MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Twinbrook Section 1 — Inventory Number: M: 26-25

Address: Bound by Veirs Mill Rd to the north, Atlantic Ave to the east, and Vandegrift Ave to the south — Historic district: ___ yes X no

City: Rockville — Zip Code: 20851 — County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: multiple — Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A — Tax Map Number: N/A

Project: MD586: Wheaton Metrorail Station to Rockville Metrorail Stat — Agency: MD State Highway Administration

Agency Prepared By: McCormick Taylor, Inc.

Preparer's Name: Jerry Clouse — Date Prepared: 11/24/2015

Documentation is presented in: M: 26-25, Maryland Historical Trust, State Historic Sites Inventory Form, 1986

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X C ___ D — Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

Physical Description

Twinbrook Section 1 is a late 1940s and early 1950s residential development that is situated on the south side of Veirs Mill Road (MD 586) in Rockville, Montgomery County, Maryland. Twinbrook Section 1 is roughly bound by Veirs Mill Road and the Twinbrook Mart shopping center to the north, Rockcrest subdivision to the west, and a wooded tract to the east, part of which became Twinbrook Pool. Beyond the commercial area along Veirs Mill Road, Twinbrook Parkway is located to the east. Twinbrook Section 1 contains approximately 610 houses and is set in an area comprised largely of mid-twentieth-century residential development. Commercial areas are located immediately to the west in the area of the City of Rockville and at a greater distance to the east in the Wheaton area. Note that the area and its eponymous corporation were originally alternately referred to as Twin-Brook.

Set upon slightly rolling terrain, the streets within the Twinbrook Section 1 subdivision generally are laid out in a curvilinear pattern that largely follows the contours of the land. Sidewalks are located intermittently throughout the neighborhood. The streets within the subdivision are generally tree-lined and there are two cul-de-sacs within Twinbrook Section 1.

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Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Jim Zalumas — 2/3/2016
Reviewer, Office of Preservation Services — **Date**

[illegible] — 2/4/16
Reviewer, National Register Program — **Date**

20150669

The earliest section of Twinbrook was platted in 1947 and filed as Plat No. 2026. It is roughly bound by Aleutian Avenue on the south and east, Okinawa Avenue on the west, and Veirs Mill Road on the north, and contains approximately 128 houses. (All of the streets in this section were named after World War II-associated battles or heroes.) The houses were primarily constructed from 1949 to 1951. The typical house in this section of the subdivision is a variant of the one-and-one-half story, four-bay, frame Levittown Ranch-style house. There are also a few Minimal Traditional-style houses with a one-bay, gable-end extension that is original. Some houses have gable-end brick chimneys and others have chimneys along the ridge line.

The variants of the Levittown Ranch originally included three specific types. Type A featured a bifurcated facade with a steeply pitched roof section and a low-pitched roof section. The steeply pitched section, often a single bay, included a low overhanging eave supported with decorative tapered braces. The low-pitched roof section, often two bays, appeared as a full two stories along the facade. In Type B, the low-pitched roof was centered along the facade with the single-bay, steeply pitched roof sections on either side. The steeply pitched sections also contained the decorative tapered braces. Type C also featured a split-pitch roof, but it included a front-facing gable. The front-facing gable was often two bays, and the side-gable section was a single bay.

An example of a Type A variant is 13305 Midway Avenue, having a split-pitch roof and a brick chimney along the ridge line (Photograph 5). It is a one-and-one-half story, three-bay, frame house with asbestos-shingle siding and vertical-board siding on the upper facade. The house features wide, overhanging eaves, and there are decorative, tapered braces beneath the eaves of the steeply pitched roof section. The main entrance is located along the gable end and is sheltered with a narrow, gable-front portico sheathed with fish-scale shingles and vertical-board siding in the gable end.

Other examples within the northern section include 13207 Okinawa Avenue and 5909 St. Lo Avenue (Photographs 11 and 12). Both are one-and-one-half story, four-bay, frame Minimal Traditional-style houses with an additional, original bay on the gable end. Both have gable-end, corbelled brick chimneys, but one also has a brick facade. The other is clad with horizontal wood siding. The wood example has a jig-sawn curvilinear design on its cornice which is found on a few other houses within this subdivision. Houses in this section of the subdivision have undergone numerous changes over the years, but in a few instances the houses have been completely rebuilt with full two stories.

Twenty-four lots were platted as part of Section 2 of Twinbrook in August 1949, which was filed as Plat No. 2367. Another seventy-seven lots were platted in October 1949 as Plat No. 2408, which also includes some lots in Section 3. Both plats were made by Twin-Brook, Incorporated. The latter plat shows housing lots on Halsey Road, Okinawa Avenue, Eisenhower Drive (now Crawford Drive), Spaatz Place, and Ardennes Avenue. Houses were constructed on these streets from 1950 to 1953. Lastly, approximately fifteen lots were platted on Aleutian Avenue in May 1950 as an addition to Section 2 as part of Plat No. 2526. Most of the houses on Aleutian Avenue were constructed from 1950 to 1952. The typical house in this section is a one-and-one-half story, three-to-four-bay, frame house constructed as a variant of the Levittown Ranch style. Some have side-gable roofs and some have the split-pitch roof. Common alterations include shed-roof additions to the rear elevations and gable-roof porticos and shed-roof porches added to the facades.

Fifty-six lots were platted as Section 4 of Twinbrook in October 1949 by Twin-Brook, Incorporated. These included properties on Lemay Road, Ardennes Avenue, Stillwell Road, and Midway Avenue and were part of Plat No. 2409. Most of the houses were constructed between 1950 and 1951. Again, the typical house within this section is a one-and-one-half story, three-to-four-bay, frame Levittown Ranch-style house in one of its variations. Some have side-gable roofs with different pitches on the front and rear elevations. The house at 5916 Lemay Road is an example of this (Photograph 25). Others have front-facing gables. Some have been altered with shed-roof and gable-front dormers.

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There were six additional plats made for Twinbrook in 1950. A plat was made on November 6, 1950 by Joseph Geeraert for lots in Section 5 along Denfield Road only and filed as Plat No. 2675. Geeraert filed Plat No. 2673 on the same day for eight lots on Atlantic Avenue (). Also that same day, Twinbrook partner Wesley Sauter platted twenty lots in Section 5 on Denfield Road and Atlantic Avenue, filed asPlat No. 2674. Lastly, two plats were made in Twinbrook in December 1950, one was by Twin-Brook, Incorporated, for two lots, and the other Geeraert made for fifteen lots on Crawford Dive. The typical house within this group of lots is a one-and-one-half story, three-to-four-bay, frame variant of the Levittown Ranch style. A few retain their original asbestos siding and roof-pitch configuration. Others have had porches and dormers added to their facades. A few have been completely rebuilt.

Seven plats were made for the Twinbrook Section 1 subdivision in 1951 for Sections 6 through 9. The first two plats were made by Joseph Geeraert for lots in Section 6, including thirty-seven lots on Stillwell Road and Atlantic Avenue, and another twenty-seven lots on Atlantic Avenue. As found in the previous sections, the typical house here is the one-and-one-half story, three-to-four-bay, frame variant of the Levittown Ranch style. A good example of the Type A form is found at 12903 Atlantic Avenue (Photograph 34). This example has a side-gable entrance and split-pitch roof, but it does not retain the typical decorative tapered braces beneath the overhanging eave. However, it does retain its original asymmetrical window configuration, and the facade windows maintain their original shutters with their square raised panels.

Donald Gingery made a plat for Section 9 of Twinbrook, which was filed as Plat No. 2863 in July 1951. This plat is for sixty-three lots along Lemay Road, Vandergrift Avenue, Ridgway Avenue, and Wainwright Avenue. The houses of this section follow previous sections with the one-and-one-half story, three-to-four-bay, frame Levittown Ranch style. Some have side-gable roofs, and others have the split-pitch roof. Examples of the three basic types (A, B and C) can be found along Wainwright Avenue near its intersection with Ridgway Avenue (Photograph 27). Gingery made Plat No. 2862 for eighteen lots on Crawford Drive the same day he made the plat for Section 9. The houses on Crawford Drive are of the Levittown Ranch type. The house at 5729 Crawford Drive is a good example (Photograph 14). It exemplifies Type B of this style with its low-pitch roof centered along the facade and the single-bay steeply pitched roof sections flank either side. This example retains its rusticated asbestos shingles on the facade as well as the decorative tapered braces beneath the wide overhanging eaves.

Both Wesley Sauter and Roland Simons made plats in August 1951 for street dedications in Twinbrook. These did not entail any specific lot configuration in Twinbrook Section 1.

Twinbrook School is located at 5911 Ridgway Avenue in the southwestern corner of Twinbrook Section 1 (Photograph 29). Originally an eight-room school (1952), the brick-clad building is a single story in height and various wings and additions extend from the building's central portion. The main entrance is in the southwest corner and features a flat-roof portico supported with round, stucco columns leading to double plate-glass doors surrounded with banks of plate-glass windows. The long, linear appearance of the building is accentuated with a wide, stucco cornice band. The parapet along the roof is covered with strips of aluminum.

Changes and alterations to buildings within Twinbrook Section 1 include modern replacement windows, replacement exterior siding, and some houses have additions to the rear and side elevations. Others have shed-roof and gable-front dormer additions and some have second-story additions. A few lots have entirely new houses constructed on them. There are no churches or parks within the subdivision. Twinbrook School is located within the bounds of the subdivision. Overall, there is consistency and uniformity in the layout, design, and character of the residential properties within this subdivision.

The area surveyed for this property is confined to Montgomery County Tax Maps 614 GR561, Plats No. 1875, 2026, 2367, 2409, 2408, 2526, 2525, 2675, 2674, 2673, 2702, 2714, 2842, 2861, 2863, 2862, 2884, 2883, 2960, 3042, 3041, 3055, 3134, 3184 that

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constitute the development known as Twinbrook Section 1 Subdivision. The total area comprising the subdivision is 147.425 acres.

Historic Context

Montgomery County, originally a rural area adjacent to Washington, D.C., experienced suburban growth throughout the nineteenth and twentieth centuries, corresponding to national periods of prosperity and development. Rockville and other communities benefitted from their location along early transportation corridors that connected them to Washington, D.C., Montgomery County experienced growth due to emerging suburban streetcar suburbs in the late nineteenth and early twentieth centuries.

Between 1870 and 1930, the metropolitan Washington, D.C., area experienced initial suburban development. An impetus for the growth of Rockville was the tremendous growth of Washington following the Civil War corresponding with the expansion of federal bureaucracy. This suburban development was made possible by transportation improvements, including streetcar lines and railroads. In 1873, the Baltimore & Ohio Railroad established its Metropolitan Branch (Boyd 1879). The line extended from Washington, D.C., to Point of Rocks in Frederick County, Maryland, where it connected with the main line of the railroad, after passing through several Montgomery County communities and crossroad villages. Suburban enclaves were founded at Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, and other locations along the rail line. By the late nineteenth century, landowners and syndicates started the process of establishing subdivisions in the surrounding rural areas. In 1887, the Chevy Chase Land Company was initiated for the purpose of residential development. The communities of Chevy Chase and Takoma Park/Silver Spring near the District of Columbia boundary were the centers of Montgomery County's suburban growth. The success of streetcar lines further encouraged development during the 1890s.

The arrival of the B&O Railroad's Metropolitan Branch immediately spurred development in Rockville. Rockville Park was platted in 1890 and developed beginning around 1893. In 1896, Rockville annexed the 126-acre tract comprising Rockville Park on the east side of town. During the early twentieth century several subdivisions were established in the Rockville area, including Crestview, Green Acres, Glen Cove, Westgate, and Westmoreland Hills. During the 1910s and 1920s, other subdivisions were started in the Rockville area, including Janeta, Croydon Park, and England's Second Addition (City of Rockville 2003). The town's boundaries were expanded and businessmen created the Rockville Mutual Building Association. The train connection also boosted the area's agriculture. Now farmers could ship milk, fruit, and vegetables to Washington markets without these products spoiling.

The suburban growth in Montgomery County continued in the post-World War I period. The growth of the Federal government in Washington, D.C., continued and led to an expanded middle class in the area. During the twentieth century, development continued with housing booms during the 1920s. Most development occurred in areas adjacent to the Washington, D.C., border and in the vicinity of Silver Spring. While the Great Depression caused a decline in housing construction, the metropolitan Washington, D.C., area experienced growth at a greater rate than the rest of the nation, in part due to governmental expansion.

Many of Montgomery County's suburban communities catered to affluent residents, and housing and amenities demonstrated a desire for larger houses and more refined building designs and materials. Examples of these upper-middle-class subdivisions can be found at Bethesda, Silver Spring, and Chevy Chase. In 1926, the Maryland-National Capital Park and Planning Commission was established by Congress and encouraged zoning ordinances, regional parks, and subdivision regulation to improve the region's residents' quality of life. The Washington, D.C., area would experience continued suburban development through the post-World War II era and beyond (KCI Technologies, Inc. 1999).

Post-World War II American suburbs are characterized by low-density development of single-family homes on small plots and

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uniformity in construction and design. The previously ornate architecture was replaced by modest homes with less elaborate decoration executed for both efficiency and affordability. The architecture of the period was dominated by the Colonial Revival, Cape Cod, Minimal Traditional, and Ranch styles (McAlester 1984). Post-World War II suburban development is identifiable for its zoning patterns that focused on the separation of residential and commercial development. Subdivisions were often established from rural and agricultural lands, planned and developed by a single real estate company. Post-war suburban development, also known as freeway suburbs, was generally located on the periphery of larger cities, isolated from existing development. Increased mobility and increasing land costs within cities led developers to move further away from urban centers. Improved roads and highways aided the development of freeway suburbs (Ames 2002).

Montgomery County again witnessed increased residential development during World War II and the post-war era. By the mid-1950s, several residential subdivisions were established in the Rockville area of Montgomery County, including Twinbrook, Randolph Hills, Aspen Hill Park, Connecticut Park, and others. Between 1952 and 1972, thirteen major highways were constructed in the Baltimore-Washington area, which contributed to the expansion of suburban development in surrounding counties. I-495 was completed in 1964 and improved access to parts of Montgomery and Prince George's Counties, which soon experienced increased suburban development. The opening of US 240 in the 1950s (later Interstate 70 South and present-day I-270) between Frederick, Maryland, and Washington, D.C., encouraged further suburban development into the 1960s (KCI Technologies, Inc. 1999).

Planned Suburban Neighborhoods are communities that were comprehensively planned and constructed by developers. Planned Suburban Neighborhoods consists of subdivided lots sold by the developer or speculator and also included owner-built residences. Planned Suburban Neighborhoods must include a variety of builders and developers. Standardized building types and plans characterize Planned Suburban Neighborhoods. The neighborhoods included community amenities, such as schools, churches, community buildings, parks, etc.

The character-defining elements required of a Planned Suburban Neighborhood include grid street patterns; a curvilinear street design in mid-twentieth-century examples; cohesive building groups with similar functions, construction dates, and architectural styles; landscaping elements, including sidewalks, streetlights, plantings, etc.; and multiple builders and/or developers. Planned Suburban Neighborhoods may include community amenities, such as recreation centers, schools, parks, etc.

Twinbrook Section 1 embodies some of the elements of the Planned Suburban Neighborhood as defined in the July 2015 PB Americas, Inc./McCormick Taylor, Inc., Joint Venture for SHA Project No. M0244M11, "Bus Rapid Transit (BRT) service MD 586 (Veirs Mill Road) between Rockville Metro Station to Wheaton Metrorail Station" "Historic Context Report." The residential neighborhood was conceived and established in 1947 by Twin-Brook, Incorporated, a corporation led by Joseph L. Geeraert, with the intent to build and market homes. Twin-Brook, Incorporated, filed five plats for the subdivision between 1947 and 1949. Seven plats followed in 1950. These were made by Twin-Brook, Incorporated, by Geeraert himself, or by one of his partners, Wesley Sauter. Six plats were filed in 1951. These too were either made by Geeraert or one of his partners. These twenty-three plats make up the majority of Twinbrook Section 1. The subdivision features a few of the elements expected to be found in a Planned Suburban Neighborhood, including cohesive blocks of residences with similar architectural styles and materials. Twinbrook School is located within the subdivision. Sidewalks and plantings along the streets are not consistent throughout the subdivision.

Levittown Ranch

The Levittown Ranch is a variant of the Ranch style. While it continues the horizontal lines of the Ranch style, it incorporates California Ranch features, such as the carport at the main entrance, the asymmetrical massing of the façade, and the split-pitch roof design. The Ranch style became popular in Twinbrook subdivisions of the late 1940s and early 1950s.

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Character-defining elements of the Levittown Ranch include a one-to-two-story, horizontal floor plan; low-pitched roof with wide eaves; asymmetrical façade; possibly a carport at the main entrance; and large banks of windows, including corner or picture windows.

Minimal Traditional

The Minimal Traditional style reflects the economy of the Great Depression and World War II era. Building forms are more basic and examples are generally devoid of ornament. Usually having a low-to-moderate roof pitch, Minimal Traditional-style houses often have single, front-facing gables. The Minimal Traditional-style house was a dominant form in American tract and subdivision housing from the 1940s into the 1950s. Generally ranging from one story to one-and-one-half stories, Minimal Traditional houses followed simple square, rectangular, or L-shaped floor plans. Usually with little ornamentation, this type often had simple entry porches or stoops.

Character-defining elements of the Minimal Traditional style include a small, compact size; square, rectangular or L-shape plan; one or one-and-one-half stories; low-to-moderate roof pitch with shallow eaves; general lack of exterior ornamentation; picture, double-hung, and casement windows; and a small porch or stoop.

Educational Buildings

School architecture changed very little throughout the mid-to-late nineteenth century with the typical one-room school having a classic, symmetrical gable-front façade consisting of a central front door flanked by two double-hung sash windows. Late nineteenth- and early twentieth-century schools for students beyond the eighth grade were usually rectangular in shape with wood or brick facades. These often had architectural treatments of the prevalent style at the time of construction. For example, the 1905 Rockville High School had Neoclassical-style design elements.

During the post-World War II era, the International Style became popular among designers of both elementary and high schools. Schools of this design generally lack architectural treatments, have prominent horizontal elements, flat roofs, and banks of windows. A nearby example of an International Style school within the Rockville area is the Lone Oak School at 1010 Grandin Avenue. Other schools of the late 1950s and 1960s display elements of the Contemporary style. Some elements of this style are found on the Sargent Shriver Elementary School at 12518 Greenly Street with its banks of windows on the façade and its long sweeping roof sheltering the main entrance.

Character-defining elements for mid-century educational buildings include a lack of architectural treatments; prominent horizontal elements; simple, cantilevered porticos; prominent geometric forms; flat roofs; banks of windows; and long sweeping roof lines.

Resource History

The developers evidently discarded the first plat for lots in Twinbrook Section 1 , and the second plat (Plat No. 2026) for 80 lots was approved in March 1947. Made by Twin-Brook, Incorporated, with Joseph L. Geeraert as president and Roland E. Simons as secretary, this plat was part of the land conveyed by Lillian V. Small to Twin-Brook, Incorporated., by a deed dated October 1946 and recorded in liber 1053 at folio 372. (Twinbrook is now generally spelled as one word, but in the late 1940s it was spelled various ways, including Twin-Brook.) When first laid out, Twinbrook was separated from Rockville by about one-and-one-half miles of open land. Filed by Geeraert and Simons, a plat for 24 lots (Plat No. 2367) on Midway and Aleutian Avenues largely completed this portion of Twinbrook Section 1 in 1949. The first houses in the subdivision were for sale by August 1948.

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A native of Ghent, Belgium, Joseph Geeraert (1909-1979) was noted in the 1940 population census as the proprietor of a restaurant in Brooklyn, New York. By the mid-1940s, Geeraert had moved to the Washington, D.C., area and became a builder and developer. One of his notable developments was Coquelin Terrace (1946-48), a small upscale development in Chevy Chase, Maryland. Research did not reveal additional biographical information on Roland Simons, secretary for Twin-Brook, Incorporated. Wesley J. Sauter (1903-1959) also partnered with Geeraert. Sauter, a resident of Bethesda, Maryland, previously co-founded the Capital Construction Company in 1933. The fourth partner in Geeraert's Twinbrook venture was Donald Gingery (1913-1989), a builder and developer already associated with Simons and Sauter. Gingery was previously in charge of construction for L. E. Breuninger & Sons.

The Twinbrook corporation lasted only a few years when Simons and Sauter sold their interests to Geeraert and Gingery. However, by about 1952 Geeraert and Gingery also parted ways. The split was likely due in part to strong personalities as well as differing business interests. Geeraert lived in a house located in his earlier development Coquelin Terrace in Chevy Chase. There he cultivated friendships with influential political allies, including Hubert Humphrey and George McGovern. He quickly lobbied the local Montgomery County governing body to have the Twinbrook subdivision incorporated into the City of Rockville, enabling it to have access to water and sewerage facilities. He accomplished this by 1949.

While Geeraert envisioned Twinbrook becoming a complete community with schools, stores, churches, and public facilities, it was also a development with modest homes. Twin-Brook, Incorporated, targeted families with sufficient income to afford basic necessities. The first houses were priced from $9,550 to $9,700. Houses in Twinbrook were designed to meet minimal Federal Housing Administration (FHA) standards, but they were somewhat larger and more artfully designed than those found in the nearby Veirs Mill Village subdivision. Geeraert oriented Twinbrook away from Veirs Mill Road, which became a major thoroughfare between Rockville and Silver Spring, Maryland, during the 1950s. What became Twinbrook Mart shopping center also served as a buffer to Veirs Mill Road. Following FHA guidelines, Geeraert set his streets in winding patterns and incorporated cul-de-sacs into the subdivision's design.

Evidently, Geeraert visited Levittown, New York, in the late 1940s, and afterward he used some of Alfred Levitt's designs as inspiration for his own house plans. By 1949, he had developed floor plans that incorporated mid-century design tenets. The first-floor plan of these houses was essentially a single space. The kitchen area faced the street, and the living room looked to the backyard. The second floor was left unfinished so that the owner could complete the area as desired. The exteriors of these houses deviated from the Colonial Revival style, which remained popular in the Washington, D.C., area up to the mid-twentieth century. Geeraert likely thought highly of his plans and signed them as the designer.

Geeraert had a keen business sense, and he unabashedly advertised and promoted his homes in Twinbrook. Various promotional items were published in local newspapers as well as the "Washington Post." He also used gimmicks such as showing potential home buyers their future homes via a helicopter ride. To keep interest, Geeraert made minor changes or variations to the house designs each year after 1949. By 1951, homeowners could choose from five different designs.

Richard Longstreth, professor of American Studies at George Washington University, and author of "Looking Beyond the Icons: Midcentury Architecture, Landscape, and Urbanism," states in that book that Geeraert was never a cutting-edge developer, and his developments remain largely unknown except by some local residents. Longstreth also notes that although Geeraert used some of Alfred Levitt's design innovations, he never applied Modernist, pioneering ideas to the mass market. Geeraert's obituary in the November 24, 1979, "Washington Post" noted that he was a cofounder of the Suburban Maryland Home Builders Association and a director of the D.C. Housing Industry Corporation. It also stated that he was particularly known for his community of Twinbrook in Rockville.

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National Register of Historic Places Evaluation

Twinbrook Section 1 was evaluated for National Register of Historic Places eligibility according to the criteria set forth in the National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation" and SHA's "Suburbanization Historic Context and Survey Methodology." Under Criterion A, Twinbrook Section 1 is associated with the post-World War II suburban housing boom in the Rockville, Maryland, area, an important American trend. It is representative of the use of FHA guidelines in tract housing to settle returning Gis. Twinbrook Section 1 was developed in the mid-twentieth century primarily as a residential neighborhood. While it lacks some of the community amenities, such as churches and recreational facilities, typically expected of these developments, it displays some of the other expected typical design features such as curvilinear streets with cul-de-sacs and sidewalks. Twinbrook Section I represents a significant local example of this type of development during this period.

As evaluated under Criterion B, Twinbrook Section I is not known to be associated with any individuals of local, state, or national significance.

As evaluated under Criterion C, Twinbrook Section I is eligible for the National Register. Although the subdivision includes various examples of altered and undistinguished residential dwellings constructed over a period from 1948 to 1952, with later intrusions, the neighborhood contains a sizeable number of houses illustrating aspects of post-World War II-era tract housing. In Twinbrook Section 1, these houses are largely variants of the Levittown Ranch style with a smaller number of Minimal Traditional-style houses. These houses retain sufficient integrity to represent that post-war era and to be considered eligible under Criterion C. Joseph Geeraert, a well-known builder developer in the Rockville area, designed the variants of the Levittown Ranch at Twinbrook, and he saw the development of Twinbrook as part of his legacy. In addition, while Twinbrook Section 1 does not have any distinctive design elements in its layout, its individual buildings are distinguishable from the Cape Cod, Minimal Traditional, and Split-Level styles found in the ubiquitous subdivisions created during this time period.

Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

Integrity Statement

Location

Location is the place where the historic property was constructed or the place where the historic event took place. Twinbrook Section 1 retains its historic location.

Design

Design is the composition of elements that constitute the form, plan, space, structure, and style of a property. The design or layout of Twinbrook Section 1 remains largely the same as when it was first laid out in 1947-49. Although some of the houses within Twinbrook Section 1 have been altered with various additions, a sufficient number remain largely intact and the neighborhood retains integrity of design.

Setting

Setting is the physical environment of a historic property that illustrates the character of the place. The overall setting of Twinbrook Section 1 has not greatly changed since 1948-52 when the subdivision was first built and it retains integrity of setting.

Materials

Materials are the physical elements combined in a particular pattern or configuration to form the place during a period in the past.

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Although some houses in Twinbrook Section 1 have lost their original exterior materials, many retain their original wood, asbestos or brick materials and retain integrity of materials.

Workmanship
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. The workmanship that produced the variants of the Levittown Ranch and Minimal Traditional style houses in Twinbrook Section 1 remain evident and there is a high level of integrity of workmanship.

Feeling
Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. Although it is itself intangible, feeling is dependent upon the significant physical characteristics that convey its historic qualities. The integrity of feeling of the post-war tract housing era is quite evident in Twinbrook Section 1.

Association
Association is the direct link between a property and the event or person for which the property is significant. Twinbrook Section 1 is firmly associated with the mid-twentieth-century suburbanization of the Washington, D.C., and Rockville metropolitan areas. Twinbrook Section 1 continues its association with the suburban area in which it is located and retains a high level of integrity.

National Register Boundary and Justification

The National Register boundary for Twinbrook Section 1 follows the line of Veirs Mill Road and Twinbrook Mart shopping center to the north, the Rockcrest subdivision to the west, the rear property line of lots on Vandergrift Avenue on the south, and the rear property line of lots on Atlantic Avenue on the east. The boundary corresponds to plats registered at the Montgomery County Tax Assessment Office made by Twin-Brook Incorporated, Joseph Geeraert and others from 1947 through 1951. The period of significance for Twinbrook Section 1 is 1947 to 1952. The period of significance encompasses the history of the subdivision from its first platting in 1947 through 1952, the principal period of construction.

Bibliography

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ____ **Eligibility not recommended** ____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended**

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Twinbrook Survey District (M: 26-25)
Montgomery County, Maryland

Inventory (address-built date)

5858	Aleutian	Ave	1963
5860	Aleutian	Ave	1966
13202	Aleutian	Ave	1950
13204	Aleutian	Ave	1950
13206	Aleutian	Ave	1952
13208	Aleutian	Ave	1951
13209	Aleutian	Ave	1952
13210	Aleutian	Ave	1950
13211	Aleutian	Ave	1952
13212	Aleutian	Ave	1950
13213	Aleutian	Ave	1951
13214	Aleutian	Ave	1951
13215	Aleutian	Ave	1951
13216	Aleutian	Ave	1950
13217	Aleutian	Ave	1951
13219	Aleutian	Ave	1952
13221	Aleutian	Ave	1951
12801	Ardennes	Ave	1953
12802	Ardennes	Ave	1953
12803	Ardennes	Ave	1953
12804	Ardennes	Ave	1953
12805	Ardennes	Ave	1953
12900	Ardennes	Ave	1952
12901	Ardennes	Ave	1953
12902	Ardennes	Ave	1952
12903	Ardennes	Ave	1953
12904	Ardennes	Ave	1952
12905	Ardennes	Ave	1953
12906	Ardennes	Ave	1952
12907	Ardennes	Ave	1953
12908	Ardennes	Ave	1952
12909	Ardennes	Ave	1954
12910	Ardennes	Ave	1953
12911	Ardennes	Ave	1953
12912	Ardennes	Ave	1952
12913	Ardennes	Ave	1953
12914	Ardennes	Ave	1952
12915	Ardennes	Ave	1953
12916	Ardennes	Ave	1952
12917	Ardennes	Ave	1953
12919	Ardennes	Ave	1954
13001	Ardennes	Ave	1953
13003	Ardennes	Ave	1953
13005	Ardennes	Ave	1953
13101	Ardennes	Ave	1951
13103	Ardennes	Ave	1952
13105	Ardennes	Ave	1951
13106	Ardennes	Ave	1950
13107	Ardennes	Ave	1952
13108	Ardennes	Ave	1950
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13200	Ardennes	Ave	1949
13201	Ardennes	Ave	1950
13202	Ardennes	Ave	1950
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13209	Ardennes	Ave	1950
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13213	Ardennes	Ave	2011
13215	Ardennes	Ave	1949
13217	Ardennes	Ave	1949
13300	Ardennes	Ave	1950
13301	Ardennes	Ave	1949
13302	Ardennes	Ave	1950
13303	Ardennes	Ave	1949
13304	Ardennes	Ave	1949
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13306	Ardennes	Ave	1949
13307	Ardennes	Ave	1949
13308	Ardennes	Ave	1949
13309	Ardennes	Ave	1950
13310	Ardennes	Ave	1949
13311	Ardennes	Ave	1949
13312	Ardennes	Ave	1949

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13313	Ardennes	Ave	1949
13315	Ardennes	Ave	1949
12700	Atlantic	Ave	1951
12701	Atlantic	Ave	1951
12702	Atlantic	Ave	1951
12703	Atlantic	Ave	1951
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12705	Atlantic	Ave	1951
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12803	Atlantic	Ave	1951
12804	Atlantic	Ave	1951
12805	Atlantic	Ave	1951
12900	Atlantic	Ave	1951
12901	Atlantic	Ave	1951
12902	Atlantic	Ave	1951
12903	Atlantic	Ave	1952
12905	Atlantic	Ave	1951
13000	Atlantic	Ave	1951
13001	Atlantic	Ave	1951
13002	Atlantic	Ave	1952
13003	Atlantic	Ave	1951
13004	Atlantic	Ave	1951
13005	Atlantic	Ave	1952
13006	Atlantic	Ave	1951
13007	Atlantic	Ave	1951
13008	Atlantic	Ave	1951
13009	Atlantic	Ave	1952
13010	Atlantic	Ave	1951
13012	Atlantic	Ave	1951
13013	Atlantic	Ave	1994
13014	Atlantic	Ave	1952
13015	Atlantic	Ave	1994
13017	Atlantic	Ave	1995
13019	Atlantic	Ave	1995
13021	Atlantic	Ave	1995
13101	Atlantic	Ave	1951
13102	Atlantic	Ave	2013
13103	Atlantic	Ave	1951
13104	Atlantic	Ave	1951
13105	Atlantic	Ave	1951
13107	Atlantic	Ave	1951
13200	Atlantic	Ave	1951
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5902	Coral Sea	Ave	1949
5903	Coral Sea	Ave	1950
5904	Coral Sea	Ave	1950
5905	Coral Sea	Ave	1949
5906	Coral Sea	Ave	1950
5907	Coral Sea	Ave	1950
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5914	Coral Sea	Ave	1950
6000	Coral Sea	Ave	1949
6002	Coral Sea	Ave	1949
6003	Coral Sea	Ave	1950
5702	Crawford	Dr	1951
5703	Crawford	Dr	1951
5704	Crawford	Dr	1951
5705	Crawford	Dr	1952
5706	Crawford	Dr	1951
5707	Crawford	Dr	1951
5708	Crawford	Dr	1951
5709	Crawford	Dr	1951
5710	Crawford	Dr	1951
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5715	Crawford	Dr	1951
5716	Crawford	Dr	1951
5717	Crawford	Dr	1951
5718	Crawford	Dr	1952
5719	Crawford	Dr	1952
5720	Crawford	Dr	1952
5721	Crawford	Dr	1952
5722	Crawford	Dr	1952
5723	Crawford	Dr	1952
5724	Crawford	Dr	1952
5725	Crawford	Dr	1952
5726	Crawford	Dr	1952
5727	Crawford	Dr	1952
5728	Crawford	Dr	1952
5729	Crawford	Dr	1952
5730	Crawford	Dr	1952
5731	Crawford	Dr	1952
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5733	Crawford	Dr	1952
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5823	Crawford	Dr	1950
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5825	Crawford	Dr	1950
5827	Crawford	Dr	1950
5900	Crawford	Dr	1950
5902	Crawford	Dr	1951

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5903	Crawford	Dr	1951
5904	Crawford	Dr	1950
5905	Crawford	Dr	1950
5907	Crawford	Dr	1950
5908	Crawford	Dr	1950
5909	Crawford	Dr	1950
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6000	Crawford	Dr	1950
6001	Crawford	Dr	1950
6002	Crawford	Dr	1950
6003	Crawford	Dr	1950
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4	Denfield	Ct	1951
5700	Denfield	Rd	1951
5701	Denfield	Rd	1951
5702	Denfield	Rd	1952
5703	Denfield	Rd	1951
5704	Denfield	Rd	1957
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5707	Denfield	Rd	1951
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5901	Halsey	Rd	1950
5902	Halsey	Rd	1951
5903	Halsey	Rd	1951
5904	Halsey	Rd	1950
5905	Halsey	Rd	1950
5906	Halsey	Rd	1950
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5909	Halsey	Rd	1950
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5918	Halsey	Rd	1951
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12800	Leahy	Dr	1953
12801	Leahy	Dr	1953
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12803	Leahy	Dr	1953
12804	Leahy	Dr	1953
12805	Leahy	Dr	1953
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5903	Lemay	Rd	1951
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5907	Lemay	Rd	1951
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5915	Lemay	Rd	1951
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5918	Lemay	Rd	1950
5919	Lemay	Rd	1952
5920	Lemay	Rd	1950
5921	Lemay	Rd	1950

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5922	Lemay	Rd	1951
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5929	Lemay	Rd	1951
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5931	Lemay	Rd	1951
5932	Lemay	Rd	1950
5933	Lemay	Rd	1950
5934	Lemay	Rd	1950
5935	Lemay	Rd	1951
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5941	Lemay	Rd	1950
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13115	Midway	Ave	1950
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13203	Midway	Ave	1949
13204	Midway	Ave	1950
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13207	Midway	Ave	1950
13208	Midway	Ave	1949
13209	Midway	Ave	1949
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13105	Okinawa	Ave	1950
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13108	Okinawa	Ave	1951
13109	Okinawa	Ave	1950
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13111	Okinawa	Ave	1950
13112	Okinawa	Ave	1950
13114	Okinawa	Ave	1951
13116	Okinawa	Ave	1950
13118	Okinawa	Ave	1950
13120	Okinawa	Ave	1950
13122	Okinawa	Ave	1950
13200	Okinawa	Ave	1950
13201	Okinawa	Ave	1949

13202	Okinawa	Ave	1949
13203	Okinawa	Ave	1949
13204	Okinawa	Ave	1949
13205	Okinawa	Ave	1950
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13207	Okinawa	Ave	1949
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5719	Ridgway	Ave	1953
5800	Ridgway	Ave	1953
5801	Ridgway	Ave	1953
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5803	Ridgway	Ave	1953
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5805	Ridgway	Ave	1953
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5903	Ridgway	Ave	1952
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5902	Spaatz	Pl	1950
5903	Spaatz	Pl	1950
5904	Spaatz	Pl	1950
5906	Spaatz	Pl	1951
5908	Spaatz	Pl	1950
5910	Spaatz	Pl	1950
5902	St Lo	Ave	1949
5903	St Lo	Ave	1949
5904	St Lo	Ave	1949
5905	St Lo	Ave	1949
5906	St Lo	Ave	1949
5907	St Lo	Ave	1949
5908	St Lo	Ave	1949
5909	St Lo	Ave	1950
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5701	Stillwell	Rd	1951
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5703	Stillwell	Rd	1951
5704	Stillwell	Rd	1951
5705	Stillwell	Rd	1951
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5707	Stillwell	Rd	1951
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5714	Stillwell	Rd	1951
5715	Stillwell	Rd	1951
5716	Stillwell	Rd	1951
5717	Stillwell	Rd	1951
5800	Stillwell	Rd	1951

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5801	Stillwell	Rd	1951
5802	Stillwell	Rd	1951
5804	Stillwell	Rd	1951
1	Vandegrift	Ct	1951
2	Vandegrift	Ct	1951
3	Vandegrift	Ct	1951
4	Vandegrift	Ct	1951
5606	Vandegrift	Ave	1951
5608	Vandegrift	Ave	1951
5700	Vandegrift	Ave	1951
5701	Vandegrift	Ave	1951
5702	Vandegrift	Ave	1951
5704	Vandegrift	Ave	1951
5706	Vandegrift	Ave	1951
5708	Vandegrift	Ave	1951
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5800	Vandegrift	Ave	1954
5802	Vandegrift	Ave	1953
5803	Vandegrift	Ave	1953
5804	Vandegrift	Ave	1953
5805	Vandegrift	Ave	1953
5806	Vandegrift	Ave	1953
5807	Vandegrift	Ave	1953
5808	Vandegrift	Ave	1953
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5813	Vandegrift	Ave	1953
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5815	Vandegrift	Ave	1953
5816	Vandegrift	Ave	1953
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5822	Vandegrift	Ave	1953
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5824	Vandegrift	Ave	1953
5826	Vandegrift	Ave	1953
5828	Vandegrift	Ave	1953
5830	Vandegrift	Ave	1953
5900	Vandegrift	Ave	1953
5901	Vandegrift	Ave	1953
5902	Vandegrift	Ave	1950
5903	Vandegrift	Ave	1953
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5907	Vandegrift	Ave	1953
5908	Vandegrift	Ave	1952
5909	Vandegrift	Ave	1953
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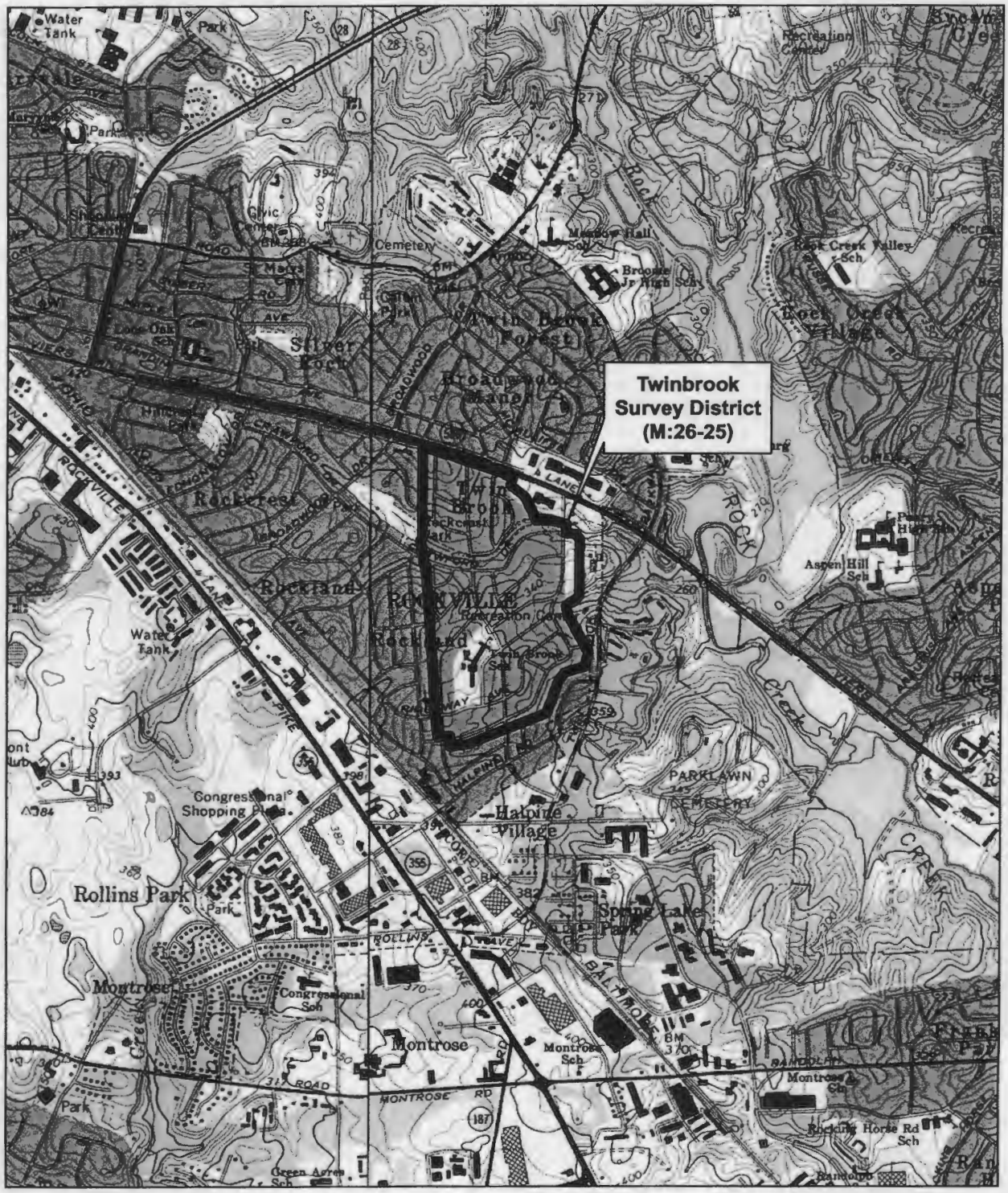
5912	Vandegrift	Ave	1952
5913	Vandegrift	Ave	1952
5914	Vandegrift	Ave	1952
5915	Vandegrift	Ave	1952
5916	Vandegrift	Ave	1952
5917	Vandegrift	Ave	1952
5918	Vandegrift	Ave	1952
5919	Vandegrift	Ave	1952
5920	Vandegrift	Ave	1952
5921	Vandegrift	Ave	1952
5922	Vandegrift	Ave	1952
5923	Vandegrift	Ave	1952
5924	Vandegrift	Ave	1952
5925	Vandegrift	Ave	1952
5926	Vandegrift	Ave	1952
1611	Veirs Mill	Rd	1950
1703	Veirs Mill	Rd	1950
1705	Veirs Mill	Rd	1949
1707	Veirs Mill	Rd	1949
1709	Veirs Mill	Rd	1949
1901	Veirs Mill	Rd	1950
5701	Wainwright	Ave	1951
5702	Wainwright	Ave	1953
5704	Wainwright	Ave	1953
5705	Wainwright	Ave	1953
5706	Wainwright	Ave	1953
5707	Wainwright	Ave	1953
5708	Wainwright	Ave	1953
5709	Wainwright	Ave	1953
5710	Wainwright	Ave	1953
5711	Wainwright	Ave	1953
5712	Wainwright	Ave	1953
5713	Wainwright	Ave	1953
5714	Wainwright	Ave	1953
5715	Wainwright	Ave	1953
5716	Wainwright	Ave	1953
5717	Wainwright	Ave	1953
5718	Wainwright	Ave	1953
5719	Wainwright	Ave	1953
5720	Wainwright	Ave	1953
5721	Wainwright	Ave	1953
5722	Wainwright	Ave	1953
5723	Wainwright	Ave	1954
5800	Wainwright	Ave	1953
5802	Wainwright	Ave	1953
5804	Wainwright	Ave	1952

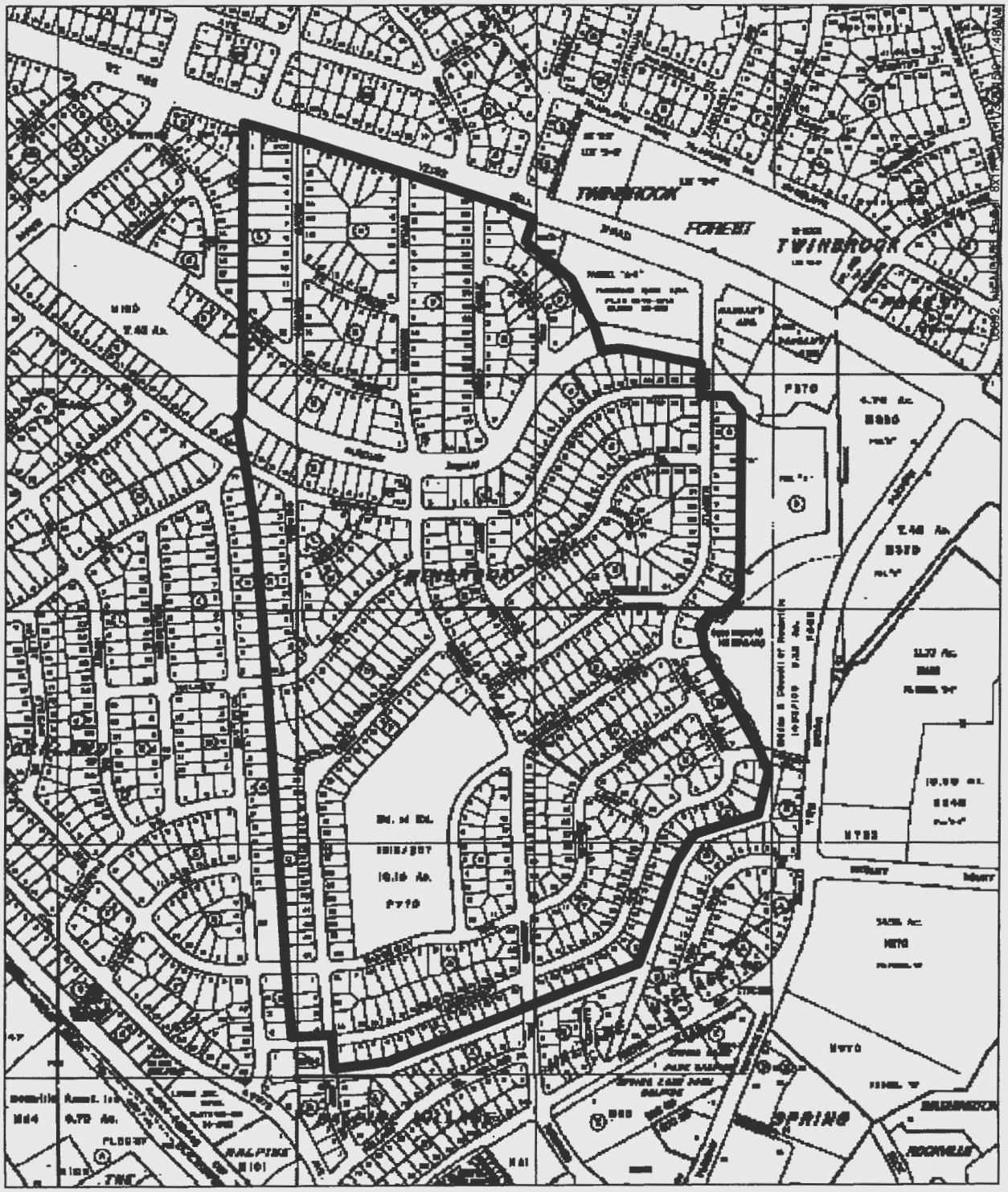
M:26-25

5806	Wainwright	Ave	1952
5808	Wainwright	Ave	1952
5810	Wainwright	Ave	1952
5812	Wainwright	Ave	1952
5814	Wainwright	Ave	1952
5816	Wainwright	Ave	1952

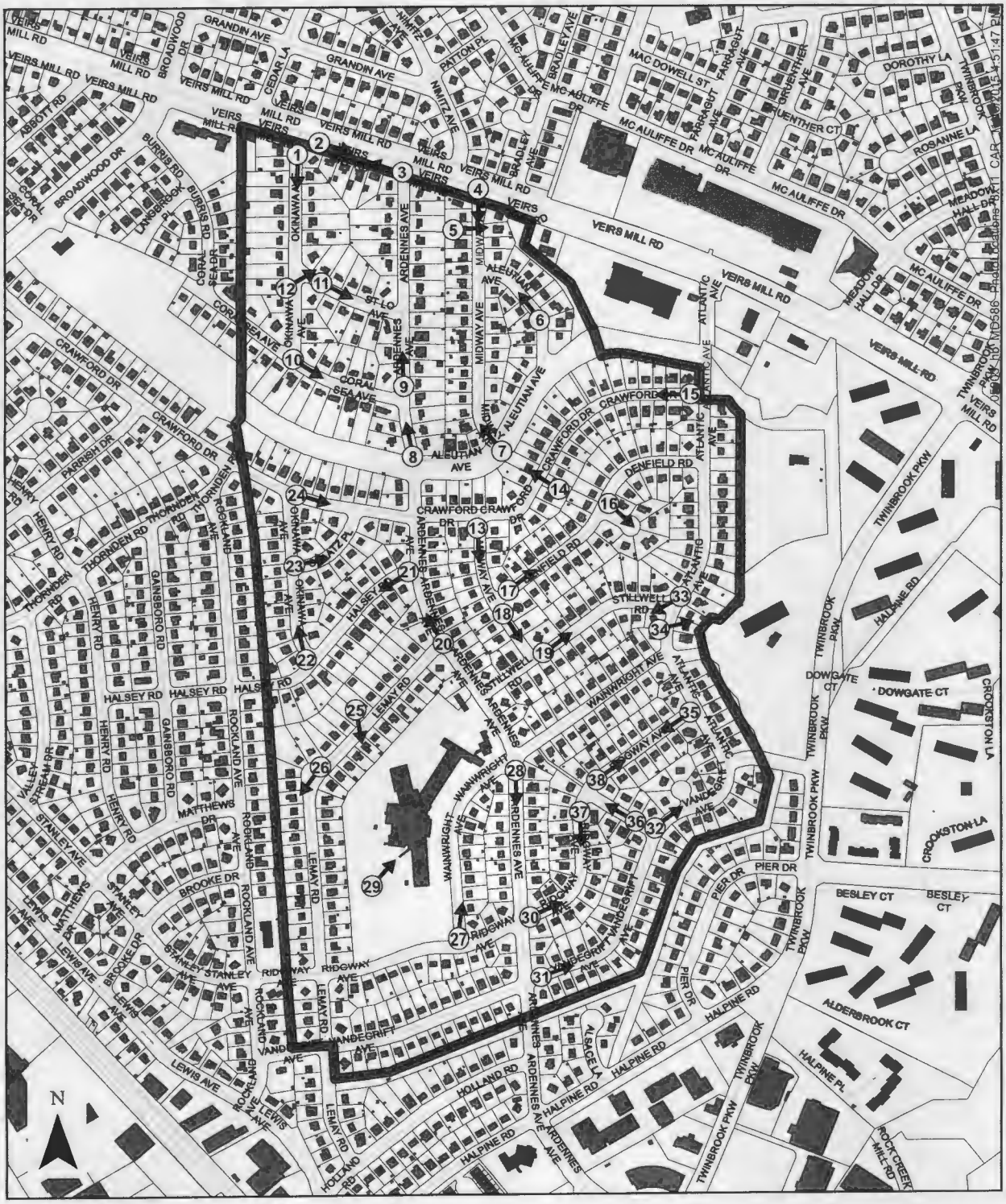
Twinbrook Area - Section 1 - Survey District (M:26-25)
Kensington, Maryland USGS Quadrangle Map
Montgomery County



Twinbrook Area - Section 1 - Survey District (M:26-25)
Property Map
Montgomery County



Twinbrook Survey District (M:26-25)
Resource Sketch Map
Montgomery County



M:26-25

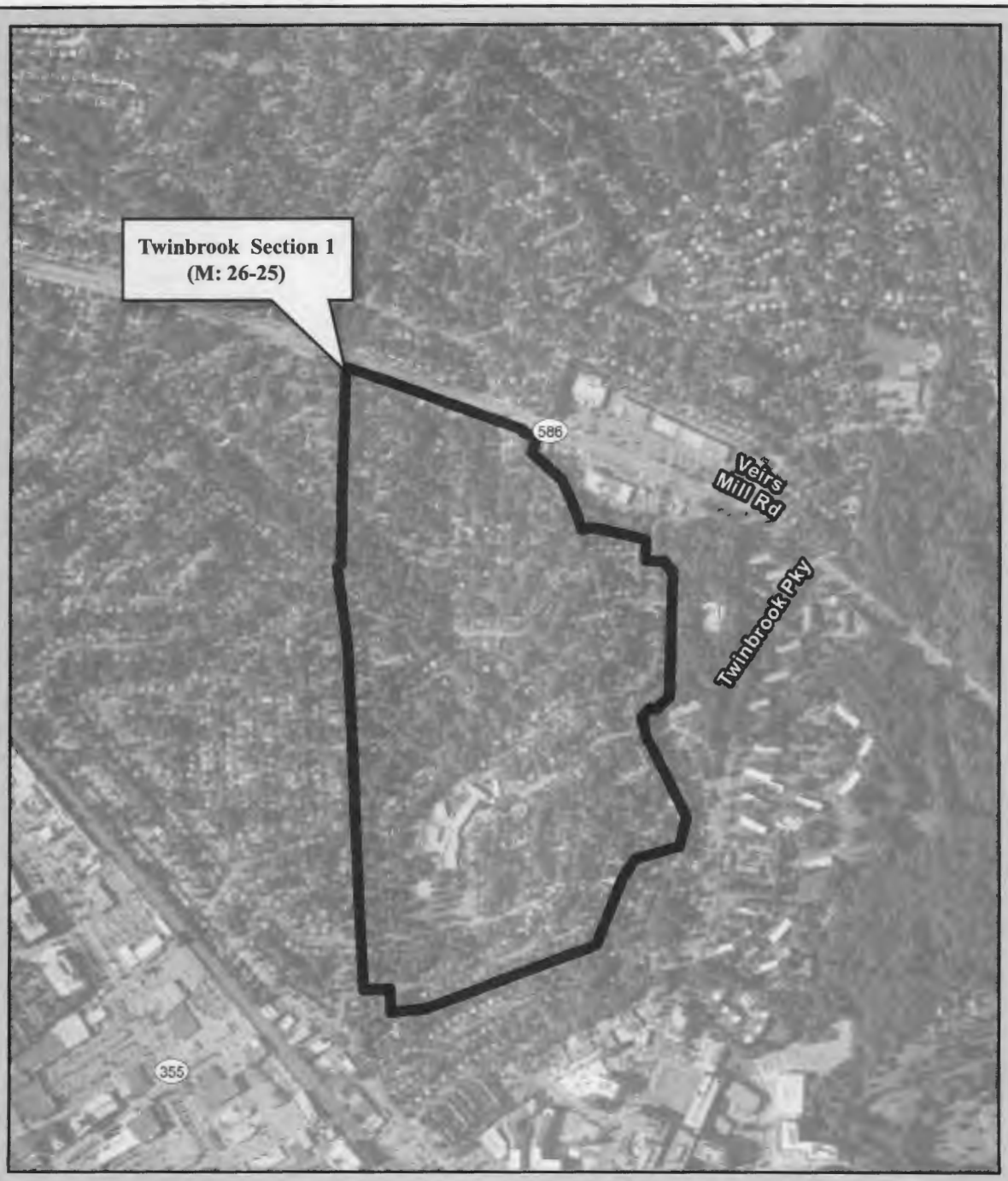


Figure 1
Site Map
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** esri 2015)

N

Scale:
1:12,000

M:26-25

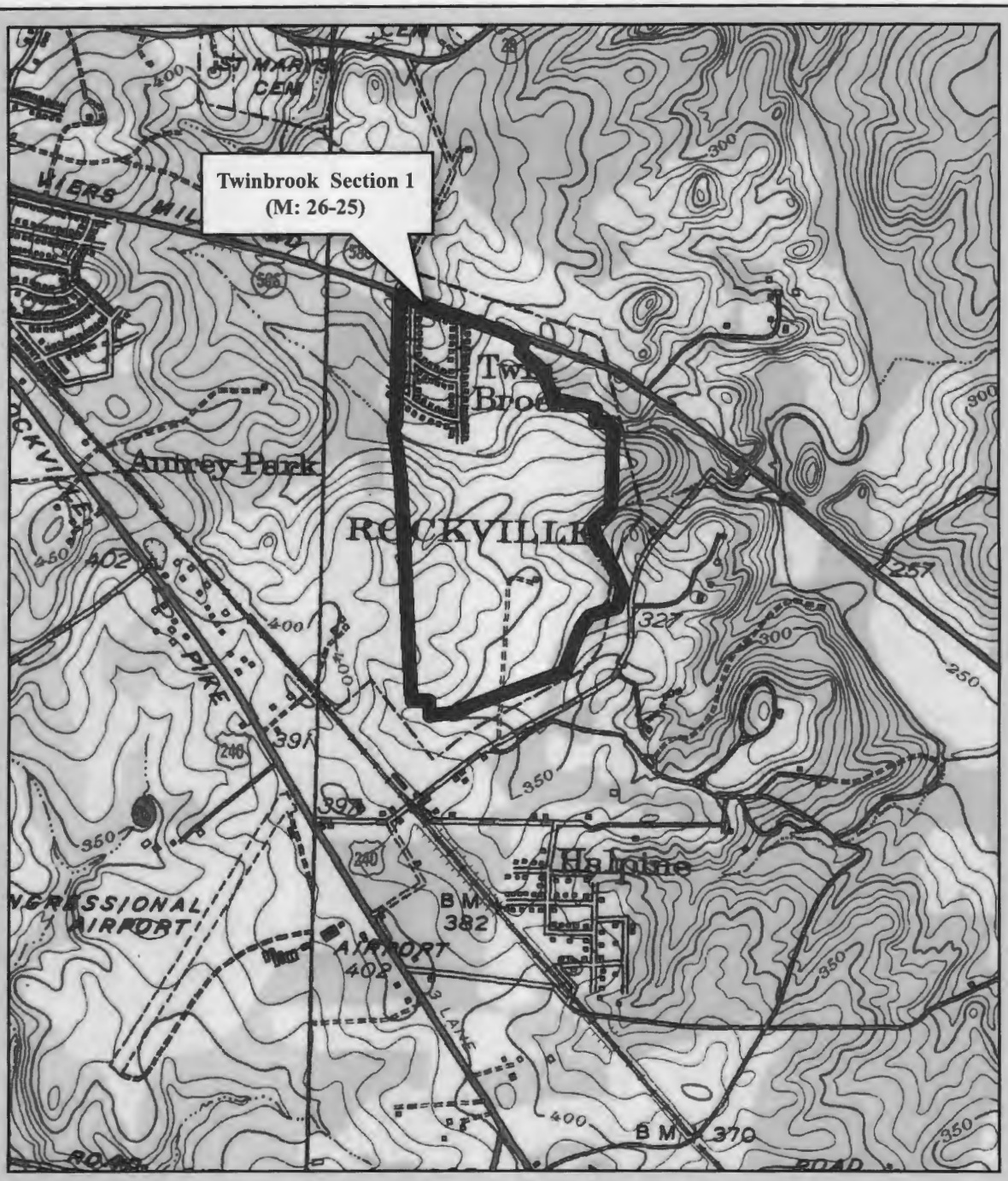


Figure 2
Historic USGS Quad Map, 1951
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Kensington, MD USGS, 1951)

N

Scale:
1:24,000

M: 26-25

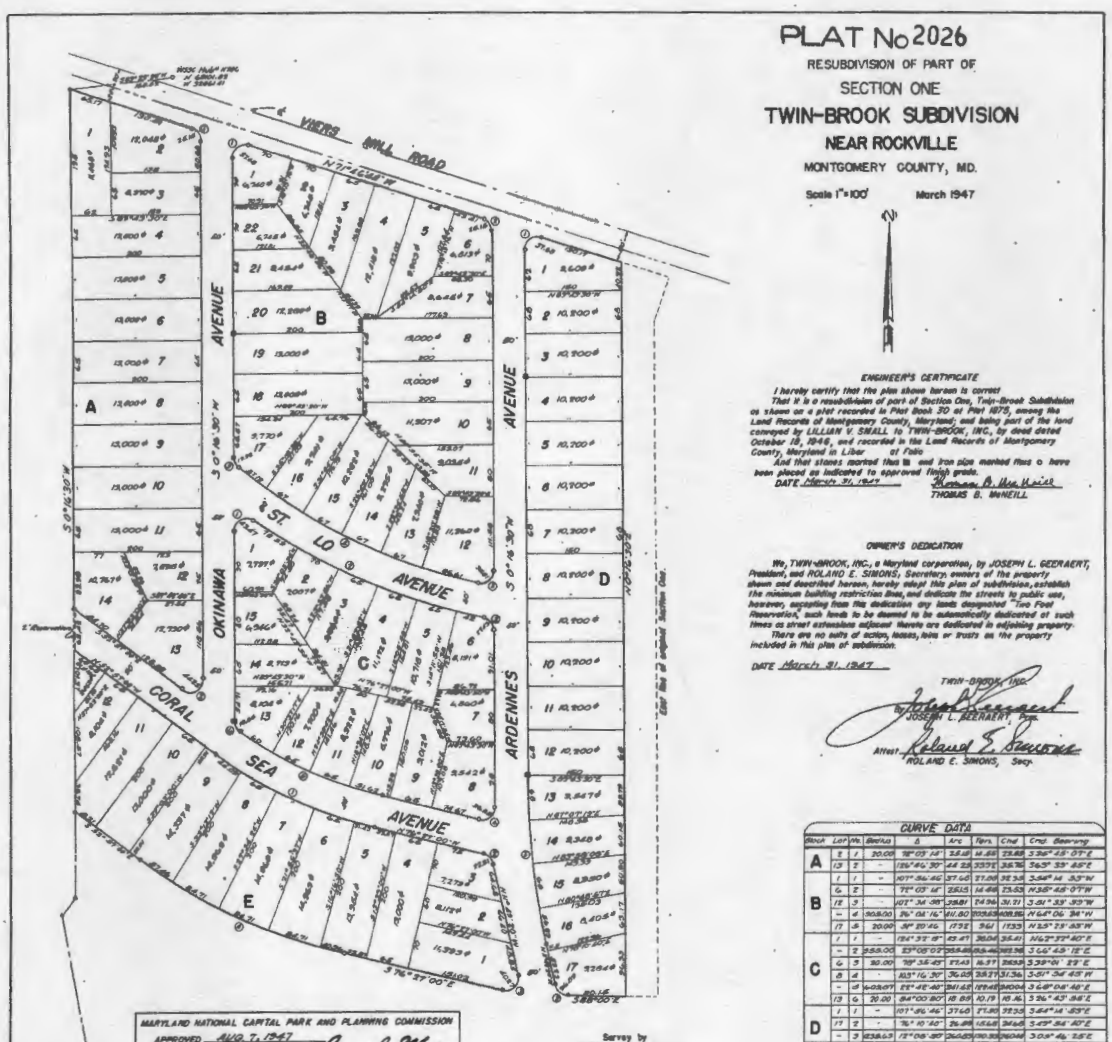


Figure 3
Plat 2026
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Montgomery County Land Records Office)

M: 26-25

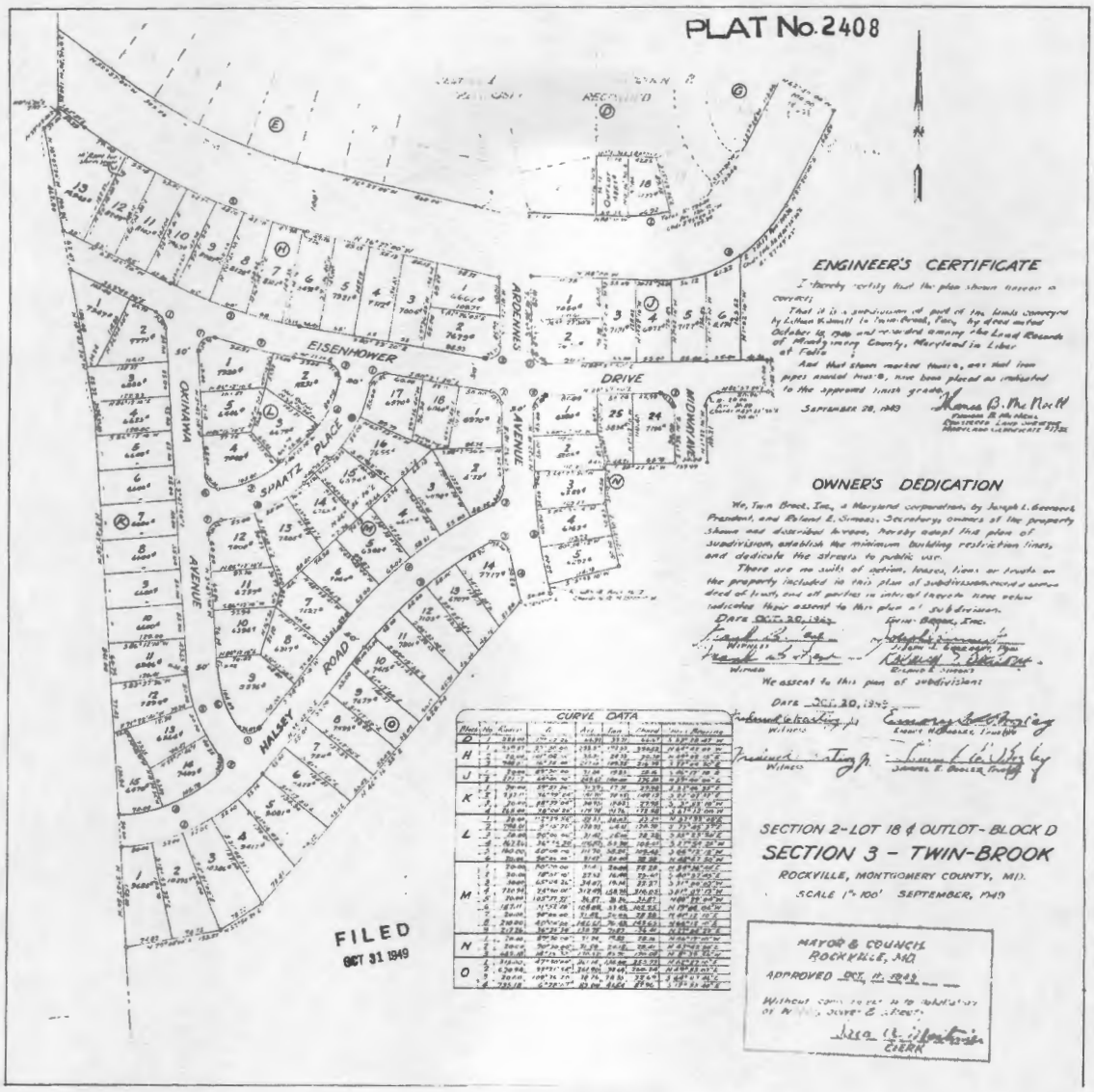


Figure 4
Plat 2048
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Montgomery County Land Records Office)

M: 26-25

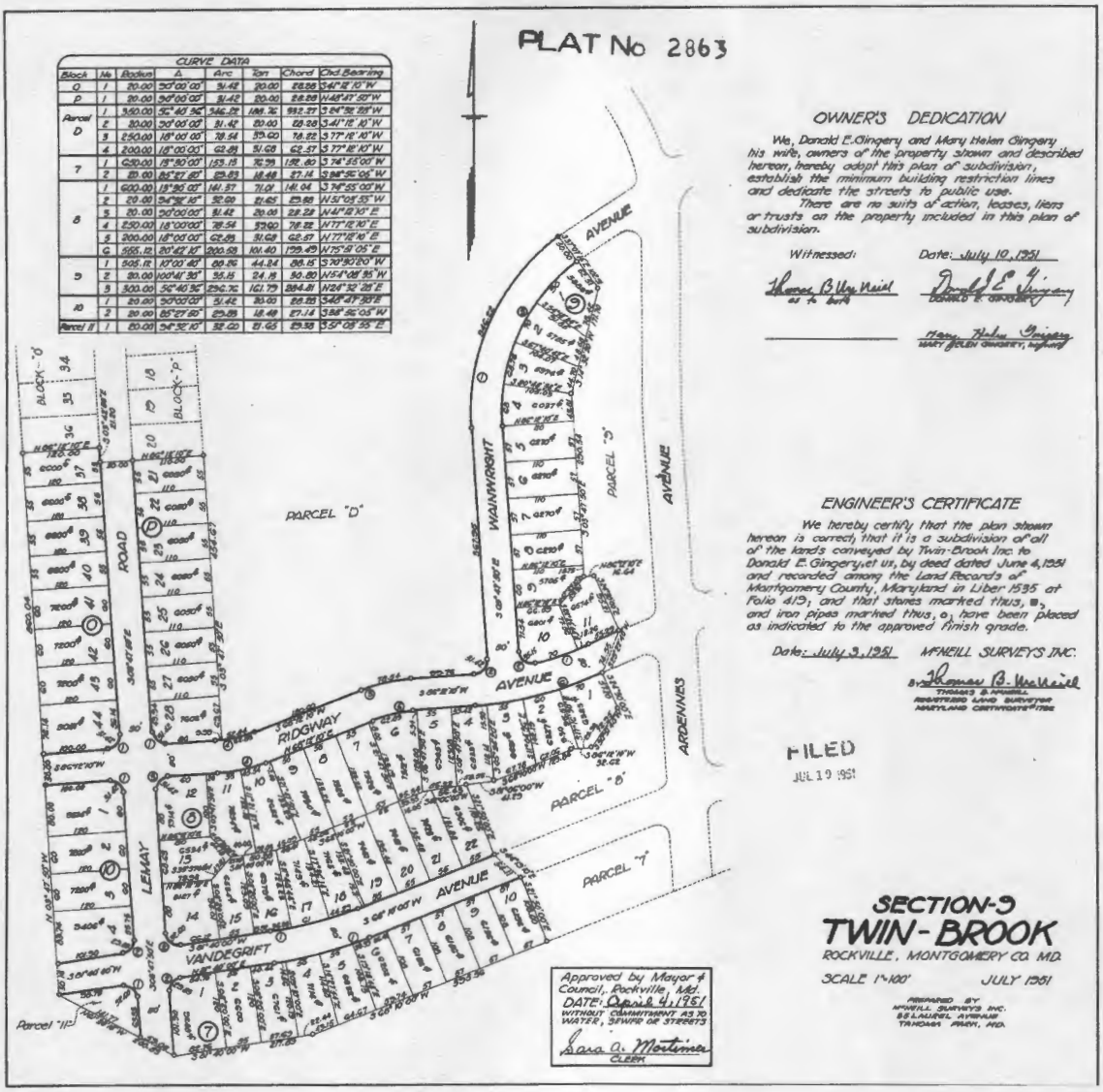
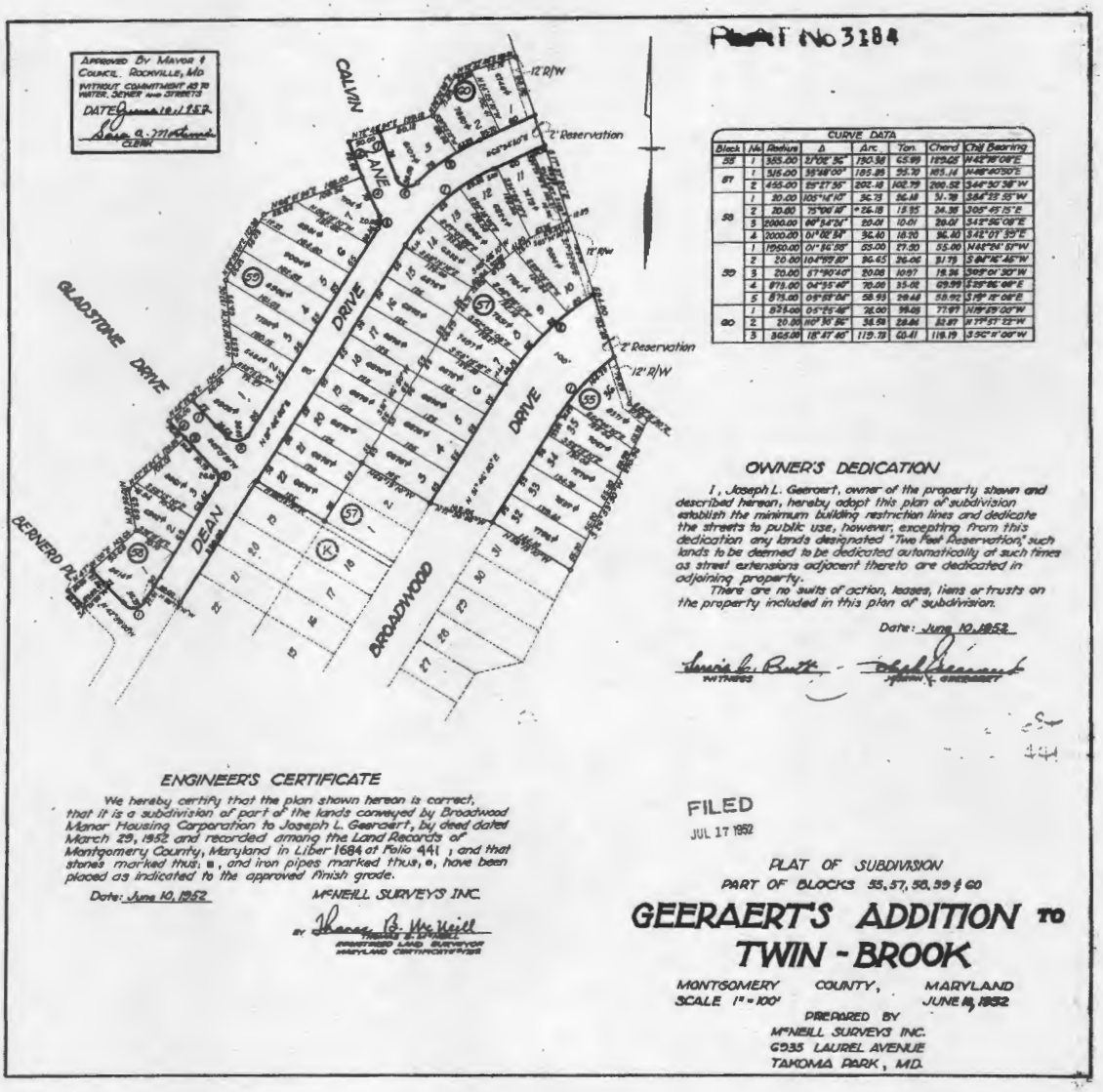


Figure 5
Plat 2863
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Montgomery County Land Records Office)

M: 26-25



Block	No	Radius	Δ	Arc	Tan	Chord	Chd Bearing
55	1	365.00	37°02' 52"	180.98	92.98	179.02	N42°18'06"E
57	1	315.00	33°48'00"	185.88	95.70	183.14	N48°40'50"E
	2	445.00	52°27'35"	203.48	108.79	200.52	S44°30'38"W
58	1	20.00	105°14'10"	36.73	26.18	31.78	S84°23'55"W
	2	20.00	75°00'18"	26.18	15.95	24.38	S05°45'15"E
	3	2000.00	00°34'34"	20.01	10.01	20.01	S42°26'08"E
	4	2000.00	01°02'34"	36.40	18.20	36.40	S42°07'39"E
59	1	1950.00	01°36'55"	55.00	27.50	55.00	N46°24'57"W
	2	20.00	104°59'07"	36.65	26.06	31.79	S84°26'46"W
	3	20.00	57°50'40"	20.08	10.97	19.26	S05°01'30"W
	4	875.00	04°35'40"	70.00	35.02	69.99	S39°06'04"E
	5	875.00	04°28'06"	68.93	34.48	68.92	S39°18'18"E
60	1	875.00	05°25'46"	82.00	39.05	77.97	N39°59'00"W
	2	20.00	110°30'06"	38.58	26.84	33.89	N79°57'23"W
	3	325.00	18°47'40"	119.73	60.41	119.19	S56°11'00"W

Figure 6
Plat 3184
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Montgomery County Land Records Office)

M: 26-25

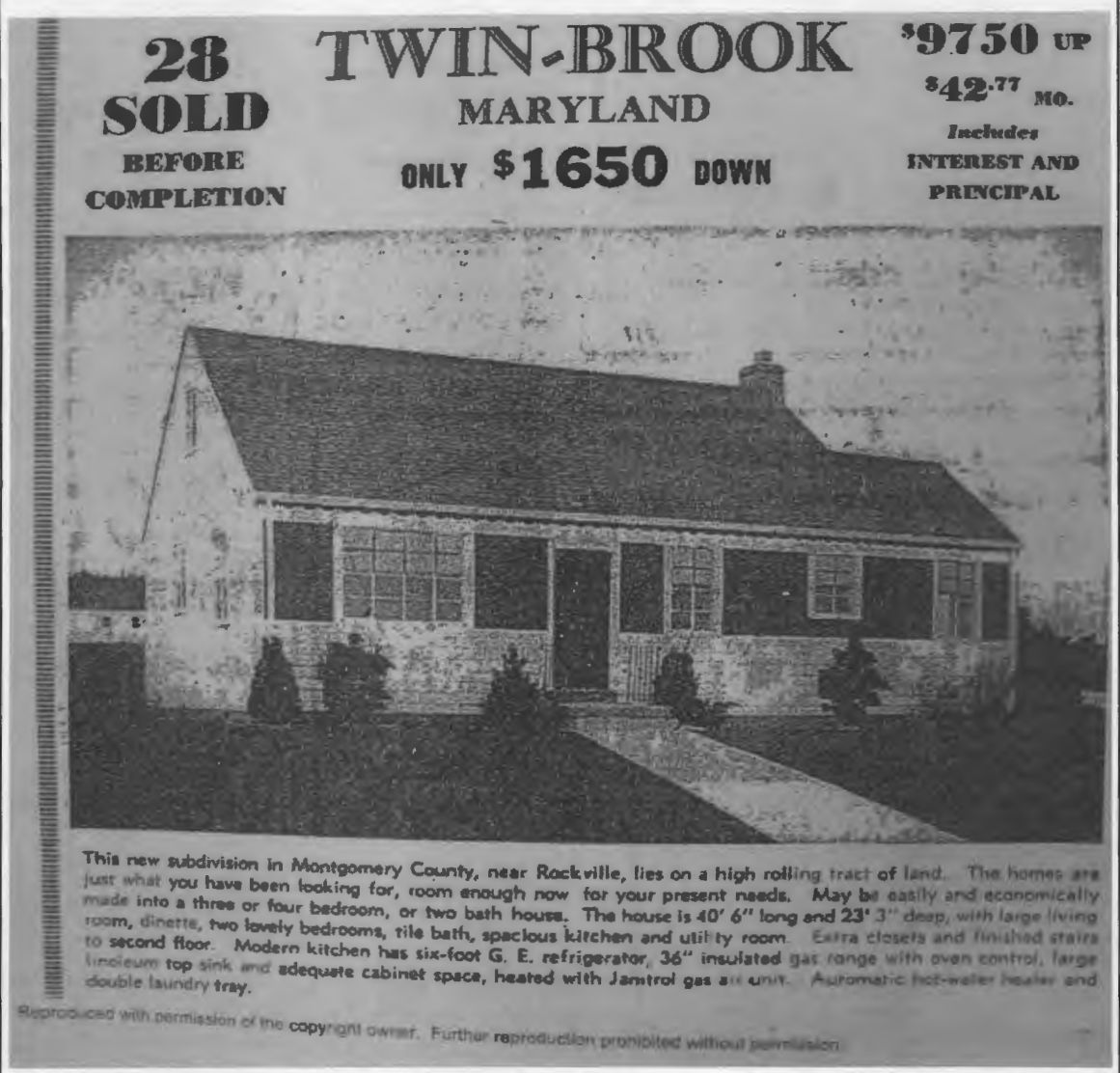


Figure 6
Levittown Ranch
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

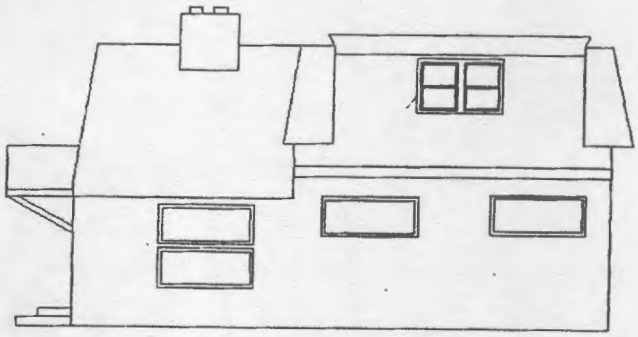
(**Source:** July 25, 1948 Washington Post)

M: 26-25

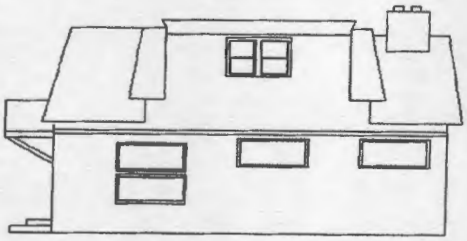
Levittown Ranch Type A

(1949-1959)

- 1 ½ stories
- Attic meant to be expanded, and often unfinished
- Shed dormer interrupts eave line
- Multiple, rectangular windows, sliding square windows
- Variety of exterior materials
- Entrance found on side or front of house



Type B



Type C

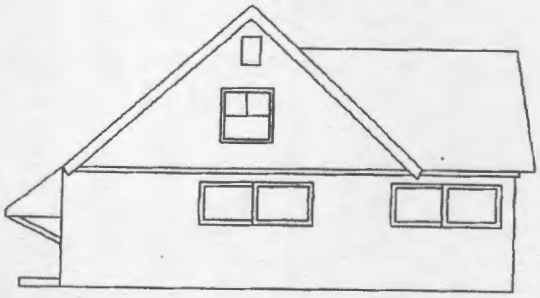


Figure 7
Levittown Ranch
Twinbrook Section 1 (M: 26-25)

Montgomery County, Maryland

(**Source:** Twinbrook Files accessed at Peerless Rockville)

Photograph Inventory
Twinbrook Section 1/ M: 26-25

MD 586 Veirs Mill Road Bus Rapid Transit Study
Montgomery County, Maryland

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Okinawa Avenue from the intersection with Veirs Mill Road
1 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Veirs Mill Road from the intersection with Okinawa Avenue
2 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Veirs Mill Road from intersection with Ardennes Avenue
3 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Midway Avenue from intersection with Veirs Mill Road
4 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking east at 13305 Midway Avenue
5 of 38

M: 26-25

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest from curve on Aleutian Avenue
6 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Midway Avenue from intersection with Aleutian Avenue
7 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Ardennes Avenue from intersection with Aleutian Avenue
8 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Aleutian Avenue from Coral Sea Avenue
9 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Coral Sea Avenue from Okinawa Avenue
10 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO

M: 26-25

View looking southeast at 13207 Okinawa Avenue
11 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast at 5909 St. Lo Avenue
12 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Midway Avenue from intersection with Crawford Drive
13 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest at 5729 Crawford Drive
14 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking west on Crawford Drive from intersection with Atlantic Avenue
15 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Denfield Court from intersection with Denfield Road
16 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland

M:26-25

Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Denfield Road from intersection with Denfield Court
17 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Midway Avenue from intersection with Denfield Road
18 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Stillwell Road from intersection with Midway Avenue
19 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Ardennes Avenue from intersection with Lemay Road
20 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Halsey Road from intersection with Ardennes Avenue
21 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Okinawa Avenue from intersection with Halsey Road
22 of 38

M: 26-25

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking east on Spaatz Place from intersection with Okinawa Avenue
23 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Crawford Drive from intersection with Okinawa Avenue
24 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest at 5916 Lemay Road
25 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Lemay Road from curve
26 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Wainwright Avenue from intersection with Ridgway Avenue
27 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO

M: 26-25

View looking south on Ardennes Avenue from intersection with Wainwright Avenue
28 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast at Twinbrook School (5911 Ridgway Avenue)
29 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Ridgway Avenue from intersection with Ardennes Avenue
30 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Vandergrift Avenue from intersection with Ardennes Avenue
31 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Vandergrift Avenue from intersection with Leahy Drive
32 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Stillwell Road from intersection with Atlantic Avenue
33 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland

M:26-25

Joseph Jasinski
October 21, 2015
MD SHPO
View looking east at 12903 Atlantic Avenue
34 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Ridgway Avenue from intersection with Atlantic Avenue
35 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Leahy Drive from intersection with Vandergrift Avenue
36 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Ridgway Avenue from intersection with Leahy Drive
37 of 38

M: 26-25
Twinbrook Section 1
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Ridgway Avenue from intersection with Leahy Drive
38 of 38

Digital Photo Log

MIHP No.: M: 26-25
Property Name: Twinbrook Section 1
County: Montgomery
Photographer: Joseph Jasinski
Date: October 21, 2015
Ink and Paper Combination: Pigment-based HP 84/85 dye-based inkset and HP Premium Plus photo paper
CD/DVD: DVD-R Gold, Verbatim Archival Gold

Image File Name	Description of View
M;26-25_2015-10-21_01	View looking south on Okinawa Avenue from the intersection with Veirs Mill Road
M;26-25_2015-10-21_02	View looking southeast on Veirs Mill Road from the intersection with Okinawa Avenue
M;26-25_2015-10-21_03	View looking northwest on Veirs Mill Road from intersection with Ardennes Avenue
M;26-25_2015-10-21_04	View looking south on Midway Avenue from intersection with Veirs Mill Road
M;26-25_2015-10-21_05	View looking east at 13305 Midway Avenue
M;26-25_2015-10-21_06	View looking northwest from curve on Aleutian Avenue
M;26-25_2015-10-21_07	View looking northwest on Midway Avenue from intersection with Aleutian Avenue
M;26-25_2015-10-21_08	View looking north on Ardennes Avenue from intersection with Aleutian Avenue
M;26-25_2015-10-21_09	View looking north on Aleutian Avenue from Coral Sea Avenue
M;26-25_2015-10-21_10	View looking southeast on Coral Sea Avenue from Okinawa Avenue
M;26-25_2015-10-21_11	View looking southeast at 13207 Okinawa Avenue
M;26-25_2015-10-21_12	View looking northeast at 5909 St. Lo Avenue
M;26-25_2015-10-21_13	View looking south on Midway Avenue from intersection with Crawford Drive
M;26-25_2015-10-21_14	View looking northwest at 5729 Crawford Drive
M;26-25_2015-10-21_15	View looking west on Crawford Drive from intersection with Atlantic Avenue
M;26-25_2015-10-21_16	View looking southeast on Denfield Court from intersection with Denfield Road
M;26-25_2015-10-21_17	View looking northeast on Denfield Road from intersection with Denfield Court
M;26-25_2015-10-21_18	View looking southeast on Midway Avenue from intersection with Denfield Road
M;26-25_2015-10-21_19	View looking northeast on Stillwell Road from intersection with Midway Avenue
M;26-25_2015-10-21_20	View looking northwest on Ardennes Avenue from intersection with Lemay Road
M;26-25_2015-10-21_21	View looking southwest on Halsey Road from intersection with Ardennes Avenue
M;26-25_2015-10-21_22	View looking north on Okinawa Avenue from intersection with Halsey Road
M;26-25_2015-10-21_23	View looking east on Spaatz Place from intersection with Okinawa Avenue

M·26-25

M;26-25_2015-10-21_24	View looking southeast on Crawford Drive from intersection with Okinawa Avenue
M;26-25_2015-10-21_25	View looking southwest at 5916 Lemay Road
M;26-25_2015-10-21_26	View looking southwest on Lemay Road from curve
M;26-25_2015-10-21_27	View looking north on Wainwright Avenue from intersection with Ridgway Avenue
M;26-25_2015-10-21_28	View looking south on Ardennes Avenue from intersection with Wainwright Avenue
M;26-25_2015-10-21_29	View looking northeast at Twinbrook School (5911 Ridgway Avenue)
M;26-25_2015-10-21_30	View looking northeast on Ridgway Avenue from intersection with Ardennes Avenue
M;26-25_2015-10-21_31	View looking northeast on Vandergrift Avenue from intersection with Ardennes Avenue
M;26-25_2015-10-21_32	View looking northeast on Vandergrift Avenue from intersection with Leahy Drive
M;26-25_2015-10-21_33	View looking southwest on Stillwell Road from intersection with Atlantic Avenue
M;26-25_2015-10-21_34	View looking east at 12903 Atlantic Avenue
M;26-25_2015-10-21_35	View looking southwest on Ridgway Avenue from intersection with Atlantic Avenue
M;26-25_2015-10-21_36	View looking northwest on Leahy Drive from intersection with Vandergrift Avenue
M;26-25_2015-10-21_37	View looking south on Ridgway Avenue from intersection with Leahy Drive
M;26-25_2015-10-21_38	View looking northeast on Ridgway Avenue from intersection with Leahy Drive

M:26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Okinawa Avenue from the intersection with Veirs Mill Road

1 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Veirs Mill Road from the intersection with Okinawa Avenue

2 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Veirs Mill Road from intersection with Ardennes Avenue

3 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Midway Avenue from intersection with Veirs Mill Road

4 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking east at 13305 Midway Avenue

5 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest from curve on Aleutian Avenue

6 of 38

25

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Midway Avenue from intersection with Aleutian Avenue

7 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Ardennes Avenue from intersection with Aleutian Avenue

8 of 38

SPEED
LIMIT
25

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Aleutian Avenue from
Coral Sea Avenue

9 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Coral Sea Avenue from
Okinawa Avenue
10 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast at 13207 Okinawa Avenue

11 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast at 5909 St. Lo Avenue

12 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Midway Avenue from intersection with Crawford Drive

13 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest at 5729 Crawford Drive

14 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking west on Crawford Drive from intersection with Atlantic Avenue

15 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Denfield Court
from intersection with Denfield Road
16 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Denfield Road from intersection with Denfield Court

17 of 38

Midway Ave
Denfield Rd

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Midway Avenue from intersection with Denfield Road

18 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Stillwell Road from intersection with Midway Avenue

19 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Ardennes Avenue
from intersection with Lemay Road

20 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Halsey Road from intersection with Ardennes Avenue

21 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Okinawa Avenue from intersection with Halsey Road

22 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking east on Spaatz Place from
intersection with Okinawa Avenue

23 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southeast on Crawford Drive from intersection with Okinawa Avenue

24 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest at 5916 Lemay Road

25 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Lemay Road
from curve

26 of 38

Wainwr
ON
WA

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking north on Wainwright Avenue
from intersection with Ridgway Avenue

27 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Ardennes Avenue
from intersection with Wainwright Avenue

28 of 38

TWINBROOK SCHOOL - 5911

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast at Twinbrook School
(5911 Ridgway Avenue)

29 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Ridgway Avenue
from intersection with Ardennes Avenue

30 of 38

DO NOT
ENTER

M:26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Vandergrift Avenue
from intersection with Ardennes Avenue

31 of 38

SPEED
LIMIT
25

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Vandergrift Avenue from intersection with Leahy Drive

32 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jzsinski
October 21, 2015
MD SHPO
View looking southwest on Stillwell Road
from intersection with Atlantic Avenue
33 of 38

M:26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking east at 12903 Atlantic
Avenue
34 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking southwest on Ridgway Avenue
from intersection with Atlantic Avenue

35 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northwest on Leehy Drive from intersection with Vandergrift Avenue

36 of 38

M:26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking south on Ridgway Avenue
from intersection with Leahy Drive

37 of 38

M: 26-25
Twinbrook Section I
Montgomery County, Maryland
Joseph Jasinski
October 21, 2015
MD SHPO
View looking northeast on Ridgway Avenue
from intersection with Leehy Drive
38 of 38

Site: M:26/25

Twin-Brook Section One (Survey District) Built: 1948-54

Twinbrook Neighborhood Developers:
Geeraert and Gingery

Private

The first section of the subdivision of Twin-Brook marked a major departure from previous additions to the small town of Rockville. It brought tract housing to the small town, with rhythmnic rows of nearly identical houses in three variations, and was laid out in an irregular shape which followed the countours of the land and streambeds. The 600 houses of the Twin-Brook subdivision (later Twinbrook) were developed by Joseph Geeraert and Donald Gingery in response to the acute housing shortage following World War II. The development was conceived as a complete community, with schools, churches, a shopping center, and other conveniences.

Survey No. M:26/25

Magi No. 16515804

DOE ___yes ✓ no

Maryland Historical Trust
State Historic Sites Inventory Form

NR eligible ___yes ✓ no
contrib. element in H.D. ___

1. Name (indicate preferred name)

historic Twin-Brook

and/or common Twinbook Section One (Survey District)

2. Location

street & number Blocks A,B,C,D,& E; Veirs Mill Road to Coral Sea Ave. ___ not for publication

city, town Rockville ___ vicinity of congressional district 8

state Maryland county Montgomery (RV Planning Area 6)

3. Classification

Category	Ownership	Status	Present Use	
✓ district	___ public	✓ occupied	___ agriculture	___ museum
___ building(s)	✓ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	✓ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	✓ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	✓ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Various Owners

street & number Blocks A,B,C,D,E, Section One, Twin-Brook telephone no.:

city, town Rockville state and zip code Maryland 20850

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery Co. Land Records Plat 2026

street & number Montgomery Co. Courthouse

city, town Rockville state Maryland

6. Representation in Existing Historical Surveys

title None

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. M:26/25

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	✓ original site
✓ good	___ ruins	✓ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The area of Rockville known as Twinbrook originally encompassed the eastern portion of the triangle of land between Halpine Village Subdivision on the south, Twinbrook Parkway to the east, and Veirs Mill Road to the North. The term is now applied as a general location to the subdivisions of Rockcrest, Warren's Addition to Rockcrest, Warren's Second Addition to Rockcrest, and Rockland, with some other minor subdivisions in the triangle between the Baltimore and Ohio Railroad tracks and Veirs Mill Road. The term "Twinbrook" or "Twinbrook Forest" is also generally applied to the subdivision north of Veirs Mill Road from Rock Creek Regional Park on the east to Route 28 on the west and Baltimore Road to the north, including Rockwood, Silver Rock, Geeraert's Addition to Twinbrook, Twinbrook Forest, Geeraert's Addition to Twinbrook Forest, and several smaller subdivisions. (See Map 7.4) This study concentrates on the original Section One of Twin-Brook as platted in 1946 and replatted in 1947. (See Plats, Attachments 7.5 and & 7.6)

Section One of Twin-Brook is a north/south parallelogram formed of five irregular blocks or portions of blocks (A,B,C,D, and E), with Veirs Mill Road the north boundary, including Okinawa Avenue, St. Lo Avenue, and portions of Ardennes and Coral Sea Avenues. The block shape and street layout generally follow the topography of the area; Coral Sea Avenue follows the alignment of one of the "Twin Brooks", in Rockcrest Park.

The replatting of Section One substantially reduced the 20,000 sq. ft. lot size to irregular lots ranging from 7,000 to 15,000 square feet. The original plat of 1946 was based on subdivision without a sewer and water system. The large lots were necessary for septic fields. When sewer and water system became available,the lot size was reduced and the subdivision replatted in 1947.

Overall, the Twin-Brook site layout was a major change for Rockville. The original 1803 Rockville plan was a street grid enclosing square blocks formed of equally sized rectangular lots regardless of the topography. Later subdivisions such as West End Park (1889-90) modified the grid with circles and radiating streets, but largely retained the regular equal rectangular residential lots. Rockville Heights subdivision as planned in 1890 offered some regular and many irregular lots. Neither West End nor Rockville Heights was built

continued on attachment 7, page 1 (7.1)

to plan; in both cases only the more regular portions were developed and the remainder eventually replatted. In these early subdivisions, the interior blocks were connected to the Rockville street system at both ends, either joining or extending primary residential feeders or major arterials. Rockville subdivisions through 1940 followed this general plan. The houses within were either custom built for the lot owner or built individually on speculation and differed in architectural character, size, and trim, one lot to the next.

Overall, Twinbrook is self-contained. Rather than a grid, the blocks are irregularly shaped, following the contours of the land and streambeds. (See Topographical Map, Attachment 7.7) Most of the lots are 7,000 to 15,000 sq. feet, and while the frontage is more or less regular, the side and rear lot lines are often not. Very few streets have only one access and few connect to major arterials. Only Edmonston Drive and Twinbrook Parkway provide access to Rockville Pike. A local service street runs parallel to Veirs Mill Road, permitting direct access to only a handful of streets. Twinbrook Parkway and Broadwood completely transverse Twinbrook north to south, crossing Veirs Mill Road. Thus, although Twinbrook is located between two major cross-county arterials, the neighborhood is a secluded enclave, providing few through-traffic routes, its interior street system largely internal and indirect.

This system of indirect subdivision streets, now standard for commuter-defensive neighborhood preservation, was innovative in an era of free-flowing traffic. In 1956, a review and recommendation by the Planning Advisory Commission to the Mayor and Council was performed for the preliminary subdivision plan for Twinbrook Park. The Commission wrote that "the subdivision as presented would be unacceptable" as it had "an excessive number of streets resulting in a confused traffic circulation....the primary residential street is not well located within the subdivision for good traffic drainage and it is also designed without topographic considerations resulting in grades up to ten percent as well as an excessive number of intersecting secondary streets..." (Plat file "Twinbrook", memorandum of March 26, 1956 from the Planning Director to the Mayor and Council.)

Rather than distinctive individual houses, Twinbrook houses were all the same general square, boxy, 1-1/2 story mass with variations of window and siding treatments. This basic similarity introduced rhythmic rows of nearly identical houses, the typical "tract" streetscape, to Rockville for the first time. Built on a combination of agricultural fields and wooded watershed, the front construction area was cleared, but the back portions of the lots were left forested and treed. (See photograph, Attachment 7.8) A shopping center was planned on Veirs Mill Road and school parcels were reserved.

Description (continued) : Twin-Brook

The house variations all stem from one basic model turned 90 to 180 degrees on the lot with roof, window, and door modifications. For example, all of the models have 16-light window walls in the rear living room wall save one, which is reversed with the window wall in the front and the "front" in the rear. This system of variations on one basic model was inspired by Frank Lloyd Wright's heavily publicised "Usonian" (or "Everyman's) modular low-cost house of the 1930s. By the late 1940s, the concept had been incorporated into the development and building industries.

The Twinbrook houses feature such Wright "Usonian" features as small high rectangular privacy windows facing the street and rear window walls overlooking native terrain or gardens, use of unfinished or natural-finish wood, stone, or brick on interior walls, exposed brick or stone central-focus chimney and fireplace, rough-sawn wood siding, plus the preservation of the rear terrain and the basic concept of "modular" low-cost detached house. All Twinbrook houses feature a brick fireplace/ chimney facing the living room which was left exposed in the kitchen area. Natural finish or unfinished knotty pine panelling was also often used in the living room area. Rough-sawn wood siding and asbestos "shakes" were common original exterior finishes. The kitchens had modern appliances, double porcelain sinks, steel cupboards and counter units, and dining space at the opposite end.

The present Twinbrook neighborhood streetscape retains the rhythm of similar mass and setback, but the original tract look has been supplanted by alterations and individual owner taste. Mature street trees shade the properties and lawns, now with varied landscaping, sidewalks, driveways with parking areas, carports, and outbuildings. Porches have been redesigned, enlarged and enclosed, and additions, second stories, and dormers have been added. Many original exterior claddings and windows have been replaced.

Architectural description and variations:

In mass, the original Twin-Brook house was a compact, frame, 1-1/2 story rectangular house with a high, moderately steep roof, no basement, poured concrete footings, and a central brick interior chimney serving utilities. Exterior claddings were generally a combination of asbestos "shake" shingles and rough-sawn siding with decorative triangular supports for eave overhangs and porch canopies. The front facades are usually broken by small rectangular casement windows singly or grouped in the kitchen area. The ends are standard on all models: one end has a 1/1 window in the gable and two 1/1 windows on the first story and the opposite end has a a a 1/1 window in the gable and a door and a rectangular casement window on the first story.

Description (continued) : Twin-Brook

Examples of the Variations;

5902, 5905 Crawford - 1-1/2 story Cape Cod with multi-paned picture window

An end-gabled two-bay by three-bay house with a moderately steep, high roofline to allow for later attic expansion or dormers. This model had a window wall, front door, and one small casement window on the front, typical ends, and small casements (front on other models) on the rear.

5902 Spatz, 5905 Crawford - 1-1/2 story end-gable contemporary

The end-gable format has two roof levels on the front: 1/3 as the above and 2/3 raised a half-story in the front. Fenestration is either three rectangular windows grouped two vertically and one beside, or three in a vertical row, the remainder of the windows being single rectangular casements.

13122 Okinawa Drive, 5905 Crawford - 1-1/2 story front gable contemporary

The L-shaped front-and-side-gable format cut the house in half, placing one gabled "end" toward the street but retaining the opposite gabled end. The front gable has the customary 1/1 window in the gable, but the two first floor 1/1 windows are replaced by a cluster of three casements on the kitchen end and a pair of high casements on the other end. Decorative triangular supports are under the remaining front eave, reaching from eave overhang to house base. The house is otherwise standard.

8. Significance

Survey No. M:26/25

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	✓ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
✓ 1900–	___ communications	___ industry	___ politics/government	✓ other (specify)
		___ invention		~~local history~~

Specific dates 1948-1954 **Builder/Architect** (A) Joseph L. Geeraert (B) D. Gingery and Twin-Brook, Inc.

check: Applicable Criteria: ___A ___B ✓C ___D and/or

Applicable Exception: ___A ___B ___C ___D ___E ___F ___G

Level of Significance: ___national ___state ✓local

Prepare both a summary paragraph of significance and a general statement of history and support.

Significance

The 600 houses of the Twin-Brook development fulfilled the need for affordable suburban family housing in the post-World War II years. The house styles associated with Twin-Brook used imaginative design and modern construction methods to produce a popular small house that has retained its value. The area commonly known as Twinbrook now includes contiguous subdivisions, some built by the original Twin-Brook developers. 1/

ROCKVILLE HISTORIC RESOURCES MANAGEMENT PLAN DATA:

1. Historic context theme(s): Architecture, Landscape Architecture, Community Planning
2. Geographic Organization: Piedmont, Montgomery County, City of Rockville
3. Chronological Period(s): County Seat to Satellite City;1931-present
4. Resource type: subdivision; single family residence

History and Support

The Twin-Brook development was one of the first area subdivisions built in response to the acute housing shortage following World War II. The developers of Twin-Brook offered small houses at affordable prices to returning veterans and their families. The development was conceived as a complete community, with its own schools, churches, shopping center, and other conveniences. 2/ Twin-Brook was constructed rapidly on 200 acres that was formerly a wheat farm bordering Veirs Mill Road at Halpine. The two branches of Rock Creek flowing through this area inspired the development's name. 3/

The Plat filed for the first three blocks of Twin-Brook showed 100X 200 foot lots, but the 1947 amended plat reduced lot widths to 65 feet and added one block. 4/ The houses of Twin-Brook were built by

continued on attachment 8, page 1 (8.1)

Statement of Significance/ History (continued) : Twin-Brook

Donald Gingery from designs by Joseph L. Geeraert, President of Twin-Brook, Inc. Beginning in 1948 they were offered for sale at prices ranging from $9,250 to $11,500, with $50 down and 100% government-backed mortgages to veterans. The compact 2-3 bedroom, 1-1/2 story frame and shingle houses with expandable attics and modern appliances were eagerly purchased by the veterans. As added inducement, the streets of Twin-Brook were named for famous military heroes and battles, many inspired by the recently-concluded war.

Three different models were available at Twin-Brook. A 1-1/2 story shingled Cape Cod cottage was given a modern look by the multi-paned floor-to-ceiling "picture window" which occupies half of the facade. (Examples of this cottage are seen at 5902 and 5905 Crawford (originally named Eisenhower Drive).

A more contemporary style house was offered in two versions. Both contemporary models have a severe facade with one or both end bays and the side entry recessed under a roof with steeper pitch and lower eave line than the main block. The two differ by having either a centered front gable or end gables, but both have irregular, asymmetrical fenestration and minimal decoration. (Examples of end gable model at 5902 Spatz and 13122 Okinawa Drive. Example of center gable at 13120 Okinawa.)

Different combinations of board and shingling, contrasts in the texture and shape of the composition shingles, various combinations of paint colors, and changes in site orientation were used to provide slight differences in these mass-produced houses.

The Twin-Brook houses were rapidly constructed, using economical building techniques such as on-site fabrication of structural elements. The houses, though small, were expandable. The cottage model had a basement; the contemporary model had its furnace and water heater in the attic, but two more rooms could be finished in this space.

The first residents of Twin-Brook moved into their houses late in 1948, and shortly thereafter the area was annexed to the City of Rockville. By 1952 over 300 houses had been built. The eight-room elementary school kept pace with the burgeoning development by the addition of another 12 rooms in the following years. 5/ After completion of the original Twin-Brook subdivision, the developers continued construction north and west of the original site. Today, "Twinbrook" is an area identified with several contiguous subdivisions surrounding the shopping centers on both sides of Veirs Mill Road. 6/

Statement of Significance/ History (continued) : Twin-Brook

By the time of his death in 1979, Mr. Geeraert was reponsible for the design and construction of nearly 3,000 houses in the metropolitan area. A pioneer in the area of mass-produced housing, he was co-founder of the Suburban Maryland Building Association, and a Director of the National Association of Home Builders. Mr. Gingery was involved in the development of Hungerford Towne and Twinbrook Forest (with Mr. Geeraert). He was a Commissioner of the Maryland-National Capital Park and Planning Commission from 1949 to 1965. 7/

Over the years, many of the basic Twinbrook houses have been enlarged and remodeled, but a large number remain in near-original condition. The streetscape of Twinbrook, with its mature trees along winding streets, is a pleasant one, and the moderately-priced residences add to the community's strong sense of identity and pride.

Footnotes:

1. Twin-Brook lost its hyphen and gradually became one word. The original four-man corporation, Twin-Brook, Inc. was dissolved in 1950, but the developers continued to build separately under varying corporate names.
2. A Grateful Remembrance, McMasters and Heibert (1976) p. 332, discusses the development of Veirs Mill Village and Twin-Brook as the first large-scale post-war subdivisions.
3. Twinbrook Life of June and July, 1963, carried a reprint of a 1954 newspaper article that gives a complete history of the ownership of the land back to the 18th century. Twin-Brook, Inc. paid $94,000 for the 200 acre farm of Miss Lillian M. Small in October 1946. (Peerless Rockville Historic Preservation, Inc. files.)
4. Montgomery County Plat Books 30/1875 (1946) and 32/2026 (1947).
5. Twinbrook Life, July 1963.
6. Mr. Geeraert also built Broadwood Manor, Geeraert's Addition, Twinbrook Park and Twinbrook Forest. Other tracts associated with the Twinbrook community include Silver Rock and Rockcrest.
7. Obituary for Mr. Geeraert in the Washington Star, November 24, 1979, and undated Washington Post article. Donald Gingery's obituary appeared in the Washington Post, January 25, 1983.

9. Major Bibliographical References

Survey No.26/25

Twinbrook Life; various newspapers; interviews with Margaret Sante, one of the original owners, and Michael Patterson , architect and son-in-law of Mr. Geeraert; "Communities" file of Montgomery County Historical Society.

10. Geographical Data

Acreage of nominated property approximately 13 acres

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

Section One of Twin-Brook, blocks/parts of blocks A,B,C,D,E.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Anne Cissel	J. Christensen Arch. description	
organization	Peerless Rockville	date	December, 1986
street & number	P.O. Box 4262	telephone	762-0096
city or town	Rockville	state	Maryland 20850

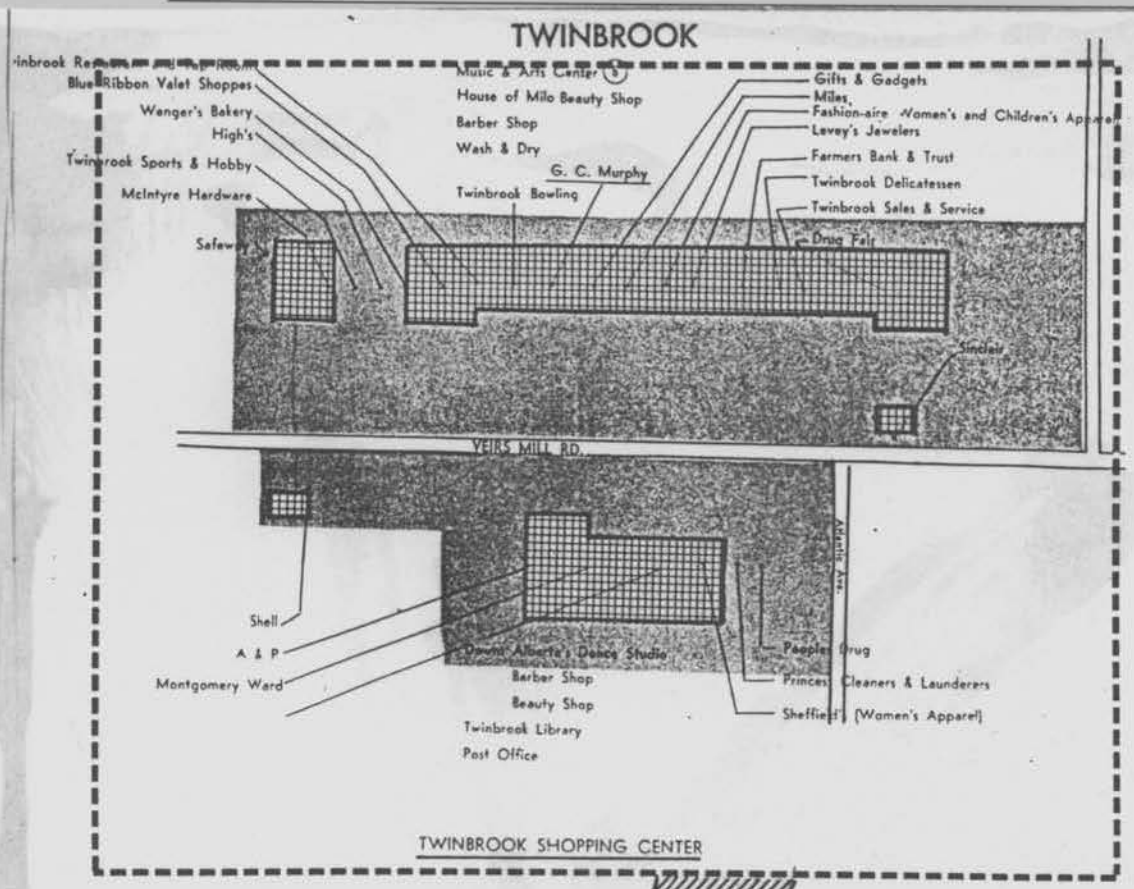
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

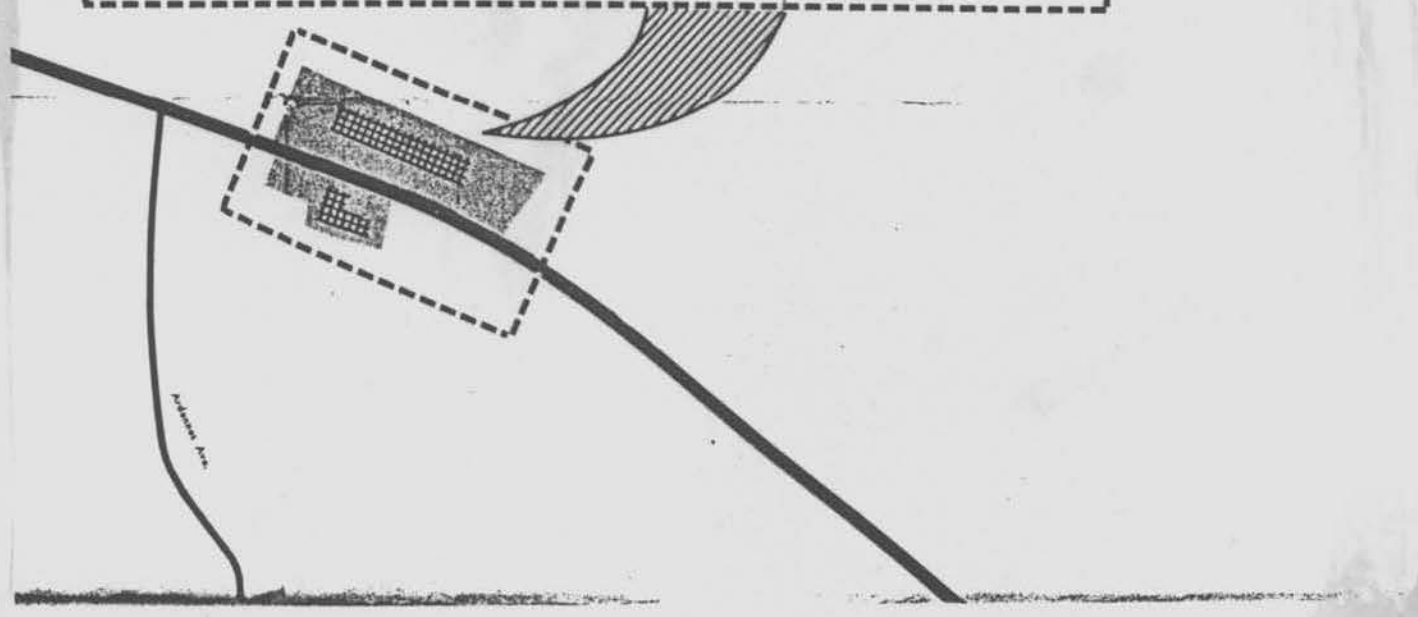
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

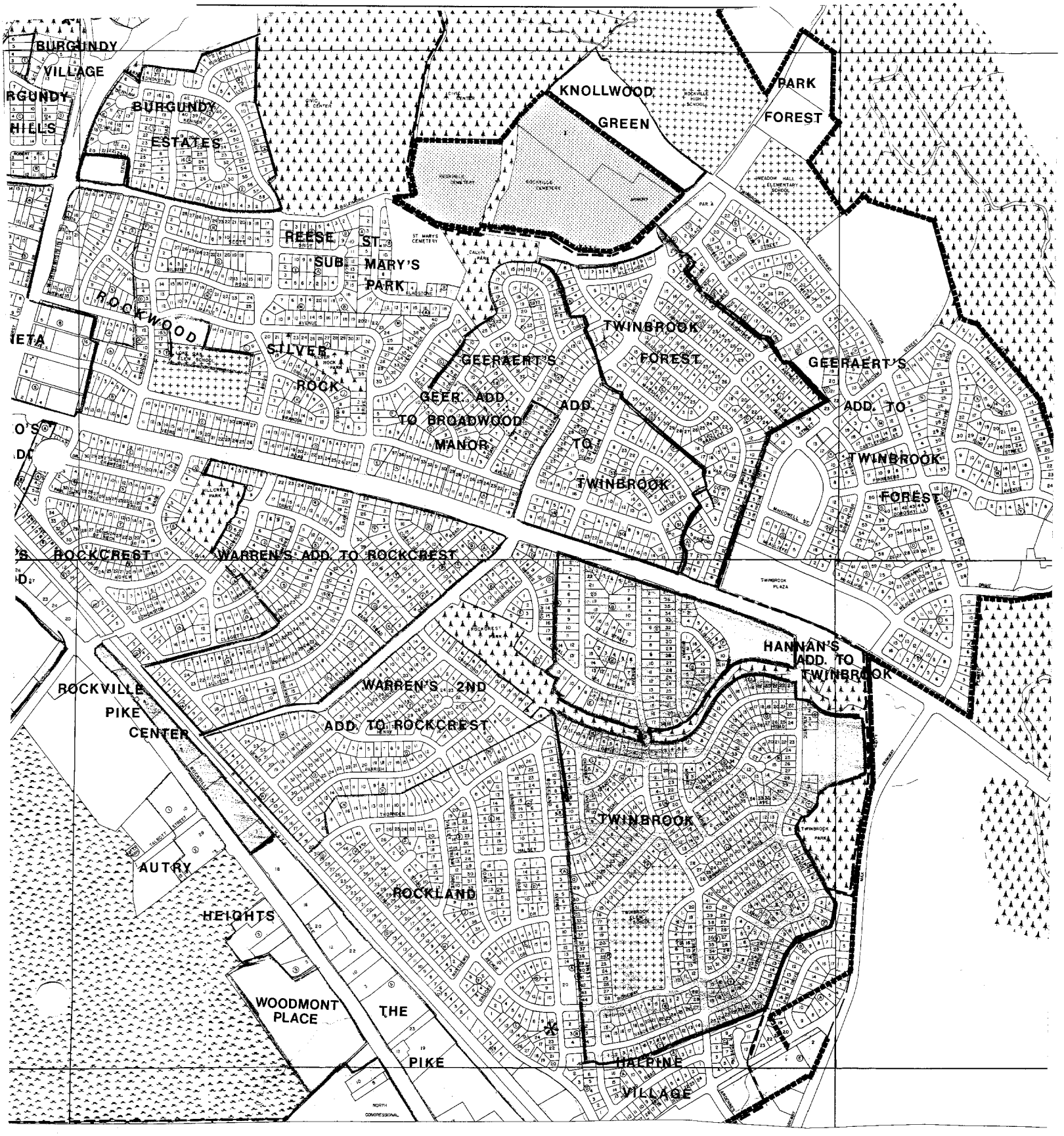
Statement of Significance/ History (continued) : Twin-Brook
Twinbrook Shopping Center from "Rockville Leader" 1962,
Rockville Chamber of Commerce Publication



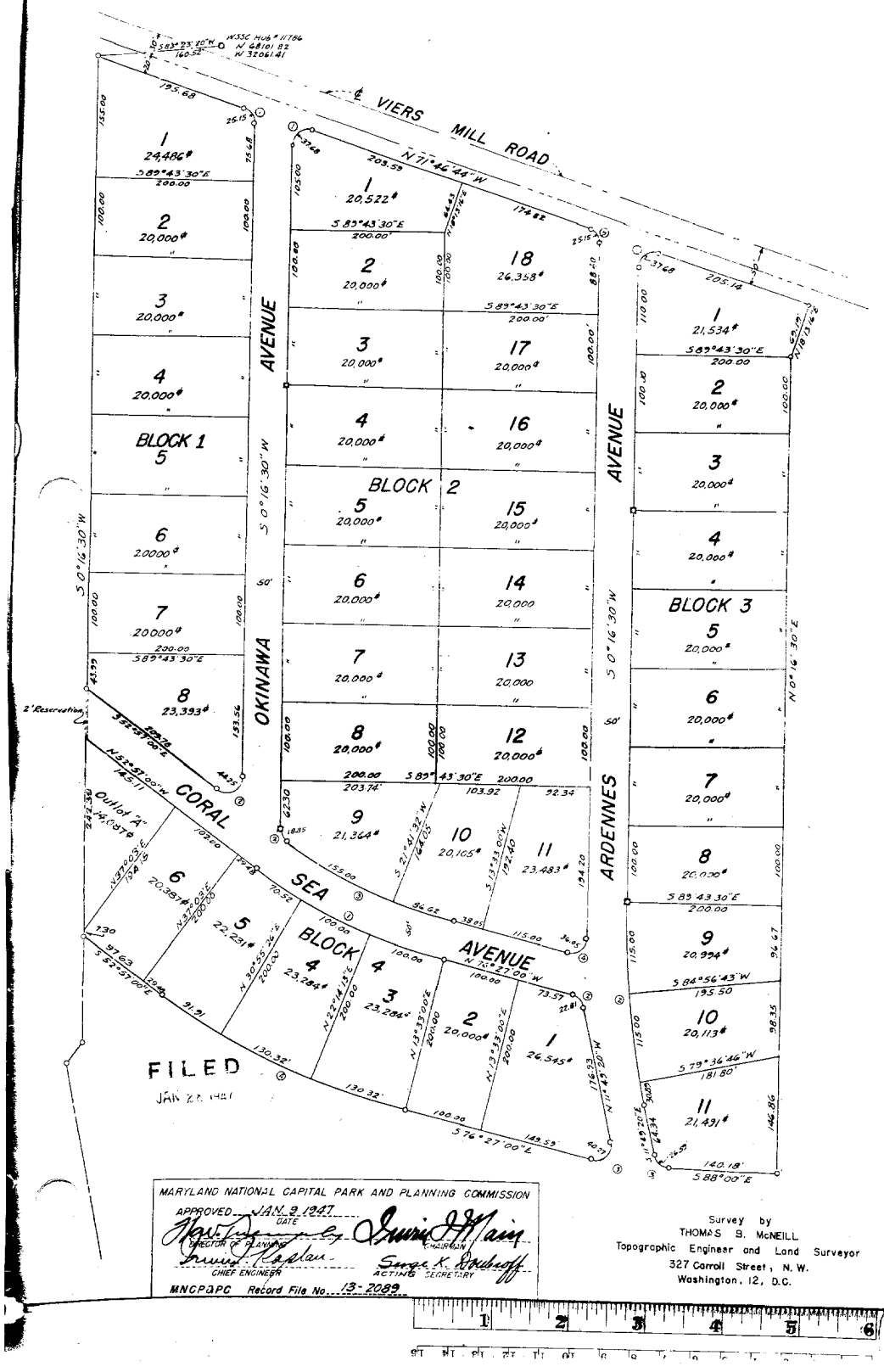


from "Rockville Locator"
1962
Rockville Chamber of Commerce
Publication

Description (continued) : Twin-Brook
Twinbrook Subdivisions, City of Rockville Map, 1982



Description (continued) : Twin-Brook
Twin-Brook Section One, Montgomery County Plat 30/1875 (1946)



PLAT No. 1875

SECTION ONE

TWIN-BROOK SUBDIVISION

NEAR ROCKVILLE

MONTGOMERY COUNTY, MD.

Scale 1" = 100' December 1946

ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct;

That it is a subdivision of part of the lands conveyed by LILLIAN M. SMALL to TWIN-BROOK, INC., by deed dated October 18, 1946 and recorded in the Land Records of Montgomery County, Maryland in Liber ". at Folio ";

And that stones marked thus ▫, and iron pipe marked thus ○ have been placed as indicated to approved finish grade.

DATE December 20, 1946

Thomas B. McNeill
THOMAS B. McNEILL
Surveyor

OWNER'S DEDICATION

We, TWIN-BROOK, INC., a Maryland corporation, by JOSEPH L. GEERAERT, President, and ROLAND E. SIMONS, Secretary, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, and dedicate the streets to public use, however, excepting from this dedication any lands designated "Two Foot Reservation," such lands to be deemed to be automatically dedicated at such times as street extensions adjacent thereto are dedicated in adjoining property.

There are suits of action, leases, liens or trusts on the property included in this plan of subdivision.

DATE December 20, 1946

TWIN-BROOK, INC.

By Joseph L. Geeraert
JOSEPH L. GEERAERT, Pres.

Attest Roland E. Simons
ROLAND E. SIMONS, Secy.

CURVE DATA

BLOCK	LOT	NO.	RADIUS	Δ	ARC	TAN	CHD	BEARING
1	1	1	20.00	72° 05' 14"	25.15	14.55	23.53	S 35° 45' 07" E
	8	2	20.00	126° 46' 30"	44.25	39.02	35.76	S 63° 39' 45" W
2	1	1	20.00	107° 56' 46"	37.68	27.50	32.35	S 54° 14' 53" W
	9	2	20.00	54° 00' 50"	18.85	10.19	18.16	S 26° 43' 55" E
	Total	3	609.57'	22° 42' 40"	241.62	122.42	240.04	S 65° 05' 40" E
	9	3	"	14° 36' 08"	155.00	77.92	154.58	S 61° 01' 24" E
	10	3	"	8° 08' 32"	86.62	43.39	86.55	S 72° 22' 44" E
	11	4	20.00	103° 16' 30"	36.05	25.27	31.36	S 51° 54' 45" W
	18	5	20.00	72° 03' 14"	25.15	14.55	23.53	N 35° 45' 07" W
3	1	1	20.00	107° 56' 46"	37.68	27.50	32.35	S 54° 14' 53" W
	Total	2	1235.63	12° 05' 50"	260.89	130.93	260.46	S 5° 46' 25" E
	9	2	"	5° 19' 57"	115.00	57.54	114.95	S 2° 13' 28" E
	10	2	"	"	"	"	"	S 7° 43' 24" E
	11	2	"	1° 25' 56"	30.89	15.44	30.89	S 11° 06' 22" E
	11	3	20.00	76° 10' 40"	26.59	15.68	24.68	S 49° 54' 40" E
4	–	1	653.57	23° 30' 00"	270.52	137.19	268.63	N 64° 42' 00" W
	3	1	"	8° 41' 13"	100.00	50.09	99.90	N 72° 06' 24" W
	4	1	"	"	"	"	"	N 63° 25' 11" W
	5	1	"	6° 07' 34"	70.52	35.29	70.48	N 56° 00' 47" W
	1	2	20.22	64° 37' 40"	22.81	12.79	21.62	N 44° 08' 10" W
	1	3	20.00	115° 22' 20"	40.27	51.62	33.81	N 45° 51' 50" E
	–	4	859.57	23° 30' 00"	352.58	178.79	350.00	S 64° 42' 00" E
	3	4	"	8° 41' 13"	130.32	65.28	130.20	S 72° 06' 24" E
	4	"	"	"	"	"	"	S 63° 25' 11" E
	5	4	"	6° 07' 34"	91.91	46.00	91.86	S 56° 00' 47" E

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

APPROVED JAN 9 1947 DATE

DIRECTOR OF PLANNING — CHAIRMAN

CHIEF ENGINEER — ACTING SECRETARY

MNCP&PC Record File No. 13-2089

Survey by
THOMAS B. McNEILL
Topographic Engineer and Land Surveyor
327 Carroll Street, N. W.
Washington, 12, D.C.

Description (continued) : Twin-Brook
Twin-Brook Section One, Montgomery County Plat 32/2026 (1947)

PLAT No2026

RESUBDIVISION OF PART OF

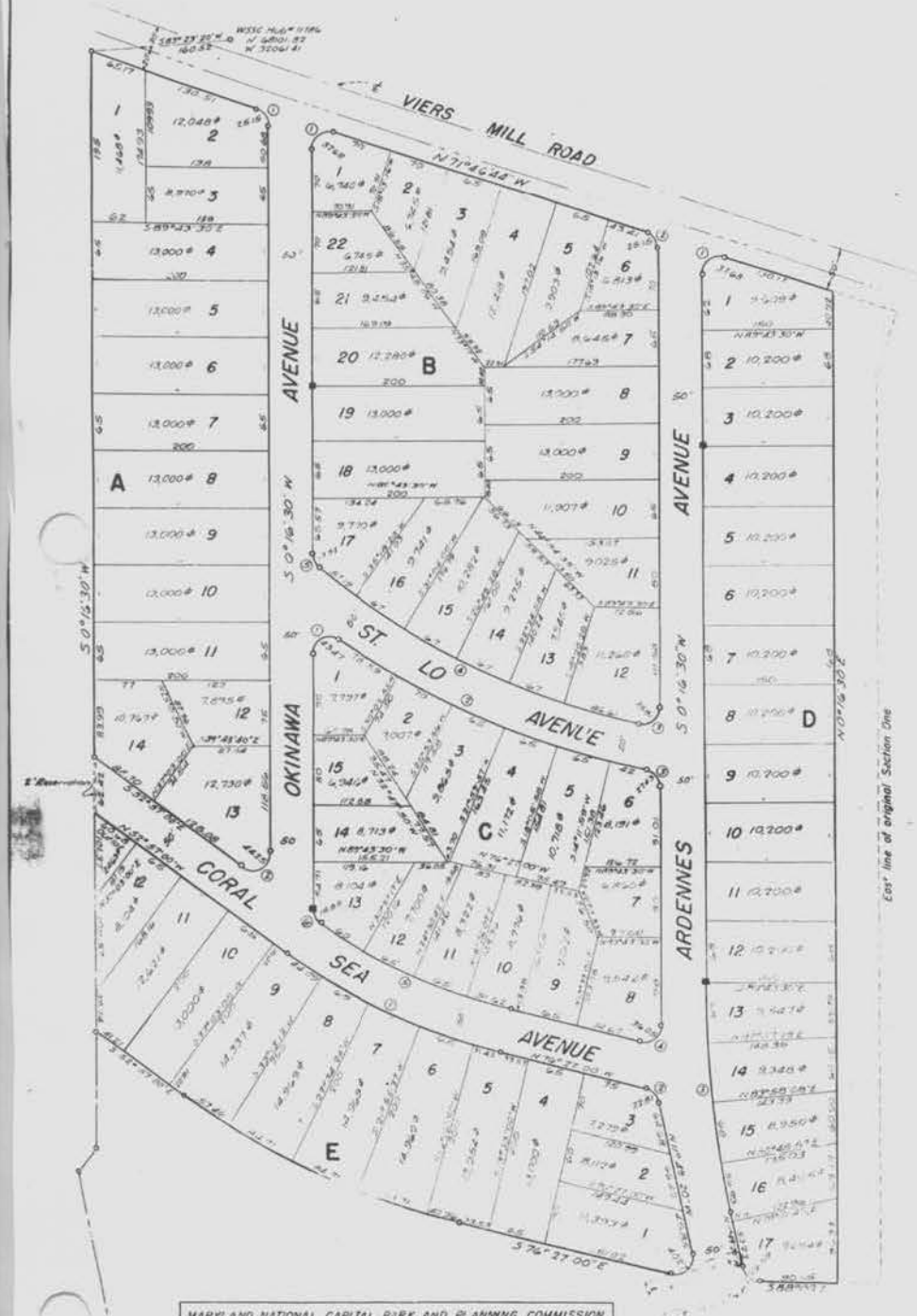
SECTION ONE

TWIN-BROOK SUBDIVISION

NEAR ROCKVILLE

MONTGOMERY COUNTY, MD.

Scale 1"=100' March 1947



ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct

That it is a resubdivision of part of Section One, Twin-Brook Subdivision as shown on a plat recorded in Plat Book 30 at Plat 1875, among the Land Records of Montgomery County, Maryland; and being part of the land conveyed by LILLIAN V. SMALL to TWIN-BROOK, INC., by deed dated October 18, 1946, and recorded in the Land Records of Montgomery County, Maryland in Liber at Folio

And that stones marked thus ■ and iron pipe marked thus ○ have been placed as indicated to approved finish grade.

DATE March 31, 1947 Thomas B. McNeill
THOMAS B. McNEILL

OWNER'S DEDICATION

We, TWIN-BROOK, INC., a Maryland corporation, by JOSEPH L. GEERAERT, President, and ROLAND E. SIMONS, Secretary, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, and dedicate the streets to public use, however, excepting from this dedication any lands designated "Two Foot Reservation", such lands to be deemed to be automatically dedicated at such times as street extensions adjacent thereto are dedicated in adjoining property.

There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

DATE March 31, 1947

TWIN-BROOK, INC.
By Joseph L. Geeraert
JOSEPH L. GEERAERT, Pres.
Attest Roland E. Simons
ROLAND E. SIMONS, Secy

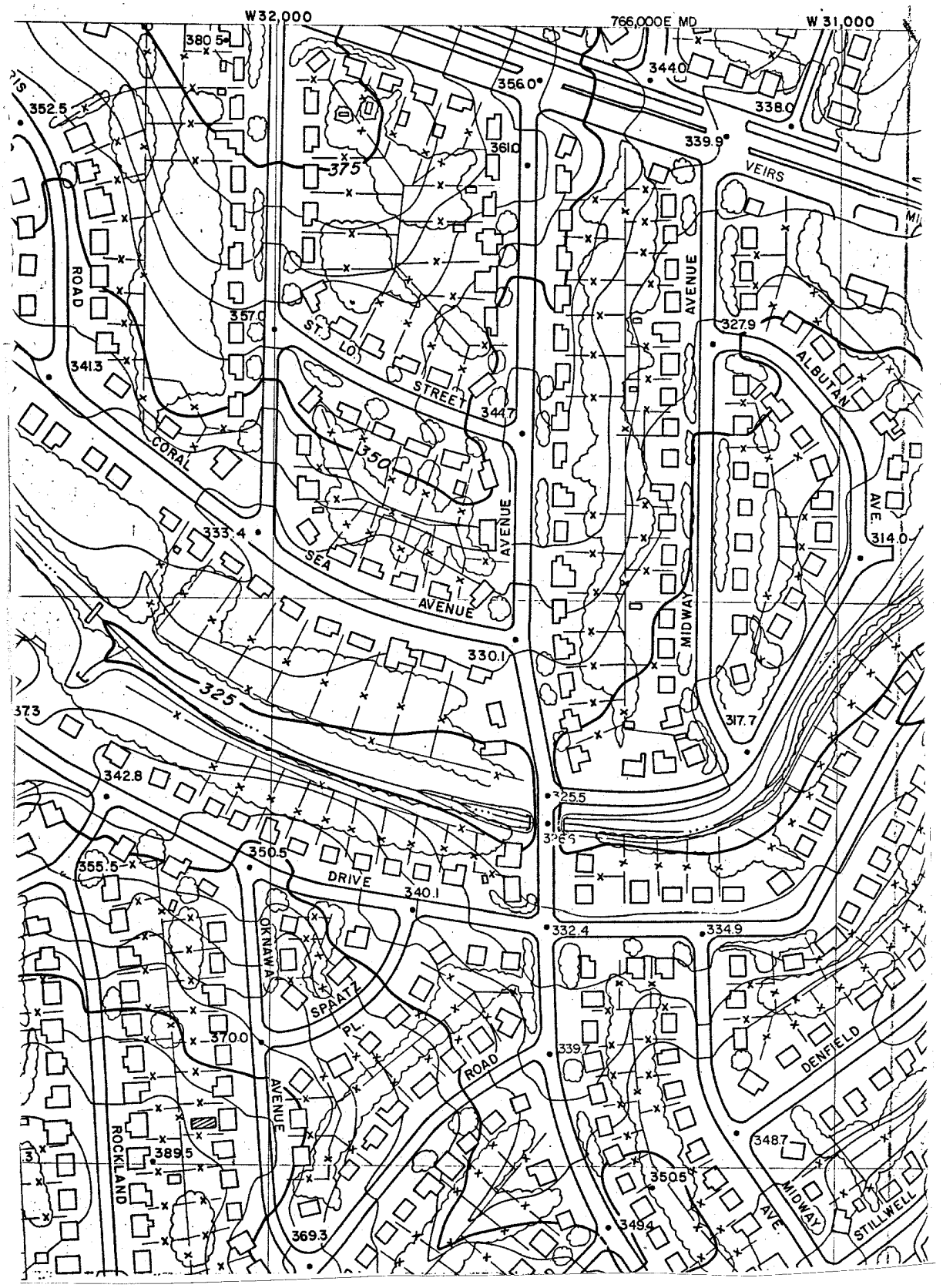
MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
APPROVED AUG. 7, 1947
Date
Director of Planning — Chairman
Chief Engineer — Secretary
MNCP&PC Record File No. 126-37

Survey by
THOMAS B. McNEILL
327 Carroll Street, N. W.
Washington, 12, D.C.

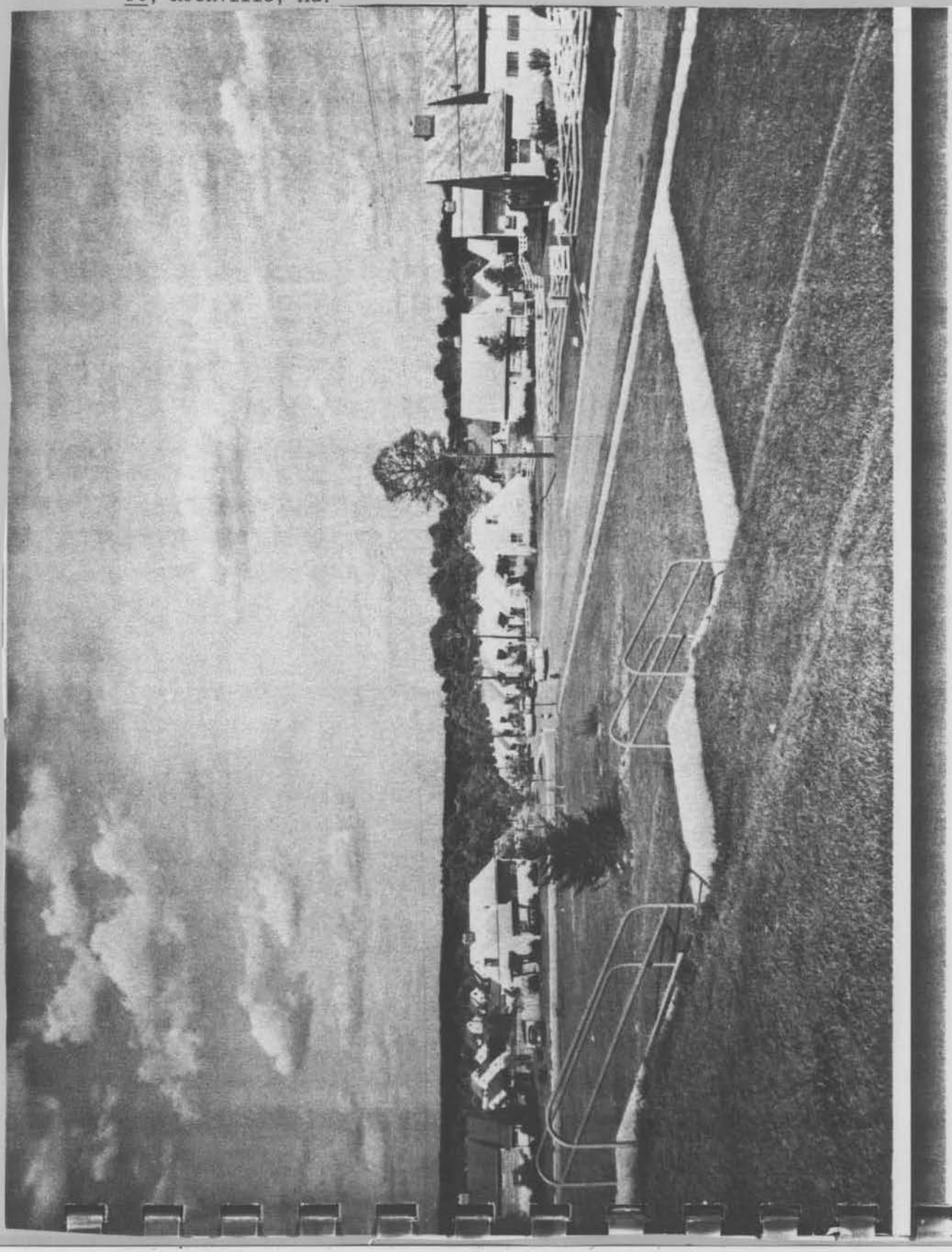
CURVE DATA

Block	Lot	No	Radius	Δ	Arc	Tang	Chord	Chord Bearing
A	7	1	23.00	12°03'14"	4.85	2.43	4.84	S 35°45'37" E
	13	2		26°46'30"	46.23	23.72	45.78	S 43°33'45" E
	1	1		107°54'46"	47.08	32.05	40.50	S 54°14'53" W
B	6	2		72°03'18"	28.15	16.05	26.33	N 35°26'07" W
	12	3		101°32'09"	19.81	13.20	17.31	S 51°33'07" W
	—	4	970.50	5°38'16"	95.70	47.86	95.66	N 64°01'26" W
	15	5	23.00	90°27'44"	37.32	24.00	33.58	N 42°23'53" W
C	1			126°12'13"	48.47	38.04	38.41	N 62°37'51" E
	—	2	350.00	23°09'24"	140.68	71.42	139.78	S 43°49'12" E
	6	3	23.00	107°39'49"	43.23	31.17	37.33	S 33°11'22" E
	8	4		103°16'30"	32.35	22.27	31.32	S 51°54'20" W
	—	5	1,030.57	22°42'31"	241.60	122.42	240.09	S 66°08'40" E
	13	6	23.00	64°33'59"	25.89	14.49	24.56	S 26°43'54" E
D	1	—		111°54'46"	47.08	32.05	40.50	S 54°14'53" E
	11	2		76°13'45"	26.69	15.69	24.68	S 43°54'40" E
	—	3	235.63	12°05'50"	50.89	25.50	50.79	S 69°46'21" E
	—	4	259.57	23°30'09"	106.42	53.95	105.63	N 64°42'00" W
E	3	2	20.22	64°37'40"	22.81	12.93	21.62	N 44°08'10" W
	1	3	20.00	116°22'20"	40.27	34.62	33.91	N 45°51'50" E
	—	4	939.57	23°30'00"	385.50	195.79	382.80	S 64°42'00" E

Description (continued) : Twin-Brook
Twin-Brook Section One, Topographical Map



Description (continued) : Twin-Brook
"A Typical Rockville Subdivision" City Manager's Annual Report 1955-56, Rockville, Md.



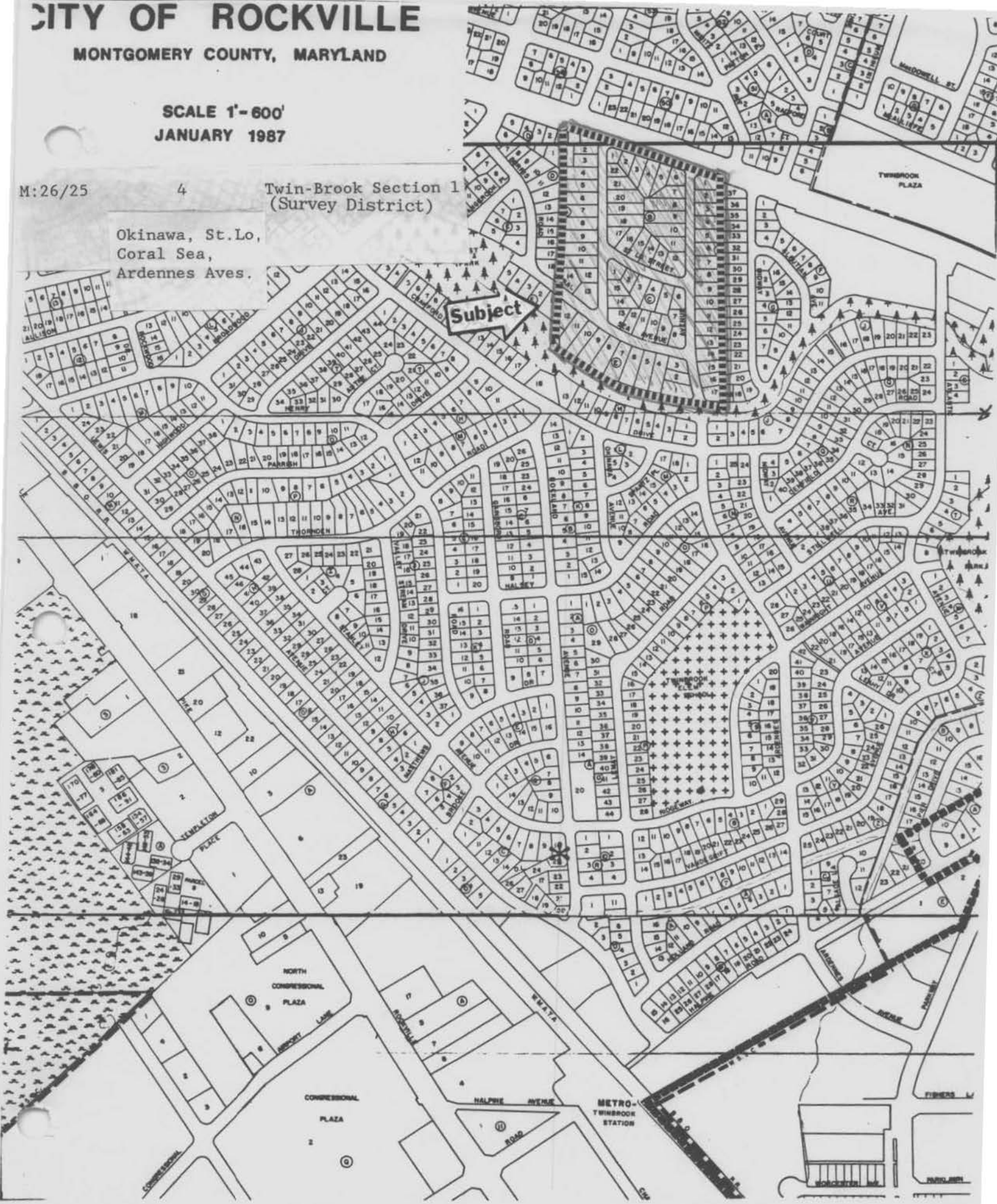
CITY OF ROCKVILLE

MONTGOMERY COUNTY, MARYLAND

SCALE 1"-600'
JANUARY 1987

M:26/25 4 Twin-Brook Section 1
(Survey District)

Okinawa, St.Lo,
Coral Sea,
Ardennes Aves.



RICHARD H. ANDREWS
424-8282
1608 FARRAGUT AVE.
ROCKVILLE, MD 20851

M:26/25
Twin-Brook Section 1
St.Lo, Coral Sea Aves.
Rockville, Md. 20852
Richard Andrews
date: 6/1987

5905 Crawford

04870715

M:26/25
Twin-Brook Section 1
St.Lo, Coral Sea Aves.
Rockville, Md. 20852
Richard Andrews
date:6/1987

RICHARD H. ANDREWS
424-8282
1608 FARRAGUT AVE.
ROCKVILLE, MD 20851

5902 Crawford

04870709

RICHARD H. ANDREWS
424-8282
1608 FARRAGUT AVE.
ROCKVILLE, MD 20851

M:26/25
Twin-Brook Section 1
St.Lo, Coral Sea Aves.
Rockville, Md. 20852
Dean Evangelista
date:6/1987

13120 Okinawa

04870716