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THE HISTORY OF LAND SUBDIVISION DEVELOPMENT IN MONTGOMERY COUNTY, MARYLAND,
ADJACENT TO THE NATIONAL CAPITAL.

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SUMMARY OF THE THESIS

All of the land included in the towns that are described in this thesis has undergone complicated subdivision. As the communities grew, naturally additional land was subdivided to permit further growth. The result of this expansion is that each town is comprised of many separate sections which individually contribute to the general developmental history of that particular municipality. With this latter fact in mind, an effort has been made to find, indirectly, the history of the town by studying that of the component sections. In the work following this brief introduction, the sectional histories are tabulated for some neighborhoods, while for others, fully written descriptions are offered.

A map has been drawn to show the original tracts of land from which subdivisions grew in later years. Points of interest, concerning the origin of the towns and their early appearances, have been added when possible.

Many people living in the suburban towns in southern Montgomery County, depend on their employment in the National Capital, for income. It can be seen that Washington City has been an important factor in the development of the suburban areas.

The year of 1880 marks the beginning of the movement which has caused much of the land in lower Montgomery County to be divided into small building lots.

Time has not permitted a detailed history of every small section, but the more important ones have been accounted for. It was with regret that many interesting points were, of necessity, omitted. The most difficult problem in writing a short article on such a vast subject as this, is to decide which material to include and which to cast aside.

The Maryland - National Capital Park and Planning Commission have^s established zoning and land subdivision ordinances which apply to the entire area covered by this thesis. By courtesy of the Commission, copies of those regulations are included in the appendix.

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EARLY HISTORY OF MONTGOMERY COUNTY

The charter for the Province of Maryland was issued by King Charles of England in 1632. This grant was secured through the efforts of George Calvert, who died before his dreams for Maryland were realized. Cecilus Calvert received the charter and continued his father's work in Maryland.

Much of this land was originally divided into tracts and issued to early immigrants, who were willing to give military support to the settlement in return.

By 1694 the lands of Maryland had been divided into Kent, St. Mary's, Anne Arundel, Calvert, Charles, Baltimore, Talbot, Somerset, Dorchester and Cecil Counties. From these original counties others grew, and today there is a total of twenty-three counties in the State of Maryland.

Later, in 1748, Frederick County was created from Prince George's County. Because of the rapid growth of Frederick County and its large size, there was soon a demand for further division in order to better accommodate the citizens therein. On the thirty-first of August, 1776, Dr. Thomas Sprigg Wootton, who was a member of the State Convention, submitted a bill for the division of part of Frederick County into Montgomery and Washington Counties. The wording of that portion of the bill concerning Montgomery County was as follows:

"Resolved, That after the first day of October next such part of the said county of Frederick as is contained within the bounds and limits following, to wit: beginning at the east side of the mouth of Rock Creek,

on the Potomac River, and running thence with the said river to the mouth of the Monocacy, then with a straight line to Parr's Spring, from thence with the lines of the county to the beginning, shall be and is hereby erected into a new county called Montgomery County."

On September 6, 1776 this proposal was accepted by the Convention. And so, down through the years Montgomery County has stood, bearing the name of Richard Montgomery, a noble hero and patriot who sacrificed his life for American independence in the American Revolution. The county also stands as a monument to those pioneers whose efforts resulted in better and happier homes for the later generations.

Today many descendants of the early families live on portions of the original tracts granted by the Calverts; tracts where their ancestors worked and died.

History certainly is at its fullest color when one can observe the spots where it was made, and, while there, allow the imagination to lift the present and paint scenes of the past; and Montgomery County certainly gives this opportunity.

By 1882 Montgomery County had already entered its third phase of civilization since settlement. The first era was that of the old tobacco planters with their large estates and armies of slaves. Woodlands were cleared and vast crops of tobacco and Indian corn were cultivated. With time these lands grew poor and there were no more fertile forest lands to clear. Then, as one would expect, the second period was one of old worn out fields and decaying homesteads. The younger generation moved on to new lands rather than settle on the old exhausted home tracts. They could not be held to blame, for there was no way of renovating the soil. Soon fertilizers were discovered, and crops flourished again. Along with this discovery came the building of new homes and general farm improvement. This movement was subdued by the Civil War. At

the close of this war slavery was abolished, and Montgomery County began its third period of civilization development, that of free labor. This marked the beginning of a more positive improvement of towns, schools, lands and roads, which has projected up to the present time.

BETHESDA

The history of Bethesda as a community can be traced back to the old Presbyterian Church, which was organized as a branch of the Cabin John Presbyterian Church in 1820. At that time the Bethesda neighborhood had grown sufficiently in population to support a church of its own, and it was located on the old "Leeke Forest" survey.

By an act of March 20, 1878, Bethesda District No. 7 was formed from portions of the Berry and Rockville Districts.

The first settlers in this vicinity were Thomas Fletchall, Thomas Addison, James Stoddart, the Wilsons, Youngs, Austins, Councilmans, Laughbroughs, Beans, Renshaws, Pyles, Gingells, Andersons, Williamses, Huddlestons, Lawrences and Rays.

Around 1890 Bethesda was a typical rural town. William Lochte had his blacksmith shop on the ground where the Bank of Bethesda now stands. Directly in back of the shop was the Worthmueller homestead. The Battery Park area was then farm land. The foundation of the old farmhouse still stands on a high hill in the center of Battery Park. Madison Gingell's farm included all of the land which now makes up Woodmont. The house was located near the corner formed by the intersection of Fairmont Avenue and Old Georgetown Road. Spencer Watkins' farm was connected to the Old Georgetown Road by a driveway later known as Watkins Avenue. At present Watkins Avenue forms the first one-half mile of the East-West Highway. The Watkins farmhouse was located very near the site

of the new Bethesda High School. The Flemming farm included part of that area which is now West Chevy Chase Heights and Rosedale Park. The Renshaw farm is, without doubt, the most interesting of all. It was comprised of 212 acres, located in the Cedar Lane neighborhood. The farm was known under two names, "Brothers' Industry" and "Locust Grove." This land was once a part of the old tract known as "Tusculum," which was owned by the Reverend James Hunt sometime before and after the year of 1780. Some historians believe that Hunt was the founder of the Cabin John Presbyterian Church. There is no way of knowing definitely because the early church records were lost.

The Lodge family purchased "Tusculum" from Hunt and later the Renshaws came into possession of part of the land. At present the place is used for a skeet club.

The Old Bethesda Post Office was located in a brick building bordering the Rockville-Washington road near the Baltimore and Ohio Railroad Bridge. Lewis Keiser was the postmaster and Alfred Wilson kept a store in the same building. Directly across the street was another store belonging to Miss Mandy Councilman. This same place was previously known as Pierce's store.

In general, Bethesda did not grow to any large extent until a few years after the World War. One can easily see from the previous description that Bethesda has grown into a group of modern subdivisions in a period of several years; namely, the boom period of 1922-1926.

Nearly every building corporation that functioned in Bethesda territory started a separate subdivision with the idea of developing a more exclusive section than ever before offered. The result has been a wide range of living standards in a comparatively small area. People who live on the border line of two subdivisions jealously try to be classed among those who live in the more exclusive section of the two. The Bethesda Chamber of Commerce has not, as yet, been able to place the town limit sign at one point because the residents near

the border line claim that they live in Chevy Chase instead of Bethesda, and absolutely refuse to be classed otherwise.

In tracing the history of lot subdivision in Bethesda, it will be necessary to name and describe all of the component sections as they were developed. Because of the enormous number of these subdivisions it is only possible to give the more important.

Miller's Addition to Bethesda is one of the oldest subdivisions in the community. Three blocks, all located on Bethesda Avenue, were divided into approximately 140 rectangular lots 50' X 200'. The plat of this section was approved March 23, 1892. Lots 9 through 17, which are in the southwest corner of the intersection of Wisconsin and Bethesda Avenues, were re-subdivided into 33 new lots by C. J. Maddox and J. N. Starkey in 1925. Nearly all buildings in this area have been constructed for business purposes. Imirie's Garage and Eisinger's Lumber Company are located in this territory. A branch line of the Baltimore and Ohio Railway passes through the west end of the subdivision, and many lots along the right-of-way are still vacant.

Next, Norwood Heights was divided for E. W. Hights by Mackall and Clark, surveyors, in August, 1893. This division is included, roughly within four intersecting streets, the Rockville Pike, Bradley Lane, Leland Street and East Avenue, and is made up of a total of six blocks containing 138 50' X 150' lots in all. The old plat of this land shows several very interesting facts. First, there was a branch of the Tenleytown-Rockville Electric Railway, known as the Rock Creek Branch, which went out Leland Street when this section was surveyed. Second, Dr. Ralph Walsh's property is shown undivided, and was bordered by Leland Street, the Rockville Pike, Stanford Street and a transit line of bearing N 4° 02' W 150° west of East Avenue. Walsh's property was later developed into Section 8 of Chevy Chase. A discussion of this is given under the history of the development of Chevy Chase. Later, much re-subdivision occurred

in Norwood Heights, including Smith and Walker's revision of lots 1 and 2, block 5, in 1925.

In October, 1910, C. J. Maddox made a revised survey of Northwest Park, a subdivision situated on Michigan Avenue, now Battery Lane, between the Rockville Pike and the Old Georgetown Road, and comprised of 34 lots, 100' X 400' average size. This land is a part of the old tract known as "Claggetts' Purchase," as described in a deed from John E. Beall to the American Security and Trust Company, dated April 26, 1892. C. J. Maddox did not revise lots 3, 4, 6, 7, 9, 10, 21, and 24 of the original survey. Lots 10 and 11 were re-subdivided in 1926 by Joseph N. Starkey for Samuel T. Robertson, a local builder. Robertson purchased these lots, March 29, 1926, from Mary F. Collins and Albert S. Collins. As a result, 8 new lots were formed on a new street, Glenbrook Road. Woodmont now adjoins Northwest Park on the south.

Woodmont was surveyed in September, 1894, by D. J. Howell for Wood, Harmon and Company, of 525 Thirteenth Street, N. W., Washington, D. C. The land was sold to Charles E. Wood, September 17, 1894, as recorded in liber J. A. 44, folio 379, of the County records. Woodmont is bordered by Northwest Park, the Rockville Pike, Old Georgetown Road and, approximately, Fairmont Avenue, with two blocks southeast of the latter avenue. The Tenleytown and Rockville Electric Railway bordered this subdivision on Old Georgetown Road. A total of 14 blocks comprised of 584 lots, 25' X 115' are included in this area.

Rosedale Park faces the Rockville Pike and is confined on the sides and back by Maple and Chestnut Streets and property of the Chevy Chase Land Company. Portions of the old tracts known as "Claggetts' Purchase" and "Labyrinth" were once located in this vicinity. The exact metes and bounds of the Rosedale Park property are given in a deed from Adam Young to Alvin Senter dated March 21, 1846, on record in liber S. T. S. 1, folio 557.

In 1908 C. J. Maddox, Montgomery County Surveyor, established the

original lot lines in Rosedale Park. There were, originally, approximately 300 lots, 40' X 120' which made up ten separate blocks. Although this land was subdivided at an early date, the lots were not built upon until a few years following the World War. This same condition seems to hold for nearly all subdivisions in Bethesda. Just what incentive there was for these early lot divisions is unknown by the writer, however, a good guess would be that the terrific rate at which the Chevy Chase Land Company began buying land along Connecticut Avenue, following the year of 1890, caused the local land owners to believe that there would soon be a large demand for building lots in this vicinity, and thus there was a rush to be prepared for that demand which did not come so quickly after all.

On the east side of Rosedale Park another subdivision, containing 12 blocks comprised of nearly 400 lots, was laid out for the West Chevy Chase Land Company, a corporation formed in the State of West Virginia. The land was secured from Frances Hardy on April 15, 1910 by the same corporation. This new development is known as West Chevy Chase Heights. C. J. Maddox was the surveyor who established the lines of this subdivision.

Highland Park is another important development in Bethesda which had an early beginning. This section is surrounded by the East-West Highway, Cloverdale Street, the right-of-way of a branch of the Baltimore and Ohio Railroad and Wisconsin Avenue. It has an approximate area of 18 acres. In 1910 C. J. Maddox, Montgomery County Surveyor, divided the property into 6 blocks, containing 79 lots 50' X 150' average size, to agree with a plan made by Cyrus Keiser and Charles F. Kincheloe, the proprietors. Formerly this property contributed to parts of lands identified by the following names: "The Trap," "Pritchetts' Purchase," "Jones Slipe," alias "Labyrinth," sold to Keiser and Kincheloe by Mary E. Patten on March 30, 1910. Another small strip of land was bought from S. Duncan Bradley and was once a section of "Pritchetts' Purchase" and "Charles and Thomas." One striking feature of Highland Park is its con-

sistent rectangular plan. The Bethesda Building Supply Company and the Montgomery County Building are located within this territory. This section is strictly residential except the small business district that has grown up on Wisconsin Avenue.

In 1912 J. H. Starkey laid out a subdivision that was known as Edgewood for the National City Real Estate Corporation. There were 26 blocks and an estimated total of 230 lots, leaving 4 blocks without division. This plan was abandoned and a subdivision now known as Edgemoor replaced Edgewood at a later date. It was in 1924, the time of the building boom, that plans for Edgemoor were prepared in the offices of J. H. Starkey. Edgemoor was originally a portion of tracts identified by the names "Friendship" and "Pritchetts' Purchase." The land in this subdivision was obtained from two different sources by the National City Real Estate Corporation. The majority of it was purchased from Oscar K. Seddicum on June 9, 1910. A small strip, 20' wide, along the southern boundary line of Edgemoor, beginning at the west limit line of the Metropolitan Southern Railway land and extending westward 1800.22', was secured from John W. Davidge on November 17, 1915. A revision of block 20 was necessary because of the 30' right-of-way owned by the Chevy Chase-Great Falls Railway and Power Company in that vicinity. There were two other land companies that functioned in Edgemoor, namely, the Edgemoor Land Company, Inc., of which Walter R. Tuckerman was president and C. C. Keiser, secretary, and the Security Land Company, Inc., a corporation organized and existing under the laws of Maryland, Abner H. Ferguson, president, and David J. Ely, secretary. Edgemoor as a subdivision is, perhaps, the prettiest of all within the Bethesda town limits. Large trees, pretty shrubbery, well planned streets and expensive homes are characteristics of this development. There were 250 original lots making 24 blocks, which are all southwest of Wilson's Lane, the Old Georgetown Road and Wisconsin Avenue. Edgemoor is gradually spreading out and will no

doubt merge with the Kenwood and Bradley Hills subdivisions before so very long. There have been numerous re-subdivisions made in this territory.

Directly across Wilson's Lane, bordered also by the Old Georgetown Road and a transit line of magnetic bearing N 1° 53' 30" W, lies a triangular area named Battery Park, sold to Maddux, Marshall and Company, Inc., by Robert H. Ives Goddard, December 20, 1922, as recorded in liber 324, folio 283, of the Montgomery County records. James H. Starkey surveyed this land in October, 1922, laying out three separate sections which had a total of 203 building lots. The number of lots placed in each section is as follows: Section One, 53 lots; Section Two, 50 lots; Section Three, 100 lots. Maddux, Marshall and Company, Inc., later took on two more executive members and was then known as Maddux, Marshall, Moss and Mallory and Company, Inc. Locally, during the time the building in Battery Park was at its peak, this company was commonly identified as the "Four M's." No other section in Bethesda has grown more rapidly than Battery Park. The building lumber used for this subdivision was prepared in a large mill located right on the job. Many army officers bought homes in this neighborhood and for a time it appeared that the subdivision was limited to just that class of people. However, with further development this movement did not persist. Battery Park is well planned and contains some very fine homes.

These former subdivisions are the major components of Bethesda. Following this discussion is a tabular summary of many important subdivisions which have grown up around Bethesda quite a few of which lie between that town and the District Line.

SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
Somerset Heights	South of Drummond Subdivision, West of Wisconsin Avenue	Jan., 1899	F. H. Stier, Washington, D. C.	Miles Fuller	
Friendship Heights	Near Tenleytown, D. C.	Not long after 1900	William J. Latimer, Anacostia, D. C.	Henry W. Offutt	Jacob B. Ernest and Louisa Ernest St. Clair Okie Rose E. Nutwell
Drummond Subdivision	Near Chevy Chase Gardens	May, 1903	A. L. Thomas	Drummond Land Company	Lavina M. Drum
F. B. Crosthwaite's Subdivision	North of Cedar Lane, also known as the Cabin John Road	1907	C. J. Maddox	F. B. Crosthwaite	Elizabeth C. and Turner A. Wickersham
Bradley Hills	West of Wisconsin Avenue on both sides of Bradley Lane	1912 to 1913	J. H. Starkey	M. Wilson Offutt	C. F. Townsend E. P. Watkins Spencer Watkins J. H. Dodge
English Village	Near the intersection of Bradley Boulevard and Wilson's Lane	Around the beginning of the World War		J. Walter Long	
Chevy Chase Terrace	Extends to Bradley Hills from North Chevy Chase Gardens	Nov., 1922	Maddox and Starkey	Lavina Drum heirs	Lavina M. Drum
Chevy Chase Gardens Section 1	Langdrum Lane, Hunt Avenue, intersecting Wisconsin Avenue not far from Bradley Lane	Feb., 1928	J. N. Starkey	Richard C. Drum Hunt, also H. J. Hunt, the third	National Savings and Trust Company
Chevy Chase Gardens Section 2	Parallel and West of Wisconsin Avenue below Bradley Lane	April, 1928	J. N. Starkey	Same as Section 1	Same as Section 1

DEED DATE RECORD. LIBER FOLIO.	APPROXIMATE NUMBER OF LOTS AND BLOCKS IN FIRST SURVEY. AVERAGE LOT SIZE.	ORIGINAL TRACTS OR GRANTS FROM WHICH SUBDIVI- SION CAME	REMARKS
July 13, 1892	5 blocks 96 lots 100' X 180' lots		All lots rectangular.
April 17, 1890	9 blocks, 3 of which were divi- ded into 49 lots; six not divided.	"Friendship"	Ball's Lot, Shoe- maker's Subdivision and "The Hills" bor- der Friendship Heights.
October 18, 1893			
June 18, 1901			
October 30, 1902	89 lots	"Oatland"	In 1907 C. J. Maddox surveyed a section around Drummond Ave.
	29 lots average 5 acres	"Tusculum" "Grub- by Thicket" "Bro- thers' Industry"	145.37 acres
Sept. 17, 1883 and recorded in Liber J. A. 11, Folio 196	500 lots	"Friendship"	81.5 acres of land. This was divided in- to several sections. Many lots still va- cant.
Conveyed as par- cel #2 January 2, 1913 Liber 226 Folio 81	200 lots	"Pritchett's Purchase"	129.88 acres in Eng- lish Village. Great Falls Trolley Line once near here as mentioned in Liber 230, Folio 458.
October 30, 1902	5 blocks 180 lots		Numerous circles; central parking in streets; beautiful planning.
Sept. 12, 1927 Liber 448 Folio 211	3 blocks 49 lots average size 60' X 100'	"Oatland"	Wide range of lots sizes.
Same as Section 1.	5 blocks 34 lots		Same as Section 1.

SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
Chevy Chase Gardens Section 3	Between Wisconsin Avenue and Offutt Road, North of Sections 1 and 2.	April, 1929	C. H. Mannar of Rockville, Maryland	Same as Section 1.	Joseph B. Shapiro
Kenwood Section 1	West of Somerset and the Drum Subdivisions, borders Bradley Boulevard.	Around 1932	D. L. Chamberlin	Kennedy Chamberlin Development Company.	E. S. Kennedy
Kenwood Section 2	West of Somerset and the Drum Subdivisions	Late in 1927	Same as Section 1	Kennedy Bros. Company	A local Apartment Company.
Kenwood Section 3	Southwest of Section 2.	September, 1930	Same as Section 1.	Same as Section 1.	Same as Section 1.

DEED DATE RECORD. LIBER FOLIO.	APPROXIMATE NUMBER OF LOTS AND BLOCKS IN FIRST SURVEY. AVERAGE LOT SIZE.	ORIGINAL TRACTS OR GRANTS FROM WHICH SUBDIVI- SION CAME	REMARKS
	6 blocks 78 lots	"Oatland"	Same as Section 1.
March 26, 1928	4 blocks 38 lots lots range 200' X 180' to 130' X 240'	"Kennedy"	Kenwood is a most beautiful subdivision. Contains very expen- sive homes.
Bought in 1925	10 blocks 100 lots 75' X 125' lots	"Kennedy"	Land surrounded by property of Emma Berg- doll, George A. Fuller Company, and U. S. Government.
Same as Section 1.	150 lots	"Kennedy"	E. S. Kennedy presi- dent, and J. H. Hixon secretary of company.

CABIN JOHN

Cabin John received its name from Cabin John Creek, which was originally called Captain John Creek after Captain John Smith.

As a rural community, Cabin John was probably the oldest in this part of Montgomery County. Many of the churches of the later neighboring towns were branches of the old log cabin church at Offutt's Cross-roads, which was called the Captain John Presbyterian Church. History tells of the large crowds that once attended meetings there.

It may be of interest to the reader to know that the old Offutt's Cross-roads still exists at the intersection of the two main highways in the town of Potomac. The tombstone of the Reverend James Hunt, who was pastor of the old church, still stands near the cross-roads.

Another old structure worthy of note, is the Cabin John Bridge, or Union Arch, which spans Cabin John Creek. It was begun in 1851, during the administration of Franklin Pierce, to carry the Great Falls-to-Washington Aqueduct across the stream valley. This bridge, for many years, held the record of being the longest single-arch masonry bridge in the world. The water conduit was built below the bridge floor and is still in service, but recently a parallel conduit has been constructed and it crosses the creek ravine to one side of the bridge footings.

The Cabin John Hotel, a historic structure, stood near the Union Arch, but was destroyed by fire several years ago. The old place is remembered as once being the local center of public interest, for here lodging, food, drink and entertainment could be plentifully found.

Much of the Cabin John area is included between the Conduit Road and the old Chesapeake and Ohio Canal, which borders the Potomac River.

Cabin John Park is the main subdivision in Cabin John and various sections therein were established around the year of 1913. Section 1 of Cabin

John Park lies west of Cabin John Creek and north of Conduit Road. It contained an approximate total of 130 lots at the time of the original survey. Because of the large sizes of these lots further subdivision has taken place here.

Section 2 was surveyed by Hough and Valentine, civil engineers from Clarendon, Virginia, for the American Land Company, of which J. S. Tomlinson was president. This section is north of Conduit Road, near the Cabin John Bridge. At the time of the survey, D. E. Edmonston's property was immediately north of Section 2. For further description, see liber 226, folio 399, of the County Records.

Section 3 was not found in the plat books, but there is a probability that it exists as one of the additions to be mentioned later.

Section 4 was surveyed by Edward L. Latimer for the American Land Company. The deed shows that the American Land Company bought this territory from William T. Perry, on April 1, 1912. The land is between the Chesapeake and Ohio Canal and Conduit Road and has been found to be a part of the old tracts called "Carderock," "Duley's Chance," "Robert's Lot," "Reed's Delight" and "Mills Use;" and was more particularly known as part of "Lot 4 of the Dowling Tract." In the first survey, Section 4 was divided into 76 lots. The extreme west portion, or the first 14 lots, were re-subdivided into 62 lots and given the name of Seven Locks Settlement.

In 1921, C. E. Benson's Addition to Cabin John Park was laid out by C. J. Maddox and J. N. Starkey. In total, there were 8.35 acres of land which once formed a part of "Reed's Delight," "Halifax" and "Bite the Biter." This land was sold to Charles E. Benson by Eva R. Marsh, as shown by the deed; dated October 23, 1919. There are 23 lots which range in area from 9,000 square feet to one acre. For further data consult liber 288, folio 41, of the County Records.

Glen Echo is south of Cabin John and is quite a large subdivision.

The Capital Transit Electric Railway Company owns an amusement park in this area. Many plans for Glen Echo have been made on paper that were never fully developed on the ground, although the point of actual surveying work was reached in some cases. To illustrate this statement, mention may be made of the plans that were drawn up for the National Chataqua of Glen Echo. Land was bought and subdivided according to the plans, but there the story ends; there is no National Chataqua in Glen Echo today.

Because of the limited time and space, no further discussion can be given concerning the land subdivision in Glen Echo. In passing, let it be understood that a vast amount of historical material could be compiled for this territory in a more concentrated study.

DALECARLIA PARK

Dalecarlia Park was subdivided for Aaron Bradshaw by C. J. Maddox, in 1915. The land included in this section has an area of 9.275 acres and was, at one time, a part of "Brook's Park." Aaron Bradshaw obtained the property from O. H. W. Talbot and wife and drew up his own plan for the subdivision. When the original survey was made, Block 3 was not subdivided into lots, but remained an intact 2.02 acre parcel of land.

This development is in the vicinity of the Dalecarlia Reservoir on Conduit Road and Borders the District Line.

BROOKMONT

Section 1 was laid out by J. Spence Howard by request of the A. J. Watkins Realty Corporation. The subdivision contains all of that tract of land described in a deed from Mildred Rodgers Penn and Ramon A. Penn to the Watkins

Realty Corporation, recorded in liber 37, folio 457, among the County Land Records. This tract of land was more fully described in a deed from Stilson Hutchins to Lee Hutchins, dated February, 1903, and recorded in liber T. D. 26, folio 433.

Section 1 contains 8 blocks and a total of 410 lots. The Glen Echo Park trolley line runs through this well planned subdivision. It is located to the southwest of Conduit Road.

Section 2 adjoins the southwestern border of Section 1. The description found in the previously mentioned deeds includes this land. J. Spence Howard, again did the surveying work. In this section there are 8 blocks, comprised of 460 lots. There is a total of 870 lots in the entire subdivision.

CHEVY CHASE, MARYLAND

Before 1890 there was very little subdivision development in Chevy Chase. Beginning in 1890, the Chevy Chase Land Company started buying as many farms as possible in the Chevy Chase neighborhood, and it was not long until this organization owned most of the territory which is now, in general, highly developed and is recognized as being one of the most exclusive residential sections in nearby Maryland.

There were, however, some land owners who did not sell to the Chevy Chase Land Company but, foreseeing the intent of this company, kept their property and had it subdivided into lots which they placed on sale themselves. Martin's Additions to Chevy Chase can be given as a very good example of this action. There were four additions in all. This land is north of Bradley Lane, between the Brookville and Tenleytown Road and Connecticut Avenue. Plat books for Montgomery County show this to be the oldest part of Chevy Chase. The land was conveyed by M. Wilson Offutt and others to William R. Griffith by deed,

dated October 1, 1895. According to the deed description this parcel was taken from an old tract known as "No Gain." In August, 1906, William Latimer and J. E. Ballinger laid out a subdivision containing approximately 300 lots for the owner in this same territory.

In August, 1918, W. E. Offutt, surveyor from Rockville, Maryland, subdivided John L. Warren's Addition to Chevy Chase. The land was taken from parts of old tracts known as "Charles and Thomas," "Trap," and "Chevy Chase." John L. Warren purchased this property from Fannie J. Barrett on September 6, 1917. There are 6 blocks containing 55 lots in this subdivision which is located on the northeast corner of Wisconsin Avenue and Leland Street.

Although the Chevy Chase Land Company did buy up land at an early date, most of it was not released for subdivision until the great building boom following the World War. Since that time, Chevy Chase has been divided into nine sections, with many sub-letters under many of the numerical sections. An effort will be made to trace out the complicated development that took place, beginning with Section 1 and describing each section in order.

Section 1. Section 1 was surveyed by D. J. Howell and Son for the Chevy Chase Land Company, and the survey was approved October 15, 1925. The subdivision was made from a tract of land as described in a deed from Jackson H. Ralston to the Chevy Chase Land Company, dated March 23, 1891, and recorded in liber J. A. 25, folio 223. This section is triangular in shape and lies within three intersecting streets, which are: Grafton Street, Western Avenue and Cedar Parkway. There are 3 blocks comprised of 47 lots with an average area of 8,000 square feet in this section.

Section 1-A. Section 1-A adjoins the southwestern border of Section 1. It is surrounded by Cedar Parkway, Western Avenue, Grafton Street and Wisconsin Avenue. Emma C. Bergdoll and L. E. Shoemaker both owned land on the opposite side of Wisconsin Avenue. Friendship Heights and a tract of land

known as "The Hills" are also on the other side of Wisconsin Avenue from this section. Section 1-A contains 13 blocks and one small park, making a total of 296 lots, 8,000 square feet in average size. These lots have frontages ranging from 60 to 70 feet as a mean value. The plat is dated March 14, 1927.

Section 2. Section 2 is bordered by Bradley Lane, the Brookville-Tenleytown Road, Broad Branch Road, Western Avenue, Grafton Street, Cedar Parkway and then approximately by a straight line from the intersection of Cedar Parkway and Lenox Streets to the intersection of Connecticut Avenue and Newlands Street, thence out Connecticut Avenue to Bradley Lane. The surveying was done by C. J. Maddox, County Surveyor, and J. H. Starkey, his assistant. All lots in this section were divided from portions of old tracts named "Charles and Thomas" and "Chevy Chase" as conveyed by Francis G. Newlands to the Chevy Chase Land Company by deed, June 14, 1890, and of record in liber J. A. 21, folios 412 and several following. The land is also a part of the property conveyed by Jackson H. Ralston to the Chevy Chase Land Company, as recorded in liber J. A. 45, folios 223, etc. There were 388 lots which made up 25 blocks in the subdivision.

There is also another district in Chevy Chase known as Section 2. Bordering it is the Chevy Chase Club property, the east side of the Georgetown-Rockville Turnpike, Grafton Street and Cedar Parkway. David J. Howell and Son surveyed this territory for the Chevy Chase Land Company and had their work approved May 12, 1924. The deed from Jackson H. Ralston and wife to the Chevy Chase Land Company, dated March 23, 1891, and recorded in liber J. A. 25, folio 223, describes the land as being a part of the tracts called "Friendship" and "Chevy Chase." Another parcel of ground in this section was derived from "Chevy Chase," "Labyrinth," and "Charles and Thomas," and was conveyed by Francis S. Newlands and wife to the Chevy Chase Land Company by a deed dated July 14, 1890. There are 3 blocks comprised of 57 lots of 7,500 square feet,

average size, in this development.

Section 3. Section 3 is an older section of Chevy Chase for which J. E. Ballinger, the surveyor, filed his plat July 10, 1907. Ballinger did the surveying for the Chevy Chase Land Company. The subdivision is inclosed by Connecticut Avenue, Bradley Lane, Brookville Road and a line west and practically parallel to Bradley Lane, terminating on Connecticut Avenue and Brookville Road respectively. This subdivision was quite extensive, for there were 13 blocks and an approximate total of 200 large lots which ranged from 10,000 to 100,000 square feet in area. Because of the age of this subdivision and the large sizes of lots, much re-subdivision work took place in this area after the making of the original survey.

Section 4. Section 4 is included mostly within Connecticut Avenue and Meadow Lane, however, several blocks are between Meadow Lane and Bradley Lane. Meadow Lane is "U" shaped and intersects Connecticut Avenue twice. Originally there were 9 blocks and 200 lots in this subdivision. There was one large rectangular lot, 300' X 600', in the center that was not subdivided in the first survey made by J. N. Starkey. Part of Block 8 of this section was re-subdivided by J. N. Starkey and was called Mikkelson's Subdivision. This development is in the immediate vicinity of Chevy Chase Circle. The site of the Elementary School on Rosemary Street is included in this land.

In August, 1927, M. and R. B. Warren had William J. Latimer re-subdivide lots 1 and 2, block 10 of George E. Fleming's Subdivision.

On July 17, 1928, R. W. Berry filed his plat showing the design and subdivision of an extension of Mikkelson's Subdivision. Thornapple Street, Meadow Lane, Valley Place, Ridgewood Avenue and the border of the older Mikkelson's Subdivision limit this area. This newer section adjoins the northern boundary of the older. The land was sold to George F. Mikkelson of Montgomery County by the Chevy Chase Land Company, September 22, 1927, and was part of an

un-numbered block in George E. Fleming's Subdivision.

Shannon and Luchs Construction Company had D. J. Howell and Son re-subdivide part of Section 4, roughly limited by Stanford Street, Maple Avenue, East Avenue, and a transit line of bearing N 45° 00' 30" E beginning at a stone placed where Thornapple Street strikes the Norwood Heights land and terminating at another stone to the north. There were 150 lots in this project. Parts of lots 15 and 16 of Section 4 were re-subdivided about the same time.

Section 4-A. This portion of Chevy Chase lies just west of Chevy Chase Lake. The bounds are: the Baltimore and Ohio Railway, Columbia Country Club property, Lynwood Place, Manor Road and Connecticut Avenue extended. The Chevy Chase Land Company purchased this property from several parties; namely, William M. Stewart, July 18, 1890, Michael D. Hogan, December 9, 1924, George Thomas Dunlop, May 12, 1926. The section includes 6 blocks comprised of 75 lots. So far there has been very little building here, mainly because this section is not in a most desirable location.

Section 4-B. Monroe Warren and Benjamin S. Warren, Jr., purchased this parcel of land from the Chevy Chase Land Company, February 11, 1930, as recorded in liber 498, folio 453, of the Montgomery County records. Block 8 of Chevy Chase Park, Maple Avenue, Cypress Street and the East-West Highway border this section. David J. Howell and Son subdivided the land in May of 1930. There are 4 blocks and a total of 58 lots.

Section 5. The Williams tract and the Osterborne tract were bordering lands of this section when David J. Howell and Son made the survey in November, 1922. Woodbine Street, Connecticut Avenue and Section 3 adjoin the outskirts of Section 5. The area is a part of an old tract called "No Gain" and was bought by the Chevy Chase Land Company July 2, 1890, from William M. and Annie E. F. Stewart. There were 4 blocks containing 33 lots in the original subdivision.

Section 5-A. Section 5-A, a very large section, lies within four intersecting streets which are: Connecticut Avenue, Dunlop Street, Brookville Road and Woodbine Street. Most of the lots have not been built upon. Edward H. Jones and the Chevy Chase Land Company were the separate owners of three parcels of land which made up this subdivision. Jones was the owner of two of these parcels. The Chevy Chase Land Company bought its part from William H. Stewart and wife and the deed was dated July 18, 1890. There was some dispute as to the correctness of this deed and a new one was written November 29, 1893. Part of the estate of J. M. C. Williams was conveyed later by two separate owners to Edward H. Jones. There are, naturally, two separate deeds, one dated September 7, 1910 and the other February 18, 1913. The three parcels were subdivided, all at the same time, into 12 blocks comprised of 211 lots by David J. Howell and Son in August of 1928. This section is beautifully planned.

In February, 1933, D. J. Howell and Son re-subdivided all of Block 9, doubling the number of lots which originally was fourteen. This block lies in the southeast corner of the Connecticut Avenue - East-West Highway intersection.

Section 6. In June, 1923, Vinton D. Cockey, of Hyattsville, surveyed this section for Theodore Sonnemann of Chevy Chase. The land was a part of "Chevy Chase" conveyed by deed from Nancy Parker to Otmar Sonnemann, June 21, 1856. Theodore Sonnemann inherited this property. The subdivision contains 2 blocks, 29 lots, which range in area from 5,000 to 15,000 square feet. Brookville Road, Broadbranch Road and West Oxford Road inclose this land.

Section 7. Section 7 was also surveyed by Vinton D. Cockey, in 1923, for the same owner mentioned in Section 6. There were 3 blocks, 55 lots, in the first survey. This section lies to the east of Section 6.

Lot 17, Block B of Section 7, was re-subdivided into 9 lots by R. W. Berry for George F. Mikkelsen in 1929.

Section 8. Section 8 was surveyed in 1923 by Christopher Armat of Washington, D. C., for the Safe Deposit and Trust Company, Baltimore, Maryland. Dr. Ralph Walsh designed the plat and a street in the subdivision is named after him. The land in this subdivision came from the following tracts: "The Trap," "Charles and Thomas" and "Chevy Chase" and was conveyed to the late Randolph Walsh by the American Security and Trust Company in two deeds dated May 5, 1893 and March 8, 1909 respectively. Another portion of this section was sold by Edwin R. Haight to Ralph Walsh. The Rockville Pike, Leland Street, East Avenue and Stanford Street inclose all three parcels of land indirectly mentioned above. There were, originally, 4 blocks, 63 lots, in this subdivision, but since then much re-subdivision work has taken place.

There was an addition to Section 8, made by M. and R. B. Warren and James G. Cross and Lillian T. E. Cross, the owners, in November of 1925. David J. Howell and Son did the surveying and produced 2 blocks and 20 lots. Chevy Chase Section 4, Leland Street, Bethesda Street, and Chevy Chase Park all border this addition.

Section 8-A. Section 8-A was surveyed May, 1926, by David J. Howell and Son for M. and R. B. Warren, who were the joint owners as shown by a deed dated December 1, 1924. Block 4, lots 1 to 7, inclusive, in this section is a re-subdivision of John L. Warren's Addition to Chevy Chase. This subdivision includes the Bethesda-Chevy Chase Junior High School land. There are 4 blocks and 54 lots.

Section 8-B. Section 8-B was also the property of M. and R. B. Warren, surveyed by David J. Howell and Son, May, 1926. This land was purchased from Annie Kirkland Warren December 1, 1924. This is also a re-subdivision of J. L. Warren's Addition to Chevy Chase. There are 5 blocks and 53 lots. The section begins just south of the Metropolitan Branch of the Baltimore and Ohio Railway and east of Wisconsin Avenue.

Section 9. Joseph N. Starkey was the surveyor who subdivided this area into 63 lots and 7 blocks, in March, 1929. At that time Starkey was the Montgomery County Surveyor. His work was done for Fulton R. Gordon, who came into possession of the land June 8, 1928. This subdivision lies in the north west corner of Jones Mill Road and Connecticut Avenue extended. Streets have been built, but they lead only to vacant lots. There has been no construction work here at all.

SILVER SPRING

Historically, the town of Silver Spring and the Blair family are closely connected. The Hon. Frances Preston Blair was a veteran journalist and was editor of the "Globe" during Andrew Jackson's administration. There is an interesting story which tells how this man established his home at Silver Spring. One day, during the year of 1850, Mr. Blair and his daughter went for a horse-back ride beyond the limits of the District of Columbia in the lower part of Montgomery County. During this ride Mr. Blair's horse, Selim, became frightened, threw his rider, and ran down into a valley of pines off to the west of the road. Upon following on foot, Mr. Blair found that Selim was fast to a bush, which had caught and held the reins of his bridle. Right near this place Mr. Blair found a beautiful artesian spring that carried up particles of sand, which glistened in the water like specks of silver. He fell in love with the spring and the surrounding land immediately and went in search of the owner. Soon, he bought the land and made his home there for the rest of his life. It was after this spring that the town of Silver Spring was named. Still today, part of the property that Mr. H. P. Blair purchased is in the possession of the Blair family.

Scharf's History of Western Maryland, written in 1882, describes "Girls' Portion," the original tract of land from which a portion of this land

was taken, as follows:

"Girls Portion" - This was surveyed for Henry Darnell in 1688. It extends from Rock Creek eastward to O. H. P. Clark's farm, three and three-eighths miles. The Ashton and Sligo turnpike passes through the tract. The Silver Spring farm, the estate of the late F. P. Blair, and the residence of the Hon. Montgomery Blair, includes a portion of this tract; also the Silver Spring Station and Sligo. The Brookville and Washington turnpike crosses it."

In addition to this description it was learned from other sources that "Girls' Portion" originally contained 1776 acres.

In studying the subdivision development of Silver Spring, it is more convenient to include the growth of Takoma and Sligo in the same study. These towns are so closely connected that it is difficult to tell where one ends and the others begin. At one time, the Sligo Post Office was located at the intersection of the Colesville Pike and Georgia Avenue. The land upon which this structure stood is now in the center of Silver Spring.

The first subdivision in this general neighborhood was begun in 1881. Starting with this date, all three communities grew up together in the years that followed. Today, there are approximately seventy-five separate subdivisions in existence in these towns.

Instead of attempting to give a fully written description of each subdivision, a table has been drawn up for those subdivisions nearest the District Line in the Takoma, Silver Spring, Sligo vicinity. It must be understood that still more subdivision work has taken place to the north of the sections covered in the table, but time has not permitted the gathering of data concerning these.

Preceding the name of each subdivision, listed in chronological order of development, will be seen a letter and number, which designate the plat book and page, respectively, upon which the plat for that particular subdivision

may be found in the offices of the Maryland-National Capital Park and Planning Commission.

ORIGINAL SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
B-22 King and Gullick's Addition to Woodside	Part of Silver Spring, borders Baltimore and Ohio Railroad tracts west of Georgia Avenue.	1881	H. W. Brewer		
C-1 Takoma Park	Borders D. C. Line, Blair Avenue				
C-2 B. F. Gilbert's "Addition to Takoma Park"	Carroll Ave. Ethan Ave. Elm Ave.	1886	B. F. Gilbert		
C-3 Part of Takoma Park Section 1.	Near Washington Sanitarium. Extends into Prince George's County.	1889	B. F. Gilbert		Jessie F. Sanders
C-4 Part of Takoma Park Section 2.	South of Blair Road, west of Section 1.	1889	B. F. Gilbert		
C-14 B. F. Gilbert's second Addition of Takoma Park	Magnolia Ave. Carroll Ave. Elm Ave. West of first Addition	1889	B. F. Gilbert	B. H. Warner	B. F. Gilbert
B-57 Sligo Heights (Enoch Maris' Addition to Takoma Park)	Flower Ave. Carroll Ave. Jackson Ave. vicinity.	1889	G. W. Jackson, Takoma Park	Enoch Maris	
C-39 Woodside, Silver Spring	Borders Georgia Avenue, or Brookeville and Washington Turnpike, Silver Spring	1889	H. W. Brewer	Benjamin F. Leighton	

DEED DATE DEED RECORD	APPROXIMATE NUMBER OF LOTS AND BLOCKS: SIZES	ORIGINAL TRACTS	REMARKS
Liber J. A. 29 Folio 327 Book B1 Plat 25	16 lots, 50' X 200', some as large as 10 acres; 27 lots in all.	"Joseph's Park" "Labyrinth" "James' Gift"	Very irregular divi- sion.
Liber J. A. 1 Folio 179	15 blocks 275 lots 60' X 300' 50' X 200'		Met. Br. B.&O. R.R. passes through this subdivision
Liber J. A. 3 Folio 479	11 blocks 412 lots 50' X 200'		Part in Prince George's County.
Liber J. A. 15 Folio 143	11 blocks, several not divided. 130 lots; large variation of sizes.		Sligo Creek runs thru through this land. Very irregular plan- ning, much re-sub- division.
Liber J. A. 15 Folio 143	8 blocks 180 lots large range of sizes; 20,000 to 60,000 square feet in area.		Sligo Creek runs t through Section 2. Much re-subdivision made immediately after original surveys. J. Clyde Power did much of this surveying.
August 17, 1889 Liber J. A. 15 Folio 189	3 blocks 42 lots 60' X 150' to 90' X 300'	Part of 5 lots of G. C. Grammer Farm	Over half re-subdivi- ded.
Liber J. A. 15 Folio 123	80 lots 60' X 150'	Part of the Davis Farm	Part in Prince George's County
Liber J. A. 15 Folio 428	12 blocks 190 lots 75' X 200'	"Labyrinth"	Blocks 5, 6 and 7 re- subdivided. All rec- tangular lots origin- ally.

ORIGINAL SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
B-5 Hickey and Offutt's Subdivision	West of Silver Spring, between Rock Creek and D. C. Line	1889			
C-40 B. F. Leighton's Addition to Woodside	Northwest of Woodside	1890	H. W. Brewer	B. F. Leighton	
C-22 Takoma Park Loan and Trust Company's Subdivision of Takoma Park	South of Blair Road, bordered by Metropolitan Branch of the Baltimore and Ohio Railroad, Chicago Avenue, Takoma Avenue.	1891	H. B. Looker	T. P. L. & T. Co.	
Lipscomb and Earnest, Trustees' Addition to Takoma Park	West of B. F. Gilbert's Second Addition to Takoma Park	1902	M. C. Hazen, Washington, D. C.	Lipscomb and Earnest, Trustees	Elizabeth Thornton who inherited the land from Col. lieth Grammer Mary Neall
B-55 Edward W. Byrn's Subdivision, Silver Spring	Northeast of Brookville and Washington Turnpike, borders Colesville and Ashton Turnpike.	1903	C. J. Maddox	E. W. Byrn	
B-47 Part of Silver Spring (Easley Division)	Near depot of Baltimore and Ohio Railroad.	1904	C. J. Maddox	R. Holt Easley, Esquire	
B-52 Silver Spring Park	Brookville Turnpike, Thayer Avenue, Bonifant Street	1905	C. J. Maddox	R. Holt Easley	Julia M. Thayer
B-45 Pinehurst	Western Avenue Pinehurst Circle	1905	C. J. Maddox	Pinehurst Park Company	John L. Massie
C-21 Pine Crest Subdivision	Corner of D. C. Line and Montgomery and Prince George's County Line	1909	George W. Jackson	Robert G. Leohr	Carl B. Kirferstein

DEED DATE DEED RECORD	APPROXIMATE NUMBER OF LOTS AND BLOCKS: SIZES	ORIGINAL TRACTS	REMARKS
Liber J. A. 13 Folio 467 Book A Plat 45	63 lots 425' X 100' 350' X 120'	"Joseph's Park"	Several lots are in D. C.
Recorded Book A Plat 60 of County Records	200 lots 15 blocks 80' X 150'	"Glen Ross" "Labyrinth"	This Addition over- laps the original Woodside. Some of the lots counted here were also counted in Wood- side. B. F. Gilbert, presi- dent, C. M. Heaton, Jr., secretary of T. P. L. & T. Co. Many winding streets. Much re-subdivision.
Liber J. A. 15 Folio 428	175 lots 15 blocks 100' X 225'		
Liber J. A. 15 Plat #46 of County Records	6 blocks 120 lots nearly all 50' X 150'	Part of Lot 4 of the Grammer Farm	
October 10, 1903 Liber T. D. 27 Folio 116	13 lots 62' X 50' to 2.6 acres	"Girls Portion"	
Deed July 21, 1902 Liber T. D. 22 Folio 468	12 blocks 160 lots varying sizes 100' X 200'		Area, 67.29 acres.
Deed July 27, 1903 T. D. 27 Folio 7	50' X 200' 50' X 150'		
July 21, 1902 Liber T. D. 22 Folio 468	9 blocks 135 lots 50' X 150' 50' X 200'	"Girls Portion"	106 acres, first 3 blocks re-subdivided into 61 lots in 1909
April 13, 1905 Liber 182 Folio 51	36 lots range 70' X 270' to 60' X 135'	"Ciouen Course"	Right on Maryland-D. C. Boundary line
August 3, 1909 Liber 208 Folio 340	9 blocks 127 lots 42' X 150'		Charles W. Hopkins, president of Blair Development Corpora- tion

ORIGINAL SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
B-75 Hill Crest, Takoma Park	Carroll Avenue, Park Avenue vi- cinity	1911	E. N. Jackson	Charles Sel- den, Jr.	H. P. R. Holt Ella G. Holt
B-73 Fred L. Glaize's Addition to Takoma Park	Carroll Ave. s Boyd Avenue neighborhood	1915	G. W. Jackson	F. L. Glaize	J. E. Gladsby
B-49 James H. Cis- sel's Addition to Silver Spring	West of Blair Road	1920	Maddox and Starkey	James H. Cis- sel	Benjamin F. Leighton Samuel R. Bond
B-69 Virginia B. Barday Tract Takoma Park	Bordered by North Takoma Park and Takoma Park	1920	E. N. Jackson	V. B. Barclay	
B-72 Carroll Manor Addition to Takoma Park	Carroll Avenue Ethan Allen Ave- nue vicinity	1920	Maddox and Starkey	Fred L. Glaize	Lee L. Her- rell
B-48 E. Brooke Lee's Addi- tion to Sil- ver Spring	Between Brooke- ville and Wash- ington Pike and Metropolitan Branch of Balti- more and Ohio Railroad	1921	C. J. Maddox J. N. Starkey	E. Brooke Lee	Gist Blair
D-7 Blair Section 1	East of Brooke- ville Pike, South of Blair Road. Adjoins Takoma Park and Silver Spring	1922	J. B. Sinclair, Jr.	Blair Devel- opment Cor- poration	Part of Blair property
D-8 Blair Section 2	East of Section 1.	1922	J. B. Sinclair, Jr.		Part of Blair property
D-11 Flower Avenue Park	Near Washington Sanitarium	1922	E. N. Jackson	Fred L. Glaize	H. Rozier Dulaney

DEED DATE DEED RECORD	APPROXIMATE NUMBER OF LOTS AND BLOCKS: SIZES	ORIGINAL TRACTS	REMARKS
March 28, 1911 Liber 218 Folio 384	5 blocks 110 lots 50' X 130'	Holt Tract	Subdivision approxi- mately triangular in shape
April 14, 1914 Liber 296 Folio 74	4 blocks 21 lots 50' X 100'		
November 1, 1919 Liber 228 Folio 175	4 blocks 56 lots lots range from 65' X 250' to 10 acres	"Addition to Man- orial Lot" "Folk- land Manor" "Girls Portion" "Charles and William"	137.64 acres in the subdivision
January 13, 1900 Liber T. D. 14 Folio 62	2 blocks 30 lots 100' X 200'	"Girls Portion"	Van Reuth $3\frac{1}{4}$ acre lot in this subdivision
July 15, 1920 Liber 296 Folio 72	6 blocks 46 lots	"Carroll's Manor"	Elliptical circle in center of subdivision, many curved roads. 10 acres in area.
April 18, 1921 Liber 304 Folio 62 Book 3 plat 220	4 blocks 86 lots 50' X 150'		18.84 acres. Much re-subdivision.
Deed 1922 Liber P. B. R. 318 Folio 150 Recorded June 7, 1922 Book 3 plat 229	4 blocks 134 lots 40' X 100'	"Girls Portion"	
Same as Section 1	7 blocks 209 lots 40' X 100'	"Girls Portion"	Re-subdivision work in 2 blocks
March 19, 1917	72 lots range from 50' X 150' to 100' X 200'		This development is a re-subdivision of Blocks 52 and 53 of B. F. Gilbert's Sub- division.

ORIGINAL SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
D-9 E. Brooke Lee's Second Addition to Silver Spring	Bordered by Metropolitan Branch of Baltimore and Ohio Railroad. Adjacent to Woodside	1922	C. J. Maddox J. N. Starkey	E. Brooke Lee	William E. Curtis Walter C. English
D-6 Holmes and Austin's Sub-division of a part of Takoma Park	Borders Hill Crest. Is in Maple Avenue Willow Avenue vicinity.	1922	Maddox and Starkey	F. D. B. Austin B. R. Holmes	Margaret E. Petty Virginia B. and J. W. Barclay
D-15 Silver Spring Building Supply Company's Subdivision	West of Brookeville Pike, South of Fenwick Road	1922	C. J. Maddox J. N. Starkey	Silver Spring Building Supply Company	C. W. Paf- flow
D-21 Subdivision of the Petty Estate, Takoma Park	Adjoins B. F. Gilbert's Sub-division. Lies to South of Holly Avenue and Philadelphia Avenue	1923	Maddox and Starkey	Margaret E. Petty Dodge Henry W. Petty	John W. Hodges and others
D-29 Robert H. McNeill's Addition to Silver Spring Park	Northeast of Silver Spring Park	1923	Latimer	Robert H. McNeill	J. W. McNeill
D-33 Hodges Heights Section 1	Philadelphia Avenue, Hodges Lane	1924	Joseph F. Wynn	E. Louise Hodges Judd	Sarah F. Hodges Sarah V. Hodges
D-48 Blair, Takoma Section 1	South of Blair Road, Chicago Avenue District	1924	J. N. Starkey	North Washington Realty Company; E. Brooke Lee, president	
D-59 Jordan's and Smith's Addition to Silver Spring Park	Northwest of Bonifant and Cedar Streets	1925	Hugo A. Stahl	C. B. Gordon E. A. Smith T. E. Shaw	Sarah L. Pratt

DEED DATE DEED RECORD	APPROXIMATE NUMBER OF LOTS AND BLOCKS: SIZES	ORIGINAL TRACTS	REMARKS
July 20, 1922 Liber 318 Folio 459	4 blocks 30 lots 60' X 150'	"Labyrinth"	Adjacent to Ward's Subdivision. Lots are in the shape of a parallelogram.
August 6, 1912 July 1, 1921 Liber 308 Folio 134 Liber 230 Folio 121	2 blocks 21 lots including W. R. Smith's Property (1922)		
May 15, 1922 Liber 314 Folio 490	5 blocks 40 lots 50' X 110' 50' X 150'	"Girls Portion" "Miles Pasture"	Borders E. Brooke Lee's Second Addition to Silver Spring, also Fiddler's Sub- division
January 13, 1900 Liber T. D. 14 Folio 62	4 blocks 45 lots 100' X 140'		24.73 acres. Parts of 2 blocks re-sub- divided. Bordered by Holmes and Austin's Subdivision
February 12, 1920 Liber P. B. R. 290 Folio 286	7 blocks 102 lots 50' X 125'		Much re-subdivision. Some difficulty with clearing title for this land.
May 16, 1917 Liber 264 Folio 39	23 lots 2 blocks 50' X 150'		Municipal Tract Town of Takoma Park South- east of here
See plat book D-48; National Park and Plan- ning Commission	120 lots		One entire block re- subdivided
June 3, 1924 Liber 354 Folio 29	4 blocks 90 lots 50' X 180'		

ORIGINAL SUBDIVISION	LOCATION	DATE OF SURVEY	SURVEYOR	OWNER OF SUBDIVISION	PREVIOUS OWNER
D-83 Eugene A. Smith's Addi- tion to Silver Spring	North of D-59	1926	Hugo A. Stahl	E. A. Smith	C. B. Jordan E. E. Jordan
D-119 Sligo Park Hills	Between Takoma Park and Silver Spring	1928	Vinton D. Cockey	Blair Lee, father of E. Brooke Lee	Conveyed by Montgomery Blair to Phillip Lee and Elizabeth Blair Lee

DEED DATE DEED RECORD	APPROXIMATE NUMBER OF LOTS AND BLOCKS: SIZES	ORIGINAL TRACTS	REMARKS
March 29, 1926	4 blocks 57 lots 50' X 150'		Adjoins Montgomery Country Club
September 4, 1880 Liber E. B. P. 22 Folio 458	9 blocks 167 lots 70' X 100'	Blair Property	Well planned.

INFORMATION

1. An interview - Mary C. Renshaw, an old resident of Bethesda.
2. An interview - C. S. Kimball, Capital Traction Company, Washington, D. C.
3. An interview - Mrs. Franklin Getzendanner, D. A. R. member.
4. An interview - James Christopher, Deputy Clerk Montgomery County.
5. An interview - J. C. Newell, member of Montgomery County Civil Federation.
6. An interview - Dr. Benjamin C. Perry, Ex Commissioner of Montgomery County.
7. Montgomery County Plat Books - Montgomery County Building, Bethesda, Maryland.
8. Plat Books - Maryland - National Capital Park and Planning Commission.
9. Sharf's History of Western Maryland, an excellent book.
10. Mention also should be made of the Records of the Columbia Historical Society, Washington, D. C.; Volumes 2 and 17.

The material in these books was not usable in this thesis, but Hugh T. Taggart's article, "Old Georgetown," in Volume 2, is extremely interesting. It tells of the development of Georgetown when it was located in Frederick County, Maryland.

Volume 17 is a book of letters, including those of George Washington, dealing with the plans for forming the National Capital.

Both books are highly recommended.

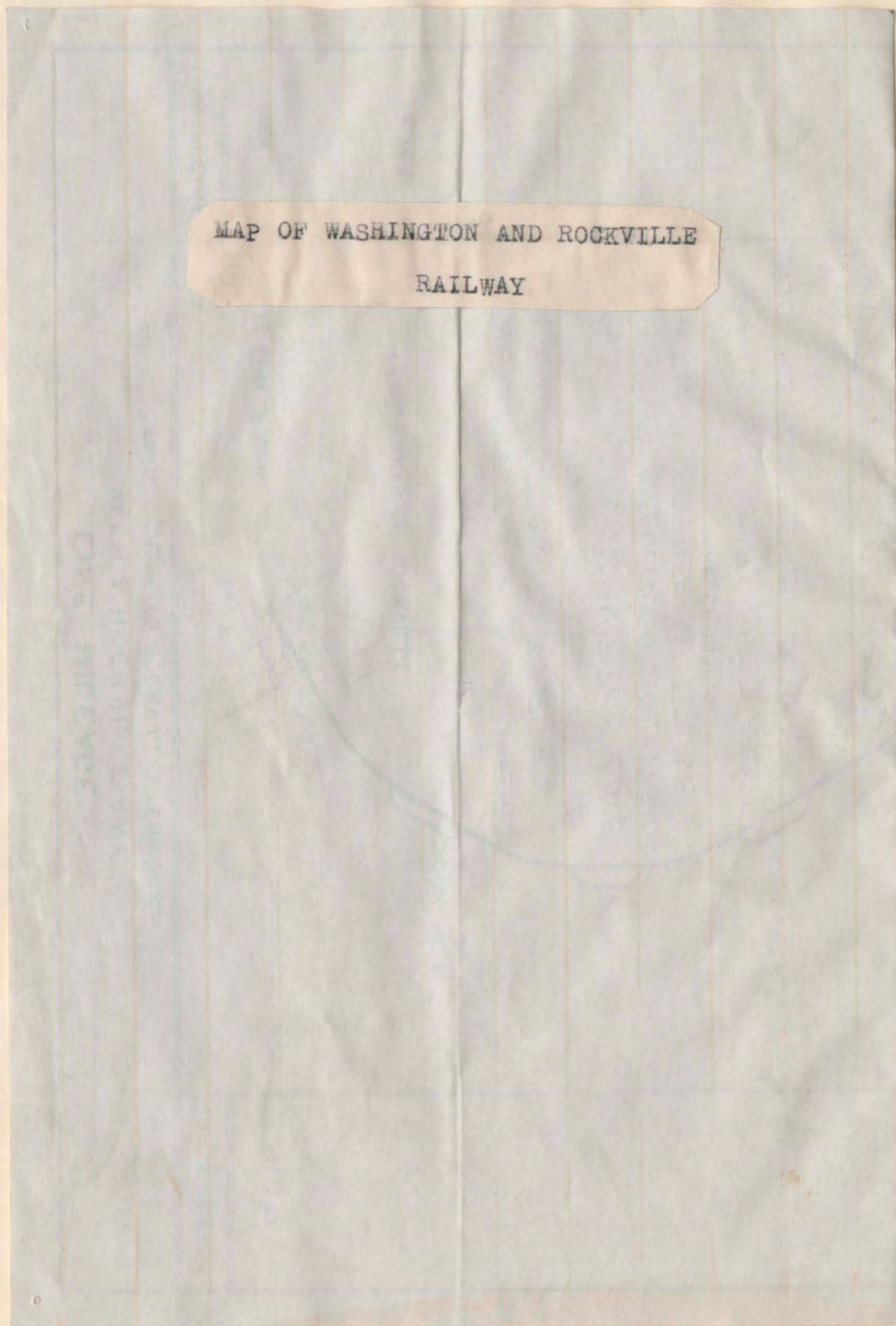
MAP OF EARLY LAND TRACTS
IN
LOWER MONTGOMERY COUNTY

COMPOSITE MAP OF SUBDIVISIONS

IN

LOWER MONTGOMERY COUNTY

MAP OF WASHINGTON AND ROCKVILLE
RAILWAY



APPENDIX 1

REGULATIONS FOR THE SUBDIVISION OF LAND
THE MARYLAND-WASHINGTON METROPOLITAN DISTRICT
MARYLAND

A. Enabling Legislation.

B. The Regulations.

The Maryland-National Capital Park and Planning Commission
Irving C. Root, Chief Engineer
Silver Spring, Maryland

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

REGULATIONS
RELATING TO THE CONTROL OF LAND SUBDIVISION

Pursuant to the authority vested in it by section 14, and other provisions of the Act of the General Assembly of Maryland creating the Maryland-National Capital Park and Planning Commission (Laws of Maryland, 1927, Ch. 448), as amended and supplemented, the Maryland-National Capital Park and Planning Commission herewith adopts and promulgates on this nineteenth day of October, 1934, the regulations hereafter set forth relating to the control of land subdivision.

MARYLAND-NATIONAL CAPITAL PARK
AND PLANNING COMMISSION.

By (Sgd.) George N. Palmer
Chairman.

REGULATIONS FOR THE CONTROL OF LAND SUBDIVISION

A.- EXTRACT FROM ENABLING LEGISLATION

(Section 14 of Chapter 448 of the Laws of Maryland of 1927 as repealed and re-enacted with amendments in Section 14 of Chapter 505 of the Laws of Maryland of 1933.)

Section 14. The word "subdivision" as used in this Act is hereby defined as the division of a lot, tract or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose, whether immediate or future, of sale or of building development; provided that this definition of a subdivision shall not include a bona fide division or partition of agricultural land not for development purposes.

No plat or plan of any subdivision of land into streets, avenues, alleys, lots and blocks in Montgomery and Prince George's Counties within the District, shall be admitted to the Land Records of either of said counties, or received or recorded by the clerks of the courts of said counties until the said plat or plan has been approved in writing by the Commission. The Commission shall require payment from each person or persons submitting a plat for its approval a fee in an amount approximately equal to the cost of the services rendered by it in connection with consideration of the plat and work incident thereto, which fee, however, in no case shall be less than \$25.00 and which shall be paid before said plat is approved or disapproved, and carried into the administrative fund of the Commission provided for in Section 5 of this Act. After such approval and upon receipt of such plat by the Clerk of the Circuit Court every such plat shall be firmly fixed in a well bound book to be kept by the Clerk of the Court for the purpose of recording plats and for the recording of which the Clerk shall receive such fee as he shall determine to be fair and reasonable.

Whoever, being the owner or agent of the owner of any land located within a subdivision, transfers or sells any land by reference to or exhibition of or by other use of a plat of a subdivision, before such plat has been approved by the Commission and recorded or filed in the office of the Clerk of the Circuit Court of the County in which the property is located, shall forfeit and pay to the District Council a penalty of \$100 for each lot or parcel so transferred or sold; and the description of such lot or parcel by metes and bounds in the instrument of transfer

or other document used in the process of selling or transferring shall not exempt the transaction from such penalties or from the remedies herein provided. The District Council may enjoin such transfer of sale or agreement by action for injunction brought in any court of equity jurisdiction or may recover the said penalty by a civil action in any court of competent jurisdiction.

Every plat or plan of any subdivision of land into streets, avenues, alleys, lots and blocks shall be prepared upon paper or cloth of such size and character, with such notations, information and markings as the Commission may by rule, prescribe, and every subdivision of land as above set forth shall have such permanent markers, bound stones or stations as the said Commission shall by general or special rule prescribe, which shall be shown and designated on the plat thereof. The said Commission and the County Surveyor of the county wherein the land lies shall be furnished with copies of said plat when approved.

Every subdivision of land within the District shall conform, as nearly as may by said Commission be deemed practicable, to the general plan for the development of the District. The said Commission is authorized to require to be preserved on any plat a continuity of width, name, parking, building line with relation to its general plan. and

The Commission is hereby given authority to establish grades for all streets, roads and sidewalks within the District, including state highways, county roads and streets, alleys and sidewalks within incorporated towns. Until such grade is established by said Commission, no grading of a permanent nature shall be made, and any such unauthorized grading by any state, municipal or county officer or employee or any private person, is hereby declared to be a misdemeanor.

The Commission shall adopt regulations governing the subdivision of land within the District. Such regulations may provide for the proper arrangement of streets in relation to other existing and planned streets and to the Commission's general plan, for adequate and convenient open spaces for traffic, utilities, access of firefighting apparatus, recreation, light and air, and for the avoidance of congestion of population, including minimum width and area of lots.

Such regulations may include provisions as to the extent and manner in which streets and other ways, curbs, gutters, and sidewalks shall be graded, improved and arranged, and details of tree planting and other subdivision improvements. In lieu of the completion of such improvements prior to the approval of the plat, the Commission may accept a bond with surety to secure to the Commission the actual construction and installation of such improvements and developments at a time and according to specifications fixed by or in accordance with the regulations of the Commission. The Commission is hereby granted the power to enforce such bond by all appropriate legal and equitable remedies.

B.- THE REGULATIONS

Definitions

Section 1. As used in these Regulations, -

(a) The term "Commission" means the Maryland-National Capital Park and Planning Commission.

(b) The term "subdivision" means the division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose, whether immediate or future, of sale or of building development; provided that this definition of a subdivision shall not include a bona fide division or partition of agricultural land not for development purposes.

(c) The term "master plan" means a plan for the physical development of the Maryland-Washington Metropolitan District, or any amendment or extension of the plan or addition to the plan adopted by the Commission pursuant to the authority vested in it by Section 4 of the Act creating the Commission.

Procedure for the Preparation and Filing of Plats.

Section 2. (a) Whenever any subdivision of land is proposed to be made, and before any contract for the sale of, or any offer to sell said subdivision or any part thereof is made, the subdivider thereof or his agent shall file a plat of the proposed subdivision with the Commission for its approval. Said plat and all procedure relating thereto shall in all respects be in full compliance with the provisions of these Regulations.

(b) The subdivider shall prepare a Preliminary Subdivision Plat, and wherever required by the Commission, Street Profiles; and shall present three prints of each to the Commission for approval.

Note: It is suggested that the subdivider or his engineer call at the office of the Commission in order to obtain information as to subdivision requirements and Master Plan recommendations for the area under consideration, and also at the office of the Washington Suburban Sanitary Commission in order to obtain information as to sewer and water requirements.

(c) The Commission will approve or disapprove the Preliminary Subdivision Plat and Street Profiles or approve them with modifications noting thereon any changes that will be required. One copy will be returned to the subdivider and the other two copies will be retained for the files of the Commission and the Washington Suburban Sanitary Commission, respectively.

(d) The Commission, in studying the Preliminary Subdivision Plat, will take into consideration the requirements of the community and the best use of the land being subdivided. Particular attention will be given to width, arrangement and location of streets, surface drainage, lot sizes and arrangement, as well as any Master Plan requirements such as parks, school sites, boulevards and main highways. Adequate street connections will be required to insure free access to adjoining subdivisions and lands.

(e) The subdivider, following tentative approval of the Preliminary Subdivision Plat and Street Profiles, shall file with the Commission original drawings of the Final Subdivision Plat and Street Profiles. These will be checked by the Commission as to accuracy and required information. The required number of reproductions thereof for record and filing will then be made by the Commission at the expense of the subdivider, from the Final Subdivision Plat and Street Profile drawings.

(f) In the case of new subdivisions the Street Profile plans may be required before approval is given to the Final Subdivision Plat.

(g) The Final Subdivision Plat and Street Profiles will be approved by the Commission if found by it to be in conformity with the requirements of law and of these Regulations. Approval of the Final Subdivision Plat and Street Profiles shall be by resolution of the Commission and signatures of the duly authorized officers inscribed thereon.

General Requirements for the Subdivision of Land

Section 3. (a) The subdivider shall observe the following general requirements and principles of land subdivision:

(1) The plat shall conform to the Master Plan.

(2) All streets which are designated as part of the main highway system on the Master Plan shall be co-terminous with adjoining links in said system and at the same or greater widths.

(3) In general main highways shall have a minimum width of 100 feet, secondary highways a minimum width of 80 feet and parkways such width as may be designated by the Commission. The width of minor streets shall be not less than 50 feet. A 25 foot minimum building restriction line is required in all cases.

(4) As far as practicable all proposed streets shall be continuous and in alignment with existing streets.

(5) Each block shall be planned to provide two rows of lots.

(6) Cross walks, not less than 10 feet wide, shall be provided in all blocks over 750 feet long.

(7) Street corners at the end of a street or where acute angles occur shall be rounded with a radius of not less than 25 feet.

(8) In general, side lot lines shall be at right angles or radial to street lines.

(9) Reversed frontage of lots at street intersections shall be avoided where possible.

(10) Residence lots shall have a minimum frontage of 50 feet at the building line, average depth of not less than 70 feet and minimum area of 5,000 square feet, and shall front on a public street.

(11) Corner lots shall have a minimum width to provide a 15-foot side yard along the side street in case no lots within the block are arranged to front thereon, or a 25-foot side yard if the side street is used for frontage.

(12) Grades of all streets shall be the reasonable minimum, but shall be not less than 0.5 per cent.

(13) Alleys with a minimum width of 20 feet shall be provided at the rear of all lots designed for commercial use.

(14) No land designated as "Residential" by the Zoning Ordinance shall be subdivided if such land is considered unsuitable for residential use by the Commission.

(15) In case a parcel is subdivided into larger tracts than for normal building lots, such parcels shall be divided so as to allow for the opening of major streets and the ultimate extension of adjacent minor streets.

(16) No subdivision plan shall receive the final approval of the Commission until there has been filed with the Chief Engineer complete street profile plans in W. S. S. D. datum and conforming with the requirements of the Commission.

(17) Monuments of an approved type shall be set as required and as shown on the final plat.

(b) A variation of the general requirements may be permitted when, in the opinion of the Commission, a strict observance of these Regulations will cause undue hardship.

The Preliminary Subdivision Plan

Section 4. (a) The subdivider shall present to the Commission a tentative map prepared by a competent surveyor. Three copies of the Preliminary Subdivision Plat shall be filed with the Commission, preferably at a scale of one inch equals 100 feet, showing the following information:

- (1) Subdivision name.
- (2) Name and address of record owner, subdivider and surveyor.
- (3) Location, names and present width of adjacent streets and alleys.
- (4) Location and names of adjacent subdivisions and names of owners of adjacent acreage.
- (5) Width and location of all streets and other public ways.
- (6) Width and location of all building lines and easements.
- (7) Lot lines with approximate dimensions.
- (8) Method of sewage disposal proposed.
- (9) Proposed uses of property.
- (10) Public areas proposed, if any.
- (11) Topographic map at suitable scale and W. S. S. D. datum when required by the Commission.
- (12) Date, north point and scale.
- (13) Deed description or survey of plat boundary.

- (14) Abstract of title of the land within the proposed subdivision setting forth all legal or equitable interests therein.

(b) After filing with the Commission, the Preliminary Subdivision Plat shall be approved or disapproved by the Commission, or approved by the Commission with modifications. Such approval or disapproval shall be indicated on the copies thereof, and the modifications, if any, shall also be indicated on the copies of the Preliminary Subdivision Plat or annexed thereto. One copy of the preliminary subdivision plan shall be returned to the subdivider and one copy retained for the files of the Commission and one filed by the Commission with the Washington Suburban Sanitary Commission. If the Preliminary Subdivision Plat is approved or approved with modifications, the subdivider shall proceed promptly to prepare the Final Subdivision Plat. Unless a Final Subdivision Plat prepared in accordance with the approved Preliminary Subdivision Plat, including the modifications thereof, if any, made by the Commission, is filed with the Commission within six months after the approval of the Preliminary Subdivision Plat, the Commission's approval thereof shall be deemed canceled.

The Final Subdivision Plat

Section 5. (a) The Final Subdivision Plat shall be clearly and legibly drawn in black India ink upon tracing cloth. The size of the sheets shall be 18 inches by 18 inches for Montgomery County, and 18 inches by 24 inches for Prince George's County, including a margin of one-half inch outside ruled border lines. The drawing shall be upon such scale as the Office of the Chief Engineer of the Commission may prescribe as being large enough to show details clearly.

(b) The final subdivision plat shall show:

(1) The street and alley lines, lots, building lines, reservations, easements and areas to be dedicated to public use.

(2) Sufficient data to readily determine the location, bearing and length of every street line, lot line, block line and boundary line and to reproduce same on the ground.

(3) The length of radii, arcs, tangents and chords with chord bearings and central angles of street curves referenced to a curve table.

(4) A properly executed dedication form, approval form and surveyor's certificate in accordance with forms on file in the office of the Commission.

(5) Lots numbered in numerical order. In tracts containing more than one block, the blocks shall be lettered in alphabetical order. In case there is a resubdivision of lots in any block, such resubdivided lots shall be numbered numerically beginning with the number following the highest lot number in the block.

(6) Permanent reference monuments shown thus: \square , shall be placed as required by the Office of the Chief Engineer. Such permanent reference monuments shall be stone or concrete at least 36 inches in length and six inches square with suitable center point and shall be set flush with the ground and to approved finish grade.

(7) The location of metal monuments $\frac{3}{4}$ inch in diameter and 24 inches in length shown thus: \circ , and located in the ground at all intersections of streets, intersections of streets and alleys with plat boundary lines and at all points on street, alley and boundary lines where there is a change in direction or curvature. All monuments shall be properly set in the ground and to approved finish grade before the final plat is approved.

(8) All bearings are to be referred to true meridian as established by the Washington-Suburban Sanitary Commission.

(9) Names and locations of adjoining subdivisions and location and ownership of subdivided property.

(10) Name of subdivision, which shall be subject to the approval of the Commission, location, north point and scale.

(c) Prior to the approval of the Final Subdivision Plat, the subdivider shall pay to the Commission a planning fee of not less than \$25 for engineering services in connection with the investigation and approval of same, a charge of \$10 for reproductions of the record plat, and a recording fee of \$3 for plats in Montgomery County and \$5 for plats in Prince George's County.

Dedication Forms and Engineer's Certificate

Section 6. The following are forms for dedication and engineer's certificate:

Dedication for Individuals

We, _____ and _____
his wife, owners of the property shown and described hereon, hereby
adopt this plan of subdivision, establish the minimum building re-
striction lines, and dedicate the streets, alleys, walks and parks
to public use, however, excepting from this dedication any lands
designated "Two Foot Reservation", such lands to be deemed to be
dedicated automatically at such times as street extensions ad-
jacent 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, except the
following:

and all the lienors and other parties in interest thereto have be-
low indicated their assent to this plan of subdivision.

Witnessed:

Date:

_____ LS _____

_____ LS _____

We assent to this plan of subdivision

Witnessed:

Date:

_____ LS _____

_____ LS _____

(Note: Omit any wording which may not apply. In case
the owner is unmarried this fact should be stated.)

Dedication for Corporations

(Same as foregoing form for individual except as indicated below)

We, (insert name of corporation), a (name of state) corporation, by (insert name), President and (insert name), Secretary, owners of the property, etc., etc.

Date:

Name of Corporation

By _____ Pres.

Attest: _____ Secy.

Engineer's Certificate

I hereby certify that the plan shown hereon is correct; that it is a subdivision of (part of or all of) the lands conveyed by (insert name of former owner) to (insert name of present owner) by deed dated _____, and recorded in the Land Records of _____, in Liber _____ at Folio _____; and that stones marked thus: \square , and iron pipe marked thus: \circ , have been placed as indicated to the approved finish grade.

Signature

Date: _____

(Surveyor or Engineer)

Street Profiles, Grade Establishment

Section 7. (a) Wherever Street Profiles are required by the Commission in connection with the filing of a subdivision plat, a preliminary study of street grades shall be filed with the Commission when the Preliminary Subdivision Plat for the same area is presented for approval. The Preliminary Street Profiles shall show existing center line and property line grades and proposed center line grade, grade per cent, location and length of vertical curves and elevations of street intersections. All elevations shall be based on W. S. S. D. datum.

(b) Upon tentative approval of the Preliminary Street Profiles, with or without amendment, the Final Street Profiles shall be prepared. The Final Street Profiles shall be drawn with India ink with the exception of the proposed center line grade and notations thereon which must be in pencil.

(c) In case the pencilled grades are satisfactory to the Commission, the Street Profiles will be returned to the subdivider or his engineer to make any changes required and ink the pencil lines and notations.

Note: The establishment of street grades is an important and inseparable part of every subdivision development project. It is most important that a study of grades, surface drainage and quantity and disposal of earth excavation be made at the time the subdivision design is being formulated. In case steep street grades, imperfect drainage or excessive excavation are shown by the street profiles it would indicate that a revision should be made of the street layout. The street grade should be established before the street is graded or paved, sidewalks built or water, sewer or gas mains laid. As the pavement elevation has an important bearing on floor grades and private drive entrances it is also important that the street grade be established in advance of any building construction.

The final street profile plans should conform as to size, form and information with specimen plans on display in the engineering office of the Commission.

Residential Subdivisions - Special Requirements.

Section 8. (a) Every plat for the subdivision of any lot, tract, or parcel of land that is a part of an existing subdivision previously recorded in a plat book in the County land records,

shall be subject to the requirements of this section, in addition to the other requirements of these Regulations.

(b) Lots covered by any such plat shall be of substantially the same character as to suitability for residential use, area, street frontage, alignment to streets and restrictions, as other land within the existing subdivision, and particularly with reference to similarly situated lots in the locality.

(c) Upon motion of the Commission or upon petition of any citizens organization or neighboring property owners, the Commission shall, prior to acting upon the preliminary subdivision plan for any such subdivision, hold a hearing thereon at such time and place and upon such notice as the Commission may designate. All interested parties shall be entitled to appear at any such hearing.

Building Permits

Section 9. No building permit shall be issued for the construction of a dwelling or other structure unless said structure is to be located on a lot or parcel of land having direct frontage on a dedicated public street.

Street Improvements

Section 10. No final grading, sidewalk or pavement construction or the installation of utilities shall be permitted in the bed of any proposed street in any subdivision until the street grade has been officially established and the plat of same approved by the Commission in final form and placed on record.

Restrictions and Covenants

Section 11. (a) No final subdivision plat shall be approved until a copy of all restrictions and covenants proposed for the land within the subdivision has been filed with the Commission and such restrictions and covenants have been found by it to be adequate for the protection of public health, safety, morals, and welfare, and the Commission has received adequate assurance that such restrictions and covenants, and no others, will be included in all sale contracts or deeds to the land within the subdivision.

(b) Restrictions and covenants should be so written that they may be amended to meet changed conditions after approval by a majority of the front foot ownership within the portion of the subdivision affected.

APPENDIX 2

ZONING ORDINANCE
MARYLAND WASHINGTON METROPOLITAN DISTRICT
IN
MONTGOMERY COUNTY

--ooOoo--

An Ordinance to repeal and reenact with amendments Ordinance 1, entitled "An Ordinance to limit, regulate, and restrict the location of buildings and other structures and of premises to be used for trade, industry, residence, or other specified uses within that portion of the Maryland-Washington Metropolitan District in Montgomery County; to divide the said portion of the said District into zones, and to impose in each of said zones regulations designating the kinds of classes of trades, industries, residence or other purposes for which buildings or other structures or premises may be permitted to be erected, altered, or used; and within the said portion of the said District to regulate the height, bulk, and location of buildings and other structures and the areas of yards and open spaces."

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
MONTGOMERY COUNTY, SITTING AS A DISTRICT COUNCIL FOR THAT
PORTION OF THE MARYLAND-WASHINGTON METROPOLITAN DISTRICT IN
MONTGOMERY COUNTY:

That for the protection of the health, morals, safety, or welfare of the inhabitants of that portion of the Maryland Washington Metropolitan District within Montgomery County; and pursuant to the provisions of Chapter 448 of the Laws of Maryland in 1927, as amended, the Board of County Commissioners of Montgomery County hereby repeals Ordinance No. 1, enacted March 6, 1928, and reenacts the said Ordinance with amendments to read as follows:

SECTION I - DEFINITIONS

Words used in the present tense include the future; words in the singular number include the plural number; the word "lot" includes the word "plot"; the word "building" includes the word "structure"; the word "shall" is mandatory and not directory.

For the purpose of this ordinance certain terms and words are herewith defined as follows:

1. Accessory Building: A subordinate building except structures used exclusively for farm operation, located in and occupying not more than 35 per cent of a rear yard and whose use is incidental to that of the main building, and which does not exceed 15 feet in height above the ground level.

2. Advertising Structure: Any sign, billboard or other object or structure serving primarily for advertising purposes.

3. Alley: A public way designated as an alley on the record plat or dedicated as such by deed.

4. Apartment House: Building used for the residential housing of more than two families.

5. Building: A structure having a roof supported by columns or walls for the shelter, support or enclosure of persons, animals or chattels.

6. Building Line: A line beyond which the front foundation wall of a building shall not project.

7. Commission: Maryland-National Capital Park and Planning Commission.

8. Court: An open, unoccupied space on the same lot with a building, opening upon a street, alley, yard or set-back.

9. Curb Level: The mean level of the established curb in front of the building.

10. Depth of Lot: The mean horizontal distance between the front lot line and the rear lot line.

11. District: That portion of the County designated as the Maryland-Washington Metropolitan District.

12. Dwelling, Single: A building constructed for occupancy by a single family.

13. Dwelling, Two Family: A building arranged and built to accommodate two families, as separate housekeeping units.

14. Family: Any number of individuals living and cooking together on the premises as a single housekeeping unit.

15. Garage, Private: A garage for storage only with capacity for not more than three steam or motor driven vehicles, only one of which may be a commercial vehicle.

16. Garage, Public: Any building or premises used for housing or care of more than three steam or motor driven vehicles, or more than one commercial vehicle, or where any such vehicles are equipped for operation, repaired or kept for remuneration, hire or sale.

17. Height of Building: The vertical distance measured from the curb level to the elevation of the highest point of the building.

18. Home Occupation: An occupation in connection with which there is used no display, (other than signs otherwise herein provided for), that will indicate from the exterior that the building is being utilized in whole or part for any purposes other than that of a dwelling; in connection with which there is kept no stock in trade nor commodity sold upon the premises, no person employed other than a member of the immediate family residing in the premises, and no mechanical equipment used except such as is permissible for purely domestic or household purposes.

19. Hotel: A building containing ten or more sleeping rooms, occupied as a more or less temporary abiding place of individuals who are lodged with or without meals, in which the rooms are offered either singly or ensuite for hire and in which no provision is made in any room or suite for cooking, and in which is maintained a public dining room and a general kitchen.

20. Lot: Land occupied or to be occupied by a building and its accessory buildings and including such open spaces as are required under this ordinance, and having its frontage upon a public street.

21. Lot, Corner: A lot fronting on two or more streets intersecting at an angle of not more than one hundred thirty-five (135) degrees.

22. Lot, Interior: A lot with frontage on but one street.

23. Lot, Through: A parcel extending through a block from one street to another.

24. Lot Lines: Lines bounding a lot.

25. Non-Conforming Use: A building or premises occupied and used for a purpose other than the use authorized by the regulations in the zones in which it is located.

26. Story: That portion of a building included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it then the space between such floor and the ceiling above it, provided that a cellar shall not be considered a story.

27. Street: A public thoroughfare 30 feet or more in width.

28. Structural Alterations: Any change in the supporting members of a building, such as bearing walls, columns, beams or girders excepting such alterations as may be required for the safety of the building.

29. Yard, Rear: The area between the rear line of a building, other than of a building for accessory use, and the rear lot line.

30. Yard, Side: An open, unoccupied space on the same lot with the building, between the building and the side lot lines and extending from the street line to the rear yard.

31. Zone: An area within the District for which the regulations governing the use of buildings and premises are identical.

SECTION II - DISTRICT REGULATIONS

For the purpose of this ordinance the District is hereby divided into five zones as follows:

"A" Residence Zone

"B" Residence Zone

"C" Residence Zone

"D" Commercial Zone

"E" Industrial Zone

The boundaries of said zones when established shall be as shown upon the map attached hereto, and made a part of this ordinance, designated as "Zoning Map" and said map and all notations, references and other data shown thereon is by this reference made a part hereof to the same extent as if the information set forth on said map were fully described and incorporated herein.

SECTION III - "A" RESIDENCE ZONE

A. Use Regulations: Unless hereinafter provided, no building or premises shall be used and no building or structure shall be hereafter erected, altered, or repaired except for one or more of the following uses:

- + 1. Aviation Field
- 2. Bus Passenger Station
- + 3. Cemetery
- + 4. Children's Home
- 5. Church, Convent or Monastery
- + 6. Club, private
- 7. Dwelling, single
- 8. Farm and buildings incidental thereto
- + 9. Foundling Home
- 10. Fraternity or Sorority House
- + 11. Golf Course, Miniature of any description
or by whatsoever name called
- 12. Gravel Pit
- 13. Greenhouse
- + 14. Hospital
- 15. Nursery, horticultural
- + 16. Orphanage

- 17. Public Park or Playground
- 18. Public Building
- 19. Public Water Works or Reservoir
- + 20. Railway Passenger Station
- + 21. Riding Academy
- + 22. Rock Quarry
- + 23. Sanitarium
- + 24. School, private
- 25. Sign, advertising sale or lease of property upon which it stands or products produced thereon not exceeding six (6) square feet in area.
- 26. Stable, private
- + 27. Tourist Camp
- 28. Truck Garden
- 29. Accessory buildings and uses incident to any of the above uses when located on the same lot and not involving the conduct of a retail business, except as provided in paragraph d, of this section, and including:

a. One private garage when located not less than (60) sixty feet from the front lot line, not less than thirty (30) feet from the side street in the case of a corner lot except when built as a part of the main building, provided, however, that any accessory building, and any detached garage, which is erected within sixty (60) feet of any side street line, shall be distant not less than ten (10) feet from the party lot line intersecting such side street line.

b. Home occupations, provided that no sign or signs shall be displayed on the premises so used exceeding a total of three square feet in area.

c. Professional office when situated in the building used by practitioner as his or her private dwelling, provided that no name plate shall be displayed exceeding one square foot in area and containing the name and occupation of the residents of the premises.

d. Sale on the premises of farm products produced thereon.

+ PROVIDED HOWEVER, That before any building or premises within the said "A" Residence Zone shall be used or any building or structure shall be hereafter erected, altered or repaired for any of the uses numbered 1, 3, 4, 6, 9, 11, 14, 16, 20, 21, 22, 23, 24 and 27 in the foregoing portion of this Section III, A, the assent of the District Council to such proposed use shall first be obtained. Such assent shall be given by the passage of an ordinance.

A permit for not more than a six month period for the erection and maintenance of a larger sign for real estate sales purposes or for a temporary structure may be issued with approval of the Commission.

B. Height Regulations: No building shall exceed a height of forty (40) feet or three (3) stories, except as provided in Section VIII, 1 and 2.

C. Area Regulations: The minimum dimensions of yards and the minimum lot area per family, except as provided in Section VIII shall be as follows:

1. Lot area per family: Each dwelling hereafter erected in this zone shall occupy a lot with a minimum area of five thousand (5,000) square feet and a minimum width of fifty (50) feet at the front building line, except as provided in Section VIII, 3. No lot area shall be so reduced or diminished that the yards or open spaces shall be smaller than prescribed by this ordinance.

2. Front Building Line: The building line shall set back from the front lot line not less than twenty-five (25) feet, provided that when the majority of buildings built on one side of a street between two intersecting streets have been built with a different minimum setback no building hereafter erected or altered shall project beyond the minimum setback line so established; provided further that no dwelling shall be required by this ordinance to set back more than forty (40) feet in any case, and provided further that this regulation shall not be so construed as to reduce to less than 24 feet the buildable width of a corner lot.

3. Side Yard: There shall be a side yard of not less than seven (7) feet in width on each side of a main building except as provided in Section VIII, 3, 4, 7 and 8.

4. Rear Yard: There shall be a rear yard, having a minimum depth of twenty (20) feet.

5. No dwelling shall be built on a lot or plot which does not front directly on a public street, road or highway.

SECTION IV - "B" RESIDENCE ZONE

A. Use Regulations: Unless hereinafter provided, no building or premises shall be used and no building shall be hereafter erected, altered, or repaired, except for one or more of the following uses:

1. Any use permitted in the "A" Residence Zone, and subject to the same proviso in each case as set forth in Section III, A of this ordinance.

2. Two-Family dwellings.

B. Height Regulations: Same as for "A" Residence Zone, Section III, B.

C. Area Regulations: Same as for "A" Residence Zone, Section III, C, except that in the case of two-family dwellings the minimum lot area per family shall be two thousand five hundred (2,500) square feet, with side yards eight (8) feet or more in width.

SECTION V - "C" RESIDENCE ZONE

A. Use Regulations: Unless hereinafter provided no building or premises shall be used and no building shall be hereafter erected or altered, except for one or more of the following uses:

1. Any use permitted in the "B" Residence Zone, and subject to the same proviso in each case as set forth in Section III, A of this ordinance.

2. Apartments and flats.

3. Public garages for storage purposes only, and where no repair facilities are maintained. When located not less than sixty (60) feet from the street line, thirty (30) feet from the side street line in the case of a corner lot; provided however, when built beneath the main building such setback requirement shall not apply; and provided further, that any accessory building and any detached garage, which is erected within sixty (60) feet of any side street line, shall be distant not less than ten (10) feet from the party lot line intersecting such side street line.

B. Height Regulations: Building height unlimited except for requirements of Area Regulations of this section.

C. Area Regulations: The minimum dimensions of yards and the minimum lot area per family, except as provided in Section VIII, shall be as follows:

1. Lot area per family: Same as for "B" Residence Zone, Section IV, C, except that in the case of apartments and flats the minimum, gross lot area per family shall be six hundred twenty-five (625) square feet.

2. Front Building Line: Same as for "A" Residence Zone, Section III, C 2, except that the minimum front yard depth of twenty-five (25) feet shall be increased by three (3) inches for each foot of building height over forty (40) feet.

3. Side Yard: Same as for "B" Residence Zone, Section IV, C, except in the case of apartments and flats the minimum side yard of eight (8) feet shall be increased by four (4) inches for each foot of building height over forty (40) feet.

4. Rear Yard: There shall be a rear yard having a minimum depth of twenty (20) feet measured from the rear lot line, such depth to be increased by three (3) inches for each foot of building height over forty (40) feet.

5. Courts: The minimum court width of eight (8) feet shall be increased by three (3) inches for each foot of building height over forty (40) feet.

SECTION V - "C" RESIDENCE ZONE

A. Use Regulations: Unless hereinafter provided no building or premises shall be used and no building shall be hereafter erected or altered, except for one or more of the following uses:

1. Any use permitted in the "B" Residence Zone, and subject to the same proviso in each case as set forth in Section III, A of this ordinance.

2. Apartments and flats.

3. Public garages for storage purposes only, and where no repair facilities are maintained. When located not less than sixty (60) feet from the street line, thirty (30) feet from the side street line in the case of a corner lot; provided however, when built beneath the main building such setback requirement shall not apply; and provided further, that any accessory building and any detached garage, which is erected within sixty (60) feet of any side street line, shall be distant not less than ten (10) feet from the party lot line intersecting such side street line.

B. Height Regulations: Building height unlimited except for requirements of Area Regulations of this section.

C. Area Regulations: The minimum dimensions of yards and the minimum lot area per family, except as provided in Section VIII, shall be as follows:

1. Lot area per family: Same as for "B" Residence Zone, Section IV, C, except that in the case of apartments and flats the minimum, gross lot area per family shall be six hundred twenty-five (625) square feet.

2. Front Building Line: Same as for "A" Residence Zone, Section III, C 2, except that the minimum front yard depth of twenty-five (25) feet shall be increased by three (3) inches for each foot of building height over forty (40) feet.

3. Side Yard: Same as for "B" Residence Zone, Section IV, C, except in the case of apartments and flats the minimum side yard of eight (8) feet shall be increased by four (4) inches for each foot of building height over forty (40) feet.

4. Rear Yard: There shall be a rear yard having a minimum depth of twenty (20) feet measured from the rear lot line, such depth to be increased by three (3) inches for each foot of building height over forty (40) feet.

5. Courts: The minimum court width of eight (8) feet shall be increased by three (3) inches for each foot of building height over forty (40) feet.

SECTION VI - "D" COMMERCIAL ZONE

A. Use Regulations: Unless herein provided no building or premises shall be used or any building or structure be hereafter erected, altered or repaired in the "D" Commercial Zone except for one or more of the following uses:

1. Any use permitted with "C" Residence Zone, Section V, A, and subject to the same proviso in each case as set forth in Section III, A of this ordinance.

+ 2. "Barbecue", and/or "pig whistle", so-called, and/or establishments for outdoor roasting or cooking of food.

+ 3. Laundry.

+ 4. Public garage other than for storage.

+ PROVIDED HOWEVER, That before any building or premises within the said "D" Commercial Zone shall be used or any building or structure shall be erected, altered or repaired for any of the uses numbered 2, 3 and 4 in the foregoing portion of this Section VI, A, the assent of the District Council to such proposed use shall first be obtained. Such assent shall be given by the passage of an ordinance.

5. Or for any other use except the following:

- a. Blacksmith or horseshoeing establishment
- b. Bottling works
- c. Carting or hauling yard
- d. Contractor's plant or storage yard
- e. Cooperage
- f. Fuel yard or storage
- g. Ice plant or storage house for more than 10 tons capacity
- h. Lumber yard
- i. Machine shop or wood working plant
- j. Stone yard or monument works
- k. Storage or baling of scrap paper, rags or junk
- l. Uses listed under the "E" Industrial Zone, Section VII.
- m. Any kind of manufacture other than manufacture clearly incident to a retail business conducted on the premises, or any manufacture or treatment which would constitute a nuisance.

F. Height Regulations: Building height unlimited, except in the case of residential uses the Area Regulations, Section V, C shall apply.

C. Area Regulations: For property occupied for residential use the Area Regulations, Section V, C shall apply. For uses other than residential, that are permitted in this zone, the entire lot between the front building line and rear lot line may be used.

SECTION VII - "E" INDUSTRIAL ZONE

A. Use Regulations: In the "E" Industrial Zone buildings and premises may be used for any purpose whatsoever; PROVIDED HOWEVER, That before any building or premises within the "E" Industrial Zone shall be used or any building or structure shall be hereafter erected, altered or repaired for any of the following uses in this section, the assent of the District Council to such proposed use shall first be obtained. Such assent shall be given by the passage of an ordinance.

1. Abattoir
2. Advertising structure other than one pertaining to the general business conducted on the premises
3. Acetylene gas manufacture.
4. Ammonia, bleaching powder or chlorine manufacture
5. Arsenal
6. Asphalt manufacture or refining
7. Boiler works
8. Brick, tile, or terra cotta manufacture
9. Celluloid manufacture or treatment
10. Coke ovens
11. Creosote manufacture or treatment
12. Disinfectants manufacture
13. Distillation of bones, coal or wood
14. Exterminators and insect poisons manufacture
15. Emery cloth and sandpaper manufacture
16. Fat rendering.
17. Fertilizer manufacture
18. Forge plant
19. Gas (heating or illuminating) manufacture
20. Glue, size or gelatin manufacture
21. Gunpowder manufacture or storage
22. Fireworks or explosives manufacture or storage
23. Incineration or reduction of dead animals, offal or garbage
24. Lamp black manufacture
25. Lime, cement or plaster of Paris manufacture
26. Match manufacture
27. Oil cloth or linoleum manufacture
28. Oiled, rubber or leather goods manufacture
29. Ore reduction
30. Paint, oil, shellac, turpentine or varnish manufacture
31. Petroleum refining, or storage in more than tank car lots
32. Potash refining
33. Pyroxylin manufacture
34. Railroad yard or roundhouse
35. Rock crusher
36. Rolling mill
37. Rubber or gutta percha manufacture or treatment
38. Sauerkraut manufacture
39. Sausage manufacture
40. Saw mill

41. Shoe blacking manufacture
42. Smelting
43. Soap manufacture
44. Soda and compound manufacture
45. Stockyards
46. Sulphuric, nitric, or hydrochloric acid manufacture
47. Tallow, grease or lard manufacture or refining
48. Tanning, curing or storage of leather, raw hides or skins
49. Tar distillation or manufacture
50. Tar roofing or tar waterproofing manufacture
51. Tobacco (chewing) manufacture or treatment
52. Vinegar manufacture
53. Wool pulling and scouring
54. Yeast plant
55. Such other uses, as in the opinion of the Commission, may become so noxious or offensive by reason of the emission of odor, dust, smoke, gas or noise as to justify approval by ordinance as set forth in the proviso, paragraph A of this Section.

B. Height Regulations: Same as for "D" Commercial Zone, Section VI, B.

C. Area Regulations: Same as for "D" Commercial Zone, Section VI, C.

SECTION VIII - GENERAL REGULATIONS

AND EXCEPTIONS

Height and area requirements shall be subject to the following regulations and exceptions:

1. In any zone wherein are permitted public and semi-public buildings, such buildings may be erected to a height not exceeding seventy-two (72) feet, when set back from all lot lines not less than one foot for each foot such building exceeds a height of forty (40) feet, this increased set back to be in addition to the required yard dimensions for such zone.

2. Chimneys, towers, tanks, penthouses or necessary mechanical appurtenances may be erected to their required height. An accessory building may be built to a height of two stories to provide quarters for servants employed on the premises.

3. In the case of a lot or parcel of land having a width of at least forty (40) feet but less than fifty (50) feet, and which is included in a plat or deed of record at the time of adoption of this ordinance, there shall be a side yard on each side of a dwelling of not less than five (5) feet in width and the provisions of Section III, C, 1, shall not apply to such lot or parcel.

4. Every part of a required yard or court shall be open and unobstructed from its lowest point to the sky, except that open porches, fire escapes, open stairways and chimneys may be permitted by the Building Inspector where same are so placed as not to obstruct light and ventilation.

5. Steps and uninclosed porches may encroach on the front building line not to exceed nine (9) feet and shall not exceed one story in height.

6. Nothing contained in this ordinance shall prevent in any zone, the erection and use of a structure or premises for public or public utility purposes when deemed necessary by the District Council for the public convenience and welfare.

7. In the case of corner lots having a side yard along a street upon which no lots front directly, between the two adjacent cross streets, such side yard may be reduced to a minimum width of fifteen (15) feet.

8. No yard, court or other open space provided about any building for the purpose of complying with the provisions of these regulations shall be considered as a yard, court or other open space for another building, nor shall the size of any yard, court or open space be reduced to less than the area requirements of this ordinance.

Non-Conforming Uses

In case a non-conforming structure or premises shall remain vacant for a period of one year, or a non-conforming structure shall be damaged to the extent of fifty (50) per cent of its value; then such non-conforming use shall terminate and revert to the conforming use of the zone in which it is located.

SECTION IX - PLATS

All applications for building permits shall be accompanied by a plat drawn to scale showing the actual dimensions of the lot to be built upon, the size of the building to be erected, and such other information as may be necessary to provide for the enforcement of these regulations. An accurate and complete record of such applications and plats shall be kept in the office of the Building Inspector, or other public officer designated to act as such.

SECTION X - INTERPRETATION, PURPOSE

AND CONFLICT

In interpreting and applying this ordinance, the requirements contained herein are declared to be the minimum requirements for the protection of the health, morals, safety or welfare. This ordinance shall not be deemed to interfere with or abrogate or annul or otherwise affect in any manner whatsoever any easements, covenants, or

other agreements between parties, provided however, that where this ordinance imposes a greater restriction upon the use of buildings or premises or upon the height of buildings or requires larger open spaces than are imposed or required by other ordinances, rules, regulations or permits, or by easements, covenants or agreements, the provisions of this ordinance shall control.

SECTION XI - BOUNDARIES OF ZONES

Where uncertainty exists with respect to the boundaries of the various zones shown on the maps accompanying and made a part of this ordinance, the following rules shall apply:

1. The zone boundaries are either streets or alleys, unless otherwise shown, and where the designation on the maps accompanying and made a part of this ordinance indicating the various zones are approximately bounded by street or alley lines, said street or alley shall be construed to be the boundary of such zones.

2. Where the zone boundaries are not otherwise indicated and where the property has been or may hereafter be divided into blocks and lots, the zone boundaries shall be construed to be lot lines, and where the designations on the maps accompanying and made a part of this ordinance indicating the various zones are approximately bounded by lot lines, said lot lines shall be construed to be the boundary of such zones unless said boundaries are otherwise indicated on the maps.

3. Whenever a portion of any zone is indicated upon the zoning map as a strip paralleling an opened or unopened street, the width of this strip, unless delimited on said map by lot lines or otherwise, shall be assumed to be 120 feet measured at right angles from the lines of the street to which it is parallel and adjacent.

SECTION XII - VIOLATIONS, MISDEMEANORS

The violation of any section of this ordinance is hereby declared to be a misdemeanor punishable as provided in Section 18 of Chapter 448 of the Laws of Maryland of 1927. In the case of continuing acts each day's violation is hereby declared to be a separate offense hereunder.

SECTION XIII - CHANGES AND AMENDMENTS

The right to alter, amend or repeal and reenact this ordinance is hereby expressly reserved.

SECTION XIV - SAVING CLAUSE

Should any section, clause or provision of this ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof other than the part so declared to be invalid.