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Research Paper – Twinbrook  
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*The Platting and Development of the Six Original Twinbrook Subdivisions*

The six original sections of the Twin-brook (“Twinbrook”) neighborhood represent a significant piece of a larger community planning phenomenon that began after World War II and continues on today, and they represent the transition of America from a renter to an owner society. Even before the end of the Second World War, the United States government recognized the imminent housing shortage the country faced when the armed forces returned, and it began to rely on private developers to help ease the crisis. The Federal Housing Administration was established in 1934 to alleviate the housing loan crisis caused by the Great Depression, but its goal of encouraging development by insuring long-term mortgages on housing that met certain qualifications was revitalized in the post-war era, and extended to include the creation of special incentives for returning veterans.<sup>1</sup> As a result, housing developments like Twinbrook, complete with schools, churches, shopping centers, and commuter lines, flourished on cheaper land outside of city centers, and expanded to unparalleled extremes as the affordability of the FHA thirty-year mortgage allowed the renter population of the city to become the owner population of the suburbs.

The platting and development process of the land that would later become the six original subdivisions of Twinbrook began in 1946 when four developers, Joseph Geeraert, Roland Simmons, Wesley Sauter, and Donald Gingery, purchased the 202 acres

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<sup>1</sup> Checkoway, Barry. “Large Builders, Federal Housing Programmes, and Postwar Suburbanization.” International Journal of Urban and Regional Research. 1980.

that lie between Veirs Mill Road and the B&O Railroad to the southeast of Rockville, Maryland. The property was referred to Walnut Hill Farm, although the land had not been used for agricultural purposes since 1925, when Lillian Small of Washington DC purchased the land for \$33,000.<sup>2</sup> Small was a government worker in the District of Columbia and she used her land in Montgomery County as a country retreat. She made no attempt to improve or develop the property, thus, in 1946 when it was sold for \$94,000, there were only two nineteenth-century structures amid the overgrown wheat fields.<sup>3</sup>

The team of four developers began platting section one of the Twinbrook subdivision in January of 1947. Because the land had no water and sewer systems, the lot size of each house needed to be large enough to accommodate a septic system; the earliest lot sizes were 20,000 square feet.<sup>4</sup> Section one was re-platted in September of 1947 when the city of Rockville agreed that it would annex 2,000 acres to the south of the city (including Twinbrook) by 1949, and that it would begin to connect its water and sewer lines to the area.<sup>5</sup> This allowed for the developers to plan a larger number of houses on smaller and more irregular shaped lots while maintaining a relatively low density; these subsequent lot sizes ranged from 7,000-15,000 square feet – well above the Federal Housing Administration (“FHA”) requirement of 5,000-6,000 square feet.<sup>6</sup> In order to guarantee that the FHA would insure all of the Twinbrook mortgages, the

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<sup>2</sup> City of Rockville. “Appendix 1: History of Twinbrook.” Comprehensive Master Plan for the City of Rockville. Rockville, MD. Adopted November 12, 2002.

<sup>3</sup> Ibid.

<sup>4</sup> McGuckian, Eileen. “From Town to City: The Emergence of Modern Rockville 1945-1960.” Rockville: Portrait of a City. Franklin, TN: Hillsboro Press, 2001.

<sup>5</sup> “Twinbrook Included in Rockville Expansion.” Montgomery County Sentinel. February 1949.

<sup>6</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

developers needed to meet minimum standards for subdivision design as dictated by the FHA in its “Underwriting Manual”. This guide included provisions for lot size, street width, minimum setbacks, house size, and racial homogeneity, among others.

The four streets that comprise section one of Twinbrook were named for prominent World War II battles (Okinawa, St. Lo, Ardennes, and Coral Sea) in order to appeal to newly returned and patriotic-minded G.I.s and their new families.<sup>7</sup> In 1944, the Serviceman’s Readjustment Act allowed for the Federal Housing Administration to back veteran mortgages up to 100%, and extend the loan payment period to up to thirty years. The act also allowed returning veterans to purchase homes without a down-payment, however, the Twinbrook mortgages still required a \$50 down-payment from any returning veteran (considerably less than the 20% required by non-veterans).<sup>8</sup> Geeraert and his fellow developers rejected prefabrication of house-building components, as utilized by Levitt. This resulted in a longer construction time, which was subsequently mitigated by the construction of three model homes. By 1948, seventeen houses were completed and were put on the market – even though only accessible via a dirt construction road, all the houses sold the day they were listed. Houses prices ranged from \$9,250-\$11,500, but were considered overpriced by the City of Rockville (believed \$7,500 was more appropriate).<sup>9</sup> City board members urged the FHA to step in and force

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<sup>7</sup> Montgomery County Circuit Court Land Survey. “Plat 1875.” Rockville, MD: Montgomery County, 1947.

Montgomery County Circuit Court Land Survey. “Plat 2026.” Rockville, MD: Montgomery County, 1947.

<sup>8</sup> Twinbrook Citizen’s Association. “Twinbrook History” [http://208.58.9.39/Community/Twinbrook/history.asp] Accessed February 2008.

<sup>9</sup> McGuckian, Eileen. “From Town to City: The Emergence of Modern Rockville 1945-1960.” Rockville: Portrait of a City. Franklin, TN: Hillsboro Press, 2001.

the developers to construct less expensive and better quality houses in 1948, but this request was never granted.<sup>10</sup>

The houses were small (typically 1,200-1,600 square feet), although considerably larger than the minimum 534 square feet required by the FHA.<sup>11</sup> Houses in Twinbrook varied little in their architectural design, but were considered “flexible” in that they were intended to be added to and altered— each house included an unfinished attic, and many had unfinished basements.<sup>12</sup> Houses were centered on their lots (some turned with the side end facing the street) and formed right angles to the curvilinear streets. The FHA required houses to be set back from the street at least twenty-five to thirty feet, and recommended varying this number to create visual interest and to enhance privacy.<sup>13</sup> The setbacks in section one of Twinbrook are uniform, which was most likely a cost-saving technique on the part of the developers. The FHA also recommended four-foot sidewalks and eight-foot planting strips complete with permanent shade-producing trees (thus increasing the gross setback twelve more feet).<sup>14</sup> These features were not included in section one of Twinbrook (the sidewalks and planting strips typically total no more than four feet), again, to save costs.

One area where the developers could not cut costs was street planning. The FHA recommended that streets be planned in a curvilinear fashion to adapt to local topography and eliminate four-way intersections, but the FHA required minimum street widths.

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<sup>10</sup> “Rockville Urges FHA to Re-Examine Veirs Mill Development.” Montgomery County Sentinel. June 1948.

<sup>11</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

<sup>12</sup> McGuckian, Eileen. “From Town to City: The Emergence of Modern Rockville 1945-1960.” Rockville: Portrait of a City. Franklin, TN: Hillsboro Press, 2001.

<sup>13</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

<sup>14</sup> Ibid.

Thru-streets had to be a minimum of fifty feet wide; cul-de-sacs and non-thru-streets could be thirty feet wide; and paved strips of any kind had to be at least eighteen feet wide.<sup>15</sup> When originally planned, none of the streets in section one of Twinbrook were thru-streets, and they reflect that fact in their thirty-foot width. Even when Ardennes was extended to Twinbrook Parkway, the street was not widened.

From its inception, the developers of Twinbrook promised both current and future residents that the housing tract would be a community, complete with parks, schools, shopping centers, community centers, and houses of worship.<sup>16</sup> Their promise began to manifest itself in section two. Section two was platted as two land parcels – first, in August of 1949, was one street with another WWII-inspired name, Midway; and later in May of 1950 Aleutian was platted, including Parcels A-C on Veirs Mill Road, which, after many failed attempts, would finally become the Twinbrook Shopping Center in 1957.<sup>17</sup>

Section two was developed in order to expand and bank of the successes of section one. The developers retained those features they perceived made section one popular, and began planning to include new amenities to further the appeal of the Twinbrook neighborhood. The developers were still required to comply with FHA standards for neighborhood planning, and found themselves more encumbered with requirements as they extended their each beyond residential development to include

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<sup>15</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

<sup>16</sup> McGuckian, Eileen. “From Town to City: The Emergence of Modern Rockville 1945-1960.” *Rockville: Portrait of a City*. Franklin, TN: Hillsboro Press, 2001.

<sup>17</sup> Montgomery County Circuit Court Land Survey. “Plat 2367.” Rockville, MD: Montgomery County, 1949.  
Montgomery County Circuit Court Land Survey. “Plat 2408.” Rockville, MD: Montgomery County, 1949.

shopping centers, houses of worship, community centers, and schools. Lot size and house size and design were nearly identical between section one and section two, however, section two was planned to take advantage of its close proximity to Rock Crest Park by situating houses much closer to the creek. The developers also planned for a “green belt” of parkland to shield houses on the east side of Aleutian Avenue from the future shopping center platted directly adjacent to it on Parcels A-C. Aside from parkland, developers also explored curvilinear street design to a much greater extent in section two, creating a street “loop” where the backyards of all the properties connected within the protected interior of the circle.<sup>18</sup>

The Twinbrook shopping center, platted with section two, was developed in order to be easily accessible to the residents of Twinbrook – even those without automobiles. This center originally included several merchants, including a grocery store, a hardware store, and the first Twinbrook Library.<sup>19</sup> The FHA recommended that all retail activity in housing tract neighborhoods like Twinbrook be grouped into “shopping centers” near main commuter routes or near the center of the neighborhood in order to be easily accessible to the most number of residents.<sup>20</sup> Soon before the construction of the Twinbrook Shopping Center, the government, in order to stimulate the economy, introduced a program of accelerated depreciation for developers who constructed shopping centers, allowing them to write-off construction costs early, and providing for losses to be claimed against unrelated income.<sup>21</sup> Effectively, shopping centers were

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<sup>18</sup> Montgomery County. “City of Rockville Map: In Montgomery County.” 2000.

<sup>19</sup> Siegal, Ann Cameron. “Starters with Staying Power: At 50, Affordable Twinbrook Holds Its Own in Montgomery.” The Washington Post. September 1999.

<sup>20</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

<sup>21</sup> Ibid.

sheltered from taxes, and as a result, almost every housing tract community had their own center.

Section three, much like section two, was platted to expand on the successes of the previous sections. Section three was platted in October of 1949 and included Okinawa (south of the creek), Spaatz, Eisenhower (“Crawford”), Ardennes, and Halsey.<sup>22</sup> As is the case with the first two sections, section three houses and lots are nearly identical in size and design to those of the previously discussed neighborhood developments. The FHA requirements were still closely monitored, and developers increasingly looked for new ways of satisfying current and future residents’ needs and wants while complying with the standards enforced by the government. Section three was platted with a complex neighborhood design, involving more streets, more irregularly shaped lots, and more properties than either of the first two sections<sup>23</sup>. Curvilinear street design was not used as abundantly in section three as it had been in section two, although the idea of the “loop” street was incorporated in this section in the form of a small triangle of lots with connected, interior-facing backyards. Section three is essentially an extension south of section one, although it, like section two, takes greater advantage of the adjacent Rock Crest Park.

Parkland and green space were not only important to the developers of Twinbrook, who planned the original six sections around the topography of Rock Creek and Rock Crest Parks, but parks were also highly recommended by the FHA. Parkland was a natural way to decrease density – a condition associated with lower-class neighborhoods – and also provided community space that was inexpensive to develop

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<sup>22</sup> Montgomery County Circuit Court Land Survey. “Plat 2409.” Rockville, MD: Montgomery County, 1949.

<sup>23</sup> Ibid.

and free for residents to patronize.<sup>24</sup> The FHA recommended that developers follow and embrace the natural topography of their site, which saved both time and money from being spent leveling the land and draining creek beds. Two branches of Rock Creek run through the original six subdivisions of Twinbrook: one in Rock Crest Park, and one in Twinbrook Park. Additionally, Rock Creek Park forms much of the eastern boundary of the Twinbrook development. Parkland increased property value, and adjacent houses had larger lots than those elsewhere in the community.

Section four was essentially an extension south of section three, as well as an opportunity to increase the successes of the previous three subdivisions. The development was platted as two land parcels: the first in October of 1949, and the second (an extension) in May of 1950. Section four includes: Midway (south of the creek), Stillwell, Ardennes, and Lemay.<sup>25</sup> Again, the house and lot sizes and designs of section four are nearly identical to those of the previously discussed three sections due to FHA requirements, and the continued popularity of the small, yet affordable properties. Section four was platted specifically to extend south from section three and surround the ten acres of land where Twinbrook Elementary School had been constructed in 1952, and expanded in 1953.<sup>26</sup> Because the school was situated in the center of section four, the neighborhood and streets plans of this development remained fairly simple in design. The streets act more as connections to sections 1 and 3, rather than as a separately

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<sup>24</sup> Federal Housing Administration. "Underwriting Manual." Washington DC: The United States Government, 1938.

<sup>25</sup> Montgomery County Circuit Court Land Survey. "Plat 2525." Rockville, MD: Montgomery County, 1950.

<sup>26</sup> Twinbrook Citizen's Association. "Twinbrook History"  
[<http://208.58.9.39/Community/Twinbrook/history.asp>] Accessed February 2008.

planned and individual neighborhood.<sup>27</sup> The neighborhood plan is also simple in order to take advantage of its close proximity to the school. Lemay, the street adjacent to the school grounds, contains the most property lots and is the longest uninterrupted street in the Twinbrook development, thus emphasizing the popularity of living near a school, especially during the post-war Baby Boom.

In 1947, a school was one of the first “amenities” promised by the developers of Twinbrook, when an abundance of new residents with small children began moving into the community. Close proximity to a school was a major selling point for many of the residents who settled in section four. Twinbrook Elementary was platted with section four, and was under construction at the same time as the residential properties.<sup>28</sup>

Although the developers chose to undertake the school design themselves, they were still bound by FHA requirements for school design, such as the institution of neighborhood schools, and the promotion of racial homogeneity. Schools were desegregated in 1954, but the Twinbrook neighborhood was not. The FHA promoted racial homogeneity in housing tract neighborhoods, believing that it created a stable social structure.<sup>29</sup> As a result, developers routinely refused to sell homes to African Americans, Hispanics, and Jews in their new housing tract communities – a practice that was legal until 1968. Because of this FHA requirement, Twinbrook Elementary remained an entirely white school until 1968.

Section five is a large addition to sections 3 and 4 in the eastern part of the Twinbrook neighborhood. It is comprised of Eisenhower (“Crawford”), Denfield Drive

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<sup>27</sup> Montgomery County. “City of Rockville Map: In Montgomery County.” 2000.

<sup>28</sup> Montgomery County Circuit Court Land Survey. “Plat 2525.” Rockville, MD: Montgomery County, 1950.

<sup>29</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

and Court, and Atlantic Avenue, and it was platted in three separate sections: the first in November of 1950, the second in December of the same year, and the final section in July of 1951.<sup>30</sup> Houses and lots in this section follow the same FHA required sizes and designs that remained popular throughout the previous four sections of Twinbrook. Section five features the first cul-de-sac (“court”) that was platted in Twinbrook; many would follow, especially in the later development of Twinbrook Forest north of Veirs Mill Road.<sup>31</sup> Crawford was developed to take advantage of Rock Crest Park, which also served a shield between the houses on the north of the street and the shopping center that would be constructed adjacent to it. Once again, the streets of this section follow a generally curvilinear plan, but also serve to connect sections 3 and 4 to Atlantic Avenue, which is one of only two major thru-streets connecting to Veirs Mill Road, the original location of many major commuter lines to Washington DC.<sup>32</sup>

Many of Twinbrook’s original residents worked in Washington DC (ten miles to the southeast) and were required to find means of commuting this distance. Before the Amtrak or Twinbrook Metro station opened in 1971 and 1984, respectively, commuters either drove to work, or took advantage of bus lines that ran along Veirs Mills Road between Rockville and Washington DC. Because of the commuter lines, access to Veirs Mill Road was essential, and Twinbrook’s close proximity to this street was a major selling point and advantage. The FHA did not require or recommend that housing tract neighborhoods be located near public transportation lines, however, the fact that housing

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<sup>30</sup> Montgomery County Circuit Court Land Survey. “Plat 2675.” Rockville, MD: Montgomery County, 1950.

Montgomery County Circuit Court Land Survey. “Plat 2714.” Rockville, MD: Montgomery County, 1950.

Montgomery County Circuit Court Land Survey. “Plat 2842.” Rockville, MD: Montgomery County, 1951.

<sup>31</sup> Montgomery County. “City of Rockville Map: In Montgomery County.” 2000.

<sup>32</sup> Ibid.

tracts were suburban and residential all but implied that occupants were working elsewhere. Suburban housing tracts were often located outside of major cities or near important industrial parks. Most families that resided in developments like Twinbrook had only one car to use between two adults (and possibly teen-aged children), thus, other means of transport were not only encouraged, but were necessary to the survival of the neighborhood. The development of the commuter bus lines, as well as the expansion of Veirs Mill Road into a busy highway all contributed to the growth and survival of Twinbrook.

Sections six and six(a), platted in June and July of 1951, complete the original six subdivisions of Twinbrook. The final two developments were platted as two separate land parcels and include: Stillwell, Wainwright, Ridgway, Atlantic, and Vandegrift.<sup>33</sup> Sections six and six(a) comprise a complex neighborhood expansion to the south of section five, and connect to section four near Twinbrook Elementary School. The final two developments include the only other cul-de-sac of the original six subdivisions, and they were developed to take advantage of the green space and creek at the adjacent Twinbrook Park. The houses and lot sizes of sections six and six(a) were regulated by the FHA in the same way as the previous five sections, thus ensuring house size and design and lot size homogeneity throughout the Twinbrook development. Although the houses were small and similar in appearance, they remained popular among residents due to their continued affordability and community atmosphere. The proximity of sections six and six(a) to the elementary school, the park, and the Twinbrook Community Recreation Center, which opened in 1951, enhanced the popularity of these final two

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<sup>33</sup> Montgomery County Circuit Court Land Survey. "Plat 2861." Rockville, MD: Montgomery County, 1951.

developments; the complex arrangement of streets in sections six and six(a) made possible the development of a maximum number of properties to accommodate the high demand.<sup>34</sup>

The Twinbrook Community Center was platted with sections six and six(a), and was ultimately developed as part of Twinbrook Park, a green space that included one of the small tributaries of Rock Creek that ran through Twinbrook. The FHA highly recommended the construction of community centers in suburban housing tracts in order to create a sense of community among the residents, and also to inspire civic involvement through the creation of citizen's groups, and neighborhood organizations.<sup>35</sup> In Twinbrook, residents organized a community group that petitioned the Rockville City government to expand their recreation center to include a swimming pool and a community hall.<sup>36</sup> The community center also helped contribute to the FHA's low-density standards, and fostered a common space where residents could gather for meetings, classes, day care, or recreation, among others. The FHA sought to promote community stabilization through positive social interactions among like-minded residents. A centralized community center was seen as a relatively inexpensive means of achieving this goal.

The platting and development of the six original subdivisions of Twinbrook was a relatively rapid process, lasting only about four years. In these four years, a large and complex residential neighborhood was constructed, and throughout the development

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<sup>34</sup> Montgomery County Circuit Court Land Survey. "Plat 2861." Rockville, MD: Montgomery County, 1951.

<sup>35</sup> Federal Housing Administration. "Underwriting Manual." Washington DC: The United States Government, 1938.

<sup>36</sup> "Money Pledged to Twinbrook Community Center Expansion." Montgomery County Sentinel. April 1951.

process, the neighborhood became a nearly self-sufficient community with the addition of parks, schools, shopping centers, community centers, and commuter lines. Although the developers were required to comply with the subdivision standards of the Federal Housing Administration in order to ensure the housing mortgages were insured, they still managed to create a unique and thriving suburban community that continues to offer affordable housing options to the residents of Rockville. The Twinbrook development has expanded further south and further north across Veirs Mill Road, including a vast array of new schools, libraries, and shopping centers. Historic houses, cemeteries, and even abandoned schools are now preserved as essential pieces of the history of Twinbrook. Now that many of the original Twinbrook properties have reached fifty years of age, many are interested in their preservation both as part of Twinbrook's history and as part of the larger post-war housing phenomenon.

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*Addendum: Twinbrook Forest Platting and Development*

Twinbrook Forest was developed by Joseph Geeraert as an addition to the Twinbrook development located south of Veirs Mills Road after it became rapidly encapsulated by its well-defined borders (Veirs Mill Road and the B&O Railroad). Most of the 400-acre Twinbrook Forest development was platted between 1950 and 1959, and followed much of the same formula that brought success in Twinbrook.<sup>1</sup> Residential tract housing on curvilinear roads was platted along with amenities such as shopping centers, schools, parks, community centers, and houses of worship. Geeraert designed the houses and neighborhoods in order to comply with the Federal Housing Administration's ("FHA") list of requirements for tract housing neighborhoods. His compliance guaranteed that all mortgages in his development would be insured 100% by the federal government, and also allowed Geeraert to offer special down-payment discounts to veterans returning from World War II.<sup>2</sup>

Because Geeraert began his second development after the financial success of the first, he was able to provide current and future occupants with more luxuries and amenities. Houses in Twinbrook Forest were typically larger and more expensive than those in Twinbrook, and were constructed in styles that became popular throughout the 1950's, particularly the split-level. The houses in Twinbrook Forest were not considered

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<sup>1</sup> City of Rockville. "Appendix 1: History of Twinbrook." Comprehensive Master Plan for the City of Rockville. Rockville, MD. Adopted November 12, 2002.

<sup>2</sup> Federal Housing Administration. "Underwriting Manual." Washington DC: The United States Government, 1938.

as “flexible” in their design as those in Twinbrook, because most did not have basements, unfinished attics, or a design that could be easily added to or altered.<sup>3</sup> Geeraert planned much longer and wider streets in Twinbrook Forest, and was able to provide wider sidewalks and planting strips than he could afford when developing Twinbrook. Geeraert was still bound by FHA requirements, but no longer by a tight budget; therefore his profits were reinvested into Twinbrook Forest community.

Twinbrook Forest has two planned parks (Calvin Park and Autre St. Mary’s Park), and is bounded to the east entirely by Rock Creek Park. Parks were recommended by the FHA to keep densities low, but they were also a relatively inexpensive means of developing a community gathering space. Located in Rock Creek Park is Twinbrook Forest’s community center, Broome Athletic Park. Community centers were recommended by the FHA to have a dual purpose of lowering density and creating a stable social environment.<sup>4</sup> Until 1968, Twinbrook Forest developers and occupants prevented people of certain races and ethnicities from moving into their development based on the FHA’s opinion that racial heterogeneity disrupted the carefully balanced social structure of a neighborhood. As a result, the three schools located in Twinbrook Forest had entirely white student populations until 1968, despite the fact that schools had been desegregated since 1954.

Across Veirs Mills Road from the original Twinbrook Shopping Center is a second shopping center intended for the residents of Twinbrook Forest, constructed in

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<sup>3</sup> City of Rockville. “Appendix 3: Twinbrook Typologies.” Comprehensive Master Plan for the City of Rockville. Rockville, MD. Adopted November 12, 2002.

<sup>4</sup> Federal Housing Administration. “Underwriting Manual.” Washington DC: The United States Government, 1938.

1958.<sup>5</sup> Although it is located on a main thoroughfare, the shopping center was designed to be easily accessible to the residents of Twinbrook Forest, even those without automobiles. Shopping centers were recommended highly by the FHA, and a government program rendered them tax shelters for developers, resulting in the construction of a large number of these facilities, especially near suburban housing tracts.<sup>6</sup> Another amenity offered in Twinbrook Forest was access to commuter lines, not only those on Veirs Mill, but also the bus lines on Twinbrook Parkway. Extended bus service, as well as the walkability of the neighborhood made life in the suburbs much easier for commuters as well as homemakers, who otherwise might be stuck at home during working hours.

Overall, Twinbrook Forest is very similar to Twinbrook because it is both an extension and an addition, and also because of FHA regulations. Post-war housing tracts would not have been made possible without the guarantee of the federal government to insure the mortgages of houses that met their specifications. Thus, most developers planned their neighborhoods and designed their houses using the FHA's "Underwriting Manual", and by looking to their predecessors, particularly William Levitt.<sup>7</sup> Geeraert and his team relied on Levitt's designs in their first development at Twinbrook, but by the time Geeraert began Twinbrook Forest as an independent developer, he had become more confident in his own designs.<sup>8</sup> Both developments reflect the conditions of the era, but Twinbrook Forest reflects the vision of its developer, Joseph Geeraert.

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<sup>5</sup> City of Rockville. "Appendix 1: History of Twinbrook." Comprehensive Master Plan for the City of Rockville. Rockville, MD. Adopted November 12, 2002.

<sup>6</sup> Federal Housing Administration. "Underwriting Manual." Washington DC: The United States Government, 1938.

<sup>7</sup> Ibid.

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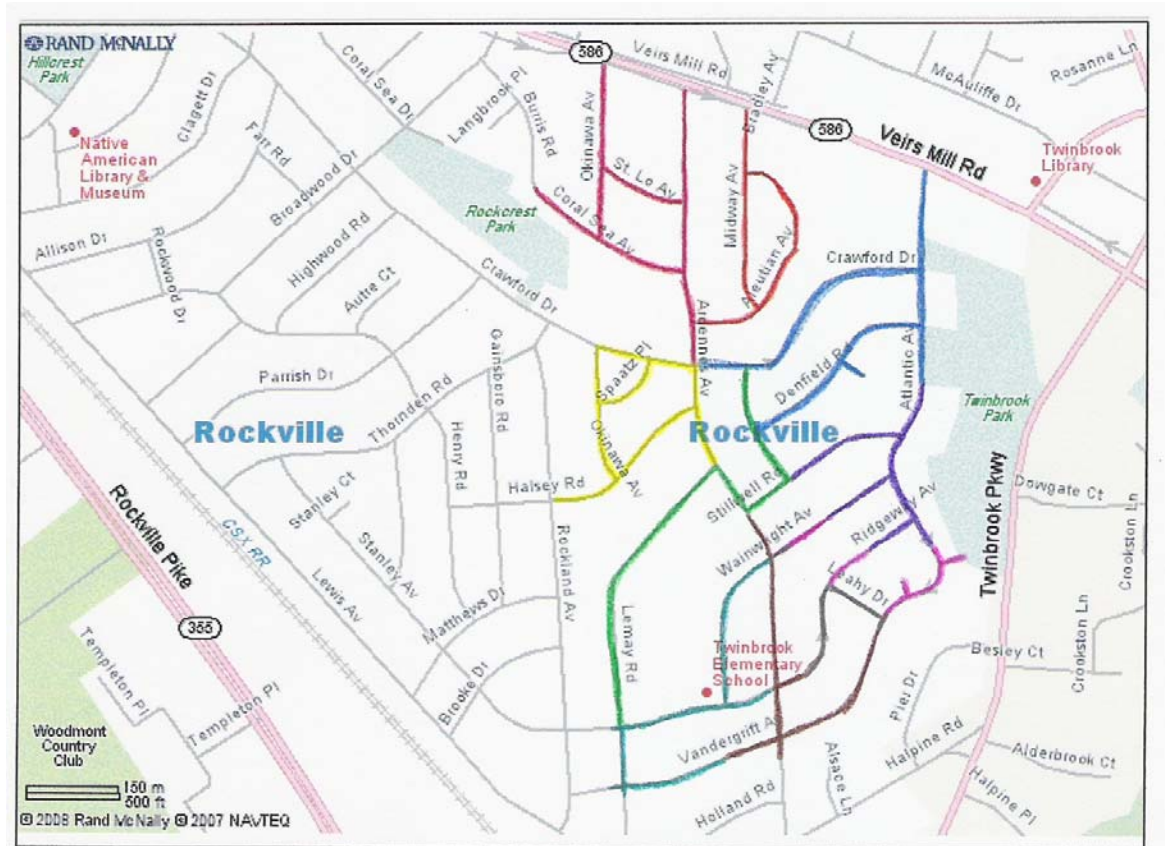
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## Appendix 1: Platting of Twinbrook Forest

<b>Plat No.</b>	<b>Date Platted</b>	<b>Streets</b>	<b>Development</b>
2617	August 15, 1950	Grandin Avenue, Dean Drive, Veirs Mill Road, Broadwood Drive	Broadwood Manor
2960	November 16, 1951	Cedar Lane, Cedar Court	Twinbrook Forest
3041	February 21, 1952	Nimitz Avenue, Grandin Avenue	Twinbrook Forest
3042	February 21, 1952	McAuliffe Drive, Patton Place, Nimitz Avenue	Twinbrook Forest
3135	May 29, 1952	Broadwood Drive, Grandin Avenue	Twinbrook Forest
3184	July 17, 1952	Dean Drive, Broadwood Drive	Twinbrook Forest
3292	November 18, 1952	Calvin Lane, Calvin Court, Gladstone Drive	Broadwood Manor
3330	January 21, 1953	Gladstone Drive	Broadwood Manor
3376-3377	April 1, 1953	Carl Street, Calvin Lane, Bernerd Street	Broadwood Manor
3483	August 17, 1953	Bradley Avenue, Radford Court, Van Fleet Court, McAuliffe Drive	Twinbrook Forest
3598	December 30, 1953	Bradley Avenue, Marshall Avenue, Broadwood Drive, Bradley Court, Cedar Lane	Twinbrook Forest
3652	March 26, 1954	Farragut Avenue, Broadwood Avenue, Marshall Avenue	Twinbrook Forest
3753	July 21, 1954	Broadwood Drive, Fletcher Place, Bradley Avenue, Norbeck (Baltimore) Road, Dean Drive	Twinbrook Forest
3901	December 27, 1954	Gruenther Avenue, Willoughby Avenue, Pumphrey Avenue, Farragut Avenue, Marshall Avenue	Twinbrook Forest
4463	March 15, 1956	Twinbrook Parkway, McAuliffe Drive	Twinbrook Forest
4591	June 15, 1956	McAuliffe Drive, Meadow Hall, Linthicum Avenue, Farragut Avenue, Gruenther Avenue	Twinbrook Forest
4715	October 19, 1956	Twinbrook Parkway	Twinbrook Forest
4736	November 21, 1956	Gruenther Avenue, Gruenther Court	Twinbrook Forest
4737	November 21, 1956	Meadow Hall Drive, Twinbrook Parkway, McAuliffe Drive	Twinbrook Forest
4882	May 9, 1957	Avenue, Tweed Street, Forbes Street, Twinbrook Parkway	Twinbrook Forest
4883	May 9, 1957	Shetland Street, Shetland Court, Forbes Street, Fletcher Place, Willoughby Avenue, Pumphrey Avenue	Twinbrook Forest
5233	April 22, 1958	Roseanne Lane, Dorothy Lane, Twinbrook Parkway	Twinbrook Forest

5234	April 22, 1958	Tweed Street, Twinbrook Parkway	Twinbrook Forest
5273	June 10, 1958	Tweed Court, Linthicum Avenue, Gruenther Avenue. Twinbrook Parkway	Twinbrook Forest
5362	October 3, 1958	Gruenther Avenue, Castleford Street, Linthicum Street, Marcia Lane	Twinbrook Forest
5419	December 5, 1958	McIntyre Road, Marcia Lane	Twinbrook Forest
5482	March 16, 1959	Twinbrook Parkway, Pinneberg Avenue, Marcia Lane	Twinbrook Forest
5483	March 16, 1959	McIntyre Road, Ring Street, Marcia Lane, Marcia Court	Twinbrook Forest
5608	June 29, 1959	Farragut Avenue, Linthicum Avenue, MacDowell Street	Twinbrook Forest
5609	June 29, 1959	Farragut Avenue, Pinneberg Avenue, Gruenther Avenue	Twinbrook Forest
53	September 5, 1967	Meadow Hall Drive	Twinbrook Forest

Appendix 2: Twinbrook Sections 1-9 Map

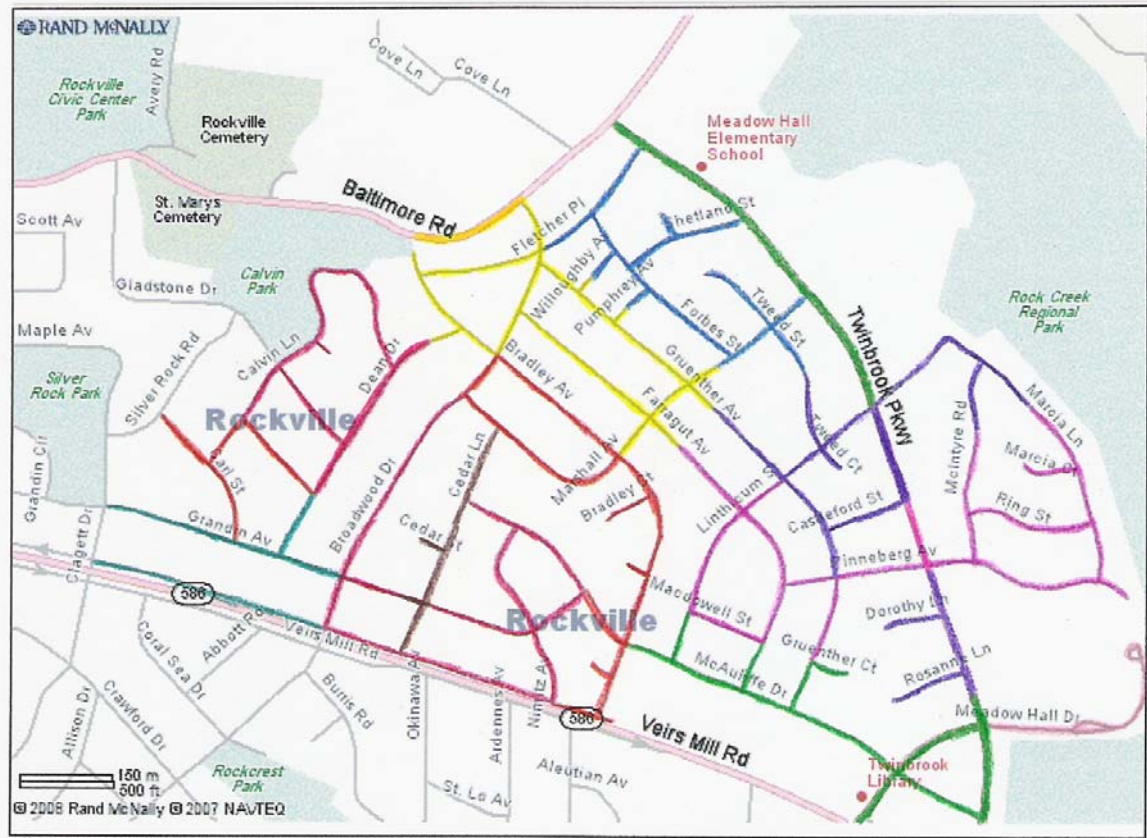


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|-------------|---|--------------|---|
| Section 1 – |  | Section 6 –  |  |
| Section 2 – |  | Section 6a – |  |
| Section 3 – |  | *Section 7 – |  |
| Section 4 – |  | *Section 8 – |  |
| Section 5 – |  | *Section 9 – |  |

\*Sections 7-9 were platted by Gingery and Sauter

Appendix 3: Twinbrook Forest Development 1950-1959 Map



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|--------|---|--------|--|
| 1950 - |  | 1956 - |  |
| 1951 - |  | 1957 - |  |
| 1952 - |  | 1958 - |  |
| 1953 - |  | 1959 - |  |
| 1954 - |  | 1967 - |  |