

## CHAPTER 310

(House Bill 997)

AN ACT to repeal and re-enact, with amendments, Section 22D (1) of Chapter 780 of the Acts of 1959, as added by Chapter 579 of the Acts of the General Assembly of Maryland of 1963, providing for a more definite description of the City of Rockville and its maximum expansion limits, which city and area are excluded from the Lower Montgomery County Metropolitan District.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That Section 22D (1) of Chapter 780 of the Acts of 1959, as added by Chapter 579 of the Acts of the General Assembly of 1963, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

## 22D.

(1) All of the Rockville Election District (No. 4) not previously included within said District, excepting therefrom however the 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 No. 28, and running west on Route No. 28 to Shady Grove Road, thence north on Shady Grove Road to the intersection of Shady Grove Road and State Route No. 355, then continuing southeast on State Route No. 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 No. 355, thence in an easterly direction from Route No. 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. No. 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