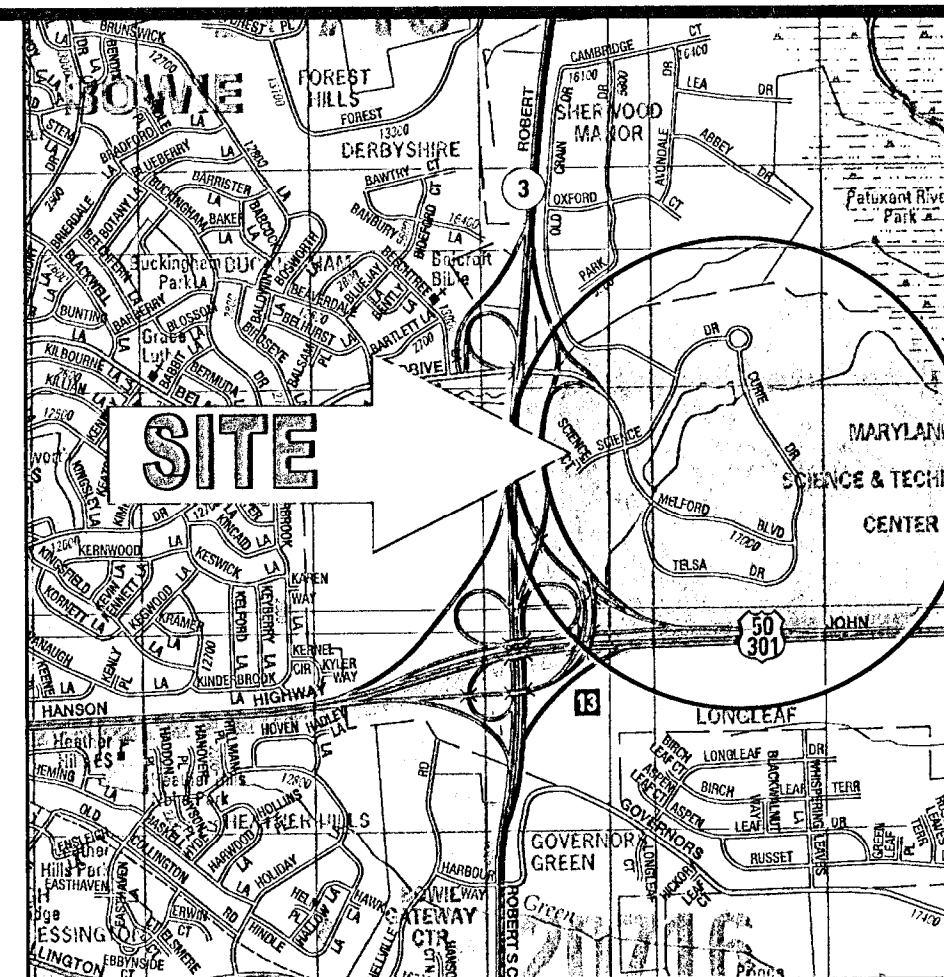
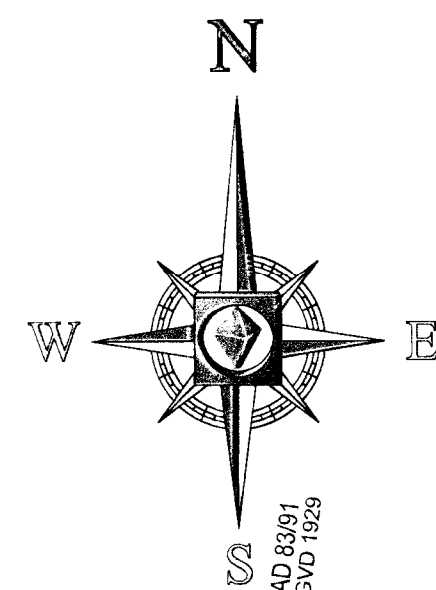


# PRELIMINARY PLAN OF SUBDIVISION #4-16006



**LOCATION MAP**  
COPYRIGHT ADC THE MAP  
PERMIT USE NO. 206021  
SCALE: 1"=2000'

| BLOCK | STICKS > 6 | STICKS ≤ 6 |
|-------|------------|------------|
| B     | 2          | 5          |
| C     | 0          | 6          |
| D     | 0          | 6          |
| E     | 0          | 7          |
| F     | 1          | 2          |
| G     | 3          | 4          |
| TOTAL | 6          | 31         |

TOWNHOUSE DENSITY =  $\frac{8}{50} = 16.22\% < 20\%$ ; THEREFORE THE PROPOSED LAYOUT COMPLIES WITH SECTION 27-548(H) OF THE PRINCE GEORGE COUNTY ZONING ORDINANCE.

| REVISIONS |          |                       |     |
|-----------|----------|-----------------------|-----|
| REV       | DATE     | COMMENT               | BY  |
| 1         | 05/18/15 | PER M-NCPPC COMMENTS  | CMM |
| 2         | 12/14/15 | PER REVIEWER COMMENTS | LJN |
| 3         | 05/16/17 | PER REVIEWER COMMENTS | HK  |
| 4         | 06/30/17 | PER REVIEWER COMMENTS | HK  |
|           |          |                       |     |
|           |          |                       |     |
|           |          |                       |     |
|           |          |                       |     |

| STANDARD DRAWING LEGEND               |                                                     |                                |
|---------------------------------------|-----------------------------------------------------|--------------------------------|
| FOR ENTIRE PLAN SET<br>(NOT TO SCALE) |                                                     |                                |
| EXISTING NOTE                         | TYPICAL NOTE TEXT                                   | PROPOSED NOTE                  |
|                                       | ONSITE PROPERTY LINE<br>/ R.O.W. LINE               |                                |
|                                       | NEIGHBORING PROPERTY LINE<br>/ INTERIOR PARCEL LINE |                                |
|                                       | EASEMENT<br>LINE                                    |                                |
|                                       | SETBACK<br>LINE                                     |                                |
|                                       | CENTERLINE                                          |                                |
|                                       | CONCRETE CURB &<br>GUTTER                           | CURB AND GUTTER                |
|                                       |                                                     | SPILL CURB     TRANSITION CURB |
|                                       |                                                     | DEPRESSED CURB AND GUTTER      |
|                                       |                                                     |                                |
|                                       | UTILITY POLE WITH<br>LIGHT                          |                                |
|                                       | POLE<br>LIGHT                                       |                                |
|                                       | TRAFFIC<br>LIGHT                                    |                                |
|                                       | UTILITY<br>POLE                                     |                                |
|                                       | TYPICAL<br>LIGHT                                    |                                |
|                                       | ACORN<br>LIGHT                                      |                                |
|                                       | TYPICAL<br>SIGN                                     |                                |
|                                       | PARKING<br>COUNTS                                   |                                |
| <br>                                  | CONTOUR<br>LINE                                     | <br>                           |
| 10 516.4 OR 516.4                     | SPOT<br>ELEVATIONS                                  | <br>10 516.00<br>B.C. 516.50   |

| STANDARD ABBREVIATIONS |                               |          |                                |
|------------------------|-------------------------------|----------|--------------------------------|
| FOR ENTIRE PLAN SET    |                               |          |                                |
| AC                     | ACRES                         | POG      | POINT OF GRADE                 |
| ADA                    | AMERICANS WITH DISABILITY ACT | PROP     | PROPOSED                       |
| ARCH                   | ARCHITECTURAL                 | PT       | POINT OF TANGENCY              |
| CR                     | BOTTOM OF CURB                | PTGR     | POINT OF TANGENCY, CURB RETURN |
| BF                     | BASEMENT FLOOR                | PVC      | POLYVINYL CHLORIDE PIPE        |
| VI                     | BLOCK                         | PVI      | POINT OF VERTICAL INTERSECTION |
| BL                     | BASILINE                      | PL       | POINT OF VERTICAL TANGENCY     |
| BLDG                   | BUILDING                      | R        | RADIUS                         |
| BM                     | BUILDING BENCHMARK            | RCP      | REINFORCED CONCRETE PIPE       |
| BSL                    | BUILDING RESTRICTION LINE     | RET WALL | RETAINING WALL                 |
| CF                     | CUBIC FEET                    | RW       | RIGHT OF WAY                   |
| CL                     | CENTERLINE                    | S        | SLOPE                          |
| CMP                    | CORRUGATED METAL PIPE         | SAN      | SANITARY SEWER                 |
| CONN                   | CONNECTION                    | SF       | SQUARE FEET                    |
| CONC                   | CONCRETE                      | STA      | STATION                        |
| CPP                    | CORRUGATED PLASTIC PIPE       | STM      | STORM                          |
| CY                     | CUBIC YARDS                   | SW       | SIDEWALK                       |
| DEC                    | DECORATIVE                    | TBR      | TO BE REMOVED                  |
| DEP                    | DEPRESSED                     | TBRL     | TO BE RELOCATED                |
| DI                     | DUCTILE IRON PIPE             | TC       | TOP OF CURB                    |
| DOM                    | DOMESTIC                      | TELE     | TELEPHONE                      |

|    | SANITARY USES              |    |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|
|    | STORM LABEL                |    |
|    | SANITARY SEWER LATERAL     |    |
|    | UNDERGROUND WATER LINE     |    |
|    | UNDERGROUND ELECTRIC LINE  |    |
|    | UNDERGROUND GAS LINE       |    |
|    | OVERHEAD WIRE              |    |
|    | UNDERGROUND TELEPHONE LINE |    |
|    | UNDERGROUND CABLE LINE     |    |
|    | STORM SEWER                |    |
|    | SANITARY SEWER MAN         |    |
|    | HYDRANT                    |    |
|   | SANITARY MANHOLE           |   |
|  | STORM MANHOLE              |  |
|  | WATER METER                |  |
|  | WATER VALVE                |  |
|  | GAS VALVE                  |  |
|  | GAS METER                  |  |
|  | TYPICAL END SECTION        |  |
|  | HEADWALL OR ENDWALL        |  |
|  | GRATE INLET                |  |
|  | CURB INLET                 |  |
|  | CLEAN OUT                  |  |
|  | ELECTRIC MANHOLE           |  |
|  | TELEPHONE MANHOLE          |  |
|  | ELECTRIC BOX               |  |
|  | ELECTRIC PEDISTAL          |  |
|  | MONITORING WELL            |  |
|  | TEST PIT                   |  |
|  | BENCHMARK                  |  |
|  | BORING                     |  |

|      |                                          |     |                       |
|------|------------------------------------------|-----|-----------------------|
| EL   | ELECTRIC                                 | TFP | TREE PROTECTION FENCE |
| ELEV | ELEVATION                                | TW  | TOP OF WALL           |
| EP   | EDGE OF PAVEMENT                         | TYP | TYPICAL               |
| ES   | EDGE OF SHOULDER                         | UG  | UNDERGROUND           |
| EW   | END WALL                                 | UP  | UTILITY POLE          |
| EX   | EXISTING                                 | W   | WIDE                  |
| FES  | FLARED END SECTION                       | WL  | WATER LINE            |
| FF   | FINISHED FLOOR                           | WM  | WATER METER           |
| FI   | FIRE HYDRANT                             | ±   | PLUS OR MINUS         |
| FG   | FINISHED GRADE                           | '   | DEGREE                |
| G    | GRADE                                    | Ø   | DIAMETER              |
| GF   | GARAGE FLOOR (AT DOOR)                   | #   | NUMBER                |
| GH   | GRADE HIGHER SIDE OF WALL                |     |                       |
| GL   | GRADE LOWER SIDE OF WALL                 |     |                       |
| GRT  | GRATE                                    |     |                       |
| GV   | GATE VALVE                               |     |                       |
| HDPE | HIGH DENSITY POLYETHYLENE PIPE           |     |                       |
| HP   | HIGH POINT                               |     |                       |
| HOR  | HORIZONTAL                               |     |                       |
| HW   | HEADWALL                                 |     |                       |
| INT  | INTERSECTION                             |     |                       |
| INV  | INVERT                                   |     |                       |
| LF   | LINEAR FOOT                              |     |                       |
| LOC  | LIMITS OF CLEARING                       |     |                       |
| LOD  | LIMITS OF DISTURBANCE                    |     |                       |
| LOS  | LINE OF SIGHT                            |     |                       |
| LP   | LOW POINT                                |     |                       |
| LS   | LANDSCAPE                                |     |                       |
| MAX  | MAXIMUM                                  |     |                       |
| MIN  | MINIMUM                                  |     |                       |
| MH   | MANHOLE                                  |     |                       |
| MJ   | MECHANICAL JOINT                         |     |                       |
| OC   | ON CENTER                                |     |                       |
| PA   | POINT OF ANALYSIS                        |     |                       |
| PC   | POINT CURVATURE                          |     |                       |
| PCR  | POINT OF COMPOUND CURVATURE, CURB RETURN |     |                       |
| PI   | POINT OF INTERSECTION                    |     |                       |

| FACILITY |                                                            |  |  |
|----------|------------------------------------------------------------|--|--|
|          | EXISTING TREE LINE                                         |  |  |
|          | EXISTING CONTOUR                                           |  |  |
|          | STREAM                                                     |  |  |
|          | FLOOD PLAIN                                                |  |  |
|          | WETLAND                                                    |  |  |
|          | 25' WETLAND BUFFER                                         |  |  |
|          | 75' STREAM BUFFER                                          |  |  |
|          | PRIMARY MANAGEMENT AREA                                    |  |  |
|          | FLOODPLAIN 150' BUFFER / BFL                               |  |  |
|          | 100' NATURAL BUFFER                                        |  |  |
|          | FOREST INTERIOR<br>DWELLING SPECIES<br>300' HABITAT BUFFER |  |  |
|          | SPECIMEN TREE                                              |  |  |
|          | HISTORIC TREE                                              |  |  |

## GENERAL NOTES

1. EXISTING PARCEL INFORMATION

TOTAL GROSS AREA OF EXISTING PARCELS: 5,626,024 S.F. OR 128.42 AC  
TOTAL NET AREA OF EXISTING PARCELS: 5,590,497 S.F. OR 128.04 AC

PARCEL A-BLOCK 1 - LOWER POND  
GROSS AREA = 4,267,519 S.F. OR 97.142 AC  
NET AREA = 4,267,519 S.F. OR 97.142 AC  
ZONING: M-X  
USE: STORMWATER MANAGEMENT POND

PARCEL 2 - CEMETERY  
GROSS AREA = 44,815 S.F. OR 1.0059 AC  
NET AREA = 44,815 S.F. OR 1.0059 AC  
ZONING: M-K-T  
USE: HISTORIC CEMETERY  
L 14,271 F 402

PARCEL 7 - MELLOFR HOUSE  
GROSS AREA = 118,296 S.F. OR 2.7157 AC  
NET AREA = 118,296 S.F. OR 2.7157 AC  
ZONING: M-X  
USE: HISTORIC HOUSE  
L 31,990 F 402

EXISTING LOT 1A  
GROSS AREA = 1,777,387 S.F. OR 19,570 AC  
NET AREA = 1,777,387 S.F. OR 19,570 AC  
USE: COMMERCIAL  
L 14,272 F 411  
L 25,541 F 695

EXISTING LOT 2A  
GROSS AREA = 948,636 S.F. OR 21,559 AC  
NET AREA = 948,636 S.F. OR 21,559 AC  
USE: COMMERCIAL  
L 14,272 F 411  
L 25,541 F 701

EXISTING PARCEL 1  
GROSS AREA = 1,777,387 S.F. OR 24,551 AC  
NET AREA = 1,777,387 S.F. OR 24,551 AC  
ZONING: M-X  
USE: VACANT AND UNIMPROVED  
L 14,272 F 462

EXISTING PARCEL 4  
GROSS AREA = 240,972 S.F. OR 5.5251 AC  
NET AREA = 240,972 S.F. OR 5.5251 AC  
ZONING: M-X  
USE: VACANT AND UNIMPROVED  
L 14,111 F 710

## GENERAL NOTES

- EXISTING PARCEL INFORMATION
- TOTAL GROSS AREA OF EXISTING  
TOTAL NET AREA OF EXISTING  
NET GROSS AREA OF EXISTING  
GROSS AREA = 497,518.57 SQ. FT.  
NET AREA = 418,515.57 SQ. FT.  
ZONING: M-X-T  
OWNER: JAMES M. MANGUM
- PARCEL 2: CEMETERY  
GROSS AREA = 48,915.97 SQ. FT.  
NET AREA = 43,915.97 SQ. FT.  
ZONING: M-X-T  
USE: HISTORIC CEMETERY
- PARCEL 17: MELFORD HOUSE  
GROSS AREA = 11,390.59 SQ. FT.  
NET AREA = 10,390.59 SQ. FT.  
ZONING: M-X-T  
OWNER: JAMES M. MANGUM  
L 31,900.00
- PARCEL 18: MANGUM HOUSE  
GROSS AREA = 477,287.57 SQ. FT.  
NET AREA = 427,287.57 SQ. FT.  
ZONING: M-X-T  
OWNER: JAMES M. MANGUM  
L 14,729.00  
L 14,729.00
- EXISTING LOT 2A  
GROSS AREA = 548,635.97 SQ. FT.  
NET AREA = 498,635.97 SQ. FT.  
ZONING: U, COMMERCIAL  
L 26,541.00
- EXISTING PARCEL 1:  
GROSS AREA = 1,073,832.57 SQ. FT.  
NET AREA = 1,073,832.57 SQ. FT.  
ZONING: U, VACANT AND UNIMPROVED  
L 14,729.00
- EXISTING PARCEL 4A  
GROSS AREA = 240,572.57 SQ. FT.  
NET AREA = 240,572.57 SQ. FT.  
ZONING: U, VACANT AND UNIMPROVED  
L 14,729.00

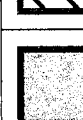
## KEY MAP

SCALE: 1" = 250'

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EXISTING PARCEL 5:<br>GROSS AREA: 2,150,339 S.F. OR 48.4238 AC.<br>NET AREA: 1,870,335 S.F. OR 42.7125 AC.<br>ZONING: M-X-1<br>USE: VACANT AND UNIMPROVED<br>L: 174111 F 1<br>L: 281969 F 355<br>L: 281969 F 355<br>L: 281969 F 355                                                                                                                                                                                                                                                                                                                                                                                                                                   | LOTS 19A AND 2A<br>NET DEVELOPABLE AREA OUTSIDE OF PMA: 100.313 ACRES. THIS AREA DOES NOT INCLUDE A 3.17 ACRES OF FUTURE-ASSISTED LONG-FLIGHT FACILITY OR 14,500 ACRES OF PREVIOUSLY DEVELOPED AREA ON LOTS 1A AND 2A<br>ACREAGE OF ENVIRONMENTAL REGULATED FEATURES<br>NET AREA WITHIN PMA: 135,527 S.F. OR 3.1 AC<br>NET AREA WITHIN WETLAND BUFFER: 70,333 S.F. OR 1.6071 AC<br>NET AREA WITHIN 100-FOOT FLOODPLAIN: 4,679 S.F. OR 0.107 AC<br>ACREAGE OF 100-FOOT FLOODPLAIN: 4,679 S.F. OR 0.107 ACRES<br>ACREAGE OF RIGHT-OF-WAY DESIGNATION: 9,343 AC<br>ACREAGE OF RIGHT-OF-WAY ACQUISITION: 0.150 AC<br>EXISTING ZONING/USE: M-X-1; VACANT AND UNIMPROVED<br>NET AREA (PROPOSED): LOTS 1A, 2A AND PARCELS 1, 2, 4, 5, 7, 7, 80 AND 81 SHALL BE SUBDIVIDED INTO 150 SINGLE-FAMILY RESIDENTIAL PARCELS AND 33 PARCELS FOR OTHER USES. THE 150 SINGLE-FAMILY PARCELS WILL BE DESIGNED TO ACCOMMODATE 100 TO 140 ASSISTED LIVING UNITS PLANNED ON EXISTING PARCEL 7 FROM THE PHASE 2 PRELIMINARY PLAN<br>BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE: 200 TOWNHOUSE UNITS, 38 TWO-FAMILY DWELLING UNITS, 150 SINGLE-FAMILY UNITS<br>DENSITY CALCULATION:<br>TOTAL DENSITY: 150/150 ACRES = 1.00 ACRES PER UNIT<br>EXISTING DENSITY: 132 DWELLING UNITS/58.38 ACRES = 2.27 DWELLING UNITS PER ACRE (BASED ON THE EXISTING 132 DWELLING UNITS)<br>MINIMUM LOT SIZE REQUIRED BY ZONING ORDINANCE: 1,800 SF<br>MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET LINE: 20 FT<br>SUSTAINABLE GROWTH TIER: TIER 1<br>ANDREWS, INTERIM LAND USE CONTROL, N/A<br>THIS PROPERTY IS LOCATED WITHIN THE BOWIE TOWN CENTER SUBURBAN FOR GENERAL PURPOSES<br>EXISTING AND PROPOSED GROSS FLOOR AREA (NON-RESIDENTIAL):<br>EXISTING: 399,065 S.F.<br>PROPOSED: 399,065 S.F.<br>STORMWATER MANAGEMENT CONCEPT APPROVAL, NO. 01-11-14-207616<br>STORMWATER MANAGEMENT CONCEPT APPROVAL, DATE: MARCH 24, 2021<br>THIS PROPERTY IS SERVED BY PUBLIC WATER AND SEWER<br>WATER/SEWER CATEGORY DESIGNATION: W-2/S-3<br>THIS SITE IS NOT LOCATED WITHIN AN AVIATION POLICY AREA | 25 MANDATORY PARK DEDICATION: PREVIOUSLY DEDICATED 99.48 AC TO MNCPPD UNDER PRELIMINARY PLAN 4-07<br>26 THERE IS A CEMETERY ASSOCIATED WITH HISTORIC SITE #719-105 LOCATED CONTIGUOUS TO THE SITE<br>27 HISTORIC SITE #719-105 IS LOCATED WITHIN THE VICINITY OF THE PROPERTY<br>28 DEVELOPMENT OF THE SHALL BE SUBJECT TO THE APPROVAL OF THE STATE CONSERVATION PLAN TOPIC 041498-03, AND ANY SUBSEQUENT REVISIONS.<br>29 THIS SITE IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA<br>30 THERE ARE WETLANDS LOCATED ONSITE<br>31 THERE ARE STREAMS LOCATED ONSITE<br>32 SOIL TYPE INFORMATION IS PROVIDED ON NRI 055686<br>33 THIS PROPERTY IS NOT LOCATED WITHIN AN OPEN SPACE<br>34 THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FUND OR OTHER PROGRAMS OR ACTS OF NON-SENIOR AND NON-TOWNHOME UNITS SHALL BE RESERVED FOR AFFORDABLE DWELLING UNITS<br>35 PER THIS PLAN, AN 8% OF NON-SENIOR AND NON-TOWNHOME UNITS SHALL BE RESERVED FOR AFFORDABLE DWELLING UNITS<br>36 AT LEAST 20% OF ALL "MULTI-FAMILY (INCLUDING ASSISTED LIVING) RESIDENTIAL UNITS" SHOWN ON THIS PLAN SHALL BE DESIGNATED AS SENIOR HOUSING<br>37 TRAIL SYSTEM OR LOCATED NEAR MOLFORD VILLAGE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION<br>38 AS PER CONDITION OF SALE, RESOLUTION NO. 17-AS-A VARIATION FOR THE ALLOWANCE OF PLE'S WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE REQUIRED AT THE FINAL PLAT<br>39 A VARIATION FROM 24-1780(1)(A) WAS APPROVED BY THE PLANNING BOARD MAY 4-16/08 FOR TOWNHOUSE LOTS NOT FRONTING A PUBLIC STREET<br>40 TOWNHOUSE LOTS ARE TO CONFORM WITH ZONING ORDINANCE SECTION 27-54B (1) FOR MINIMUM LOT SIZES, LOT WIDTHS, AND WIDTHS OF END UNITS |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| EXISTING PARCEL 7:<br>GROSS AREA: 1,870,335 S.F. OR 10.9919 AC.<br>NET AREA: 1,478,807 S.F. OR 10.9919 AC.<br>ZONING: M-X-1<br>USE: VACANT AND UNIMPROVED<br>L: 150739 F 355<br>L: 150739 F 355<br>L: 281969 F 337<br>L: 281969 F 344<br>L: 281969 F 344                                                                                                                                                                                                                                                                                                                                                                                                              | EXISTING PARCEL 8:<br>GROSS AREA: 1,870,335 S.F. OR 0.1348 AC.<br>NET AREA: 0.870 S.F. OR 0.1348 AC.<br>ZONING: M-X-1<br>USE: VACANT AND UNIMPROVED<br>L: 147929 F 482                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| EXISTING PARCEL 81:<br>GROSS AREA: 1,870,335 S.F. OR 0.1348 AC.<br>NET AREA: 0.870 S.F. OR 0.1348 AC.<br>ZONING: M-X-1<br>USE: VACANT AND UNIMPROVED<br>L: 147929 F 482                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2. TAX INFORMATION:<br>PARCEL 2, CEMETERY, TAX ACCOUNT #3346419, TAX MAP 0047, GRID P3<br>PARCEL 3, CEMETERY, TAX ACCOUNT #3359321, TAX MAP 0047, GRID P3<br>LOT 1A, TAX ACCOUNT #3376550, TAX MAP 0047, GRID P3<br>LOT 2A, TAX ACCOUNT #3376529, TAX MAP 0047, GRID P4<br>PARCEL 1, TAX ACCOUNT #3334640, TAX MAP 0047, GRID P3<br>PARCEL 2, TAX ACCOUNT #3346532, TAX MAP 0047, GRID P3<br>PARCEL 3, TAX ACCOUNT #3346532, TAX MAP 0048, GRID P3<br>PARCEL 4, TAX ACCOUNT #3346532, TAX MAP 0048, GRID P3<br>PARCEL 5, TAX ACCOUNT #3334643, TAX MAP 0047, GRID P3<br>PARCEL 6, TAX ACCOUNT #3334643, TAX MAP 0047, GRID P3<br>WSSC 200 FOOT MAP REFERENCE: 207NE15 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4. LAND USE (EXISTING): PARCELS 1 & 5, 7, 80 AND 81 ARE VACANT AND UNIMPROVED. LOTS 1A, 2A, 19A AND 2A ARE SUBURBAN. PARCEL 2 IS A HISTORIC CEMETERY, AND PARCEL 7 IS A HISTORIC HOUSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5. PREVIOUS APPROVALS: CPC-06002-01                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6. TOTAL ACREAGE OF PROPOSED PARCELS IN THIS PRELIMINARY PLAN: 111.429 ACRES (111.429 AC). THIS AREA DOES NOT INCLUDE 3.17 ACRES OF FUTURE-ASSISTED LONG-FLIGHT FACILITY OR 14,500 ACRES OF PREVIOUSLY DEVELOPED AREA ON LOTS 1A AND 2A                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

OWNER'S ASSOCIATION DEDICATION NOTES:

1. DEDICATIONS TO HOME OWNERS ASSOCIATION (HOA):
- PARGEL D 25.587 SF @ 0.527 AC  
PARGEL D 25.587 SF @ 0.527 AC  
PARGEL E 2.945 SF @ 0.067 AC  
PARGEL E 2.945 SF @ 0.067 AC  
PARGEL K 3.911 SF @ 0.160 AC  
PARGEL K 3.911 SF @ 0.160 AC  
PARGEL M 3.114 SF @ 0.074 AC  
PARGEL M 3.114 SF @ 0.074 AC  
PARGEL D 19.507 SF @ 0.434 AC  
PARGEL D 19.507 SF @ 0.434 AC  
PARGEL L 1.028 SF @ 0.028 AC  
PARGEL L 1.028 SF @ 0.028 AC  
PARGEL R 16.115 SF @ 0.370 AC  
PARGEL R 16.115 SF @ 0.370 AC  
PARGEL E 6.658 SF @ 0.015 AC  
PARGEL E 6.658 SF @ 0.015 AC  
PARGEL L 1.811 SF @ 0.039 AC  
PARGEL L 1.811 SF @ 0.039 AC  
PARGEL E 8.487 SF @ 0.194 AC  
PARGEL E 8.487 SF @ 0.194 AC  
PARGEL D 2.533 SF @ 0.058 AC  
PARGEL D 2.533 SF @ 0.058 AC  
PARGEL M 1.386 SF @ 0.031 AC  
PARGEL M 1.386 SF @ 0.031 AC  
PARGEL PW 744 SF @ 0.017 AC  
PARGEL PW 744 SF @ 0.017 AC  
PARGEL RW 171 SF @ 0.014 AC  
PARGEL RW 171 SF @ 0.014 AC  
PARGEL L 4.055 SF @ 0.031 AC  
PARGEL L 4.055 SF @ 0.031 AC  
PARGEL T 1.124 SF @ 0.026 AC  
PARGEL T 1.124 SF @ 0.026 AC
2. PRIVATE ALLEY DEDICATIONS TO HOA: 145.759 SF = 3.33 AC
3. TOTAL DEDICATIONS TO THE HOME OWNERS ASSOCIATION (HOA): 280.033 SF = 6.423 AC
5. DEDICATIONS TO BUSINESS OWNERS ASSOCIATION (BOA):
- PARGELA 29.706 SF @ 0.682 AC  
PARGELA 29.706 SF @ 0.682 AC  
PARGEL D 24.533 SF @ 0.559 AC  
PARGEL D 24.533 SF @ 0.559 AC  
PARGEL E 48.311 SF @ 1.124 AC  
PARGEL E 48.311 SF @ 1.124 AC  
PARGEL T 26.367 SF @ 0.604 AC  
PARGEL T 26.367 SF @ 0.604 AC  
PARGEL D 22.718 SF @ 0.520 AC  
PARGEL D 22.718 SF @ 0.520 AC

- 250 125 62.5 0  
1"=2'
- LEG
- 
- 
- THIS BLOCK IS FOR  
OFFICIAL USE ONLY
- OR LABEL CERTIFIES THAT THIS PLAN  
MEETS CONDITIONS OF FINAL APPROVAL  
BY THE PLANNING BOARD, ITS DESIGNEE  
OR THE DISTRICT COUNCIL
- M-NCPPC  
APPROVAL

### LEGEND

- |                                                                                       |                                                     |
|---------------------------------------------------------------------------------------|-----------------------------------------------------|
|  | PRELIMINARY PLAN<br>BOUNDARY                        |
|  | EXISTING PARCELS<br>AFFECTED BY<br>PRELIMINARY PLAN |

THIS BLOCK IS FOR  
OFFICIAL USE ONLY

|                                                                                                                                   |                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| M-NCPPC<br>APPROVAL                                                                                                               |  |
| PROJECT NAME:                                                                                                                     | MELFORD VILLAGE                                                                       |
| PROJECT NUMBER:                                                                                                                   | 4-16006                                                                               |
| FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET<br>REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER |                                                                                       |

NOTE:

A VARIATION FORM 24-128(B)(7)(A) HAS BEEN APPROVED BY THE PE  
W/4-16008 FOR THE LOTS NOT FRONTING A PUBLIC STREET.

## OWNER/DEVELOPER/APPLICANT \_\_\_\_\_

ST. JOHN PROPERTIES, INC.  
2560 LORD BALTIMORE DRIVE  
BALTIMORE, MD 21244  
CONTACT: ANDREW ROUD  
PHONE: (410) 269-1298

## SHEET INDEX

| SHEET TITLE                     | SHEET NUMBER |
|---------------------------------|--------------|
| COVER SHEET                     | 1            |
| LINE AND CURVE TABLES           | 1A-1B        |
| OVERALL EXISTING PLAN           | 2            |
| OVERALL PROPOSED PLAN           | 3            |
| PRELIMINARY PLAN OF SUBDIVISION | 4-11         |
| TYPICAL ROAD CROSS SECTIONS     | 12           |

THE MARYLAND-NATIONAL CAPITAL  
PLANNING AND PLANNING COMMISSION

PRELIMINARY PLAN 4-16006

TCP TCPI-044-98-05

PLANNING BOARD ACTION A.H.C.

PER PGCPB RESOLUTION # 17-45

ADOPTION DATE APRIL 6, 2017

SIGNATURE/ APPROVAL DATE AUGUST 31, 2017

John G. Fervante  
ALTERNATE COMMISSIONER



FOLLOWING STATES REQUIRE N

THE FOLLOWING STATES REQUIRE NOTIFICATION BY  
EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO  
DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE  
IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND  
DELAWARE CALL - 811  
(WV 1-800-245-6848) (PA 1-800-242-1776) (DC 1-800-257-7777)

NOT APPROVED FOR  
CONSTRUCTION

|              |          |
|--------------|----------|
| PROJECT No.: | MB152028 |
| DRAWN BY:    | EAD      |
| CHECKED BY:  | CMR      |
| DATE:        | 2/5/16   |
| SCALE:       | AS SHOWN |
| CAD ID:      | PD2      |

PROJECT:

## MELFORD

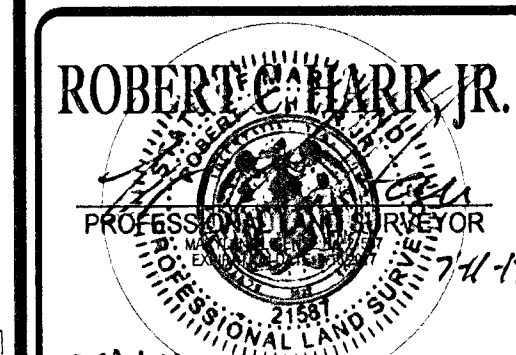
MELFORD  
VILLAGE  
FOR

## ST. JOHN PROPERTIES

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWIE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 7



16701 MELFORD BLVD, SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
***MD@BohlerEng.com***



QUESTIONS:

COVER  
SHEET

SHEET NUMBER: 1 OF 12

REVISION 2

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L1   | S00° 58' 00"E | 39.98    |
| L2   | S00° 58' 00"E | 22.00    |
| L3   | S00° 59' 00"E | 22.00    |
| L4   | S00° 59' 00"E | 22.00    |
| L5   | N00° 59' 00"E | 22.00    |
| L6   | N00° 59' 00"E | 31.79    |
| L7   | S00° 59' 00"E | 26.00    |
| L8   | S89° 49' 00"W | 26.00    |
| L9   | S89° 49' 00"W | 82.00    |
| L10  | S89° 49' 00"W | 121.79   |
| L11  | S60° 59' 03"E | 79.16    |
| L12  | N44° 59' 07"E | 27.00    |
| L13  | S44° 59' 07"W | 8.27     |
| L14  | N44° 59' 29"E | 13.73    |
| L15  | N44° 59' 07"E | 22.00    |
| L16  | N44° 59' 23"E | 22.00    |
| L17  | N44° 59' 23"E | 11.29    |
| L18  | N44° 59' 07"E | 82.00    |
| L19  | N44° 59' 07"E | 22.00    |
| L20  | N44° 59' 07"E | 22.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L21  | N44° 59' 59"E | 22.00    |
| L22  | N44° 59' 56"E | 7.32     |
| L23  | N89° 59' 17"E | 23.78    |
| L24  | N89° 59' 07"E | 22.00    |
| L25  | N89° 59' 07"E | 27.00    |
| L26  | N89° 59' 07"E | 22.00    |
| L27  | N89° 59' 07"E | 22.00    |
| L28  | N89° 59' 55"E | 22.00    |
| L29  | N89° 59' 07"E | 22.00    |
| L30  | N45° 00' 00"E | 4.56     |
| L31  | S44° 59' 07"W | 39.99    |
| L32  | S44° 59' 07"W | 22.00    |
| L33  | S44° 59' 07"W | 22.00    |
| L34  | N44° 59' 07"E | 22.00    |
| L35  | S79° 02' 22"W | 29.00    |
| L36  | S79° 02' 22"W | 24.00    |
| L37  | S79° 02' 22"W | 24.00    |
| L38  | S79° 02' 22"W | 24.00    |
| L39  | S79° 02' 22"W | 24.00    |
| L40  | S79° 02' 22"W | 24.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L41  | S79° 02' 22"W | 24.00    |
| L42  | S79° 02' 22"W | 24.00    |
| L43  | S00° 00' 00"E | 44.99    |
| L44  | N90° 00' 00"W | 8.00     |
| L45  | N90° 00' 00"W | 9.73     |
| L46  | S44° 59' 07"W | 11.60    |
| L47  | S44° 59' 07"W | 20.00    |
| L48  | S44° 59' 07"W | 20.00    |
| L49  | N90° 00' 00"W | 20.00    |
| L50  | N90° 00' 00"W | 26.00    |
| L51  | N00° 00' 04"E | 22.00    |
| L52  | N00° 00' 04"E | 22.00    |
| L53  | N00° 00' 04"E | 22.00    |
| L54  | N00° 00' 00"E | 22.00    |
| L55  | N00° 00' 00"E | 22.00    |
| L56  | N00° 00' 00"E | 22.00    |
| L57  | N00° 00' 00"W | 27.01    |
| L58  | N00° 00' 00"E | 8.00     |
| L59  | N00° 00' 00"E | 25.00    |
| L60  | N00° 00' 00"E | 20.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L61  | N00° 00' 00"E | 20.00    |
| L62  | S79° 02' 22"E | 20.00    |
| L63  | N00° 00' 00"E | 20.00    |
| L64  | N00° 00' 00"E | 20.00    |
| L65  | N00° 00' 00"E | 20.00    |
| L66  | N00° 00' 00"E | 20.00    |
| L67  | N00° 00' 00"E | 20.00    |
| L68  | N00° 00' 00"E | 20.00    |
| L69  | N00° 00' 00"E | 20.00    |
| L70  | N00° 00' 00"E | 20.00    |
| L71  | N00° 00' 00"E | 20.00    |
| L72  | N00° 00' 00"E | 25.00    |
| L73  | N00° 00' 00"E | 8.00     |
| L74  | N90° 00' 00"W | 20.00    |
| L75  | N00° 00' 00"E | 20.00    |
| L76  | N90° 00' 00"W | 20.00    |
| L77  | S79° 02' 22"W | 20.00    |
| L78  | N00° 00' 00"W | 25.00    |
| L79  | N00° 00' 00"E | 22.00    |
| L80  | N00° 00' 00"W | 20.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L81  | N00° 00' 00"E | 25.00    |
| L82  | N00° 00' 00"E | 21.28    |
| L83  | S00° 00' 00"E | 25.00    |
| L84  | N00° 00' 00"E | 20.00    |
| L85  | N00° 00' 00"E | 20.00    |
| L86  | N00° 00' 00"E | 22.70    |
| L87  | N90° 00' 00"E | 20.00    |
| L88  | N00° 00' 00"E | 20.00    |
| L89  | N00° 00' 00"E | 20.00    |
| L90  | N90° 00' 00"E | 20.00    |
| L91  | N90° 00' 00"E | 25.00    |
| L92  | N90° 00' 00"W | 22.00    |
| L93  | N90° 00' 00"W | 22.00    |
| L94  | N90° 00' 00"W | 22.00    |
| L95  | N00° 00' 00"E | 22.00    |
| L96  | N90° 00' 00"W | 22.00    |
| L97  | N00° 00' 00"W | 23.70    |
| L98  | S44° 59' 07"W | 7.32     |
| L99  | S44° 59' 07"W | 22.00    |
| L100 | S44° 59' 07"W | 22.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L101 | S44° 59' 07"W | 22.00    |
| L102 | N44° 59' 07"E | 16.57    |
| L103 | N44° 59' 07"E | 20.00    |
| L104 | N44° 59' 07"E | 20.00    |
| L105 | N44° 59' 07"E | 20.00    |
| L106 | S45° 13' 37"E | 12.96    |
| L107 | N45° 50' 00"W | 20.00    |
| L108 | N45° 50' 00"W | 12.86    |
| L109 | S90° 00' 00"E | 2.00     |
| L110 | S90° 00' 00"E | 20.00    |
| L111 | N89° 59' 57"E | 20.00    |
| L112 | N79° 33' 37"E | 25.42    |
| L113 | N79° 33' 37"E | 20.34    |
| L114 | N79° 33' 37"E | 20.34    |
| L115 | N79° 33' 37"E | 25.42    |
| L116 | N79° 33' 37"E | 8.13     |
| L117 | N79° 33' 37"E | 20.34    |
| L118 | N79° 33' 37"E | 20.34    |
| L119 | N79° 33' 37"E | 20.34    |
| L120 | N79° 33' 37"E | 20.34    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L121 | N79° 33' 37"E | 25.42    |
| L122 | N79° 33' 37"E | 15.23    |
| L123 | N79° 33' 37"E | 25.42    |
| L124 | N79° 33' 37"E | 0.64     |
| L125 | N90° 00' 00"E | 19.37    |
| L126 | N90° 00' 00"E | 20.00    |
| L127 | S00° 00' 00"E | 96.73    |
| L128 | N00° 00' 00"E | 26.00    |
| L129 | N00° 00' 00"E | 29.00    |
| L130 | N00° 00' 00"E | 24.00    |
| L131 | N00° 00' 00"W | 24.00    |
| L132 | N00° 00' 00"E | 1.91     |
| L133 | N10° 57' 38"W | 27.32    |
| L134 | N10° 57' 38"W | 8.00     |
| L135 | N10° 57' 38"W | 20.00    |
| L136 | N10° 57' 38"W | 24.00    |
| L137 | N10° 57' 38"W | 24.00    |
| L138 | N10° 57' 38"W | 24.00    |
| L139 | N10° 57' 38"W | 28.88    |
| L140 | N10° 57' 38"W | 29.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L141 | N10° 57' 38"W | 26.00    |
| L142 | N10° 57' 38"E | 26.00    |
| L143 | N10° 57' 38"W | 24.00    |
| L144 | N10° 57' 38"W | 24.00    |
| L145 | N10° 57' 38"W | 24.00    |
| L146 | N10° 57' 38"W | 24.00    |
| L147 | N10° 57' 38"W | 9.97     |
| L148 | N00° 00' 00"E | 9.00     |
| L149 | N00° 00' 00"E | 29.00    |
| L150 | N00° 00' 00"E | 22.00    |
| L151 | N00° 00' 00"E | 22.00    |
| L152 | N00° 00' 00"E | 22.00    |
| L153 | N00° 00' 00"E | 22.00    |
| L154 | N00° 00' 00"W | 28.89    |
| L155 | N10° 57' 38"W | 22.00    |
| L156 | N00° 00' 00"W | 22.00    |
| L157 | N10° 57' 38"W | 22.00    |
| L158 | N00° 00' 00"W | 22.00    |
| L159 | N00° 00' 00"W | 28.88    |
| L160 | N90° 00' 00"E | 6.72     |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L161 | N00° 00' 00"E | 22.00    |
| L162 | N00° 00' 00"E | 22.00    |
| L163 | N00° 00' 00"E | 22.00    |
| L164 | N00° 00' 00"E | 22.00    |
| L165 | N90° 00' 00"E | 10.88    |
| L166 | N00° 00' 00"E | 10.88    |
| L167 | N90° 00' 00"E | 22.00    |
| L168 | N00° 00' 00"E | 22.00    |
| L169 | N90° 00' 00"E | 22.00    |
| L170 | S00° 00' 00"E | 22.00    |
| L171 | S00° 00' 00"E | 22.00    |
| L172 | S00° 00' 00"E | 22.00    |
| L173 | S00° 00' 00"E | 22.00    |
| L174 | N00° 00' 00"E | 22.00    |
| L175 | N00° 00' 00"W | 22.00    |
| L176 | N00° 00' 00"E | 22.00    |
| L177 | N00° 00' 00"E | 22.00    |
| L178 | S00° 00' 00"E | 22.00    |
| L179 | S00° 00' 00"E | 22.00    |
| L180 | S00° 00' 00"E | 22.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L181 | S00° 00' 00"E | 22.00    |
| L182 | S10° 57' 38"E | 24.00    |
| L183 | S10° 57' 38"E | 24.00    |
| L184 | S10° 57' 38"E | 24.00    |
| L185 | S10° 57' 38"E | 24.00    |
| L186 | S10° 57' 38"E | 1.10     |
| L187 | S00° 00' 00"E | 23.32    |
| L188 | S00° 00' 00"E | 22.00    |
| L189 | N79° 02' 22"E | 15.40    |
| L190 | N55° 12' 40"W | 26.00    |
| L191 | S24° 47' 20"W | 22.00    |
| L192 | S24° 47' 20"W | 22.00    |
| L193 | S24° 47' 20"W | 22.00    |
| L194 | S24° 47' 20"W | 27.00    |
| L195 | N78° 34' 55"W | 22.00    |
| L196 | N78° 34' 55"W | 28.74    |
| L197 | S00° 00' 00"W | 22.00    |
| L198 | N00° 20' 00"W | 22.00    |
| L199 | N00° 20' 00"W | 12.00    |
| L200 | N00° 20' 15"W | 27.08    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L201 | N00° 20' 00"W | 24.00    |
| L202 | N00° 20' 00"W | 22.00    |
| L203 | N00° 20' 00"W | 27.00    |
| L204 | N00° 20' 00"W | 8.00     |
| L205 | N89° 40' 00"E | 22.00    |
| L206 | N89° 40' 00"E | 27.00    |
| L207 | N89° 40' 00"E | 22.00    |
| L208 | N89° 40' 00"E | 22.00    |
| L209 | N89° 40' 00"E | 22.00    |
| L210 | N89° 40' 00"E | 22.00    |
| L211 | N89° 40' 00"E | 22.00    |
| L212 | N89° 40' 00"E | 8.00     |
| L213 | N89° 40' 00"E | 22.00    |
| L214 | S45° 00' 00"W | 8.13     |
| L215 | S45° 00' 00"W | 22.00    |
| L216 | S45° 00' 00"W | 27.00    |
| L217 | S45° 00' 00"W | 8.00     |
| L218 | S45° 00' 00"W | 12.00    |
| L219 | N00° 20' 00"W | 22.00    |
| L220 | N00° 20' 00"W | 22.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L221 | N00° 20' 00"W | 22.00    |
| L222 | N00° 20' 00"W | 24.00    |
| L223 | N00° 20' 00"W | 22.00    |
| L224 | N00° 20' 00"W | 15.14    |
| L225 | S45° 00' 00"W | 16.87    |
| L226 | N89° 40' 00"E | 27.00    |
| L227 | N89° 40' 00"E | 22.00    |
| L228 | N89° 40' 00"E | 27.00    |
| L229 | N89° 40' 00"E | 22.00    |
| L230 | N89° 40' 00"E | 27.00    |
| L231 | N89° 40' 00"E | 22.00    |
| L232 | N89° 40' 00"E | 22.00    |
| L233 | N89° 40' 00"E | 27.00    |
| L234 | N89° 40' 00"E | 8.00     |
| L235 | N00° 19' 22"W | 8.33     |
| L236 | N00° 20' 00"W | 22.00    |
| L237 | N00° 20' 00"W | 22.00    |
| L238 | N00° 20' 18"W | 22.00    |
| L239 | N00° 20' 00"W | 22.00    |
| L240 | N00° 20' 00"W | 22.00    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L241 | N89° 40' 00"E | 26.00    |
| L242 | N00° 19' 58"W | 22.00    |
| L243 | N00° 20' 00"W | 22.00    |
| L244 | N00° 20' 00"W | 22.00    |
| L245 | N00° 20' 18"W | 22.00    |
| L246 | N00° 20' 00"W | 22.00    |
| L247 | N00° 20' 00"W | 22.00    |
| L248 | N00° 20' 15"W | 27.08    |
| L249 | N00° 20' 00"W | 22.00    |
| L250 | N00° 20' 00"W | 22.00    |
| L251 | N00° 20' 00"W | 22.00    |
| L252 | N83° 14' 39"E | 26.19    |
| L253 | N83° 14' 39"E | 43.27    |
| L254 | N89° 40' 00"E | 48.37    |
| L255 | N89° 40' 00"E | 26.00    |
| L256 | N89° 40' 00"E | 83.01    |
| L257 | N82° 50' 28"E | 8.83     |
| L258 | N82° 50' 28"E | 25.00    |
| L259 | N82° 50' 28"E | 8.27     |
| L260 | N78° 40' 14"E | 44.47    |

| LINE | BEARING       | DISTANCE |
|------|---------------|----------|
| L261 | N89° 59' 08"E | 11.24    |
| L262 | N89° 59' 08"E | 22.00    |
| L263 | N89° 59' 08"E | 22.00    |
| L264 | N89° 59' 08"E | 22.00    |
| L265 | N89° 59' 08"E | 22.00    |
| L266 | N89° 59' 08"E | 22.00    |
| L267 | N89° 59' 08"E | 27.00    |
| L268 | N00° 00' 53"W | 17.86    |
| L269 | N00° 00' 53"W | 22.00    |
| L270 | N00° 00' 53"W | 22.00    |
| L271 | N00° 00' 53"W | 40.00    |
| L272 | N00° 00' 53"W | 12.12    |
| L273 | N34° 59' 07"W | 69.46    |
| L274 | N34° 59' 07"W | 88.20    |
| L275 | N34° 59' 07"W | 155.82   |
| L276 | N34° 59' 07"W | 298.84   |
| L277 | S72° 50' 22"W | 167.58   |
| L278 | S64° 32' 49"W | 202.03   |
| L279 | S64° 32' 06"W | 184.53   |
| L280 | S18° 12' 17"W | 85.04    |

| LINE TABLE |               |          |
|------------|---------------|----------|
| LINE       | BEARING       | DISTANCE |
| L281       | S48° 57' 24"W | 377.79   |
| L282       | S00° 59' 21"W | 71.06    |
| L283       | S07° 00' 21"W | 115.56   |
| L284       | S07° 00' 21"W | 116.65   |
| L285       | S42° 23' 12"W | 54.42    |
| L286       | S19° 52' 05"E | 57.59    |
| L287       | S32° 52' 08"W | 55.77    |
| L288       | N68° 58' 06"W | 85.91    |
| L289       | N68° 58' 06"W | 74.24    |
| L290       | N82° 58' 24"W | 46.81    |
| L291       | N44° 31' 10"W | 116.68   |
| L292       | N00° 24' 09"E | 50.86    |
| L293       | N49° 14' 17"E | 61.22    |
| L294       | N77° 18' 21"E | 77.77    |
| L295       | S68° 52' 04"E | 130.81   |
| L296       | S21° 27' 01"E | 70.13    |
| L297       | N12° 57' 19"E | 194.61   |
| L298       | N30° 45' 55"W | 103.67   |
| L299       | N08° 00' 55"W | 363.87   |
| L300       | N27° 29' 03"E | 18.00    |

| CURVE TABLE |         |         |               |         |            |         |
|-------------|---------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS  | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C3          | 855.51' | 15.55'  | S89°52'09"W   | 15.55'  | 001°02'29" | 7.78'   |
| C4          | 855.51' | 58.13'  | N87°39'48"W   | 58.12'  | 003°53'35" | 29.08'  |
| C5          | 855.51' | 74.67'  | N83°12'59"W   | 74.64'  | 005°00'03" | 37.36'  |
| C6          | 855.51' | 26.00'  | N79°50'43"W   | 26.00'  | 001°44'29" | 13.00'  |
| C7          | 855.51' | 26.25'  | N78°05'44"W   | 26.25'  | 001°49'30" | 13.13'  |
| C8          | 855.51' | 22.00'  | N76°28'47"W   | 22.00'  | 001°28'24" | 11.00'  |
| C9          | 855.51' | 23.68'  | N74°57'00"W   | 23.68'  | 001°35'10" | 11.84'  |
| C10         | 855.51' | 26.26'  | N73°16'39"W   | 26.26'  | 001°45'32" | 13.13'  |
| C11         | 855.51' | 82.28'  | N69°38'35"W   | 82.25'  | 005°30'37" | 41.17'  |
| C12         | 855.51' | 62.02'  | N64°48'40"W   | 62.00'  | 004°09'12" | 31.02'  |
| C13         | 855.51' | 32.60'  | N61°38'34"W   | 32.60'  | 002°11'00" | 16.30'  |
| C14         | 388.00' | 41.22'  | S63°35'42"E   | 41.20'  | 006°05'15" | 20.63'  |
| C15         | 388.00' | 112.41' | S74°56'19"E   | 112.02' | 016°35'59" | 56.60'  |
| C16         | 388.00' | 8.05'   | S83°49'59"E   | 8.05'   | 001°11'20" | 4.03'   |
| C17         | 388.00' | 27.07'  | S86°25'34"E   | 27.06'  | 003°59'50" | 13.54'  |
| C18         | 388.00' | 10.77'  | S89°13'11"E   | 10.77'  | 001°35'24" | 5.38'   |
| C19         | 88.00'  | 34.67'  | N78°41'56"E   | 34.45'  | 022°34'23" | 17.56'  |
| C20         | 88.00'  | 27.87'  | N58°20'28"E   | 27.75'  | 018°08'34" | 14.05'  |
| C21         | 88.00'  | 22.09'  | N42°04'47"E   | 22.03'  | 014°22'49" | 11.10'  |
| C22         | 155.00' | 22.13'  | S39°17'21"W   | 22.11'  | 008°10'47" | 11.08'  |

| CURVE TABLE |         |        |               |        |            |         |
|-------------|---------|--------|---------------|--------|------------|---------|
| CURVE       | RADIUS  | LENGTH | CHORD BEARING | CHORD  | DELTA      | TANGENT |
| C108        | 969.00' | 20.04' | N86°17'27"E   | 20.04' | 001°11'06" | 10.02'  |
| C109        | 969.00' | 20.07' | N85°06'17"E   | 20.07' | 001°11'13" | 10.04'  |
| C110        | 969.00' | 25.15' | N83°46'04"E   | 25.15' | 001°29'13" | 12.58'  |
| C111        | 969.00' | 15.10' | N82°34'40"E   | 15.10' | 000°53'35" | 7.55'   |
| C112        | 969.00' | 25.29' | N81°23'01"E   | 25.29' | 001°29'42" | 12.64'  |
| C113        | 969.00' | 20.31' | N80°02'09"E   | 20.31' | 001°12'03" | 10.15'  |
| C114        | 969.00' | 20.39' | N78°49'58"E   | 20.39' | 001°12'20" | 10.19'  |
| C115        | 969.00' | 20.48' | N77°37'29"E   | 20.48' | 001°12'39" | 10.24'  |
| C116        | 969.00' | 20.58' | N76°24'39"E   | 20.58' | 001°13'00" | 10.29'  |
| C117        | 500.00' | 14.04' | N75°54'44"E   | 14.04' | 001°36'33" | 7.02'   |
| C118        | 500.00' | 8.20'  | N77°11'12"E   | 8.20'  | 000°56'25" | 4.10'   |
| C119        | 500.00' | 25.46' | N79°06'56"E   | 25.46' | 002°55'03" | 12.73'  |
| C120        | 500.00' | 20.21' | N81°43'57"E   | 20.21' | 002°18'58" | 10.11'  |
| C121        | 500.00' | 20.11' | N84°02'34"E   | 20.11' | 002°18'16" | 10.06'  |
| C122        | 500.00' | 25.05' | N86°37'48"E   | 25.04' | 002°52'12" | 12.53'  |
| C123        | 500.00' | 26.00' | N89°33'17"E   | 26.00' | 002°58'47" | 13.00'  |
| C124        | 334.37' | 25.04' | S86°56'24"W   | 25.04' | 004°17'27" | 12.53'  |
| C125        | 334.37' | 20.15' | S83°04'06"W   | 20.15' | 003°27'10" | 10.08'  |
| C126        | 334.37' | 20.34' | S79°35'58"W   | 20.33' | 003°29'05" | 10.17'  |
| C127        | 205.23' | 12.07' | S78°45'52"W   | 12.07' | 003°22'16" | 6.04'   |

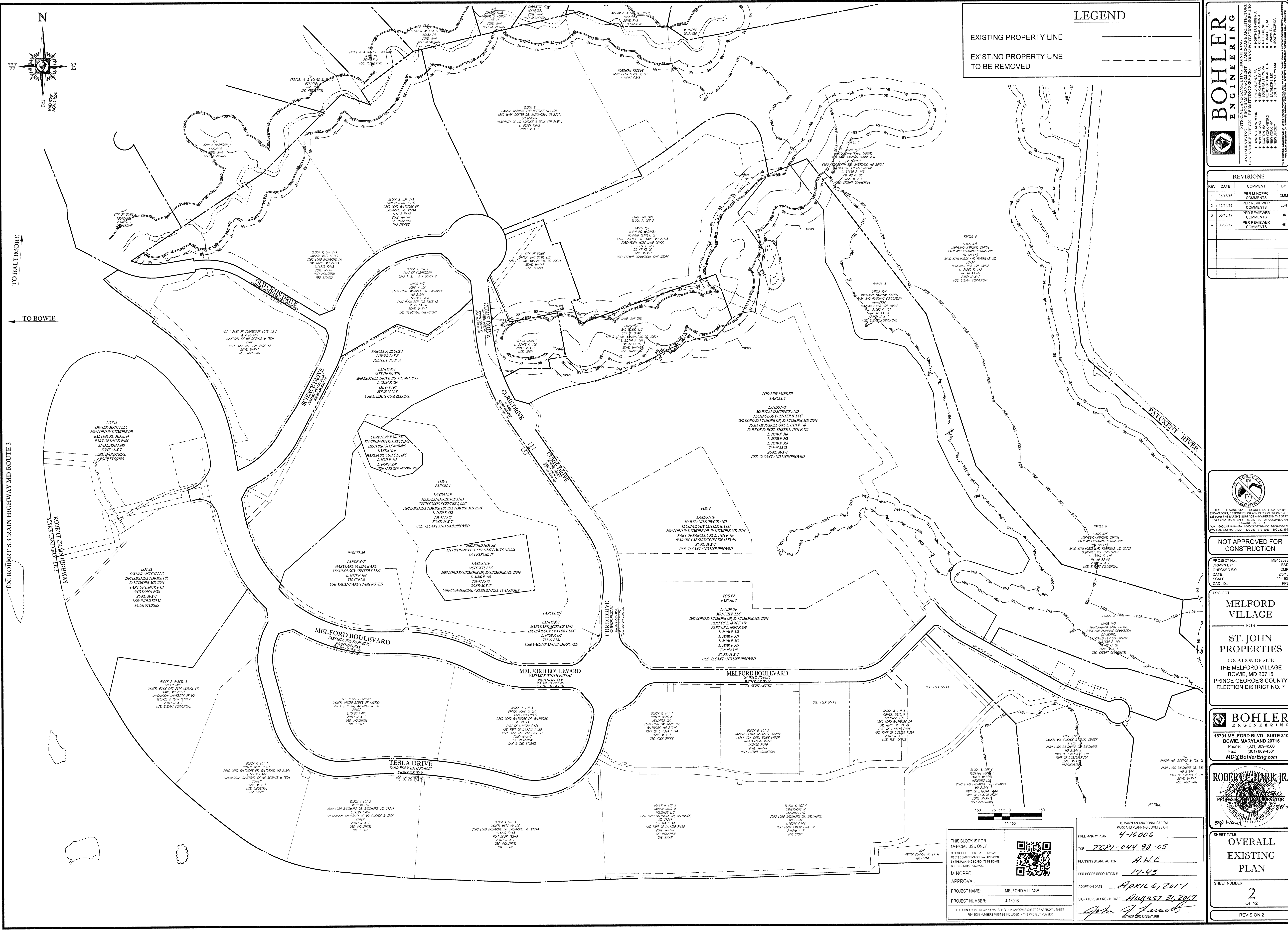
| CURVE TABLE |          |         |               |         |            |         |
|-------------|----------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS   | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C23         | 155.00'  | 22.04'  | S47°27'09"W   | 22.02'  | 008°08'48" | 11.04'  |
| C24         | 155.00'  | 18.05'  | S54°51'45"W   | 18.04'  | 006°40'25" | 9.04'   |
| C25         | 88.00'   | 9.37'   | N55°08'51"E   | 9.37'   | 006°06'12" | 4.69'   |
| C26         | 88.00'   | 70.87'  | N29°01'25"E   | 68.97'  | 046°08'41" | 37.49'  |
| C27         | 88.00'   | 9.16'   | N02°58'06"E   | 9.16'   | 005°57'56" | 4.59'   |
| C28         | 679.20'  | 126.17' | S85°19'47"E   | 125.99' | 010°38'37" | 63.27'  |
| C29         | 679.20'  | 218.69' | S70°47'02"E   | 217.75' | 018°26'54" | 110.30' |
| C30         | 679.20'  | 84.55'  | S57°59'37"E   | 84.49'  | 007°07'56" | 42.33'  |
| C31         | 679.20'  | 57.96'  | S51°58'58"E   | 57.94'  | 004°53'22" | 29.00'  |
| C32         | 688.00'  | 50.70'  | S42°59'27"E   | 50.69'  | 004°13'20" | 25.36'  |
| C37         | 136.00'  | 105.99' | S60°30'47"W   | 103.33' | 044°39'17" | 55.85'  |
| C38         | 74.00'   | 57.67'  | S60°30'47"W   | 56.22'  | 044°39'17" | 30.39'  |
| C39         | 423.37'  | 55.75'  | N33°34'36"E   | 55.71'  | 007°32'40" | 27.91'  |
| C40         | 781.20'  | 66.58'  | S34°47'27"E   | 66.56'  | 004°52'59" | 33.31'  |
| C41         | 2006.91' | 65.51'  | N24°13'56"W   | 65.51'  | 001°52'13" | 32.76'  |
| C42         | 894.31'  | 67.91'  | S14°48'32"E   | 67.90'  | 004°21'03" | 33.97'  |
| C43         | 137.67'  | 52.18'  | S23°29'17"W   | 51.85'  | 021°42'32" | 26.40'  |
| C44         | 137.67'  | 20.45'  | S38°35'54"W   | 20.43'  | 008°30'43" | 10.24'  |
| C45         | 87.67'   | 72.53'  | S79°58'22"W   | 70.47'  | 047°24'01" | 38.48'  |
| C46         | 137.67'  | 109.09' | S53°37'05"E   | 106.26' | 045°24'07" | 57.59'  |

| CURVE TABLE |         |         |               |         |            |         |
|-------------|---------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS  | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C128        | 205.23' | 20.15'  | S83°15'45"W   | 20.14'  | 005°37'28" | 10.08'  |
| C129        | 205.23' | 25.02'  | S89°34'00"W   | 25.00'  | 006°59'02" | 12.52'  |
| C130        | 205.23' | 9.29'   | N85°38'42"W   | 9.29'   | 002°35'35" | 4.64'   |
| C131        | 205.23' | 25.51'  | N80°47'17"W   | 25.49'  | 007°07'16" | 12.77'  |
| C132        | 205.23' | 20.08'  | N74°25'28"W   | 20.07'  | 005°36'22" | 10.05'  |
| C133        | 205.23' | 20.01'  | N68°49'42"W   | 20.00'  | 005°35'10" | 10.01'  |
| C134        | 205.23' | 20.13'  | N63°13'31"W   | 20.12'  | 005°37'11" | 10.07'  |
| C135        | 205.23' | 25.64'  | N56°50'10"W   | 25.63'  | 007°09'31" | 12.84'  |
| C136        | 205.23' | 9.13'   | N51°58'54"W   | 9.13'   | 002°33'01" | 4.57'   |
| C137        | 205.23' | 25.03'  | N47°12'44"W   | 25.02'  | 006°59'20" | 12.53'  |
| C138        | 205.23' | 20.06'  | N40°55'04"W   | 20.05'  | 005°36'00" | 10.04'  |
| C139        | 205.23' | 20.30'  | N35°17'03"W   | 20.29'  | 005°40'01" | 10.16'  |
| C140        | 205.23' | 7.50'   | N31°24'15"W   | 7.50'   | 002°05'35" | 3.75'   |
| C141        | 423.65' | 12.96'  | N33°54'26"W   | 12.95'  | 001°45'08" | 6.48'   |
| C142        | 423.65' | 20.24'  | N36°09'08"W   | 20.24'  | 002°44'16" | 10.12'  |
| C143        | 423.65' | 25.13'  | N39°13'14"W   | 25.13'  | 003°23'56" | 12.57'  |
| C144        | 438.00' | 90.86'  | S82°54'51"E   | 90.69'  | 011°53'06" | 45.59'  |
| C145        | 438.00' | 134.89' | S68°08'58"E   | 134.35' | 017°38'41" | 67.98'  |
| C146        | 438.00' | 91.13'  | S53°22'00"E   | 90.96'  | 011°55'15" | 45.73'  |
| C147        | 438.00' | 13.13'  | S46°32'51"E   | 13.13'  | 001°43'02" | 6.56'   |

| CURVE TABLE |          |         |               |         |            |         |
|-------------|----------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS   | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C47         | 97.33'   | 8.57'   | S33°26'26"W   | 8.57'   | 005°02'49" | 4.29'   |
| C48         | 87.67'   | 69.34'  | S13°18'23"E   | 67.54'  | 045°18'55" | 36.80'  |
| C50         | 482.68'  | 234.27' | S25°02'43"W   | 231.98' | 027°48'34" | 119.49' |
| C51         | 644.20'  | 9.69'   | S38°47'04"W   | 9.69'   | 000°51'42" | 4.84'   |
| C52         | 553.24'  | 224.98' | S51°02'42"W   | 223.44' | 023°18'01" | 114.07' |
| C53         | 328.10'  | 103.08' | S71°30'57"W   | 102.65' | 018°00'00" | 51.97'  |
| C54         | 1402.39' | 556.83' | N19°23'25"E   | 553.18' | 022°45'00" | 282.13' |
| C55         | 740.14'  | 255.50' | S69°31'43"W   | 254.23' | 019°48'42" | 129.03' |
| C56         | 418.37'  | 31.70'  | N32°48'52"W   | 31.70'  | 004°20'30" | 15.86'  |
| C57         | 418.37'  | 27.96'  | N28°43'44"W   | 27.96'  | 003°49'46" | 13.99'  |
| C58         | 418.37'  | 25.60'  | N25°03'41"W   | 25.59'  | 003°30'20" | 12.80'  |
| C59         | 418.37'  | 20.55'  | N21°54'06"W   | 20.54'  | 002°48'50" | 10.28'  |
| C60         | 418.37'  | 20.34'  | N19°06'08"W   | 20.34'  | 002°47'07" | 10.17'  |
| C61         | 418.37'  | 20.18'  | N16°19'40"W   | 20.18'  | 002°45'50" | 10.09'  |
| C62         | 418.37'  | 20.07'  | N13°34'16"W   | 20.07'  | 002°44'57" | 10.04'  |
| C63         | 418.37'  | 35.08'  | N09°47'41"W   | 35.07'  | 004°48'13" | 17.55'  |
| C64         | 418.37'  | 33.91'  | N05°04'17"W   | 33.90'  | 004°38'36" | 16.96'  |
| C65         | 418.37'  | 20.01'  | N01°22'47"W   | 20.01'  | 002°44'24" | 10.01'  |
| C66         | 418.37'  | 20.01'  | N01°21'38"E   | 20.01'  | 002°44'24" | 10.01'  |
| C67         | 418.37'  | 37.59'  | N05°18'15"E   | 37.57'  | 005°08'51" | 18.81'  |

| CURVE TABLE |          |         |               |         |            |         |
|-------------|----------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS   | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C149        | 78.00'   | 8.96'   | N48°16'40"E   | 8.96'   | 006°35'05" | 4.49'   |
| C150        | 78.00'   | 52.32'  | N70°47'06"E   | 51.34'  | 038°25'47" | 27.19'  |
| C151        | 104.00'  | 14.73'  | N49°02'35"E   | 14.72'  | 008°06'55" | 7.38'   |
| C152        | 104.00'  | 22.76'  | N59°22'10"E   | 22.71'  | 012°32'15" | 11.42'  |
| C153        | 104.00'  | 30.88'  | N74°08'43"E   | 30.77'  | 017°00'51" | 15.56'  |
| C154        | 104.00'  | 10.04'  | N85°25'00"E   | 10.03'  | 005°31'45" | 5.02'   |
| C155        | 104.00'  | 3.30'   | N89°05'26"E   | 3.30'   | 001°49'08" | 1.65'   |
| C156        | 438.00'  | 91.10'  | N81°46'59"E   | 90.93'  | 011°55'00" | 45.71'  |
| C157        | 438.00'  | 26.01'  | N89°26'32"E   | 26.00'  | 003°24'06" | 13.01'  |
| C158        | 1031.00' | 38.72'  | S79°25'15"W   | 38.72'  | 002°09'06" | 19.36'  |
| C159        | 1031.00' | 20.24'  | S81°03'33"W   | 20.24'  | 001°07'30" | 10.12'  |
| C160        | 1031.00' | 20.19'  | S82°10'58"W   | 20.19'  | 001°07'19" | 10.09'  |
| C161        | 1031.00' | 20.14'  | N83°18'11"E   | 20.14'  | 001°07'09" | 10.07'  |
| C162        | 1031.00' | 20.09'  | N84°25'15"E   | 20.09'  | 001°07'00" | 10.05'  |
| C163        | 1031.00' | 20.06'  | N85°32'12"E   | 20.06'  | 001°06'53" | 10.03'  |
| C164        | 1031.00' | 20.03'  | N86°39'03"E   | 20.03'  | 001°06'48" | 10.02'  |
| C165        | 1031.00' | 31.97'  | N88°05'45"E   | 31.97'  | 001°46'35" | 15.98'  |
| C166        | 1031.00' | 12.28'  | N89°19'31"E   | 12.28'  | 000°40'57" | 6.14'   |
| C167        | 500.00'  | 377.83' | S87°18'27"E   | 368.90' | 043°17'46" | 198.45' |
| C168        | 21.00'   | 16.90'  | S25°00'14"E   | 16.45'  | 046°06'28" | 8.94'   |

| CURVE TABLE |         |         |               |         |            |         |
|-------------|---------|---------|---------------|---------|------------|---------|
| CURVE       | RADIUS  | LENGTH  | CHORD BEARING | CHORD   | DELTA      | TANGENT |
| C68         | 418.37' | 3.66'   | N08°07'44"E   | 3.66'   | 000°30'06" | 1.83'   |
| C69         | 317.00' | 46.44'  | S04°10'57"W   | 46.40'  | 008°23'40" | 23.26'  |
| C70         | 88.00'  | 89.41'  | S29°07'18"E   | 85.61'  | 058°12'50" | 48.99'  |
| C71         | 155.00' | 78.17'  | S43°46'47"E   | 77.35'  | 028°53'50" | 39.94'  |
| C72         | 88.00'  | 93.20'  | S59°40'22"E   | 88.91'  | 060°40'59" | 51.51'  |
| C73         | 482.66' | 234.27' | S25°02'43"W   | 231.98' | 027°48'34" | 119.49' |
| C74         | 169.00' | 18.94'  | S86°27'19"W   | 18.93'  | 008°25'21" | 9.48'   |
| C75         | 142.00' | 100.29' | S63°00'43"W   | 98.21'  | 040°27'52" | 52.34'  |
| C76         | 80.00'  | 65.02'  | S59°57'43"W   | 63.24'  | 046°33'52" | 34.42'  |
| C77         | 10.00'  | 17.69'  | N25°53'47"W   | 15.47'  | 101°22'15" | 12.21'  |
| C78         | 10.00'  | 18.28'  | S51°02'33"W   | 15.84'  | 104°45'04" | 12.97'  |
| C79         | 80.00'  | 16.60'  | S30°44'04"W   | 16.57'  | 011°53'27" | 8.33'   |
| C80         | 142.00' | 27.69'  | S37°11'37"W   | 27.65'  | 011°10'21" | 13.89'  |
| C81         | 142.00' | 16.90'  | S28°11'53"W   | 16.89'  | 006°49'07" | 8.46'   |
| C82         | 600.99' | 20.00'  | N00°58'54"W   | 20.00'  | 001°54'25" | 10.00'  |
| C83         | 600.99' | 20.03'  | N02°53'24"W   | 20.03'  | 001°54'33" | 10.01'  |
| C84         | 600.99' | 20.07'  | N04°48'05"W   | 20.07'  | 001°54'49" | 10.04'  |
| C85         | 600.99' | 34.32'  | N07°23'39"W   | 34.32'  | 003°16'20" | 17.17'  |
| C86         | 600.99' | 12.02'  | N09°36'12"W   | 12.02'  | 001°08'47" | 6.01'   |
| C87         | 600.99' | 8.21'   | N21°34'05"W   | 8.21'   | 000°48'58" | 4.11'   |





EX. ROBERT S. CRAIN HIGHWAY MD ROUTE 3

ROBERT CRAIN HIGHWAY  
MARYLAND ROUTE 3

MELFORD BOULEVARD  
VARIABLE WIDTH PUBLIC  
RIGHT-OF-WAY  
P.S. NO. 152 P.1

TESLA  
VARIABLE W.  
RIGHT-  
1936 SEP 19  
70 100

MELFORD BOULEVARD

MELFORD BOULEVARD

EXISTING PROPERTY LINE

EXISTING ADJACENT  
PROPERTY LINE

PROPOSED PROPERTY LINE

PROPOSED RIGHT-OF-WAY

## PROPOSED BLOCK LIMITS

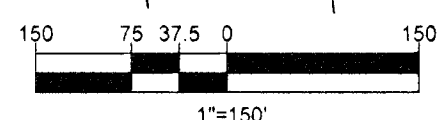
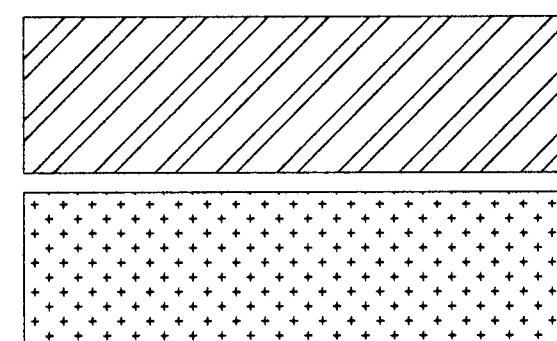
EXISTING PROPERTY LINE  
TO BE REMOVED

RIGHT-OF-WAY PROPOSED  
TO BE DEDICATED

RIGHT-OF-WAY PROPOSED  
TO BE ACQUIRED

PROPOSED CENTERLINE

## LEGEND



THIS BLOCK IS FOR  
OFFICIAL USE ONLY

OR LABEL CERTIFIES THAT THIS PLAN  
MEETS CONDITIONS OF FINAL APPROV  
BY THE PLANNING BOARD, ITS DESIGN  
OR THE DISTRICT COUNCIL.

|                     |                                                                                       |
|---------------------|---------------------------------------------------------------------------------------|
| M-NCPPC<br>APPROVAL |  |
| PROJECT NAME:       | MELFORD VILLAGE                                                                       |
| PROJECT NUMBER:     | 4-16006                                                                               |

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

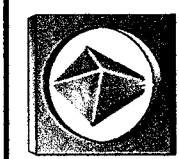
TCPI-044-98-05

PLANNING BOARD ACTION A.W.C.

ADOPTION DATE Dec 16 20

SIGNATURE APPROVAL DATE AUGUST 3

\_\_\_\_\_/ AUTHORIZED SIGNATURE

BOHLER  
ENGINEERING  
TM

**SITE CIVIL AND CONSULTING ENGINEERING**  
**LAND SURVEYING**  
**PROGRAM MANAGEMENT**  
**SUSTAINABLE DESIGN**  
**PERMITTING SERVICES**  
**TRANSPORTATION SERVICES**  
**LANDSCAPE ARCHITECTURE**

- ◆ UPTATE NEW YORK
- ◆ NEW ENGLAND
- ◆ LEHIGH VALLEY, PA
- ◆ WEST MICHIGAN
- ◆ REHOBOTH BEACH, DE
- ◆ NEW YORK, NY
- ◆ NEW JERSEY
- ◆ BAITMORE, MD
- ◆ SOUTHERN MARYLAND
- ◆ PHILADELPHIA, PA
- ◆ NORTH CAROLINA
- ◆ KANSAS
- ◆ CHARLOTTE, NC
- ◆ TAMPA, FL
- ◆ SOUTH FLORIDA
- ◆ NORTHERN VIRGINIA
- ◆ VIRGINIA

## REVISIONS

| REV | DATE     | COMMENT               | BY  |
|-----|----------|-----------------------|-----|
| 1   | 05/18/16 | PER M-NCPPC COMMENTS  | CMM |
| 2   | 12/14/16 | PER REVIEWER COMMENTS | LJN |
| 3   | 05/16/17 | PER REVIEWER COMMENTS | HK  |
| 4   | 06/30/17 | PER REVIEWER COMMENTS | HK  |
|     |          |                       |     |
|     |          |                       |     |
|     |          |                       |     |
|     |          |                       |     |
|     |          |                       |     |



THE FOLLOWING STATES REQUIRE NOTIFICATION BY  
EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO  
DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE  
IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND  
DELAWARE CALL - 811  
(WV 1-800-245-4048) (PA 1-800-242-1776) (DC 1-800-257-7777  
(VA 1-800-552-7001) (MD 1-800-257-7777) (DE 1-800-282-8555)

NOT APPROVED FOR  
CONSTRUCTION

|              |          |
|--------------|----------|
| PROJECT No.: | MB152028 |
| DRAWN BY:    | EAD      |
| CHECKED BY:  | CMR      |
| DATE:        | 2/5/16   |
| SCALE:       | 1"=150'  |
| CAD I.D.:    | PP2      |

PROJECT:

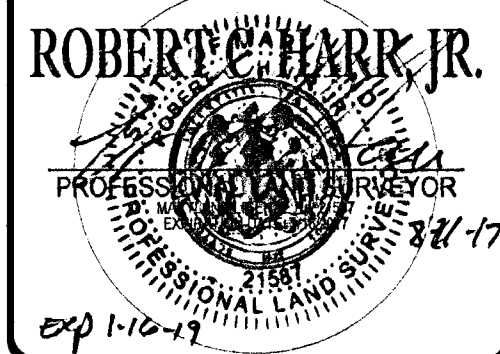
MELFORD  
VILLAGE

— FOR —  
ST. JOHN  
PROPERTIES

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 7



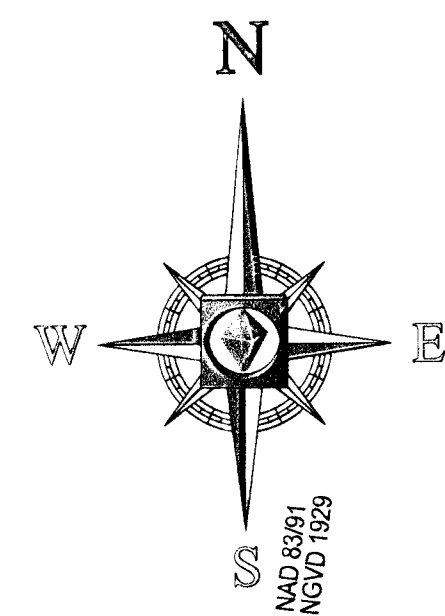
**16701 MELFORD BLVD , SUITE 310  
BOWIE, MARYLAND 20715**  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
***MD@BohlerEng.com***



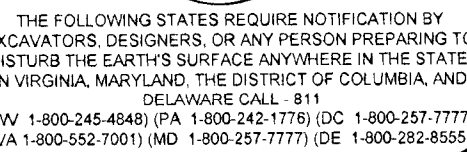
SHEET TITLE:  
OVERALL  
PROPOSED  
PLAN

SHEET NUMBER: 3 OF 12

REVISION 2



| REVISIONS |          |                       |     |
|-----------|----------|-----------------------|-----|
| REV       | DATE     | COMMENT               | BY  |
| 1         | 05/18/16 | PER MNCPPC COMMENTS   | CMM |
| 2         | 12/14/16 | PER REVIEWER COMMENTS | LJN |
| 3         | 05/16/17 | PER REVIEWER COMMENTS | HK  |
| 4         | 06/30/17 | PER REVIEWER COMMENTS | HK  |
|           |          |                       |     |
|           |          |                       |     |
|           |          |                       |     |
|           |          |                       |     |
|           |          |                       |     |



NOT APPROVED FOR  
CONSTRUCTION

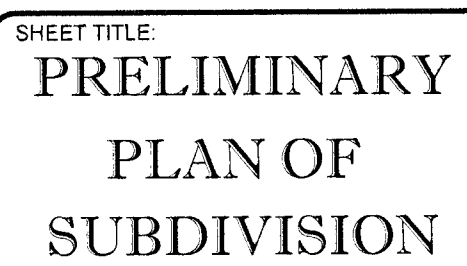
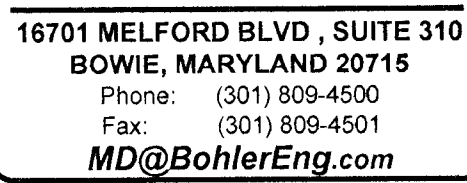
|              |          |
|--------------|----------|
| PROJECT No.: | MB152028 |
| DRAWN BY:    | EAD      |
| CHECKED BY:  | CMR      |
| DATE:        | 2/5/16   |
| SCALE:       | AS NOTED |
| CAD ID:      | PP2      |

PROJECT

MELFORD  
VILLAGE  
— FOR —

## ST. JOHN PROPERTIES

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWIE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 1



SHEET NUMBER:  
4  
OF 12

REVISION 2

THIS BLOCK IS FOR  
OFFICIAL USE ONLY



|                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------|
| THIS BLOCK IS FOR<br>OFFICIAL USE ONLY                                                                                                |
| OR LABEL CERTIFIES THAT THIS PLAN<br>MEETS CONDITIONS OF FINAL APPROV<br>BY THE PLANNING BOARD, ITS DESIG<br>OR THE DISTRICT COUNCIL. |
| M-NCPPC<br>APPROVAL                                                                                                                   |
| PROJECT NAME:                                                                                                                         |
| PROJECT NUMBER:                                                                                                                       |
| FOR CONDITIONS OF APPROVAL<br>REVISION NUMBERS                                                                                        |

THE MARYLAND NATIONAL CAPITAL  
PLANNING AND PLANNING COMMISSION

PRELIMINARY PLAN 416006

TCP TCPI-044-98-05

PLANNING BOARD ACTION A.N.C.

PER PCOBS RESOLUTION # 17-45

ADOPTION DATE APRIL 6, 2017

SIGNATURE APPROVAL DATE AUGUST 31, 2017

John D. Semach  
ANCHOR TREE SIGNATURE

THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRELIMINARY PLAN 4-16006

TCP TCPI-044-98-05

PLANNING BOARD ACTION A.H.C.

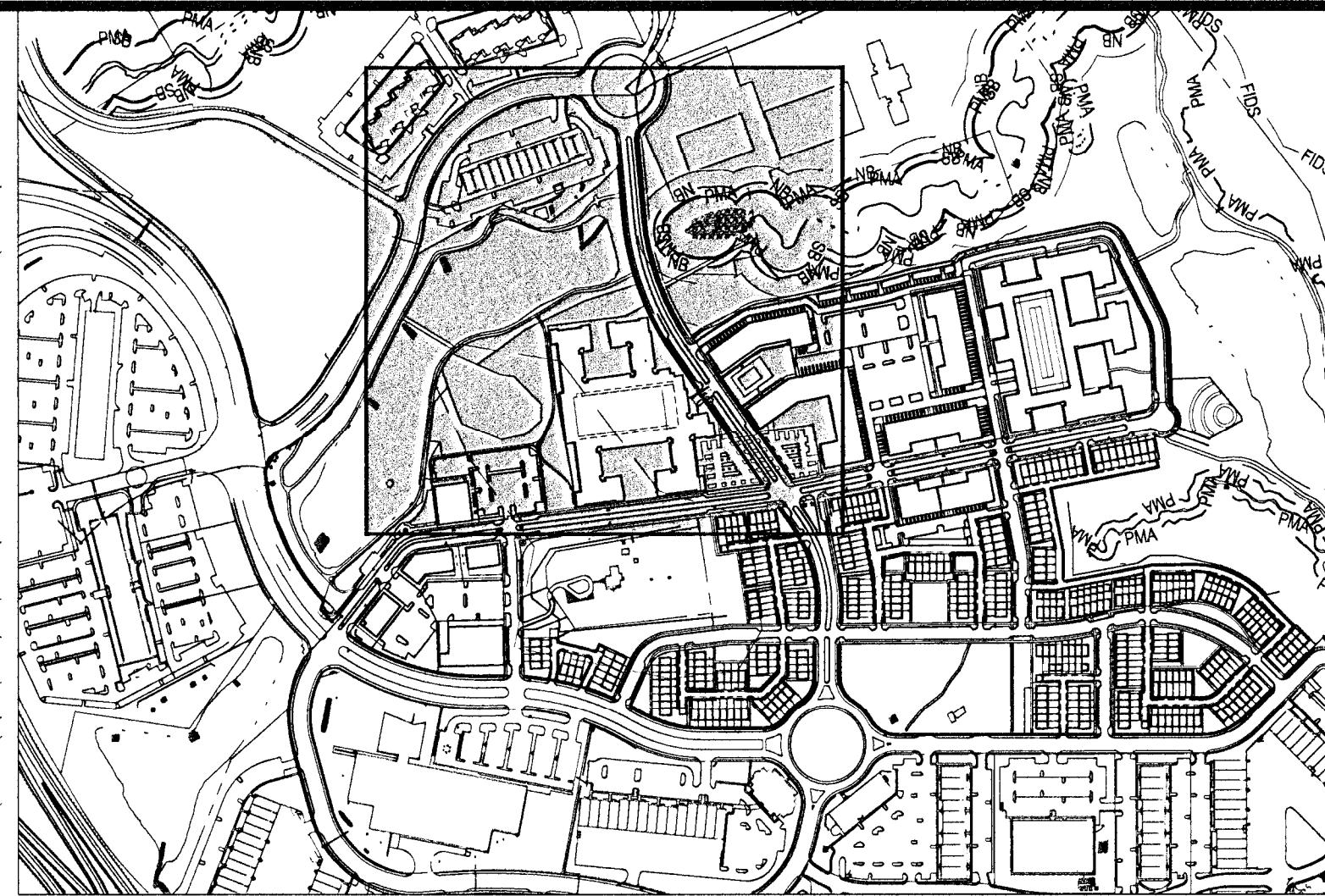
PER PROCP RESOLUTION # 17-45

ADOPTION DATE APRIL 6, 2017

SIGNATURE APPROVAL DATE AUGUST 31, 2017

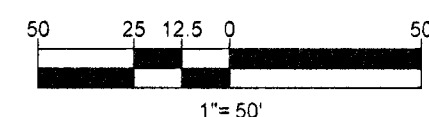
John G. Fortate

AUTHORIZED SIGNATURE



| BLOCK 'C' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 1         | 2,983         |
| 2         | 1,800         |
| 3         | 1,800         |
| 4         | 2,250         |
| 5         | 2,250         |
| 6         | 1,800         |
| 7         | 1,800         |
| 8         | 2,250         |

| BLOCK 'D' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 1         | 4,395         |



THIS BLOCK IS FOR OFFICIAL USE ONLY. OR LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNER, OR THE DISTRICT COUNCIL.

M-NCPPC APPROVAL

PROJECT NAME: MELFORD VILLAGE

PROJECT NUMBER: 4-16006

FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRELIMINARY PLAN: 4-16006

TCP: 70P1-044-90-05

PLANNING BOARD ACTION: A.N.C.

PER PCOPB RESOLUTION #: 17-45

ADOPTION DATE: April 6, 2017

SIGNATURE APPROVAL DATE: August 31, 2017

John J. Fennell

**BOHLER ENGINEERING**

SITE, CIVIL AND CONSULTING ENGINEERING  
LAND SURVEYING, DESIGN, ARCHITECTURE  
PERMITTING SERVICES  
TRANSPORTATION SERVICES

16701 MELFORD BLVD., SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
MD@BohlerEng.com

REVISIONS

| REV | DATE     | COMMENT               | BY  |
|-----|----------|-----------------------|-----|
| 1   | 05/18/16 | PER M-NCPPC COMMENTS  | CHM |
| 2   | 12/14/16 | PER REVIEWER COMMENTS | LJN |
| 3   | 05/16/17 | PER REVIEWER COMMENTS | HK  |
| 4   | 06/30/17 | PER REVIEWER COMMENTS | HK  |

**NOT APPROVED FOR CONSTRUCTION**

PROJECT NO.: MB150208  
DRAWN BY: EAD  
CHECKED BY: CMR  
DATE: 2/9/16  
SCALE: AS NOTED  
CAD I.D.: PPS

**MELFORD VILLAGE**

FOR

**ST. JOHN PROPERTIES**

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWIE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 7

**BOHLER ENGINEERING**

16701 MELFORD BLVD., SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
MD@BohlerEng.com

**ROBERT E. HARR JR.**

PROFESSIONAL SEAL  
EXPIRATION DATE: 12-31-17

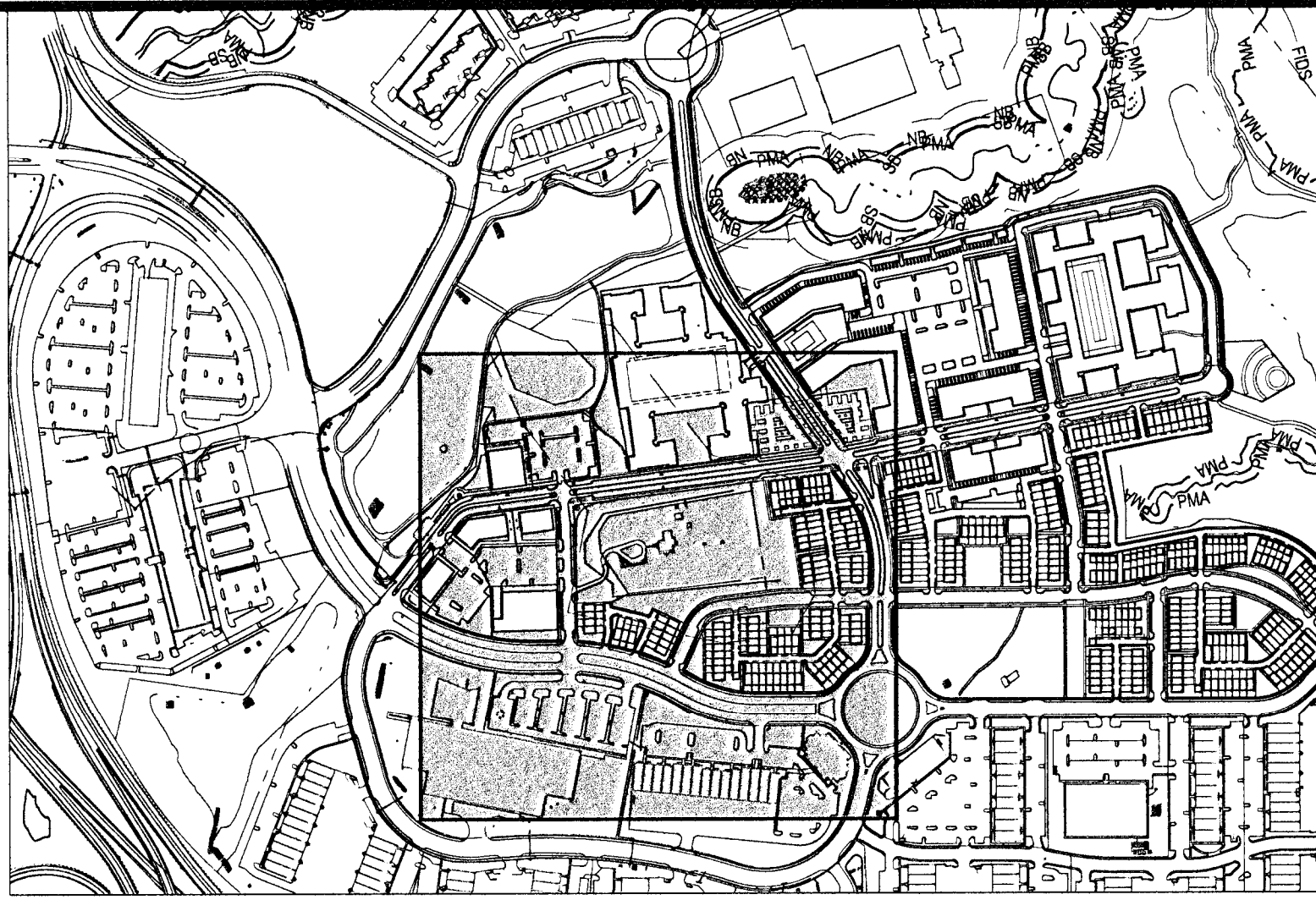
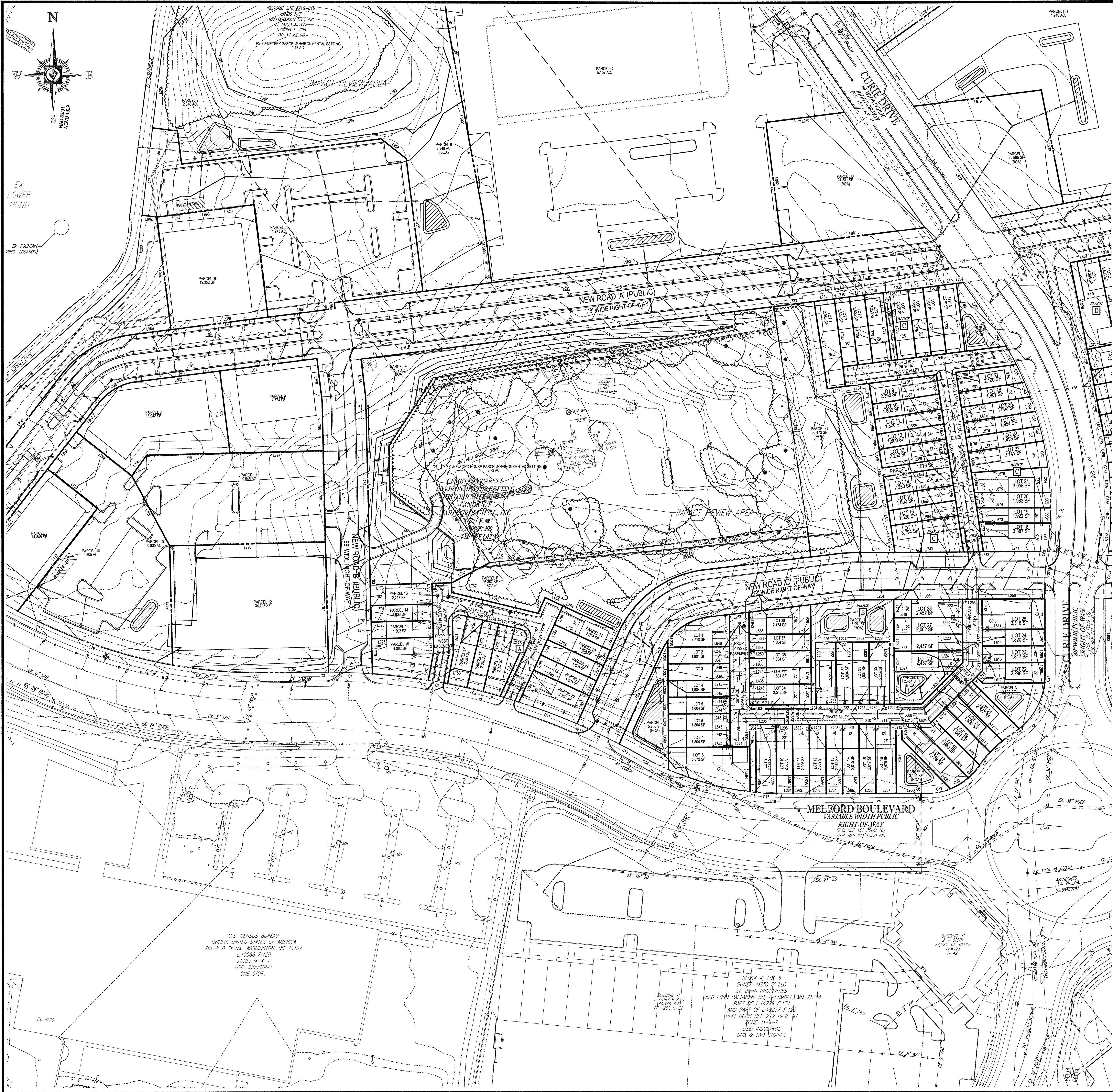
SHEET TITLE

**PRELIMINARY PLAN OF SUBDIVISION**

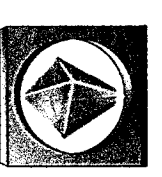
SHEET NUMBER

6 OF 12

REVISION 2



| BLOCK 'B' |               | BLOCK 'C' |               | BLOCK 'D' |               |
|-----------|---------------|-----------|---------------|-----------|---------------|
| LOT #     | LOT AREA (SF) | LOT #     | LOT AREA (SF) | LOT #     | LOT AREA (SF) |
| 1         | 2,710         | 1         | 2,983         | 1         | 4,395         |
| 2         | 1,804         | 2         | 1,800         |           |               |
| 3         | 1,804         | 3         | 1,800         |           |               |
| 4         | 1,804         | 4         | 2,250         |           |               |
| 5         | 1,804         | 5         | 2,250         |           |               |
| 6         | 1,804         | 6         | 1,800         |           |               |
| 7         | 1,804         | 7         | 1,800         |           |               |
| 8         | 5,072         | 8         | 2,250         |           |               |
| 9         | 2,433         | 9         | 2,396         |           |               |
| 10        | 2,003         | 10        | 1,800         |           |               |
| 11        | 2,006         | 11        | 1,800         |           |               |
| 12        | 2,009         | 12        | 1,800         |           |               |
| 13        | 2,012         | 13        | 2,250         |           |               |
| 14        | 2,015         | 14        | 2,250         |           |               |
| 15        | 2,017         | 15        | 1,800         |           |               |
| 16        | 2,479         | 16        | 1,800         |           |               |
| 17        | 2,789         | 17        | 3,794         |           |               |
| 18        | 1,980         | 18        | 3,387         |           |               |
| 19        | 1,844         | 19        | 1,922         |           |               |
| 20        | 1,830         | 20        | 1,983         |           |               |
| 21        | 2,327         | 21        | 3,058         |           |               |
| 22        | 2,298         | 22        | 3,141         |           |               |
| 23        | 1,817         | 23        | 1,998         |           |               |
| 24        | 1,820         | 24        | 1,954         |           |               |
| 25        | 3,316         | 25        | 1,890         |           |               |
| 26        | 2,457         | 26        | 1,807         |           |               |
| 27        | 2,002         | 27        | 2,160         |           |               |
| 28        | 2,457         |           |               |           |               |
| 29        | 2,457         |           |               |           |               |
| 30        | 2,214         |           |               |           |               |
| 31        | 1,804         |           |               |           |               |
| 32        | 1,804         |           |               |           |               |
| 33        | 2,214         |           |               |           |               |
| 34        | 2,542         |           |               |           |               |
| 35        | 1,804         |           |               |           |               |
| 36        | 1,804         |           |               |           |               |
| 37        | 1,804         |           |               |           |               |
| 38        | 2,474         |           |               |           |               |

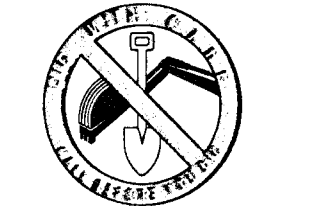


**BOHLER**  
ENGINEERING

Site Civil and Consulting Engineering  
Architectural Services  
Landscape Design  
Permitting Services  
Transportation Services  
Sustainable Design

- PHILADELPHIA, PA
- BALTIMORE, MD
- NEW YORK, NY
- BOSTON, MA
- NEW JERSEY
- PITTSBURGH, PA
- SEATTLE, WA
- SAN FRANCISCO, CA
- SOUTH CAROLINA
- TEXAS
- VIRGINIA
- WASHINGTON, DC

| REVISIONS |          |                       |    |
|-----------|----------|-----------------------|----|
| REV       | DATE     | COMMENT               | BY |
| 1         | 05/18/16 | PER MNCPPC COMMENTS   | CM |
| 2         | 12/14/16 | PER REVIEWER COMMENTS | LN |
| 3         | 05/16/17 | PER REVIEWER COMMENTS | HK |
| 4         | 06/30/17 | PER REVIEWER COMMENTS | HK |



THE FOLLOWING STATES REQUIRE NOTIFICATION BY EDUCATORS, DESIGNERS, OR ANY PERSON PREPARING TO EXERCISE THE RIGHTS OF SURVEYORSHIP IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND PEPPERELL, MA:  
MD 1-800-245-4848 (PA 1-800-242-1776) (DC 1-800-257-1777) (VA 1-800-352-7501) (MD 1-800-357-1777) (DC 1-800-282-8555)

NOT APPROVED FOR CONSTRUCTION

PROJECT NO: MB150208  
DRAWN BY: EAD  
CHECKED BY: CMR  
DATE: 2/6/15  
SCALE: AS NOTED  
CAD 1 D: PPS

MELFORD VILLAGE

FOR

ST. JOHN PROPERTIES

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWIE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 7



**BOHLER**  
ENGINEERING

18701 MELFORD BLVD., SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 800-4500  
Fax: (301) 800-4501  
MD@BohlerEng.com



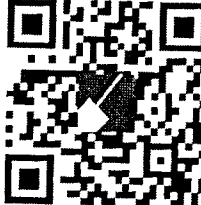
ROBERT C. MARK, JR.  
PROFESSIONAL ENGINEER  
ELECTRICAL  
STATE OF MARYLAND  
No. 11111  
Exp. 1-10-17

SHEET TITLE  
**PRELIMINARY  
PLAN OF  
SUBDIVISION**

SHEET NUMBER  
**7**  
OF 12

REVISION 2

THIS BLOCK IS FOR OFFICIAL USE ONLY



M-NCPPC APPROVAL

PROJECT NAME: MELFORD VILLAGE

PROJECT NUMBER: 4-16006

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET  
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

THE MARYLAND NATIONAL CAPITAL PLANNING AND PLANNING COMMISSION

PRELIMINARY PLAN 4-16006

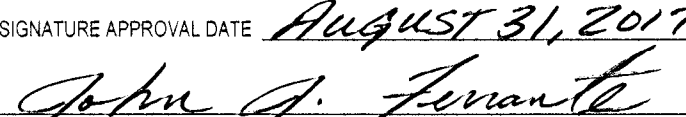
TOP 044-98-05

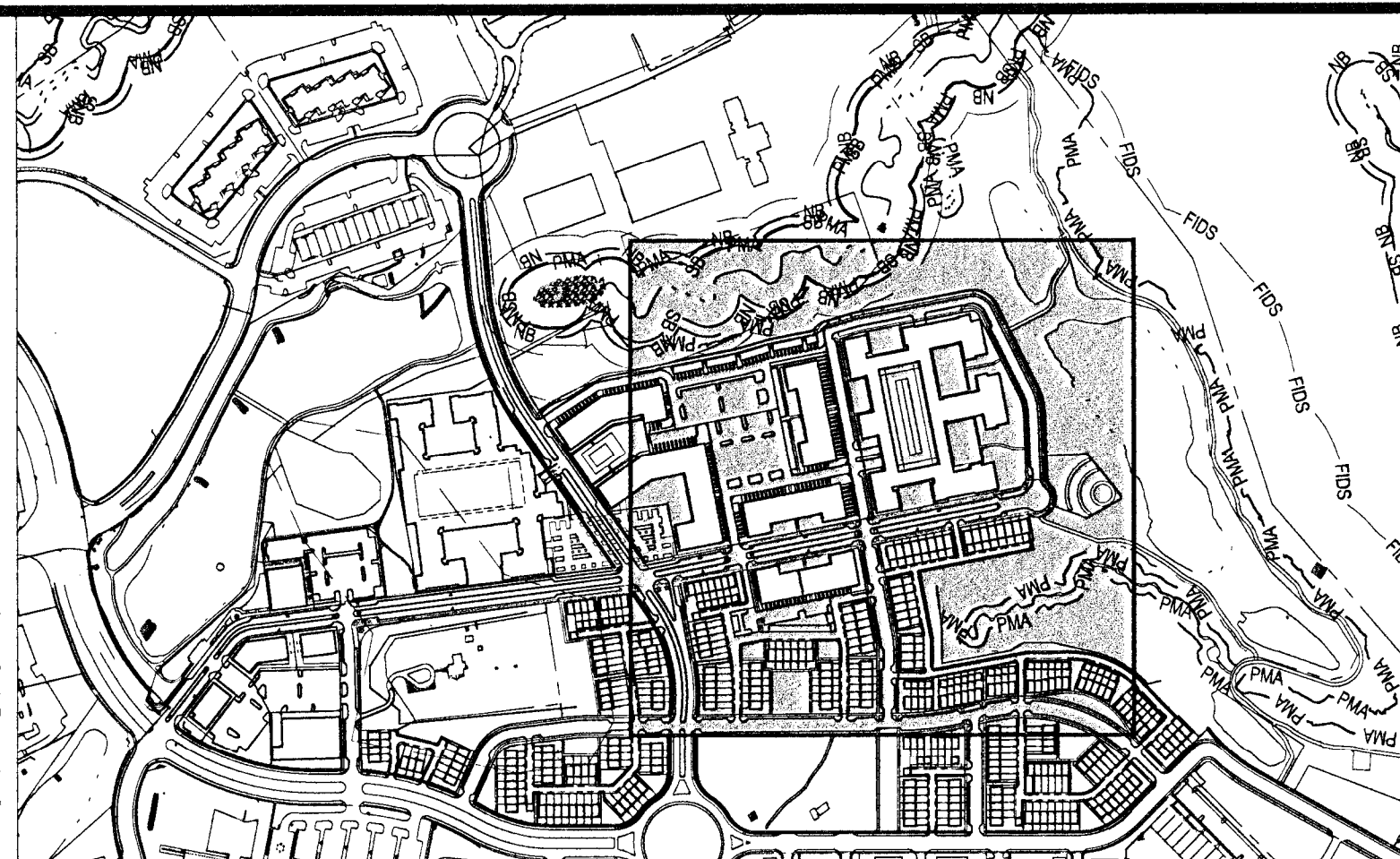
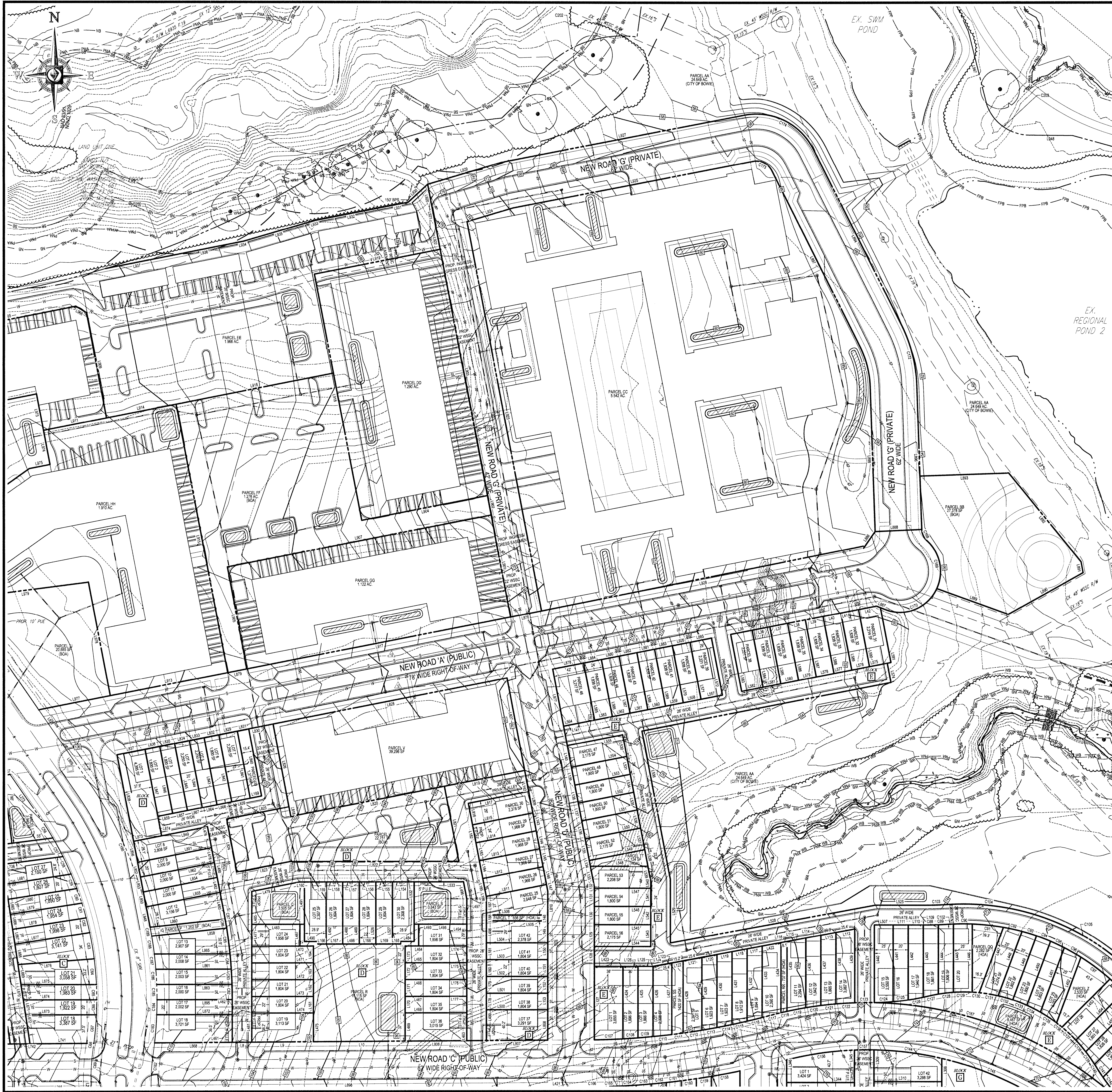
PLANNING BOARD ACTION A.N.C.

PER PGCB RESOLUTION # 17-45

ADOPTION DATE APRIL 6, 2017

SIGNATURE APPROVAL DATE August 31, 2017

  
John J. Ferante  
AUTHORITARY SIGNATURE

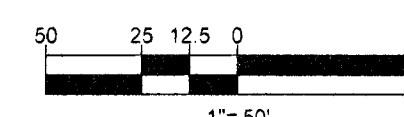


| BLOCK 'C' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 18        | 3,387         |
| 19        | 1,922         |
| 20        | 1,983         |
| 21        | 3,058         |
| 22        | 3,141         |
| 23        | 1,998         |
| 24        | 1,954         |
| 25        | 1,890         |
| 26        | 1,807         |
| 27        | 2,160         |

| BLOCK 'G' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 1         | 3,424         |
| 42        | 3,266         |

| BLOCK 'D' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 1         | 4,395         |
| 2         | 1,800         |
| 3         | 1,800         |
| 4         | 2,250         |
| 5         | 2,250         |
| 6         | 1,800         |
| 7         | 2,250         |
| 8         | 2,808         |
| 9         | 2,000         |
| 10        | 2,390         |
| 11        | 2,000         |
| 12        | 3,156         |
| 13        | 2,907         |
| 14        | 2,008         |
| 15        | 2,003         |
| 16        | 2,000         |
| 17        | 2,002         |
| 18        | 3,721         |
| 19        | 3,113         |
| 20        | 1,804         |
| 21        | 1,804         |
| 22        | 1,804         |
| 23        | 1,804         |
| 24        | 1,856         |
| 25        | 2,307         |
| 26        | 1,804         |
| 27        | 1,804         |
| 28        | 1,804         |
| 29        | 1,804         |
| 30        | 2,308         |
| 31        | 1,856         |
| 32        | 1,804         |
| 33        | 1,804         |
| 34        | 1,804         |
| 35        | 1,804         |
| 36        | 3,015         |
| 37        | 3,291         |
| 38        | 1,804         |
| 39        | 1,804         |
| 40        | 1,804         |
| 41        | 1,804         |
| 42        | 2,378         |

| BLOCK 'E' |               |
|-----------|---------------|
| LOT #     | LOT AREA (SF) |
| 1         | 3,655         |
| 2         | 1,896         |
| 3         | 1,866         |
| 4         | 2,338         |
| 5         | 2,391         |
| 6         | 1,923         |
| 7         | 1,923         |
| 8         | 1,912         |
| 9         | 1,894         |
| 10        | 2,390         |
| 11        | 2,294         |
| 12        | 1,842         |
| 13        | 1,865         |
| 14        | 3,067         |
| 15        | 2,550         |
| 16        | 2,001         |
| 17        | 1,940         |
| 18        | 1,861         |
| 19        | 1,806         |
| 20        | 2,243         |
| 21        | 2,274         |
| 22        | 1,802         |
| 23        | 1,800         |
| 24        | 1,803         |
| 25        | 2,283         |
| 26        | 2,245         |
| 27        | 1,801         |
| 28        | 1,826         |



THIS BLOCK IS FOR OFFICIAL USE ONLY

OR LABEL CERTIFIES THAT THIS PLAN MEETS THE CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, THE DISTRICT ENGINEER, OR THE DISTRICT COUNCIL.

M-NCPPC APPROVAL

PROJECT NAME: MELFORD VILLAGE

PROJECT NUMBER: 4-16006

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

PRELIMINARY PLAN

TCP: TCPI-044-98-05

PLANNING BOARD ACTION: A.N.C.

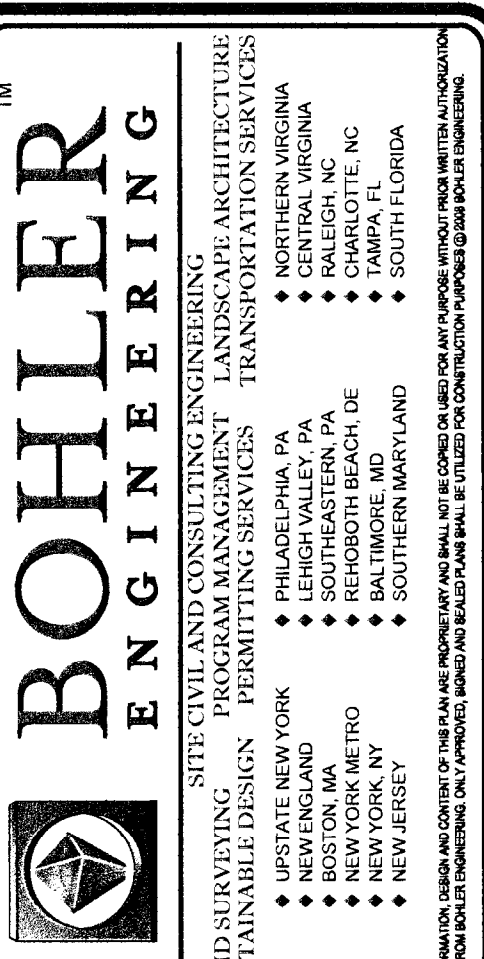
PER PGCPB RESOLUTION # 17-45

ADOPTION DATE: April 6, 2017

SIGNATURE APPROVAL DATE: August 31, 2017

SIGNATURE: John J. Fennell

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION



| REVISIONS |          |                       |    |
|-----------|----------|-----------------------|----|
| REV.      | DATE     | COMMENT               | BY |
| 1         | 05/18/16 | PER M-NCPPC COMMENTS  | CM |
| 2         | 12/14/16 | PER REVIEWER COMMENTS | LN |
| 3         | 05/16/17 | PER REVIEWER COMMENTS | HK |
| 4         | 06/30/17 | PER REVIEWER COMMENTS | HK |

THE FOLLOWING STATES REQUIRE NOTIFICATION BY ARCHITECTS, DESIGNERS, OR ANY PROFESSIONAL TO OBTAIN THE EARTH'S SURFACE ANYWHERE IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811 (TOLL FREE 1-800-486-4868) OR 1-800-855-1777 (DC 1-800-257-1777) OR 1-800-552-7001 (MD 1-800-257-1777) (DE 1-800-282-2666)

NOT APPROVED FOR CONSTRUCTION

PROJECT NO: MB152028

DRAWN BY: EAO

CHECKED BY: CMR

DATE: 2/5/16

SCALE: AS NOTED

CAD ID: PP2

PROJECT: MELFORD VILLAGE

FOR: ST. JOHN PROPERTIES

LOCATION OF SITE: THE MELFORD VILLAGE, BOWIE, MD 20715, PRINCE GEORGE'S COUNTY ELECTION DISTRICT NO. 7

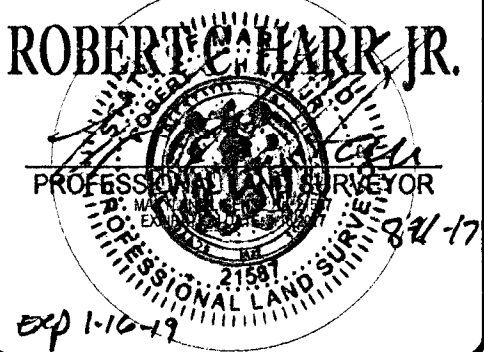
BOHLER ENGINEERING

16701 MELFORD BLVD., SUITE 310, BOWIE, MARYLAND 20715

Phone: (301) 809-4500

Fax: (301) 809-4501

MD@BohlerEng.com

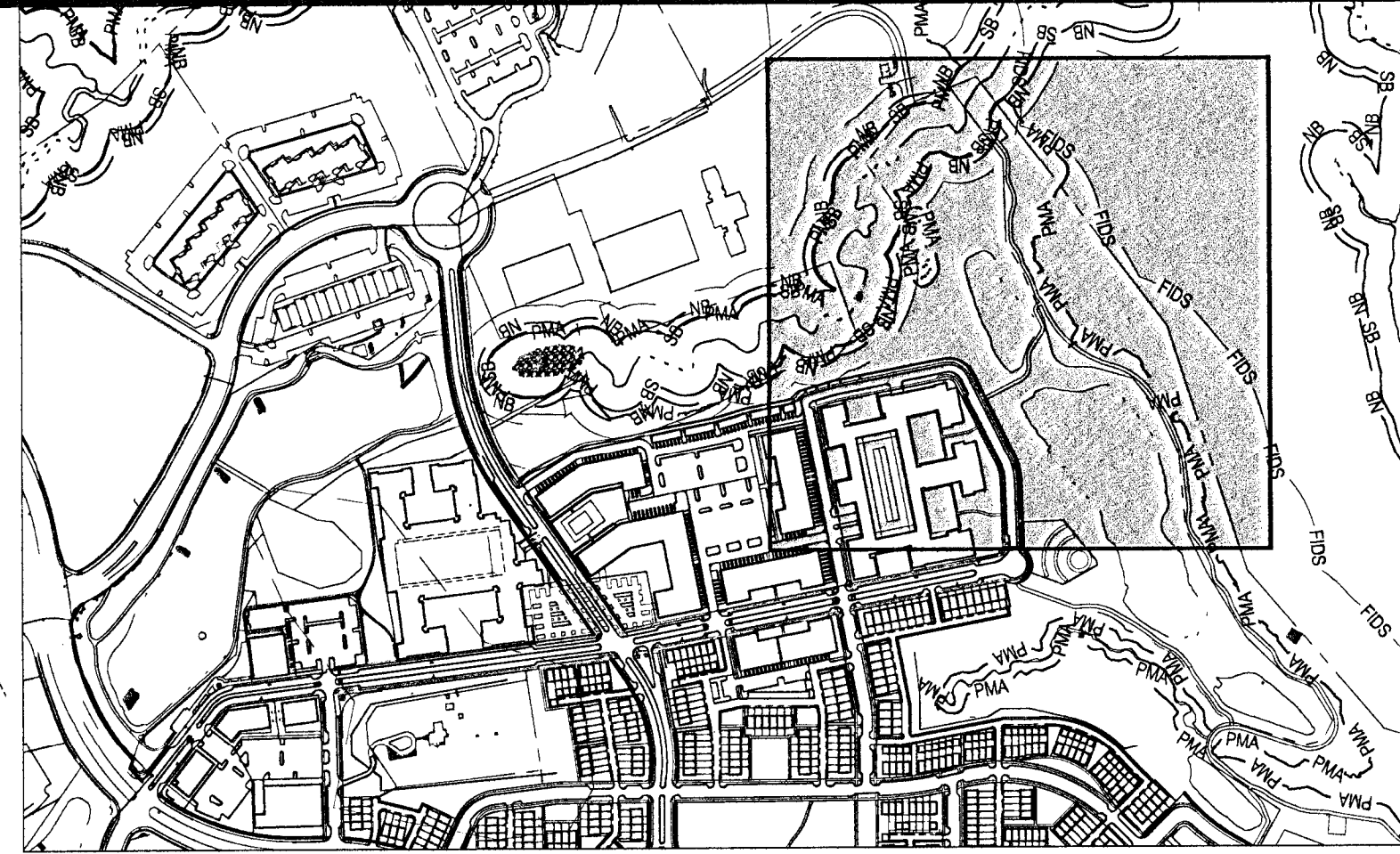
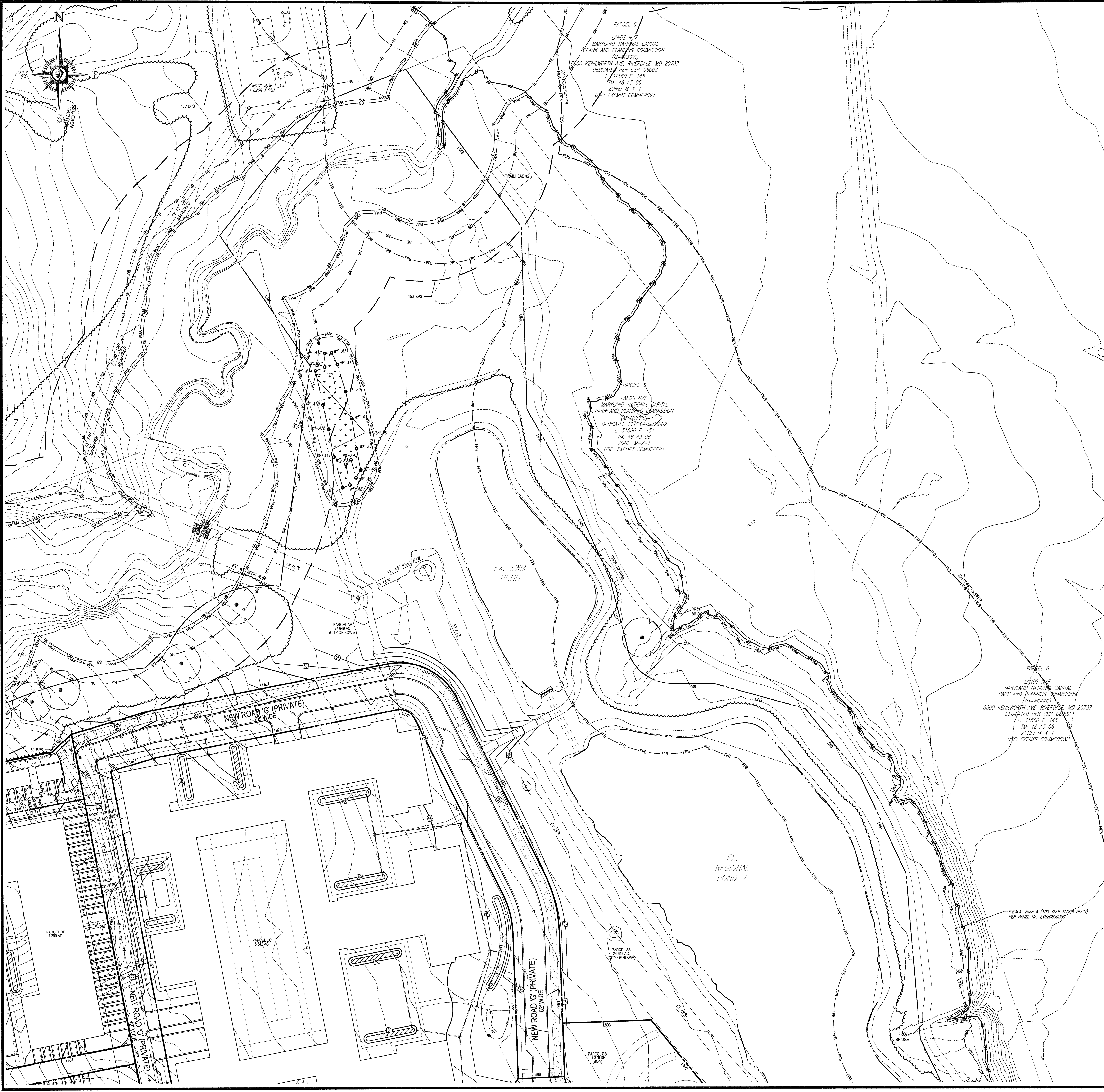


SHEET TITLE: PRELIMINARY PLAN OF SUBDIVISION

SHEET NUMBER: 8 OF 12

REVISION 2





KEY MAP  
SCALE: 1"=500'

**BOHLER ENGINEERING**

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Phone: (301) 808-4500  
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| REVISIONS |          |                       |     |
|-----------|----------|-----------------------|-----|
| REV       | DATE     | COMMENT               | BY  |
| 1         | 05/18/16 | PER MNCPPC COMMENTS   | CMV |
| 2         | 12/14/16 | PER REVIEWER COMMENTS | LIN |
| 3         | 05/16/17 | PER REVIEWER COMMENTS | HK  |
| 4         | 09/30/17 | PER REVIEWER COMMENTS | HK  |

**NOT APPROVED FOR CONSTRUCTION**

PROJECT NO. MB152028  
DRAWN BY: EAD  
CHECKED BY: CMR  
DATE: 2/6/16  
SCALE: AS NOTED  
CAD ID: PPS

**MELFORD VILLAGE**

FOR

**ST. JOHN PROPERTIES**

LOCATION OF SITE  
THE MELFORD VILLAGE  
BOWIE, MD 20715  
PRINCE GEORGE'S COUNTY  
ELECTION DISTRICT NO. 7

**BOHLER ENGINEERING**

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**ROBERT C. HARR, JR.**

PROFESSIONAL ENGINEER  
No. 110-17

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MNCPPC APPROVAL

PROJECT NAME: MELFORD VILLAGE  
PROJECT NUMBER: 4-18006

FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

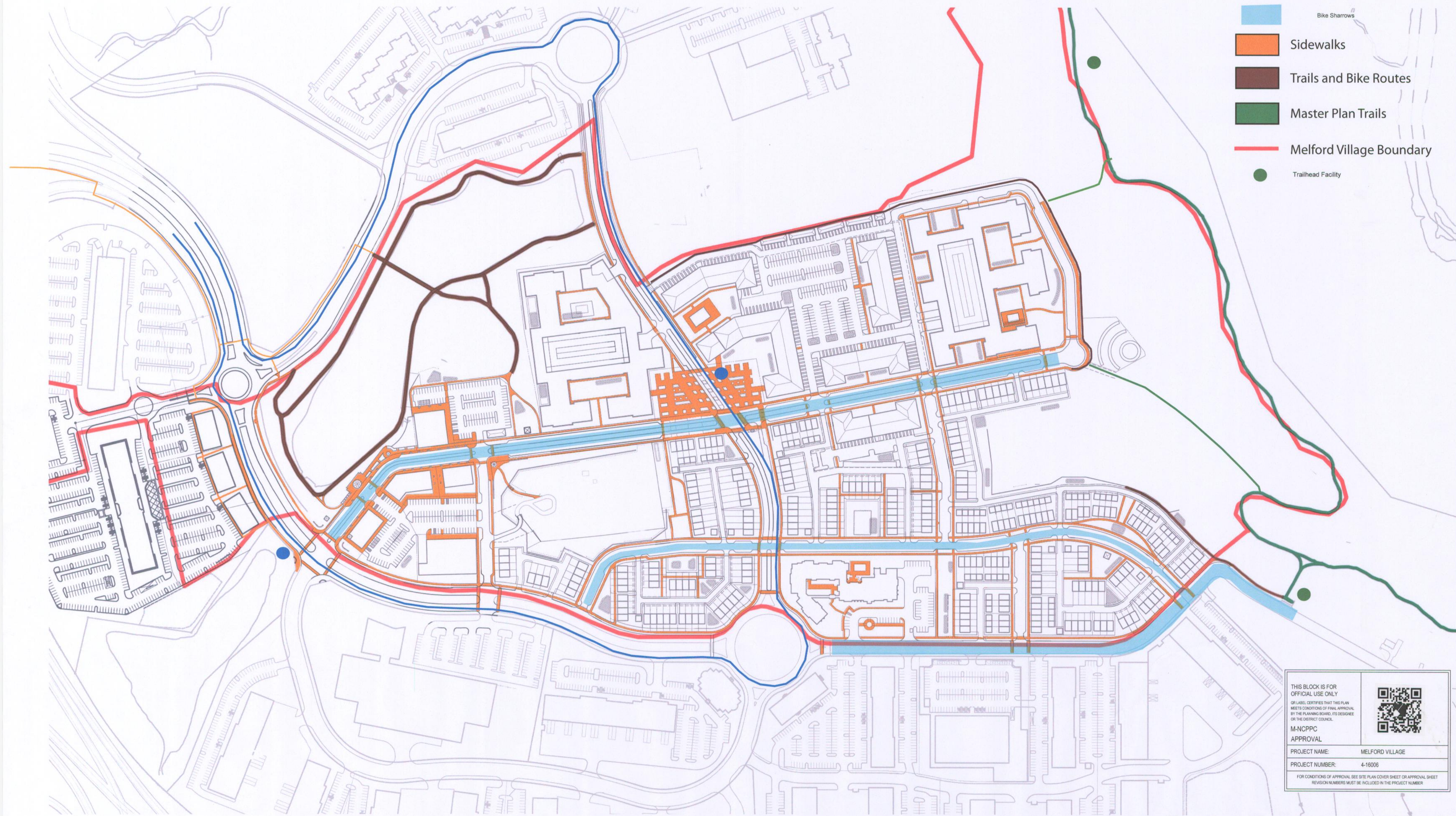
THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRELIMINARY PLAN: 4-18006  
TSP: 72P1-044-98-05  
PLANNING BOARD ACTION: A.N.C.  
PER PGCPB RESOLUTION #: 17-45  
ADOPTION DATE: April 6, 2017  
SIGNATURE APPROVAL DATE: August 31, 2017  
John J. Furuta  
AUTHORIZED SIGNATURE

SHEET TITLE: PRELIMINARY PLAN OF SUBDIVISION  
SHEET NUMBER: 10 OF 12  
REVISION 2







- Bus Stops
- Bus Route (Bike Sharrows along bus route)
- Bike Sharrows
- Sidewalks
- Trails and Bike Routes
- Master Plan Trails
- Melford Village Boundary
- Trailhead Facility

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M-NCPPC  
APPROVAL

PROJECT NAME: MELFORD VILLAGE

PROJECT NUMBER: 4-16006

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET  
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

