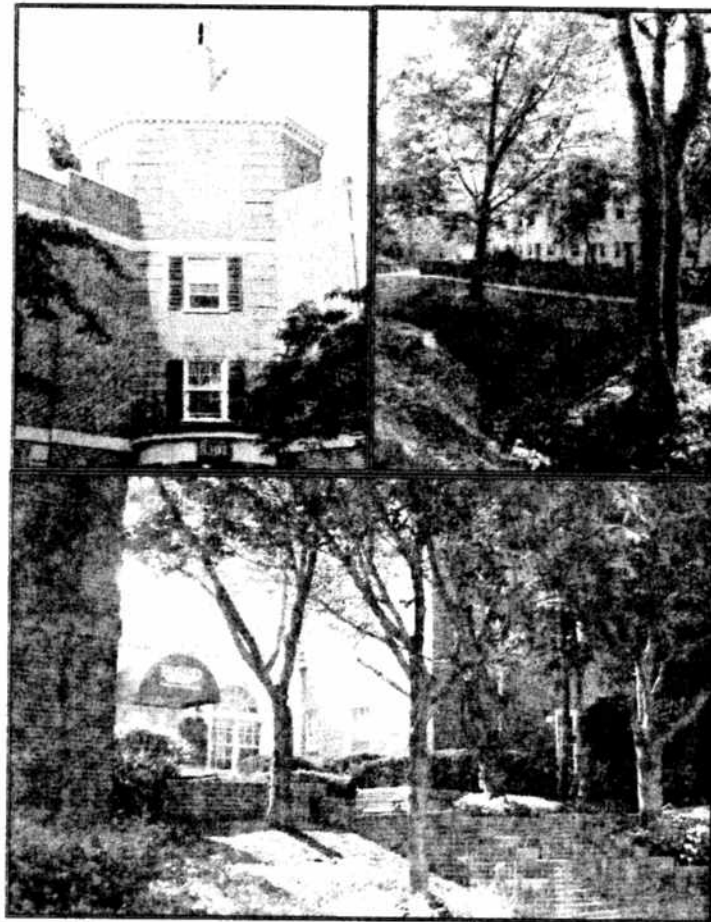


An Historic Preservation Assessment of the Falkland Apartments Complex in
Silver Spring, Montgomery County, Maryland



Prepared for

Maryland Transit Administration

by

Parsons Brinckerhoff

Joan Randall, Senior Technical Specialist in Cultural Resources

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APPENDIX

A. Resume of Principal Investigator

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 (Figure 1). The Purple Line will be either Light Rail Transit or Bus Rapid Transit 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 Falkland Chase, an historic apartment complex (Figure 2).

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 PROPOSED ACTION

In order to accommodate the transitway southwest of and adjacent to the current CSXT tracks, an approximately 30-foot wide slice of land may be required from part of the northeastern parcel of the complex, the only portion of Falkland Chase that abuts the proposed construction (Figure 3). The easternmost parts of five Falkland Chase structures lie within that slice (Figure 4). Those five structures include two buildings and three parking facilities. The minimal structure takes would be the following:

- Section 1551 of the Falkland Chase building on North Falkland Lane (Photograph 1, Photograph 2)
- A portion of the access drive to the parking lot behind the Falkland Chase building on North Falkland Lane (Photograph 1, Photograph 2)
- Section 1519 of the northernmost Falkland Chase building on East Falkland Lane (Photograph 2, Photograph 3)
- A portion of the parking lot adjacent to Section 1519 on East Falkland Lane
- A portion of the parking lot east of the garage off of East Falkland Lane (Photograph 4).

Approximately one-half acre of land will be taken from the existing northeastern parcel of Falkland Chase. No land will be taken from the other, i.e., southeastern and southwestern parcels, of Falkland Chase.

3.0 HISTORY/BACKGROUND

The Falkland Apartments complex was constructed in the northeast, southeast, and southwest quadrants of the intersection of MD 390 (16th 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 5). 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 in an arrangement of stand-alone and attached buildings on approximately 24 acres (Kopp 1980). It was constructed in two phases: first, 178 units¹ that were quickly occupied and then a 301-unit addition² [Kopp 1980]. The Draper Triangle was the easternmost sector of the southeast quadrant of the complex, bounded by East-West Highway, Colesville Road, and Draper Lane and comprising approximately two acres with 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 and ideas that had 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).

The Falkland Apartments complex is identified in the Maryland Historic Trust (MHT) Inventory of State Historic Resources and has been determined eligible for the National Register of Historic Places (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 in the southwest corner of the southeastern Falkland Chase parcel has been 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).

4.0 ARCHITECTURAL DESCRIPTION

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

The 445 units that remain 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 and stone decorative elements. The roofs are either flat with brick parapets or gabled (Kopp 1980).

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

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

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 multi-bay 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 by creating a unified whole, using traditional design and incorporating natural features (such as 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. Other 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.

Observed Alterations in the Northeastern Parcel

Examination of a current aerial map (Figure 5), the historic site plan (Figure 4), and a circa 1955 aerial image of the Falkland Apartments complex (Figure 6) reveals several changes to the landscape design for that area in the northeastern parcel of the complex that is adjacent to the proposed construction. Today there is a parking lot behind the North Falkland Lane building and an access drive from North Falkland Lane to that parking lot which do not appear on the earlier graphics. The parking area behind the buildings on East Falkland Lane is currently almost twice the size of that exhibited on the earlier graphics and only one of the two eight-bay garages off of East Falkland Lane remains.

5.0 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);
2. the practice of long-term mortgage amortization; and
3. 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, i.e., for its association with persons important in our past. 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, i.e., as being likely to yield information important in prehistory or history. It is unlikely that the Falkland Apartments complex is the principal source of information regarding garden apartment design.

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 1980 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.

6.0 ANALYSIS

Orientation and Symmetry

The Falkland Chase northeastern parcel is oriented inward and was designed with more traditional symmetry than are the southeastern and southwestern parcels. Its inward orientation draws the eye away from elements near the perimeter of the parcel. The northeastern parcel is organized around a central axis that runs north/south through the large north building on North Falkland Lane which 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 parcel extends approximately 15 percent further from the main axis than the western half, diminishing bilateral symmetry but achieving an equilibrium through mass and distance (Figure 7).

The removal of section 1551 from the North Falkland Lane building would destroy the symmetry of this largest and most prominent structure in the northeast parcel; its location near the perimeter of the complex would only slightly minimize that effect.

The building on East Falkland Lane that includes Section 1519 is not symmetric and an analysis of symmetry is not applicable to it. The removal of Section 1519 would not affect the symmetry of the overall plan in a major way due to its small mass and its location near the perimeter of the parcel.

Thus the proposed take, i.e., removing a slice of land including parts of some structures on the east, would have a minor negative effect upon the intended overall symmetry of the northeast parcel and a major negative effect on the symmetry of the North Falkland Lane building. The northeastern parcel's inward orientation would lessen the impact of those takes on the overall symmetry, 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 status of the other three elements of integrity, i.e., design, materials, and workmanship, is only good.

The integrity of design, materials, and workmanship for the Falkland Apartments complex as a whole was diminished when the Draper Triangle was removed prior to 1992. That action altered the original site plan, reduced the complex by approximately seven percent in both area and number of buildings, removed historic building materials, and obliterated the workmanship involved in the construction of the Draper Triangle buildings and site amenities. Nevertheless the bulk of the complex retains its character-defining features such as its brick and stone construction, its Colonial Revival architecture, its traditional and naturalistic landscaping, stands of deciduous trees, walkways, planned and landscaped commons, and retention of natural topographic features.

Other observed alterations to the original design of the northeastern parcel (by the addition of parking structures) also diminish integrity of design, as the original site plan is an important element of the Falkland Apartment complex's significance. It may be argued that these were historic alterations in response to an increased demand for parking, but the age of those alterations is unknown; the historic plan and aerial photo indicate only that those parking facilities were not part of the original design and that they had not been implemented by approximately 1955. Overall, however, these alterations to the original plan are not of a magnitude to override the excellent integrity of the remaining site design elements and the good overall design integrity of the complex.

Even after having suffered the past alterations discussed in the previous paragraphs, the Falkland Apartments complex is able to convey significance under NRHP criteria A and C. MHT determined the complex eligible for the NRHP in 1999, well after the Draper Triangle had been removed, suggesting that

1. the totality of design, materials, and workmanship of the overall complex that remains conveys Falkland Chase's significance;
2. Falkland Chase's significance has not been negated by the removal of a small portion (the Draper Triangle at approximately 2 acres) of its resources; and

3. an additional and smaller removal of land (the proposed construction at approximately one-half acre) and structures would not constitute a major negative effect upon the complex's already compromised integrity of design, materials, and workmanship.

Thus, Falkland Chase exhibits somewhat diminished integrity but still conveys its significance. It is likely that the proposed construction involving smaller alterations than those which first altered its integrity will not diminish its remaining integrity in such a way that it can no longer convey its significance.

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. 36 CFR Part 800.5(a)(1) states the following:

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 architecture and landscape design 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 small reduction in the amount of land in the northeastern parcel, the removal of approximately ten percent of the building on North Falkland Lane, the removal of approximately 25 percent of the north building on East Falkland Lane, the removal of small portions of parking areas that are not original to the site plan, and the removal of a small portion of an original 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 and comprehensive site design. It would alter small portions of its architecture and landscape design.

Thus while the proposed construction would not negate the ability of Falkland Chase to convey its significance, it would slightly alter the characteristics that render it eligible for the NRHP, and, according to the letter of the law (i.e., the above definition of adverse effect), constitute an adverse effect. More definitively, 36 CFR Part 800.5(a)(2)(i) states explicitly that "physical destruction...to all or part of the property" is an example of an adverse effect.

7.0 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 measures that have been agreed upon and is signed by the consulting parties.

Mitigation measures appropriate to include in an MOA associated with the proposed construction are:

1. documentation of the pertinent structures according to Historic American Buildings Survey (HABS) standards;
2. careful removal and storage for reuse of the building materials to be removed;
3. a context-sensitive rehabilitation of the two buildings from which portions are proposed for removal;
4. documentation of the entire complex according to HABS standards;
5. distribution of the HABS documentation to local repositories.

The analysis portion of this report (Section 6.0) can be used to support the proposed construction. The main points are:

1. the proposed overall take is relatively small;
2. the northeastern quadrant's inward orientation lessens the impact of the structure takes as the affected resources lie along the perimeter;
3. the proposed takes will not substantially diminish the symmetry of the northeastern quadrant; and
4. Falkland Chase had already suffered diminished integrity of design, materials, and workmanship before it was determined eligible by the MHT due to the removal of the Draper Triangle.

8.0 SELECTED SOURCES

Dowling, Jill

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

Falkland Chase Website

2007 accessed on 18 April 2007. Available on the World Wide Web
<http://www.falklandchase.homeproperties.com/falklandchase/website/index.htm>

Kopp, Michael

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

McCoy, Jerry A.

2006 Draper Triangle: Then & Again” on the *Takoma-Silver Spring Voice* Website in November 2006. Accessed on 20 April 2007. Available on the World Wide Web.
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

M. JOAN RANDALL

Senior Technical Specialist

Years of Experience

21 (<1 with PB; 21 with others)

Education

Master of Landscape Architecture, Ohio State University, 1995; B.S., Mathematics, Ohio State University, 1966

Additional Studies:

- Section 4(f) Training (2006), Section 106 Training (2002), Quality Services through Partnership (2001), Managing the Environmental Process (NEPA) [1998]: Ohio Department of Transportation (ODOT),
- Occupational Safety and Health (OSHA) workshop for archaeologists, Parkersburg, West Virginia, 1998
- American Society of Landscape Architects, Historic Preservation Professional Practice Network mobile workshops: Los Angeles (1996), Atlanta (1997), Boston (1999), San Jose (2002)
- NEPA Training, Indiana Department of Transportation (2007)

Professional Affiliations

ASLA, Historic Preservation Special Interest Group

Professional Certifications

United States Secretary of the Interior: Professional Qualification Standards for Architectural History, certified by the Ohio State Historic Preservation Office (OSHPO), 1997; pre-certified by Texas Department of Transportation, 2007.

Key Qualifications

Joan Randall is an architectural and landscape historian with PB who is experienced in: historical research; historic landscape and architectural identification and analysis; cultural resources document preparation; compliance with Section 106 of the National Historic Preservation Act of 1966; and compliance with Section 4(f) of the Department of Transportation Act of 1966. Her responsibilities have included project scoping; highway construction plan analysis; establishing the area of potential effect (APE); archival research; compiling oral history; historic context preparation; conducting and supervising architectural field survey; comparative architectural analysis; bridge identification and analysis; determining eligibility in accordance with National Register of Historic Places (NRHP) criteria; establishing NRHP boundaries; participating in public meetings and meetings with consulting parties; preparing cultural resources reports; reviewing the cultural resources reports of consultants; employing a memorandum of understanding and programmatic agreements; determining effect in accordance with 36 CFR Part 800; coordinating with state historic preservation entities; and determining applicability of Section 4(f).

Highways

- State Route 11 Widening, Hall County, Georgia: technical specialist who prepared the Property Information Forms for the Section 106 Historic Resources Survey Report
- South Capitol Street Corridor, Washington, DC: technical specialist who prepared the Section 106 Effects report and the Section 106 portions of the DEIS.
- Mill Creek Expressway Expansion, US 75 in Cincinnati, Hamilton County, Ohio: As an environmental specialist who managed the investigation of history/architecture cultural resources for most of this ongoing major highway widening in southwest Ohio including: reviewing the consultant-produced Phase I report; recommending eight properties for Phase II investigation; participating in a field review to refine

the APE; reviewing the Phase II consultant-produced report and historic boundary recommendations; and identifying a late discovery in the field and establishing its historic boundary.

- Interstate 70/71 Split in Columbus, Franklin County, Ohio: environmental specialist who managed the history/architecture cultural resources investigation for most of this on-going major realignment project in central Ohio including: the advanced acquisition of the Liberty Place parcel; the review of the consultant-produced Phase I report; the establishment of historic boundaries for three historic districts, a railroad bridge, and six individual entities; field reviews with the OSHPO; participation in public meetings and meetings with consulting parties; and coordination of eligibility with the OSHPO.
- Fort to Port, US 24 from Napoleon to Toledo in Paulding, Defiance, Henry, and Lucas counties, Ohio: environmental specialist who managed the investigation of history/architecture cultural resources in the APE for this 26-mile long realignment of a major highway extending west from the Lake Erie port city of Toledo, Ohio to the Ohio-Indiana border and then on to Fort Wayne, Indiana. This involved early field scoping; the review of Phase I and Phase II reports prepared by separate consultants for each of the three sections of the APE; conducting field reviews with the OSHPO; and making determinations of eligibility and coordinating them with the OSHPO. Joan was part of the team that conducted a thematic analysis of the results of the history/architecture investigation that provided a framework for evaluating NRHP eligibility and integrity.
- River Road: US 50 in Cincinnati, Hamilton County, Ohio: environmental specialist who reviewed the consultant-produced Phase I report for this major road-widening project in southwest Ohio; recommended Phase II investigation for numerous properties that would be affected; reviewed the consultant-produced Phase II document; conducted field reviews of the APE with the OSHPO; made eligibility recommendations; and coordinated eligibility and effect recommendations with the OSHPO.
- Yankee Street in Montgomery County, Ohio: environmental specialist who conducted and documented a Phase I survey for this small road widening project in western Ohio; made determinations of eligibility and effect; and coordinated those with the OSHPO.
- North Star Road in Darke County, Ohio: environmental specialist who conducted and documented a Phase I survey of the business district in this small western Ohio town for a sidewalk widening; recommended the area eligible for the NRHP for its association with the early life of Annie Oakley; and coordinated the eligibility and effect determinations with the OSHPO.
- Aerospace Parkway in Cuyahoga County, Ohio: environmental specialist who prepared a Memorandum of Agreement to take into account the effects of this road construction project on an historic farmstead in northern Ohio.
- US 22/33 in Hamilton and Warren counties, Ohio: environmental specialist who conducted intensive research on five properties for a major road widening in southwest Ohio and prepared a Phase II report.
- US 30 in Stark and Columbiana counties, Ohio: environmental specialist who supervised and conducted intensive research of eight properties for a major highway realignment in northeast Ohio, including deed search and census analysis; determined eligibility; and prepared a Phase II report to document that work as a consultant for ODOT.
- US 33 in Auglaize, Logan, and Shelby counties, Ohio: environmental specialist who supervised, surveyed, and documented history/architecture cultural resources for this major highway realignment in northwest Ohio; prepared the Phase I history/architecture report as a consultant for ODOT.
- US 33 Nelsonville Bypass in Hocking and Athens counties, Ohio: environmental specialist who, under the supervision of a principal investigator, surveyed and documented cultural resources in the APE for this major highway realignment in southeast Ohio and prepared the Phase I history/architecture survey report as a consultant for ODOT.

Bridges

- County Road 11 CSX Railroad Bridge in Franklin County, Ohio: environmental specialist who conducted and documented a Phase I investigation of the APE for this project that involved the replacement of a 1902 stone-arch-filled railroad bridge in central Ohio that was designated as a reserve pool bridge in the ODOT bridge inventory. She evaluated the bridge against other comparable bridges, found that it was not suitable for transition to NRHP eligibility, and coordinated that and other project-related findings with the OSHPO. When a change in scope prompted a reevaluation of the project APE, she cleared the project using ODOT's recently-executed Section 106 Programmatic Agreement.
- State Route 250 in Erie County, Ohio: environmental specialist who conducted a literature review for this project that involved the rehabilitation of a steel beam continuous bridge over the Huron River near the village of Milan in northern Ohio, finding that the project area was adjacent to the abandoned Milan Canal and that the village is closely associated with the early life of Thomas Edison. She prepared a Phase I report documenting history/architecture cultural resources in the APE, invoked the bridge programmatic agreement to clear the bridge, and coordinated eligibility and effect for the project with the OSHPO.

Landscapes

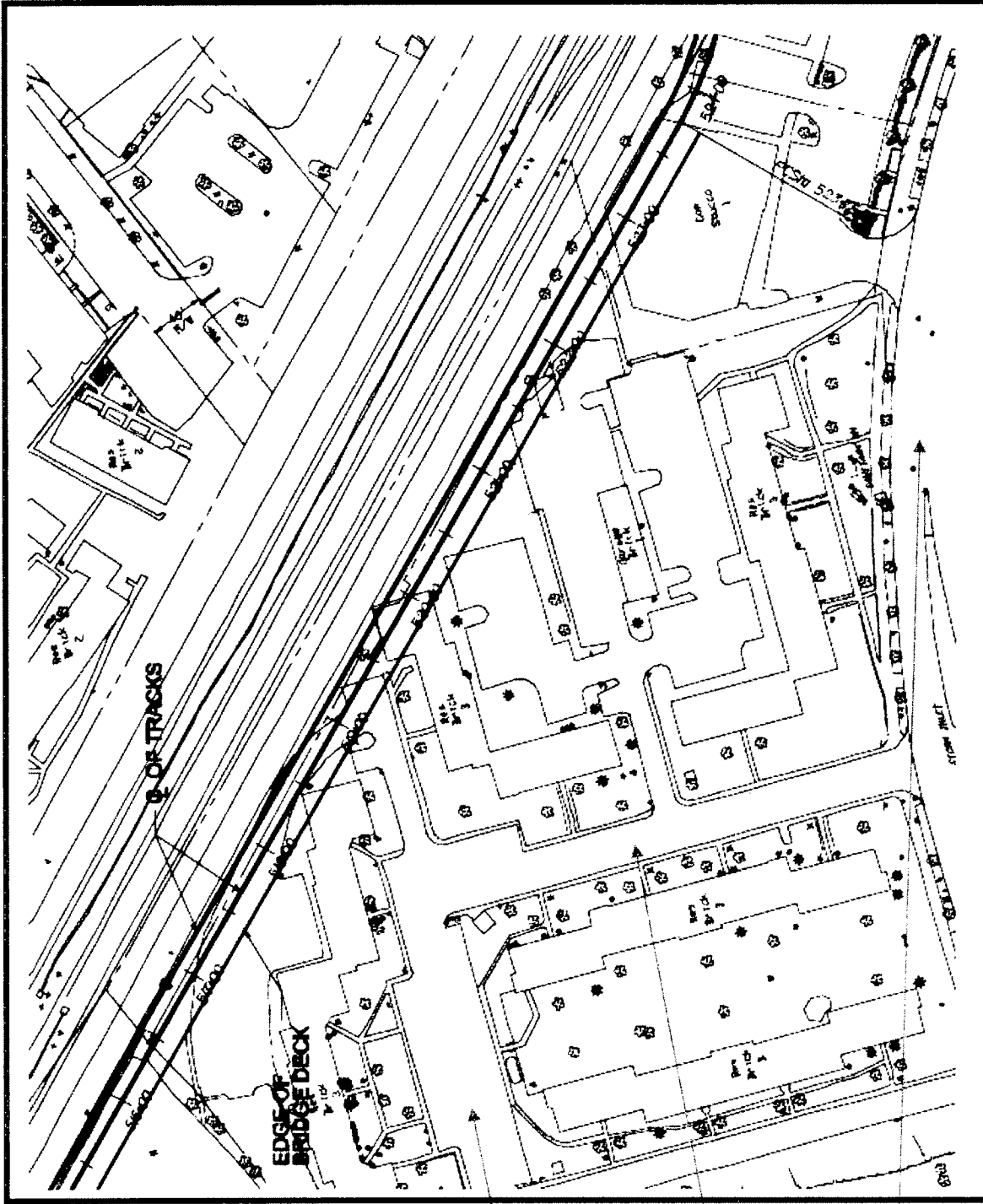
- River-to-Lake Freedom Trail markers: environmental specialist who reviewed a draft of the text for historic markers along US 23 and State Route 4 between the Ohio River and Lake Erie in Ohio commemorating the Underground Railroad. She conducted additional historic research and field reviews of the sites and coordinated the text with the OSHPO.
- The Everall Farm, Westerville, Ohio: environmental specialist who analyzed the effects that a road widening would have on this NRHP-listed farm and prepared an historic landscape mitigation plan including archival research, landscape analysis, and a report.
- "Exploring Audubon's Lehigh Auto Tour": as a Student Conservation Association intern in Whitehaven, Pennsylvania, Joan participated in conducting archival research and field survey to prepare text for an ecotourism project associated with the Delaware and Lehigh National Heritage Corridor. The result was a 2-disc CD to accompany a 53-mile long self-guided automobile tour of places in the Upper Lehigh River area of northeastern Pennsylvania associated with John James Audubon's 1829 visit to study local birds and wildlife.

Appointments/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 Office of Environmental Services' "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: "Artsapes in the City of Columbus," 1995



North Falkland Lane

East Falkland Lane

East West Highway

Figure 3. Proposed Construction Plan Indicating the Northeastern Parcel of Falkland Chase and the Proposed Take

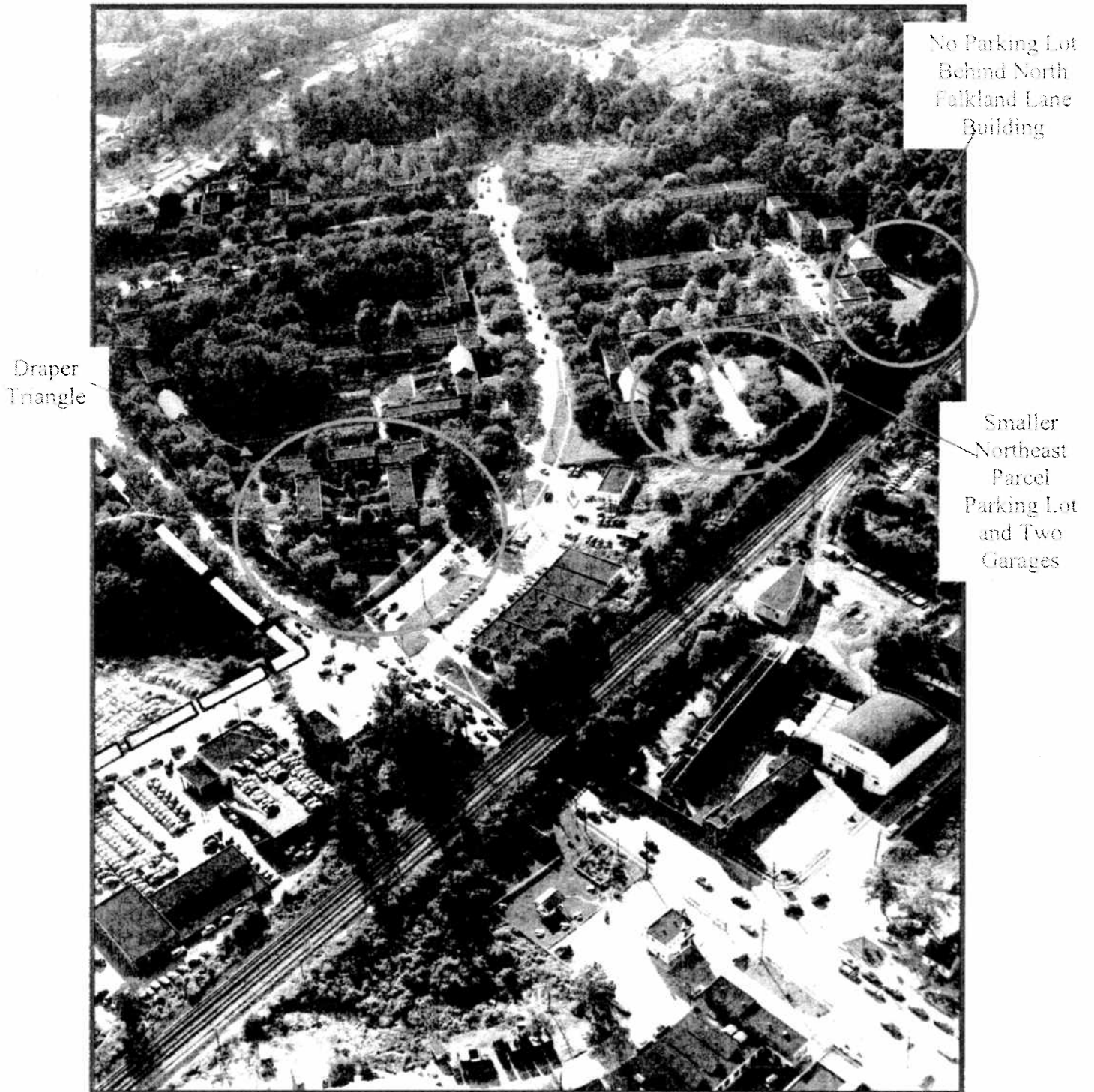


Figure 6. Circa 1955 Aerial Map of the Falkland Apartments Complex Indicating the Draper Triangle and Elements of the Northeast Parcel
(from the Washingtoniana Division, DC Public Library)

