

*(1) All of the Potomac Election District (No. 10) not previously included within said District.*

*(2) (1) All of the Rockville Election District (No. 4) not previously included within said District, excepting therefrom however the city of Rockville.* HEREINAFTER DESCRIBED AREA COMPRISING THE CITY OF ROCKVILLE AND THE AREA OF ITS MAXIMUM EXPANSION LIMITS, SAID EXCEPTED AREA BEING DESCRIBED AS FOLLOWS:

BEGINNING WEST OF THE CITY OF ROCKVILLE, AT THE INTERSECTION OF GLEN MILL ROAD AND STATE ROAD #28, AND RUNNING WEST ON ROUTE #28 TO SHADY GROVE ROAD, THENCE NORTH ON SHADY GROVE ROAD TO THE INTERSECTION OF SHADY GROVE ROAD AND STATE ROUTE #355, THEN CONTINUING SOUTHEAST ON STATE ROUTE #355 APPROXIMATELY 1½ MILES TO A POINT ABOUT 2000 FEET NORTH OF THE VERTEX FORMED BY THE CONVERGENCE OF THE B. & O. RAILROAD AND STATE ROUTE #355, THENCE IN AN EASTERLY DIRECTION FROM ROUTE #355 TO A POINT OF INTERSECTION WITH SOUTHLAWN LANE AND THE PROPOSED UPPER ROCK CREEK PARK BOUNDARY, AS DEFINED BY THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION MASTER PLAN DATED APRIL 26, 1961; THENCE, SOUTHEASTERLY FROM SOUTHLAWN LANE, FOLLOWING GENERALLY THE PROPOSED UPPER ROCK CREEK PARK BOUNDARY TO BALTIMORE ROAD; THENCE SOUTHERLY FOLLOWING THE PRESENT CITY LIMITS AND ROCK CREEK PARK BOUNDARY TO THE INTERSECTION OF TWINBROOK PARKWAY AND VEIRS MILL ROAD; THENCE CONTINUING TO FOLLOW THE PRESENT CITY LIMITS, EAST ON VEIRS MILL ROAD APPROXIMATELY 800 FEET TO THE INTERSECTION OF MEADOW HALL DRIVE; THENCE APPROXIMATELY DUE SOUTH TO THE NORTHERNMOST INTERSECTION OF PIER DRIVE AND HALPINE ROAD; THENCE SOUTHWESTWARD TO A POINT APPROXIMATELY 200 FEET NORTH OF THE ALSACE LANE-HALPINE ROAD INTERSECTION; THENCE CROSSING HALPINE ROAD TO A POINT APPROXIMATELY 200 FEET SOUTHEAST OF HALPINE ROAD; THENCE, PARALLELING HALPINE ROAD TO THE B. & O. RAILROAD AT FISHERS LANE; THENCE STILL COINCIDING WITH THE PRESENT CITY LIMITS, CONTINUING ALONG THE B. & O. RAILROAD TO WASHINGTON AVENUE; THENCE, TURNING APPROXIMATELY DUE WEST PARALLELING ROLLINS AVENUE AND INTERSECTING WITH EAST MONTGOMERY AVENUE; THENCE CONTINUING SOUTHEASTERLY ALONG EAST MONTGOMERY AVENUE TO THE MONTROSE ROAD INTERSECTION; THENCE WESTWARD FOLLOWING THE PROPOSED PATH OF THE CIRCUMFERENTIAL BELTWAY, CROSSING ROUTE U. S. #240 AT THE MONTROSE ROAD INTERCHANGE AND CONTINUING TO THE INTERSECTION OF THE PROPOSED BELTWAY AND GREAT FALLS ROAD; THENCE NORTH ON GREAT FALLS ROAD, APPROXIMATELY 3500 FEET; THENCE RUNNING GENERALLY NORTHWEST TO A POINT APPROXIMATELY 800 FEET DUE SOUTH OF THE CUL-DE-SAC AT THE END OF CARRIAGE COURT; THENCE NORTHEAST APPROXIMATELY 1300 FEET,