

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

June 2, 2005

MEMORANDUM

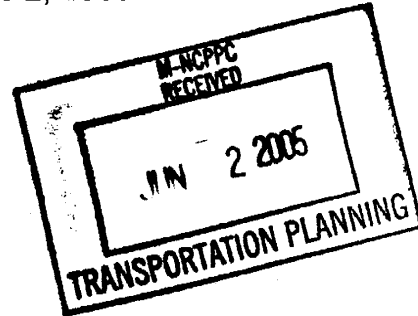
TO: David Paine, Senior Planner
Countywide Planning Division

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

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

Miguel Iraola, ASLA, Planner Coordinator *MID*
Community-Based Planning Division

SUBJECT: Ripley District Facility Plan



The Community-Based Planning Division supports the Facility Plan and recommends its implementation as soon as possible.

Master Plan Consistency

The Ripley District Facility Plan proposed by DPWT is consistent with the recommendations in the February 2000 *Approved and Adopted Silver Spring CBD Sector Plan*, including the specific recommendations on pages 106 and 110 of the Sector Plan. It will provide a "new interconnected street system" per the Sector Plan vision that will:

- provide the circulation system needed to support intense redevelopment in the designated Ripley Revitalization Area;
- create an urban street grid that is configured to create properties with optimum development potential;
- provide connectivity between the new projects in the Ripley District and the Transit Center;
- provide a secondary access to the Transit Center and associated joint development.

Background

The Ripley District is a designated Revitalization Area in the *Silver Spring CBD Sector Plan*. It is zoned CBD-2 with the Ripley/South Silver Spring Overlay Zone in order to

encourage intense development near the Silver Spring Transit Center. The recommendations in the Sector Plan are also intended to “facilitate a new inter-connected street system.” (p. 47)

This area has been planned for intense development since the 1975 Silver Spring CBD Sector Plan which recommended CBD-3 zoning for the area. The 1993 Sector Plan recommended CBD-R2 zoning for this area in order to encourage high-rise residential development. When the high-rise residential development did not occur, the current Sector Plan recommended CBD-2 zoning in order to encourage market-responsive mixed-use development.

Despite the densities permitted by these intense urban zones, redevelopment did not occur in the Ripley District due to fragmented property ownership and a lack of infrastructure for those parcels not fronting on Georgia Avenue. In 2004, the strength of the Silver Spring market resulted in the first significant development proposal in the Ripley District in many years: the KSI project on Ripley Street. KSI will be making significant street infrastructure improvements, including extending Dixon Avenue from Bonifant Street through Garage 5 to Ripley Street as envisioned in the Sector Plans since 1975. They will also be widening the westbound side of Ripley Street along their frontage as recommended in the Sector Plans since 1993. (KSI’s project plan approval essentially establishes the future road alignment for Ripley Street.)

The 1993 and 2000 Sector Plans recommended an 80’ right-of-way for Dixon Avenue and a 70’ right-of-way for Ripley Street. These dimensions are necessary to accomplish the Sector Plan goals listed above and provide pedestrian friendly sidewalks and streetscaping. Although the implementation of the proposed Facility Plan will impact individual property owners, we believe that the overall benefits outweigh these impacts. We recognize that some property owners in the Ripley District may have made significant investments in their properties over the past few years. Given the recommendations in the approved Sector Plans, however, investments which conflict with the longstanding plans to widen the streets in the Ripley District were done at the owners’ risk.

Related Planning Board and Council Actions

1. In accordance with the Sector Plan and the Master Plan of Bikeways, the Ripley Facility Plan must provide for the future Metropolitan Branch Trail and the trail along Dixon Avenue.
2. In accordance with the Planning Board’s Mandatory Referral comments on the Silver Spring Transit Center, the Ripley Facility Plan should reflect the future connection between Ripley Street and Bonifant Street south of the Transit Center. This connection should be coordinated with the approved plans for the KSI project and programmed by Montgomery County.

GK: tv: N:\dept\divcp\kreger\Ripley vision

Attachment B

TO: Chairman Derrick Berlage & All Commissioners, 6/12/05
Montgomery County Planning Board
8787 Georgia Ave., Silver Spring, MD 20910, By Fax, 9 pps.

FR: Silver Spring Historical Society, Jerry A. McCoy, President;
Marcie Stickle, Member, Mary Reardon, Preservation Chair;
Marilyn Slatick, Secretary, George French, Treasurer
301-585-3817, sshistory@yahoo.com, MarciPro@aol.com

RE: Ripley District Hearing, 6/23/05, SSHS Submissions

R E C E I V E D
0853
JUN 13 2005

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

Please distribute asap to Chairman Berlage and all Commissioners, and include in packets of materials and on the Web. Thank you. Please retain this cover note with materials; enclosures include:

Preservation Maryland Letter to DPWT, 3/25/05

Historic Preservation Commission Letter to DPWT, 3/23/05

Silver Spring Historical Society Letter to DPWT, 3/24/05

SSHS Letter to DPWT, 12/28/05

SSHS Letter to DPWT, 12/1/04

SSHS Letter to DPWT, 10/22/04

SSHS Letter to Planning Board & DPWT, 10/20/04

cc: David Paine, Transportation, MNCPPC
County Council President Tom Perez
Confidential Aide Dan Parr to Tom Perez
Preservation Maryland
Historic Preservation Commission Staff

sshistory@yahoo.com
MarciPro@aol.com
mreardon@ers.usda.gov
woodsdepk@earthlink.net
SSHS, 301-585-3817
301-585-1555 (Fax)



Preservation Maryland

March 25, 2005

VIA FACSIMILE: 240-777-7277

Ms. Aruna Miller
Ripley District Project Manager
Public Works and Transportation Department
101 Monroe Street
Rockville, MD 20850

Re: Ripley District Facility Planning Study

Ms. Miller,

I write in response to the request for comments regarding the Ripley District Facility Planning Study. The study encompasses an area containing a number of buildings that may be eligible for the National Register of Historic Places, and may merit inclusion on the Locational Atlas and Index of Historic Sites.

The Preferred Alternative identified by the Planning Study would require the demolition of 8126 Georgia Avenue and 8222-8228 Georgia Avenue, both of which have strong associations with the founders of Silver Spring and are evidence of the commercial vitality of this area in the early 20th century. The buildings largely retain their historic integrity, and most of the changes that have been made are reversible. The owner of 8222-8228 Georgia Avenue has stated publicly that he plans to restore his building.

In light of the recent adaptive reuse and rehabilitation of Georgia Avenue structures such as the B & O Railroad Station and the Maryland News Building, momentum is gathering for the revitalization of the Georgia Avenue corridor. This revitalization should respect the historic streetscape, and new construction and development should be compatible in scale and character with the existing neighborhood.

I urge the Department of Public Works and Transportation to carefully consider alternatives that would preserve the historic buildings along Georgia Avenue, such as those proposed by the Montgomery County Historic Preservation Commission. I strongly believe that compromises could be reached that would accomplish the transportation goals of DPWT and also protect the resources that make Georgia Avenue unique in Silver Spring. Thank you for your consideration.

Sincerely,

Joshua D. Phillips
Director of Preservation Services

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Richard T. Middleton

Helen Thomas "Mac" Middleton

Marylou C. Murphy

Spilly G. Oshero

Anna Neal Powell

John R. Telford

PHOTO: L.J. CUNNINGHAM

Society for the Preservation of Maryland Antiquities
24 West Santiago Street, Baltimore, Maryland 21201-4227
telephone: 410-685-2886 e-mail: PM@PreservationMaryland.org fax: 410-539-3182



HISTORIC PRESERVATION COMMISSION

Douglas M. Duncan
County Executive

Julia O'Malley
Chairperson

March 23, 2005

Aruna Miller
MC Department of Public Works and Transportation
Division of Capital Development, Planning Section
101 Monroe Street, 9th floor
Rockville, MD 20850

Dear Ms. Miller:

The Montgomery County Historic Preservation Commission has been following the development of the Ripley District Facility Planning Study. Although the study area does not include properties that are currently designated on the *Master Plan for Historic Preservation* or the *Locational Atlas and Index of Historic Sites*, we are very concerned that the currently selected alternative will necessitate the demolition of a number of buildings that may have the potential for historic designation.

Specifically, the Silver Spring Historical Society has contacted us about the buildings at 8126 Georgia Avenue (the Hunter Hardware Building) and 8222-26 Georgia Avenue (the Silver Spring Building and Supply Company Building). These buildings – although not officially designated as historic – contribute to the character of the Georgia Avenue streetscape and provide an important connection to the early days of the community. Indeed, the Society has discovered new information, including historic photographs, that may demonstrate that these buildings actually do merit historic consideration. In addition, we understand that the owner of 8222-26 Georgia Avenue, Carlos Scandiffio, is planning to restore his structure and does not favor demolition.

Given all of this information, it seems that it would be prudent for DPWT to explore options that would allow for new road improvements without necessitating demolition of so many existing buildings. In other cases in the county, the HPC and historic preservation staff have worked very cooperatively with DPWT to find solutions that meet transportation goals but retain community character. Has DPWT considered a non-standard cross-section for the roads adjacent to 8126 Georgia Avenue and 8222-26 Georgia that would achieve the travel lanes required but would eliminate short stretches of on-street parking? Can the sidewalks in the areas adjacent to 8126 Georgia Avenue and 8222-26 Georgia Avenue be narrowed so that building demolition is not required?

The HPC would ask that these types of solutions be investigated. Rather than making this project one which pits community and preservation interests against DPWT interests, it seems that compromises should be explored early on in the process and we hope that your office can do this. Thank you for your attention to this matter.

Sincerely,

Jef Fuller
Vice-Chair



Silver Spring Historical Society
P.O. Box 1160, Silver Spring, MD 20910-1160
March 24, 2005

TO: Aruna Miller, Ripley District Project Director, 3/24/05

FR: Jerry McCoy, Silver Spring Historical Society President
Marilyn Slatick, SSHS Secretary, Marcie Stickle, SSHS Member, 301-585-3817
sshistory@yahoo.com, woodsdepk@earthlink.net, MarciPro@aol.com

RE: SSHS Comments for DPWT Prospectus, Additional Item for Inclusion, Thank you!
8126 & 8222-8226 Ga. Ave./1004 Ripley St., Restoration of James Herbert Cissel Building

Aruna, For inclusion in Ripley District Prospectus, in addition to our most current letter, 12/28/04, and astonishing 1927 photos below, with commentary, as you confirmed will be included per your 3/18/05 email, we respectfully request and appreciate to include also this current newsclipping, please confirm, thank you! Marcie Stickle

Mr. Carlos Scandiffio, CEO, AllWorld Language Consultants, announces he will restore his James Herbert Cissel Building back to its "original splendor," quoting from a longer article:

"AllWorld Expands Government, Private Sector Work," Business Gazette, 2/25/05, B 1, w. photo,
<http://www.gazette.net/200508/business/news/262248-1.html>

" 'We're trying to expand into South America,' " said Scandiffio, who has received numerous awards, including the U.S. Small Business Administrations' Small Business Person of the Year for the Washington, D.C., region.

" 'The company also hopes to open offices in New York and California in the next year or so,' he said. **And Scandiffio has not overlooked the local area, as he is working to restore an historical building in the 8200 block of Georgia Avenue in Silver Spring, and convert it into a mini-museum and technology center for teenagers and young adults.**

" 'The Silver Spring Historical Society has been a great help with this project,' " Scandiffio said. "The building was where a founding father had his shop so we want to restore it to its original splendor.' "

"He expects restorations to be completed by early next year."



P.O. Box 1160 • Silver Spring, Maryland • 20910-1160

December 28, 2004

Ms. Aruna K. Miller, Ripley District Project Manager
Department of Public Works & Transportation
101 Monroe Street
Rockville, MD 20850

Dear Ms. Miller:

The Silver Spring Historical Society has spoken with Gwen Wright, Historic Preservation Commission Coordinator, about the Ripley District road proposals. We concur strongly with her recommendation and URGE that DPWT install a "Non Standard and Alternative Cross Section" at Ripley Street and Georgia Avenue. The new Ripley Street would thus protect and bypass 8222-26 Georgia Avenue and (around the corner) 1004 Ripley Street, the buildings originally known as the Silver Spring Building & Supply Co. On-street parking could then be accommodated easily and efficiently AFTER the road passes the Ripley Street elevation of these two buildings.

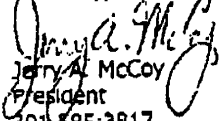
Employing a "Non-Standard and Alternative Cross Section" will allow one of Silver Spring's pioneer "Main Street" buildings to remain in the historic tapestry of an ever-flourishing Silver Spring and not to be lost forever. We also concur with the DPWR proposal to realign Silver Spring Avenue west of Georgia Avenue, thus allowing the pioneer 1925 Hunter Bros. Hardware building to remain at 8126 Georgia Avenue.

James Herbert Cissel's Silver Spring Building & Supply Co. and John H. and Thomas Hunter Bros. Hardware are seminal landmark buildings in the history of downtown Silver Spring and Montgomery County. These two businesses provided the building blocks and materials for the construction of myriad commercial and residential structures in a newly developing Silver Spring in the early part of the 20th century. If it weren't for Cissel and the Hunters, key founding fathers of early Silver Spring, there would be no Silver Spring Central Business District as we know it today.

It is very important to note that a structure can be historic even if it has not yet gone through the "designation process." The U.S. Department of Interior states that when a building reaches 50 years of age it is called historic. Most importantly is the "meaning" of the building. A community's older buildings are "gifts to the street" whose style, textures, materials and charms are worth saving because to not do so would make communities less interesting and less attractive. The Silver Spring Building & Supply Co. is the only building in the CBD that has a slate mansard roof and a wooden freight door with iron strap hinges, making it singularly distinct. Hunter Bros. Hardware retains its star shaped tie rods on the north and south elevations and a portion of its original façade embedded within the late 1940s addition.

It is critically important to retain and adaptively reuse these structures to serve as a link to the roots of the Silver Spring community. The Silver Spring Building & Supply Co. and Hunter Bros. Hardware, although not designated as such, are indeed intrinsically valuable and vital to the story of Silver Spring and Montgomery County.

Sincerely,


Jerry A. McCoy
President
301-585-3817
sshistory@yahoo.com


 SILVER SPRING
 HISTORICAL SOCIETY

P.O. Box 1160 • Silver Spring, Maryland • 20910-1160

December 1, 2004

Ms. Aruna K. Miller
 Project Manager
 Montgomery County Department of Public Works and
 Transportation
 101 Monroe Street
 Rockville, MD 20850

Ms. Miller,

The Silver Spring Historical Society wishes to go on the record again of our opposition to any demolition of 8126 and 8224-26 Georgia Avenue in order to widen Silver Spring Avenue and Ripley Street west of Georgia Avenue, as currently proposed by the "Facility Planning Study for the Ripley District".

I have learned from Wayne Goldstein, president of Montgomery Preservation Inc., that our previous suggestion to DPWT of making these two streets one-way had been studied by a team of officials from DPWT and the SHA and subsequently discarded. I am disappointed that we were not informed of this decision as to why one-way streets would not work.

Demolition of these structures, either partial or whole, would prove devastating to the historic fabric of Georgia Avenue's "Main Street". James Herbert Cissel, a prominent early 20th century Silver Spring businessman, constructed 8224-26 Georgia Avenue circa 1927. This handsome two-story brick and slate-mansard roofed structure, in nearly original condition, was originally occupied by Cissel's Silver Spring Building & Supply Company. Mr. Cissel was co-founder and long-time president of Silver Spring's first bank in 1910 and in 1927 was a founding MNCPPC Commissioner. He later was a founding member of the Silver Spring Chamber of Commerce.

John H. Hunter, who came to Silver Spring in 1913 with his brother Thomas, constructed 8126 Georgia Avenue in 1925. This two-story brick structure replaced the brothers' earlier wood-frame structure located near the site. Embedded in the facade of the extant structure is a cornerstone dated 1896, believed to have been removed from an even earlier Hunter Brothers store located in the Glenmont area. From 1945 to 1984 Maloney's Hardware occupied the structure. Since 2001 the Dornc Coraet Shop, originally established in Washington, DC in 1932, has occupied the structure.

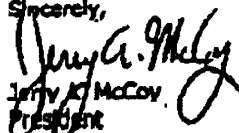
While this structure's original facade was obscured by a late 1940s addition, it would be possible to return the 1925 structure to its original appearance (the structure's original entrance with fan-light opening is still visible within the interior of the store).

It is critically important for our community to retain such exceptional structures that tell the story of how Silver Spring grew and flourished. These structures are tactile and visible memorials, expressive representatives of the work of Silver Spring founders Cissel and Hunter, two individuals who contributed to the growth of our community in the early 20th century.

Please do not destroy these 80 year-old pioneering structures that deserve greater respect than to be bulldozed to accommodate (yet) more traffic in downtown Silver Spring.

Thank you.

Sincerely,


 Jerry K. McCoy
 President

Silver Spring Historical Society
P.O. Box 1160, Silver Spring, MD 20910-1160
October 22, 2004

TO: Aruna Miller, DPWT

RE: "Facility Planning Study for the Ripley District,"
Make One-Way Streets of Ripley Street & Silver Spring Avenue

Dear Ms. Miller,

Thank you for your response.

Both 8126 and 8224-26 Georgia Avenue were cited in the Silver Spring CBD Historic Resources Inventory but not reviewed.

Might the Montgomery County Department of Public Works and Transportation consider making Ripley Street and Silver Spring Avenue west of Georgia Avenue ONE WAY streets, offering ingress and egress to the new development planned for the Ripley District? By doing so then perhaps these two streets would NOT have to be widened and thus necessitate demolition of these two 80 year-old "Main Street" Georgia Avenue buildings!

I have attached photographs of the buildings for your orientation. If you have any further questions, please contact me.

Sincerely,

Jerry A. McCoy
President
Silver Spring Historical Society
PO Box 1160, Silver Spring, Maryland 20910-1160
<http://www.sshistory.org>, 301.565.2519
sshistory@yahoo.com

cc: County Council President
Aide Dan Parr

Silver Spring Historical Society
P.O. Box 1160, Silver Spring, Maryland 20910-1160
October 20, 2004

TO: Planning Board Chairman Berlage & All Commissioners

RE: Ripley District; Also sent to DPWT, 10/20/04

Dear Chairman Berlage and Commissioners:

I write in reference to the Montgomery County Department of Public Works and Transportation's "Facility Planning Study for the Ripley District." While the DPWT's September, 2004 "Environmental Site Assessment (ESA) Report" noted the presence of two historic resources in the Ripley District, the 1936-37 Silver Spring Post Office and the 1945 Baltimore & Ohio Railroad Station, the Silver Spring Historical Society would like to voice its concern about two other important structures in the history of the formation of downtown Silver Spring that appear to be in danger. Demolition of these structures would also prove devastating to the historic fabric of Georgia Avenue's "Main Street."

Concept plans A, B, and C of "Ripley District (CIP 509337) Facility Planning – Phase I" indicate that the "proposed roadway improvements" (i.e. widening) to Ripley Street, west of Georgia Avenue, would destroy 8222-26 Georgia Avenue, constructed circa 1927. Built by James Herbert Cissel, this handsome two-story brick and slate-mansard roofed structure was originally the Silver Spring Building & Supply Company. Mr. Cissel was co-founder and long-time president of Silver Spring's first bank in 1910 and in 1927 was a founding MNCPPC Commissioner. He later was a founding member of the Silver Spring Chamber of Commerce. A business currently occupies the south third of the building (8222) but the north two-thirds (8226) is empty.

Concept Plan A and B indicate that the "proposed roadway improvements" (i.e. widening) to Silver Spring Avenue extended, west of Georgia Avenue, would destroy 8126 Georgia Avenue, constructed in 1925. Built by John H. Hunter, who came to Silver Spring in 1913 with his brother Thomas, this brick structure replaced their earlier wood-frame structure located near the site. Embedded in the façade is a cornerstone dated 1896, believed to have been removed from an even earlier Hunter Brothers store. From 1945 to 1984 the

structure was occupied by Maloney's Hardware. Since 1991 the Dor-ne Corset Shop, originally established in Washington, DC in 1932, has occupied the structure.

It is critically important for our community to retain such exceptional structures that tell the story of how Silver Spring grew and flourished. These structures are tactile and visible memorials, expressive representatives of the work of founders Cissel and Hunter, two individuals who contributed to the growth of our community in the early 20th century.

Please help us save these 80 year-old pioneering structures that deserve greater respect than to be bulldozed to accommodate (yet) more traffic in downtown Silver Spring.

Thank you.

Sincerely, /Signed/

Jerry A. McCoy, President

Silver Spring Historical Society

PO Box 1160, Silver Spring, Maryland 20910-1160

<http://www.sshistory.org>, sshistory@yahoo.com, 301-585-3817



Allworld Language Consultants

Washington Metro Area HQ
172 Rollins Avenue, Rockville, MD 20852
Tel. (301) 881-8884 Fax (301) 881-6877

Miami Metro Area
8405 NW 53rd Street, Suite C-104, Miami, FL 33166
Tel. (305) 640-4575 Fax (305) 640-4550

Chairman Derrick Berlage & Commissioners
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20912

This letter was previously sent to DPWT, 3/25/05 & 2/2/05

Dear Chairman Berlage and Commissioners:

As the owner of the building that sits on the corner of Ripley and Georgia Avenue, it gives me great pleasure to send you this letter that will serve to highlight the significant issues that merit consideration not only from the standpoint of historically preserving, but also from my point of view as owner of the property. At the outset, I would like to state I am surprised by the precipitous choice of the alternate design that was unveiled 1/30, Sunday, by the Department of Public Works and Transportation. If I understand this correctly, it is a radical departure from the public literature from the DPWT, and in particular, the recent email to the Silver Spring Historical Society. As you can probably imagine, I have a genuine interest in preserving the heritage of Silver Spring, and I intend to preserve this endeavor vigorously; in fact, I am so dismayed that so few of us are willing to relinquish money for the immense value of preserving history.

Importantly, Heritage Tourism is a form of economic development, drawing visitors to re-experience, use, and enjoy Silver Spring's and Montgomery County's vital historic treasures.

My building, located at 8222-8226 Georgia Avenue/1004 Ripley St. is actually a pioneering landmark in the neighborhood. Although I understand and respect revitalization projects, I fail to see where such projects cannot reconcile with history. It is a well-known fact that James Herbert Cissel's Silver Spring Building and Supply Company, serving also as Edward Brooke Lee's North Washington's Realty Company's building is an authentic early 1900's Main Street Silver Spring structure. Cissel and Lee were founding fathers of Modern Day Silver Spring. For the record, James H. Cissel, Frank L. Hewitt, and E. Brooke Lee, were tremendous promoters of Silver Spring going all the way back to the early 1900's; they were heavily involved in almost every aspect of public life in that era.

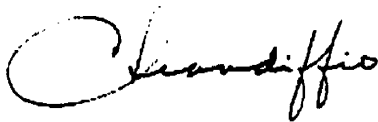
In order to preserve and protect this extraordinary structure from unnecessary demolition and road widening at Georgia Avenue and Ripley Street, it is critically important that I urge the Department of Public Works and Transportation to use an "alternative, non-standard cross section" at this location. This common sense

solution will allow continued use and enjoyment of our building for future generations. It is the true essence of our heritage.

The city of Silver Spring, along with Mr. Douglas Duncan, should remember that as a building owner I pioneered the removal of the billboard that set atop of the roof of my building. I recall at the time, that the city of Silver Spring, as well as all of the government representatives praised such a move, as it represented the significant commitment of an independent owner and operator towards the beautification of our city.

It is, at this juncture, that the very same owner/operation stands before you and requests that his building be granted proper recognition as a historical landmark in the city of Silver Spring. My building has character, interest, and value as a part of the development, heritage, and cultural aspects of our city. It is the site of significant historical events. It is clearly identified with a person or group of persons who have influenced society, namely, that of the city of Silver Spring, as well as Montgomery County, and the State of Maryland. It exemplifies the cultural, economic, social, political, and historical heritage of our County and its communities. It has architectural and design significance as it embodies the distinctive characteristics of a time period or method of construction, and is a familiar feature on the landscape and streetscape. Ultimately, in my opinion, it represents the work of a local or County master.

In making this request, I should let you and the community know that I seek no monetary compensation of any type, as my quest is to preserve history. In fact, I intend to rename the building (once it is renovated to its full splendor) as the "James Herbert Cissel Building." I could not think of a higher honor. Along these lines, I sincerely hope that the Department of Public Works and Transportation shares my respect and commitment to heritage by preserving this building for generations to come.



Carlos A. Scandiffio
President & CEO
Allworld Language Consultants
301-881-8884
301-881-6877 (fax)
Scandiffio@alcinc.com

Allworld Language Consultants
172 Rollins Avenue, Rockville, MD 20852

TO: Chairman Derrick Berlage & Commissioners, 6/14/05
FR: Carlos A. Scandiffio, Allworld Language Consultants
RE: Cissel Building in Ripley District, Enclosure for 6/14/05 Letter

Enclosure: "AllWorld Expands Government, Private Sector Work," Business Gazette, 2/25/05, B 1, with photo, <http://www.gazette.net/200508/business/news/262248-1.html>

"We're trying to expand into South America," said Scandiffio, who has received numerous awards, including the U.S. Small Business Administrations' Small Business F erson of the Year for the Washington, D.C., region:

"The company also hopes to open offices in New York and California in the next year or so, he said. AND SCANDIFFIO HAS NOT OVERLOOKED THE LOCAL AREA, AS HE IS WORKING TO RESTORE AN HISTORICAL BUILDING IN THE 8200 BLOCK OF GEORGIA AVENUE IN SILVER SPRING, AND CONVERT IT INTO A MINI-MUSEUM AND TECHNOLOGY CENTER FOR TEENAGERS AND YOUNG ADULTS.

" ' THE SILVER SPRING HISTORICAL SOCIETY HAS BEEN A GREAT HELP WITH THIS PROJECT,' " SCANDIFFIO SAID.

" ' THE BUILDING WAS WHERE A FOUNDING FATHER HAD HIS SHOP SO WE WANT TO RESTORE IT TO ITS ORIGINAL SPLENDOR. ' "

"HE EXPECTS RESTORATIONS TO BE COMPLETED BY EARLY NEXT YEAR."

Carlos A. Scandiffio
President & CEO
Allworld Language Consultants
301-881-8884
301-881-6877 (fax)
Scandiffio@alcinc.com

Paine, David

From: Mary Reardon [MREARDON@ers.usda.gov]
Sent: Wednesday, June 15, 2005 5:04 PM
To: Paine, David; MCP-Chairman; Councilmember.Perez@montgomerycountymd.gov;
Dan.Parr@montgomerycountymd.gov
Cc: MarciPro@aol.com; woodsdepk@earthlink.net; Wright, Gwen; jphillips@preservationmaryland.org;
sshhistory@yahoo.com
Subject: Ripley District hearing

TO: Chairman Derick Berlage and Commissioners

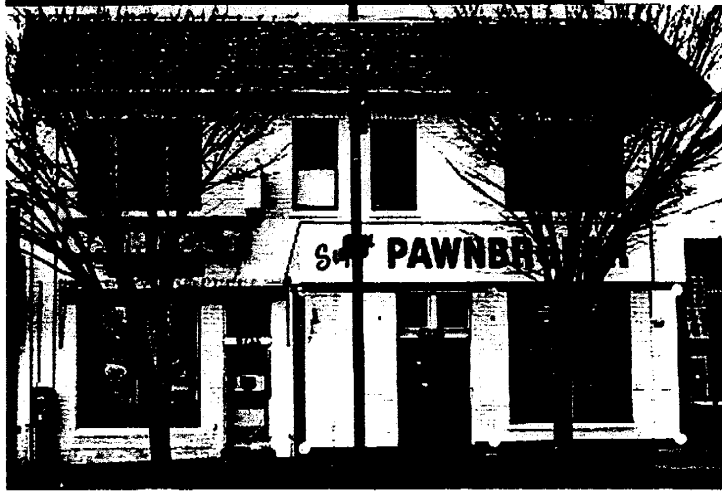
FR: Silver Spring Historical Society
Jerry McCoy, President
Marcie Stickle, Member
Mary Reardon, Preservation Chair
Marilyn Slatick, Secretary
George French, Treasurer
301-585-3817

RE: Ripley District Hearing,
Cissel Building/Silver Spring Building Supply Company

The James Herbert Cissel Building/Silver Spring Building Supply Company at 8222-26 Ga.Ave./1004 Ripley St. is in the path of potential road widening in the Ripley District. We encourage--and have suggested--alternatives. This building is a key component of Silver Spring's historic 1920s-era downtown. The enclosed photos show that the building is virtually unchanged from 1927 (or earlier) to today in 2004 when the recent photos were taken.

Please include this message and the individual photographs in the Planning Board packet and post on the Web site, thank you.

6/16/2005





R E C E I V E D
 0885
 JUN 16 2005

MCP-CTRACK

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

From: MarciPro@aol.com
Sent: Thursday, June 16, 2005 6:33 AM
To: MCP-Chairman; Paine, David; Councilmember.Perez@montgomerycountymd.gov;
 dan.parr@montgomerycountymd.gov; JPhillips@PreservationMaryland.org; Wright, Gwen;
 sshistory@yahoo.com; MREARDON@ers.usda.gov; woodsdepk@earthlink.net; MarciPro@aol.com
Subject: Ripley District, Pioneer Bldgs., DPWT Process Truncated

Please Distribute to Chairman Berlage & Commissioners, include in Planning Board packets, and on Web site, thank you, 6/16/05

TO: Chairman Berlage & Commissioners, June 16, 2005

FR: Marcie Stickle, Silver Spring Historical Society Member
 301-585-3817, MarciPro@aol.com, sshistory@yahoo.com

RE: Ripley District: DPWT's Precipitous Choice of One Alternate
 Endangers Silver Spring's Pioneer Main Street Buildings at
 Ga. Ave. & Ripley St., & Ga. Ave. & Silver Spring Ave.,
 When There Are Viable Design Alternatives Available;
Historical Background on Two Main Street Buildings

DPWT precipitously selected on Sunday, 1/30/05, one alternate design for the Ripley District at the intersection of Ga. Ave. & Ripley St., and at Ga. Ave. & Silver Spring Ave. This one alternate removes Silver Spring's pioneer Main Street buildings: 8126 Ga., 8222-8226/1004 Ripley St.; (also 8230 Ga. and 1010 Ripley St.).

DPWT held a Public Information Meeting, 10/26/04; the public was advised at that time to send in comments as part of Phase 1; there was no deadline given. Then,

DPWT radically changed the process described in their public literature. The public and preservation community were counting on Step 2 of Phase 1. According to DPWT's Newsletter, 10/26/04, "What's Next in the Process: 2. Alternatives will be developed that will best address the concerns cited by community. Newsletter will be distributed sharing this information and requesting written comments on the alternates." DPWT expunged, did not adhere to this step for public input.

In February 2005, DPWT held an Owners' meeting, at which time, another comment period was opened, this time with a deadline. Many of the public/preservation comments are to appear in DPWT's Prospectus; but this gathering together of comments occurred after the one alternate had already been chosen by DPWT; and there still has not yet been dissemination to the public/preservationists of the array of alternative choices presented for discussion and comment. The "promise" of Step 2 of Phase 1 has not been kept.

DPWT's Prospectus/compendium hopefully will be informative and useful for the Planning Board and County Council, but the public has not yet received nor had an opportunity to review a copy.

Preservation Maryland, the Historic Preservation Commission, Montgomery Preservation Inc., the Silver Spring Historical Society, and the owner of 8222-26 Ga. Ave. /1004 Ripley, endorse enthusiastically **exploring ALL road options that do not involve demolition**, including "the alternative, non-standard cross section," at Ripley & Ga. Ave., and Silver Spring Ave., rather than unnecessary road widening, thus protecting and preventing unnecessary destruction of unique, irreplaceable early 1900's Main Street structures. Another **excellent recommendation is one-way streets for Ingress and egress** shared between Ripley St., and Silver Spring Avenue; Dixon St. will also be integrated and key.

On-the-street parking can be accommodated farther down Ripley after this "Alternative Cross-Section," and there is a huge County parking lot easily accessible within this sector already.

This treatment can be thought of as a **design feature**: Ripley St. and Silver Spring Ave. as **Portals**, human

6/16/2005



scale, leading gracefully into the more densely developed, where the roads can then widen at that point: The earliest pioneer Silver Spring introducing the newest Silver Spring! The revitalized Silver Spring juxtaposed with our original Main Street, what a great interaction!

This juxtaposition will work wonders for **Montgomery County Heritage Tourism**, drawing visitors locally and from beyond. We are affluent enough and fortunate to already have active and long-term businesses in our early structures, also used as **Arts & Entertainment** venues; and equally these structures with character should be serving as authentic venues for **Heritage Tourism** which is economic development, carried out through the Department of Economic Development, The Convention & Visitors Bureau, the Heritage Alliance, assisting the non-profits, Montgomery Preservation Inc., and the Silver Spring Historical Society. **Montgomery County is a Maryland State Certified Heritage Management Area and Montgomery County and Silver Spring should capitalize on this achievement, this economic engine.**

Other cities around the country are creating "nouveau" Main Streets, we are fortunate to have our original irreplaceable one.

We have a golden opportunity to develop compelling Walking Tours and brochures to be widely disseminated which incorporate all the services and businesses available on our Main Street and in Fenton Village, with the stories of our original pioneer structures that we are lucky to still be able to experience, and within which these businesses and services reside. What a draw this will be!

Background

James Herbert Cissel's Silver Spring Building Supply Co., also Edward Brooke Lee's North Washington Realty/Mortgage & Insurance Co. building, circa 1927 or earlier, 8222-8226 Ga./1004 Ripley, is an authentic 1900's Main Street Silver Spring structure, a key building block in Silver Spring and Montgomery County history. Cissel & Lee were Founding Fathers of Modern Day Silver Spring:

"James Herbert Cissel, Frank L. Hewitt, and E. Brooke Lee," the latter acknowledged as the "Father of Modern Montgomery County," and also Md. State dignitary, including as Comptroller of the Treasury, were "three ace promoters of Silver Spring in those days [c. 1910 and on], they had a finger in almost every pie," states Blair Lee, "Maryland News," "Business Briefs" article, 8/29/1947.

Cissel, first President and co-founder of Silver Spring's first bank in 1910, established his Building Supply Co. in 1922; Lee founded his Realty Co. in 1921 or 1922. Cissel and Lee's collaboration out of their distinctive building played a seminal and key role in the dynamic economic, commercial, and residential development of a blossoming Silver Spring.

John & Thomas Hunter Bros. Hardware was founded in 1916 when the Hunters settled in Silver Spring; their landmark brick building was constructed in 1925; and along with the Silver Spring Building Supply Co., the 1925 Silver Spring National Bank, founded 1910, and other early irreplaceable buildings, they mark where Silver Spring's Central Business District as we know it today was born.

If it weren't for Cissel, Lee, Hewitt, Hunter, and their trailblazing colleagues, there would be no Silver Spring or Silver Spring CBD as we know it today! (Hunter was longtime Silver Spring National Bank Director, 1921-1959.)

Hunter's Hardware, Maloney's Hardware in 1945, received a highly touted facade modernization in 1948, "eye appeal is buy appeal," and includes its original International Harvester and Maloney's pylon. It was regional headquarters for the International Harvester Co., and exclusive dealers for International Trucks in Montgomery County; servicing 9 large public farms. Maloney's carried many lines of new equipment, rebuilt and repaired farm machinery and motor trucks, expanded to cover 9/10ths of an acre. Its branch, Maloney's Building Co. specialized in Butler Steel Buildings, thus our 1940s quonset huts of corrugated steel, fully arched, and which Maloney's also used to house equipment.

"The firm of Maloney's Inc. has long been a landmark of Silver Spring . . . It remains as one of Silver Spring's well-founded organizations," and was a "family institution," *The Record of Montgomery County*, 9/16/1949. Maloney's served the public through 1984.

The brick 2-story Hunter Hardware/Maloney's retains its original front door arch, and and 3 brick walls with structural wall stars.

Hunter Hardware and 8222 Ga. Ave. are both in active commercial use:

We request that ALL road alternatives not involving demolition of existing buildings, and cornerstones of Silver Spring's living history, are seriously considered and adopted.

It is truly in Silver Spring's and Montgomery County's best interest, economically, architecturally, and historically to do so. These original buildings and what they teach us are irreplaceable, now and for future generations.

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HISTORIC PRESERVATION COMMISSION

Douglas M. Duncan
County Executive

Julia O'Malley
Chairperson

March 23, 2005

Aruna Miller
MC Department of Public Works and Transportation
Division of Capital Development, Planning Section
101 Monroe Street, 9th floor
Rockville, MD 20850

Dear Ms. Miller:

The Montgomery County Historic Preservation Commission has been following the development of the Ripley District Facility Planning Study. Although the study area does not include properties that are currently designated on the *Master Plan for Historic Preservation* or the *Locational Atlas and Index of Historic Sites*, we are very concerned that the currently selected alternative will necessitate the demolition of a number of buildings that may have the potential for historic designation.

Specifically, the Silver Spring Historical Society has contacted us about the buildings at 8126 Georgia Avenue (the Hunter Hardware Building) and 8222-26 Georgia Avenue (the Silver Spring Building and Supply Company Building). These buildings – although not officially designated as historic – contribute to the character of the Georgia Avenue streetscape and provide an important connection to the early days of the community. Indeed, the Society has discovered new information, including historic photographs, that may demonstrate that these buildings actually do merit historic consideration. In addition, we understand that the owner of 8222-26 Georgia Avenue, Carlos Scandiffio, is planning to restore his structure and does not favor demolition.

Given all of this information, it seems that it would be prudent for DPWT to explore options that would allow for new road improvements without necessitating demolition of so many existing buildings. In other cases in the county, the HPC and historic preservation staff have worked very cooperatively with DPWT to find solutions that meet transportation goals but retain community character. Has DPWT considered a non-standard cross-section for the roads adjacent to 8126 Georgia Avenue and 8222-26 Georgia that would achieve the travel lanes required but would eliminate short stretches of on-street parking? Can the sidewalks in the areas adjacent to 8126 Georgia Avenue and 8222-26 Georgia Avenue be narrowed so that building demolition is not required?

The HPC would ask that these types of solutions be investigated. Rather than making this project one which pits community and preservation interests against DPWT interests, it seems that compromises should be explored early on in the process and we hope that your office can do this. Thank you for your attention to this matter.

Sincerely,

Jef Fuller
Vice-Chair



MONTGOMERY PRESERVATION

P.O. Box 4661 Rockville, Maryland 20849-4661 301-495-4915 www.montgomerypreservation.org

12/6/04

Aruna Miller
Planning Section, Division of Capital Development
Department of Public Works and Transportation
101 Monroe Street, 9th Floor
Rockville, MD 20850

Dear Ms. Miller:

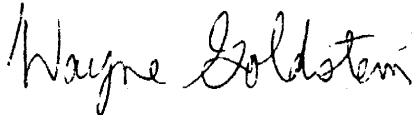
As President of Montgomery Preservation, Inc. (MPI), I am providing this letter for you to share with your colleagues at this week's meeting about the proposed Ripley District Facility Planning Study. As I said in my conversation with you last week, MPI supports the recommendation of the Silver Spring Historical Society to DPWT to look at redesigning Ripley Street and Dixon Avenue to be one way streets in order to accommodate future traffic needs while preserving the best of the built environment in this part of Silver Spring. We are particularly concerned with saving the three buildings at 8126 Georgia Ave., 8222-8226 Ga. Ave. & 1004 Ripley St., and at 8230 Georgia Ave. We believe these buildings have the potential to be part of a commercial historic district that would help to document the rise of Silver Spring from a sleepy crossroads in 1920 to the second largest city in Maryland in 1945.

Even if these buildings did not receive formal historic designation, they are still important pieces of the historic backdrop of Silver Spring. We saw the loss of all of the buildings on several blocks in the downtown Silver Spring area as part of an urban renewal plan to revitalize Silver Spring. The success of this plan, the coming of Discovery, the accelerating pace of apartment and condominium construction, all prove that Silver Spring is back. It is important to ensure that traffic infrastructure is adequate now and in the future. However, with the resurgence of this city, it is no longer necessary to destroy more of our important older buildings to spark new growth and such destruction should not be planned just to accommodate future growth.

These buildings hold businesses which have either stuck it out, waiting for this city to recover so that they could finally benefit, or contain urban pioneers who more recently made a financial and cultural investment and took a chance that it would pay off for them. It is profoundly unfair to snatch their dreams from them on the eve of their success. In addition, if you confirm these plans, this will mean that the owners will no longer want to invest in or maintain their buildings, not knowing if the County Council will actually approve the funding for these improvements later in this decade. This could be a repeat of what happened in the downtown area over a 10-15 year period beginning in the early '80s as businesses waited for the Silver Triangle project or other variations to buy their properties. This caused a self-fulfilling prophecy where businesses stopped investing in their properties, creating blight which caused less investment and additional blight, all of which laid the groundwork where the only solution seemed to be to level almost everything and build new.

The Ripley District is coming back in ways large and small. Putting the small properties into a transportation limbo will mean that only the large, new ways will be able to succeed as the small, old ways are left out. Please rethink this project so as to accommodate both those who are to come and those who are already here.

Yours truly,



Wayne Goldstein
President, Montgomery Preservation, Inc.
301-942-8079

MONTGOMERY PRESERVATION

P.O. Box 4661 Rockville, Maryland 20849-4661 301-495-4915 www.montgomerypreservation.org

Testimony to Historic Preservation Commission on Washington Grove Humpback Bridge - 5/25/05

I'm Wayne Goldstein, President of Montgomery Preservation, Inc. My very first action as a civic activist began in July, 1997 when I got deeply involved in a petition drive to try to stop the out-of-control proliferation of speed bumps. Thus, my encounter with the Department of Public Works and Transportation and a section of it I came to call its speed bump cult was my first substantial interaction with government. I came to learn much about the standards of the Institute of Traffic Engineers, standards that our county DPWT often ignored when it came to speed bumps and other traffic calming devices. This was when I first noticed that the speed bumps were in better condition than the roads they were installed on. Now, almost 7 years later, the speed bumps are starting to catch up with the road surfaces in terms of deterioration.

I am now president of an organization that owns a historic transportation facility, the Silver Spring B & O Train Station, listed on the National Register and locally designated and built in 1945, the same year that the Humpback Bridge was partially rebuilt. Our station is next to the 1948 Art Deco Georgia Avenue Railroad Bridge, also deserving of National Register and local listing. I've driven over the National Register-eligible Talbot Avenue Bridge and over some of the County's one - lane bridges that are an integral part of our network of Rustic and Exceptionally Rustic Roads.

I've driven down a number of those country roads where the shrubs come to the edge of roads narrower than my driveway and at those times I could be anywhere in the past. At least a couple times a week, I navigate the remarkable twists and turns of the very busy Capitol View Avenue. I would go out of my way to drive down the nearby but equally busy and narrow Newcastle Avenue, full of more twists and turns, if it weren't for the poorly designed speed bumps on it. I regularly take narrow Linden Lane past the National Park Seminary at a leisurely pace so that I can admire the buildings for the thousandth time and dream about what they will look like when they are restored. I also drive through the historic Silver Spring Ripley District, negotiating the narrow roads and admiring those historic buildings as I make my way to the train station.

MPI is working with DPWT on the design of the Metropolitan Branch Trail on and near our train station and DPWT planning staff has shown great sensitivity as to where they've placed the proposed pedestrian bridge across Georgia Avenue so that it doesn't obstruct the views of the Art Deco railroad bridge which, while undesignated at this time, has an obvious historic value clearly recognized by those DPWT planners. They made this decision on their own, without us ever having to consider the possibility that we might not voluntarily give them an easement across our important historic resource if they did not show similar respect for other important historic resources.

I've also waited for the light to cross the long one - lane Cabin John Bridge on extremely busy MacArthur Blvd. While the Army Corps of Engineers owns the road and what is both our most historic and most remarkable of all county bridges, it is a testament to the agency and the public that this inconvenience for the sake of history is accepted. How does the Humpback Bridge, which has connected several historic railroad communities for over 120 years, fit into this network of historic bridges and roads in other railroad communities and in other parts of the county? Seamlessly. Few other bridges have inspired such poetic praises and have helped to define place for historic communities as important to us as Washington Grove. For those reasons, and that it is the last of its kind, this bridge indisputably meets the criteria for designation.

If there is a question about changes to the bridge affecting its integrity, we only need to look at the humpback bridge that once connected south Silver Spring and Takoma Park. It was torn down after decades of not being changed by maintenance. Its replacement was torn down after it too was not changed by maintenance. Maintenance of a bridge can include replacement with like materials. Maintenance of a bridge can require the judicious substitution of other materials to better provide for the health and safety of those who use the resource. If the original form and function of such a structure is continued, such an historic resource is making the best contribution that any historic resource can ever make.

If DPWT is proposing the destruction of this bridge based on a claim of meeting some standard of construction or traffic, its flexibly-applied standards with historic and other transportation resources in the county might require an explanation to the HPC and other regulatory bodies involved in this and other designation processes.

Wayne Goldstein Montgomery Preservation, Inc. 3009 Jennings Rd. Kensington, MD 20895 301-942-8079

Promoting the preservation, protection and enjoyment of Montgomery County's rich architectural heritage and historic landscapes.