignment" is looking increasingly viable due to the narrowness of the available space on the north side of the tracks and the cost of tunneling under the tracks in north Silver Spring.

### **Conclusions**

The policy decision to promote more intense residential uses on the northern portion of the Falklands (i.e., the section nearest Metro) is consistent with the principles of Smart Growth and Transit Oriented Development (TOD). The County's current effort to promote housing opportunities throughout Montgomery County also supports the notion that the northern section of the Falklands should be available for residential redevelopment. In light of these policies and the land use and zoning decisions made in the CBD Sector Plan, Community-Based Planning believes that it would be unfortunate if the entire Falklands property were to be identified as a historic resource that must be preserved. We are also concerned that designation of the North Parcel (including both the buildings and their environmental setting) could potentially interfere with the implementation of the Purple Line alignment being considered on the south side of the railroad tracks.

In light of these considerations, we recommend that the North Parcel not be included in any historic designation, i.e., the historic merits of Falkland Chase can be commemorated without necessarily protecting the entire property.

GK:tv: N:\dept\divcp\kreger\Falkland nomination

**LINOWES**  
**AND | BLOCHER LLP**  
ATTORNEYS AT LAW

August 14, 2007

**Barbara A. Sears**  
301.961.5157  
[bsears@linowes-law.com](mailto:bsears@linowes-law.com)  
**Erin E. Girard**  
301.961.5153  
[egirard@linowes-law.com](mailto:egirard@linowes-law.com)

***BY HAND DELIVERY***

Mr. Jef Fuller, Chair,  
and Members of the  
Historic Preservation Commission  
1109 Spring Street, Suite 801  
Silver Spring, Maryland 20910

Re: Falkland North, Silver Spring, Maryland – August 15, 2007 Agenda

Dear Chairman Fuller and Members of the Historic Preservation Commission:

On behalf of our client, Home Properties Falkland Chase, LLC (“Home Properties”), owner of the Falkland Apartments in Silver Spring, Maryland (“Falkland”), the purpose of this letter is to oppose any inclusion of any portion of Falkland, other than the Cupola Building, on the Master Plan for Historic Preservation (the “Master Plan”). As more fully discussed below, and outlined in the reports and materials submitted to the Planning Board in June-July 2003, and March of 2005, when the Planning Board considered the Falkland Apartments for placement on the Locational Atlas, the Falkland Apartments do not warrant designation under relevant criteria of Section 24A-3 of the Montgomery County Code (“Code”) for inclusion in the Master Plan for Historic Preservation (“Master Plan”).

**I. Property Description**

Falkland is a residential development located in the northeast, southeast and southwest quadrants of the intersection of 16th Street and East-West Highway in Silver Spring. The Property is presently developed with 450 garden apartments. This development consists of three parcels which are identified on the tax map attached as Exhibit “A”. These parcels are identified as follows: Parcel 393, containing approximately 8.99 acres, located north of East-

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West Highway (“Falkland North” or the “North Parcel”)<sup>1</sup>; Parcel 555, containing approximately 8.34 acres, located south of East-West Highway (“Falkland South” or the “South Parcel,” also sometimes called “Falkland East”)<sup>2</sup>; and Parcel 532, containing approximately 6.29 acres, located west of 16<sup>th</sup> Street (“Falkland West” or the “West Parcel”) (collectively, “Falkland” or the “Property”). The North Parcel is currently zoned CBD-R1 and developed with 182 dwelling units; the South Parcel is zoned R-20 and has 147 dwelling units; and the West Parcel is zoned R-20 and has 121 dwelling units. The North and South Parcels are located within the Central Business District (“CBD”) and the Sector Plan boundary. The Cupola Building, which has been designated on the Master Plan, is located on the southwest corner of the South Parcel.

## **II. History of the Property and Sector Plan Recommendations**

On June 11, 1985 the County Council adopted Resolution No. 10-1357 (the “1985 Resolution”) that found Falkland (with the exception of the Cupola Building on the South Parcel) “not suitable for regulation under the Historic Preservation Ordinance.” See Exhibit “B”. Since that time, the status of the Property as not historically significant, with the exception of the Cupola Building, has been reconfirmed through the sector planning actions of the Planning Board and County Council. During the Sector Plan amendment process in 1993, the County Council carefully evaluated the historic significance and land use principles to govern the future of the Property, as evidenced in the 1993 Approved and Adopted Sector Plan. In its evaluation, the County Council did not find any need to designate the Property beyond the Cupola Building as a historic resource in the Master Plan. In fact, the 1992 Draft Amendment to the Silver Spring CBD Sector Plan recommended rezoning the northern portion of the Property to CBD-R, “to allow for residential development in the future... [t]he proposed redevelopment would increase the number of residential units in close proximity to Metro, including affordable housing units.” See 1992 Final Draft, Sector Plan, p. 133. Subsequent to this amendment, the northern portion of the Property was rezoned to CBD-R1 and the southern portions to R-20. More recently, in 2000, the County Council again reviewed and amended the Silver Spring CBD Sector Plan, and once more found the Cupola Building to be the only historic resource on the Property. This amendment also confirmed the redevelopment potential of the North Parcel to achieve higher housing densities in close proximity to Metro.

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<sup>1</sup> The North Parcel has also been identified as Block 52, Lot 3 or Block 52 in the 1993 Approved and Adopted Sector Plan for the Silver Spring CBD.

<sup>2</sup> The South Parcel has also been identified as Block 51, Lot 2 or Block 51 in the 1993 Approved and Adopted Sector Plan for the Silver Spring CBD.

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Page 3

This position continues to be maintained by Community-Based Planning, as evidenced in the June 5, 2007 Memorandum to Clare Kelly from Glenn Kreger, attached hereto as Exhibit "C". In this memorandum, Planning Staff notes, "The policy decision to promote more intense residential uses on the northern portion of the Falklands...is consistent with the principles of Smart Growth and Transit Oriented Development. The County's current effort to promote housing opportunities throughout Montgomery County also supports the notion the northern section of the Falklands should be available for residential redevelopment. In light of these policies and the land use and zoning decisions made in the CBD Sector Plan, Community-Based Planning believes that it would be unfortunate if the entire Falklands property were identified as a historic resource that must be preserved." See June 5, 2007 Memorandum from Community Based Planning to Clare Kelly, p. 2.

On June 16, 2003 and March 31, 2005, the Planning Board conducted hearings to consider listing the Property on the Locational Atlas and Index of Historic Sites ("Locational Atlas"). On March 31, 2005, the Planning Board took an oral vote to place the Property on the Locational Atlas, but did not issue a final decision.<sup>3</sup>

### **III. Proposed Redevelopment of North Parcel**

On November 3, 2006, in accordance with the recommendations of the Sector Plan, a Project Plan Application was filed by Home Properties for the redevelopment of the North Parcel with approximately 1,020 multi-family dwelling units and approximately 62,000 square feet of retail space (the "Project"). An associated Preliminary Plan Application was subsequently filed by Home Properties on January 27, 2007. In addition to providing important additional rental housing opportunities within 800 feet of Metro, in accordance with smart growth principles, the Project will also provide approximately 128 Moderately Priced Dwelling Units ("MPDUs"), as well as significant on- and off-site public use spaces. As rental units, the current MPDU law will operate to restrict rents on these 128 MPDUs for 99 years. The South Parcel and West Parcel were not included in the redevelopment applications, but rather will be maintained as garden apartments for the foreseeable future. It is the filing of the Project and

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<sup>3</sup> As a result, Home Properties believes that the Property is not properly listed on the Locational Atlas. Without prejudice or waiver of this position, Home Properties submits testimony and evidence in opposition to the proposed Historic Preservation Staff recommendation.

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Preliminary Plan Applications that is prompting the current evaluation of the Property for potential designation pursuant to Section 24A-10 of the Code.

**IV. Failure to Meet Criteria for Inclusion on the Master Plan for Historic Preservation.**

As demonstrated and fully documented in the attached reports and executive summary prepared by the Property owner's architectural historian, Dr. Daniel Koski-Karell ("Owner's Consultant") in March of 2005, the Property does not satisfy the criteria for historic designation contained in Section 24A-3 of the Code, and therefore does not warrant inclusion on the Master Plan. See 2005 Falkland South MHT Form, attached hereto as Exhibit "D", 2005 Falkland North MHT Form, attached hereto as Exhibit "E", 2005 Falkland West MHT Form, attached hereto as Exhibit "F", and letter from Daniel Koski-Karell, Ph.D., to Chairman Berlage, attached hereto as Exhibit "G".

The August 8, 2007 Staff Report ("Historic Staff Report") recommends that "... the entire Falklands Apartments, including all three parcels, be determined eligible for inclusion on the *Master Plan for Historic Preservation*. Staff feels that the Falkland Apartments complex would meet Criteria 24A-3(b)(1)a. and d., as well as 24A-3(b)(2)a," p. 3. This recommendation is based on Staff's findings that Falkland (1) "is the first example of a garden apartment complex in Montgomery County." (2) "was the first large-scale rental housing project in Maryland whose mortgage was backed by the newly established Federal Housing Administration," and (3) "is highly representative of the formal and traditional Colonial Revival style architecture of its era." See Historic Staff Report. Each of these assertions are factually incorrect. First, Planning Board Staff, the Planning Board, and the County Council, have all previously acknowledged that Falkland was not the first garden apartment complex in Montgomery County. See September 1984 Final Draft Amendment to the Master Plan for Historic Preservation, p. 3 ("The research demonstrates that Falkland was neither the first garden apartment complex constructed in the County, nor prototypical, but just one component of a garden apartment boom which began around 1935 and ended in the early 40's"). Second, Falkland was not the first project in Maryland backed by the FHA. As more fully explained in the 2005 Falkland South MHT Form, "This development was simply one of many projects financed with a private loan that included FHA mortgage insurance. It is listed tenth on a chronological list of eleven projects in the FHA's large-scale housing program .... The mortgage insurance program involved with the Falkland Apartments was one of several various FHA programs that insured mortgages in Maryland. See 2005 Falkland South MHT Form, p. 97. Finally, Falkland is not an architecturally significant representative of the Colonial Revival style, but rather is a mix of International, Modernized Classical, and Colonial Revival



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styling elements “. . . that is not a good example of any particular architectural style.” Falkland North MHT Form, pp. 100-101.

The position of the Owner’s Consultant that the Property does not warrant designation is consistent with those of historical experts during previous designation proceedings. During the 1983 proceedings wherein the Property was first examined for possible elevation to the Master Plan, both HPC and Planning Commission Staff recommended against designation and, in support of this recommendation, submitted extensive analysis. See November 14, 1983 Staff Report, attached hereto as Exhibit “H” and November 9, 1983 Park Historian Walston’s analysis, attached hereto as Exhibit “I”. In Mr. Walston’s approximately 70-page report he summarized the conclusions of his research, in relevant part, as follows:

- that Falkland was not the first garden apartment complex constructed in Montgomery County; that distinction goes to the Elm Avenue Apartments in Takoma Park, in operation by 1930, perhaps constructed as early as 1915, and the first apartment complex in the county to be specifically referred to as garden apartments.
- that Falkland construction was concurrent with at least two other existing apartment complexes, the Avondale Apartments in Bethesda and the Blair Park Apartments in Takoma Park, both completed in 1937.
- that while Falkland was the first large-scale garden apartment complex in Maryland to be approved for an FHA-insured mortgage, by the time the entire Falkland project was completed in 1938, three other FHA-backed garden apartment complexes in Maryland had been completed and occupied: Dream’s Landing in Annapolis, Northwood Apartments in Baltimore and the Dundalk Housing Project in Dundalk.
- that the FHA large-scale rental housing program was of little or no historical significance to the development of the garden apartment in America, bringing no new design innovations to the movement, accounting for only 0.97% of all units insured by the FHA by 1941 and an infinitesimal percentage of all garden apartments constructed in America.

The original construction and design of the Property has also been severely compromised by various alterations to the Property over time. As more fully documented in the March 31, 2005 letter and attachments attached hereto as Exhibit “J”, in the past 20 years, substantial alterations have been made to the landscaping, parking areas, lighting and building facades and the original windows have been replaced. Such alterations have substantially

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compromised the integrity of the original development, having the effect of further diminishing any alleged historical significance. Moreover, as noted in the May 2007 Report by Parsons Brinckerhoff, attached to Ms. Kelly's August 8, 2007 Staff Report, "Removal of the Draper Triangle prior to 1992 diminished Falkland Chase's overall integrity of design in that the original site plan was altered and the whole of the complex was reduced by approximately 7 percent in both area and number of units." See May 2007 Report by Parsons Brinckerhoff, p. 6.

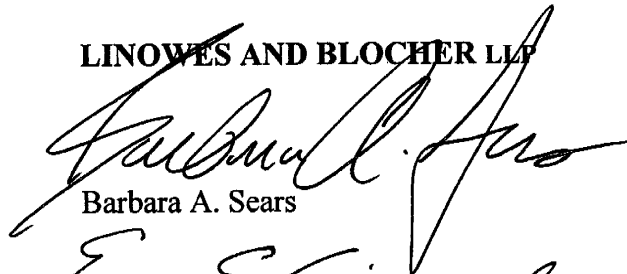
## VI. Conclusion

As the above points and attachments and those to be presented by Home Properties at the HPC worksession demonstrate, the Property does not meet the Criteria of the Code for inclusion on the Master Plan and should not be recommended by the Commission for inclusion.

Thank you for your consideration of our comments. We look forward to appearing before you at the August 15, 2007 worksession for this matter and respectfully request that we be allowed approximately 15 minutes for our presentation of our case. In the meantime, if you have any questions or concerns, please do not hesitate to contact us.

Very truly yours,

**LINOWES AND BLOCHER LLP**



Barbara A. Sears



Erin E. Girard

cc: Mr. Nelson Leenhouts  
✓ Ms. Clare Kelly

**Daniel Koski-Karell, Ph.D.**  
**Architectural History Consultant**  
Post Office Box 101300  
Arlington, Virginia 22210

Telephone 703.524.3749  
Email [archo@starpower.net](mailto:archo@starpower.net)  
Fax 703.525.3152

March 21, 2005

The Honorable Derick Berlage, Chairman,  
and Members of the  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Falkland Chase Apartments in Silver Spring, Montgomery County, Maryland.

Dear Mr. Berlage and Members of the Planning Board:

My purpose in writing is to summarize the findings of my research concerning the Falkland Chase Apartments. It has been alleged that this property is historically significant in its entirety. This is not the case, and I wish to provide a short explanation why. Extensive supporting materials for my conclusions are attached in my three reports (one for each separate section of the Falkland Chase Apartments property).

Based on materials available to date, it is my understanding that the alleged historical significance of this property is based on the following grounds:

1. *This was a prototype for garden apartment development in Montgomery County.*

This is untrue. The Falkland Apartments were not a "prototype," which is defined as an original model on which something is patterned. The design of the Falkland Apartments development copied heavily from previously existing garden apartment developments. A comprehensive study of early garden apartment development in Montgomery County has established that other garden apartments developments were constructed in Takoma Park, Silver Spring and Bethesda before Falkland (see Walston 1984). In addition, the design of the Falkland Apartments development copied heavily from earlier garden apartment developments such as Colonial Village in Arlington, Virginia, Chatham Village in Pittsburgh, Pennsylvania, and others.

2. *This is an example of design elements from the "Garden City" movement.*

This is untrue. The "Garden City" movement is the concept from which single-family suburban development sprang. The garden city ideal was conceived by Ebenezer Howard in 1898. It included a central urban core, residential suburbs, and farms served by a network of roadways and railway lines. His concept of the garden suburb was "in the form of English cottages within an arcadian setting of trees, gardens and winding roads"

The Honorable Derick Berlage, Chairman  
and Members of the  
Montgomery County Planning Board  
March 21, 2005  
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(Fleming, et al. 1999:215). The "Garden City" movement does not deal with apartment buildings. The design concepts exemplified in garden apartments were developed separately from the "Garden City" movement through time among a variety of architectural designers in the United States.

3. *This was one of the first three projects insured by the Federal Housing Administration (FHA).*

This is untrue. The FHA was established in 1934 and included several loan insurance programs covering a variety of housing. These ranged from insuring loans for repairs, additions and alterations for business buildings, residences and farms, to mortgage insurance for single-family dwellings and housing projects. The specific insurance program used to insure the private mortgage for the south section of the Falkland Apartments was just one of several. Thousands of loans were insured by the FHA before the mortgage for the original section of the Falkland Apartments; the Falkland loan was simply the third loan in that specific mass-housing loan insurance program and was not even one of the first to be constructed under this program (Federal Housing Administration 1937:24).

4. *Louis Justement was the architect who designed the Falkland Apartments and he was a Master in the field of architecture.*

This is untrue. Architects who are regarded as "Masters" have books written about them. There has not been a single book written about Louis Justement. This is easily confirmed by checking the U.S. Library of Congress online book catalog ([www.loc.gov](http://www.loc.gov)). There is no book subject heading for this person. While Mr. Justement was an accomplished professional, it is unwarranted to view him as a Master in the field of architecture. He is not mentioned in published lists of persons who may be regarded as Master architects in the United States (e.g., Thorndike 1981). If he was a Master, one would expect that his work would be included in the American Institute of Architects guide to the architecture of Washington, D.C, where Mr. Justement worked throughout his professional career. However, he is not even listed in that reference book's index (see Weeks 1994). In addition, the design work for the Falkland Apartments was not the work of Mr. Justement or any other individual exclusively. It was a collaborative effort that involved staff architects and planners working for the Federal Housing Administration (Blair 1937:10, 27).

The Honorable Derick Berlage, Chairman  
and Members of the  
Montgomery County Planning Board  
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5. *Falkland Chase is the original Falkland Apartments built in 1937.*

It is important to note that the entire existing Falkland Chase Apartments includes three distinct parts (South, North and West). These were not built at the same time under the same circumstances. The three parts of Falkland Chase do not share the same historical background, and they differ from one another in architectural characteristics. Falkland Chase South (FCS) was the first to be constructed and the one with a 1936 FHA-insured private mortgage (Beard 1937:16; Blair 1937:9; Justement 1946:140-141). Falkland Chase North (FCN) and Falkland Chase West (FCW) were built later after FCS had been completed and occupied by tenants. They were financed with separate mortgages. Consequently, each should be considered independently concerning their potential significance in terms of historic preservation.

Based on the foregoing, as well as the reports attached hereto, the Falkland Chase Apartments development does not meet any of the criteria of Section 24A of the Montgomery County Code, as would be necessary for a finding of historical significance. The buildings lack distinguish in their quality of design, and every one has been changed from its original condition through normal, required maintenance such as replacing all windows, widespread brickwork rebuilding, and extensive landscape changes including clearing areas originally wooded in order to construct parking areas. The original design of the Falkland Apartments is not preserved at Falkland Chase because of the severance and past redevelopment of the eastern one-third of the 1937 project. Moreover, it is important to note that any of the essential architectural qualities of Falkland Chase are exemplified in the property's Cupola Building, already a protected structure. This one building is representative of the overall apartment development, and is distinguished from all the rest by its prominent position at the intersection of Sixteenth Street and Colesville Road, along one of the principal approaches to the Silver Spring central business district.

I look forward to discussing these conclusions and the attached reports with you further during your March 31, 2005 hearing regarding this property.

Sincerely,



Daniel Koski-Karell, Ph.D.  
Architectural Historian

Attachments

The Honorable Derick Berlage, Chairman  
and Members of the  
Montgomery County Planning Board  
March 21, 2005  
Page 4

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CHRIS VAN HOLLEN  
8TH DISTRICT, MARYLAND

COMMITTEE ON  
WAYS AND MEANS

COMMITTEE ON OVERSIGHT AND  
GOVERNMENT REFORM

**Congress of the United States**  
**House of Representatives**

Washington, DC 20515

September 11, 2007

1707 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-5341

DISTRICT OFFICES:  
51 MONROE STREET, #507  
ROCKVILLE, MD 20850  
(301) 424-3501

SUITE C-201  
6476 NEW HAMPSHIRE AVENUE  
HYATTSVILLE, MD 20783  
(301) 891-6982

[www.vanhollen.house.gov](http://www.vanhollen.house.gov)

Mr. Royce Hanson  
Chairman  
The Maryland-National Capital Park and Planning Commission  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910-3716

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OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Mr. Hanson:

I am writing on behalf of a number of my constituents who wish to preserve the north parcel of the Falkland Apartment complex in downtown Silver Spring as a historic and protected site.

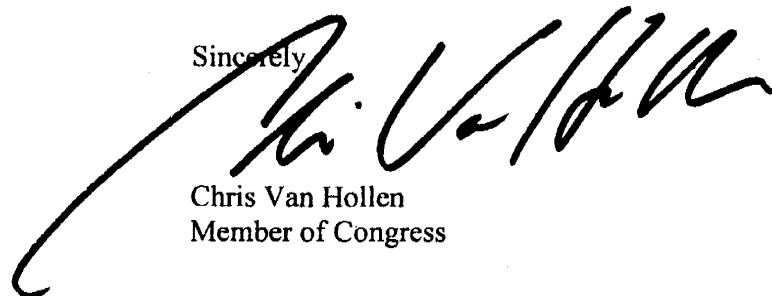
Last month, the Montgomery County Historic Preservation Planning Division recommended that the Falkland Apartments be included in the County's Master Plan for Historic Preservation because of the facility's unique cultural, historic, and architectural significance to Silver Spring and Montgomery County.

I understand that the Montgomery County Planning Board soon will decide whether to designate the Falkland Apartments to the Master Plan for Historic Preservation. Doing so will preserve the north parcel from demolition as part of a pending redevelopment plan.

As you are no doubt aware, many residents of Silver Spring and Montgomery County greatly value the historic and artistic nature of the Falkland Apartments. I would respectfully urge you and the other members of the Planning Board to give full consideration to the rationale for preservation set forth by the Historic Preservation Commission staff and the residents of Silver Spring as you move forward with your decision.

If you have any questions, please contact Brendan Armbruster in my district office at (301) 891-6982.

Sincerely,



Chris Van Hollen  
Member of Congress

CVH/ba

## Trees on the Falkland Apartment Site

*The following was compiled by John Parrish of the Maryland Native Plant Society.*

Here is a list of trees growing at Falklands. Keep in mind that some species are represented by many individual trees. If indicated as "Specimen" that means that at least one or in many cases more than one of a species are specimen sized. For example, not all of the White Pines or Red oaks are specimen size although many indeed qualify as such.

**OP** = original landscape plantings

**P** = planted after original plantings in later decades

**N** = occurring naturally on site (i.e. not planted by humans, planted by natural means by squirrels, birds, wind.....etc)

**S** = Specimen tree. "A tree that is a particularly impressive or unusual example of a species due to its size, shape, age, or any other trait that epitomizes the character of the species".

**\*** = predates Falklands complex.

American Arborvitae (Northern White Cedar) OP

Green Ash	P
Black Cherry	N,S
Japanese Cherry	P
Yoshino Cherry	OP,S
Crabapple	P
Flowering Dogwood	OP,P
Kousa Dogwood	P
American Elm	OP,N,S
Hawthorn	OP,S
Mockernut Hickory*	N
Pignut Hickory*	N,S
American Holly	P
Foster's Holly	P
Juneberry	P
American Linden*?	
(White Basswood)	OP?,S
Littleleaf Linden	P
Black Locust	N
Box Elder Maple	OP,S
Red Maple	N
Sugar Maple	P
Silver Maple	P
Mulberry	N
Black Oak*	N,S
Pin Oak	P,S
Red Oak*	N,S
Shumard's Oak	P
White Oak*	N,S
Willow Oak	P



White Pine	OP,S
London Planetree	P
Redbud	P
Sassafras	N
Norway Spruce	P
Sycamore*	N,S
Tuliptree (Tulip Poplar)*	N,S
Black Walnut	N
Yellowwood	P,S

### **Falkland Flora**

Falkland Apartments, on 22 acres bounded by 16th Street, East-West Hwy., and Colesville Road in Silver Spring, were built between 1936 and 1938. Before the property was developed as apartments, it was farmland owned by the Blair family. The architect, Louis Justement, consciously built Falkland to fit the natural contours of the land and to preserve almost all the existing trees.

#### Variety and Significance:

There are a variety of trees on Falkland's three sectors, including little leaf lindens, American elm, hawthorns, arborvitae, white pine, box elders, linden (basswood), oak, pignut hickory, sugar maple, pin oak, poplar, and Japanese cherries.

Falkland also features some specimen trees. A "specimen tree" is a category that describes trees of great size that should be priorities for preservation in a development plan. For example, all oaks and tulip poplars 30 inches or larger diameter at breast height (dbh) are considered specimen size and high priority for preservation. All white pines 28 inches dbh or larger are considered specimen and also high priority for preservation. All trees 24 inches dbh or greater that are not specimen size are considered moderate priority to preserve, according to M-NCPPC guidelines. Many Falkland trees fall into the "moderate priority" category. Some trees on the property date from before Falkland was built. There is also a forest remnant.

All trees and shrubbery associated with historic sites are high priority for preservation, according to Montgomery County's Forest Conservation Law, which classifies trees as "high priority," "moderate priority," and "low priority" for preservation. If Falkland were placed on the Master Plan for Historic Preservation, all trees and woody plants on the property would be afforded greater protection.

#### North Sector - most at risk:

Falkland's north sector, the one most at risk because of its zoning, is very well landscaped and has numerous trees alive and well from the original plantings, including specimen trees. Examples of specimen trees on Falkland's north sector are white pines, hawthorns, and cedars. The old white pines, probably planted when Falkland was built or about a decade after, are perhaps the most impressive natural feature of this sector.

There is a remnant area of old native forest trees along a drainage ravine near the intersection of 16th Street and East-West Hwy. in the north sector. This area also contains several specimen tulip poplars and oaks that are irreplaceable.

A box elder here may date from the building of Falkland in the 1930s, because this type of tree is longer used as ornamental as it was in the era when Falkland was built. The north sector also has impressive new plantings of trees over the years. These include ornamental cherries and Littleleaf lindens. The north sector also features a natural streambed that continues into the original sector, emptying into Rock Creek.

Original sector - Largest

South (or East) sector:

The original sector is the largest of the three, and has the most open space. Because it is not zoned for high-density development, it is less at risk than the north sector. It may, however, be subjected to infill, medium-density development. It is built around the same natural streambed as the one in the north sector. Notable here are a pignut hickory that could be 150 years old. There is also a four-foot diameter pin oak that may have been planted 70 years ago.

Western sector - outside the CBD:

Lying outside the Silver Spring central business district, the west sector includes impressive white pines. There is also an American elm on this sector and 3 or 4 elms on the other Falkland sectors. The linden (basswood) trees here may predate the Falkland. This type of tree was planted by farmers to attract bees, and Falkland was farmland before it was developed.

Arborvitae - 65 to 70 years old

Geology

The geology of Falkland is also notable. The bedrock is mica schist and mica gneiss. Mica can be easily seen in the surface soil. Large chunks of quartz can be seen also in the Falkland.

## **Report of John Parrish, Maryland Native Plant Society, on North Parcel of Falkland**

I have walked the north Falkland section. It is very well landscaped and has numerous trees alive and well from the original plantings including specimen White Pines, hawthorns and cedars. I am also impressed with the plantings of trees over the past decades that are not original plantings. I saw lots of ornamental cherries and Littleleaf lindens that fall into this category. In addition there is a remnant area of old native forest trees along a drainage ravine near 16th and East-West. This area contains several specimen tulip poplars and oaks. A "specimen tree" is a size category used for determining trees of great size that should be priorities for preservation under a development plan. For example, all oaks and tulip poplar trees 30 inches or larger diameter at breast height (dbh) are considered specimen size and high priority for preservation. All White Pines 28inches dbh or larger are considered specimen and high priority for preservation too.

All trees and shrubbery associated with historic sites are high priority for preservation according to our County's Forest Conservation Law. So if this becomes an historic site all woody plants are afforded greater protection.

The old white pines are the most impressive natural characteristic of Falklands north. They are very picturesque. The remnant oaks and poplars are also irreplaceable.

## Kelly, Clare

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**From:** MarciPro@aol.com  
**Sent:** Monday, November 26, 2007 3:47 PM  
**To:** MCP-Chairman  
**Cc:** Kelly, Clare  
**Subject:** Falkland Historic Designation: Louis Justement, Architect, Hearing Statement

Please Deliver asap to Chairman Royce Hanson & All Commissioners, 11/26/07

**TO:** Royce Hanson & All Commissioners, Planning Board, 11/26/07  
**FR:** Marcie Stickle, Silver Spring Historical Society Advocacy Chair, 301-585-3817  
**RE:** **Falkland Historic Designation Hearing, Louis Justement, Architect, December 2007**

FALKLAND Historic Designation Hearing Before Planning Board, December 2007,  
Statement by Marcie Stickle, Silver Spring Historical Society Advocacy Chair, 11/26/07

The extraordinary expertise of architect and progressive city planner Louis Justement continues to be unearthed, new information revealed. Extensive research has been carried out about this exceptional architect and the New Deal Falkland Garden Apartments over the last 20 years:

(1) Andrea Rebeck, registered and restoration architect, calls Justement an architectural "master" in her 1987 "Montgomery County in the Early Twentieth Century, A Study of Historical and Architectural Themes," completed for the Montgomery County Historic Preservation Commission and the Maryland Historical Trust, 12/87. She was engaged to survey the County and bring the Locational Atlas into the 20th Century. She places Justement in the same company as Frank Lloyd Wright and John Ebersson, of "national prominence" ("Theme VI: C. Important Buildings, or Works by "Masters," p. 30). She recommends The Falkland's placement on the National Register.

"He developed a design which combined masterful site planning with a novel mixture of townhouse units placed among apartment blocks. The success of this project encouraged a number of similar developments in the Southern portion of the County" . . . . p. 10.

Andrea Rebeck also states: "**The first garden apartment complex in Montgomery County, and by far the largest and most ambitious, was the Falkland Apartments built in 1936-1938 by the Blair family on part of their former farm in Silver Spring. The Falkland's architect, Louis Justement, studied many projects for moderate income families, including Colonial Village in Arlington, Va., and Chatham Village near Pittsburgh.**"

**Justement: "An existing Y-shaped valley has been carefully preserved and this has permitted the retention of practically every tree on the original site. The use of courts opening on the surrounding streets permits greater variety in appearance and a more economical use of the land, while providing the same density per acre as typical row housing. The preservation of existing trees provides privacy as well as agreeable surroundings. The living porches generally face the rear garden and there are play areas for small children," "New Cities for Old," pp. 140-141.**

Justement won professional acclaim for his Falklands project.

(2) **American Architects Directory, 1962, 2nd Edition, notes Falklands won an international award, an Honorable Mention from the Fifth Pan American Congress of Architects, 1940.** Justement also designed Howard University Law School, Medical School, Administration Building; Sibley Memorial Hospital; the Meridian Hotel, which won an Award of Merit from the Washington Board of Trade, 1942. In 1921, won two out of three first prizes in the "National Own Your Own Home Competition." Admitted to AIA in 1921.

(3) **"In 1946, he was one of only eight architects elected a Fellow of the American Institute of Architects, the highest honor the profession can bestow on its peers,"** Karel Yasko, FAIA, Counselor for Fine Arts & Historic Preservation, and assistant commissioner for design and construction, General Services Administration, 10/84, letter to County Council.

**"Previous to the award, the leading architectural magazine in 1938 in extensive coverage cited Falkland as a prime example of multiple housing in its concept and planning advances. Through these publications Falkland had a great influence on post-war housing planning, beyond the borders of Montgomery County."**

**"Within the architectural profession, he [Justement] was held in great esteem . . . and established a national reputation for his urban planning and housing,"** Karel Yasko, *Ibid.*, 1984.

**(4) Justement's 1952 E. Barrett Prettyman Federal (United States) Courthouse on Constitution Ave. is National Register eligible, and a contributing building to the Pennsylvania Avenue National Historic Site,** according to the Wash., D.C., Preservation Office, and the D.C. Preservation League, 3/28/05. The Pa. Ave. National Historic Site extends from Capitol Hill to the White House.

Justement's Federal Courthouse is also on the General Services Administration Fine Arts & Arts Commissions' Historic Properties List, National Capital Region. Prettyman Courthouse is included in an American Institute for Architects Guidebook.

Justement was awarded the contract for the design, drawing and specification preparation of the new Courthouse in 1945; **Harry Truman laid its cornerstone in June 1950,** according to the Federal Courthouse Web site:

"On September 5, 1945, the Commissioner of Public Buildings awarded a contract to local architect Louis Justement for the design, drawing and specification preparation of the new courthouse. The District of Columbia officially deeded Reservation 10 to the federal government in 1949. Louis Justement generally conformed to the stripped classical styles and massing of the surrounding buildings, but the spacial arrangements and site planning for the E. Barrett Prettyman Federal Courthouse differed from its neighbors. New technologies, such as fluorescent lighting and air conditioning, allowed Louis Justement to abandon the previous structures' courtyard plan-type, and arrange rooms within a large, continuous floor plate. Louis Justement's work was approved on January 14, 1948, and ground was broken in August of 1949. On June 27, 1950, the first day of the Korean War, President Harry S. Truman laid the cornerstone, and the building opened in November of 1952."

**(5) Justement's Harris & Ewing Photographic Studio, is on the National Register, 1311-1313 F St., N.W., D.C., 1900-1924, in Renaissance style, added 1994.** At that time of his design, he was junior partner of Sonneman & Justement.

**(6)** Justement designed the Longworth House Office Building on Capitol Hill in 1933.

**(7) Photographs of Justement's D.C. bridges are in the prestigious Historic American Buildings Survey and Historic American Engineering Record Collection, since 1933,** at the Library of Congress, in the "Built in America Collection." <http://memory.loc.gov/cgi-bin/query>. Bridges he designed:

- a. K Street Bridge, Spanning Rock Creek & Potomac Parkway, Washington, D.C.
- b. Massachusetts Avenue Bridge, Spanning Rock Creek & Potomac Parkway, Washington, DC.

HABS/HAER collections document achievements in architecture, engineering, and design in the United States and its territories through a comprehensive range of building types and engineering technologies.

**(8)** Photograph of a Justement's winning House design ("Own Your Home Competition") for "Own A Home Exposition, Inc.," 1920 or 1921, in Library of Congress Prints & Photographs Collection.

**(9) Photographs of Justement's works are in architect Arthur Heaton's LOC collection;** they were colleagues in the Washington Renovise movement of the 1930s. "Architectural drawing for a model house ("exhibition house") for the "Renovize Washington Campaign," Washington, D.C. (Heaton was first supervising architect of Washington National Cathedral, designed National Geographic buildings, Washington, D.C., National Dry Cleaning Institute, Silver Spring.)

**(10) 31 of Justement's works are photographed and featured within the Library of Congress extensive collection of renowned photographer Theodore Horydczak, 1890-1971, in "Washington as It Was, 1923 to 1959," of architecture and social life of the Washington metropolitan area.**

Justement used Horydczak's aerial photograph of the "Falklands," and Fort Dupont Houses, in his book, "New

Cities for Old." See: Library of Congress, <http://memory.loc.gov/ammem/thhtml/thhome.html>

(11) See: [www.architectureweek.com/2001/0829/classic\\_home.html](http://www.architectureweek.com/2001/0829/classic_home.html)

"Architecture Week," Page H1, 29 August 2001, Features Justement's "Classic Home" on first page of its Web site, to advertise "500 Small Houses of the Twenties," 1990 edition, Dover Publications, currently being sold on Amazon.com, and elsewhere, compiled from original "The Books of a Thousand Homes," 1923.

"Garden side overview of Classic Home 002, designed by Louis Justement, architect:

This plan indicates a dwelling somewhat like a compact four-room house, but providing considerably more living space. Exterior construction is straightforward stucco, and the use of Spanish-type garden walls is indicated as adding considerably to the size and architectural effect of the house. On the first floor there is a dining room, where the four room house would just have an alcove, and upstairs is a cozy deck." From "500 Small Houses of the Twenties," compiled by Henry Atterbury Smith, from "The Books of a Thousand Homes," copyright 1923. The 1990 edition is published by Dover Publications, ISBN 0-486-26300-2.

(12) **George Washington University Gelman Library contains Justement's manuscripts as a "major holding."**

(13) Author James Goode's photographs in the LOC collection for his book "**Best Addresses: A Century of Washington's Distinguished Apartment Houses**" (Smithsonian, 1988), include Justement's **Harvard Hall Apartments, 1928, first standard apartment with indoor swimming pool**, in Adams Morgan, D.C., and other **Justement works**, along with those of other exceptional architects.

From 1988 until 1989, James Goode had a special "Best Addresses" exhibit at The Building Museum, Wash., D.C.

Enclosure:

**AIA Press Release Upon Louis Justement Attaining AIA Fellow Status, 1946,**  
Before he had designed the Federal Courthouse and other works:

Louis Justement, Washington, D.C. Chapter

**Admitted to the Institute in 1921. Has made notable contributions to the profession of architecture, particularly in group housing. A pioneer in this field, his executed work bears eloquent testimony to his sensitive and thorough understanding of this problem and to his noteworthy ability as a designer. His writings and activities in the field of city planning have further increased his usefulness and effectiveness to the profession and the public. In recognition of his architectural achievements and of his extensive and valuable services to The Institute and the Washington Chapter, he has been advanced to Fellowship in The American Institute of Architects.**

\*\*\*\*\*

See <http://www.loc.gov/rr/print/adecenter/essays/Scott.html> (house designs as models):

"In 1921 the Own a Home Exposition Company with offices in Chicago and New York sponsored a competition entitled 'Own Your Home Competition,' in which architects were invited to provide designs for modest suburban homes in four categories established according to materials. Washington architect Louis Justement won first prizes for his four-room frame Colonial cottage as well as his house constructed with metal lath, back plaster and stucco (ADE - UNIT 2879, no 17 A size). His entry for a six-room stucco cottage earned a mention . . . ."

Marcie Stickle, Silver Spring Historical Advocacy Chair  
8515 Greenwood Ave., Silver Spring, MD 20912  
301-585-3817, MarciPro@aol.com

November 25, 2007

Royce Hanson, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Review of Falkland Apartments for listing on Master Plan for Historic Preservation

Chairman Hanson and Planning Commissioners:

My name is David Paris, and I'm an attorney living in Takoma Park. I am a member of the board of directors of Historic Takoma, although I am speaking as an individual. Tonight, I shall address contentions of Mr. Koski-Karell that were first submitted in 2005 prior to the decision to list Falkland on the Locational Atlas of Historic Sites. Since the Falkland owner and his attorneys have resubmitted the material, I am providing this amplified response.

One. Mr. Koski-Karell denied that the Falklands were a prototype for garden apartment development in Montgomery County. Falklands were the first true garden apartments in the County. In 1984, Park Historian Mark Walston, whom Koski-Karell cites, claimed that a four-flat structure in Takoma Park was the first. Walston probably consulted a 1931 Klinge atlas that erroneously labeled the building as "garden apartments." However, green space was not part of that building, and green space is a distinguishing feature of garden apartments. Andrea Rebeck in her extensive study of Montgomery County in 1988 identified Falkland as the first garden apartment complex in the County. Other multifamily housing was constructed in the 1930s, but Falkland has the distinction of being first garden apartment.

In fact, Falkland was a prototype for the nation as well as the county. James M. Goode in his celebrated book *Best Addresses*, states that Falkland was one of three projects in the Washington, D.C. area (the others were in Virginia) that "set the pace for hundreds of thousands of garden apartments throughout the nation." Another presentation includes a slide depicting a 1937 *Washington Post* article identifying Falkland and Colonial as major national prototypes. Interestingly, Home Properties' own website states that Falkland was a prototype for other apartment complexes that followed.

Falkland was influenced by a proud handful of early apartment developments elsewhere that were inspired by the English Garden City movement. This heritage should be considered a plus. Moreover, Falkland built on these models to create a unique plan and design, according to architectural historians Goode and Richard Longstreth.

Two. *Koski-Karell denies that Falkland "is an example of design elements from the Garden City movement."* Although, the Garden City ideal was about new towns and single homes, Americans Henry Wright and Clarence Stein, who designed and influenced the earliest garden apartments in this country, did not build "Garden Cities." It was never claimed that Falkland is a Garden City. Stein and Wright adapted the Garden City principles and applied them to U.S. apartment dwellings—those principles include low density, open space, natural land contours, and common design elements. The pioneering designs of early garden apartments like Falkland and Chatham Village are important because they exemplify how knowledge and design evolved. There is a voluminous literature to support this contention.

Three. *Koski-Karell denies that Falkland was one of the first three projects insured by the Federal Housing Administration.* This argument is a straw man since, it was never claimed that Falkland was one of the first three of ANY AND ALL projects backed by the Federal Housing Administration. The FHA included a broad array of programs such as single-family housing. Falkland is notable because it was the first *large-scale garden apartment* in Maryland and probably the second or third in the nation to receive FHA backing, according to architectural historian Richard Longstreth who has written an extensive study of the FHA's role in apartment construction. (Koski-Karell does not deny this.)

Falkland and Colonial Village are significant because they were among the projects marking the launch of a major new role for the Federal government in multifamily housing. The FHA's Rental Housing Division (RHD), along with architects like Justement, was able to create housing for moderate income families that provided high quality and pleasant surroundings. These projects influenced multifamily housing for years to come. During the first five years of its existence, the RHD insured the mortgages of 291 projects containing over 32,000 units in 38 states, most of the projects being garden apartments. Through important pilot projects such as Falkland, the RHD demonstrated to private investors the financial viability of this type of housing.

Four. *Koski-Karell denies that Falkland's architect, Louis Justement, was a Master in the field of architecture.* Since, the HPC's recommendation does not include this criteria, the master status of Justement is not before the planning commission. However, local preservationists count him as a Master.



But what evidence does Koski-Karell provide? First, he claims that architects regarded as Masters have books written about them. Koski-Karell incorrectly claims that Louis Justement's work is not included in the AIA Guide to the Architecture of Washington. However, Justement's 1952 Barrett Prettyman Courthouse, a National Register eligible building, is found in the fourth edition of the guide, a volume that includes 2006 material. Architectural history and preservation consultant Sally Lichtenstein Berk quickly named seven DC area master architects who have not been the subject of books. One is George Santmyers, designer of Montgomery Arms apartments in Silver Spring, which is on the Master Plan for Historic Preservation. Santmyers and Justement each designed several prominent buildings in DC's Kalorama Triangle Historic District.

Koski-Karell asserts that Falkland was a collaborative effort of Justement and FHA staff architects rather than the work of Justement alone. However, I believe that Justement was undoubtedly the designer. No one else has questioned his role. The FHA had construction standards, which dovetailed nicely with architects like Justement who were influenced by Garden City ideals. The Blair article that Koski-Karell cites says that the "excellent architect" Louis Justement simply "had the advantage of FHA architects' and landscape architects' checking and suggestions."

Justement was prominent enough to be included among the 50 participants at a major planning symposium at Princeton in 1946. His fellow participants included giants Frank Lloyd Wright, Walter Gropius, Phillip Johnson, Mies van der Rohe, and Robert Moses. That same year, Justement was one of only eight architects named a Fellow of the American Institute of Architects, the highest honor the profession can bestow on its peers. Falkland demonstrated his reputation as a master planner as well as a master architect.

**Five. Koski-Karell claims that the three parts of Falkland should be considered independently for preservation.** Falkland was of course built in stages, as were the other pioneering and prominent garden apartment projects that are on the National Register—Sunnyside Gardens, Radburn, and Chatham Village. But, I doubt if builders of this era even considered dividing up development projects and designating separate properties. Moreover, the unified design vision of each of these apartment complexes has not been affected by parking alternations made over the years that mostly occurred before the properties were listed on the National Register.

It is doubtful that any of the references Koski-Karell cites actually asserts that there are three separate properties. William D. Blair, the owner, considered the three areas together as "Falkland Properties." Moreover, the use of separate mortgages to finance the buildings does not render them separate properties for purposes of the designation process. The use of separate mortgages was simply a matter of expedience and construction timing. Additionally, it appears that the north and west sectors were under one mortgage that was underwritten by the FHA. When Eleanor Roosevelt cut the ribbon to celebrate Falkland's opening, the entire project was recognized, even though two of the sectors had not been completed. *Mr. Koski-Karell is simply making a transparent strategic attempt to isolate the north sector that his client wants to redevelop.*

Finally, although, its structures like all older buildings have undergone "normal, required maintenance," the integrity of Falkland endures. Maryland Historical Trust considers the property National Register eligible despite the loss of 34 units on the south parcel. The Silver Spring Historical Society, a number of public and private preservation entities, and a number of prominent architectural historians, correctly assert that Falkland is presently eminently worthy of protecting and listing on the Master Plan for Historic Preservation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Paris", written in a cursive style.

David Paris

**Kelly, Clare**

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**From:** MarciPro@aol.com  
**Sent:** Sunday, November 25, 2007 3:53 PM  
**To:** MCP-Chairman  
**Cc:** Kelly, Clare  
**Subject:** Falkland Historic Designation Hearing

George French,  
Silver Spring Historical Society Treasurer  
510 Albany Ave.  
Takoma Park, MD 20912  
November 20, 2007

Royce Hanson, Chairman, & Commissioners  
Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, Md. 20910-3760

RE: Falkland Garden Apartments: Letter of Support for Master Plan Status (Entire Site)  
Planning Board Agenda 12/06/07

Dear Chairman Hanson & All Commissioners:

I have had over 30 years experience in the construction trades and I have worked on historic homes from Georgetown to Germantown . Including the Water's house and bank barn and the Belle Dawson House both owned by the Montgomery County Historical Society. The Loughborough House in Bethesda , and the Bratnal House (Bishop's quarters) and the Headmaster of St. Alban's home, both owned by the National Cathedral.

The Falkland Apartments are a significant historic resource that begs for the highest measure of protection from Montgomery County for the enjoyment of all that visit or live there. They are an important part of our county, state and national heritage. The HPC has already confirmed the importance of this historic treasure many times, as has this planning board twice lately for Historical Atlas listing. I am glad to see the Falkland owners legal challenge against Locational Atlas listing has been dismissed, a challenge that was due only to a purported error of procedure, not based on architectural merit, that was shamefully exploited by the owners and their legal team. Please affirm the place of Falkland **in its totality** in our County heritage as a Master Plan Resource.

The case for including Falkland in the atlas has grown stronger over the past two years and support has increased.

Many preservationists were hoping for a thematic historic district for Garden Apartments as recommended by the consultant that conducted the CBD historical survey in 2003. There are so many interesting Garden Apartments worthy of designation, notably the exquisite and recently demolished St. Charles , but paramount in importance is Falkland .

Here the architect Justement respected the site topography and worked with the natural contours and features of the land. There are the original daylighted Brooks running through two sections (now intermittent in the north parcel), and behind the third (west sector) with stands of native trees significant in size and importance. Rock outcroppings retained by the architect and builder, dot the property and each enhance the natural setting and thus the aesthetic enjoyment of the area. The common areas are full of trees, gardens and green space, surrounded by architectural beauty, free from the noise and pollution of the city outside, which is how it was

designed. Buildings facing the major thoroughfares have generous setbacks and trees in front. **Looking from one section toward another the major thoroughfares and traffic seem to disappear and Falkland becomes continuous.**

**Each section has uniqueness, but all are connected by a common unifying theme in the Colonial Revival style,** including the creation of courts and yards, separated by brick or stone low-rise walls. There is symmetry and order to the building layout in all quadrants, showing the extraordinary degree of planning involved, considering the natural, but desirable lay of the land.

Adjoining buildings are staggered or of a different style so as not to give the impression of row houses, but allow for a variety of apartment types and comparable densities. The side-gable buildings, all of white brick, except for one, are interspersed with the flat-roof parapet buildings, which are natural brick, except for two designed to be white brick in one courtyard. A few of the free standing gable-roof buildings have full gable returns on each end, facing front and back, with fireplaces and brick masonry chimneys.

Each section has a hidden array or two, of brick car garages, reminiscent of horse stables or carriage houses. One of these supports a ninety-foot cylindrical smokestack, constructed of square brick, possibly the incinerator or part of the power plant. There are oculi windows over many entrances. Some are circular with eight radial panes others vertically elongated and octagonal with nine panes. All double-sash windows throughout the project are six over six in the Colonial style. All have louvered shutters. Flemish bonding of the exterior brick walls is prevalent throughout.

**There is a variety of intriguing entrances.** Some have porticos with fluted columns. Some have beveled limestone surrounds leading into a recessed double entryway with a quarry tile floor. Some have flush limestone casing or brick design with matching dentils. The corner entrances have quarter conical or tent-like copper roofs with square columns. Quoins (the architectural corner ornamentation) are limestone or recessed brick. Watercourses can be stone or quarter round brick. Some of the buildings have stone foundations. Stringcourses are of limestone, staggered brick and even some stone. Other architectural aspects have been well documented.

Falkland is steeped in history and character in an extraordinary environmental setting with impeccable architectural significance.

We are not so desperate for housing in the Silver Spring CBD that we need to give up this irreplaceable outstanding historic resource. New multifamily housing approved, under construction, or recently completed since 2002 equal about 3700 units. Adding in proposed projects brings the total of new units to over 5000, not including the Falkland North proposal.

This massive proposal would build 1059 new units in towers and another supermarket in an area already choked by traffic, the largest housing development ever constructed in downtown Silver Spring (the Blairs are larger, but the Blairs are *several* complexes and in any case stretch over 27 acres). We are in danger of sinking in a sea of concrete high-rises in the SS CBD. Smart growth aside, we should draw the line somewhere and Falkland is, of course, the logical and crucial place.

cc: Clare Kelly, HPC Staff

Check out AOL Money & Finance's list of the [hottest products](#) and [top money wasters](#) of 2007.



# Woodside Park Civic Association

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1225 Noyes Drive  
Silver Spring, Maryland, 20910

November 23, 2007

Mr. Royce Hanson  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, Maryland 20910  
[mcp-chairman@mncppc-mc.org](mailto:mcp-chairman@mncppc-mc.org)

Dear Chairman Hanson:

The Woodside Park Civic Association would like to reiterate its endorsement that the Falklands be preserved as they are and as the Silver Spring Historical Society recommends. We believe that its connection to New Deal policies and construction during the period of 1936-38 with its scope in housing large numbers of moderate income families is significant. The design and incorporation of green space in a garden-like setting is truly an asset to be preserved.

This green space in downtown Silver Spring is one of the few areas where one can actually see rolling hills, green grass, and mature trees. It stands out as an oasis in the increasingly paved area of downtown.

The Woodside Park Civic Association voted in April 2007 to support the adoption of the Falkland Apartments to the Master Plan for Historic Preservation and hopes that MNCPPC will agree.

Sincerely,

Barbara Ditzler  
President, Woodside Park Civic Association

cc: Clare Kelly, Historic Preservation Commission Planner  
Gwen Wright, Acting Director, Planning  
Jerry A. McCoy, Silver Spring Historical Society  
Mary Reardon, Silver Spring Historical Society

## MCP-Chairman

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**From:** Donna Cartwright [donnacartwright@earthlink.net]  
**Sent:** November 23, 2007 8:04 PM  
**To:** MCP-Chairman  
**Subject:** Falkland Apartment complex

Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue,  
Silver Spring, Maryland 20910

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NOV 27 2007

Nov. 23, 2007

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Mr. Hanson:

I am writing to express my concern about the proposal to demolish part of the historic Falkland Apartments and construct high-rise apartments on the site. I urge you to oppose these plans and preserve the Falkland Apartments intact, for historic, aesthetic and environmental reasons.

First, the Falkland complex is an important part of the historic heritage of both Montgomery County and our nation. It represented a bold social experiment in its time -- a large-scale multifamily housing project for people of moderate means, built to an award-winning design, underwritten by the Federal Housing Administration and financed by the Reconstruction Finance Corporation. As such, it was an outstanding example of the pathbreaking vision of the New Deal. It is as much a part of the historic legacy of our country as the monuments, public buildings and battlefield sites that are protected from damage and destruction. Once destroyed, historic landmarks can never be recreated.

Second, the existing complex has great aesthetic value. The project was built under Garden City principles, following the contours of the land, preserving trees and a stream bed. The structures are in pleasant surroundings with ample green space, which is open to the public. The buildings themselves have distinctive and attractive detail work. While they are built to a common design, each part of the complex is different, following the topography of the area. The proposed high-rise project would flatten the land and cover the stream bed and destroy vegetation as well as the buildings.

It is also important to take into account the aesthetic impact of such a project on the larger area. While I am a resident of Baltimore City, I have been a frequent visitor to Silver Spring and nearby parts of Montgomery County, both for business and social reasons, since the early 1980's. In that time, I have been shocked and saddened to see so much of downtown Silver Spring's original character and distinctiveness lost to development. The Falkland Apartment complex is one of a shrinking number of large areas left in downtown Silver Spring that retains some historic character (Colesville Road just east of Georgia Avenue is another). The very size of the Falkland complex means that it is not "lost" among the generic high-rise buildings that march down East-West Highway and that I know will multiply in downtown Silver Spring.

Finally, it is essential to consider the impact of such a project on the environment. Not only would trees and other vegetation be destroyed, but the number of housing units on the project site would be quintupled, adding

to vehicular traffic problems and increasing emissions. The destruction of the buildings themselves represents a waste of perfectly habitable existing structures, and the consumption of considerable amounts of energy in both demolition and new construction.

I ask you not to approve this project, and to protect the entire Falkland complex by designating it as a historic site. Please preserve the Falkland complex intact.

Sincerely,

Donna M. Cartwright

116 W. University Parkway, #1210,

Baltimore, Md. 21210

2107 Westview Terrace  
Silver Spring, MD 20910  
November 20, 2007

Mr. Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Chairman Hanson and Planning Commissioners:

I am a Silver Spring resident and owner of Community Development Concepts Advisory Services Inc., a consulting firm that focuses on community and economic development. When my family initially moved to the DC area in 1982 we lived in the Falkland Apartments, first in an apartment in the building which subsequently received historic designation and placed in the Master Plan for Historic Preservation, and then to a Falkland town house. I prepared testimony in favor of Falkland's historic designation when it was threatened in 1985. I have a degree in urban planning and have worked in the areas of affordable housing development and finance. I was appointed by Governor Glendening to the Maryland Housing Finance Review Committee which reviewed debt and tax-credit recommendations of the state's housing finance agency.

I write to request your support for listing the Falkland Apartments on the Locational Atlas of Historic Properties, as a National Register property.

My reasons for this request are several. First, as a former resident it was apparent that the Falklands is a special place to live. Even before I was aware of its historic and architectural significance I marveled at its uniqueness; watching my two children hop on rocks to cross the stream (this was before the installation of the pedestrian bridge over the creek) each morning on their way to the school bus, while a few minutes later I walked across the street to the Silver Spring Metro station for my commute to downtown DC.

Second, as others have well articulated over the years it is important to preserve such high quality connections to the national story – the important role the Falklands played in the New Deal and its significance as an early attempt to shape both the urban fabric and expansion of opportunity among the work force for decent and affordable housing. Preservation of the Falklands would be an affirmation that the public has a legitimate role to play in defining the kind of communities we want to live in. Given its history, allowing additional destruction of these apartments could be interpreted as affirming the short-sighted mantra of supply-siders who believe an unfettered market does no harm. Sadly the need for intervention to preserve and expand affordable housing is just as important today as they were during FDR's presidency. Destruction of any part of the Falklands would be ironic if done due to action (or inaction) in socially progressive Montgomery County.

Third, what was Falkland's design approach in the 1930s is what today is called smart growth. The proposed replacement for the north side of the Falklands is not "smart". While the total density is proposed to increase, density alone does not equate to smart growth. The proposed development, despite its residential density and proximity to the Metro is auto-centric. Its provision of ample decked parking for residents will do nothing to attract those who purposefully



desire to live near transit and without a car (which would be the epitome of transit-oriented smart growth) and its ample parking for those shopping at the proposed super-market will attract cars to downtown Silver Spring. The proposed development is an inappropriate design for a business district; in short we need to enhance transit oriented development not more auto-centric development.

Fourth, regarding housing affordability, it is not clear if the proposed MPDU units will be priced at least as affordable as the most economical units now available at Falkland. From an affordability preservation perspective it is critical that we do not lose ground. The analysis should ascertain if within the proposed development there will be at least the same number of units priced as similarly as the current units. Preferably any increase in density should be viewed as an opportunity to increase the number of affordable units. While not losing ground is an essential principle that I hope the Planning Board accepts, we must also acknowledge that even MPDU rental pricing does not reach particularly far down the affordability range. The proposal to add a few years to affordability of units south of East West Highway is without merit if in exchange there is a permanent loss of affordable housing.

I thank you for your consideration of this request and do hope you will support listing all that remains of this important place. Preservation of the Falkland apartments in its entirety will strengthen an important asset of Silver Spring and Montgomery County.

Sincerely yours,

Fredric C. Cooper

301/960-4162

f.cooper@comcast.net

## MCP-Chairman

---

**From:** Jwbran@aol.com  
**Sent:** November 08, 2007 12:21 PM  
**To:** MCP-Chairman  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov  
**Subject:** Falkland-Chase Apartment Complex

1365  
11/08

### Jane Bergwin-Rand

*1531 W. Falkland Lane*

*Apt. 338*

*Silver Spring, MD 20910*

November 7, 2007

Mr. Royce Hanson, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD

Dear Mr. Chairman:

As a current resident of Falkland-Chase Apartments, I am writing to express my concern and sorrow to learn that once again there is a proposal to tear down some of the buildings at Falkland-Chase to make way for another high-rise in Silver Spring. What a loss that would be for the tenants, both present and future, as well as for the surrounding community. The Falkland-Chase complex is an historic community, a special place, constituting three corners of an urban oasis.

I first discovered Falkland-Chase, (or Falkland, as it was called then) back in 1972. My roommate and I loved our spacious, quiet, two-bedroom in the SW section of the complex nestled in the trees yet so close to downtown D.C. where we both worked.

I rediscovered Falkland two years ago on a visit here from Michigan where I had been living. I was absolutely thrilled to see the landmark buildings still standing and continuing to serve as a visual gateway to Maryland from D.C. So, as soon as I sold my house in Michigan, I moved back to Falkland last November. You can come home again!

I urge you to please help save all of Falkland-Chase Apartments and designate the entire complex as an historic landmark so that the buildings will remain as the important part of Silver Spring that they have always been.

Thank you for your consideration.

Sincerely,

Jane Bergwin-Rand

Latrobe Chapter  
**SOCIETY OF  
ARCHITECTURAL  
HISTORIANS**  
Washington, D.C.



**R E C E I V E D**  
1358  
NOV 08 2007

Mr. Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

November 5, 2007

Dear Mr. Hanson,

The Latrobe Chapter of the Society of Architectural Historians urges the Montgomery County Planning Board to concur with the recommendation of the county's Historic Preservation Commission and amend the *Master Plan for Historic Preservation* to include all three sections of the Falkland Apartments in Silver Spring. The county anticipated the landmark designation when it listed the apartments on its *Locational Atlas and Index of Historic Sites* (Resource no. 36/12), and the Maryland Historical Trust recognized the Falkland's significance when it determined the apartments eligible for the National Register of Historic Places. The county has already amended the *Master Plan for Historic Preservation* to include the complex's Cupola Building, at 8305 16<sup>th</sup> Street. While we realize that the Planning Board's confirmation of the preservation commission's recommendation should be considered a foregone conclusion, given the determinations of significance already approved, the Latrobe chapter would like to take this opportunity to support the eligibility of this important New Deal-era project.

Designed by Louis Justement, architect of such notable area buildings as the Longworth House Office Building and the E. Barrett Prettyman Federal Courthouse, as well as apartment complexes that are contributing buildings in historic districts in Washington, the Falkland Apartments were built between 1936 and 1938 and represent a significant example of the "garden apartment" approach to residential planning. Falkland was also the first large-scale rental housing project in Maryland backed by the Federal Housing Administration, an agency developed during the administration of President Franklin Roosevelt to revive the nation's building industry during the Depression while at the same time providing comfortable, attractive, and well-built housing for working American families.

Garden apartments merged multi-family residential construction with site topography, building on a small scale while maintaining open space and natural resources to provide healthy living conditions for its residents. The Falkland Apartments are an excellent example of this approach, placing Colonial Revival buildings amid tall trees and natural streambeds that feed Rock Creek. The Federal Housing Administration provided mortgage insurance that made construction of the complex feasible during the Depression, while also establishing construction standards that ensured cost-effective, attractive, and well-built homes. The preservation of this complex will permanently illustrate an important period in the history of Silver Spring and Montgomery County, the positive effect of the New Deal in Maryland, and 1930s community planning ideals as no publication ever could. We urge the Planning Board to protect the local, state, and national history embodied in the Falkland Apartments by amending the *Master Plan for Historic Preservation* to include all three parcels.

Since 1967 the Latrobe Chapter has been the metropolitan Washington affiliate of the Society of Architectural Historians. We are a not-for-profit organization whose members include professional architectural historians, architects, and architecture enthusiasts throughout the region. We sponsor a lecture series, tours, and a biennial symposium promoting the understanding of architectural history, historic preservation, design, and related fields.

The Latrobe Chapter of the Society of Architectural Historians thanks the Montgomery County Planning Board for this opportunity to comment publicly on this issue.

Sincerely,



Dr. Karin Alexis, President  
The Latrobe Chapter of the Society of Architectural Historians  
2449 Villanova Drive  
Vienna, VA 22180  
703-280-1107

SOUTHERN  
FIELD OFFICE



NATIONAL TRUST  
for HISTORIC PRESERVATION

October 11, 2007

VIA EMAIL [mcp-chairman@mncppc-mc.org](mailto:mcp-chairman@mncppc-mc.org)

Mr. Royce Hanson  
Chairman, Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Re: Historic Falkland Apartments

Dear Chairman Hanson:

I am writing on behalf of the National Trust for Historic Preservation to express our strong support for inclusion of the historic Falkland Apartments and its landscaped 22-acre site in the Master Plan for Historic Preservation. We understand from members of the National Trust who live in Silver Spring that the 1936-38 Falkland Apartments complex, which is listed on the County's Locational Atlas of Historic Sites, will be considered at a Planning Board meeting on October 25, 2007.

We respectfully urge the Montgomery County Planning Board to affirm the August 15, 2007 vote of the Montgomery County Historic Preservation Commission and designate and protect the historic Falklands Apartments.

Chartered by Congress in 1949, the National Trust for Historic Preservation is a private, nonprofit membership organization dedicated to protecting the irreplaceable. Recipient of the National Humanities Medal, the Trust provides leadership, education and advocacy to save America's diverse historic places and revitalize communities. Its Washington, DC headquarters staff, eight regional and field offices, and twenty-nine historic sites work with the National Trust's 270,000 members and thousands of local community groups in all fifty states.

*Protecting the Irreplaceable*



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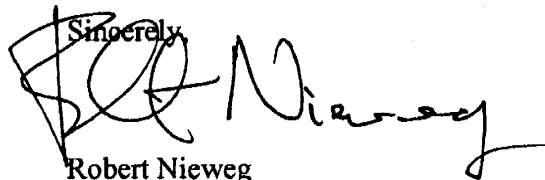
Mr. Royce Hanson  
October 11, 2007  
Page 2

Traditionally, the National Trust does not take a public position with regard to local designation decisions. Instead, we typically defer to expert panels with knowledge of local history and architecture, such as the Montgomery County Historic Preservation Commission. However, after visiting the Falkland Apartments in 2005 and reviewing extensive research regarding its important place in local, state, and national history, we are pleased to join the Montgomery County Historic Preservation Commission, Silver Spring Historical Society, Montgomery Preservation, Inc., Maryland Historical Trust, and Preservation Maryland, as well as a number of nationally renowned architectural historians – including Richard Longstreth, James M. Goode, and Ralph Bennett – in concluding that the Falkland Apartments complex is well worthy of preservation.

For many years Maryland has been an acknowledged leader in the nation's Smart Growth and historic preservation movements. The renowned renaissance of Silver Spring's central business district is a prime example. Historic preservation is a critical element of any successful Smart Growth program. To its credit, Maryland also has earned a reputation as an excellent steward of its irreplaceable historic resources, from Colonial homes to busy "Main Street" commercial areas. Inclusion of the New Deal-era Falkland Apartments in the Master Plan would be a proactive and constructive step toward the long-term preservation and continued productive use of an important historic resource. Preservation of the Falkland Apartments complex would extend the useful life of these existing structures, protect the local community's unique character, and provide a distinguished aesthetic context for truly affordable workforce housing.

Therefore, in light of the historic and architectural significance of the apartment complex and the public benefits of preserving the historic complex for continued productive use, we encourage the Planning Board to vote to include the entire Falkland Apartments complex in the Montgomery County Master Plan for Historic Preservation.

Thank you in advance for considering the views of the National Trust for Historic Preservation.

Sincerely,  
  
Robert Nieweg  
Director, Southern Field Office  
National Trust for Historic Preservation



# UNIVERSITY OF MARYLAND

SCHOOL OF ARCHITECTURE, PLANNING, AND PRESERVATION  
THE NATIONAL CENTER FOR SMART GROWTH RESEARCH AND EDUCATION  
October 5, 2007

College Park, Maryland 20742-1411  
301.405.6284 TEL 301.314.9583 FAX  
<http://www.arch.umd.edu>

RECEIVED  
1215  
OCT 09 2007

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Royce Hanson, Chair  
Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Mr. Hanson,

This letter supports the listing of all sectors of the Falkland Apartments on Montgomery County's Master Plan for Historic Preservation. My reasons are both professional and personal. For three years (1992-1995), I lived in Lenox Park, next door to the Falkland complex. This was my favorite place to take a stroll or read a book, a precious refuge in the rather drab environment near the Silver Spring metro station. The Falkland Apartments are irreplaceable for their extraordinary symbiosis between buildings and landscape (both natural and man-made).

More importantly, I am a historian of housing (I earned both a professional degree in architecture from the Paris Ecole des Beaux-Arts and a Ph.D. in art history from Yale University and sit on the Board of the International Planning History Society). With my colleague Ralph Bennett, I co-curated *Affordable Housing: Designing an American Asset*, an exhibition held at the National Building Museum in 2004; the timeline I wrote stressed the historical significance of early FHA-insured garden apartments in providing well-designed and affordable housing, with a special mention of the Falkland Apartments and Colonial Village in Northern Virginia. I started teaching a graduate seminar on the History of Housing eleven years ago and have always referred to the Falkland Apartments as a major case study, from a cultural, financial, urban and architectural standpoint. Some years ago, my students prepared a portfolio on housing in and around the Nation's Capital from 1930 to 1950; Silver Spring apartments were the centerpiece of this collective work because they embody planning and architectural ideals specific to the United States.

In addition, I am the co-leader of a three-stage survey of Modern Movement resources sponsored by the Maryland Historical Trust. Our extensive research proves without a doubt that the Falkland Apartments hold a major role in the history of the state as they foreshadow many design principles and socio-economic ideals expanded upon in post-World War II garden apartments and Planned Unit Developments, not to mention New Urbanist projects of today.

For all these reasons, all sectors of the Falkland Apartments should be protected, and I urge you to list them on the Master Plan for Historic Preservation. Please do not hesitate to contact me for additional information.

Yours truly,

Isabelle Gournay, Associate Professor / 301-405 6304 / [gournay@umd.edu](mailto:gournay@umd.edu)

## Kelly, Clare

---

**From:** Lblami@aol.com  
**Sent:** Friday, October 12, 2007 5:16 PM  
**To:** MCP-Chairman  
**Cc:** Kelly, Clare  
**Subject:** Falkland Apartment Complex  
**Attachments:** LTTR-PIBd-10-12-07.wpd

Mr. Hanson,  
Following and attached please find a letter from the Art Deco Society of Washington supporting nomination of the Falkland apartment complex to the County's Master Plan for Historic Preservation.

**Linda B. Lyons, Education Chair & Acting Preservation Chair**  
**Art Deco Society of Washington**  
**Tel: 301-654-3924**

Art Deco Society of Washington  
P.O. Box 42722 • Washington, DC 20015 • 202-298-1100 • [www.adsw.org](http://www.adsw.org)

October 12, 2007

Royce Hanson, Chair  
Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Mr. Hanson:

The Art Deco Society of Washington supports listing all sectors of the Falkland apartment complex on the County's Master Plan for Historic Preservation.

Falkland is an important garden apartment complex designed according to Garden City principles. It was the first in Maryland and one of the earliest in the United States. Its exceptional relationship between buildings and landscape remains intact, conserving valuable green space and mature trees, making the complex a rarity that should not be tampered with. The project received considerable attention in the architectural press at the time it was built, with praise for its design and interiors, as well as its innovative plan and setting. It was a model for post World War II garden apartments and anticipated concerns about how buildings relate to and preserve landscape. Indeed, much would be lost if even a portion of this complex were to be replaced in the name of "smart" growth or planning.

Historically, Falkland Apartments has a close association with New Deal social history. It was the first Federal Housing Administration-backed large scale apartment complex in Maryland and one of the first in the country. That program not only allowed affordable housing to be built for low income residents but set a design standard for quality and livability. It is notable that similar complexes in other states are listed on the National Register of Historic Places and protected by local preservation ordinances.

These considerations are only a few of many reasons that all sectors of the Falkland Apartments should be protected and listed on the Master Plan for Historic Preservation.

Very truly yours,  
Linda B. Lyons  
Linda B. Lyons  
Education Chair and Acting Preservation Chair  
Tel.: 301-654-3924  
E-mail: [llyons@adsw.org](mailto:llyons@adsw.org)





DATE: October 9, 2007

TO: Montgomery County Planning Board, via Chairman Royce Hanson

FROM: Jim Humphrey  
Chair, MCCF Planning and Land Use Committee  
5104 Elm St., Bethesda MD 20814  
(301)652-6359/email--theelms518@earthlink.net

SUBJECT: Uncouple Board Consideration of Recommendation on Falkland Apartment Complex Historic Designation from Hearing on Falkland Chase Project Plan

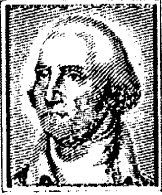
The members of the Montgomery County Civic Federation adopted a resolution in support of historic designation for the Falkland Apartments in Silver Spring at our meeting on March 14, 2005, and MCCF presented this position in testimony before the Historic Preservation Commission during their August 15, 2007 session. We urge the Planning Board to recommend to the County Council inclusion of this historically and architecturally important site in its entirety in the Master Plan for Historic Preservation, and the Council to approve historic designation, as soon as possible.

We also strongly believe that it is inappropriate for the Planning Board to consider a Project Plan for redevelopment of the northern section of the Falkland Apartments (Project Plan #920070080) until the Council has made its decision on historic designation of this site. If the Council grants historic designation to all three sections of the Falkland Apartment complex, then consideration of a Project Plan for redevelopment of a portion of the site will have been a waste of the Board's time. It is important that the Board and Council consider historic designation of the Falkland Apartments solely on the merits of the case for designation, and avoid any influence on that decision which a proposal for redevelopment of a portion of the site might have.

We urge the Chairman to schedule the Board to hear the issue of placing the Falkland Apartment property on the Master Plan for Historic Preservation as a stand alone issue on their agenda. The Board hearing on the Falkland Chase Project Plan should be scheduled for a separate and later hearing date, and only if Council action regarding placing the site on the Master Plan for Historic Preservation would allow Board consideration of redevelopment of the site or any portion of it.

Thank you for considering this important matter.

cc: Gwen Wright, Acting Director, M-NCPPC Planning Department, and  
Historic Preservation Supervisor  
Robert Kronenberg, M-NCPPC Development Review Section  
Clare Kelly, Historic Preservation Commission



THE GEORGE  
WASHINGTON  
UNIVERSITY  
WASHINGTON DC

AMERICAN STUDIES DEPARTMENT

2 August 2007

Royce Hanson, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Dear Chairman Hanson and other members of the Board,

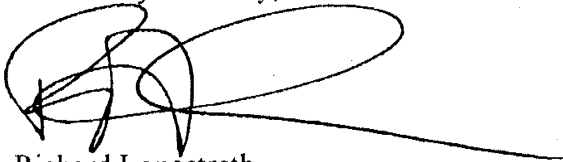
I am writing in strong support of placing the Falkland apartment complex in its entirety on the county's Master Plan. I do so as a historian of architecture and urbanism who has made extensive study of all periods of American architecture coast to coast over the past thirty-five years. I am past president of the Society of Architectural Historians, the oldest and largest scholarly organization in North America devoted to the historical study of the built environment. I have served on the National Park Service's internal advisory committee for the selection of National Historic Landmarks and currently chair the Maryland Governor's Review Board on the National Register of Historic Places. I have written extensively on many subjects, including two essays on Silver Spring's commercial development in the mid twentieth century. This facet of the community's history is also featured prominently in my forthcoming book, The Department Store Transformed. I have also co-authored an essay on the federal Housing Administration's seminal role in reshaping the nature of mid-to-moderate-income apartment complex such as the Falkland in a forthcoming book that I have edited, entitled Housing Washington.

From a national perspective, the Falkland one of the most historically significant properties in Montgomery County. It earns this stature because it was among the very first examples of transferring new ideas of reform in housing and community design from a handful of experiments by the legendary architect-planner team of Clarence Stein and Henry Wright into the mainstream of the marketplace. The key agent in this transfer was Federal Housing Administration, the mission of which was to stimulate private-sector construction as a means of economic recovery. Much of the FHIA's initial success came through its rental housing program, which demonstrated that moderate-to-middle-income apartment complexes could be sound, long term investments rather than the tenuous ones that they often were in previous decades. Key to that success was the quality of the design, including the site planning, of such complexes. An attractive living environment was central to rental housing's lasting appeal.

The first FHA apartment complex to be realized was Colonial Village in Arlington, Virginia, which is now protected through that county's preservation ordinance. The Falkland complex was the second, and it was widely praised and published at that time. Together, these complexes afforded models nationally for middle-class apartments – models that had an enormous impact of building patterns coast to coast over the next generation. A major factor in the significance of this complex is its site planning – the extent of open space retained and the extent to which the irregular topography was respected and made a positive feature of the design. For this fundamental reason, among others, the complex is significant as a totality. To protect only fragments is to destroy the essence of what makes this complex so significant in the first place.

Saving the Falkland was a controversy when I moved to the Washington area in 1983. It came at a time when the demands of a new job precluded my involvement, but the very fact that a complex of such import could be threatened made me resolve to devoted considerable energy to local preservation matters in the years that followed. That was a quarter century ago. It is time to take the necessary means to protect one of the county's more precious historical assets. I cannot urge you too strongly to designate the Falkland.

Yours very sincerely,

A handwritten signature in black ink, appearing to be 'Richard Longstreth', with a long horizontal line extending to the right.

Richard Longstreth  
Professor

cc: J. Rodney Little, Maryland Historical Trust

**MCP-Historic**

---

**From:** lysuzuki@comcast.net [lysuzuki@comcast.net]**Sent:** Sat 8/11/2007 10:28 PM**To:** MCP-Historic**Cc:****Subject:** Falkland Chase**Attachments:**

Dear Mr. Fuller,

I urge you to act in the best interest of our community by preserving the Falkland Chase apartments from destruction.

The history at stake here is not only the history of buildings – it is also the history of a time when people lived in neighborhoods instead of developments, knew their neighbors by name, and could walk the streets at night without fear. What little remains of this history at Falkland Chase will be destroyed if Home Properties is allowed to build the high-rises of its stockholders' dreams.

Home Properties has honed its profit strategy in dozens of other communities up and down the East Coast where it has – in its own words – succeeded by “acquiring...apartment communities...at prices significantly below replacement costs.”

Clearly, Home Properties has decided to make Falkland Chase attractive to investors by leaving out of their profit equation the “replacement costs” of the history, community, and neighborhood they intend to destroy.

Home Properties – a company based in Rochester, NY – knows nothing and cares nothing about the history of Silver Spring, MD. They are not from here, they do not live here, their only reason for being here is to strip-mine Silver Spring for profit.

As a resident of Falkland Chase, I know first-hand that Home Properties will not be governed by common sense, common decency, or the common good – but must be governed by the decisions of this Commission on behalf of the people who have an investment in this community that goes beyond profit.

Thank you.

Linda Suzuki  
8409 Sixteenth Street  
Silver Spring, MD 20910

Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

RECEIVED  
1097  
SEP 13 2007

12 September 2007

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson and Commissioners:

I am an architect with a practice in Silver Spring, a Professor of Architecture at the University of Maryland in College Park, Commissioner and former Chair of the Housing Opportunities Commission and a resident of Montgomery County since 1977.

I write to request your support for listing the Falkland Apartments on the Locational Atlas of Historic Properties.

The applicants for this designation have made an exhaustive and persuasive case for the importance of the buildings and the stature of its architect. I was a consultant to the tenants association in 1984 and 5 when the first efforts were made to protect the Falkland. During that period, I became familiar with the historic importance of the property as well as its intrinsic quality as an ingeniously designed residential environment - the issue I would like to address specifically.

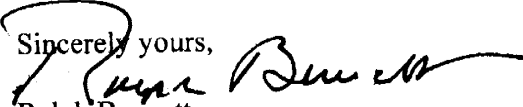
The land developed by the Blairs as the Falkland was chosen because it was not easily developed - it sloped, was traversed by a deep ravine on the West side and was bisected by East-West Highway. The genius of Mr Justement in developing the site plan was to line the ravine with buildings, preserving it as rustic views and an axis of organization on the west, while paralleling this informal axis with a more formal arrangement of buildings organized in a symmetrical line 100 or so yards to the east. These two parallel and highly contrasting lines organize the property and cross East West Highway. The ravine passes under and resumes as a linear park continuing north, while the formal axis terminates on the tallest building at the top of the site. These two axes reduce the divisive character of the highway and strengthen the organization of the project as a whole.

The general site strategy is executed with small-scale buildings offering through ventilation and multiple exposures. The gentle, domestically scaled buildings then make excellent spaces like the intimate courtyard facing 16th Street midway up the lower half of the site.

In short, the Falkland is a superb housing design from which much is to be learned. As an architect and teacher of housing, the Falkland is a great pedagogical asset as well as simply a fine place to live.

I add my voice to those who hope you will support listing all that remains of this important place - it is a treasure in so many ways, it really deserves both recognition and preservation.

Sincerely yours,

  
Ralph Bennett

115 Southwood Ave.  
Silver Spring, MD 20901

DORN C. MCGRATH, JR., FAICP  
2710 BRANDYWINE STREET, NW  
WASHINGTON, DC 20008-1040  
TEL: 202-966-9559 FAX: 202-966-0593

August 10, 2007

Dr. Royce Hanson  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Royce:

I am writing to urge that you support the position of the Silver Spring Historical Society and Montgomery Preservation, Inc., which seek the preservation of the entire Falkland apartments complex in Silver Spring.

Preservation of this important property is a Master Plan for Historic Preservation issue for the County. At the moment, only the cupola building is on the Master Plan, although the entire site is part of the County's Locational Atlas of Historic Sites. It would be an anachronistic folly not to recognize the importance of the whole site.

The Falkland apartments complex is indeed an important component of the Silver Spring environment, which I have long admired and a decade ago saw as a major asset for Montgomery County. Only through the active involvement of many Silver Spring residents has the development there been carried out successfully and without destroying the essence of the sector.

An unfortunate phenomenon of our time has been the emergence of the "Transit-Oriented Development," whereunder every parcel of land near a Metro station, regardless of its current status as historic, has become fair game for rapacious developers. I am sure that the logic of TOD, carried to an unreasonable extreme, would produce yet another shopping center and a high-rise condominium apartment building at the Arlington Cemetery Metro station. Even the TOD advocates understand that this would be wrong and disrespectful of our national heritage.

I hope that the Planning Board will be able to recognize long-term benefits of the Falkland apartments complex to the Silver Spring environment and not yield to the blandishments of the currently fashionable TOD/Smart Growth community.

Respectfully yours,

  
Dorn C. McGrath, Jr., FAICP  
Professor Emeritus, Urban and Regional Planning and Geography

✓ bcc: Mary Reardon



P.O. Box 1160 Silver Spring, MD 20910-1160

8 August, 2007

Jef Fuller, Chair  
Montgomery County Historic Preservation Commission  
1109 Spring Street, Suite 801  
Silver Spring, MD 20910

Chairman Fuller:

In March 2005 the Montgomery County Planning Board held a hearing to review the Falkland Apartment complex for listing on the County's Locational Atlas and Index of Historic Sites. Preservationists knew at the time that it would be necessary to treat this hearing as if it were a full review for Master Plan listing, in order to succeed. The Planning Board heard from about two dozen witnesses; including architectural historians; civic and environmental organizations; preservation organizations at the state, county, and local level; and private citizens. There were letters from the National Trust and from prominent architectural historians, and even from activists who had fought to save Falkland in the 1980s. The case could not have been stronger had it been a Master Plan review. The Board voted unanimously to add the property to the Atlas.

The following organizations and individuals that supported designation in 2005 will also support our current effort to have all of Falkland added to the Master Plan:

- Preservation Maryland
- National Trust for Historic Preservation
- Sierra Club of Montgomery County
- Maryland Native Plant Society
- Montgomery County Civic Federation
- Woodside Park Civic Association
- Seven Oaks-Evanswood Civic Association
- Noted architectural historians Richard Longstreth, Isabelle Gournay, and Ralph Bennett
- James Goode, author of *Best Addresses* and *Capital Losses*.

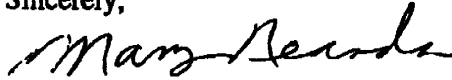
They will be sending letters and/or testifying for the Planning Board's review of Falkland for Master Plan status. Richard Longstreth has already mailed a letter to the Planning Board chairman.

Moreover, our nomination of Falkland to the National Register of Historic Places is now proceeding, and Maryland Historical Trust has deemed it National Register-eligible.

I am attaching several letters written in 2005 to the Planning Board chair, as these letters express the significance of Falkland better than I could. As I did not find all of the letters in the files, some of these are the text as sent to the Silver Spring Historical Society from the writers. The letters are from Isabelle Gournay, Ralph Bennett, John Breihan (Loyola University architectural historian), and Robert Nieweg of the National Trust for Historic Preservation. There is also a 2004 letter from a Falkland resident. The letter from Richard Longstreth is from 2003; he presented testimony at the 2005 hearing, and his testimony included further details on the contributions of architect Chlothiel Woodard Smith.

I look forward to presenting testimony at the Historic Preservation Commission hearing on August 15.

Sincerely,



Mary Reardon  
Preservation Chair, Silver Spring Historical Society

Attachments (6 letters)

Cc: Clare Kelly, Historic Preservation Supervisor  
Jerry McCoy, President, Silver Spring Historical Society





**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**Item # 10**  
**12/6/07**

**MEMORANDUM**

**DATE:** December 3, 2007

**TO:** Montgomery County Planning Board

**FROM:** Clare Lise Kelly (301-563-3402) *CLK*  
Historic Preservation Section, Countywide Planning

**SUBJECT:** Additional Material Received, Falkland Apartments Evaluation,  
*Locational Atlas Resource #36/12*

---

Attached is additional material received for this agenda item.

1. Petition  
Falkland Chase Residents, 12-3-07
2. Letters:  
J. Rodney Little, Maryland Historical Trust, 12-3-07  
John R. Breihan, Loyola College Professor of History, 10-17-2007  
John Fondersmith, AICP, 10-16-07  
Joshua D. Phillips, Preservation Maryland, 10-16-07  
Jim Fary, Sierra Club, 10-16-07  
Mark Gabriele, Seven Oaks/Evanswood Citizens' Assn, 10-15-07  
Evelyn Mittman Wrin, 10-15-07  
James M. Goode, PhD, 10-15-07  
Alyce Ortuzar, undated
3. Emails:  
Marian Lilly, 11-28-07  
Barbara Finch, 11-28-07  
David Lautenberger, 11-28-07  
Carol Leventhal, 11-28-07  
Marie Carpentini, 11-29-07  
Nancy Montagna, 11-29-07  
Karen Burditt, 11-29-07  
Clarence Steinberg, 11-30-07  
Leslie Kent, 11-30-07  
Rebecca Brillhart, 11-30-07

December 3, 2007

Royce Hanson  
Chairman  
Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, MD 20910

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OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson,

Thank you for considering the recommendation of the Historic Preservation Commission to place the Falkland Chase apartments on the Montgomery County Master Plan for Historic Preservation at the December 6, 2007 Planning Board meeting. As residents of Falkland Chase, we strongly urge the Planning Board to accept the Commission's recommendation and protect these historic buildings that serve as a tangible connection to our community's history.

The Silver Spring Historical Society will present ample evidence that Falkland Chase deserves this designation and we concur for the following reasons. First, we have chosen to live at Falkland Chase for the quality of life these types of apartments provide, which is not available anywhere else in the area. At Falkland Chase we know our neighbors, walk our dogs together and feel safe in our apartments. Also, we believe designation is essential to preserve one of the few remaining natural green spaces in the Silver Spring Central Business District. As Silver Spring continues to grow and revitalize its downtown core, real parks will be all the more vital to maintaining a high quality of life for all residents. The design and location of our apartment buildings make our green space inviting and available to all community members, whether they live at Falkland Chase or not.

Nearly 60% of Silver Spring residents are renters and just like homeowners, we deserve amenities such as historic buildings, open space and dog parks. In addition to the significant preservation issues, as residents of Silver Spring, the project proposed for the North Parcel seriously concerns us. Silver Spring prides itself on its diverse population; however, new housing projects threaten the mixed-income nature of our community. Preserving Falkland Chase ensures renters will continue to have equitable housing choices in Silver Spring.

For those of us who live at Falkland Chase, these buildings we call home are invaluable and we ask you to protect them.

Thank you for your consideration,

Residents of Falkland Chase  
(signatures on following pages)

Signatures: Letter to Royce Hanson from Falkland Chase residents regarding historic designation

Resident Signature	Name	Address
	Chanda Jones	1535 W. Falkland
	Megan Moriarty	1535 W. Falkland #232
	Lynn Coshena	1549 N. Falkland Ln #229
	Ingrid Paowala	1535 W. Falkland #131
	Judy Strother	1529 W. Falkland #246
	David Akers	1939 N. Falkland #216
	Lisa Tenenbaum	1521 E. Falkland #251
	JOSEPH TROVAN	1517 E. Falkland #352
	MICHELA BORIA	1535 N. FALKLAND #233
	Rebecca Strimling	1521 W. Falkland #251
	Jennie Simpson	8339 16TH ST., APT 113
	Jeanette J Kesselman	1533 W. Falkland Lane #337
	Sandra Sesit	1547 N. Falkland #125
	Amanda Graham	15213 N. Falkland #321
	DEISE CRONIN	1541 N. FALKLAND #119
	Skeby Collier	8407 16th St #202
	Ursula Karaman	1543 N. Falkland #120
	Gina Lopez	1535 W. Falkland #203
	Katie E. Murphy	1539 N. Falkland Ln #310
	Leanne Lopez	1535 W. Falkland #203
	LISA JENSEN	1539 N. Falkland Ln #317

Signatures: Letter to Royce Hanson from Falkland Chase residents regarding historic designation

Resident Signature	Name	Address
	Melissa Rose	1531 W. Falkland Ln. #339
	Jane Bergwin-Rand	1531 N. Falkland Ln #338
	Zara Nunziata	1533 W Falkland Lane # 23
	Joseph Troyan	1517 E Falkland #256
	Leslie S. Duquette	1551 N Falkland Ln #232
	Stephanie Young	1529 W. Falkland # 241
	Lonny Branson	1531 W. Falkland Lane #138
	Chuck Wiggins	1531 W. Falkland Ln #137
	Abese Menguem	8407 16th St #111 9915
	Nathan Gerratt	1541 N. Falkland # 318
	Brenda Browne	1539 N. Falkland Ln # 217
	Andrea Proenza	1551 N Falkland Ln #132
	Molly Green	1533 W Falkland Ln, #236
	Alexis Nardella	1523 E. Falkland #248
	Cardi Bamf	1535 E Falkland # 247
	D'Alizza Mercedes	1531 W. Falkland Ln #138
	Letitia Bridges	1531 W. Falkland Ln. #142
	JAKE COSIN	1531 W FALKLAND # 238
	Leticia Uffentender	1531 W Falkland Ln #240
	LINDA SUCRE	401 16th St #313
	Sarah Tigner	1531 W Falkland Ln #139







*Maryland Department of Planning  
Maryland Historical Trust*

*Martin O'Malley  
Governor*

*Anthony G. Brown  
Lt. Governor*

*Richard Eberhart Hall  
Secretary*

*Matthew J. Potter  
Deputy Secretary*

December 3, 2007

Mr. Royce Hanson, Chairman  
Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Falkland Apartments (M:36-12)

Dear Mr. Hanson:

I understand that the Planning Board will evaluate the Falkland Apartments for eligibility for designation on the Montgomery County Master Plan for Historic Preservation on December 6, 2007, and would like to offer the following for your consideration. The Falkland complex is included in the Maryland Inventory of Historic Properties as M:36-12. This office believes it is also eligible for listing in the National Register of Historic Places.

The Falkland Apartments is an outstanding example of a 1930s garden apartment complex, designed by prominent architect Louis Justement. The first garden apartment complex in Montgomery County, and the first large-scale rental housing project in Maryland whose mortgage was backed by the Federal Housing Administration, the property is associated with significant trends in housing development during the Depression era. It derives additional significance from its association with the Garden City movement of the period, whose principles are evident in its site planning and design, providing quality, affordable housing in pleasant surroundings. The entire range of resources occupying the entire 22-acre parcel is integral to its significance, and the loss of any portion of the complex would compromise the National Register eligibility of the remainder.

I hope these comments may be of some use in your deliberations. Please do not hesitate to contact Peter Kurtze at (410) 514-7649 with any questions.

Very truly yours,

J. Rodney Little  
Director, Maryland Historical Trust  
State Historic Preservation Officer



LOYOLA COLLEGE  
DEPARTMENT OF HISTORY

4501 North Charles Street Baltimore, Maryland 21210 tel.: (410) 617-2427 FAX:  
(410) 617-2832  
breihan@loyola.edu

Royce Hanson, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring , Maryland 20910

17 October 2007

Dear Mr. Hanson;

This letter concerns your hearings on the Falkland Apartments in Silver Spring.

As an architectural historian, there is no doubt in my mind that the buildings and site layout at Falkland Apartments are indeed "historic" on a national, state, and local level, both for their architecture and for their connection to our nation's history.

The layout of the Falkland Apartments reflects the most advanced garden-city planning of the 1930s. This successfully accommodated high densities with open space and garden greenery. The colonial-revival design of the buildings themselves reflected the patriotic enthusiasm of the day. This was especially appropriate for the first tenants, many of whom were civil servants in the New Deal Administrations who were trying to ameliorate the suffering of the Great Depression.

Indeed, the Falkland Apartments may be Montgomery County's most notable "monument" to the New Deal, comparable in importance to the somewhat different planned community of Greenbelt in Prince George's County, which has been lovingly preserved in toto. The whole Falkland development should be on Montgomery County's Master Plan for Historic Preservation.

Unlike postwar "garden apartments," Falkland is pedestrian-oriented, keeping cars and roads to the periphery of the complex. This has allowed for the survival of the beautiful old trees that are such a notable feature of the site, accessible to all. They furnish a great contrast to the adjoining concrete. It would take many decades to replace them.



For the past decade I have researched similar apartment complexes built in Baltimore during the 1940s to house the workers who migrated to wartime industrial plants. Despite efforts by local preservationists and affordable-housing advocates, many of these have recently been demolished.

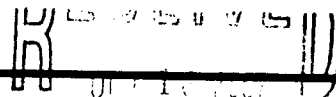
It has long been recognized that about 75 years after a building is constructed it faces the greatest danger of demolition. At this point many people just don't see the value of familiar "middle aged" buildings. If they survive, however, we treasure them as wonderful landmarks.

The Falkland Apartments complex, should it survive the next few years intact, will be such a landmark. Should it be all or partially demolished, future generations will regret it.

I urge you and your colleagues to resist Home Properties' attempt to tear down part of the Falkland Apartments, and instead to include the whole of the site on the county's Master Plan for Historic Preservation.

Yours truly,

John R. Breihan  
Professor of History,  
Loyola College Baltimore  
Instructor since 1979 of Hs 455, Historic Preservation  
Former member, Commission for Historical and Architectural Preservation,  
City of Baltimore  
Consultant to the Maryland Historical Trust  
Board Member, Baltimore Heritage, Inc.

**MCP-Chairman**

**From:** john.fondersmith@verizon.net  
**Sent:** October 16, 2007 3:43 PM  
**Subject:** MCP-Chairman  
**Attachments:** Letter of Support for Falkland Preservation  
Falkland Lt of Support 10-15-07.doc; Falkland Lt of Support Clarification 10-16-07.doc

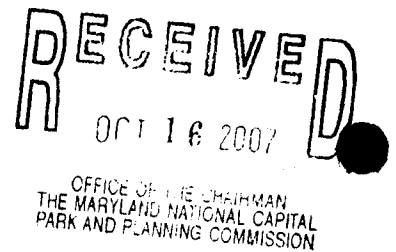
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dr. Royce Hanson, Chairman  
Montgomery County Planning Board

This morning I hand delivered a letter to the Montgomery County Planning Board in support of the preservation of the entire Falkland complex in Silver Spring. In rereading the letter later, I realized I should clarify my present status (retired) and indicate that this is my personal recommendation, based on my experience. An electronic version of the original letter is attached, plus a note of clarification.

John Fondersmith, AICP

**John Fondersmith, AICP**  
6417 Western Avenue, N.W.  
Washington, D.C. 20015



October 15, 2007

Dr. Royce Hanson  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Chairman Hanson and Members of the Board:

I am writing to support placing the entire Falkland apartment complex in Silver Spring on the Montgomery County Master Plan for Historic Preservation. I urge this action based in part on my experience of some 40 years as an urban planner, most of that time as a planner with the D.C. Office of Planning.

Louis Justement, the architect of the Falkland complex (completed 1936-1938) was an important figure in architecture and planning in the Washington area and was active in efforts to improve housing at the national level. I learned more about his work when I prepared a paper, *Louis Justement's "Modern City" Vision for Washington, D.C.*, for the "Mid-Century Modernism in Metropolitan Washington, D.C. Symposium" in March 2003. Louis Justement designed a number of housing complexes in the Washington area and elsewhere. Falkland is considered one of his best housing designs. Placing the entire Falkland complex on the County Master Plan for Historic Preservation will protect the architectural and urban design integrity of the overall design and will maintain a housing resource that is still important 70 years after it was built.

I understand the importance of smart growth and transit oriented development and indeed, I generally favor such an approach. However, transit oriented development must involve more than a rubber stamp or cookie cutter development approach. I was involved in initial transit development planning in Washington, D.C. in the early 1970s as the first phases of the Metrorail system were being constructed. Transit oriented development for the new rail transit systems of that time (BART in San Francisco and Metrorail in the Washington area) was a new concept and some development theories of the time often called for just drawing a circle for high density development around every transit station. We quickly realized the need to be sensitive to the unique character of individual station areas and to plan for creating a sense of place, trying to ensure that each station area has a unique quality. This often involved utilizing the special quality of historic buildings and areas that were to be retained, as well as adding new higher density development and new

Support for Retaining the Entire Falkland Complex

October 15, 2007

Page 2

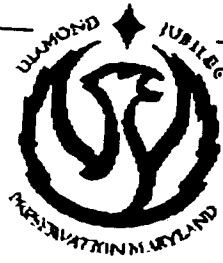
design features. I know there has been similar experience in some Montgomery County station areas.

Certainly the experience of revitalizing Silver Spring has, after several attempts, led to a combination of retaining important older buildings while adding new development and spaces that create a special sense of place and activity. The issue of the future of the Falkland complex brings these kinds of issues into focus again. Seen in an overall perspective, retention of the entire Falkland complex will retain the special sense of place on the western edge of the center of Silver Spring.

I urge the Board to place the entire Falkland housing complex on the Montgomery County Master Plan for Historic Preservation.

Sincerely,

John Fondersmith, AICP



Celebrating 75 Years

October 16, 2007

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OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

VIA FACSIMILE: 301-495-1320

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Dr. Royce Hanson  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Falkland Apartments

Dear Chairman Hanson:

I write in support of the designation of the Falkland Apartments in Silver Spring in the *Montgomery County Master Plan for Historic Preservation*. As you know, such designation would protect the complex from inappropriate alteration or demolition. The Falkland Apartments are of national significance and should be preserved as an important part of Silver Spring's legacy.

The Falkland Apartments are an early example of New Deal public housing underwritten by the Federal Housing Administration (FHA). They also offer an excellent demonstration of the principles of Garden City planning in an urban setting. Following on the success of experiments such as Sunnyside Gardens in Queens, New York in the late 1920s, the FHA sought to replicate the advantageous economies of scale and design, quality of life through the preservation of open space, affordability, and access to transportation, employment, and culture provided by the garden apartment concept in a burgeoning urban area. The Falkland Apartments represent the second such development by the FHA and have served as a model for federal housing creation since their completion in 1938.

The complex meets five of the criteria for listing on the *Master Plan for Historic Preservation*. The integrity of the entire complex should be preserved because the importance of the Falkland Apartments derives from those characteristics manifested in their site plan. The full formal expression of

Dr. Royce Hanson  
October 16, 2007  
Page 2

Garden City ideals must be retained if the Falklands are to continue to be of national significance.

I urge you to support the recommendation of the Montgomery County Historic Preservation Commission to list the Falkland Apartments in the *Master Plan*.

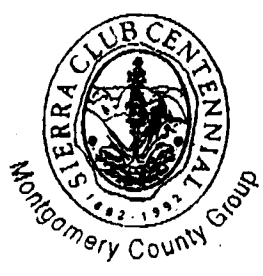
Sincerely,



Joshua D. Phillips  
Director of Preservation Services

C: Mary Reardon, Silver Spring Historical Society  
Wayne Goldstein, Montgomery Preservation, Inc.  
Robert Nieweg, National Trust for Historic Preservation

# SIERRA CLUB



103 North Adams Street  
Rockville, MD 20850

Phone (301) 294-0466  
Fax (301) 762-3382

October 16, 2007

Royce Hanson  
Chair, Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

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OCT 17 2007

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chairman Hanson and Commissioners:

The Montgomery Group of the Sierra Club has long supported Smart Growth. We support most development projects proposed for Silver Spring and other central business districts and will continue to do so. However, Falkland is so extraordinary and unique that we are making an exception for it.

Falkland is extraordinary and unique because of its specimen trees that provide shade that breaks up the "heat island" effect and remove carbon dioxide from the air. The Sierra Club wishes to be counted among those urging the Planning Board to accept the recommendation of the Historic Preservation Commission to add the entire Falkland Apartment complex in Silver Spring to the County's Master Plan for Historic Preservation.

Trees and shrubbery located on historic sites are considered high priority for preservation in the County, and if Falkland were added to the Master Plan, the preservation of its trees and plants would be more secure.

We have learned from the Maryland Native Plant Society that all three sectors of the Falkland property have a wide variety of trees, including trees that were originally planted when the buildings were constructed, and some that predate construction. The north parcel, which is currently at risk, contains a number of healthy trees from the original plantings, and contains nine species of specimen trees. Moreover, a natural streambed (and ravine), that begins in the north sector, continues in the southeast sector of Falkland, is the last above-ground tributary in the downtown area of Silver Spring. Destruction of the north parcel, or any of Falkland, would be an appalling waste of natural resources.

The irreplaceable Falkland complex provides precious green space and variety in density—much-needed amenities in urban areas. The Board made a wise decision in 2003 and again in 2005 to include Falkland on the Locational Atlas, and we urge you to confirm that decision by listing it in its entirety on the Master Plan for Historic Preservation.

For our families and our future, please preserve green space and forests. Thank you for your consideration,

Sincerely,  
*Jim Fary*  
Jim Fary, Chair  
Conservation Committee

... To explore, enjoy, and protect the nation's scenic resources...

Mark Gabriele, President  
Seven Oaks / Evanswood Citizens' Association  
831 Woodside Parkway  
Silver Spring, MD 20910

October 15, 2007

Mr. Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, MD 20910  
VIA FACSIMILE to (301) 495-1320

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OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

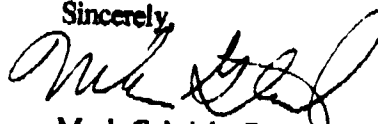
Dear Mr. Hanson,

I am President of the Seven Oaks / Evanswood Citizens' Association, a Montgomery County-chartered civic organization representing more than 700 households and encompassing the area directly to the north and east of the Silver Spring central business district. I am writing to you to in regard to the Falkland Apartments. Our association has expressed, through a vote taken at our May 2007 general membership meeting, a unanimous desire to see the entire Falkland Apartment complex preserved in its present form.

Let me be clear; our association favors smart growth in the downtown Silver Spring area; however, we do not wish for our neighborhood and the area nearby to become simply another forest of high-rise apartment buildings. In the past four years, the downtown Silver Spring area has added thousands of units of housing. Our association has welcomed many of them openly, and opposed none of them. The Falkland Apartments have more going for them than just a rich and proud history; they constitute an entire neighborhood unto themselves. It is a real neighborhood, in the sense that it is open to the public; anyone can stroll along its paths and enjoy the environment created by its careful design. That neighborhood will be lost forever if the Falkland Apartments are replaced by yet another high-rise apartment complex.

"Smart growth" necessitates a willingness to weigh the drawbacks associated with additional development against the potential benefits. In this case, it appears that if re-development of the Falkland Apartments is permitted, our community will lose a neighborhood, as well as an historic landmark; and get a six-fold increase in the density of housing on that property, plus its associated burden on our local infrastructure, plus the inevitable impacts on traffic that would be caused by construction at an already congested intersection. We oppose this development and ask that the application be denied.

Sincerely,



Mark Gabriele, President, SOECA



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OCT 16 2007

15 October 2007

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

To: Royce Hanson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Tel: 301.495.4605  
Fax: 301.495.1320  
email: [mcp-chairman@mncppc-mc.org](mailto:mcp-chairman@mncppc-mc.org)

Re: Falkland Apartment Complex

I am writing in support of preservation of the Falkland Apartments in Silver Spring and the listing of the property in its entirety on the County's Master Plan for Historic Preservation. It is important that this complex be protected as a significant historical asset and as a multifamily apartment complex that reflects a quality of design, including the site planning, that provides an eminently attractive living environment with lasting appeal.

Residents of Washington DC have long supported protection of the Falkland Apartment complex, which is an immediate neighbor to DC communities, including Shepherd Park where I lived for many years. In 1976, when I was then living in Shepherd Park, neighbors submitted a petition to the Montgomery County Council in support of Falkland and in opposition to a proposed re-zoning of Falkland and redevelopment proposed in the Silver Spring Sectional Map Amendment. Arrington Dixon, then a member of the D.C. City Council for Ward 4, the area including Shepherd Park, testified in a hearing before the Montgomery County Council expressing extreme alarm and strong opposition to the massive rezoning and development plans at that time for the Falkland Tract.

During the years since then I have continued to respect and appreciate the Falkland Apartment complex. Not only would it adversely impact on neighboring communities in Maryland and D.C., but it would be unfortunate for all of us to lose any part of this historically significant complex.



Evelyn Mittman Wrin  
5509 Chevy Chase Pkwy. NW  
Washington, DC 20015  
Tel; 202.244.5744 (home) or 202.402.5220 (office)  
email: [evbobwrin@verizon.net](mailto:evbobwrin@verizon.net)

JAMES M. GOODE  
 3133 CONNECTICUT AVE., NW, #601  
 WASHINGTON, DC 20008

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 OCT 15 2007

OFFICE OF THE CHAIRMAN  
 THE MARYLAND NATIONAL CAPITAL  
 PARK AND PLANNING COMMISSION

October 15, 2007

Royce Hanson, Chairman  
 Montgomery County Planning Board  
 8787 Georgia Avenue  
 Silver Spring, MD 20910

Chairman Hanson:

I write to urge strongly that you concur with the recommendation of the Historic Preservation Commission to place the entire Falkland Apartment complex on Montgomery County's Master Plan for Historic Preservation.

I am the author of *Capital Losses: A Cultural History of Washington's Destroyed Buildings* and of *Best Addresses: A Century of Washington's Distinguished Apartment Houses*. The latter volume, which involved a decade-long research effort, included a look at some of the suburban apartment buildings. I found the Falkland complex, constructed in the 1930s, to be Maryland's best landscaped and most innovative garden apartment complex. Along with Colonial Village in Arlington, Falkland figures prominently in the history of New Deal policies to promote housing that was affordable, comfortable, and aesthetically pleasing.

While I am generally selective in weighing in on decisions by public entities, this property is significant enough to warrant comment. I testified on behalf of preservation of Falkland more than two decades ago, and interestingly, the threat of razing Falkland propelled preservationists to strengthen efforts to save other historically significant apartment structures in the Washington, DC area.

Today, the monetary value of land too often trumps the value of our architectural heritage. I am alarmed at the possibility of losing a large portion of Falkland. The property as a whole reflects the architect's success in taking advantage of the sloping land and creating a unified community that straddles or adjoins three major roads. We owe it to future generations to be sensitive stewards of properties rich in historical and architectural significance. The Falkland Apartment complex is such a property, and should be a source of pride to Montgomery County and to Maryland. It's time that Falkland in its entirety be given protection.

Sincerely,



James M. Goode, Ph.D.

TO: Planning Board Chair Royce Hanson and the Planning Board

RE: Support for placing the Falkland-Chase Garden Apartments in the *Master Plan for Historic Preservation*

Besides being a lovely complex, it is home to people who would have nowhere to go in terms of affordable housing. There is also something counterintuitive about disregarding the importance of a stable community with long-term residents in an area of mixed incomes.

These units, and others that the Planning Board has failed to preserve, merit preservation status in the *Master Plan for Historic Preservation*. It is very troubling that as a planning agency, Park and Planning continues to display a lack of appreciation for low-rise affordable housing. It is an economically unfeasible policy to let affordable and attractive housing be destroyed.

These are battles that should not have to be fought by county residents, and the policies necessitating these efforts reflect flawed priorities and insensitivity on the part of the Planning board. The least that the Board should do is save what we still have, which includes Historic Preservation designation for Falkland-Chase.

Thank you.

Alyce Ortuzar  
3255 St. Augustine Court  
Olney, MD 20832  
(301)774-6617  
farmparity@starpower.net

**MCP-Chairman**

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**From:** Marian and Bill Lally [Lally5@rcn.com]  
**Sent:** November 28, 2007 6:12 PM  
**To:** MCP-Chairman  
**Subject:** Falkland Apartments

1456

Mr. Hanson -

If I could attend the hearing regarding the demolition of Silver Spring's Falkland's apartments, I would be there to voice my plea to PLEASE reconsider.

It's wonderful that Silver Spring is growing and improving. However, one of the reasons the residents of Silver Spring love it here is because of the charm of city, including historical places like the Falklands.

Additionally, the demolition of this apartment complex would take significant green space from Silver Spring--something that is rapidly disappearing.

Please hear the voices of Silver Spring residents and keep the Falkland apartments and its surrounding grounds.

Sincerely,

Marian Lally  
Silver Spring MD

## MCP-Chairman

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**From:** Barbara Finch [barbara@finchshui.com]  
**Sent:** November 28, 2007 1:33 PM  
**To:** MCP-Chairman  
**Subject:** Save Silver Spring's Historic Falkland Apartments!

1453

To Royce Hanson, Chairman

Dear Chair Hanson,

I just heard about The Montgomery County Planning Board's December 6 public hearing on historic designation of the Falkland Apartments, which would protect it from demolition.

I am asking that this complex be preserved and not torn down.

I am extremely concerned about the gross overbuilding in downtown Silver Spring. The area is already glutted with traffic, and now these developers want to get Falkland torn down to add 1000+ more units? Where the heck are all these people's vehicles supposed to go??

I live in Glenmont. While I would love to go to downtown SS more often, the traffic is already so bad that my friends and I have to decide, how badly do we really want to go down there? Why isn't the County taking traffic and roads into consideration?? This is completely irresponsible, not only to people's comfort and safety, but to the environment.

I appreciate Montgomery County's desire to have downtown SS be a success, but I am asking that you and other board members keep the dollar signs out of your eyes and think about the area's long-term needs.

Barbara Finch

## MCP-Chairman

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**From:** david.lautenberger@hklaw.com  
**Sent:** November 28, 2007 12:07 PM  
**To:** MCP-Chairman  
**Cc:** Councilmember.Ervin@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov  
**Subject:** Falkland Chase / Enough is Enough

I completely support the position as outlined and articulated by Jerry McCoy below. ENOUGH IS ENOUGH. Preserve some green space. Please preserve some historic context for the Silver Spring of the future. Slow down the rate of growth in downtown SS before we have 24 hour gridlock.

For the third time since 1966 a redevelopment plan is in the works that will destroy a major portion of downtown Silver Spring's historic 1936-38 Falkland Apartments. The entire north sector (9 acres) of the (now named) Falkland Chase garden apartment complex, bordered by East-West Highway, 16th Street, and the Metro/CSX railroad tracks, will be demolished unless the public speaks up!

The Montgomery County Planning Board is holding a public hearing on historic designation of the Falkland Apartments, which would protect it from demolition, on Thursday afternoon, December 6th, at 3:00 pm. It will be held at the Montgomery County Planning Commission auditorium, 8787 Georgia Avenue (at Spring Street).

There are two major issues regarding the proposed project, called Falkland North:

First is the massive scale. This would be the largest apartment complex in downtown Silver Spring - 1,059 units in all. In addition to 14-story residential towers, the project calls for 60,000 square feet of retail, including a Harris Teeter supermarket. This area is already inundated with traffic, and the proposed project would aggravate it and further threaten pedestrian safety. Additionally, downtown Silver Spring in the past 4-5 years has had over 5,000 multifamily apartment or condo units constructed, under construction, or proposed (not including Falkland North). We are not desperate for more housing, and this housing is hardly affordable (starting at \$1,650 for a one-bedroom unit).

The second issue is what we will lose if the project goes forward. Falkland is one of the most historically and architecturally significant properties in the county. It was one of the first large-scale apartment complexes to be built with support of the New Deal's Federal Housing Administration. Eleanor Roosevelt came to Silver Spring to cut the ribbon when it opened. Falkland is eligible for the National Register of Historic Places, and the Historic Preservation Commission has voted to designate it on the County's Master Plan for Historic Preservation.

Falkland, moreover, provides ample green space where green space is disappearing fast (a key part of its design). Anyone can stroll on the Falkland property. These garden apartments provide an alternative to high rise housing, where we are losing much of the garden apartment stock.

Should smart growth mean we sacrifice historic resources and precious green space and set no limits to the density of an area?

Shouldn't we draw the line somewhere on density in downtown Silver Spring?

David M. Lautenberger  
800 Rowen Road  
Silver Spring, MD 20910  
Tel: 301-587-2553 (h)  
Tel: 202-862-5961 (w)  
Fax: 202-955-5564 (w)  
[dlautenb@hklaw.com](mailto:dlautenb@hklaw.com) (w)

## MCP-Chairman

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**From:** Carol Leventhal [cleven@starpower.net]  
**Sent:** November 28, 2007 4:16 PM  
**To:** MCP-Chairman  
**Subject:** Fairland Apartment Complex

Dear Chairperson Hanson:

I understand a major development project for the 16th Street/Colesville Road intersection is being reviewed. The project would remove a significant number of affordable apartments from the marketplace here in Silver Spring and would increase traffic density manyfold.

It appears there is little need for yet more high rise apartment buildings here in Silver Spring. The area is already heavily saturated with new construction. Who, besides developers, needs more of the same? What is the occupancy rate currently? What is the wait time at our traffic intersections today and what is the forecast post construction should such a development occur?

I am not impressed and am worried that soon Silver Spring will be uninhabitable.

Carol Leventhal  
9219 Manchester Road  
Silver Spring

## MCP-Chairman

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**From:** Marie Carpenti [marie.carpenti@nara.gov]  
**Sent:** November 29, 2007 6:04 PM  
**To:** MCP-Chairman  
**Subject:** Royce Hanson, Chairman

**Importance:** High

11/29/07

Royce Hanson, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910-3716

EMAIL [mcp-chairman@mncppc-mc.org](mailto:mcp-chairman@mncppc-mc.org)

Dear Mr. Hanson,

I go to Silver Spring frequently and I wish very much to move to the Falklands apt.complex since it is an oasis in bustling Silver Spring.

It has green spaces and is built in a charming colonial style that sets it apart from the newer construction that is appearing frequently in downtown Silver Spring. The Falklands stands apart. What makes Silver Spring unique is that its architectural heritage is distinct and attracts locals and tourists alike. Tourists visit places that are distinctive.

Preserving valuable historical landmarks increases the "wealth" of a community by creating a sense of place and therefore community. The residents want to stay because of it's sense of place and the tourists come in to appreciate what is distinctive.

It will become apparent as the years pass that the preservation of the Falklands was a wise choice by the Montgomery County Planning Board.

Sincerely,

Marie Carpenti  
Resident of Md.  
Silver Spring devotee



## MCP-Chairman

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**From:** Nantagna@aol.com  
**Sent:** November 29, 2007 1:52 PM  
**To:** MCP-Chairman  
**Subject:** Preserve Falkland as historic site

Dear Mr. Hanson,

At this point, 5000 new housing units have been built in the last 5 years or are under construction, or proposed, not including the Falkland project. Downtown traffic is now very congested, close to gridlock during rush hour. I think it would be irresponsible to add more and another major retail center (Harris Teeter) as has been planned.

Let's keep Falkland as a historic site, and keep it's pleasant green space for us all.

Thanks, Nancy

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## MCP-Chairman

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**From:** Karen Burditt [KBurditt@Esocoff.com]  
**Sent:** November 29, 2007 12:28 PM  
**To:** MCP-Chairman  
**Subject:** Falkland Chase Apartments - Silver Spring

As a Silver Spring resident, and an architect, I support the historic designation for the Falkland Apartments and I am **strongly** opposed to its demolition.

First – The Falkland Apartments are an example of early urban planning. The garden style apartments, surrounded by generous green space were developed during the New Deal, to provide affordable housing in surroundings equal to that of wealthier private home owners. Developments like this are quickly disappearing to be replaced by high end profit driven developments with token green or public space. Developments like the Falklands are important examples that low rise, low density rental buildings are viable over decades.

Second – The Falkland Apartments currently provides comfortable, attractive housing in a parkland setting. I had a friend who lived there after a major renovation in the 80's and another friend who lived there in the 90's with her 2 dogs, 1 cat, and 3 birds. She would not have been able to have her menagerie in a high rise apartment, but the accessible 'backyard' allowed her pets some breathing space. Both of my friends were young professionals, drawn to the development for its rent, pleasant units, and green space. These units provide housing to that starter group – just getting started in their careers. We don't want to turn into Clarendon, a high rise ghetto for yuppies who move out of their 1 bedroom apartments the minute they get married.

Third – Low scale development in Silver Spring – Silver Spring has enough development plans for high-rise apartments. We can afford to leave one low rise, low density apartment complex in place. Focus on the derelict properties next to the train tracks before you tear down functional, attractive developments. Don't lose the charm of Silver Spring in the rush for high density development.

Fourth – Focused Retail - We don't need another grocery store in the immediate area. Safeway, Giant, and Whole Foods all provide adequate services to the surrounding area. The Georgia Avenue retail strip is still struggling to get going and we should focus on those pre-existing retail areas before encouraging competitive developments. A competing nearby development could impact the economic viability of Downtown Silver Spring

Fifth – Profit versus Community. Just because a Developer has found a project that can make the maximum profit for themselves – does not mean it is appropriate to the community. Developers never live in the developments they build – and therefore do not bear the burden of added traffic, pollution, noise, and loss of green space. Communities in Virginia are starting to say No to profit driven development that will burden the community – and so should Silver Spring.

Sixth – Finish what you have started. Montgomery County got Discovery, Ellsworth commercial district and now Fillmore. The voting residents of Silver Spring are still waiting for their Community Center, their Library, and their fully revitalized retail district. We also have traffic gridlock on weekends and increased traffic loads on Fenton, Philadelphia, Colesville, and Wayne Avenue. Its time the county started living up to their commitments and stopped giving in to every developer with a profit driven plan. Please don't inflict a Clarksburg on Silver Spring.

Karen Burditt, R.A., AIA  
808 Violet Place  
Silver Spring, MD 20910

## MCP-Chairman

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**From:** Clarence Steinberg [clarencesteinberg@juno.com]  
**Sent:** November 30, 2007 11:15 AM  
**To:** MCP-Chairman  
**Subject:** Falkland Apts.

1469

Dear Mr. Hansen:

I support Jerry McCoy on this matter. Silver Spring is hardly in need of more expensive apartments and even less in need of downtown congestion they and the proposed Harris-Teeter would generate. I'm frustrated now by downtown Silver Spring's congested roadways, so much so that I try to avoid coming downtown except from 10 a.m. to 2 p.m., and even then it's less of a hassle for me to drive north to White Oak and Broadbirch Dr. for needs. The Falkland Apts. were built for lower and middle income tenants, and, as far as I know, such people are tenants there now. Silver Spring should be commended for continuing to respect them.

Thanks for considering my comments.

Sincerely,

Clarence Steinberg  
9503 Wire Ave.  
Silver Spring, MD 20901  
(301) 588-9529

## MCP-Chairman

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**From:** Leslie Kent [lmariekent@hotmail.com]  
**Sent:** November 30, 2007 8:47 AM  
**To:** MCP-Chairman  
**Subject:** Falklands apartments in Silver Spring

Dear Mr. Chairman,

I am writing to voice my objection to the plan to develop part of the Falklands apartments complex in Silver Spring. As a longtime resident of Silver Spring, I have seen the tremendous growth of our town over the last 20 years. For the most part, I have applauded the changes. However, the proposed changes to the Falklands complex should not be allowed to go forward and I am asking you to prevent these changes.

As you know, the Falklands apartments have architectural and historical significance in Silver Spring. Now that we have "revitalized" we need to make certain not to destroy what is special and lovely in our town, including all of this unique living area. Garden apartments, especially picturesque and well-built structures like the Falklands, are increasingly rare and should be preserved. The proposed apartments would not be "affordable" (1-BR units starting at \$1,650) and would do nothing to help lower income residents.

The green space included in the current Falklands configuration should also be preserved; green space is increasingly rare in our area also, and the rush to develop has been at the expense of thoughtful development that benefits citizens in all ways, not just in increasing the tax base and helping developers.

Finally, we cannot afford any additional traffic in our downtown area! As it is the traffic is horrendous, parking is very difficult, and pedestrian safety is increasingly compromised.

All of these quality-of-life issues affect Silver Spring citizens directly, and we want our lovely town to remain so, including the Falklands complex.

As a longterm resident, who intends to remain in Silver Spring, I object to any development of the beautiful, historic and architecturally significant Falklands apartment complex, and I ask you to prevent any such development.

Thank you.

Sincerely,

Leslie Kent  
9309 Ocala Street, Silver Spring MD 20901

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## MCP-Chairman

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**From:** Rebecca Brillhart [rbrillhart@sligochurch.org]  
**Sent:** November 30, 2007 1:02 PM  
**To:** MCP-Chairman  
**Subject:** FW: Falkland North

Please forward this letter to the following persons:

Royce Hanson, Ph.D., Chairman  
John M. Robinson, Vice Chairman and Commissioner  
Allison Bryant, Ph.D., Member and Commissioner  
Jean Cryor, Member and Commissioner  
Gene Lynch, Member and Commissioner

Thank you,  
Rebecca Brillhart



**Action In Montgomery**  
8900 Georgia Ave.  
Silver Spring, MD 20910  
301-588-0330

November 29, 2007

### **By Email Delivery**

Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Falkland North

Dear Planning Board Members:

Action In Montgomery (AIM) supports development that will:

- Have at least one-to-one preservation of affordable housing.
- Increased density walking distances from metros and high use bus lines.
- Exceed MPDU requirements.
- Significantly increase, on public land, the stock of MPDU's and workforce housing.

We have a bias towards redevelopment rather than development that causes the loss of green space and open space. We also have a bias towards redevelopment because it is less costly than development.

We are sensitive to the demands that increased redevelopment and development have on other county services like schools, fire protection, etc. But we also think there needs to be some flexibility when affordable and work force housing is at stake.

Within this framework, we support both growth and preservation. We need to expand the supply of housing in Montgomery County for low and moderate income residents.

We support projects such as the Falkland North development being planned by Home Properties. It meets many of these tests including one-to-one replacement of affordable housing, access to good transportation and a significant increase in workforce housing.

Sincerely,

Rev. Rebecca Brillhart  
Sligo Seventh-day Adventist Church  
Action In Montgomery Clergy Co-Chair