COUNTY of ISLE OF WIGHT

THE COURTHOUSE

February 26, 2014

Mr. Jason Fowler, P.E.
Land Development Program Manager
VDOT-Land Development
1700 N. Main Street
Suffolk, VA 23434

Re: Signal Warrant Analysis for Founder's Pointe Subdivision

Dear Mr. Fowler,

Attached are copies of the above-referenced analysis for your review. As a part of the Founder's Pointe Subdivision Master Plan Design Guidelines, the developers of Founder's Pointe agreed to conduct two signal warrant analyses for the Carrollton Boulevard and Sugar Hill Road intersection. The second trigger for a signal warrant analysis was when 175 certificates of occupancy permits had been issued. They have now met this threshold. Please review the attached plans and respond with comments or notice of no comments by **Wednesday, March 26, 2014**. Contact me should you have any questions at 757-357-9113 or tristian.barnes@iwus.net.

Sincerely,

Tristian M. Barnes, CFM
Planner

Kimley-Horn and Associates, Inc.

RECEIVED
FEB 25 2014
DEPARTMENT OF PLANNING AND ZONING

Memorandum

Suite 500
4500 Main Street
Virginia Beach, Virginia
23462

To: Mr. Dean Vincent, P.E.
Senior Vice President, Construction
East-West Partners
6101 Walkers Ferry Lane
Suffolk, Virginia 23435

From: Carlin Hebert, P.E.
Carroll E. Collins, AICP
Jacob Kleinhenz, EIT
Kimley-Horn and Associates, Inc.

Date: February 12, 2014

Subject: Carrollton Boulevard (U.S. 17) and Sugar Hill Road
Signal Warrant Analysis Memorandum
KHA Project # 116131006



Introduction

Kimley-Horn and Associates, Inc. has been retained by East-West Partners to conduct a signal warrant analysis for the intersection of Carrollton Boulevard (U.S. Route 17) and Sugar Hill Road in Isle of Wight County, Virginia. As part of the Founders Pointe development, specific thresholds were identified to establish when additional traffic analysis would be required throughout the development process. Upon the issuance of the 175th building permit for Founders Pointe, the threshold has been met such that an additional signal warrant analysis at Carrollton Boulevard and Sugar Hill Road is required. This memorandum is intended to address potential warranting of a traffic signal at this intersection based on the most recently collected traffic volumes.

Data Collection

Data collection was performed during an average weekday to capture representative traffic conditions. Kimley-Horn performed one 12-Hour turning movement count (TMC) on Tuesday January 14, 2014 from 6:00 AM to 6:00 PM at the intersection of Sugar Hill Road and Carrollton Boulevard. According to the data collected at the intersection, approximately 12,000 vehicles approach the intersection during the 12 hour analysis period. Furthermore of the 12,000 vehicles, approximately 11,000 of those vehicles travel along Carrollton Boulevard. These counts are included in the **Appendix** for reference.

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The unsignalized three-leg intersection is currently STOP controlled on the westbound Sugar Hill Road approach and provides the following laneage:

- Carrollton Boulevard (northbound) – one exclusive left-turn lane, one exclusive right-turn lane, and two through lanes
- Carrollton Boulevard (southbound) – one exclusive left-turn lane, one through lane, and one shared through and right-turn lane
- Sugar Hill Road (westbound) – one exclusive left-turn lane and one exclusive right-turn lane

Traffic Signal Warrant Analysis

Traffic signal warrant analyses were performed for the intersection of Carrollton Boulevard and Sugar Hill Road, consistent with the methodologies provided in the Manual on Uniform Traffic Control Devices (*MUTCD)*, to evaluate the need for traffic signalization under existing traffic conditions. According to the *MUTCD*, a traffic control signal should not be installed unless one or more of the signal warrants are met.

Under each warrant analysis, existing turning movement volumes were used to determine if the volume thresholds provided in the *MUTCD* were met. Due to the relatively high operational speed of traffic along mainline Carrollton Boulevard, (i.e., 55 mph posted speed limit) this signal warrant analysis included both the left-turn and right-turn volumes from the minor street approach. The signal warrant analysis excluded northbound mainline right-turn traffic because an exclusive right-turn lane is available for this movement. Therefore it was assumed that these right-turning vehicles do not impact intersection traffic flow.

The warrants used in this analysis are as follows:

- **Warrant 1** (Eight-Hour Vehicular Volume) - is satisfied if **ONE** of the following conditions exists for any eight hours of an average day:
  - ***Condition A*** (Minimum Vehicular Volume) - volumes meet or exceed the necessary hourly thresholds for any eight hours of an average day. Thresholds may be modified based on vehicle speeds and population of the local community.
  - ***Condition B*** (Interruption of Continuous Traffic) - volumes meet or exceed the necessary hourly thresholds for any eight hours of an average day. Thresholds may be modified based on vehicle speeds and population of the local community.

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- ***Combination of Condition A and B*** - intended to be used where Conditions A and B are not individually met and where volume thresholds may be reduced based on anticipated traffic delay at the intersection.

- **Warrant 2** (Four-Hour Vehicular Volume) - volumes meet or exceed the necessary hourly thresholds for any four hours of an average day. Thresholds are typically higher than those for Warrant 1 and may be applicable when high traffic volumes are concentrated over a shorter time period (less than eight hours). The thresholds may also be modified based on vehicle speeds and population of the local community.

- **Warrant 3** (Peak Hour Volume) - volumes meet or exceed the necessary hourly thresholds for any one hour of an average day. This warrant should only be applied in unusual cases where an area is expected to discharge a large volume of traffic over a short period of time. The thresholds may also be modified based on vehicle speeds and population of the local community.

These warrants are based on existing mainline and minor street traffic volumes, existing number of travel lanes, approach turn-lanes, and mainline posted speed limit. The results of the signal warrant analyses are provided in the tables below with complete tables outlining the traffic volumes used attached to this memorandum.

The warrant analysis indicated that no conditions of Warrant 1 were met under existing 2014 traffic conditions. Since Warrant 1 requires that 8 hours of traffic volume must exceed volume thresholds, it is typically the most meaningful warrant when assessing the justification of a traffic signal.

The warrant analysis indicated that volume thresholds for Warrants 2 and 3 were met under the existing 2014 traffic conditions. It should be noted, however, that the MUTCD indicates that Warrant 3 is intended for use only in "unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time." Since these conditions do not apply at the Carrollton Boulevard/Sugar Hill Road intersection, it is recommended that Warrant 3 not be considered.

Warrant 1: Eight-Hour Vehicular Volume Results:

Scenario	Warrant 1 - Condition A			Warrant 1 - Condition B			Combination of Warrants 1A and 1B				
	Hours Met	Hours Required	Warrant Satisfied	Hours Met	Hours Required	Warrant Satisfied	Hours Met		Hours Required		Warrant Satisfied
							1A	1B	1A	1B	
Existing Conditions	1	8	**No**	6	8	**No**	2	9	8	8	**No**

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Warrant 2: Four-Hour Vehicular Volumes Results:

Scenario	Warrant 2		
	Hours Met	Hours Required	Warrant Satisfied
Existing Conditions	6	4	**Yes**

Warrant 3: Peak Hour Vehicular Volumes Results:

Scenario	Warrant 3		
	Hours Met	Hours Required	Warrant Satisfied
Existing Conditions	1	1	**Yes**

Signal Warrant Analysis Conclusion

This analysis effort was conducted at the request of East-West Partners due to the issuance of the 175th building permit for Founders Pointe, a threshold that was set in order for a signal warrant analysis to be conducted. Existing traffic volumes were examined to determine if a traffic signal is currently warranted at the intersection of Carrollton Boulevard and Sugar Hill Road based on methodologies provided in the *MUTCD*.

Based on the findings of this warrant analysis, existing traffic volumes do meet Warrant 2 thresholds—by a narrow margin—for installation of a traffic signal at the Carrollton Boulevard/Sugar Hill Road intersection. It should be noted, however, that the MUTCD indicates, "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." Therefore it is important to consider existing operations at the intersection in addition to warrant thresholds. For example, two signalized intersections exist approximately 1,800 feet north and 1,400 feet south of the Sugar Hill intersection along Carrollton Boulevard. The proximity of these signalized intersections helps to create gaps in mainline traffic flow. These gaps create opportunities for traffic traveling to and from Sugar Hill Road to more easily complete their turning movements. Furthermore, when assessing traffic volumes, three of the six hours that meet Warrant 2 only exceeded the minor street threshold by a combined total of 19 vehicles across the three hours. It should also be noted that, when considering minor street traffic, the majority of vehicles exiting Sugar Hill Road throughout the day turn right (62-75% of traffic exiting Sugar Hill Road turns right). Since it is easier to find acceptable gaps to complete a right-turn from the minor street than a left-turn, it is likely that these movements will benefit little from a traffic signal.

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Based upon the signal warrant analysis findings, it is recommended that a traffic signal not be installed at this time. It is recommended that signal warrant analysis be revisited in the future at the next predetermined threshold or significant Phase of the Founders Pointe residential development to assess the need for a traffic signal.

If there are any questions or we can provide any further analysis, please do not hesitate to contact us.

Enclosure

Founders Pointe

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Carrollton Boulevard / Sugar Hill Road

COUNT DATE: 1/14/2014

INTERSECTION CONDITION: Existing Conditions (2014)

MAJOR STREET: US Route 17/Carrollton Boulevard - Northbound/Southbound Approach — # OF APPROACH LANES: 3

MINOR STREET: Route 661/Sugar Hill Road/Driveway - Eastbound/Westbound Approach — # OF APPROACH LANES: 2

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST	MINOR ST		WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
										CONDITION A			CONDITION B				
	BOTH APPROACHES	HIGHEST APPROACH		MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES	NB/SB	EB	WB	420	140		630	70		336	112		504	56			
06:00 AM TO 07:00 AM	861	0	110	Y			Y	Y	Y	Y			Y	Y	Y	Y	
07:00 AM TO 08:00 AM	1,103	3	189	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
08:00 AM TO 09:00 AM	862	1	127	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
09:00 AM TO 10:00 AM	734	0	68	Y			Y			Y			Y	Y	Y		
10:00 AM TO 11:30 AM	675	0	53	Y			Y			Y			Y				
11:30 AM TO 12:30 PM	745	1	64	Y			Y			Y			Y	Y	Y		
12:30 PM TO 01:30 PM	740	0	48	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	756	1	44	Y			Y			Y			Y				
02:00 PM TO 03:00 PM	759	0	60	Y			Y			Y			Y	Y	Y		
03:00 PM TO 04:00 PM	1,101	2	82	Y			Y	Y	Y	Y			Y	Y	Y	Y	
04:00 PM TO 05:00 PM	1,413	3	86	Y			Y	Y	Y	Y			Y	Y	Y	Y	
05:00 PM TO 06:00 PM	1,320	0	91	Y			Y	Y	Y	Y			Y	Y	Y	Y	
06:00 PM TO 07:00 PM	0	0	0														
	11,069	11	1,022			1			6			2			9	6	1
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS OF BOTH COND. A AND COND. B NEEDED						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						SATISFIED	SATISFIED

WARRANT 1 -- Eight-Hour Vehicular Volume Warrant
- Condition A : Minimum Vehicular Volume
- Condition B : Interruption of Continuous Traffic
- Combination : Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant

WARRANT 3 -- Peak Hour Warrant

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File Name : Rt. 17 and Sugar Hill Rd.
Site Code :
Start Date : 1/14/2014
Page No : 1

Groups Printed- Car

	Business Driveway Eastbound					Sugar Hill Rd. Westbound					Rt. 17/Carrollton Blvd. Northbound					Rt. 17/Carrollton Blvd. Southbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
06:00 AM	0	0	0	0	0	5	0	16	0	21	1	55	0	0	56	2	78	0	0	80	157
06:15 AM	0	0	0	0	0	11	0	19	0	30	0	104	2	0	106	0	126	0	0	126	262
06:30 AM	0	0	0	0	0	8	0	17	0	25	0	84	1	0	85	4	140	0	0	144	254
06:45 AM	0	0	0	0	0	10	0	20	0	30	0	98	4	0	102	2	135	1	0	138	270
Total	0	0	0	0	0	34	0	72	0	106	1	341	7	0	349	8	479	1	0	488	943
07:00 AM	0	0	0	0	0	8	0	33	0	41	2	107	3	0	112	10	123	1	0	134	287
07:15 AM	1	0	0	0	1	22	0	27	0	49	0	104	8	0	112	9	149	0	0	158	320
07:30 AM	0	0	1	0	1	24	0	28	0	52	1	116	2	0	119	10	168	0	0	178	350
07:45 AM	1	0	0	0	1	15	0	27	0	42	0	120	1	0	121	10	128	0	0	138	302
Total	2	0	1	0	3	69	0	115	0	184	3	447	14	0	464	39	568	1	0	608	1259
08:00 AM	0	0	0	0	0	14	0	22	0	36	0	101	0	0	101	6	105	0	0	111	248
08:15 AM	1	0	0	0	1	18	0	23	0	41	0	87	5	0	92	3	85	0	0	88	222
08:30 AM	0	0	0	0	0	6	0	17	0	23	0	88	3	0	91	11	112	0	0	123	237
08:45 AM	0	0	0	0	0	9	0	15	0	24	0	88	2	0	90	11	113	0	0	124	238
Total	1	0	0	0	1	47	0	77	0	124	0	364	10	0	374	31	415	0	0	446	945
09:00 AM	0	0	0	0	0	4	0	6	0	10	0	83	3	0	86	10	101	0	0	111	207
09:15 AM	0	0	0	0	0	4	0	12	0	16	0	55	6	0	61	5	79	0	0	84	161
09:30 AM	0	0	0	0	0	7	0	16	0	23	0	64	2	0	66	7	93	0	0	100	189
09:45 AM	0	0	0	0	0	7	0	12	0	19	0	71	4	0	75	8	88	0	0	96	190
Total	0	0	0	0	0	22	0	46	0	68	0	273	15	0	288	30	361	0	0	391	747
10:00 AM	0	0	0	0	0	10	0	8	0	18	0	52	12	0	64	11	80	0	0	91	173
10:15 AM	0	0	0	0	0	3	0	6	0	9	0	56	4	0	60	7	73	0	0	80	149
10:30 AM	0	0	0	0	0	1	0	12	0	13	0	66	3	0	69	10	87	0	0	97	179
10:45 AM	0	0	0	0	0	4	0	7	0	11	1	74	4	0	79	9	83	0	0	92	182
Total	0	0	0	0	0	18	0	33	0	51	1	248	23	0	272	37	323	0	0	360	683
11:00 AM	0	0	0	0	0	5	0	4	0	9	1	60	7	0	68	3	85	0	0	88	165
11:15 AM	0	0	0	0	0	6	0	9	0	15	0	69	6	0	75	9	91	0	0	100	190
11:30 AM	0	0	0	0	0	8	0	11	0	19	0	116	3	0	119	2	79	0	0	81	219
11:45 AM	1	0	0	0	1	6	0	9	0	15	0	78	4	0	82	6	89	0	0	95	193
Total	1	0	0	0	1	25	0	33	0	58	1	323	20	0	344	20	344	0	0	364	767
12:00 PM	0	0	0	0	0	4	0	5	0	9	1	78	9	0	88	13	57	0	0	70	167
12:15 PM	0	0	0	0	0	3	0	8	0	11	0	84	10	0	94	9	93	0	0	102	207
12:30 PM	0	0	0	0	0	11	0	4	0	15	2	64	5	0	71	12	86	0	0	98	184
12:45 PM	0	0	0	0	0	6	0	5	0	11	0	95	7	0	102	15	86	0	0	101	214
Total	0	0	0	0	0	24	0	22	0	46	3	321	31	0	355	49	322	0	0	371	772
01:00 PM	0	0	0	0	0	3	0	8	0	11	0	81	7	0	88	10	65	0	0	75	174
01:15 PM	0	0	1	0	1	8	0	9	0	17	0	84	3	0	87	12	90	1	0	103	208
01:30 PM	0	0	0	0	0	0	0	4	0	4	0	70	12	0	82	9	70	0	0	79	165
01:45 PM	0	0	0	0	0	3	0	7	0	10	0	107	5	0	112	10	93	0	0	103	225
Total	0	0	1	0	1	14	0	28	0	42	0	342	27	0	369	41	318	1	0	360	772
02:00 PM	0	0	0	0	0	5	0	9	0	14	2	70	5	0	77	8	67	0	0	75	166
02:15 PM	0	0	0	0	0	3	0	10	0	13	1	101	5	0	107	8	98	0	0	106	226
02:30 PM	0	0	0	0	0	10	0	12	0	22	0	78	1	0	79	10	65	0	0	75	176
02:45 PM	0	0	0	0	0	4	0	7	0	11	0	104	4	0	108	15	89	0	0	104	223
Total	0	0	0	0	0	22	0	38	0	60	3	353	15	0	371	41	319	0	0	360	791
03:00 PM	0	0	0	0	0	11	0	13	0	24	0	113	6	0	119	18	105	0	0	123	266
03:15 PM	0	0	0	0	0	5	1	11	0	17	3	113	13	0	129	24	114	0	0	138	284
03:30 PM	1	1	0	0	2	1	0	20	0	21	1	148	12	0	161	17	99	0	0	116	300
03:45 PM	0	0	0	0	0	3	0	12	0	15	0	153	11	0	164	23	127	0	0	150	329
Total	1	1	0	0	2	20	1	56	0	77	4	527	42	0	573	82	445	0	0	527	1179
04:00 PM	0	0	0	0	0	2	0	11	0	13	0	134	9	0	143	26	157	0	0	183	339
04:15 PM	0	0	0	0	0	5	0	13	0	18	0	172	12	0	184	28	153	1	0	182	384
04:30 PM	1	0	0	0	1	9	0	13	0	22	0	155	19	0	174	28	172	0	0	200	397
04:45 PM	0	0	1	0	1	8	0	19	0	27	0	140	18	0	158	32	170	0	0	202	388
Total	1	0	1	0	2	24	0	56	0	80	0	601	58	0	659	114	652	1	0	767	1508
05:00 PM	0	0	0	0	0	6	0	25	0	31	1	178	12	0	191	38	161	0	0	199	421
05:15 PM	0	0	0	0	0	1	0	10	0	11	1	145	15	0	161	32	148	0	0	180	352
05:30 PM	0	0	0	0	0	8	0	15	0	23	0	123	20	0	143	36	141	1	0	178	344
05:45 PM	0	0	0	0	0	7	0	19	0	26	0	126	17	0	143	31	134	0	0	165	334
Total	0	0	0	0	0	22	0	69	0	91	2	572	64	0	638	137	584	1	0	722	1451
Grand Total	6	1	3	0	10	341	1	645	0	987	18	4712	326	0	5056	629	5130	5	0	5764	11817
Apprch %	60	10	30	0		34.5	0.1	65.3	0		0.4	93.2	6.4	0		10.9	89	0.1	0		
Total %	0.1	0	0	0	0.1	2.9	0	5.5	0	8.4	0.2	39.9	2.8	0	42.8	5.3	43.4	0	0	48.8	

Peggy Malone & Associates, Inc.

File Name : Rt. 17 and Sugar Hill Rd.
Site Code :
Start Date : 1/14/2014
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	Business Driveway Eastbound				Sugar Hill Rd. Westbound				Rt. 17/Carrollton Blvd. Northbound				Rt. 17/Carrollton Blvd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	8	0	33	41	2	107	3	112	10	123	1	134	287
07:15 AM	1	0	0	1	22	0	27	49	0	104	8	112	9	149	0	158	320
07:30 AM	0	0	1	1	24	0	28	52	1	116	2	119	10	168	0	178	350
07:45 AM	1	0	0	1	15	0	27	42	0	120	1	121	10	128	0	138	302
Total Volume	2	0	1	3	69	0	115	184	3	447	14	464	39	568	1	608	1259
% App. Total	66.7	0	33.3		37.5	0	62.5		0.6	96.3	3		6.4	93.4	0.2		
PHF	.500	.000	.250	.750	.719	.000	.871	.885	.375	.931	.438	.959	.975	.845	.250	.854	.899
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	5	0	13	18	0	172	12	184	28	153	1	182	384
04:30 PM	1	0	0	1	9	0	13	22	0	155	19	174	28	172	0	200	397
04:45 PM	0	0	1	1	8	0	19	27	0	140	18	158	32	170	0	202	388
05:00 PM	0	0	0	0	6	0	25	31	1	178	12	191	38	161	0	199	421
Total Volume	1	0	1	2	28	0	70	98	1	645	61	707	126	656	1	783	1590
% App. Total	50	0	50		28.6	0	71.4		0.1	91.2	8.6		16.1	83.8	0.1		
PHF	.250	.000	.250	.500	.778	.000	.700	.790	.250	.906	.803	.925	.829	.953	.250	.969	.944

Peggy Malone & Associates, Inc.

File Name : Rt. 17 and Sugar Hill Rd.
Site Code :
Start Date : 1/14/2014
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Groups Printed- Truck

	Business Driveway Eastbound					Sugar Hill Rd. Westbound					Rt. 17/Carrollton Blvd. Northbound					Rt. 17/Carrollton Blvd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	5	0	0	5	8
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	5	0	0	6	8
06:45 AM	0	0	0	0	0	2	0	2	0	4	0	7	1	0	8	0	6	0	0	6	18
Total	0	0	0	0	0	2	0	2	0	4	0	12	3	0	15	1	19	0	0	20	39
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	7	2	0	9	1	1	0	0	2	12
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	9	0	0	9	0	4	0	0	4	15
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	9	2	0	11	1	6	0	0	7	20
Total	0	0	0	0	0	2	0	3	0	5	0	29	4	0	33	2	15	0	0	17	55
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	9
08:15 AM	0	0	0	0	0	0	0	3	0	3	0	11	0	0	11	1	5	0	0	6	20
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	9	0	0	10	16
Total	0	0	0	0	0	0	0	3	0	3	0	28	0	0	28	2	22	0	0	24	55
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	9	0	0	10	16
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	16	2	0	18	0	6	0	0	6	24
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	14
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	1	8	0	0	9	19
Total	0	0	0	0	0	0	0	0	0	0	0	37	3	0	40	2	31	0	0	33	73
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	14	1	0	15	1	4	0	0	5	21
10:30 AM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	9	0	0	9	16
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	9	0	0	9	22
Total	0	0	0	0	0	2	0	0	0	2	0	38	1	0	39	1	27	0	0	28	69
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	5	2	0	7	0	12	0	0	12	20
11:15 AM	0	0	0	0	0	2	0	2	0	4	0	10	0	0	10	0	7	0	0	7	21
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	1	7	0	0	8	13
Total	0	0	0	0	0	2	0	4	0	6	0	26	2	0	28	1	30	0	0	31	65
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	1	7	0	0	8	16
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	0	5	0	0	5	14
Total	0	0	0	0	0	0	0	2	0	2	0	25	1	0	26	1	19	0	0	20	48
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	9	0	0	9	14
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	1	7	0	0	8	15
01:30 PM	0	0	0	0	0	0	0	1	0	1	0	4	3	0	7	0	7	0	0	7	15
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	8	0	0	8	17
Total	0	0	0	0	0	1	0	1	0	2	0	23	4	0	27	1	31	0	0	32	61
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	11
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	12
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	17	0	0	17	43
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
03:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	3	0	7	0	9	0	0	9	18
03:30 PM	0	0	0	0	0	1	0	1	0	2	0	5	0	0	5	0	10	0	0	10	17
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	1	3	0	0	4	8
Total	0	0	0	0	0	2	0	3	0	5	0	14	3	0	17	1	28	0	0	29	51
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	1	7	0	0	8	14
04:15 PM	0	0	0	0	0	1	0	1	0	2	0	6	1	0	7	0	10	0	0	10	19
04:30 PM	0	0	1	0	1	0	0	2	0	2	0	4	0	0	4	1	6	1	0	8	15
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	0	2	0	0	2	8
Total	0	0	1	0	1	1	0	5	0	6	0	19	2	0	21	2	25	1	0	28	56
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	3	0	0	4	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1	15	0	0	16	25
Grand Total	0	0	1	0	1	12	0	23	0	35	0	286	23	0	309	15	279	1	0	295	640
Apprch %	0	0	100	0		34.3	0	65.7	0		0	92.6	7.4	0		5.1	94.6	0.3	0		
Total %	0	0	0.2	0	0.2	1.9	0	3.6	0	5.5	0	44.7	3.6	0	48.3	2.3	43.6	0.2	0	46.1	

Peggy Malone & Associates, Inc.

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	Business Driveway Eastbound				Sugar Hill Rd. Westbound				Rt. 17/Carrollton Blvd. Northbound				Rt. 17/Carrollton Blvd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	0	0	0	1	0	0	1	0	14	1	15	1	4	0	5	21
10:30 AM	0	0	0	0	1	0	0	1	0	6	0	6	0	9	0	9	16
10:45 AM	0	0	0	0	0	0	0	0	0	13	0	13	0	9	0	9	22
11:00 AM	0	0	0	0	0	0	1	1	0	5	2	7	0	12	0	12	20
Total Volume	0	0	0	0	2	0	1	3	0	38	3	41	1	34	0	35	79
% App. Total	0	0	0		66.7	0	33.3		0	92.7	7.3		2.9	97.1	0		
PHF	.000	.000	.000	.000	.500	.000	.250	.750	.000	.679	.375	.683	.250	.708	.000	.729	.898
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	9	0	9	14
01:15 PM	0	0	0	0	0	0	0	0	0	6	1	7	1	7	0	8	15
01:30 PM	0	0	0	0	0	0	1	1	0	4	3	7	0	7	0	7	15
01:45 PM	0	0	0	0	1	0	0	1	0	8	0	8	0	8	0	8	17
Total Volume	0	0	0	0	1	0	1	2	0	23	4	27	1	31	0	32	61
% App. Total	0	0	0		50	0	50		0	85.2	14.8		3.1	96.9	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.719	.333	.844	.250	.861	.000	.889	.897

Peggy Malone & Associates, Inc.

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Groups Printed- Combined

	Business Driveway Eastbound					Sugar Hill Rd. Westbound					Rt. 17/Carrollton Blvd. Northbound					Rt. 17/Carrollton Blvd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	5	0	16	0	21	1	57	0	0	58	2	81	0	0	83	162
06:15 AM	0	0	0	0	0	11	0	19	0	30	0	106	3	0	109	0	131	0	0	131	270
06:30 AM	0	0	0	0	0	8	0	17	0	25	0	85	2	0	87	5	145	0	0	150	262
06:45 AM	0	0	0	0	0	12	0	22	0	34	0	105	5	0	110	2	141	1	0	144	288
Total	0	0	0	0	0	36	0	74	0	110	1	353	10	0	364	9	498	1	0	508	982
07:00 AM	0	0	0	0	0	8	0	34	0	42	2	114	5	0	121	11	124	1	0	136	299
07:15 AM	1	0	0	0	1	23	0	28	0	51	0	113	8	0	121	9	153	0	0	162	335
07:30 AM	0	0	1	0	1	24	0	28	0	52	1	120	2	0	123	10	172	0	0	182	358
07:45 AM	1	0	0	0	1	16	0	28	0	44	0	129	3	0	132	11	134	0	0	145	322
Total	2	0	1	0	3	71	0	118	0	189	3	476	18	0	497	41	583	1	0	625	1314
08:00 AM	0	0	0	0	0	14	0	22	0	36	0	107	0	0	107	6	108	0	0	114	257
08:15 AM	1	0	0	0	1	18	0	26	0	44	0	98	5	0	103	4	90	0	0	94	242
08:30 AM	0	0	0	0	0	6	0	17	0	23	0	93	3	0	96	11	117	0	0	128	247
08:45 AM	0	0	0	0	0	9	0	15	0	24	0	94	2	0	96	12	122	0	0	134	254
Total	1	0	0	0	1	47	0	80	0	127	0	392	10	0	402	33	437	0	0	470	1000
09:00 AM	0	0	0	0	0	4	0	6	0	10	0	89	3	0	92	11	110	0	0	121	223
09:15 AM	0	0	0	0	0	4	0	12	0	16	0	71	8	0	79	5	85	0	0	90	185
09:30 AM	0	0	0	0	0	7	0	16	0	23	0	70	2	0	72	7	101	0	0	108	203
09:45 AM	0	0	0	0	0	7	0	12	0	19	0	80	5	0	85	9	96	0	0	105	209
Total	0	0	0	0	0	22	0	46	0	68	0	310	18	0	328	32	392	0	0	424	820
10:00 AM	0	0	0	0	0	10	0	8	0	18	0	57	12	0	69	11	85	0	0	96	183
10:15 AM	0	0	0	0	0	4	0	6	0	10	0	70	5	0	75	8	77	0	0	85	170
10:30 AM	0	0	0	0	0	2	0	12	0	14	0	72	3	0	75	10	96	0	0	106	195
10:45 AM	0	0	0	0	0	4	0	7	0	11	1	87	4	0	92	9	92	0	0	101	204
Total	0	0	0	0	0	20	0	33	0	53	1	286	24	0	311	38	350	0	0	388	752
11:00 AM	0	0	0	0	0	5	0	5	0	10	1	65	9	0	75	3	97	0	0	100	185
11:15 AM	0	0	0	0	0	8	0	11	0	19	0	79	6	0	85	9	98	0	0	107	211
11:30 AM	0	0	0	0	0	8	0	11	0	19	0	123	3	0	126	2	83	0	0	85	230
11:45 AM	1	0	0	0	1	6	0	10	0	16	0	82	4	0	86	7	96	0	0	103	206
Total	1	0	0	0	1	27	0	37	0	64	1	349	22	0	372	21	374	0	0	395	832
12:00 PM	0	0	0	0	0	4	0	5	0	9	1	84	10	0	95	13	62	0	0	75	179
12:15 PM	0	0	0	0	0	3	0	9	0	12	0	91	10	0	101	10	100	0	0	110	223
12:30 PM	0	0	0	0	0	11	0	4	0	15	2	68	5	0	75	12	88	0	0	100	190
12:45 PM	0	0	0	0	0	6	0	6	0	12	0	103	7	0	110	15	91	0	0	106	228
Total	0	0	0	0	0	24	0	24	0	48	3	346	32	0	381	50	341	0	0	391	820
01:00 PM	0	0	0	0	0	3	0	8	0	11	0	86	7	0	93	10	74	0	0	84	188
01:15 PM	0	0	1	0	1	8	0	9	0	17	0	90	4	0	94	13	97	1	0	111	223
01:30 PM	0	0	0	0	0	0	0	5	0	5	0	74	15	0	89	9	77	0	0	86	180
01:45 PM	0	0	0	0	0	4	0	7	0	11	0	115	5	0	120	10	101	0	0	111	242
Total	0	0	1	0	1	15	0	29	0	44	0	365	31	0	396	42	349	1	0	392	833
02:00 PM	0	0	0	0	0	5	0	9	0	14	2	76	5	0	83	8	72	0	0	80	177
02:15 PM	0	0	0	0	0	3	0	10	0	13	1	109	5	0	115	8	102	0	0	110	238
02:30 PM	0	0	0	0	0	10	0	12	0	22	0	84	1	0	85	10	67	0	0	77	184
02:45 PM	0	0	0	0	0	4	0	7	0	11	0	110	4	0	114	15	95	0	0	110	235
Total	0	0	0	0	0	22	0	38	0	60	3	379	15	0	397	41	336	0	0	377	834
03:00 PM	0	0	0	0	0	11	0	13	0	24	0	115	6	0	121	18	111	0	0	129	274
03:15 PM	0	0	0	0	0	5	1	13	0	19	3	117	16	0	136	24	123	0	0	147	302
03:30 PM	1	1	0	0	2	2	0	21	0	23	1	153	12	0	166	17	109	0	0	126	317
03:45 PM	0	0	0	0	0	4	0	12	0	16	0	156	11	0	167	24	130	0	0	154	337
Total	1	1	0	0	2	22	1	59	0	82	4	541	45	0	590	83	473	0	0	556	1230
04:00 PM	0	0	0	0	0	2	0	11	0	13	0	139	10	0	149	27	164	0	0	191	353
04:15 PM	0	0	0	0	0	6	0	14	0	20	0	178	13	0	191	28	163	1	0	192	403
04:30 PM	1	0	1	0	2	9	0	15	0	24	0	159	19	0	178	29	178	1	0	208	412
04:45 PM	0	0	1	0	1	8	0	21	0	29	0	144	18	0	162	32	172	0	0	204	396
Total	1	0	2	0	3	25	0	61	0	86	0	620	60	0	680	116	677	2	0	795	1564
05:00 PM	0	0	0	0	0	6	0	25	0	31	1	184	12	0	197	39	164	0	0	203	431
05:15 PM	0	0	0	0	0	1	0	10	0	11	1	147	15	0	163	32	154	0	0	186	360
05:30 PM	0	0	0	0	0	8	0	15	0	23	0	123	20	0	143	36	145	1	0	182	348
05:45 PM	0	0	0	0	0	7	0	19	0	26	0	127	17	0	144	31	136	0	0	167	337
Total	0	0	0	0	0	22	0	69	0	91	2	581	64	0	647	138	599	1	0	738	1476
Grand Total	6	1	4	0	11	353	1	668	0	1022	18	4998	349	0	5365	644	5409	6	0	6059	12457
Apprch %	54.5	9.1	36.4	0		34.5	0.1	65.4	0		0.3	93.2	6.5	0		10.6	89.3	0.1	0		
Total %	0	0	0	0	0.1	2.8	0	5.4	0	8.2	0.1	40.1	2.8	0	43.1	5.2	43.4	0	0	48.6	

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	Business Driveway Eastbound				Sugar Hill Rd. Westbound				Rt. 17/Carrollton Blvd. Northbound				Rt. 17/Carrollton Blvd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	8	0	34	42	2	114	5	121	11	124	1	136	299
07:15 AM	1	0	0	1	23	0	28	51	0	113	8	121	9	153	0	162	335
07:30 AM	0	0	1	1	24	0	28	52	1	120	2	123	10	172	0	182	358
07:45 AM	1	0	0	1	16	0	28	44	0	129	3	132	11	134	0	145	322
Total Volume	2	0	1	3	71	0	118	189	3	476	18	497	41	583	1	625	1314
% App. Total	66.7	0	33.3		37.6	0	62.4		0.6	95.8	3.6		6.6	93.3	0.2		
PHF	.500	.000	.250	.750	.740	.000	.868	.909	.375	.922	.563	.941	.932	.847	.250	.859	.918
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	6	0	14	20	0	178	13	191	28	163	1	192	403
04:30 PM	1	0	1	2	9	0	15	24	0	159	19	178	29	178	1	208	412
04:45 PM	0	0	1	1	8	0	21	29	0	144	18	162	32	172	0	204	396
05:00 PM	0	0	0	0	6	0	25	31	1	184	12	197	39	164	0	203	431
Total Volume	1	0	2	3	29	0	75	104	1	665	62	728	128	677	2	807	1642
% App. Total	33.3	0	66.7		27.9	0	72.1		0.1	91.3	8.5		15.9	83.9	0.2		
PHF	.250	.000	.500	.375	.806	.000	.750	.839	.250	.904	.816	.924	.821	.951	.500	.970	.952

August 16, 2001
Revised: February 21, 2002

Founders' Pointe Subdivision Master Plan
Development & Design Guidelines

The following development and design guidelines have been prepared to supplement the Founders' Pointe Master Plan (Master Plan) prepared by Kimley-Horn and Associates dated April 16, 2001, and last revision date of February 15, 2002. The purpose of these guidelines is to establish clear and concise standards for the development of the property consistent with the Memorandum of Agreement approved in 1974 and 1975 for this property.

These guidelines are the result of considerable negotiations between Isle of Wight County, the owner/developer Thomas L. Newton, Jr. and Thomas S. Word, Jr. as trustees for GrayCo, Inc. (Owners), and Kimley-Horn and Associates, the designer of Founders' Pointe. In addition, the Master Plan and these guidelines have been modified to incorporate many of the suggestions from the Board of Supervisors, Planning Commission, County Staff and other citizens.

ACCESS

A. Primary access to the property shall be provided from Sugar Hill Road (Route 661). The access point shall be located on the property formerly owned by J. O. and Mattie S. Roach and/ or property of the Owner as shown on the Master Plan. The final location of the street intersection with Sugar Hill Road shall meet the standards of the Virginia Department of Transportation (VDOT) for sight distance and geometric standards, and shall be approved by VDOT.

B. The following improvements, as more fully described in the Founders' Pointe Traffic Impact Study dated December 6, 2000, shall be made to Sugar Hill Road solely at the expense of the owner/developer:

1. The Sugar Hill Road and Site Driveway Intersection shall be improved with a left turn lane consisting of a 200' taper and 200' storage bay with widening to occur symmetrical to the existing pavement and within the existing right-of-way. This left turn lane shall be constructed with the first phase of the Founders' Pointe development.

2. The existing two lanes on Sugar Hill Road from the proposed driveway intersection to the Sugar Hill Road and Route 17 intersection shall be widened to two 12' wide lanes, with a 2' minimum usable shoulder. Improvements shall consist of a symmetrical two-foot pavement widening of each lane and then a 1.5" surface overlay of the existing road. Such improvements shall be constructed with the first phase of the Founders' Pointe development.

3. At the Sugar Hill Road and Route 17 intersection, the existing northbound right-turn lane on Route 17 shall be extended to provide approximately 214' of storage bay, with a 150' taper. The existing southbound left-turn lane on Route 17 shall be extended to provide a 200' storage bay and 200' taper. A left turn lane shall be constructed within the existing Sugar Hill Road right-of-way at its intersection with Route 17 for southbound left turns with a 200' storage bay and 200' taper. Such improvements shall be constructed with the first phase of the Founders Pointe Development.

4. A traffic signal shall be installed at the intersection of Route 17 and Sugar Hill Road when a combination of signal warrants are met in accordance with VDOT criteria to require installation of a traffic signal. Two signal warrant analyses shall be performed by Kimley-Horn and Associates when 88 and 175 homes have been issued building permits by the County and shall be reviewed by both the County and VDOT. Such improvements shall be made when the combination of signal warrants are met with the platting of each section or phase of development, or prior to platting of the final section of the development, which ever occurs first.

Improvements B-1 through B-3 shall be bonded with the VDOT right-of-way permit. The Owner shall bond the improvements in B-4 once the combination of signal warrants are met or no later than with recordation of the final phase of the Founders Pointe Development in a manner acceptable to the County Attorney.

C. The developer of Founders' Pointe shall not construct a roadway connecting Founders' Pointe to Omera Drive.

D. A future secondary access shall be planned by providing a 60' right-of-way reservation as shown on the Master Plan . This right-of-way reservation shall be recorded on the final subdivision plat for the lots adjoining the reservation area, and is generally located at the point previously approved by DEQ and USACOE for a wetlands crossing to accommodate a future access from Founders' Pointe to Whippingham Parkway. The developers of Founders Pointe are required to plat the 60' right-of-way reservation from its internal loop road to the northern boundary of Tax Map Parcel #34-01-102.

E. All roads shall be designed and constructed to VDOT standards, as may be modified by County ordinances and regulations

PEDESTRIAN SIDEWALKS AND TRAILS

A. The Site Driveway (main access road) and the two interior loop roads shall include a 5' wide concrete sidewalk to accommodate pedestrian and bicycle traffic on one side of these roadways as shown on the Master Plan. All other roadways adjacent to the proposed trails within RAC/ Open Space areas as indicated on the Master Plan, shall install 5' wide concrete sidewalks running along the side yard property lines to connect the adjacent roadway to the proposed trails. Sidewalks and trails shall be maintained by the Founders' Pointe Homeowners Association (Association). .

B. Additional trails shall be constructed within RAC/open spaces areas as generally shown on the Master Plan to link open space areas to the internal streets and the sidewalk around the two loop roads. Such trails shall be constructed of suitable materials for foot travel and may require additional permits from the County and State agencies.

BUFFER YARDS

A. Buffer yards of 25' in width that preserve the existing vegetation shall be provided adjacent to all adjoining properties and extend to the tidal wetlands at the northwest and southeast boundaries of the property as shown on the Master Plan.

B. The 25' wide buffer yards shall be indicated on each recorded plat are preserved essentially in its present state by the lot owner. No clearing, grading, building construction, or form of impervious development shall occur within the designated buffer yard without prior approval of the Isle of Wight County Planning Department , other than the removal or pruning of trees and limbs that are dead, diseased or weakened by age, storm, fire, or other injury. Unauthorized disturbance of the required buffer shall constitute a violation of the zoning ordinance and shall require replacement of damaged or removed vegetation in accordance with the buffer yard requirements of the Isle of Wight County Zoning Ordinance to buffer adjoining properties.

RESOURCE PROTECTION AREAS AND WETLANDS

A. All Resource Protection Areas (RPA) as designated on the Master Plan, shall be so designated on the final subdivision plat on the respective lots. The RPA as shown on the subdivision plat shall be maintained in accordance with the provisions of the Chesapeake Bay Act as amended with time.

B. All delineated jurisdictional wetlands and 30' wide buffers as shown on the Master Plan, shall be subject to the deed restrictions to be recorded within 60 days of the start of any construction activities in waters of the U.S., including wetlands, as required under Section II, page 1 of the June 6, 2000 wetlands permit issued to GrayCo, Inc.

C. All lots platted shall have sufficient area for construction and location of a single family residence without the dwelling encroaching into the RPA, jurisdictional wetlands, or 30' wide wetland buffer.

D. In the future, the developer may elect to convey in fee or as open space tidal wetlands adjacent to Cooters Creek and Batten Bay to an organization or government entity dedicated to the preservation of open space and environmentally sensitive resources.

OPEN SPACES

A. Except as otherwise indicated below, reasonable efforts shall be made to preserve all open space areas designated on the Master Plan that are not jurisdictional wetlands and buffers, including preservation of existing trees unless preservation of existing trees

interferes with the installation of trails and other active and passive recreational amenities to be constructed within the Founders Pointe Development. Maintenance shall be the responsibility of the Association.

B. The 12 acre RAC (former school site) located in the center of the property may be used and developed for active and passive recreational uses to serve the development. Maintenance shall not be the responsibility of the County. Nothing herein shall preclude the Owner from filing for a rezoning classification of a portion of the 12 acre RAC (former school site).

C. The Batten cemetery shall be preserved within a separate parcel within a twenty-five foot (+/-) diameter landscaped island within the center of the proposed Batten Court cul-de-sac as shown on the Master Plan. Should VDOT prohibit maintaining the existing graves within the separate parcel/ landscaped island, the Owner reserves the right to relocate the graves in accordance the requirements of the Code of Virginia.

OTHER SITE FEATURES

A. Development of the property shall avoid disturbance of all slopes that exceed 15%, as shown on the Master Plan, with the exception of road and utility improvements and trails to link open space areas as shown on the Master Plan. Builder site plans prepared on individual lots shall be designed to avoid the construction of residences or other impervious improvements on slopes that exceed 15%.

B. Specimen trees (having a diameter of 22" or more, measured four feet from the ground) shall be shown on individual builder site plans for each lot. The builder shall attempt to preserve these trees wherever possible unless preserving the tree restricts the development of the lot.

Russell T. Aaronson, III, Trustee

By: _____

Thomas S. Word, Jr., Trustee

By: _____

Jonathan W. Hartley
Director of Planning & Zoning, Isle of Wight County

5/1/02
Date

Approved as to form - County Attorney
for Isle of Wight

5-1-02
Date