

line to its intersection with the south line of Montgomery Lane; thence in an easterly direction along the south line of Montgomery Lane to its intersection with the east line of Lot 11, Block 24F, Edgemoor; thence in a southerly direction along the east line of Lot 11, Block 24F to its intersection with the north line of Outlot A, Block 24F; thence in a westerly direction along the north line of Outlot A to its intersection with the east line of Lot 4, Block 24F, Edgemoor; thence in a southerly direction along the east line of Lot 4, Block 24F, to the north line of Hampden Lane; thence along the prolongation of said line crossing Hampden Lane to its intersection with the south line of Hampden Lane; thence in a westerly direction along the south line of Hampden Lane to its intersection with the east line of Lot 7, Block 24E, Edgemoor; thence in a southerly direction along the east line of Lot 7, Block 24E to the rear lot line of Lot 16, Block 24E; thence in a westerly direction along the rear lot lines of Lots 16, 17, 18, and 19, Block 24E, to the east line of Lot 20; thence in a northerly direction along the east line of Lot 20, Block 24E, to its intersection with the north line of said Lot; thence in a westerly direction along the east line of Arlington Road; thence in a southerly direction along the east line of Arlington Road to the north line of Elm Street; thence with the north line of said Elm Street in a westerly direction and crossing Arlington Road to the west line of said road; thence south along the west line of Arlington Road for a distance of approximately 210 feet;

thence with a line drawn parallel to and a distance of 145 feet from the south line of Elm Street for a distance of approximately 500 feet; thence with a line drawn in a southerly direction parallel to and 120 feet from the east line of Clarendon Road crossing Bethesda Avenue, to a point where it intersects the south boundary line of Charles F. Miller's Addition to Bethesda as recorded in Plat Book 29, Plat No. 1823; thence in a northeasterly direction and with said southern boundary to intersect the west line of Parcel B of Bradley Hills Subdivision as recorded in Plat Book 25, Plat No. 1582; thence in a southerly direction with the west line of said Parcel B, to the north line of Bradley Boulevard; thence crossing said boulevard and with the prolongation of said line to where it intersects the northwest right of way line of the Metropolitan and Southern Branch of the Baltimore & Ohio Railroad; thence in a northeasterly direction with the northwest line of said railroad to where it intersects the north line of Bradley Boulevard; thence in an easterly direction crossing said railroad to the southeast right of way line of said railroad, said point also being the southwesternmost corner of Lot 27, Block 1, George P. Sacks Subdivision, as recorded in Plat Book 6, Plat No. 519; thence in a northeast and east direction with the western and northern boundaries of said George P. Sacks Subdivision to the northeast corner of Lot 3, Block 1 of said subdivision as shown in Plat Book, 5, Plat No. 435; thence in a southerly direction with the dividing line between Lots 2 and 3, Block 1 of said subdivision to the north line of Leland Street; thence crossing said Leland Street in a southeasterly direction to the center line of an alley dividing Block 2, of the said George P. Sacks Subdivision as shown in Plat Book 16, Plat No. 1004; thence with the centerline of said alley to where it intersects the north line of Bradley Boulevard;

thence with said north line of said Boulevard in a southeasterly direction to where it intersects with the west line of Wisconsin Avenue; Thence crossing said Wisconsin Avenue to the east line thereof and the north line of Bradley Lane; thence easterly along the north line of Bradley Lane a distance of approximately 125 feet; thence northwesterly by a