

Trip Generation summary

Zone ID: Name	Land Use variables	Code	Incl. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
8: Duchman's Ridge	Homes	ITE 210	Dwellin (0,750)	46,000	25.00	75.00	8	26	34	26.56	
10: Greche's Landing	Homes	ITE 210	Dwellin (0,750)	52,000	25.00	75.00	10	29	39	30.47	
15: Kings Landing N	Homes	ITE 210	Dwellin (0,750)	53,000	25.00	75.00	10	30	40	31.25	
18: Kings Landing S	Homes	ITE 210	Dwellin (0,750)	23,000	25.00	75.00	4	11	15	11.72	
								Added Trips Total		128	100.00

Trip Distribution summary

Zone / Gate	To Duchman's Ridge:			From Duchman's Ridge:		
	Share %	Trips	Trips	Share %	Trips	Trips
10: Greche's Landing	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	30.00	2	30.00	8	30.00	8
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	50.00	4	50.00	13	50.00	13
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	7	100.00	26	100.00	26

Zone / Gate	To Greche's Landing:			From Greche's Landing:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	20.00	2	20.00	6	20.00	6
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	6	60.00	18	60.00	18
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	11	100.00	29	100.00	29

Zone / Gate	To Kings Landing N:			From Kings Landing N:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
10: Greche's Landing	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	0.00	0	0.00	0	0.00	0
2: Gate	5.00	1	5.00	2	5.00	2
3: Gate	5.00	1	5.00	2	5.00	2
4: Gate	20.00	2	20.00	6	20.00	6
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	6	60.00	17	60.00	17
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	11	100.00	30	100.00	30

Zone / Gate	To Kings Landing S:			From Kings Landing S:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
10: Greche's Landing	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	20.00	1	20.00	2	20.00	2
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	2	60.00	6	60.00	6
8: Gate	10.00	0	10.00	1	10.00	1
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	3	100.00	11	100.00	11

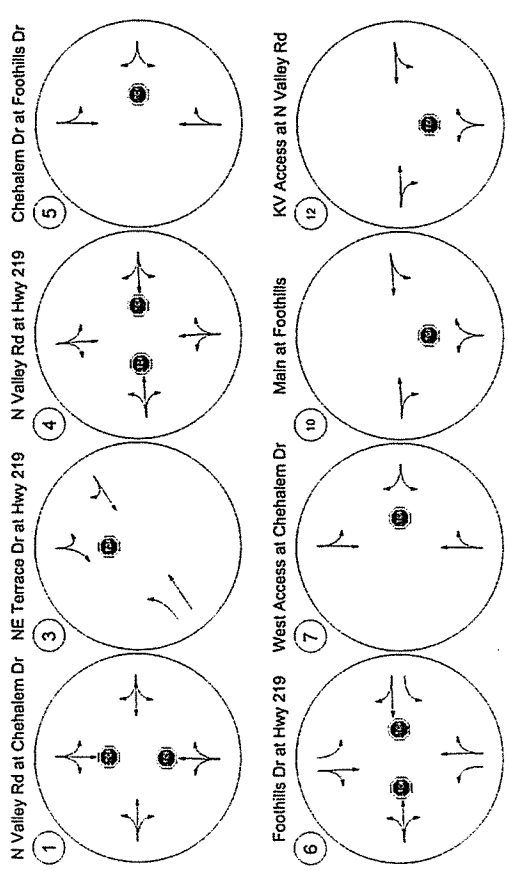
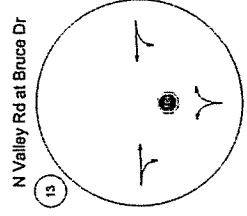
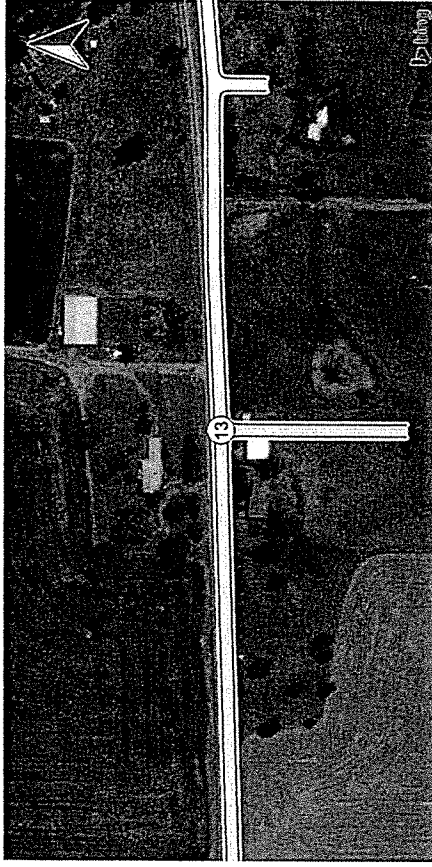
Trip Distribution summary

Zone / Gate	To Duchman's Ridge:			From Duchman's Ridge:		
	Share %	Trips	Trips	Share %	Trips	Trips
10: Greche's Landing	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	30.00	2	30.00	8	30.00	8
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	50.00	4	50.00	13	50.00	13
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	7	100.00	26	100.00	26

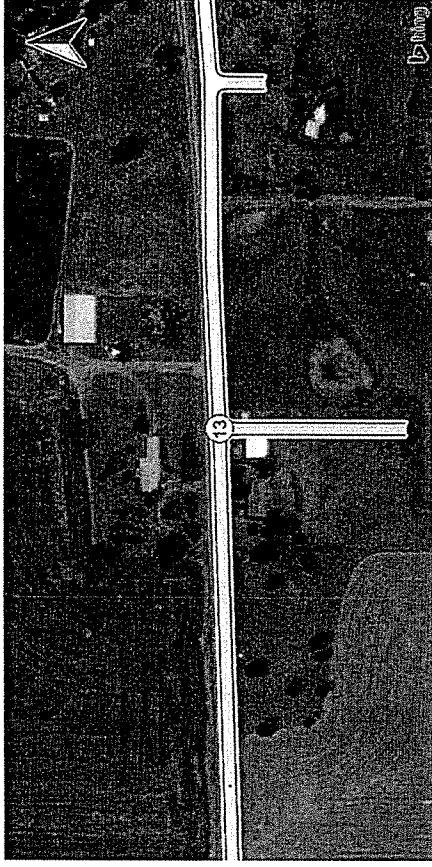
Zone / Gate	To Greche's Landing:			From Greche's Landing:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	20.00	2	20.00	6	20.00	6
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	6	60.00	18	60.00	18
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	11	100.00	29	100.00	29

Zone / Gate	To Kings Landing N:			From Kings Landing N:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
10: Greche's Landing	0.00	0	0	0.00	0	0
18: Kings Landing S	0.00	0	0	0.00	0	0
1: Gate	0.00	0	0.00	0	0.00	0
2: Gate	5.00	1	5.00	2	5.00	2
3: Gate	5.00	1	5.00	2	5.00	2
4: Gate	20.00	2	20.00	6	20.00	6
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	6	60.00	17	60.00	17
8: Gate	10.00	1	10.00	3	10.00	3
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	11	100.00	30	100.00	30

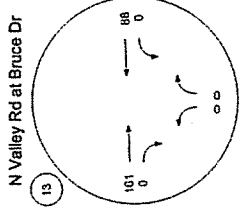
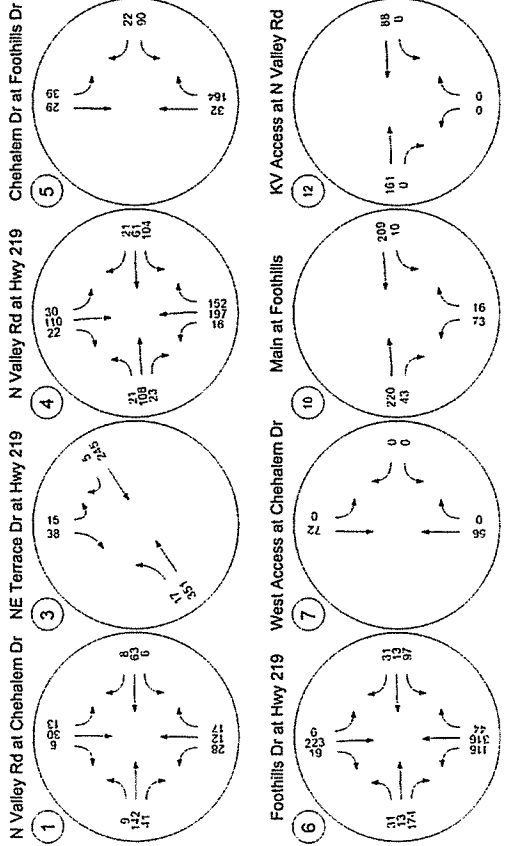
Zone / Gate	To Kings Landing S:			From Kings Landing S:		
	Share %	Trips	Trips	Share %	Trips	Trips
8: Duchman's Ridge	0.00	0	0	0.00	0	0
10: Greche's Landing	0.00	0	0	0.00	0	0
15: Kings Landing N	0.00	0	0	0.00	0	0
1: Gate	5.00	0	5.00	1	5.00	1
2: Gate	5.00	0	5.00	1	5.00	1
3: Gate	5.00	0	5.00	1	5.00	1
4: Gate	20.00	1	20.00	2	20.00	2
5: Gate	0.00	0	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0	0.00	0
7: Gate	60.00	2	60.00	6	60.00	6
8: Gate	10.00	0	10.00	1	10.00	1
9: Gate	0.00	0	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0	0.00	0
Total	100.00	3	100.00	11	100.00	11

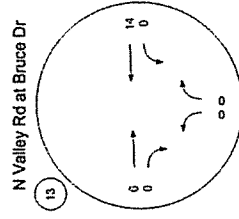
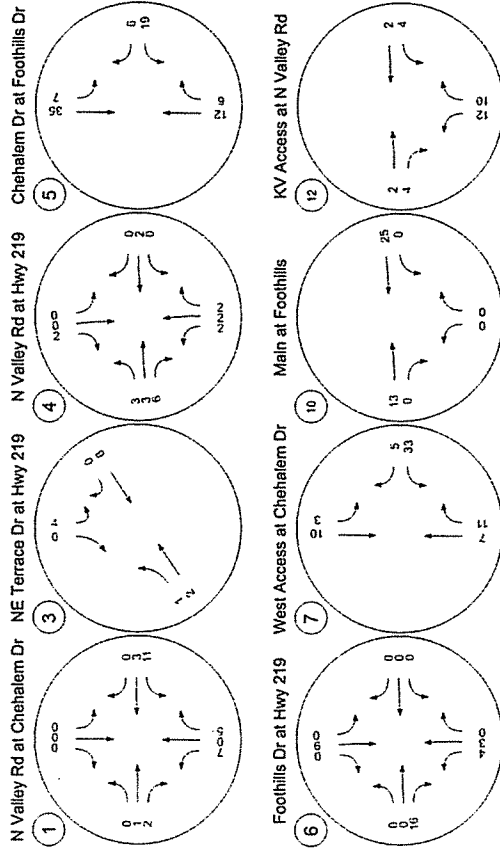
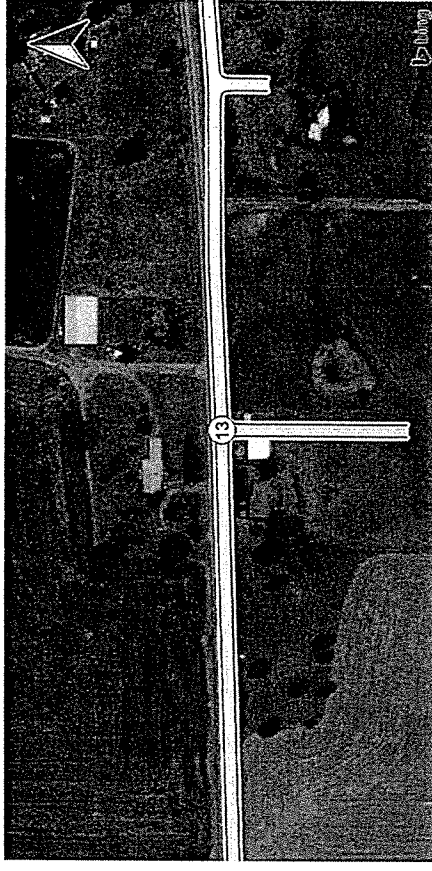


Report Figure 2c: Traffic Volume - Future Background Volume

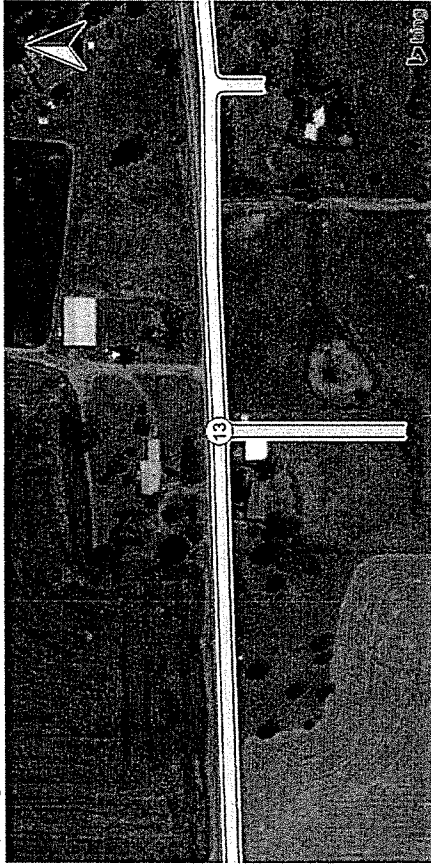


Report Figure 2c: Traffic Volume - Future Background Volume

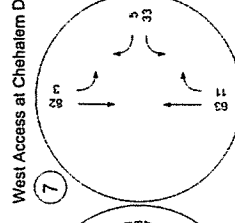
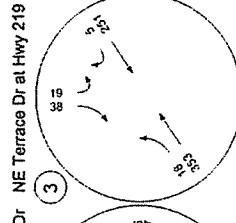
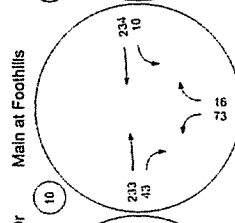
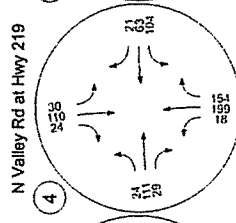
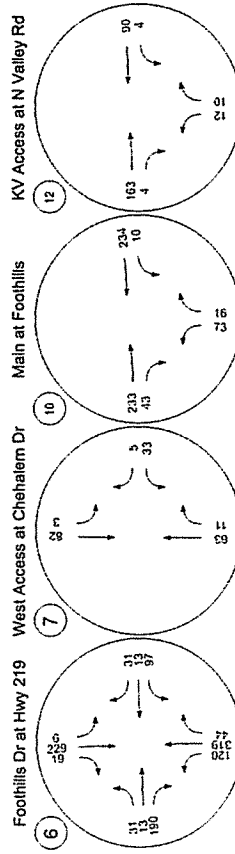
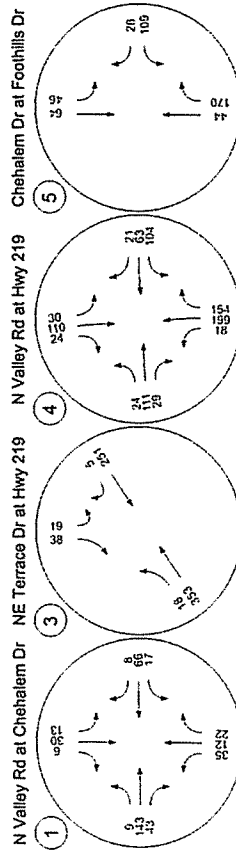
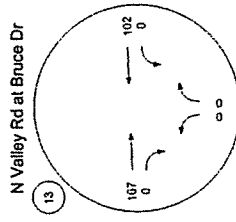




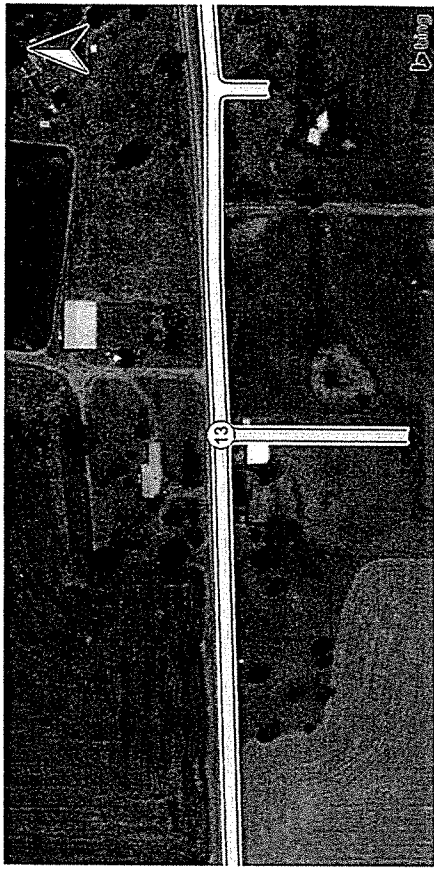
Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 2i: Traffic Volume - Future Total Volume



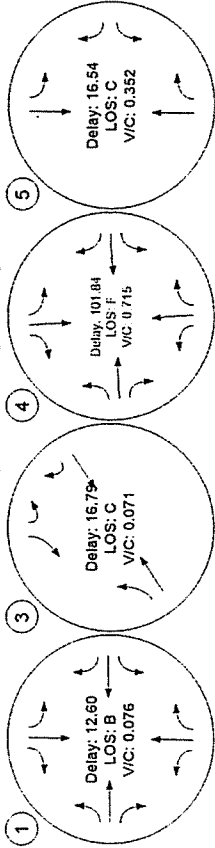
Report Figure 3: Traffic Conditions



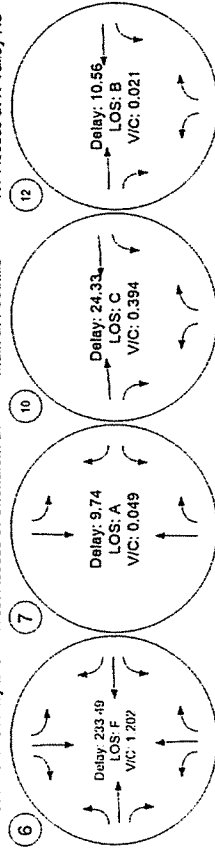
Report Figure 3: Traffic Conditions



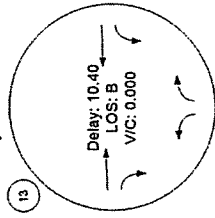
N Valley Rd at Chehalem Dr NE Terrace Dr at Hwy 219 N Valley Rd at Hwy 219 Chehalem Dr at Foothills Dr



Foothills Dr at Hwy 219 West Access at Chehalem Dr Main at Foothills KV Access at N Valley Rd



N Valley Rd at Bruce Dr



Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Valley Rd at Chehalam Dr	Two-way stop	HCM 6th Edition	NB Thru	0.055	13.1	B
3	NE Terrace Dr at Hwy 219	Two-way stop	HCM 6th Edition	SB Left	0.023	22.2	C
4	N Valley Rd at Hwy 219	Two-way stop	HCM 6th Edition	WB Left	0.556	180.0	F
5	Chehalam Dr at Foothills Dr	Two-way stop	HCM 6th Edition	WB Left	0.091	11.0	B
6	Foothills Dr at Hwy 219	Two-way stop	HCM 6th Edition	WB Left	1.074	212.4	F
7	West Access at Chehalam Dr	Two-way stop	HCM 6th Edition	WB Left	0.032	9.8	A
10	Main at Foothills	Two-way stop	HCM 6th Edition	NB Left	0.074	12.8	B
12	KV Access at N Valley Rd	Two-way stop	HCM 6th Edition	NB Left	0.008	8.8	A
13	N Valley Rd at Bruce Dr	Two-way stop	HCM 6th Edition	NB Left	0.000	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value, for all other control types, they are taken for the whole intersection.

Intersection Setup

Name	Chehalam Dr Northbound		Chehalam Dr Southbound		N Valley Rd Eastbound		N Valley Rd Westbound	
	Left	Thru	Right	Thru	Left	Thru	Right	Thru
Approach	+		+		+		+	
Lane Configuration	+		+		+		+	
Turning Movement	Left	Thru	Right	Thru	Left	Thru	Right	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	35.00		35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes		Yes	

Volumes

Name	Chehalam Dr				N Valley Rd							
	22	19	0	12	9	4	4	75	23	9	131	20
Base Volume Input [veh/h]	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948	1,0948
Base Volume Adjustment Factor	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
Heavy Vehicles Percentage [%]	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Growth Rate	0	0	0	0	0	0	0	0	0	0	0	0
In-Process Volume [veh/h]	5	0	12	0	0	0	0	3	7	10	2	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	24	20	15	12	5	5	96	30	22	168	20
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	7	6	4	3	1	1	28	10	6	48	7
Total Analysis Volume [veh/h]	38	28	23	17	14	6	6	113	41	25	193	30
Pedestrian Volume [ped/h]	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Level of Service Report
 Intersection 3: NE Terrace Dr at Hwy 219
 Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 22.2
 Level of Service: C
 Volume to Capacity (v/c): 0.023

Name	NE Terrace Dr		Hwy 219		Hwy 219	
	Southbound	Northbound	Northbound	Southbound	Southbound	Southbound
Approach	A		B		B	
Lane Configuration	1		1		1	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	300.00		300.00		300.00	
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NE Terrace Dr	Hwy 219	Hwy 219
Base Volume Input [veh/h]	2	17	180
Base Volume Adjustment Factor	1.0948	1.0948	1.0948
Heavy Vehicle Percentage [%]	5.40	5.40	5.40
Growth Rate	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	2	3	6
Diverged Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4	25	31
Peak Hour Factor	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	15
Total Analysis Volume [veh/h]	5	30	61
Pedestrian Volume [ped/h]	0	0	0

Intersection Settings

Priority Scheme	Stop	Stop	Stop	Free	Free
Flared Lane	No	No	No		
Storage Area [veh]	No	No	No		
Two-Stage Gap Acceptance	No	No	No		
Number of Storage Spaces in Median					

Movement, Approach, & Intersection Results

Movement	0.07	0.05	0.03	0.03	0.01	0.01	0.00	0.02	0.02
V/C Movement V/C Ratio	12.98	13.13	10.04	12.83	9.89	7.69	7.57		
d, M, Delay for Movement [s/veh]	B	B	B	B	A	A	A	A	A
Movement LOS	0.53	0.53	0.53	0.22	0.22	0.40	0.40	0.63	0.63
95th-Percentile Queue Length [veh]	13.37	13.37	13.37	5.57	5.57	10.10	10.10	15.73	15.73
95th-Percentile Queue Length [ft]	12.27	12.27	12.27	5.07	5.07	9.09	9.09	14.16	14.16
d, A, Approach Delay [s/veh]	B	B	B	B	A	A	A	A	A
Approach LOS	B			B			A		
d, I, Intersection Delay [s/veh]	3.33			3.33			B		
Intersection LOS	B			B			B		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]			
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results

V/C Movement V/C Ratio	0.02	0.07	0.07
d_M Delay for Movement [s/veh]	22.25	13.85	9.30
Movement LOS	C	B	A
95th-Percentile Queue Length [veh]	0.29	0.29	0.00
95th-Percentile Queue Length [ft]	7.28	7.28	0.00
d_A Approach Delay [s/veh]	15.05		1.59
Approach LOS	C		A
d_I Intersection Delay [s/veh]			1.02
Intersection LOS			C

Intersection Level of Service Report
 Intersection 4: N Valley Rd at Hwy 219

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 160.0
 Level Of Service: F
 Volume to Capacity (v/c): 0.556

Intersection Setup

Name	Hwy 219 Northbound			Hwy 219 Southbound			N Valley Rd Eastbound			N Valley Rd Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Lane Width [ft]	0	0	0	0	0	0	0	0	0	0	0	0
No. of Lanes in Pocket												
Pocket Length [ft]												
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hwy 219 Northbound			Hwy 219 Southbound			N Valley Rd Eastbound			N Valley Rd Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	20	130	34	11	350	43	8	52	26	59	97	29
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	1	1	0	2	4	2	2	4	2	4	0
Diverged Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	166	44	14	446	59	12	51	36	77	127	37
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	47	13	4	127	17	3	23	10	22	36	11
Total Analysis Volume [veh/h]	38	189	50	16	507	67	14	92	41	88	144	42
Pedestrian Volume [ped/h]	0			0			0			0		

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 11.0
 Level of Service: B
 Volume to Capacity (v/c): 0.091

Intersection Level Of Service Report
 Intersection 5: Chehalam Dr at Foothills Dr

Name	Chehalam Dr		Chehalam Dr		Foothills Dr	
	Northbound	Southbound	Northbound	Southbound	Westbound	Eastbound
Approach	F	T	T	T	T	T
Lane Configuration	Thru	Right	Thru	Right	Left	Right
Turning Movement	12.00	12.00	12.00	12.00	12.00	12.00
Lane Width [ft]	0	0	0	0	0	0
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	35.00	35.00	35.00	35.00	25.00	25.00
Speed [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Grade [%]	Yes	Yes	Yes	Yes	Yes	Yes
Crosswalk	Yes	Yes	Yes	Yes	Yes	Yes

Volumes

Name	Chehalam Dr		Chehalam Dr		Foothills Dr	
	Northbound	Southbound	Northbound	Southbound	Westbound	Eastbound
Base Volume Input [veh/h]	38	11	15	32	27	7
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	2.40	2.40	2.40	2.40	2.40	2.40
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	40	23	8	23	13	10
Diverged Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	37	27	64	48	19
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	12	9	21	16	6
Total Analysis Volume [veh/h]	116	48	35	83	62	25
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 11.0
 Level of Service: B
 Volume to Capacity (v/c): 0.091

Intersection Level Of Service Report
 Intersection 5: Chehalam Dr at Foothills Dr

Name	Chehalam Dr		Chehalam Dr		Foothills Dr	
	Northbound	Southbound	Northbound	Southbound	Westbound	Eastbound
Approach	F	T	T	T	T	T
Lane Configuration	Thru	Right	Thru	Right	Left	Right
Turning Movement	12.00	12.00	12.00	12.00	12.00	12.00
Lane Width [ft]	0	0	0	0	0	0
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	35.00	35.00	35.00	35.00	25.00	25.00
Speed [mph]	0.00	0.00	0.00	0.00	0.00	0.00
Grade [%]	Yes	Yes	Yes	Yes	Yes	Yes
Crosswalk	Yes	Yes	Yes	Yes	Yes	Yes

Volumes

Name	Chehalam Dr		Chehalam Dr		Foothills Dr	
	Northbound	Southbound	Northbound	Southbound	Westbound	Eastbound
Base Volume Input [veh/h]	38	11	15	32	27	7
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	2.40	2.40	2.40	2.40	2.40	2.40
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	40	23	8	23	13	10
Diverged Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	37	27	64	48	19
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	12	9	21	16	6
Total Analysis Volume [veh/h]	116	48	35	83	62	25
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Priority Scheme	Free	Free	Stop
Filtered Lane			No
Storage Area [veh]			
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results	0.00	0.00	0.02	0.09	0.03
V/C, Movement V/C Ratio					
d, M, Delay for Movement [s/veh]			7.61	10.97	9.63
Movement LOS	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.27	0.40	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	6.83	10.07	10.07
d, A, Approach Delay [s/veh]	0.00	0.00	2.26		10.58
Approach LOS	A	A	A		B
d, I, Intersection Delay [s/veh]			3.22		
Intersection LOS			B		

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 212.4
 Level Of Service: F
 Volume to Capacity (v/c): 1.074

Intersection Level Of Service Report

Intersection 6: Foothills Dr at Hwy 219

Intersection Setup

Name	Hwy 219 Northbound			Hwy 219 Southbound			Foothills Dr Eastbound			Foothills Dr Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Approach												
Lane Configuration	TFT			TFT			TFT			TFT		
Turning Movement	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	0	1	1	0	0	0	0	1	1	0
Pocket Length [ft]	125.00	125.00	150.00	150.00	150.00	150.00	90.00	90.00	90.00	90.00	90.00	90.00
Speed [mph]	35.00	35.00	35.00	35.00	35.00	35.00	25.00	25.00	25.00	25.00	25.00	25.00
Grade [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crosswalk	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Volumes

Name	Hwy 219 Northbound			Hwy 219 Southbound			Foothills Dr Eastbound			Foothills Dr Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	85	189	102	29	405	16	10	5	51	60	7	9
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicle Percentage [%]	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	7	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	13	0	0	0	0	0	0	0	0	0	0
Diverged Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	265	130	37	821	21	13	6	72	77	9	12
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	75	37	11	148	6	4	2	20	22	3	3
Total Analysis Volume [veh/h]	138	301	148	42	892	24	15	7	82	88	10	14
Pedestrian Volume [ped/h]	0	0	0	0	0	0	0	0	0	0	0	0

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec/veh): 9.8
 Level Of Service: A
 Volume to Capacity (V/C): 0.032

Intersection Level Of Service Report
 Intersection 7: West Access at Chohalem Dr

Name	Chehallem Dr		Chehallem Dr		West Access	
	Northbound	Southbound	Left	Thru	Left	Right
Approach	T		T		T	
Lane Configuration	T		T		T	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	30.00		30.00		30.00	
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Chehallem Dr		Chehallem Dr		West Access	
	Northbound	Southbound	Left	Thru	Left	Right
Base Volume Input [veh/h]	47	0	0	44	0	0
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	2.30	2.30	2.30	2.30	2.30	2.30
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	37	7	10	21	4
Diversed Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	37	7	66	21	4
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	11	2	20	6	1
Total Analysis Volume [veh/h]	87	45	8	80	25	5
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane	No	No	No	No
Storage Area [veh]	No	No	No	No
Two-Stage Gap Acceptance	No	No	No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C	Movement	V/C Ratio	0.15	0.06	0.17	1.07	0.08	0.02
d, M	Delay for Movement [s/veh]	9.43	46.88	44.98	20.09	212.39	36.29	12.18
	Movement LOS	A	A	E	C	F	E	B
95th-Percentile Queue Length [veh]		0.51	0.00	1.70	1.70	0.14	0.34	0.34
95th-Percentile Queue Length [ft]		12.87	0.00	2.98	42.42	152.44	8.51	8.51
d, A	Approach Delay [s/veh]	2.22	0.54	25.92	D	171.64	F	
	Approach LOS	A	A	D	D	F	F	
d, I	Intersection Delay [s/veh]		16.14	F	F	F	F	
	Intersection LOS		F	F	F	F	F	

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 12.8
 Level Of Service: B
 Volume to Capacity (V/C): 0.074

Intersection Level Of Service Report
 Intersection 10: Main at Foothills

Name	Main St		Foothills Dr		Foothills Dr	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound
Approach	T		T		T	
Lane Configuration	T		T		T	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width (ft)	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length (ft)						
Speed (mph)	25.00		25.00		25.00	
Grade (%)	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Main St	Foothills Dr	Foothills Dr
Base Volume Input [veh/h]	24	7	116
Base Volume Adjustment Factor	1.0948	1.0948	1.0948
Heavy Vehicles Percentage (%)	1.00	1.00	1.00
Growth Rate	1.18	1.18	1.18
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	31
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	30	9	170
Peak Hour Factor	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	54
Total Analysis Volume [veh/h]	37	11	217
Pedestrian Volume [ped/h]	0	0	0

Intersection Settings

Priority Scheme	Free	Free	Stop
Planned Lane			No
Storage Area [veh]			
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results

V/C	Delay	Queue	Stop	Queue	Stop
d_M, Movement V/C Ratio	0.01	0.03	0.01	0.03	0.01
d_M, Delay for Movement [s/veh]	7.49	9.80	7.49	9.80	7.49
Movement LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.19	0.12	0.12	0.12
95th-Percentile Queue Length [ft]	0.00	4.84	2.91	2.91	2.91
d_A, Approach Delay [s/veh]	0.00	0.68	0.67	0.67	0.67
Approach LOS	A	A	A	A	A
d_I, Intersection Delay [s/veh]		1.40			
Intersection LOS		A			

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.008

Intersection 12: KV Access at N Valley Rd

Name	KV Access		N Valley Rd		N Valley Rd	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound
Approach	T		T		T	
Lane Configuration	T		T		T	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Proctor	0	0	0	0	0	0
Pocket Length [ft]	30.00		45.00		45.00	
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	KV Access		N Valley Rd		N Valley Rd	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	6	2	13	11	4
Diverged Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	2	13	11	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	1	3	3	1
Total Analysis Volume [veh/h]	8	6	2	13	11	4
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.008

Intersection 12: KV Access at N Valley Rd

Name	KV Access		N Valley Rd		N Valley Rd	
Approach	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound
Lane Configuration	T		T		T	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Proctor	0	0	0	0	0	0
Pocket Length [ft]	30.00		45.00		45.00	
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	KV Access		N Valley Rd		N Valley Rd	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	6	2	13	11	4
Diverged Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	2	13	11	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	1	3	3	1
Total Analysis Volume [veh/h]	8	6	2	13	11	4
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 11.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Level Of Service Report
 Intersection 13: N Valley Rd at Bruce Dr

Name	Bruce Dr		N Valley Rd		N Valley Rd	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound
Approach	T	T	T	T	T	T
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	30.00		45.00		45.00	
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bruce Dr		N Valley Rd		N Valley Rd	
Base Volume Input [veh/h]	0	0	95	0	0	160
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	135	0	0	215
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	39	0	0	62
Total Analysis Volume [veh/h]	0	0	158	0	0	247
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes
 Delay (sec / veh): 11.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.000

Intersection Level Of Service Report
 Intersection 13: N Valley Rd at Bruce Dr

Name	Bruce Dr		N Valley Rd		N Valley Rd	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound
Approach	T	T	T	T	T	T
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	30.00		45.00		45.00	
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bruce Dr		N Valley Rd		N Valley Rd	
Base Volume Input [veh/h]	0	0	95	0	0	160
Base Volume Adjustment Factor	1.0948	1.0948	1.0948	1.0948	1.0948	1.0948
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	135	0	0	215
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	39	0	0	62
Total Analysis Volume [veh/h]	0	0	158	0	0	247
Pedestrian Volume [ped/h]	0	0	0	0	0	0

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	N Valley Rd at Chehalis Dr	33	24	20	15	12	5	5	98	36	22	168	26	404

ID	Intersection Name	Southbound			Northeastbound			Southwestbound			Total Volume
		Left	Right	Thru	Left	Thru	Right	Left	Thru	Right	
3	NE Terrace Dr at Hwy 219	4	25	51	248	553	17	898			

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	N Valley Rd at Hwy 219	33	165	44	14	446	59	12	81	36	77	127	37	1132

ID	Intersection Name	Northbound			Southbound			Westbound			Total Volume
		Thru	Right	Left	Thru	Left	Right	Thru	Left	Right	
5	Chehalis Dr at Foothills Dr	89	37	27	64	46	19	284			

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Foothills Dr at Hwy 219	121	265	130	37	521	21	13	6	72	77	9	12	1264

ID	Intersection Name	Northbound			Southbound			Westbound			Total Volume
		Thru	Right	Left	Thru	Left	Right	Thru	Left	Right	
7	West Access at Chehalis Dr	72	37	7	66	21	4	207			

ID	Intersection Name	Northbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Main at Foothills	30	9	178	17	14	225	473			

Intersection Settings	Slip	Free	Free
Priority Scheme	No		
Planned Lane	No		
Storage Area [veh]			
Two-Slago Gap Acceptance	No		
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results			
V/C	Movement V/C Ratio	0.00	0.00
d ₁ , Delay for Movement [s/veh]	11.00	9.07	7.55
Movement LOS	B	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00
d ₁ , Approach Delay [s/veh]	10.04	0.00	0.00
Approach LOS	B	A	A
d ₁ , Intersection Delay [s/veh]		0.00	
Intersection LOS		B	

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
12	KV Access at N Valley Rd	6	0	2	13	11	4	44

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
13	N Valley Rd at Bruce Dr	0	0	136	0	0	215	351

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	N Valley Rd at Chehalum Dr	Final Base	24	21	7	13	10	4	82	25	10	143	22	365	
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	
		Net New Trips	5	0	12	0	0	0	0	3	7	10	2	0	39
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Total		33	24	20	15	12	5	98	36	22	168	26	464		

ID	Intersection Name	Volume Type	Southbound			Northwestbound			Southwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	NE Terrace Dr at Hwy 219	Final Base	2	19	39	208	473	11	752			
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16			
		In Process	0	0	0	0	0	0	0			
		Net New Trips	2	3	6	7	4	4	26			
		Other	0	0	0	0	0	0	0			
Future Total		4	23	51	248	553	17	868				

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	N Valley Rd at Hwy 219	Final Base	22	142	37	12	383	47	68	28	65	108	32	951	
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	
		Net New Trips	7	1	1	0	2	4	2	2	4	2	4	0	29
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Total		33	166	44	14	446	59	12	81	36	77	127	1132		

ID	Intersection Name	Volume Type	Northbound			Southbound			Westbound			Total Volume
			Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	
5	Chehalum Dr at Foothills Dr	Final Base	42	12	16	35	30	8	143			
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16			
		In Process	0	0	0	0	0	0	0			
		Net New Trips	40	23	8	23	13	10	117			
		Other	0	0	0	0	0	0	0			
Future Total		89	37	27	64	46	19	284				

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Foothills Dr at Hwy 219	Final Base	93	217	112	32	443	18	11	5	50	66	8	10	1071
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	13	13	0	7	0	0	0	0	7	0	0	0	40
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
	Future Total	121	265	130	37	521	21	13	6	72	77	9	12	1284	

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7	West Access at Chehalien Dr	Final Base	51	0	0	48	0	0	0	0	0	0	0	99	
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	-	
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	
		Net New Trips	13	37	7	10	21	4	4	92					
		Other	0	0	0	0	0	0	0	0					
	Future Total	72	37	7	66	21	4	4	207						

ID	Intersection Name	Volume Type	Northbound			Eastbound			Westbound			Total Volume
			Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	
10	Main at Foothills	Final Base	26	8	127	15	12	174	302			
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16			
		In Process	0	0	0	0	0	0	0			
		Net New Trips	0	0	31	0	0	0	23	54		
		Other	0	0	0	0	0	0	0	0		
	Future Total	30	8	178	17	14	225	473				

ID	Intersection Name	Volume Type	Northbound			Eastbound			Westbound			Total Volume
			Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	
12	KV Access at N Valley Rd	Final Base	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	8	0	2	13	11	4	44			
		Other	0	0	0	0	0	0	0			
	Future Total	8	6	2	13	11	4	44				

ID	Intersection Name	Volume Type	Northbound			Eastbound			Westbound			Total Volume
			Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	
13	N Valley Rd at Bruce Dr	Final Base	0	0	104	0	0	0	0	0	0	279
		Growth Rate	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	15	0	0	0	12	27		
		Other	0	0	0	0	0	0	0	0		
	Future Total	0	0	135	0	0	0	215	351			

Signal Warrants Report For Intersection 1: N Valley Rd at Chehaltem Dr

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A						Warrant 1 Condition B			Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	50%	100%	80%	70%	50%	50%	Condition B	
1	2	355	2	109	No	No	No	No	No	No	No	No	No	No	
2	2	340	2	105	No	No	No	No	No	No	No	No	No	No	
3	2	334	2	102	No	No	No	No	No	No	No	No	No	No	
4	2	284	2	83	No	No	No	No	No	No	No	No	No	No	
5	2	270	2	83	No	No	No	No	No	No	No	No	No	No	
6	2	242	2	74	No	No	No	No	No	No	No	No	No	No	
7	2	224	2	69	No	No	No	No	No	No	No	No	No	No	
8	2	213	2	65	No	No	No	No	No	No	No	No	No	No	
9	2	171	2	52	No	No	No	No	No	No	No	No	No	No	
10	2	160	2	49	No	No	No	No	No	No	No	No	No	No	
11	2	160	2	49	No	No	No	No	No	No	No	No	No	No	
12	2	153	2	47	No	No	No	No	No	No	No	No	No	No	
13	2	138	2	42	No	No	No	No	No	No	No	No	No	No	
14	2	128	2	40	No	No	No	No	No	No	No	No	No	No	
15	2	120	2	40	No	No	No	No	No	No	No	No	No	No	
16	2	125	2	38	No	No	No	No	No	No	No	No	No	No	
17	2	71	2	21	No	No	No	No	No	No	No	No	No	No	
18	2	59	2	12	No	No	No	No	No	No	No	No	No	No	
19	2	38	2	11	No	No	No	No	No	No	No	No	No	No	
20	2	15	2	4	No	No	No	No	No	No	No	No	No	No	
21	2	10	2	3	No	No	No	No	No	No	No	No	No	No	
22	2	10	2	3	No	No	No	No	No	No	No	No	No	No	
23	2	7	2	3	No	No	No	No	No	No	No	No	No	No	
24	2	7	2	3	No	No	No	No	No	No	No	No	No	No	
Met					0	0	0	0	0	0	0	0	0	0	

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.2	12.3
Number of Lanes on Minor Street Approach	1	1
Vehicle Hours of Stopped Delay on Minor Approach (h:mm)	0:06	0:15
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	32	77
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	464	464
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	No

Signal Warrants Report For Intersection 1: N Valley Rd at Chehaltem Dr

Warrants Summary

Warrant #	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	Yes
Precipitation < 10.000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets			Minor Streets		
	E	W	N	E	W	S
1	216	139	32	139	77	77
2	207	133	31	133	74	72
3	203	131	30	131	72	70
4	173	111	26	111	62	62
5	164	105	24	105	59	59
6	147	95	22	95	52	52
7	138	88	20	88	49	49
8	130	83	19	83	46	46
9	104	67	15	67	37	37
10	97	63	14	63	35	35
11	93	60	14	60	33	33
12	84	54	12	54	30	30
13	78	50	12	50	28	28
14	78	50	12	50	28	28
15	78	49	11	49	27	27
16	70	43	6	43	15	15
17	43	28	4	28	8	8
18	24	15	4	15	8	8
19	22	14	3	14	8	8
20	9	6	1	6	3	3
21	6	4	1	4	2	2
22	6	4	1	4	2	2
23	4	3	1	3	2	2
24	4	3	1	3	2	2

Warrants Summary

Warrant #	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	NE, SW
Minor Approaches	N
Speed Limit	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
1	NE	SW	N
2	570	259	29
3	547	287	28
4	281	281	27
5	456	239	23
6	227	203	20
7	388	188	18
8	359	179	17
9	274	144	14
10	257	135	13
11	257	135	13
12	245	129	12
13	222	117	11
14	205	108	10
15	205	108	10
16	200	105	10
17	114	60	0
18	63	33	3
19	57	30	3
20	23	12	1
21	3	3	1
22	17	9	1
23	11	6	1
24	11	6	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A					Warrant 1 Condition B					Warrant 2 Condition B	
	Number	Volume	Number	Volume	100%	80%	70%	58%	100%	80%	70%	56%	56%	Condition B		
1	3	869	1	29	No	No	No	No	No	No	No	No	No	No		
2	3	834	1	28	No	No	No	No	No	No	No	No	No	No		
3	3	817	1	27	No	No	No	No	No	No	No	No	No	No		
4	3	865	1	23	No	No	No	No	No	No	No	No	No	No		
5	3	880	1	22	No	No	No	No	No	No	No	No	No	No		
6	3	591	1	20	No	No	No	No	No	No	No	No	No	No		
7	3	547	1	18	No	No	No	No	No	No	No	No	No	No		
8	3	521	1	17	No	No	No	No	No	No	No	No	No	No		
9	3	418	1	14	No	No	No	No	No	No	No	No	No	No		
10	3	392	1	13	No	No	No	No	No	No	No	No	No	No		
11	3	392	1	13	No	No	No	No	No	No	No	No	No	No		
12	3	374	1	12	No	No	No	No	No	No	No	No	No	No		
13	3	339	1	11	No	No	No	No	No	No	No	No	No	No		
14	3	313	1	10	No	No	No	No	No	No	No	No	No	No		
15	3	313	1	10	No	No	No	No	No	No	No	No	No	No		
16	3	305	1	10	No	No	No	No	No	No	No	No	No	No		
17	3	174	1	0	No	No	No	No	No	No	No	No	No	No		
18	3	96	1	3	No	No	No	No	No	No	No	No	No	No		
19	3	87	1	3	No	No	No	No	No	No	No	No	No	No		
20	3	35	1	1	No	No	No	No	No	No	No	No	No	No		
21	3	26	1	1	No	No	No	No	No	No	No	No	No	No		
22	3	26	1	1	No	No	No	No	No	No	No	No	No	No		
23	3	17	1	1	No	No	No	No	No	No	No	No	No	No		
24	3	17	1	1	No	No	No	No	No	No	No	No	No	No		
Hours Met					0	0	0	0	0	0	0	0	0	0		

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.1
Number of Lanes on Minor Street Approach	1
Vehicle-Hours of Stopped Delay on Minor Approach (h:hh:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	29
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	898
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: N Valley Rd at Hwy 219

Warrant #	Name	Mat?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets			Minor Streets		
	S	N	E	W		
1	243	519	241	129		
2	233	498	231	124		
3	228	488	227	121		
4	194	415	193	103		
5	185	394	183	95		
6	165	353	164	86		
7	153	327	152	81		
8	145	311	144	77		
9	148	249	146	62		
10	109	234	108	58		
11	109	224	104	55		
12	104	223	104	50		
13	95	202	94	46		
14	87	187	87	46		
15	85	182	84	45		
16	87	184	86	45		
17	49	104	48	26		
18	27	57	27	14		
19	24	52	24	13		
20	24	21	10	5		
21	7	16	7	4		
22	5	10	5	4		
23	5	10	5	3		
24	5	10	5	3		

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A					Warrant 1 Condition B					Warrant 2 Condition B		Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%	100%	80%	70%	56%	
1	2	782	2	370	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	731	2	355	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	716	2	348	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	609	2	298	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
5	2	570	2	281	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
6	2	518	2	262	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
7	2	480	2	233	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
8	2	457	2	222	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
9	2	385	2	178	No	No	No	No	No	No	No	No	No	No	No	No	No
10	2	343	2	166	No	No	No	No	No	No	No	No	No	No	No	No	No
11	2	343	2	166	No	No	No	No	No	No	No	No	No	No	No	No	No
12	2	327	2	159	No	No	No	No	No	No	No	No	No	No	No	No	No
13	2	297	2	144	No	No	No	No	No	No	No	No	No	No	No	No	No
14	2	274	2	133	No	No	No	No	No	No	No	No	No	No	No	No	No
15	2	274	2	133	No	No	No	No	No	No	No	No	No	No	No	No	No
16	2	267	2	129	No	No	No	No	No	No	No	No	No	No	No	No	No
17	2	153	2	74	No	No	No	No	No	No	No	No	No	No	No	No	No
18	2	84	2	41	No	No	No	No	No	No	No	No	No	No	No	No	No
19	2	70	2	37	No	No	No	No	No	No	No	No	No	No	No	No	No
20	2	31	2	15	No	No	No	No	No	No	No	No	No	No	No	No	No
21	2	23	2	11	No	No	No	No	No	No	No	No	No	No	No	No	No
22	2	23	2	11	No	No	No	No	No	No	No	No	No	No	No	No	No
23	2	15	2	8	No	No	No	No	No	No	No	No	No	No	No	No	No
24	2	15	2	8	No	No	No	No	No	No	No	No	No	No	No	No	No
Hours Met					4	7	8	11	0	2	3	6	1	0	1	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	192.5	32.9
Number of Lanes on Minor Street Approach	1	1
Vehicle-Hours of Stopped Delay on Minor Approach (h:mm)	10:12	1:10
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	241	129
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1132	1132
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	Yes	No

Signal Warrants Report For Intersection 5: Chehalis Dr at Foothills Dr

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Hour	Major Streets			Minor Streets		
	N	S	E	N	S	E
1	91	126	67	67	67	67
2	87	121	64	64	64	64
3	86	118	63	63	63	63
4	73	101	54	54	54	54
5	69	96	51	51	51	51
6	62	86	46	46	46	46
7	57	79	42	42	42	42
8	55	76	40	40	40	40
9	44	60	32	32	32	32
10	41	57	30	30	30	30
11	41	57	30	30	30	30
12	39	54	28	28	28	28
13	35	49	26	26	26	26
14	33	45	24	24	24	24
15	33	45	24	24	24	24
16	32	44	23	23	23	23
17	18	25	13	13	13	13
18	10	14	7	7	7	7
19	9	13	7	7	7	7
20	4	5	3	3	3	3
21	3	4	2	2	2	2
22	3	4	2	2	2	2
23	2	3	1	1	1	1
24	2	3	1	1	1	1

Warrant Analysis by Hour

Hour	Major Lanes		Warrant 1 Condition A					Warrant 1 Condition B			Warrant 2 Warrant 3 Condition B	
	Number	Volume	100%	80%	70%	50%	100%	80%	70%	55%		
1	2	217	1	07	No	No	No	No	No	No	No	No
2	2	206	1	64	No	No	No	No	No	No	No	No
3	2	204	1	63	No	No	No	No	No	No	No	No
4	2	174	1	54	No	No	No	No	No	No	No	No
5	2	165	1	51	No	No	No	No	No	No	No	No
6	2	148	1	46	No	No	No	No	No	No	No	No
7	2	136	1	42	No	No	No	No	No	No	No	No
8	2	131	1	40	No	No	No	No	No	No	No	No
9	2	104	1	32	No	No	No	No	No	No	No	No
10	2	98	1	30	No	No	No	No	No	No	No	No
11	2	98	1	30	No	No	No	No	No	No	No	No
12	2	93	1	29	No	No	No	No	No	No	No	No
13	2	84	1	26	No	No	No	No	No	No	No	No
14	2	78	1	24	No	No	No	No	No	No	No	No
15	2	78	1	24	No	No	No	No	No	No	No	No
16	2	78	1	23	No	No	No	No	No	No	No	No
17	2	43	1	13	No	No	No	No	No	No	No	No
18	2	24	1	7	No	No	No	No	No	No	No	No
19	2	22	1	7	No	No	No	No	No	No	No	No
20	2	9	1	3	No	No	No	No	No	No	No	No
21	2	7	1	2	No	No	No	No	No	No	No	No
22	2	7	1	2	No	No	No	No	No	No	No	No
23	2	5	1	1	No	No	No	No	No	No	No	No
24	2	5	1	1	No	No	No	No	No	No	No	No
Hours Met				0	0	0	0	0	0	0	0	0

Warrant 3 Condition A		Orientation
Total Stopped Delay Per Vehicle on Minor Approach (s)		E
Number of Lanes on Minor Street Approach		10.6
Vehicle-hours of Stopped Delay on Minor Approach (veh:hr:min)		1
Delay Condition Met		0x11
Volume on Minor Street Approach During Same Hour		No
High Minor Volume Condition Met		07
Total Entering Volume on All Approaches During Same Hour		No
Number of Approaches on Intersection		284
Total Volume Condition Met		3
Warrant Met for Approach		No
Warrant Met for Intersection		No

Warrant Summary			
Warrant #	Name	Eight Hour Vehicular Volume	Met?
#1			No
#2		Four Hour Vehicular Volume	No
#3		Peak Hour	No

Intersection Warrants Parameters	
Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Hour	Major Streets				Minor Streets			
	N	S	E	W	N, S	E, W	W	W
1	579	510	98	91				
2	556	495	94	87				
3	544	485	92	86				
4	463	413	78	73				
5	440	392	74	69				
6	394	351	67	62				
7	365	325	62	57				
8	347	310	59	55				
9	278	248	47	44				
10	261	232	44	41				
11	261	232	44	41				
12	249	222	42	39				
13	201	201	38	35				
14	208	195	35	33				
15	208	195	35	33				
16	203	181	34	32				
17	103	116	20	18				
18	64	57	11	10				
19	58	52	10	9				
20	23	21	4	4				
21	17	15	3	3				
22	17	15	3	3				
23	12	10	2	2				
24	12	10	2	2				

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A					Warrant 1 Condition B					Warrant 2	Warrant 3 Condition B	
	Number	Volume	Number	Volume	100%	80%	70%	60%	100%	80%	70%	60%	100%	80%			70%
1	4	1095	3	189	No	No	No	No	No	No	No	No	No	No	No	No	No
2	4	1051	3	181	No	No	No	No	No	No	No	No	No	No	No	No	No
3	4	1028	3	178	No	No	No	No	No	No	No	No	No	No	No	No	No
4	4	876	3	151	No	No	No	No	No	No	No	No	No	No	No	No	No
5	4	832	3	143	No	No	No	No	No	No	No	No	No	No	No	No	No
6	4	745	3	129	No	No	No	No	No	No	No	No	No	No	No	No	No
7	4	690	3	119	No	No	No	No	No	No	No	No	No	No	No	No	No
8	4	657	3	114	No	No	No	No	No	No	No	No	No	No	No	No	No
9	4	528	3	91	No	No	No	No	No	No	No	No	No	No	No	No	No
10	4	483	3	85	No	No	No	No	No	No	No	No	No	No	No	No	No
11	4	483	3	85	No	No	No	No	No	No	No	No	No	No	No	No	No
12	4	427	3	81	No	No	No	No	No	No	No	No	No	No	No	No	No
13	4	427	3	81	No	No	No	No	No	No	No	No	No	No	No	No	No
14	4	394	3	68	No	No	No	No	No	No	No	No	No	No	No	No	No
15	4	394	3	68	No	No	No	No	No	No	No	No	No	No	No	No	No
16	4	384	3	66	No	No	No	No	No	No	No	No	No	No	No	No	No
17	4	219	3	38	No	No	No	No	No	No	No	No	No	No	No	No	No
18	4	121	3	21	No	No	No	No	No	No	No	No	No	No	No	No	No
19	4	110	3	19	No	No	No	No	No	No	No	No	No	No	No	No	No
20	4	44	3	8	No	No	No	No	No	No	No	No	No	No	No	No	No
21	4	32	3	6	No	No	No	No	No	No	No	No	No	No	No	No	No
22	4	32	3	6	No	No	No	No	No	No	No	No	No	No	No	No	No
23	4	22	3	4	No	No	No	No	No	No	No	No	No	No	No	No	No
24	4	22	3	4	No	No	No	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	3	5	8	0

Warrant 3 Condition A

Orientation	E		W	
	Number	Volume	Number	Volume
Total Stopped Delay Per Vehicle on Minor Approach (s)	171.6		25.9	
Number of Lanes on Minor Street Approach	2		1	
Vehicles/Hours of Stopped Delay on Minor Approach (h/turn)	4.40		0.39	
Delay Condition Met	No		No	
Volume on Minor Street Approach During Same Hour	98		91	
High Minor Volume Condition Met	No		No	
Total Entering Volume on All Approaches During Same Hour	1284		1284	
Number of Approaches on Intersection	4		4	
Total Volume Condition Met	Yes		Yes	
Warrant Met for Approach	No		No	
Warrant Met for Intersection	No		No	

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters	Value
Major Approaches	N, S
Minor Approaches	E
Speed - 40mph	No
Population < 10,000	No
Warrant Factor	100%

Hour	Major Streets			Minor Streets		
	N	S	E	N	S	E
1	73	109	25			
2	70	105	24			
3	69	102	24			
4	58	87	20			
5	55	83	19			
6	50	74	17			
7	46	69	16			
8	44	65	15			
9	35	52	12			
10	33	49	11			
11	33	48	11			
12	31	47	11			
13	28	43	10			
14	26	39	9			
15	26	39	9			
16	26	38	9			
17	15	22	5			
18	8	12	3			
19	7	11	3			
20	4	4	1			
21	2	3	1			
22	2	2	1			
23	1	2	1			
24	1	2	1			

Warrant Analysis by Hour

Hour	Minor Lanes		Warrant 1 Condition A					Warrant 1 Condition B			Warrant 2 Condition B	
	Number	Volume	100%	80%	70%	50%	100%	80%	70%	50%		
1	2	182	1	No	No	No	No	No	No	No	No	No
2	2	175	1	No	No	No	No	No	No	No	No	No
3	2	171	1	No	No	No	No	No	No	No	No	No
4	2	145	1	No	No	No	No	No	No	No	No	No
5	2	138	1	No	No	No	No	No	No	No	No	No
6	2	124	1	No	No	No	No	No	No	No	No	No
7	2	115	1	No	No	No	No	No	No	No	No	No
8	2	109	1	No	No	No	No	No	No	No	No	No
9	2	87	1	No	No	No	No	No	No	No	No	No
10	2	82	1	No	No	No	No	No	No	No	No	No
11	2	62	1	No	No	No	No	No	No	No	No	No
12	2	78	1	No	No	No	No	No	No	No	No	No
13	2	71	1	No	No	No	No	No	No	No	No	No
14	2	65	1	No	No	No	No	No	No	No	No	No
15	2	65	1	No	No	No	No	No	No	No	No	No
16	2	64	1	No	No	No	No	No	No	No	No	No
17	2	37	1	No	No	No	No	No	No	No	No	No
18	2	20	1	No	No	No	No	No	No	No	No	No
19	2	18	1	No	No	No	No	No	No	No	No	No
20	2	7	1	No	No	No	No	No	No	No	No	No
21	2	5	1	No	No	No	No	No	No	No	No	No
22	2	5	1	No	No	No	No	No	No	No	No	No
23	2	3	1	No	No	No	No	No	No	No	No	No
24	2	3	1	No	No	No	No	No	No	No	No	No
Hours Met			0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	Value
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7
Number of Lanes on Minor Street Approach	1
Vehicle-hours of Stopped Delay on Minor Approach (p/h/mm)	0.04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	26
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	207
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Warrants Summary		
Warrant #	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters	
Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Hour	Major Streets				Minor Streets			
	E	W	S	W	E	W	S	W
1	239	195	39	39				
2	229	187	37	37				
3	183	225	37	37				
4	191	156	31	31				
5	182	148	30	30				
6	133	27	163	27				
7	151	123	25	25				
8	143	117	23	23				
9	115	94	19	19				
10	108	88	18	18				
11	108	88	18	18				
12	103	84	17	17				
13	93	76	15	15				
14	86	70	14	14				
15	85	70	14	14				
16	84	69	14	14				
17	48	39	8	8				
18	28	21	4	4				
19	24	20	4	4				
20	10	8	2	2				
21	7	6	1	1				
22	7	6	1	1				
23	5	4	1	1				
24	5	4	1	1				

Warrant Analysis by Hour

Hour	Major Lanes		Warrant 1 Condition A							Warrant 1 Condition B				Warrant 2	Warrant 3	
	Number	Volume	100%	80%	70%	50%	100%	80%	70%	50%	100%	80%	70%	50%	Condition B	Condition B
1	2	434	No	No	No	No	No	No	No	No	No	No	No	No	No	No
2	2	416	1	37	No	No	No	No	No	No	No	No	No	No	No	No
3	2	408	1	37	No	No	No	No	No	No	No	No	No	No	No	No
4	2	347	1	31	No	No	No	No	No	No	No	No	No	No	No	No
5	2	330	1	30	No	No	No	No	No	No	No	No	No	No	No	No
6	2	296	1	27	No	No	No	No	No	No	No	No	No	No	No	No
7	2	274	1	25	No	No	No	No	No	No	No	No	No	No	No	No
8	2	260	1	23	No	No	No	No	No	No	No	No	No	No	No	No
9	2	209	1	19	No	No	No	No	No	No	No	No	No	No	No	No
10	2	196	1	18	No	No	No	No	No	No	No	No	No	No	No	No
11	2	186	1	18	No	No	No	No	No	No	No	No	No	No	No	No
12	2	187	1	17	No	No	No	No	No	No	No	No	No	No	No	No
13	2	169	1	15	No	No	No	No	No	No	No	No	No	No	No	No
14	2	156	1	14	No	No	No	No	No	No	No	No	No	No	No	No
15	2	156	1	14	No	No	No	No	No	No	No	No	No	No	No	No
16	2	152	1	14	No	No	No	No	No	No	No	No	No	No	No	No
17	2	87	1	9	No	No	No	No	No	No	No	No	No	No	No	No
18	2	47	1	4	No	No	No	No	No	No	No	No	No	No	No	No
19	2	44	1	4	No	No	No	No	No	No	No	No	No	No	No	No
20	2	18	1	2	No	No	No	No	No	No	No	No	No	No	No	No
21	2	13	1	1	No	No	No	No	No	No	No	No	No	No	No	No
22	2	13	1	1	No	No	No	No	No	No	No	No	No	No	No	No
23	2	9	1	1	No	No	No	No	No	No	No	No	No	No	No	No
24	2	9	1	1	No	No	No	No	No	No	No	No	No	No	No	No
Hours Met			0	0	0	0	0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.2
Number of Lanes on Minor Street Approach	1
Vehicle Hours of Stopped Delay on Minor Approach (h:mm:ss)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	39
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	473
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 12: KV Access at N Valley Rd

Warrant #	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets				Minor Streets			
	E	W	S	W	E	W	S	W
1	15	15	14	14	14	14	14	14
2	14	14	13	13	13	13	13	13
3	14	14	13	13	13	13	13	13
4	12	12	11	11	11	11	11	11
5	11	11	11	11	11	11	11	11
6	10	10	10	10	10	10	10	10
7	9	9	9	9	9	9	9	9
8	9	9	9	9	9	9	9	9
9	7	7	7	7	7	7	7	7
10	7	7	7	7	7	7	7	7
11	7	7	7	7	7	7	7	7
12	6	6	6	6	6	6	6	6
13	6	6	6	6	6	6	6	6
14	5	5	5	5	5	5	5	5
15	5	5	5	5	5	5	5	5
16	5	5	5	5	5	5	5	5
17	3	3	3	3	3	3	3	3
18	2	2	2	2	2	2	2	2
19	2	2	2	2	2	2	2	2
20	1	1	1	1	1	1	1	1
21	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3	
	Number	Volume	Number	Volume	100%	80%	70%	50%	100%	80%	70%	50%			56%
1	2	30	1	14	No	No	No	No	No	No	No	No	No	No	No
2	2	28	1	13	No	No	No	No	No	No	No	No	No	No	No
3	2	28	1	13	No	No	No	No	No	No	No	No	No	No	No
4	2	24	1	11	No	No	No	No	No	No	No	No	No	No	No
5	2	22	1	11	No	No	No	No	No	No	No	No	No	No	No
6	2	20	1	10	No	No	No	No	No	No	No	No	No	No	No
7	2	18	1	9	No	No	No	No	No	No	No	No	No	No	No
8	2	18	1	8	No	No	No	No	No	No	No	No	No	No	No
9	2	14	1	7	No	No	No	No	No	No	No	No	No	No	No
10	2	14	1	6	No	No	No	No	No	No	No	No	No	No	No
11	2	14	1	6	No	No	No	No	No	No	No	No	No	No	No
12	2	12	1	6	No	No	No	No	No	No	No	No	No	No	No
13	2	12	1	5	No	No	No	No	No	No	No	No	No	No	No
14	2	10	1	5	No	No	No	No	No	No	No	No	No	No	No
15	2	10	1	5	No	No	No	No	No	No	No	No	No	No	No
16	2	10	1	5	No	No	No	No	No	No	No	No	No	No	No
17	2	6	1	3	No	No	No	No	No	No	No	No	No	No	No
18	2	4	1	2	No	No	No	No	No	No	No	No	No	No	No
19	2	4	1	1	No	No	No	No	No	No	No	No	No	No	No
20	2	2	1	1	No	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Total Stopped Delay Per Vehicle on Minor Approach (s)	S
Number of Lanes on Minor Street Approach	8,6
Vehicle-hours of Stopped Delay on Minor Approach (h/veh/m)	1
Delay Condition Met	0/02
Volume on Minor Street Approach During Same Hour	14
High Minor Volume Condition Met	44
Total Entering Volume on All Approaches During Same Hour	3
Number of Approaches on Intersection	No
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Warrants Summary

Warrant #	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	
1	215	136	S
2	206	131	0
3	202	128	0
4	172	169	0
5	163	163	0
6	146	92	0
7	135	86	0
8	129	82	0
9	103	65	0
10	97	61	0
11	97	61	0
12	92	58	0
13	84	53	0
14	77	49	0
15	77	49	0
16	75	48	0
17	43	27	0
18	24	15	0
19	22	14	0
20	9	5	0
21	6	4	0
22	6	4	0
23	4	3	0
24	4	3	0

Warrant Analysis by Hour

Hour	Major Lanes		Warrant 1 Condition A					Warrant 1 Condition B			Warrant 2		Warrant 3	
	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%	56%	Condition B	Condition B	Condition B
1	2	351	0	No	No	No	No	No	No	No	No	No	No	No
2	2	337	0	No	No	No	No	No	No	No	No	No	No	No
3	2	330	0	No	No	No	No	No	No	No	No	No	No	No
4	2	281	0	No	No	No	No	No	No	No	No	No	No	No
5	2	266	0	No	No	No	No	No	No	No	No	No	No	No
6	2	238	0	No	No	No	No	No	No	No	No	No	No	No
7	2	221	0	No	No	No	No	No	No	No	No	No	No	No
8	2	168	0	No	No	No	No	No	No	No	No	No	No	No
9	2	159	0	No	No	No	No	No	No	No	No	No	No	No
10	2	159	0	No	No	No	No	No	No	No	No	No	No	No
11	2	150	0	No	No	No	No	No	No	No	No	No	No	No
12	2	137	0	No	No	No	No	No	No	No	No	No	No	No
13	2	137	0	No	No	No	No	No	No	No	No	No	No	No
14	2	126	0	No	No	No	No	No	No	No	No	No	No	No
15	2	126	0	No	No	No	No	No	No	No	No	No	No	No
16	2	123	0	No	No	No	No	No	No	No	No	No	No	No
17	2	70	0	No	No	No	No	No	No	No	No	No	No	No
18	2	39	0	No	No	No	No	No	No	No	No	No	No	No
19	2	36	0	No	No	No	No	No	No	No	No	No	No	No
20	2	14	0	No	No	No	No	No	No	No	No	No	No	No
21	2	10	0	No	No	No	No	No	No	No	No	No	No	No
22	2	10	0	No	No	No	No	No	No	No	No	No	No	No
23	2	7	0	No	No	No	No	No	No	No	No	No	No	No
24	2	7	0	No	No	No	No	No	No	No	No	No	No	No
Hours Met			0	0	0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	Total Stopped Delay Per Vehicle on Minor Approach (s)	Number of Lanes on Minor Street Approach	Vehicle-Hour of Stopped Delay on Minor Approach (h:mm)	Delay Condition Met	Warrant Met for Approach	Warrant Met for Intersection
S	9	1	6:00	No	No	No
1	1	1	0	No	No	No
3	3	3	3:51	No	No	No

Trip Distribution summary

Zone / Gate	To Dutchman's Ridge			From Dutchman's Ridge			To Gracie's Landing			From Gracie's Landing		
	Share %	Trips	Trips	Share %	Trips	Trips	Share %	Trips	Share %	Trips	Trips	
8: Dutchman's Ridge	0.00	0	0	0.00	0	0	0.00	0	0.00	0	0	
10: Gracie's Landing N	0.00	0	0	0.00	0	0	0.00	0	0.00	0	0	
15: Kings Landing S	0.00	0	0	0.00	0	0	0.00	0	0.00	0	0	
1: Gate	5.00	1	5.00	1	5.00	1	5.00	2	5.00	1	1	
2: Gate	5.00	1	5.00	1	5.00	1	5.00	2	5.00	1	1	
3: Gate	30.00	9	30.00	5	30.00	5	20.00	7	20.00	4	4	
4: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
5: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
6: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
7: Gate	50.00	15	50.00	8	50.00	8	60.00	20	60.00	11	11	
9: Gate	10.00	3	10.00	2	10.00	2	10.00	3	10.00	2	2	
11: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
12: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
Total	100.00	29	100.00	29	100.00	17	100.00	34	100.00	19	19	

Trip Distribution summary

Zone / Gate	To Kings Landing N			From Kings Landing N			To Kings Landing S			From Kings Landing S		
	Share %	Trips	Trips	Share %	Trips	Trips	Share %	Trips	Share %	Trips	Trips	
8: Dutchman's Ridge	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
10: Gracie's Landing	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
15: Kings Landing S	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
1: Gate	5.00	2	5.00	1	5.00	1	5.00	1	5.00	0	0	
2: Gate	5.00	2	5.00	1	5.00	1	5.00	1	5.00	0	0	
3: Gate	20.00	7	20.00	4	20.00	4	20.00	3	20.00	1	1	
4: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
5: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
6: Gate	60.00	20	60.00	12	60.00	12	60.00	8	60.00	5	5	
7: Gate	10.00	3	10.00	2	10.00	2	10.00	1	10.00	1	1	
11: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
12: Gate	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0	
Total	100.00	34	100.00	20	100.00	20	100.00	14	100.00	7	7	

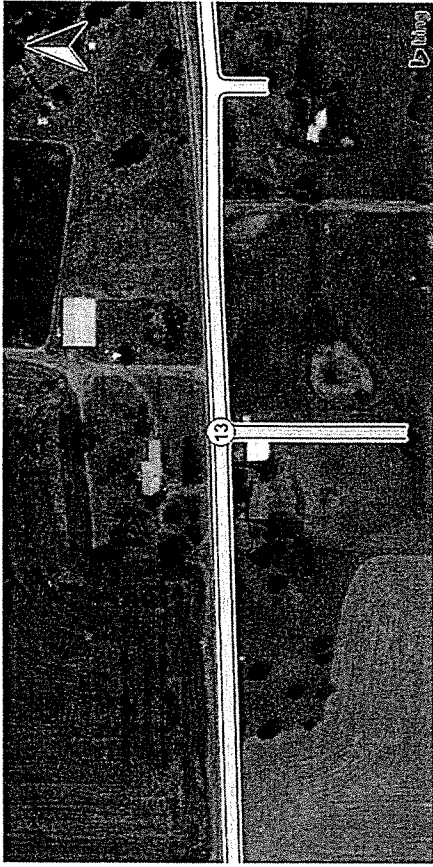
Trip Generation summary

Zone ID: Name	Land Use variables	Code	Incl. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
8: Dutchman's Ridge	Homes	ITE 210	Dwellin	1.000	46.000	63.00	37.00	29	17	46	26.90
10: Gracie's Landing	Homes	ITE 210	Dwellin	1.000	52.000	63.00	37.00	33	19	52	30.41
15: Kings Landing N	Homes	ITE 210	Dwellin	1.000	53.000	63.00	37.00	33	20	53	30.99
16: Kings Landing S	Homes	ITE 210	Dwellin	1.000	23.000	63.00	37.00	13	7	20	11.70
Added Trips Total										171	100.00

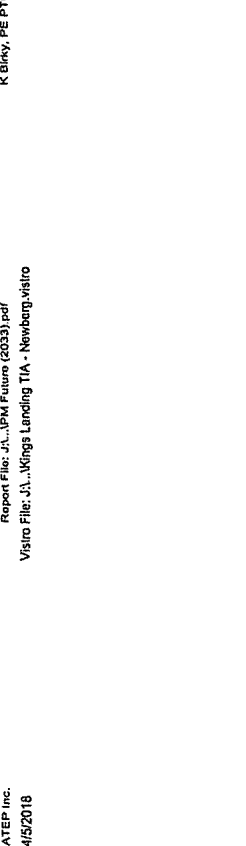
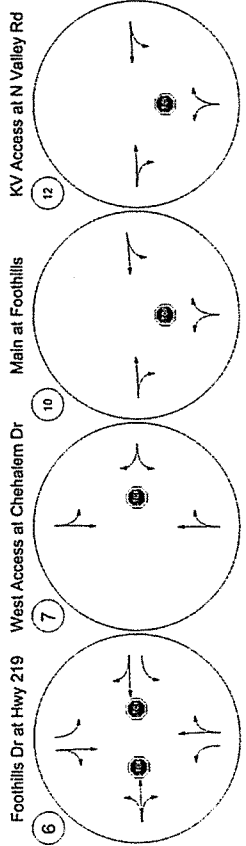
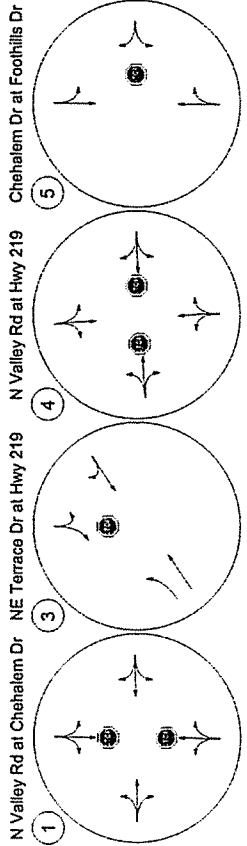
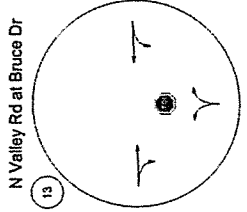
Trip Generation summary

Zone ID: Name	Land Use variables	Code	Incl. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
8: Dutchman's Ridge	Homes	ITE 210	Dwellin	1.000	46.000	63.00	37.00	29	17	46	26.90
10: Gracie's Landing	Homes	ITE 210	Dwellin	1.000	52.000	63.00	37.00	33	19	52	30.41
15: Kings Landing N	Homes	ITE 210	Dwellin	1.000	53.000	63.00	37.00	33	20	53	30.99
16: Kings Landing S	Homes	ITE 210	Dwellin	1.000	23.000	63.00	37.00	13	7	20	11.70
Added Trips Total										171	100.00

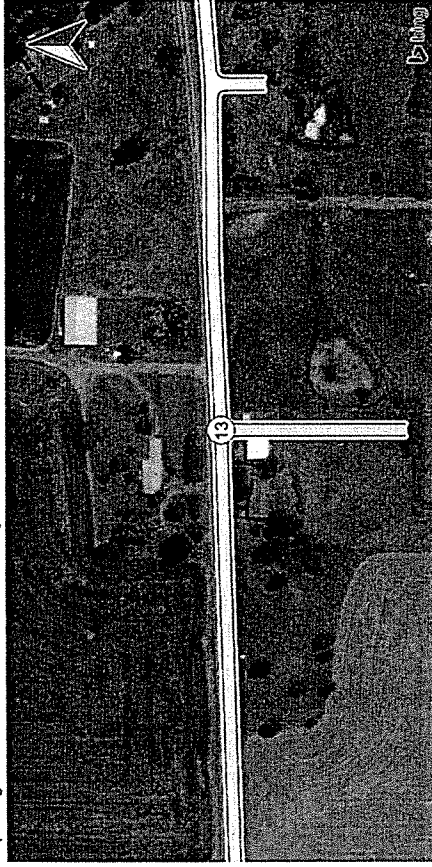
Report Figure 1: Lane Configuration and Traffic Control



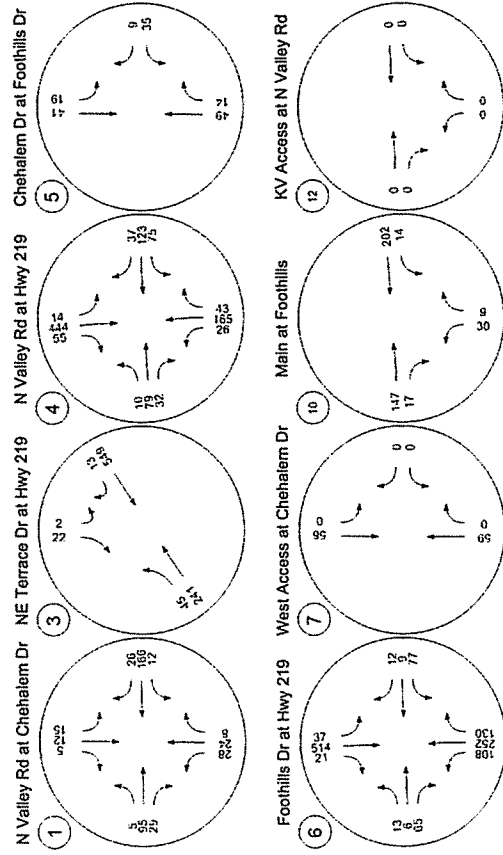
Report Figure 1: Lane Configuration and Traffic Control

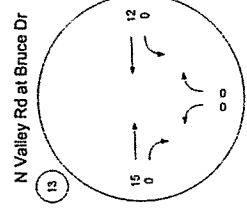
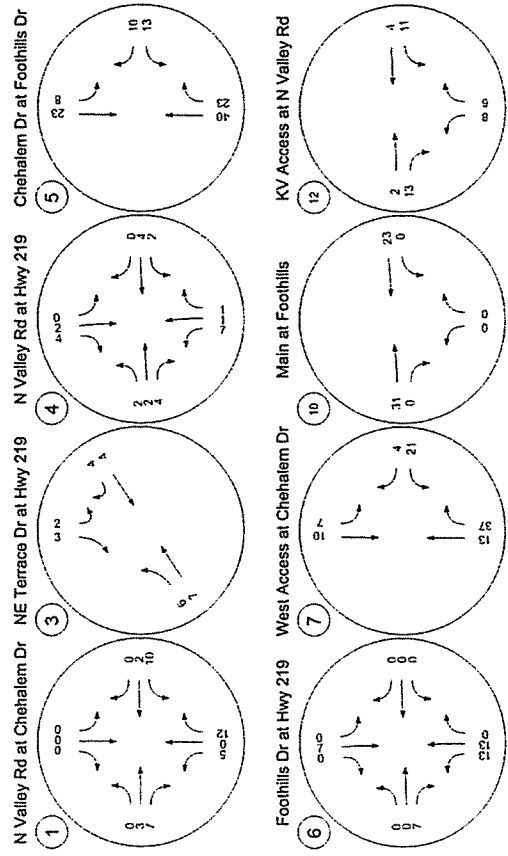
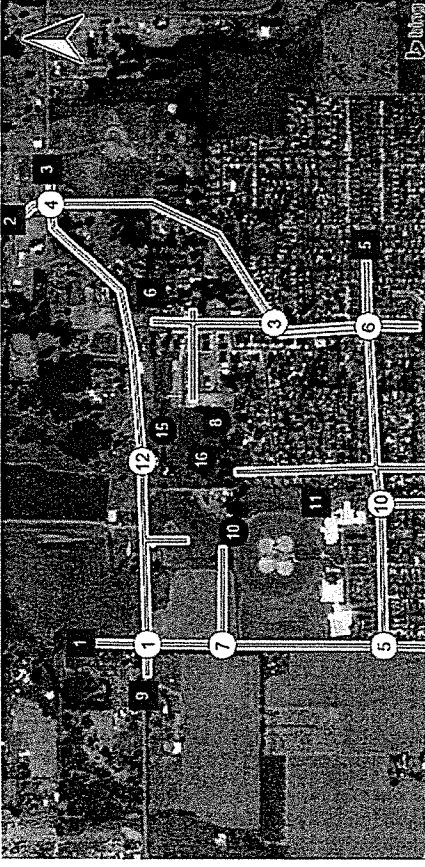
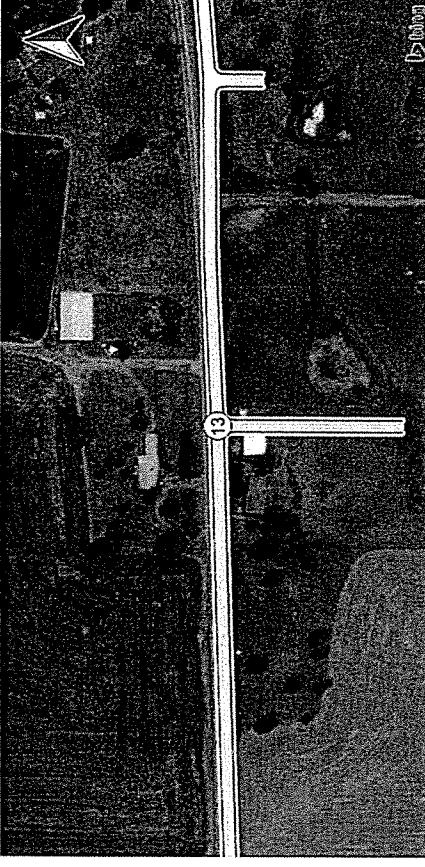


Report Figure 2c: Traffic Volume - Future Background Volume

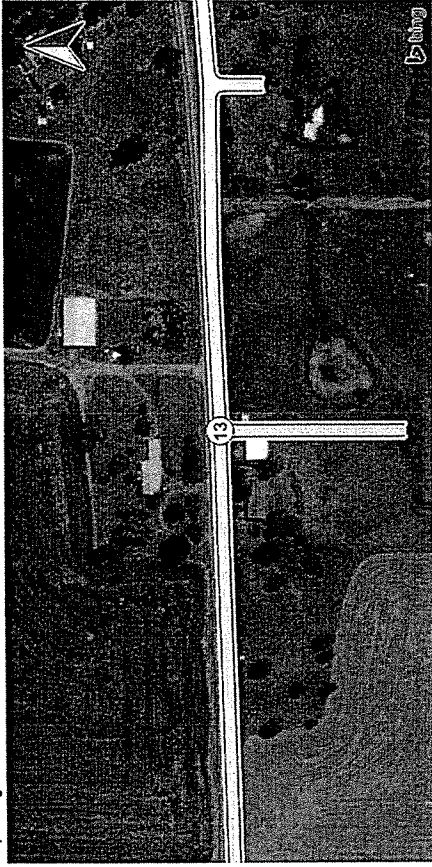


Report Figure 2c: Traffic Volume - Future Background Volume

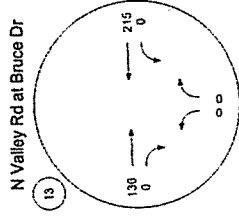
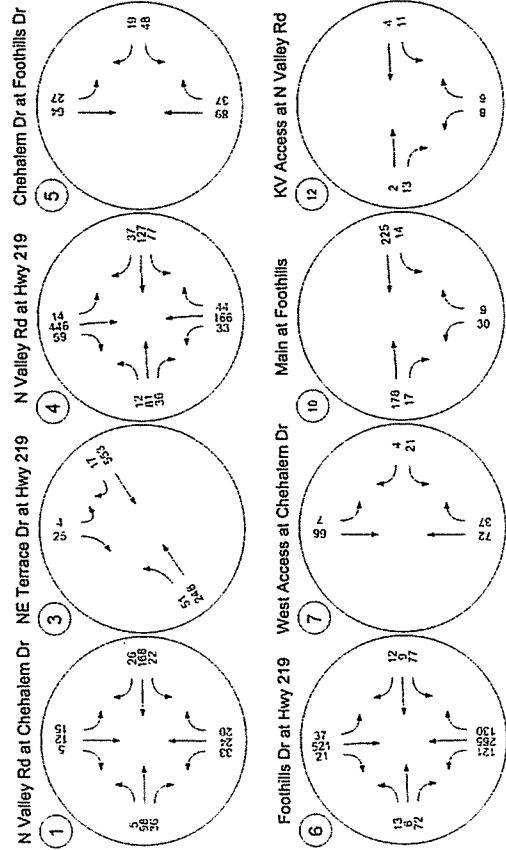




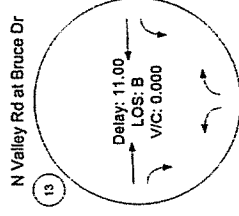
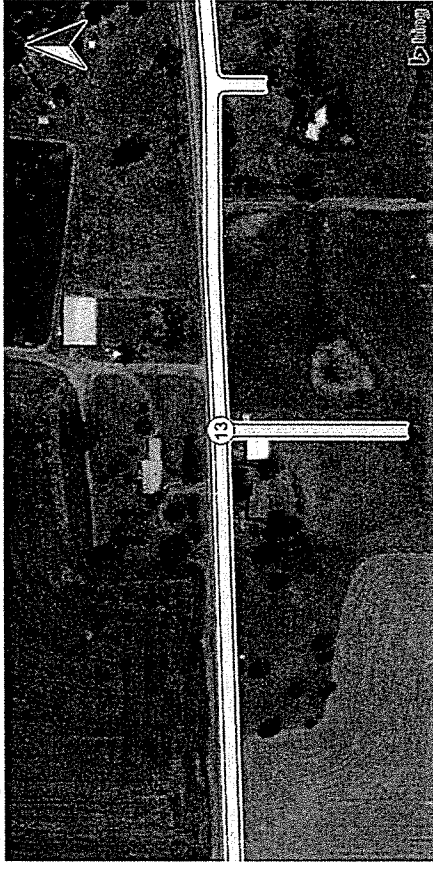
Report Figure 2f: Traffic Volume - Future Total Volume



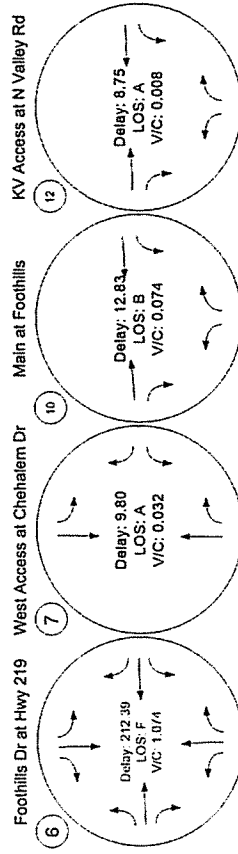
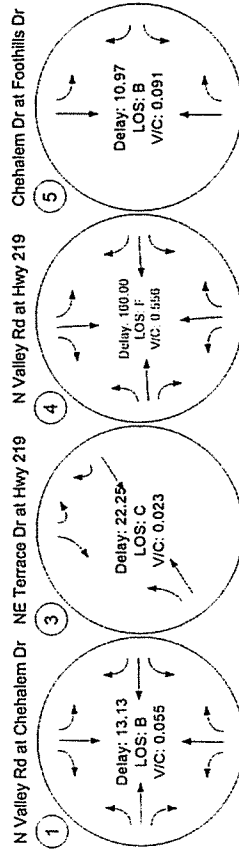
Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



Report Figure 3: Traffic Conditions



Control Type	Number	0	Foothills Dr at Hwy 219	
Intersection	Signalized			
Analysis Method	HCM 6th Edition			
Name	Hwy 219		Foothills Dr	Foothills Dr
Approach	Southbound		Eastbound	Westbound
Lane Configuration	TH	TH	TH	TH
Turning Movement	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right
Base Volume Input [veh/h]	91 248 35 5 175 15 25 10 137 77 10 25			
Total Analysis Volume [veh/h]	127 337 47 6 242 20 33 14 180 104 14 33			

Intersection Settings

Coordinate Type	120
Time of Day Pattern Coordinated <td></td>	
Fixed time <td>0:00</td>	0:00
Loss time [s] <td></td>	
Control Type <td>Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss</td>	Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss
Signal group <td>2 5 5 5 5 5 5 5 5 5 5 5</td>	2 5 5 5 5 5 5 5 5 5 5 5
Auxiliary Signal Groups <td></td>	
Load / Leg <td></td>	
Minimum Green [s] <td>30 30 30 30 30 30 30 30 30 30 30 30</td>	30 30 30 30 30 30 30 30 30 30 30 30
Maximum Green [s] <td>3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0</td>	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Amber [s] <td>1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0</td>	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
All red [s] <td>70 70 70 70 70 70 70 70 70 70 70 70</td>	70 70 70 70 70 70 70 70 70 70 70 70
Split [s] <td>5 5 5 5 5 5 5 5 5 5 5 5</td>	5 5 5 5 5 5 5 5 5 5 5 5
Walk [s] <td>10 10 10 10 10 10 10 10 10 10 10 10</td>	10 10 10 10 10 10 10 10 10 10 10 10
Pedestrian Clearance [s] <td>2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0</td>	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1 st Start-Up Lost Time [s] <td>No No No No No No No No No No No No</td>	No No No No No No No No No No No No
Minimum Recall <td>No No No No No No No No No No No No</td>	No No No No No No No No No No No No
Maximum Recall <td>No No No No No No No No No No No No</td>	No No No No No No No No No No No No
Pedestrian Recall <td>No No No No No No No No No No No No</td>	No No No No No No No No No No No No
Pedestrian Signal Group <td>0 0 0 0 0 0 0 0 0 0 0 0</td>	0 0 0 0 0 0 0 0 0 0 0 0
Pedestrian Walk [s] <td>0 0 0 0 0 0 0 0 0 0 0 0</td>	0 0 0 0 0 0 0 0 0 0 0 0
Pedestrian Clearance [s] <td></td>	

Lane Group Calculations

g/C, Green / Cycle	0.55	0.55	0.55	0.55	0.38	0.38	0.38
(V / s), Volume / Saturation Flow Ratio	0.13	0.24	0.01	0.16	0.18	0.10	0.03
so, Base Saturation Flow per Lane [veh/h]	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	981	1608	978	1621	1393	1027	1461
c, Capacity [veh/h]	498	884	404	891	568	305	560
X, volume / capacity	0.25	0.43	0.01	0.29	0.43	0.34	0.08
d, Delay for Lane Group [s/veh]	22.34	17.52	22.39	15.33	29.90	35.44	23.87
Lane Group LOS	C	B	C	B	C	D	C
Critical Lane Group	No	Yes	No	No	Yes	No	No

Option 1: Foothills @ 219 AM Dev w Signal

Control Type	Number	0	Foothills Dr at Hwy 219	
Intersection	Signalized			
Analysis Method	HCM 6th Edition			
Name	Hwy 219		Foothills Dr	Foothills Dr
Approach	Southbound		Eastbound	Westbound
Lane Configuration	TH	TH	TH	TH
Turning Movement	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right
Base Volume Input [veh/h]	91 248 35 5 175 15 25 10 137 77 10 25			
Total Analysis Volume [veh/h]	127 337 47 6 242 20 33 14 180 104 14 33			

Intersection Settings

Coordinate Type	120
Time of Day Pattern Coordinated	
Fixed time	0:00
Loss time [s]	
Control Type	Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss
Signal group	2 5 5 5 5 5 5 5 5 5 5 5
Auxiliary Signal Groups	
Load / Leg	
Minimum Green [s]	30 30 30 30 30 30 30 30 30 30 30 30
Maximum Green [s]	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Amber [s]	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
All red [s]	70 70 70 70 70 70 70 70 70 70 70 70
Split [s]	5 5 5 5 5 5 5 5 5 5 5 5
Walk [s]	10 10 10 10 10 10 10 10 10 10 10 10
Pedestrian Clearance [s]	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1 st Start-Up Lost Time [s]	No No No No No No No No No No No No
Minimum Recall	No No No No No No No No No No No No
Maximum Recall	No No No No No No No No No No No No
Pedestrian Recall	No No No No No No No No No No No No
Pedestrian Signal Group	0 0 0 0 0 0 0 0 0 0 0 0
Pedestrian Walk [s]	0 0 0 0 0 0 0 0 0 0 0 0
Pedestrian Clearance [s]	

Lane Group Calculations

g/C, Green / Cycle	0.55	0.55	0.55	0.55	0.38	0.38	0.38
(V / s), Volume / Saturation Flow Ratio	0.13	0.24	0.01	0.16	0.18	0.10	0.03
so, Base Saturation Flow per Lane [veh/h]	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	981	1608	978	1621	1393	1027	1461
c, Capacity [veh/h]	498	884	404	891	568	305	560
X, volume / capacity	0.25	0.43	0.01	0.29	0.43	0.34	0.08
d, Delay for Lane Group [s/veh]	22.34	17.52	22.39	15.33	29.90	35.44	23.87
Lane Group LOS	C	B	C	B	C	D	C
Critical Lane Group	No	Yes	No	No	Yes	No	No

Option 1: Foothills @ 219 AM Future w Signal

Number	6
Intersection	Foothills Dr at Hwy 219
Control Type	Signalized
Analysis Method	HCN 6th Edition
Name	Hwy 219 Northbound
Approach	Southbound
Lane Configuration	Left Thru Right Left Thru Right
Turning Movement	Left Thru Right Left Thru Right
Base Volume Input [veh/h]	91 248 35 5 175 15 25 10 137 77 10 25
Total Analysis Volume [veh/h]	148 394 54 7 283 23 38 16 235 120 18 38

Intersection Settings

Coordinate Type	Time of Day Pattern Coordinated	
Activation Type	Fixed Time	
Lost Time [s]	0.00	
Signal group	2	6
Auxiliary Signal Groups		
Load / Leg		
Minimum Green [s]	5	5
Maximum Green [s]	30	30
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Split [s]	70	50
Walk [s]	5	5
Pedestrian Clearance [s]	10	10
11. Start-Up Lost Time [s]	2.0	2.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No
Pedestrian Signal Group	0	0
Pedestrian Walk [s]	0	0
Pedestrian Clearance [s]	0	0

Lane Group Calculations

g/C, Green / Cycle	0.55	0.55	0.55	0.38	0.38
(V/s), I Volume / Saturation Flow Ratio	0.16	0.28	0.19	0.21	0.12
s, Base Saturation Flow per Lane [veh/h/Vh]	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3
s, saturation flow rate [veh/h]	943	1608	827	1621	1392
c, Capacity [veh/h]	404	885	358	892	568
X, volume / capacity	0.32	0.51	0.02	0.34	0.51
d, Delay for Lane Group [s/veh]	25.04	18.91	24.92	16.03	31.84
Lane Group LOS	C	B	C	B	D
Critical Lane Group	No	Yes	No	Yes	No

Option 2: Foothills @ 219 AM Future (2033)

Number	6
Intersection	Foothills Dr at Hwy 219
Control Type	Signalized
Analysis Method	HCN 6th Edition
Name	Hwy 219 Northbound
Approach	Southbound
Lane Configuration	Left Thru Right Left Thru Right
Turning Movement	Left Thru Right Left Thru Right
Base Volume Input [veh/h]	91 248 35 5 175 15 25 10 137 77 10 25
Total Analysis Volume [veh/h]	148 394 54 7 283 23 38 16 235 120 18 38

Intersection Settings

Coordinate Type	Time of Day Pattern Coordinated	
Activation Type	Fixed Time	
Lost Time [s]	0.00	
Signal group	2	6
Auxiliary Signal Groups		
Load / Leg		
Minimum Green [s]	5	5
Maximum Green [s]	30	30
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Split [s]	70	50
Walk [s]	5	5
Pedestrian Clearance [s]	10	10
11. Start-Up Lost Time [s]	2.0	2.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No
Pedestrian Signal Group	0	0
Pedestrian Walk [s]	0	0
Pedestrian Clearance [s]	0	0

Lane Group Calculations

g/C, Green / Cycle	0.55	0.55	0.55	0.38	0.38
(V/s), I Volume / Saturation Flow Ratio	0.16	0.28	0.19	0.21	0.12
s, Base Saturation Flow per Lane [veh/h/Vh]	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3
s, saturation flow rate [veh/h]	943	1608	827	1621	1392
c, Capacity [veh/h]	404	885	358	892	568
X, volume / capacity	0.32	0.51	0.02	0.34	0.51
d, Delay for Lane Group [s/veh]	25.04	18.91	24.92	16.03	31.84
Lane Group LOS	C	B	C	B	D
Critical Lane Group	No	Yes	No	Yes	No

Option 3: Foothills @ 219 AM Future (2033)

Number	6
Intersection	Foothills Dr at Hwy 219
Control Type	Signalized
Analysis Method	HCN 6th Edition
Name	Hwy 219 Northbound
Approach	Southbound
Lane Configuration	Left Thru Right Left Thru Right
Turning Movement	Left Thru Right Left Thru Right
Base Volume Input [veh/h]	91 248 35 5 175 15 25 10 137 77 10 25
Total Analysis Volume [veh/h]	148 394 54 7 283 23 38 16 235 120 18 38

Intersection Settings

Coordinate Type	Time of Day Pattern Coordinated	
Activation Type	Fixed Time	
Lost Time [s]	0.00	
Signal group	2	6
Auxiliary Signal Groups		
Load / Leg		
Minimum Green [s]	5	5
Maximum Green [s]	30	30
Amber [s]	3.0	3.0
All red [s]	1.0	1.0
Split [s]	70	50
Walk [s]	5	5
Pedestrian Clearance [s]	10	10
11. Start-Up Lost Time [s]	2.0	2.0
Minimum Recall	No	No
Maximum Recall	No	No
Pedestrian Recall	No	No
Pedestrian Signal Group	0	0
Pedestrian Walk [s]	0	0
Pedestrian Clearance [s]	0	0

Lane Group Calculations

g/C, Green / Cycle	0.55	0.55	0.55	0.38	0.38
(V/s), I Volume / Saturation Flow Ratio	0.16	0.28	0.19	0.21	0.12
s, Base Saturation Flow per Lane [veh/h/Vh]	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3
s, saturation flow rate [veh/h]	943	1608	827	1621	1392
c, Capacity [veh/h]	404	885	358	892	568
X, volume / capacity	0.32	0.51	0.02	0.34	0.51
d, Delay for Lane Group [s/veh]	25.04	18.91	24.92	16.03	31.84
Lane Group LOS	C	B	C	B	D
Critical Lane Group	No	Yes	No	Yes	No

50th-Percentile Queue Length [veh]	1.48	2.40	0.34	4.26	2.85	2.44	0.54
50th-Percentile Queue Length [ft]	30.68	70.00	8.42	106.51	60.23	61.11	13.62
95th-Percentile Queue Length [veh]	2.65	5.04	0.61	7.65	4.77	4.40	0.98
95th-Percentile Queue Length [ft]	66.38	125.99	15.15	191.14	119.21	110.00	24.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.92	5.41	5.41	7.34	0.27	0.27	46.61	46.61	46.61	46.61	41.95	41.95
Movement LOS	B	A	A	A	A	A	D	D	D	D	D	D
Critical Movement												
d_A, Approach Delay [s/veh]				0.34			46.61				51.19	
Approach LOS				A			D				D	
d_I, Intersection Delay [s/veh]							12.77					
Intersection LOS							B					
Intersection V/C							0.389					

Option 1: Foothills @ 219 PM Dev w Signal

Number	6											
Intersection Control Type	Foothills Dr at Hwy 219 Signalized											
Analysis Method	HCM 6th Edition											
Approach	Hwy 219 Northbound				Hwy 219 Southbound				Foothills Dr Westbound			
Lane Configuration	T				T				T			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	85	198	102	29	405	18	10	5	51	60	7	9
Total Analysis Volume [veh/h]	120	261	127	36	511	20	13	6	72	75	9	11

Intersection Settings

Cycle Length [s]	120											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											
Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	2	6	6	6	6	6	6	6	6	6	6	4
Auxiliary Signal Groups												
Lend / Lag												
Minimum Green [s]	5	5	5	5	5	5	5	5	5	5	5	5
Maximum Green [s]	30	30	30	30	30	30	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	95	5	5	25	25	25	5	5	5	25	25	5
Walk [s]	5	5	5	5	5	5	5	5	5	5	5	5
Pedestrian Clearance [s]	10	10	10	10	10	10	10	10	10	10	10	10
11, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.76	0.76	0.76	0.76	0.76	0.76	0.18	0.18	0.18	0.18	0.18	0.18
(v / s), Volume / Saturation Flow Ratio	0.16	0.25	0.04	0.32	0.08	0.08	0.06	0.06	0.06	0.06	0.01	0.01
s_o, Base Saturation Flow per Lane [veh/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
s_s, saturation flow rate [veh/h]	768	1557	876	1636	1412	1412	1163	1501	1501	1163	1501	1501
s_c, Capacity [veh/h]	541	1150	640	1240	281	281	180	283	283	180	283	283
X, volume / capacity	0.22	0.33	0.06	0.43	0.32	0.32	0.42	0.88	0.88	0.42	0.88	0.88
d, Delay for Lane Group [s/veh]	10.92	5.41	7.34	0.27	46.61	46.61	53.66	41.95	41.95	53.66	41.95	41.95
Lane Group LOS	B	A	A	A	D	D	D	D	D	D	D	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No

Oplion 1: Footlights @ 219 PM Future w Signal

Number	6											
Intersection	Footlights Dr at Hwy 219											
Control Type	Signalized											
Analysis Method	HCM 6th Edition											
Name	Hwy 219			Footlights Dr			Footlights Dr			Footlights Dr		
Approach	Northbound			Eastbound			Westbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input (veh/h)	85	198	102	29	405	16	10	5	51	60	7	9
Total Analysis Volume (veh/h)	138	301	148	42	592	24	15	7	82	88	10	14

Intersection Settings

Cycle Length [s]	120											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											
Control Type	6											
Signal Group	2			6			8			4		
Auxiliary Signal Groups												
Load / Leg	5			5			5			5		
Minimum Green [s]	30			30			30			30		
Maximum Green [s]	3.0			3.0			3.0			3.0		
Amber [s]	1.0			1.0			1.0			1.0		
All red [s]	94			94			26			26		
Split [s]	5			5			5			5		
Walk [s]	10			10			10			10		
Pedestrian Clearance [s]	2.0			2.0			2.0			2.0		
11_Start-Up Lost Time [s]	No			No			No			No		
Minimum Recall	No			No			No			No		
Maximum Recall	No			No			No			No		
Pedestrian Recall	No			No			No			No		
Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.18	0.18	0.18	0.18	
(v / s) Volume / Saturation Flow Ratio	0.19	0.29	0.05	0.38	0.07	0.08	0.08	0.02	
so, Base Saturation Flow per Lane (veh/h/ln)	1900	1900	1900	1900	1900	1900	1900	1900	
Arrival type	3			3			3		
s, saturation flow rate (veh/h)	710	1556	829	1635	1411	1151	1493		
c, Capacity (veh/h)	473	1167	584	1226	283	179	274		
X, volume / capacity	0.29	0.38	0.07	0.50	0.35	0.49	0.09		
d, Delay for Lane Group (s/veh)	14.55	6.23	8.80	7.49	46.46	56.47	41.30		
Lane Group LOS	B	A	A	A	D	E	D		
Critical Lane Group	Yes	No	No	Yes	No	Yes	No		

Movement, Approach, & Intersection Results

50th-Percentile Queue Length (veh)	2.06	3.61	0.44	5.66	3.02	2.95	0.65
50th-Percentile Queue Length (ft)	51.43	90.19	11.10	141.57	75.62	73.76	16.19
95th-Percentile Queue Length (veh)	3.70	0.49	0.80	9.57	5.44	5.31	1.16
95th-Percentile Queue Length (ft)	92.57	102.34	19.98	230.13	136.11	132.81	28.12
d_M, Delay for Movement (s/veh)	14.55	6.23	8.80	7.49	46.46	56.47	41.30
Movement LOS	B	A	A	A	D	D	D
Critical Movement	Yes	No	No	Yes	No	Yes	No
d_A, Approach Delay (s/veh)	7.57						
Approach LOS	A						
d_I, Intersection Delay (s/veh)	14.09						
Intersection LOS	B						
Intersection V/C	0.453						

Number	4											
Intersection	N Valley Rd at Hwy 219											
Control Type	Two-way stop											
Analysis Method	HCM 6th Edition											
Name	Hwy 219 Northbound				Hwy 219 Southbound				N Valley Rd Westbound			
Approach	+				+				+			
Lane Configuration	+											
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	13	155	120	24	87	17	16	85	18	82	48	16
Total Analysis Volume [veh/h]	21	226	175	34	125	28	28	128	34	110	72	24

Priority Scheme	Free	Free	Stop	Stop
Flared Lane	No	No	No	No
Storage Area [veh]				
Two-Stage Gap Acceptance	No	No	No	No
Number of Storage Spaces in Median				

Capacity Analysis	2	1	1	2	1	1	4	3	2	4	3	2
Calculated Rank	153	401	611	650	139	643	577	314				
v_c, Conflicting Flow Ratio [veh/h]												
v_c, Stage 1 [veh/h]												
v_c, Stage 2 [veh/h]												
c, B.x. Potential Capacity [veh/h]	1415	1147	403	386	904	384	425	722				
c, p.x. Stage 1 [veh/h]												
c, B.x. Stage 2 [veh/h]												
c, m.x. Movement Capacity [veh/h]	1415	1147	324	366	904	261	403	722				
c, m.x. Stage 1 [veh/h]												
c, m.x. Stage 2 [veh/h]												
c, T, Total Capacity [veh/h]												

Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.01	0.03	0.09	0.34	0.04	0.45	0.18	0.03				
d, M, Delay for Movement [s/veh]	7.58	8.23	23.79	22.51	16.65	29.74	16.05	12.11				
Movement LOS	A	A	A	A	C	D	C	B				
Critical Movement	NR	NR	NR	NR	NR	NR	NR	NR				
95th-Percentile Queue Length [veh]	1.26	1.26	0.58	0.58	2.42	2.42	2.21	0.79				
95th-Percentile Queue Length [ft]	31.54	31.54	14.54	14.54	60.62	60.62	55.19	19.81				
d, A, Approach Delay [s/veh]	0.38	1.50			21.64		23.16					
Approach LOS	A	A	C	C			C					
V/C, I, Worst Movement V/C Ratio	0.45											
d, I, Worst Movement Control Delay [s/veh]	28.74											
d, I, Intersection Delay [s/veh]	0.38											
Intersection LOS	D											

Number	4											
Intersection	N Valley Rd at Hwy 219											
Control Type	Signalized											
Analysis Method	HCM 6th Edition											
Name	Hwy 219 Northbound				Hwy 219 Southbound				N Valley Rd Westbound			
Approach	+				+				+			
Lane Configuration	+											
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	13	155	120	24	87	17	16	85	18	82	48	16
Total Analysis Volume [veh/h]	24	262	203	39	145	32	32	146	38	137	63	28

Cycle Length [s]	60											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											
Control Type	Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss Permiss											
Signal Group	2 3 4 5 6 7 8 9 10 11 12 13											
Auxiliary Signal Groups												
Lead / Lag												
Minimum Green [s]	5 5 5 5 5 5 5 5 5 5 5 5											
Maximum Green [s]	30 30 30 30 30 30 30 30 30 30 30 30											
Amber [s]	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0											
All red [s]	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0											
Split [%]	38 38 38 38 38 38 38 38 38 38 38 38											
Walk [s]	5 5 5 5 5 5 5 5 5 5 5 5											
Pedestrian Clearance [s]	10 10 10 10 10 10 10 10 10 10 10 10											
11, Start-Up Lost Time [s]	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0											
Minimum Recall	No No No No No No No No No No No No											
Maximum Recall	No No No No No No No No No No No No											
Pedestrian Recall	No No No No No No No No No No No No											
Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations												
g / C, Green / Cycle	0.57	0.37	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
(v / s), Volume / Saturation Flow Ratio	0.32	0.15	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
s, Base Saturation Flow per Lane [veh/h/s]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	1526	1457	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
c, Capacity [veh/h]	928	897	543	543	543	543	543	543	543	543	543	543
X, volume / capacity	0.53	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
d, Delay for Lane Group [s/veh]	10.39	7.14	18.16	18.16	18.16	18.16	18.16	18.16	18.16	18.16	18.16	18.16
Lane Group LOS	B	A	B	B	B	B	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	No	No	No

Report File: J:\A...N Valley @ 219 AM Future w Signal.ppt												
Vistro File: J:\A...Kings Landing TIA - Newburg.vistro												
ATEP, Inc.												
12/11/2017												

50th-Percentile Queue Length [veh]	3.33	10.39	10.39	7.14	7.14	7.14	19.16	19.16	19.16	22.48	22.48	22.48	22.48
50th-Percentile Queue Length [ft]	83.31	264.6	264.6	182.4	182.4	182.4	450.0	450.0	450.0	557.4	557.4	557.4	557.4
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.03	2.03	2.03	4.23	4.23	4.23	5.50	5.50	5.50	5.50
95th-Percentile Queue Length [ft]	149.96	50.72	50.72	165.7	165.7	165.7	105.73	105.73	105.73	137.60	137.60	137.60	137.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.39	10.39	10.39	7.14	7.14	7.14	19.16	19.16	19.16	22.48	22.48	22.48	22.48
Movement LOS	B	B	B	A	A	A	B	B	B	C	C	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No
d_A, Approach Delay [s/veh]	10.39	10.39	10.39	7.14	7.14	7.14	19.16	19.16	19.16	22.48	22.48	22.48	22.48
Approach LOS	B	B	B	A	A	A	B	B	B	C	C	C	C
d_I, Intersection Delay [s/veh]	13.97												
Intersection LOS	B												
Intersection V/C	0.520												

Number	4														
Intersection	N Valley Rd at Hwy 219														
Control Type	Two-way stop														
Analysis Method	HCM 6th Edition														
Name	Hwy 219				Hwy 219				N Valley Rd				N Valley Rd		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration	+				+				+				+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	20	130	34	11	350	43	8	62	28	59	97	29			
Total Analysis Volume [veh/h]	33	163	43	14	438	58	13	80	36	76	125	36			

Intersection Settings

Priority Scheme	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Flared Lane															
Storage Area [veh]															
Two-Stage Gap Acceptance															
Number of Storage Spaces in Median															

Capacity Analysis

Calculated Rank	2	1	1	2	1	1	1	1	4	3	2	2	4	3	2
v_c, Conflicting Flow Rate [veh/h]	406			206					836	767	467	467	804	775	165
v_c, Stage 1 [veh/h]															
v_c, Stage 2 [veh/h]															
c_p,x, Potential Capacity [veh/h]	1058			1353					289	330	592	299	327	853	
c_p,x, Stage 1 [veh/h]															
c_p,x, Stage 2 [veh/h]															
c_m,x, Movement Capacity [veh/h]	1058			1353					183	314	592	218	311	853	
c_m,x, Stage 1 [veh/h]															
c_m,x, Stage 2 [veh/h]															
c_t, Total Capacity [veh/h]															

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.01	0.03	0.03	0.07	0.25	0.06	0.35	0.40	0.40	0.04
d_M, Delay for Movement [s/veh]	8.51	8.51	8.51	7.69	8.51	8.51	31.29	23.12	17.73	30.18	24.31	16.94	
Movement LOS	A	A	A	A	A	A	D	C	C	D	C	C	
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No	
95th-Percentile Queue Length [veh]	0.87	0.87	0.87	1.78	1.78	1.78	1.77	1.77	1.77	1.49	2.21	2.21	
95th-Percentile Queue Length [ft]	21.71	21.71	21.71	44.80	44.80	44.80	44.23	44.23	44.23	37.15	55.18	55.18	
d_A, Approach Delay [s/veh]	1.18	1.18	1.18	0.21	1.18	1.18	22.44				25.07		
Approach LOS	A	A	A	A	A	A	C				D		
V/C_I, Worst Movement V/C Ratio	0.07												
d_I, Worst Movement Control Delay [s/veh]	31.29												
d_I, Intersection Delay [s/veh]	8.27												
Intersection LOS	D												

50th-Percentile Queue Length [veh]	2.63	7.34	2.78	5.07
50th-Percentile Queue Length [ft]	65.83	183.58	69.45	140.20
85th-Percentile Queue Length [veh]	4.74	11.79	5.00	9.97
85th-Percentile Queue Length [ft]	118.49	294.69	125.01	249.36

Movement, Approach, & Intersection Results

d.M. Delay for Movement [s/veh]	9.58	9.58	13.61	13.61	28.47	28.47	28.47	34.69	34.69
Movement LOS	A	A	B	B	C	C	C	C	C
Critical Movement	NC	NC	NC	NC	NC	NC	NC	Yes	Yes
d.A. Approach Delay [s/veh]	9.58		13.61		28.47		28.47		34.69
Approach LOS	A		B		C		C		C
d.I. Intersection Delay [s/veh]			18.02						
Intersection LOS			B						
Intersection V/C			0.556						

Option 1: N Valley @ 219 PM Future w Signal

Number	4			
Intersection	N Valley Rd at Hwy 219			
Control Type	Signalized			
Analysis Method	HCM 6th Edition			
Name	Hwy 219	N Valley Rd		N Valley Rd
Approach	Southbound	Eastbound		Westbound
Lane Configuration	+		+	
Turning Movement	Left	Right	Left	Right
Base Volume Input [veh/h]	20	34	11	350
Total Analysis Volume [veh/h]	38	189	50	16
			67	14
			92	41
			88	144
			42	

Intersection Settings

Cycle Length [s]	100			
Coordination Type	Time of Day Pattern Coordinated			
Actuation Type	Fixed time			
Lost time [s]	0.00			
Control Type	Permiss	Permiss	Permiss	Permiss
Signal group	2	6	8	4
Auxiliary Signal Groups				
Lead / Lag				
Minimum Green [s]	5	5	5	5
Maximum Green [s]	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0
Split [s]	66	66	34	34
Walk [s]	5	5	5	5
Precedence Clearance [s]	10	10	10	10
H. Start-Up Lost Time [s]	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No
Maximum Recall	No	No	No	No
Pedestrian Recall	No	No	No	No
Pedestrian Signal Group				
Pedestrian Walk [s]	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0

Lane Group Calculations

g/C. Green / Cycle	0.82	0.62	0.30	0.30
(v/s). Volume / Saturation Flow Ratio	0.20	0.37	0.09	0.19
so. Base Saturation Flow per Lane [veh/h]	1900	1900	1900	1900
Arrival type	3	3	3	3
s. saturation flow rate [veh/h]	1469	1612	1555	1443
c. Capacity [veh/h]	915	1036	506	481
X. volume / capacity	0.30	0.57	0.29	0.57
d. Delay for Lane Group [s/veh]	9.58	13.61	28.47	34.69
Lane Group LOS	A	B	C	C
Critical Lane Group	NC	Yes	No	Yes



EXHIBIT F

Current Title Reports



First American

First American Title Company of Oregon

825 NE Evans Street
McMinnville, OR 97128
Phn - (503)376-7363
Fax - (866)800-7294

Order No.: 1032-2743152
April 20, 2018

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:

LAUREL BARNES, Escrow Officer/Closer

Phone: (503)538-7361 - Fax: (866)800-7290 - Email: LaBarnes@firstam.com
First American Title Company of Oregon
515 E Hancock, Newberg, OR 97132

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Larry Ball, Title Officer

Phone: (503)376-7363 - Fax: (866)800-7294 - Email: lball@firstam.com

3rd Supplemental Preliminary Title Report

County Tax Roll Situs Address: 25300 North Valley Road, Newberg, OR 97132

2006 ALTA Owners Standard Coverage	Liability \$	2,882,000.00	Premium \$	4,923.00
2006 ALTA Owners Extended Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Standard Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Extended Coverage	Liability \$	2,832,000.00	Premium \$	1,554.00
Endorsement 9, 22 & 8.1			Premium \$	100.00
Govt Service Charge			Cost \$	Supplemental
Other			Cost \$	

Proposed Insured Lender:

Proposed Borrower: Del Boca Vista, LLC

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of April 18, 2018 at 8:00 a.m., title to the fee simple estate is vested in:

Melvin Taylor, Trustee of the Melvin J. Taylor Revocable Trust under Agreement dated June 19, 2013

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
7. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
8. In order to insure a transaction involving the herein named trust, we will need to be provided a Certification of Trust pursuant to ORS 130.800 through ORS 130.910.

9. Unrecorded leases or periodic tenancies, if any.

- END OF EXCEPTIONS -

NOTE: This report has been supplemented to show paid 2017-2018 tax information and bring forward plant date.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

NOTE: We find no matters of public record against Del Boca Vista, LLC that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2017-2018 PAID IN FULL

Tax Amount:	\$2,121.68
Map No.:	R3207 00600
Property ID:	23272
Tax Code No.:	29.2

Situs Address as disclosed on Yamhill County Tax Roll:

25300 North Valley Road, Newberg, OR 97132

**THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!**

RECORDING INFORMATION

Filing Address:	Yamhill County 535 NE Fifth Street McMinnville, OR 97128
-----------------	---

Recording Fees:	\$ 41.00 for the first page \$ 5.00 for each additional page
-----------------	---

cc: Del Boca Vista, LLC
cc: Melvin J Taylor Revocable Trust
cc: , For Sale By Owner

cc: Matt Willcuts, Willcuts Company Realtors
518 E 1st ST STE A, Newberg, OR 97132



First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

ALTA OWNER'S POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien" or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.



First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.

In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

Situate, lying and being in the County of Yamhill, State of Oregon, and being a part of the Original Donation Land Claim of James Morris and wife, Claim No. 46, in Township 3 South, Range 2 West of the Willamette Meridian, said part being bounded and described as follows:

Beginning at a point in the center of a County Road South 30 rods and South 84° 2' West 663.6 feet from the Northeast corner of said Claim; thence South 880 feet to an iron stake set in the line of the fence row now there; thence South 84° 2' West following the line of fence now there, 663.6 feet, to an iron stake in said fence row; thence North 880 feet of the center of said County Road; thence North 84° 2' East along the center line of said County Road 663.6 feet to the place of beginning.

NOTE: This Legal Description was created prior to January 01, 2008.



First American

First American Title Company of Oregon
825 NE Evans Street
McMinnville, OR 97128
Phn - (503)376-7363
Fax - (866)800-7294

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Larry Ball, Title Officer

Phone: (503)376-7363 - Fax: (866)800-7294 - Email: lball@firstam.com

Del Boca Vista LLC
500 E. Hancock
Newberg, OR 97132

Order No.: 1039-2789656

April 20, 2018

Attn: Jessica Cain
Phone No.: (971)987-7507 - Fax No.:
Email: jessica@dbvcorp.com

Re: Lucescu

3rd Supplemental Preliminary Title Report

County Tax Roll Situs Address: 25240 North Valley Road, Newberg, OR 97132

2006 ALTA Owners Standard Coverage	Liability \$	To Come	Premium \$	To Come
2006 ALTA Owners Extended Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Standard Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Extended Coverage	Liability \$		Premium \$	
Endorsement 9, 22 & 8.1			Premium \$	
Govt Service Charge			Cost \$	
Other			Cost \$	

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of April 18, 2018 at 8:00 a.m., title to the fee simple estate is vested in:

John Lucescu, Georgeta Lucescu, Ruben Valentin Lucescu and Jenna Marie Lucescu

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

- 2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
- 3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
- 4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
- 5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
- 6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
- 7. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
- 8. Deed of Trust and the terms and conditions thereof.

Grantor/Trutor:	John Lucescu and Georgeta Lucescu and Ruben Valentin Lucescu and Jenna Marie Lucescu
Grantee/Beneficiary:	Northwest Community Credit Union
Trustee:	Patrick Stevens
Amount:	\$384,000.00
Recorded:	July 03, 2013
Recording Information:	Instrument No. 201310217, Deed and Mortgage Records

The beneficial interest under said Deed of Trust has been assigned to Truhome Solutions, LLC, by Assignment recorded July 12, 2013, as Instrument No. 201311117, Deed and Mortgage Records .

And Re-Recorded: July 15, 2013
Recording Information: Instrument No. 201311216, Deed and Mortgage Records

- END OF EXCEPTIONS -

NOTE: This report has been supplemented to add 2017-2018 paid tax information and to bring forward plant date.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

NOTE: We find no matters of public record against Del Boca Vista, LLC that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2017-2018 PAID IN FULL

Tax Amount: \$5,273.78
Map No.: R3207-00700
Property ID: 23316
Tax Code No.: 29.2

Situs Address as disclosed on Yamhill County Tax Roll:

25240 North Valley Road, Newberg, OR 97132

**THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!**

RECORDING INFORMATION

Filing Address: **Yamhill County**
535 NE Fifth Street
McMinnville, OR 97128

Recording Fees: \$ **41.00** for the first page
\$ **5.00** for each additional page

cc:
cc: Ruben Lucescu and Jenna Lucescu



First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

ALTA OWNER'S POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

TI 149 Rev. 7-22-08



First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.

In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

A part of the Donation Land Claim of James Morris and Lydia Morris, his wife, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a point in the center of a County Road, South 687 feet and North 89° East 641 feet from the Northwest corner of the said James Morris Donation Land Claim; thence North 86°20' East along the center of said County Road, 679 feet; thence South 751 feet; thence South 86°20' West 679 feet to an iron pipe in bottom of a ditch; thence North 751 feet to the place of beginning.

EXCEPT a tract described as beginning at the Southwest corner of that tract conveyed to Walter Aders et ux, by deed recorded in Film Volume 61, Page 144, Deed Records of Yamhill County, Oregon, said beginning point being an iron pipe in the bottom of a ditch and recorded in said deed as being South 1438.0 feet and North 89° East 641 feet from the Northwest corner of the James Morris Donation Land Claim in Section 7, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; thence North along the West line of said Aders tract, a distance of 751 feet to a point in the County Road; thence North 86°20' East 270.55 feet; thence South 328 feet; thence East 36.15 feet; thence South 420.68 feet to the South line of said Ader tract; thence South 86°20' West 306.78 feet to the point of beginning.

NOTE: This Legal Description was created prior to January 01, 2008.



First American

First American Title Company of Oregon
825 NE Evans Street
McMinnville, OR 97128
Phn - (503)376-7363
Fax - (866)800-7294

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Larry Ball, Title Officer

Phone: (503)376-7363 - Fax: (866)800-7294 - Email: lball@firstam.com

Del Boca Vista LLC
500 E. Hancock
Newberg, OR 97132

Order No.: 1032-2789641

April 20, 2018

Attn: Jessica Cain
Phone No.: (971)987-7507 - Fax No.:
Email: jessica@dbvcorp.com

Re: Phillips

4th Supplemental Preliminary Title Report

County Tax Roll Situs Address: 25020 North Valley Road, Newberg, OR 97132

2006 ALTA Owners Standard Coverage	Liability \$	1,300,000.00	Premium \$	2,550.00
2006 ALTA Owners Extended Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Standard Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Extended Coverage	Liability \$	TBD	Premium \$	TBD
Endorsement 9, 22 & 8.1			Premium \$	100.00
Govt Service Charge			Cost \$	20.00
Other			Cost \$	

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of April 18, 2018 at 8:00 a.m., title to the fee simple estate is vested in:

Robert Edward Phillips, Jr.

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
7. City liens, if any, of the City of Newberg.
8. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
9. Line of Credit Trust Deed, including the terms and provisions thereof, given to secure an indebtedness of up to \$128,000.00

Grantor:	Robert E. Phillips, Jr. and Barbara J. Phillips, husband and wife
Beneficiary:	U.S. Bank, National Association
Trustee:	U.S. Bank Trust Company, National Association
Dated:	April 07, 2003
Recorded:	April 24, 2003
Recording Information:	Instrument No. 200309413, Deed and Mortgage Records

- 10. Easement, including terms and provisions contained therein:
 Recording Information: December 20, 2017 as Instrument No. 201720168, Deed and Mortgage Records
 For: slope

- END OF EXCEPTIONS -

NOTE: This report has been supplemented to add recorded slope easement and to bring forward plant date.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

NOTE: We find no matters of public record against Del Boca Vista, LLC that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2017-2018 PAID IN FULL

Tax Amount: \$4,451.88
 Map No.: R3207-00800
 Property ID: 23325
 Tax Code No.: 29.2

Situs Address as disclosed on Yamhill County Tax Roll:

25020 North Valley Road, Newberg, OR 97132

**THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!**

RECORDING INFORMATION

Filing Address: **Yamhill County**
 535 NE Fifth Street
 McMinnville, OR 97128

Recording Fees: \$ **41.00** for the first page
 \$ **5.00** for each additional page

cc: King's Landing LLC
 cc: Robert Edward Phillips, Jr.



First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

ALTA OWNER'S POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien^o or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

TI 149 Rev. 7-22-08



First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.

In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

Beginning at the Southwest corner of that tract conveyed to Walter Aders, et ux, by deed recorded in Film Volume 61, Page 144 of Yamhill County deed records, said beginning point being an iron pipe in the bottom of a ditch and recorded in said deed as being South 1438.0 feet and North 89° East, 641 feet from the Northwest corner of the James Morris Donation Land Claim in Section 7, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon; thence North along the west line of said conveyance, a distance of 751 feet to a point in the County Road; thence North 86°20' East, 270.55 feet; thence South 328 feet; thence East 36.15 feet; thence South 420.68 feet to the South line of said Ader tract; thence South 86°20' West, 306.78 feet to the point of beginning.



EXHIBIT G

Public Notice Information



Community Development Department

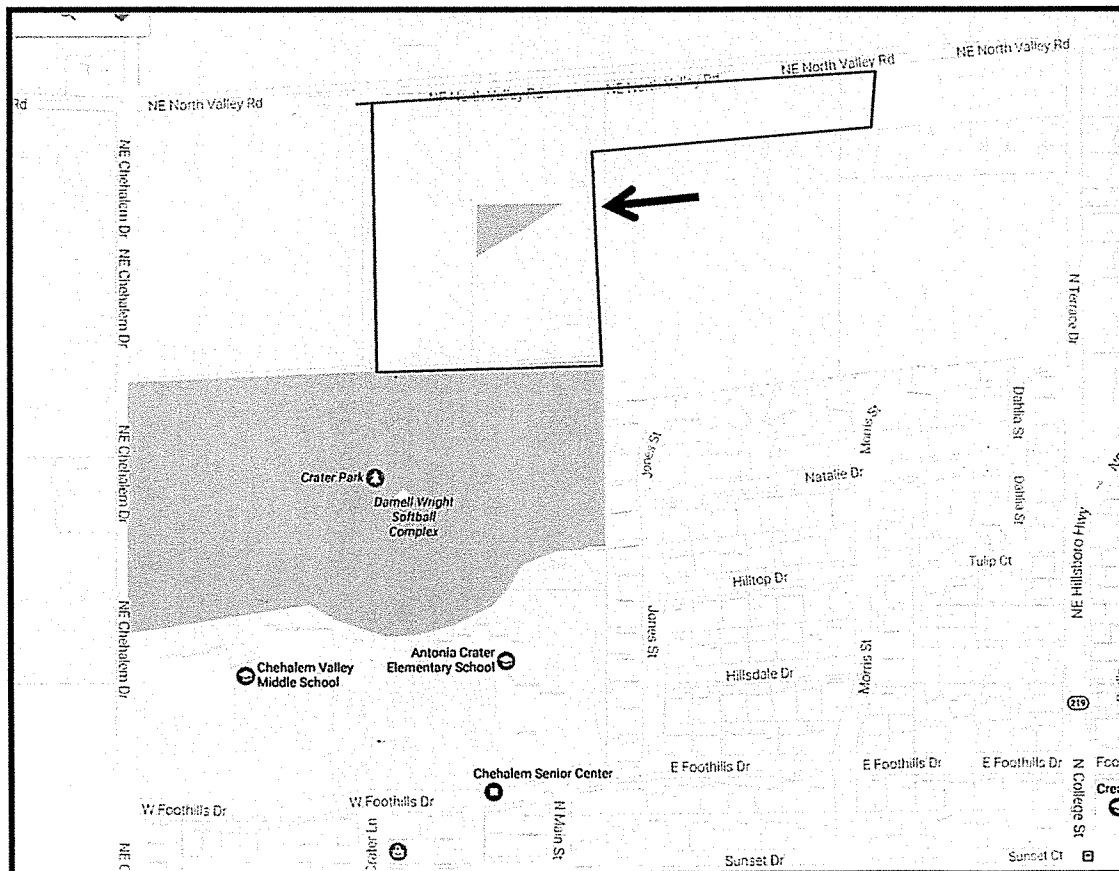
P.O. Box 970 • 414 E First Street • Newberg, Oregon 97132
503-537-1240. Fax 503-537-1272 www.newbergoregon.gov

WE WANT YOUR COMMENTS ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD

A property owner in your neighborhood submitted an application to the City of Newberg to subdivide a parcel of land from one lot into 76 separate lots. You are invited to take part in the City's review of this project by sending in your written comments. You may also request that the Planning Commission hold a hearing on the application. For more details about giving comments, please see the back of this sheet.

The application would divide three tax lots in to a 76-lot subdivision.

- APPLICANT: *Del Boca Vista LLC*
- TELEPHONE: *971-706-2058*
- PROPERTY OWNERS: *Melvin Taylor, Trustee of the Melvin J. Taylor Revocable Trust (lot 600)*
John and Georgetta Lucescu and Ruben Valentin Lucescu and Jenna Marie Lucescu (TL 700)
Robert Edward Phillips (Tax Lot 800)
- LOCATION: *25020, 25240, and 25300 North Valley Rd.*
- TAX LOT NUMBER: *Yamhill County Tax Map 3207 Tax Lot Numbers 600, 700, 800*



We are mailing you information about this project because you own land within 500 feet of the proposed new project. We invite you to send any written comments for or against the proposal within 14 days from the date this notice is mailed. You may also request that the Newberg Planning Commission hold a hearing on the application by sending a written request during this 14-day period and identifying the issues you would like the Planning Commission to address.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File SUB317-0003
City of Newberg
Planning and Building Department
PO Box 970
Newberg, OR 97132

All written comments must be received by 4:30 p.m. on **1/18**. Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the city in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for preliminary subdivision plan approval are found in Newberg Development Code 15.235.060(A)

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

The City Planning Director will make a decision at the end of a 14-day comment period. If you send in written comments about this project, you will be sent information about any decision made by the City relating to this project.

Date Mailed: **1/18**, 2018.

DRAFT POSTED NOTICE

Land Use Notice

FILE # SUB317-0003

PROPOSAL: Subdivision
of approximately 76 lots on 15.4 acres.

FOR FURTHER INFORMATION, CONTACT:

City of Newberg
Community Development Department
414 E First Street
Phone: 503-537-1240

2'

3'

Notice must be white with black letters, and must be landscape orientation, as shown above.
The notice must be lettered using block printing or a "sans-serif" font, such as Arial.

Debbie Alga
3622 Morris St
Newberg, OR 97132

Bradley & Catherine Amerson
436 Natalie Dr
Newberg, OR 97132

Jeffrey & Lisa Auld
3861 Morris St
Newberg, OR 97132

Ronald & Patricia Auld
411 Natalie Dr
Newberg, OR 97132

Timothy Bauman
Newberg, OR 97132

David & Rebecca Beasley
324 Natalie Dr
Newberg, OR 97132

Joseph & Joseph Bencharsky
3801 Jones St
Newberg, OR 97132

Marvin & Judith Bixby
3823 Shelly Ct
Newberg, OR 97132

Gerald & Nina Boe
412 Natalie Dr
Newberg, OR 97132

Ricky Bowman
Newberg, OR 97132

Sylvia Burns
Newberg, OR 97132

George & Carol Burnside
312 Natalie Dr
Newberg, OR 97132

Ronald & Marsha Carr
304 Natalie Dr
Newberg, OR 97132

Michael & Mary Casady
3701 Jones St
Newberg, OR 97132

Chehalem Park & Recreation District
303 W Foothills Dr
Newberg, OR 97132

Chehalem Park And Recreation District
Newberg, OR 97132

John & Becky Christian
3729 Dahlia St
Newberg, OR 97132

John & Sally Clemons
3850 Morris St
Newberg, OR 97132

Donald Clemons
Newberg, OR 97132

William Congdon
Newberg, OR 97132

David & Diann Conser
4101 NE Terrace Dr
Newberg, OR 97132

Ryan & Alisa Darling
609 Taylor Dr
Newberg, OR 97132

Mark & Blythe Darula
431 Natalie Dr
Newberg, OR 97132

Robert & Gloria Davis
3824 Shelly Ct
Newberg, OR 97132

Howard Decassios
Newberg, OR 97132

Del Boca Vista LLC
Newberg, OR 97132

Denise Domingues
3607 Jones St
Newberg, OR 97132

Brian & Vanessa Ernst
212 Natalie Dr
Newberg, OR 97132

Albert & Joanna Eschler
213 Natalie Dr
Newberg, OR 97132

Connie Nka Farr
3823 Morris St
Newberg, OR 97132

Jennifer Fischer 3842 Jones St Newberg, OR 97132	Kevin & Sandra Fish 3841 Jones St Newberg, OR 97132	Kendell & Sandra Freeman 3823 Jones St Newberg, OR 97132
Ronald & Sharron Gibson 3717 Dahlia St Newberg, OR 97132	Constance & Constance Godish 509 Tulip Ct Newberg, OR 97132	Gracies Landing LLC 24950 North Valley Rd , OR 97132
Royal & Kathleen Graff 3743 Dahlia St Newberg, OR 97132	Cameron Gregson Newberg, OR 97132	John & Jane K For Greller 3641 Dahlia St Newberg, OR 97132
Mike & Laurie Grenya Newberg, OR 97132	Brent & Emma Jo Guthrie 3619 Jones St Newberg, OR 97132	Jace Hall Newberg, OR 97132
Rodney & Jan Hart 3608 Morris St Newberg, OR 97132	Annalisa Hawthorne 3867 Morris St Newberg, OR 97132	Patrick & Carrie Herron 3751 Dahlia St Newberg, OR 97132
Mia Hippler Newberg, OR 97132	Cathy Holbrook 3870 Morris St Newberg, OR 97132	Edward & Kelle Howard 336 Natalie Dr Newberg, OR 97132
Howard Family Trust 3700 Jones St Newberg, OR 97132	Hpa Borrower 2016-2 LLC 3841 Morris St Newberg, OR 97132	Martin Huber Newberg, OR 97132
Christopher Jensen 331 Natalie Dr Newberg, OR 97132	Caitlin Johnson 236 Natalie Dr Newberg, OR 97132	Brian & Lisa Johnson 227 Hilltop Dr Newberg, OR 97132
Alan Jones 3824 Jones St Newberg, OR 97132	Gary Juran 3723 Jones St Newberg, OR 97132	Oliver King Newberg, OR 97132
Kenneth W For Kjersten 25115 North Valley Rd , OR 97132	Lindsay & Joshua Lillie 3801 Shelly Ct Newberg, OR 97132	Jeremiah Lindquist 4009 NE Terrace Dr Newberg, OR 97132

Tony & Jolene Lindsey
323 Hilltop Dr
Newberg, OR 97132

Joseph McKee
25575 North Valley Rd
Newberg, OR 97132

Shaun Negra
Newberg, OR 97132

James & Jayme Newman
201 Hilltop Dr
Newberg, OR 97132

Robert Phillips Jr
25020 North Valley Rd
Newberg, OR 97132

Donna Ramos
321 Natalie Dr
Newberg, OR 97132

Jeffrey Risher
224 Natalie Dr
Newberg, OR 97132

Sigmund Holdings LLC
Newberg, OR 97132

Tassy L Davis Builder Inc
3735 Dahlia St
Newberg, OR 97132

Philip Tollefson
Newberg, OR 97132

Ruben & Jenna Lucescu
25240 North Valley Rd
Newberg, OR 97132

Brian Munch
O Dr
Newberg, OR 97132

Maxine Nelson
.301 Hilltop Dr
Newberg, OR 97132

Kenneth & Sharon A For Pack
424 Natalie Dr
Newberg, OR 97132

Arnold & Shirley Rahier
311 Natalie Dr
Newberg, OR 97132

Michael & Peggy Rennick
315 Hilltop Dr
Newberg, OR 97132

Joshua & Michelle Sauerwein
213 Hilltop Dr
Newberg, OR 97132

David Steenstra
Newberg, OR 97132

Melvin & Melvin Taylor
25300 North Valley Rd
, OR 97132

Demetrius & Heidi Tsohantaridis
3841 Shelly Ct
Newberg, OR 97132

Erin Matoza
25655 North Valley Rd
Newberg, OR 97132

Christopher & Lisa Myers
3856 Shelly Ct
Newberg, OR 97132

Newberg City Of
Newberg, OR 97132

Corey Petersen
Newberg, OR 97132

Rauha & Sarah Rahkola
421 Natalie Dr
Newberg, OR 97132

James & Joann Rightmire
400 Natalie Dr
Newberg, OR 97132

Ricki Schmitt
Newberg, OR 97132

Christopher Strange
3800 Morris St
Newberg, OR 97132

Michael & Vicki Thompson
3800 Jones St
Newberg, OR 97132

Mike Vangrunsven
3615 Morris St
Newberg, OR 97132

Douglas & Tracy Whitman
503 Tulip Ct
Newberg, OR 97132

Mary Willett
3842 Shelly Ct
Newberg, OR 97132

Adam Wilson
Newberg, OR 97132

Wingate Aviation Enterprises
Newberg, OR 97132



EXHIBIT H

Sewer Availability Report



TO: Jessica Cain, Planner
Del Boca Vista LLC
211 N. Meridian, Ste 201
Newberg, OR 97132

FROM: Peter Olsen, PE
Keller Associates
707 13th Street SE, Suite 280
Salem, OR 97301

DATE: March 23, 2017

SUBJECT: Chehalem Pump Station Capacity Analysis



EXPIRES: 12/31/18

Background

The Gracie’s Landing subdivision has received approval from the City of Newberg subject to the conditions of approval in the Notice of Decision (November 1, 2016). One of the conditions of approval is to “provide a pump station analysis using the design criteria in the City’s Wastewater Master Plan. The analysis must account for infiltration due to groundwater and stormwater in addition to the wastewater flow increase due to the development. The analysis must account for all properties in the pipeshed at full development, including the three properties west of Chehalem Drive that were included in the original design of the pump station.” This technical memorandum will provide a description of the existing lift station, the existing and undeveloped lift station sewer basins, and summarize existing and undeveloped sewer basin flows and pump station capacities.

Lift Station Description

Chehalem Lift Station is located at 2900 NE Chehalem Drive and was installed in 2004 and upgraded in 2010. The site has a small building, wet well, and generator. The site is fenced with access to the site through a gate.

The lift station services approximately 292 lots, and discharges through a 6-inch force main leading to the gravity main at E. Henry Road and S. College Street. When one pump is operating, the velocity in the force main is approximately 4.0 feet per second (fps). Each pump has a capacity of 630 gallons per minute (gpm), with approximately 112 feet of total dynamic head (TDH). The lift station firm capacity, or capacity with the largest pump offline, is 630 gpm. Typically, each pump runs about 40 minutes per day. There have been no known issues with the lift station overflowing, or with both pumps running concurrently for an extended period of time. In the 7-year pump runtime history analyzed, the maximum runtime was a total of 6.8 hours in a day. If an overflow were to occur, there is a V-notch overflow weir in the wet well that directs flow to a swale directly to the west.

Table 1: Chehalem Pump Station Inventory

Chehalem			
LIFT STATION		FORCE MAIN	
Type	Wet-well, submersible, duplex pump system	Length, Type	Approx. 3,120 ft. of 8-inch C-900
Pump Type	Submersible, soft start, non-clog centrifugal (Flygt NP3171.090 HT)	Profile, Continuously Ascending (Yes/No)	Yes
Capacity ¹ (gpm)	Each pump: 630 gpm @ approx. 112 ft. TDH	Discharge Location	MH at N. College Street and E. Henry Road
Pump (each)	30 hp @ 1,760 rpm (460V, 60 Hz, 3 ph)	Combination Air Release/Vacuum Valves	None
Level Control Type	Pressure transducer and conductive probe		
Overflow Point	Overflow discharge pipe		
Overflow Discharge	To swale west of pump station		
Auxiliary Power Type	Permanent diesel generator		
Location	At pump station		
Output (kW)	100		
Fuel Tank Capacity (gal)	173		
Transfer Switch	Automatic		
Alarm Telemetry Type	Radio, operator call-out		
Originally Constructed	2004		
Year Upgraded	2010		
Wet Well Diameter (ft)	8		
Wet Well Net Storage (gal)	4,500		

¹Capacity as reported in record drawings/O&M Manuals and confirmed by pump tests

Existing Sewer Basin and Flows

The existing Chehalem Lift Station basin is presented in Figure 1 (attached). The zoning for this basin consists of mostly low density residential with some medium density residential. The City’s existing GIS mapping shows a private lift station south of the school/senior center/park property. The private lift station was used to pump the sanitary sewer flows and discharge them to a sewer basin to the east. The private lift station was abandoned as a part of the 2004 project that constructed the Crater Lane trunk line and Chehalem Lift Station force main. Table 2 on the following page includes a summary of the existing sewer basin details including estimated existing peak flows based on pump run times as well as continuous flow monitoring data collected in January/February 2017 for a neighboring basin. The Department of Environmental Quality requires that a lift station be sized to handle the peak hour flow for a five year storm event (PIF₅). The lift station must have pumping capacity with the largest pump offline. For the duplex system at the Chehalem Lift Station, this means that one pump must have enough capacity for the PIF₅.

Pump Run Time Approach - Pump run times are recorded daily. Pump run time data was considered from 2009 through most of 2016 for the City master planning process. The peak day flow for that period was an average of 120 gpm. In order to determine the PIF₅, a peaking factors must be used to convert the flows from 120 gpm peak day to PIF₅. Peaking factors were determined from the recent flow analysis completed for the ongoing City master planning process. These peaking factors are found in Table 2 on the following page. PDAF₅ represents the peak day average flow during a 5-year, 24-hour rainfall event. The PIF₅ based on this pump run time analysis is 194 gpm.

Flow Monitoring Approach - The flow monitoring analysis data is attached for reference. Continuous flow monitoring data was captured at eleven locations from January 24, 2017 to February 19, 2017. The flow monitoring location #16, located near the intersection of Mountainview and Main Streets, was used as it

was determined to be the most representative of the Chehalem lift station sewer basin based on geographic and land use considerations. The peak flow observed during the flow monitoring was adjusted to an equivalent peak flow during a 5-year, 24-hour rainfall event, and equates to a PIF₅ of 1.01 gpm/household. Using this flow per household for the number of existing homes in the existing Chehalem lift station basin provides a PIF₅ of 288 gpm.

The flow monitoring approach is based on actual peak flow data for a similar basin. Thus, for our purposes in evaluating the capacity of the Chehalem lift station, the existing PIF₅ is approximated as 288 gpm.

Table 2: Existing Sewer Basin Details

Existing Sewer Basin			
285	dwellings		
7	undeveloped lots		
35	acres of school/senior center/park facilities		
Pump Run Time Summary			
peak day (Dec. 7, 2015)	274	minutes	
	172620	gpd	
	120	gpm	
PDAF ₅ to peak day (Dec. 7, 2015) adjustment factor ¹	1.24		
PDAF ₅	149	gpm	
PIF ₅ to PDAF ₅ ²	1.3		
PIF ₅	194	gpm	
Flow Monitoring Summary (see attached analysis data)			
PIF ₅	1.01	gpm/household	
PIF ₅	288	gpm	

¹Peaking factor taken from PDAF₅ calcs completed for the ongoing wastewater master planning

²Peaking factor taken from 2015 design flows established in ongoing wastewater master planning

Undeveloped Sewer Basin and Flows

The undeveloped portion of the Chehalem Lift Station basin is presented in Figure 1. Only one of the properties (tax lot 3207-00500, 7.47 buildable acres, 45 lots) in the buildout sewer basin already has City designated zoning assigned. This property is designated as low density residential. The property has already been developed and the sanitary sewer collection pipelines discharge to the existing system in N. Terrace Drive, which does not contribute to the Chehalem basin. Thus, these properties that were originally anticipated to be included in the Chehalem basin, can be excluded from the future flows that contribute the Chehalem basin.

Table 3 includes a summary of the undeveloped sewer basin data. The anticipated lot count for each property in the undeveloped basin was provided by Del Boca Vista. There are approximately 7 undeveloped lots remaining in the existing basin that are also included in the project future flows. The same average PIF₅ of 1.01 gpm/household used for determining the existing basin peak flow was also used to estimate future flows. With 322 total lots/households, the estimated future PIF₅ of the undeveloped basin is 325 gpm.

Table 3: Undeveloped Sewer Basin Flows

Undeveloped Sewer Basin						
Gracie's Landing (3207 00900)						
10.78 acres						
53 lots						
Lots 3207 800, 700, and 600						
23.14 acres						
107 lots						
Remaining Properties						
taxlot id	3207-00300	3207-00400	3207-04100	3207-04000	3207-03900	total
buildable acres	2.45	1.82	2.75	4.48	4.53	16.03
lots	13	10	44	44	44	155
Total Undeveloped						
	315	total lots				
	7	undeveloped lots in existing sewer basin				
PIF ₅	1.01	gpm/household				
PIF ₅	325	gpm				

Buildout

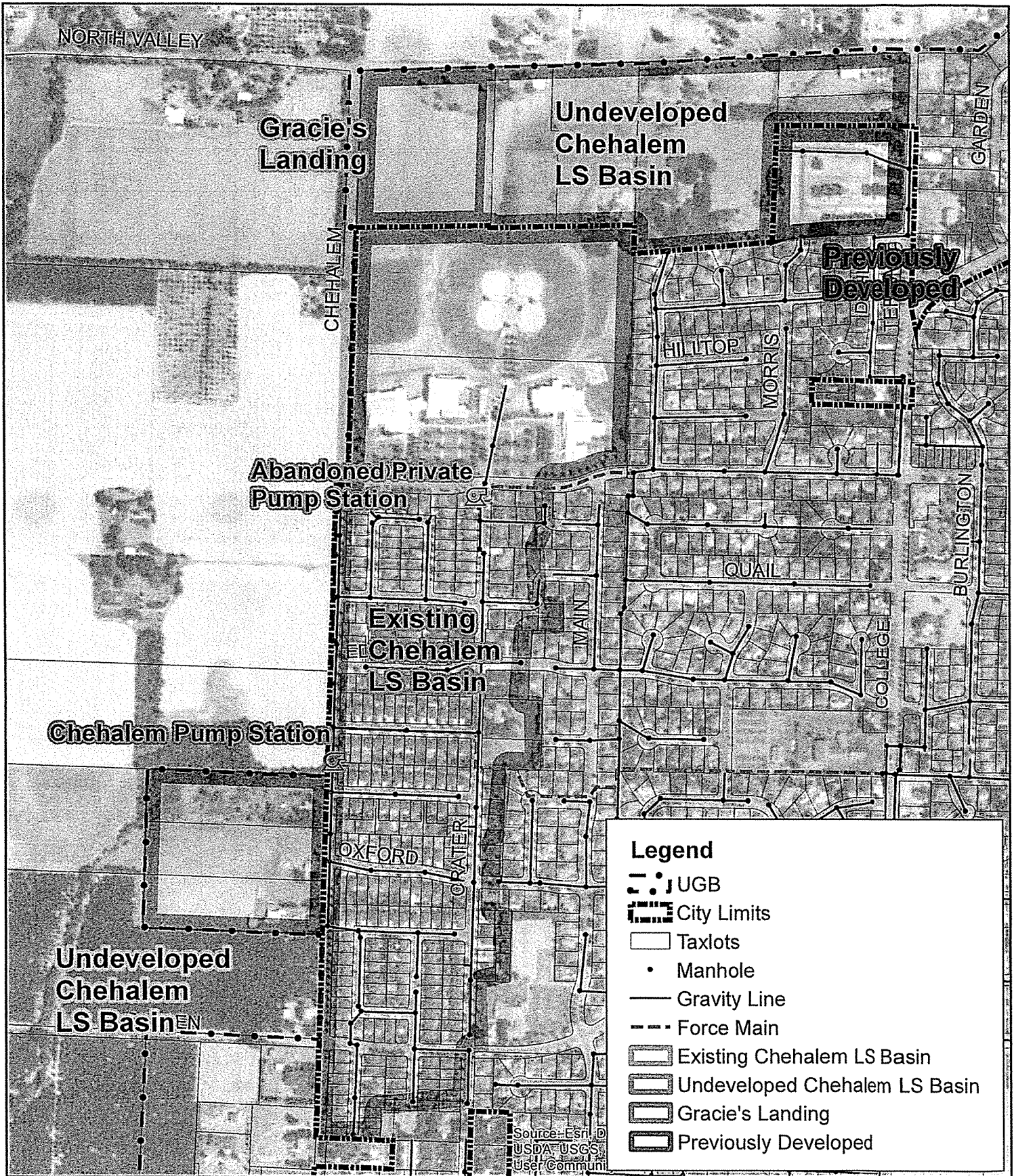
The buildout Chehalem Lift Station basin is shown in Figure 1 as the combination of the existing Chehalem and undeveloped basins. The PIF₅ for the buildout is the combination of the existing and undeveloped basin flows as presented in Table 4 below.

Table 4: Buildout Sewer Basin Flow

Buildout Sewer Basin		
PIF ₅ Existing Basin	288	gpm
PIF ₅ Undeveloped Basin	325	gpm
Total PIF₅	613	gpm
Existing LS Capacity	630	gpm

Conclusions

Even with conservative PIF₅ assumptions, the existing Chehalem lift station capacity (630 gpm firm capacity) is anticipated to have sufficient capacity to handle the anticipated buildout flows of 613 gpm during a 5-year, 24-hour storm event. Keller Associates recommends that the City continue to monitor flows at the lift station as development occurs and take corrective measures to reduce I/I in the event that peak instantaneous flows begin to approach the firm pump station capacity.



Title:
Chehalem Lift
Station Sewer Basin

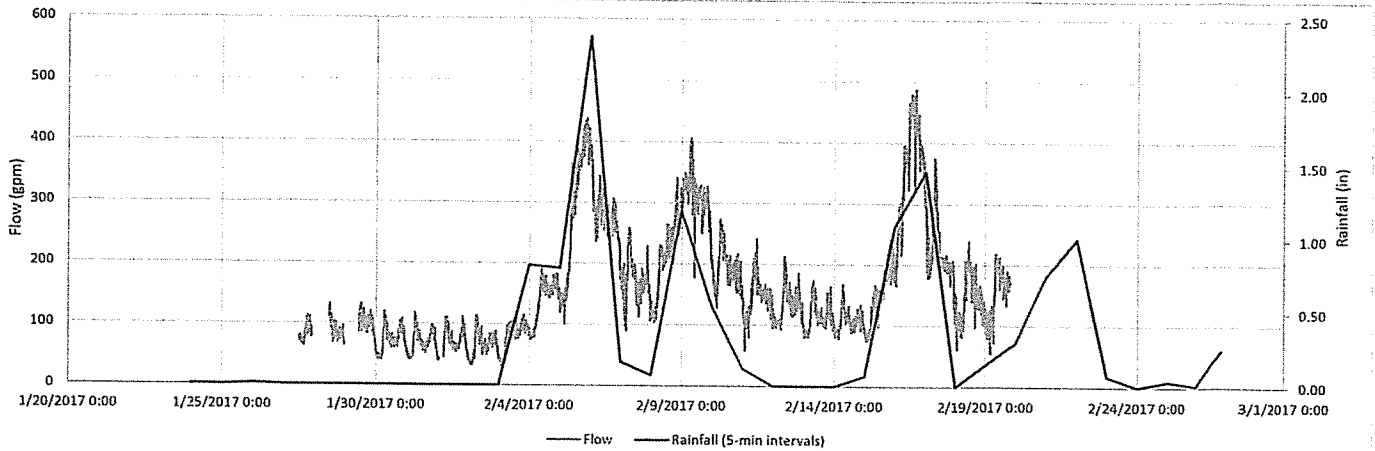
Project:
Chehalem Lift Station
Capacity Analysis

Prepared for:
Del Boca
Vista

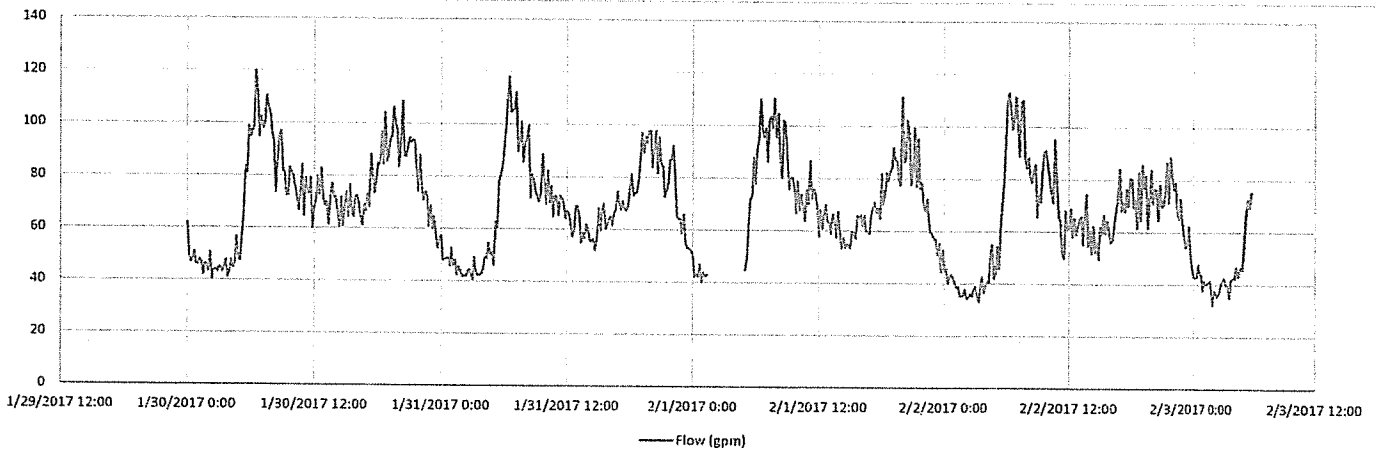


Figure:
1

Flow Monitoring Data (1/24/17-2/19/17)



DRY WEATHER 1/30 (12am) -2/3 (3am)



DRY WEATHER:

Date	Low	Peak	Secondary Peak
1/30/2017 (Time)	40 2-3am	120 6-8am	105 7:30pm
1/31/2017 (Time)	40 2:30am	115 6-7am	100 7-8pm
2/1/2017 (Time)	40 1am	110 7am	110 7-9pm
2/2/2017 (Time)	35 2am	110 6-8am	85 7pm
2/3/2017 (Time)	35 2am	-	-
Average (Time)	35 2:30am	115 7am	100 8pm

AVERAGE FLOW

Average flow of dry weather data is:
69 gpm

Houses in Chehalem basin;
503

Average flow per household:
0.137 gpm/household
197.5 gpd/household

PEAK FLOW

Peak flow of monitoring is:
440 gpm (24-hr storm event of 2.52 in)
(during 2/5/2017 event)

5-year, 24-hr storm event for Newberg:
2.9 inches (NOAA Isopluvial Charts)
(Atlas 2, Volume 10)

Adjustment Factor:
1.15

Adjusted peak flow:
506 gpm

Adjusted 5-yr, 24-hr peak flow per household:
1.01 gpm/household
1450 gpd/household



EXHIBIT I
BILL GILLE EMAIL

dan@dbvcorp.com

From: dan@dbvcorp.com
Sent: Friday, December 22, 2017 3:11 PM
To: Bill Gille
Cc: 'Bill Anderson'
Subject: King's Landing - North Valley Road Connection
Attachments: 2017-11-15 2747-001 KINGS LANDING LU PLAN SET (SUBMITTAL 2017-11-15) - (UPDATED COVER SHEET).pdf

Bill,

We are proposing to install a new street connection to North Valley Road and improve the frontage to City of Newberg standards. Attached are the preliminary plans for the King's Landing Subdivision project for your reference.

Please let us know if you have any initial concerns. After we get the development conditions a formal plan set will be submitted for permit approval by the county.

Thank you.

Daniel Danicic
Direct # 971-281-8074
dan@dbvcorp.com



EXHIBIT J

MARTY GLASS EMAIL

teresa@dbvcorp.com

From: Marty Glass <glassm@co.yamhill.or.us>
Sent: Tuesday, December 5, 2017 11:44 AM
To: teresa@dbvcorp.com
Cc: Bill Gille
Subject: RE: Subdivision name reserve

Teresa,
The 3 new additional Subdivision name have been accepted. The reserved names will expire 2 years from date accepted.
Keep this for your records.
Thanks.
MG

Marty Glass
Yamhill County Surveyor Dept.
525 NE 4th Street (located in Planning Dept.) McMinnville, OR 97128 Office Phone 503-434-7415
glassm@co.yamhill.or.us

-----Original Message-----

From: teresa@dbvcorp.com [mailto:teresa@dbvcorp.com]
Sent: Tuesday, December 05, 2017 11:28 AM
To: Marty Glass
Subject: Subdivision name reserve

Hi Marty,

We would like to reserve "Riverrun", "Eastland", and "Riverlands".

Thanks,

Teresa

-----Original Message-----

From: Marty Glass [mailto:glassm@co.yamhill.or.us]
Sent: Friday, December 1, 2017 8:34 AM
To: teresa@dbvcorp.com
Subject: RE: [County Administration] subdivision name search

Teresa,
King's Landing is accepted.
I will keep this email on record to reserve the Sub name for you.
Have a good day.
MG

Marty Glass
Yamhill County Surveyor Dept.
525 NE 4th Street (located in Planning Dept.) McMinnville, OR 97128 Office Phone 503-434-7415
glassm@co.yamhill.or.us



EXHIBIT K

CC&R's

AFTER RECORDING, RETURN TO:
Marc Willcuts
KING'S LANDING SUBDIVISION LLC
500 E. Hancock Street
Newberg, Oregon 97132

**DECLARATION OF
COVENANTS, CONDITIONS AND RESTRICTIONS
FOR
KING'S LANDING**

THIS DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR KING'S LANDING SUBDIVISION LLC ("Declaration") is made this ___ day of April, 2018 by King's Landing Subdivision LLC, an Oregon limited liability company, as the Declarant.

RECITALS

A. WHEREAS, the Declarant is the owner, or controls, of all that certain property and improvements thereon located in the City of Newberg, Yamhill County, State of Oregon, referred to as the Plat of KING'S LANDING SUBDIVISION LLC, recorded _____, 2018, as Document No. 2018-_____, consisting of Lots 1 through 76, excluding Lot 56, and certain easements noted on the Plat ("King's Landing" or the "Real Property");

B. WHEREAS, the Declarant desires to impose these mutually beneficial covenants, conditions, restrictions, easements, assessments and liens on the Real Property under a general plan of residential development for the benefit of all of the Owners and the Lots within King's Landing;

C. NOW, THEREFORE, the Declarant declares that the Real Property shall be held, transferred, sold, conveyed, and occupied subject to the following covenants, conditions, restrictions, easements, charges, and liens, or as noted herein, which shall run with the land and shall be binding upon all parties having or acquiring any right, title, or interest in the Real Property or any part thereof and shall inure to the benefit of each Lot Owner. The Declarant is not committing itself to take any action other than as expressly provided herein by adoption of the covenants, conditions, and restrictions set forth in this Declaration. Anyone acquiring one or more Lots will have the advantage of any further development, but shall not have any legal right to insist that there be development except as expressly provided herein.

NOW, THEREFORE, the Declarant subjects the Real Property, together with any and all real property and improvements which may be added to the Real Property pursuant to the provisions of this Declaration, to the covenants, conditions, and restrictions set forth below.

COVENANTS CONDITIONS AND RESTRICTIONS

SECTION 1. INTRODUCTION

1.1 General Declaration. The covenants, conditions, and restrictions set forth in this Declaration shall run with and bind the Real Property, each Lot, and other division, if any, of the Real Property, the Owners, the Occupants and all other Persons acquiring any interest in the Real Property or any portion thereof, and the heirs, successors, and assigns of the Owners, the Occupants and such other Persons. These conditions, covenants, and restrictions shall inure to the benefit of and be burdens upon Declarant and upon all Owners, Occupants, future Owners and future Occupants.

SECTION 2. DEFINED TERMS

Throughout this Declaration, the following terms, when capitalized, shall have the following meanings:

2.1 “Building Structure” shall mean any building constructed on a Lot excluding Lot 56. Including without limitation, a Home or an Improvement, whether attached to or detached from another Building Structure.

2.2 “City” shall mean the City of Newberg, Oregon.

2.3 “Code” shall mean the Development Code of the City of Newberg, Oregon.

2.4 “Common Area(s)” shall mean and refer to any areas of land shown on the recorded plat of the Real Property, commonly designated as “Public Walkway”, including any improvements thereon, which are intended to be devoted to the common use and enjoyment of the Owners, Occupants, future Owners and future Occupants, unless provided otherwise in this Declaration.

2.5 “Declarant” shall mean King’s Landing, its successors and assigns, and any Person succeeding to the responsibility of Declarant pursuant to a designation by King’s Landing or by any successor Declarant of such Person as a successor Declarant in a supplemental declaration recorded in the Yamhill County Records. Declarant shall not refer to any other subsequent purchaser of a Lot or Home.

2.6 “Declaration” or “Declaration” shall mean this Declaration of Covenants, Conditions, and Restrictions for King’s Landing, as it may be further amended from time to time.

2.7 “Developer” shall mean any Person engaged in the development of any Lot for the purpose of selling or leasing the Improvements ultimately constructed on such Lot.

2.8 “General Plan of Development” shall mean the Declarant’s general plan of development for the Real Property as approved by appropriate governmental agencies, as may be amended from time to time, including the Real Property and all phases thereof.

2.9 “Home” or “Homes” shall mean and refer to any portion of a structure situated on a Lot designed and intended for use and occupancy as a residence by a single family or household.

2.10 “Improvement” shall mean any improvement now or hereafter placed or constructed in, under, or upon the Real Property, including without limitation any building, swimming pool, spa, road, driveway, parking area, fence, screening wall or barrier, retaining wall, stairs, deck, landscaping, and sign. An Improvement shall not be a Home.

2.11 "Lot" or "Parcel" means any of the seventy-five (75) parcels of land designated on the Plat as a lot for residential use or any parcel of land designated as a lot for residential use on any replat of the Real Project.

2.12 "Lot Easement Area" shall mean and refer to those portions of any Lot subject to any easement benefiting the Owners, Occupants, future Owners and future Occupants. The term "Lot Easement Area" shall not refer to any portions of any Lot encumbered by an easement to any other party, including without limitation, any governmental agency.

2.13 "Mortgagee" shall mean the holder of a mortgage on any portion of the Real Property and shall also have the meaning set forth in ORS 86.010 *et. seq.*, and shall include beneficiaries of deeds of trusts and vendors under land sale contracts.

2.14 "Occupant" shall mean and refer to occupant of a Home, who shall be the Owner, lessee or any other person authorized by the Owner to occupy the premises.

2.15 "Owner" shall mean and refer to the Owner of record, including Declarant, whether or not more persons or entities, of the fee simple title to any Lot or a purchaser in possession of any Lot under a land sale contract. The foregoing does not include persons or entities that hold an interest in any Lot merely as security for the performance of an obligation. Specifically excluding Lot 56.

2.16 "Other Common Areas" means those other parcels, if any, included within the Property which are, from time to time, designated by Declarant as common areas of King's Landing, such as entry monuments and structures and median strips. Such areas may be conveyed to the Owners, dedicated to the public, or owned by Persons other than Declarant and subject to easements in favor of the Owners.

2.17 "Parcel" or "Lot" means any of the seventy-five (75) parcels of land, excluding Lot 56, designated on the Plat as a lot for residential use or any parcel of land designated as a lot for residential use on any replat of the Real Project.

2.18 "Person" means any individual, Owners, Occupants, future Owners and future Occupants, corporation, partnership, or other legal entity.

2.19 "Plat" means the final plat of the Real Property as recorded in the Yamhill County Records and any amendments thereto.

2.20 "Real Property" means the real property in City of Newberg, Yamhill County, Oregon legally described on the Plat as KING'S LANDING.

2.21 "Declaration" or "Declaration" shall mean this Declaration of Covenants, Conditions, and Restrictions for King's Landing, as it may be further amended from time to time.

SECTION 3. OWNERSHIP AND EASEMENTS

3.1 Non-Severability. The intent of each Owner in the use and benefit of the Common Area shall be appurtenant to the Lot owned by the Owner. No Lot shall be conveyed by the Owner separately from the interest in the Common Area, subject to the provisions of Section 3.3. Any conveyance of any Lot shall automatically transfer the right to use the Common Area without the necessity of express reference in the instrument of conveyance. There shall be no judicial partition of the Common Area. Each Owner, whether by deed, gift, devise or operation of law, for his/her own benefit and for the benefit of all other Owners, specifically waives and abandons all rights, interests and causes of action for judicial partition of any interest in the Common Area and does further agree that no action for judicial partition shall be instituted, prosecuted or reduced to judgment. The ownership interest in the Common Area and Lots described in this Article are subject to the easements granted and reserved in this Declaration or the Plat for drainage, needed maintenance support and maintenance of the exterior appearance of the Building Structures. Each of the easements reserved or granted herein shall be deemed to be established upon the recordation of this Declaration and the Plat, and shall forever be deemed to be covenants running with the land for the use and benefit of the Owners and their Lots and shall be superior to all other encumbrances applied against or in favor of any portion of King's Landing.

3.2 Common Areas. King's Landing has or shall have certain improvements which are for the benefit of all Lots. All of the common improvements are collectively called the "Common Areas."

3.3 Ownership of Lots. Title to each Lot in King's Landing shall be conveyed in fee to an Owner. If more than one person and/or entity owns an undivided interest in the same Lot, such person and/or entities shall constitute one Owner.

3.4 Ownership of Common Areas. Title to the Common Areas, if any, shall be conveyed to the Owners by Declarant, subject to all limitations and conditions of approval imposed on such space by the City. The Owners, with the approval of sixty percent (60%) of the Owners, may sell, convey or mortgage the Common Area.

3.5 Easements. Individual deeds to Lots may, but shall not be required to, set forth the easement specified in this Declaration of Covenants, Conditions and Restrictions.

3.5.1 Easements on Plat. The Common Area and Lots are subject to the easements and rights-of-way shown, or noted, on the plat of King's Landing. These may include easements for public pedestrian and/or bicycle access, sanitary sewer easements, storm drainage, access and public utility easements. The ingress/egress, utility and drainage easements are set forth on the Plat of King's Landing.

3.5.2 Easements for Common Area. Every Owner shall have a non-exclusive right and easement of use and enjoyment in and to the Common Area, which shall be appurtenant to and shall pass with the title to every Lot.

3.5.3 Easements Reserved by Declarant. So long as Declarant, or Declarant's specified assigns, owns any Lot, Declarant, or Declarant's specified assigns, reserves an easement over, under and across the Common Area in order to carry out sales activity necessary for convenient for the sale of Lots. In addition, Declarant hereby reserves to itself, and for its successors and assigns, a perpetual easement and right-of-way for access over, upon and across the Common Areas for construction, utilities, communications lines, drainage, and ingress and egress for the benefit of the Lots or other property owned by Declarant. Declarant, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Common Area and the right to store materials thereon and to make such other use thereof as may be reasonably or incident to the construction of the improvements on the Real Property or other real property owned by Declarant in such a way as to not unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by that Owner or his/her family, tenants, guests or invitees.

3.5.4 Additional Easement. Notwithstanding anything expressed or implied to the contrary, this Declaration shall be subject to all easements granted by Declarant for the installation and maintenance of landscaping, utilities and drainage facilities necessary for the development of King's Landing. No structure, planting or other material shall be placed or permitted to remain within any easement area which may damage or interfere with the installation or maintenance of utilities, or which may change the direction of flow of drainage channels in the easements, or which may obstruct or retard the flow of water through drainage channels in the easements. The easement area of each Lot and all improvements thereon shall be maintained continuously by the Owner of the Lot, except for those improvements for which a public authority, utility company or one or more of the Owner's is responsible. In addition, an easement is specifically reserved to the Owners of the Lot, and the Owners, as their interests may exist, for access to, and right of repair or service to utility and/or drainage lines and facilities which exist on each Lot for common use of Owners in said structure.

3.5.5 Owner's Easements. There are hereby reserved to the Owners and their duly authorized agents and representatives such easements as are necessary to perform the duties and obligations of the Owners set forth in this Declaration for the maintenance of the landscaping, drainage, roadway and utilities as described in this Declaration.

3.5.6 Easement to Governmental Entities. There is hereby reserved and granted a non-exclusive easement over the Common Area to all governmental and quasi-governmental entities, agencies, utilities, and their agents for the purposes of performing their duties within King's Landing.

3.5.7 Drainage Lines. Each Owner shall maintain the drainage lines for gutters and downspouts on the Owner's Lot from the Homes to the point of intersection with the publicly owned storm drain facility. The Owners hereby reserves a maintenance easement for said drainage lines pursuant to Sections 3.5.8 and 3.5.9 as set forth in this Declaration.

3.5.8 Maintenance Easement. An easement is hereby reserved in favor of the Owners and their successors and assigns, contractors, agents and employees over, across, and under each Lot, the exterior portions of the dwelling units on each Lot, the Common Areas, the landscaped areas, the planter strips and any other areas of the Real Property necessary or appropriate for the purposes of accomplishing the maintenance, repair, and replacement of Improvements and Common Areas.

3.5.9 Utility Easements. The Owners shall have the right to grant nonexclusive easements and rights of way over the Common Areas for the purpose of installing, maintaining, repairing, and replacing public utility lines, services, and facilities reasonably necessary to serve any of the Real Property.

3.5.10 Maintenance Obligations/Owner Restrictions. Except as specifically noted in this Declaration, the Owner, at his/her expense, shall maintain, repair and replace the improvements and utility installations in any Lot Easement Area and shall hold the other Owners, Occupants, future Owners and future Occupants harmless from any such costs. The Owners shall be responsible for maintenance, repair and replacement of the 7.5-foot wide storm drain and pedestrian easement over Lots 3, 7, 27 and 28 for the benefit of Lots 1 through 76.

SECTION 4. PROPERTY USE AND RESTRICTIONS

4.1 Improvements Permitted. No Improvement shall be erected or permitted to remain on any Lot, with the exception of Lot 56, except Improvements consisting of or containing one Home and Improvements normally accessory thereto and as permitted herein. No mobile home or pre-fabricated home shall be erected or permitted to remain on any Lot. Homes on all Lots shall have at least One Thousand Five Hundred (1,500) square feet of finished living space, but not including any attached garage area or open porches. No Home or Improvement shall exceed two (2) stories in height. The minimum square footage of the main floor of any multiple-story Home or Improvement shall not be less than One Thousand (1,000) square feet. Homes on all Lots shall have an attached private garage of sufficient size to store a minimum of two (2) vehicles.

4.1.1 An Owner is not required to commence construction of a Home or Improvement on any Lot, except Lot 56, provided that the Owner continuously maintains the Lot in a clean, manicured, safe and presentable condition.

4.1.2 The completion of construction of any Home or Improvement including exterior decoration shall occur within three hundred and sixty-five (365) days from the date of

initial commencement of the construction of the Home or Improvement. During this period of construction time, the following shall occur:

(a). All Lots shall be kept in a neat and orderly condition, free of brushes, vines, weeds and other debris.

(b). All grass on the Lot shall be cut or mowed at sufficient regular intervals to prevent the creation of a nuisance or fire hazard.

(c). All contractors and builders shall keep the job site orderly and in clean condition and shall periodically, during the course of construction, remove all construction waste materials. In the event of hardship due to inclement weather conditions, this provision may be extended by the Declarant or the Declarant's designee for a reasonable period of time.

4.1.3 Setbacks. Minimum setbacks on all Lots in King's Landing shall be governed by the applicable City of Newberg zoning regulations and ordinances.

4.2 Occupancy and Diligent Construction. No Home or Improvement shall be occupied in any manner while under the course of construction or until such Home or Improvement complies with all governmental standards for occupancy or intended use. All construction activity of any type or kind within King's Landing and upon any Lot or any area or portion thereof shall be prosecuted diligently and continuously from the time of commencement until full completion. All exterior and visible portions of all Homes, Improvements, fences, walls or other structures placed on any Lot, in any area in or part of King's Landing shall be constructed of new and high-grade materials and components. This provision shall not prohibit or restrict the erection, installation, movement and use of temporary trailers or structures, provided such trailers or structures exclusively incidental to the sale of Lots and construction and sale of Home upon any Lot or in any area or portion of King's Landing, provided such trailers or structures have been approved in writing by the Declarant.

4.3 Residential Use. Except as provided in this Section 4.3, Lots shall be used solely for single-family residential purposes. Without limiting the generality of the foregoing, no trade, craft, business, profession, commercial, or similar activity of any kind shall be conducted on any Lot, nor shall any goods, equipment, vehicles, materials, or supplies used in connection with any trade, service, or business be kept or stored on any such Lot. Nothing in this Section 4.3 shall be deemed to prohibit or limit (i) activities relating to the sale or rental of Homes, (ii) the right of Declarant or any Developer to construct Homes on any Lot or to store construction materials and equipment on any such Lot in the normal course of construction, or (iii) the right of any Owner to maintain a personal professional library, handle business or professional telephone calls, or confer with business or professional associates, clients, or customers in such Owner's Home.

4.4 Design and Style of Homes and Improvements. Homes and Improvements and all other structures, including any additions or alterations thereto, shall be constructed and maintained

utilizing only high-quality materials and workmanship and shall be of such character, style and designed so as to be in harmony with the other Home and Improvements located in King's Landing. All Homes and Improvements and all other structures, including any additions or alterations thereto, shall comply in all respects with the terms and provisions of this Declaration and all applicable building codes, ordinances and regulations, including, but not limited to, the Uniform Building Code and the applicable building codes and ordinance of Yamhill County and the State of Oregon.

4.5 Landscaping. The front yard and any side yards that are visible from any street or right of way of the Lot upon which a Home or Improvement has been constructed shall be fully and completely landscaped with underground irrigation and the planting of cultivated grass laws and various shrubs no more than one hundred and eighty (180) days after substantial completion of the Home or Improvement. Maintenance and upkeep of all landscaping on a Lot is the Owner's sole responsibility. The Lot Owner must obtain any and all required permits and authorizations before the installation of such landscaping and/or irrigations systems.

4.5.1. Except as otherwise provided herein, said completed landscaping on Lots shall be installed by Owners no later than twelve (12) months after substantial completion of the Home or Improvement. All landscaping maintenance on Lots shall be maintained in good condition, including watering, weeding, pruning, fertilization, mowing and other forms of typical maintenance. Owners are strongly encouraged to use sod for the planting of any lawns that will constitute the front yards, back yards and side yards of any Lot. At all times after substantial completion of the construction of a Home on a Lot and before the installation of landscaping, all back and side yards must be maintained so as not to be offensive in appearance nor cause or present any sort of hazardous, dangerous or unsightly condition.

4.5.2 The Owners shall also be responsible for the landscaping and maintenance of the side street yards for any Lot that is also a corner Lot.

4.5.3 Watering, trimming and all maintenance associated with the street trees required by the City of Newberg which are planted along certain streets of King's Landing are the responsibility of the Owners.

4.5.4 Declarant reserves the right to install and maintain landscape improvements on Lots for sales and marketing purposes, and hereby reserves a landscape easement on the front yards of said Lots and the street sideyards for this purpose. Declarant is not obligated to provide any landscaping in said areas noted in this Section.

4.6 Maintenance. Each Owner and Occupant shall be solely responsible for the maintenance of their Homes. Required maintenance and repair shall include without limitation (i) maintenance of all parking areas and private drives in a clean and safe condition, including cleaning and repairing as often as is necessary; (ii) cleaning, maintenance, and relamping of any external lighting fixtures; (iii) maintenance of exteriors of buildings in an attractive and neat condition at all

times; and (iv) maintenance of the landscaping in front of the Home, and outside of side and rear yard fences.

4.7 Limitations on Use

4.7.1 Offensive Activities. No noxious or offensive activity shall be permitted carried on in any Lot in King's Landing, nor shall anything be done or placed or maintained upon any Lot which interferes with or jeopardizes enjoyment of, or becomes an annoyance or nuisance to any Owner, or detracts from the value of any Lot in King's Landing as a high-class residential neighborhood.

4.7.2 Animals. No large animals, livestock, or poultry of any kind shall be raised, kept, or permitted on any Lot or in any part of the affected Property. Any permitted domestic-type, household animals (such as dogs, cats, etc.) which are kept on the affected Property must not create any type of nuisance or noxious activity (including noise). No animals shall be allowed to become a nuisance to any residence within King's Landing.. Any and all animals permitted under this Subsection shall not be kept, bred or raised from commercial purposes or be maintained in unreasonable numbers.

4.7.3 Parking. Each Lot shall provide adequate room for the parking of private vehicles, and all such private vehicles shall not be allowed to be parked in any portion of the Property so that such vehicle(s) becomes a sight nuisance from any portion of the streets which may act as access to the entire Property. No private vehicle parking shall be allowed on any street or right-of-way, except as may be necessary in connection with construction activities or as may be required to perform other obligations required under this Declaration. No Owners shall permit or allow any vehicle which is inoperable to remain parked or stored upon any Lot or upon any street for a period of time in excess of forty-eight (48) hours. No Owners shall permit or allow any vehicle which is inoperable to remain parked or stored upon a Common Area for any period of time. In addition, the parking or storage of boats, trailers, recreational vehicles, trucks, campers, motorcycles, and similar equipment or personal property shall not be allowed on any Lot, or any street adjacent thereto, except within an enclosed garage or screened area which prevents the vehicle or equipment therein from being seen from any other Lot, the Common Areas, or any street within the Real Property.

4.7.3.1 No personal property, including, but not limited to trailers, recreational vehicles, boats, camper units or tents shall be placed, stored, kept, parked or maintained on any Lot, or on any portion of King's Landing for any period of time in excess of fourteen (14) days in any one calendar year, except that such personal property owned by an Owner may be kept or maintained in an such a manner that is completely enclosed from the public view.

4.7.4 Antennas and Satellite Dishes. No television antennas or radio aerials shall be permitted on any Lot, Home or any part or area of the Property. Small-size satellite receivers and dishes shall be permitted on a Lot, Home or any part of area of the Property only if such small-

size satellite receiver(s) or dish(es) are screened from the view of any street or are placed on the roof of any Home or Improvement. All utilities shall be installed underground, as no overhead wires or services drops for the distribution of electricity or any other telecommunication purposes, nor any poles, towers, or other supporting structures shall be erected, placed or maintained on any Lots. Clotheslines shall be screened so as not to be viewed from any street.

4.7.5 Rubbish and Trash. No Lot or any part of the Common Areas or any part of the Property shall be used as a dumping site or repository for trash, rubbish, refuse, garbage, or any other form of waste of any kind. All garbage and other waste shall be kept in appropriate sanitary containers for proper disposal or recycling and out of public view, and shall not cause or be a form of nuisance to any Owner. Yard rakings, dirt, and other material resulting from landscaping work shall not be dumped onto streets, the Common Areas or any Lot. Trimmings, cuttings and like debris may be composted by an Owner on the Owner's Lot, provided that such trimmings, cutting and like debris are maintained in a singular location on the Lot not visible from any street and so as not to become an annoyance or nuisance to any other Owner in the Property. Each Owner is responsible for trash disposal on the Owner's Lot, and shall only place individual trash containers in the public street (not alleyways) within 12 hours of the scheduled trash collection time and such Owners shall remove the individual trash containers from the public street and from public view within 12 hours after collection.

4.7.6 Temporary Structures. No structure of a temporary character, campers, recreational vehicles, trailer, tent, shack, garage, barn, or other outbuilding shall be permitted or used in King's Landing at any time as a residence either temporarily or permanently. Declarant or its designee reserves the right to locate a temporary construction office within the Property while Homes are being constructed.

4.7.7 Improvements in the Common Areas. No Improvement of any type shall be erected or maintained by any Owner or Occupant so as to trespass or encroach upon the Common Areas, or that that obstructs or prohibits other Owners from using the Common Areas as provided in this Declaration, including, but not limited to, use of the Equestrian Easement.

4.7.8 Signs. No sign or other advertising device of any kind shall be created, displayed, erected or constructed upon or placed within or on any Lot to the public view, except one professionally-made sign measuring not more than eighteen (18) inches by twenty-four (24) inches advertising the Lot for sale. This restriction shall not prohibit the temporary placement of political signs, garage sale signs, for rent signs, or a sign for a City of Newberg permitted home-based business on any Lot by the Owner thereof, or placement of a professionally-made signs by Declarant that complies with applicable sign ordinances, provided any such signs shall not measuring not more than eighteen (18) inches by twenty-four (24) inches. This restriction shall also not apply to signs used by Declarant, builders, realtors or agents during construction and sales of Homes on Lots.

4.7.9 Fences.

No fence, either sight or non-sight obscuring, in excess of three (3) feet in height may be located between the building line and the front yard sidewalk, and in the case of a corner Lot, the building line and sidewalk abutting the side yard. The maximum height of any fence located on the remainder of the Lot shall be six (6) feet and must be constructed of cedar wood and be a "good neighbor" construction type with similar material and style to other fences existing within King's Landing at the time the construction is commenced by the Owner.

4.7.10 Driveways to be Paved. All driveways on Lots shall be paved with asphalt or concrete from the street or access right-of-way to the Home or Improvement, and paving must be completed by no later than substantial completion of the Home or Improvement on the Lot. Dirt or gravel driveways shall only be temporarily permitted during construction of the Home or Improvement and must be paved by no later than substantial completion of the Home or Improvement on the Lot.

4.7.11 Business and Trade. No trade, craft, business, profession, commercial activity, or similar type activity of any kind or nature shall be permitted or conducted on any Lot, not shall any goods, equipment, vehicles, materials or supplies used in connection with any trade, craft, business, profession, commercial activity, or similar type activity be kept or stored on any Lot (unless allowed and permitted by the City of Newberg), excepting therefrom the right of any homebuilder, contractor, and the Declarant and the Homes and Improvements on the Lots, and to store construction equipment and materials on said Lots in the normal course of construction of said infrastructure, Homes and/or model homes for the purposes of sales in King's Landing. Furthermore, during the course of construction of a Home or Improvement, the Owner and/or the Owner's Contractor shall be authorized to store construction materials and equipment on the said Lot in the normal course of construction, subject to the provisions of Section 4.1.

SECTION 5. COMMON AREAS

5.1 Common Areas. The Common Areas shall be conveyed to the Owners by Declarant, subject to all limitations and conditions of approval imposed on such space by the City. Every Owner and Occupant, and all invitees and guests of all Owners and Occupants, shall have a nonexclusive right and easement to use and enjoy the Common Areas, which right and easement shall be appurtenant to and shall run with the Real Property and all Lots therein. Such right and easement shall be subject to the Owners' right to promulgate rules and regulations governing the use of the Common Areas. The Owners shall maintain and repair the Common Areas.

5.2 Future Improvements. Subject to Section 5.1 hereof, the Owners shall have the right to make further Improvements in or of the Common Areas and to expand or replace any Improvements in the Common Areas.

5.3 Rights of Owners in Common Areas. The Owners shall have the right to sell, convey or subject to a security interest or lien all or any portion of the Common Areas if: (a) eighty (80%) percent or more of the Owners agree to the action, with each Owner having one vote for each

Lot owned; and (b) the approval of the City is obtained in connection with any action relating to the Tract. For purposes of this Section 5.3, if there is more than one Owner of any Lot, such Owners shall together be considered a single Owner with respect to such Lot. Any such action shall be effective upon recording of an instrument in the Yamhill County real property records, acknowledged by the appropriate officer and setting forth the action taken by the Owners. The proceeds of any such sale, conveyance or borrowing shall be deemed an asset of the Owners.

SECTION 6. GENERAL PROVISIONS

6.1 Duration. These covenants, conditions, and restrictions shall run with and bind, benefit, and burden in perpetuity the Real Property, all Owners and Occupants, and the lessees, invitees, and guests of all Owners and Occupants.

6.2 Severability. In the event any provision of this Declaration is determined to be invalid or unenforceable, that determination shall not affect the validity or enforceability of any other provision or of the same provision to a different situation.

6.3 Amendment. This Declaration may be amended at any time and from time to time by Declarant to comply with the requirements of the Federal Housing Administration, the United States Department of Veterans' Affairs, the Farmer's Home Administration of the United States, the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Mortgage Loan Corporation, any department, bureau, board, commission or agency of the United States or the State of Oregon or any corporation wholly-owned, directly or indirectly, by the United States or the State of Oregon that insures, guarantees or provides financing for a planned community or lots in a planned community. Thereafter, this Declaration, subject to this Section 6.3, may be amended only upon the affirmative vote of eighty-five percent (85%) or more of the Owners, with each Owner having one vote for each Lot owned. For purposes of this Section 6.3, if there is more than one Owner of any Lot, such Owners shall together be considered a single Owner with respect to such Lot. In no event shall an amendment under this section create, limit or diminish the Special Declarant Rights specified in Section 6.12 hereof without Declarant's written consent, or change the boundaries of any Lot or any uses to which any Lot is restricted unless the Owners of the affected Lots unanimously consent to the amendment. When the Owners adopt an amendment to this Declaration, the Owners shall record the amendment in the real property records of Yamhill County. Any such amendment shall be effective only upon recordation. Amendments to this Declaration shall be executed, recorded and certified on behalf of the Owners by any duly acknowledged representative of the Owners designated for that purpose.

6.4 Enforcement. Each Owner shall have the right to enforce all of the covenants, conditions, restrictions, reservations, easements, liens, and charges now or hereinafter imposed pursuant to any provision of this Declaration by any appropriate proceeding at law or in equity. Any remedies specifically provided herein are nonexclusive and cumulative and are in addition to all other remedies available to the Owners at law or in equity. In the event that suit or action is instituted to enforce any provision of this Declaration, the prevailing party shall be entitled to

recover from the losing party the prevailing party's reasonable attorneys' fees and costs incurred in connection with such suit or action, including those incurred in connection with any appeal or review proceeding.

6.5 Mortgage Protection. Except upon the written approval of Mortgagees holding Mortgages of Lots which have at least eighty-five percent (85%) of the votes of Lots which are subject to Mortgages, no amendments may be made to this Declaration which add to or amend any material provision of the Declaration which establish, provide for, govern or regulate any of the following:

6.5.1 Termination of this Declaration or any amendment thereto shall require the consent of not less than eighty-five percent (85%) of the Mortgagees holding an interest in Lots. Any such termination of this Declaration shall be carried out by the Owners pursuant to the provisions of this Declaration, and only after a vote of the Owners as required by this Declaration.

6.5.2 The provisions of Section 6.5 are intended to only be a limitation on the rights of Owners to amend the Declaration, and any such amendments to the Declaration shall be made only upon full compliance with the provisions of such relating to the procedure and percentage of votes required for such amendment.

6.5.3 Any Mortgagee who receives a written request to approve an amendment to the Declaration or any other action to be taken, shall be deemed to have given such approval unless such Mortgagee's written request to such action is delivered to the requesting Owners within thirty (30) days after the written request.

6.6 Non-Waiver. Any failure of any Owner to enforce a covenant, condition, or restriction contained in this Declaration shall not be deemed to constitute a waiver of any Owner's right to enforce that or any other covenant, condition, or restriction contained in this Declaration.

6.7 Declarant Not Liable. Neither Declarant nor Declarant's successors or assigns shall be liable to any Owner or Occupant or to any other Person for its enforcement or failure to enforce any provision of this Declaration. Each Owner and Occupant, by acquiring such Owner's or such Occupant's interest in the Property, agrees not to bring any action or suit against Declarant or any successor or assign of Declarant to recover any such damages or to seek any other relief (including without limitation equitable relief) by reason of any such enforcement or failure to enforce any provision of this Declaration. Each Owner and Occupant shall and does, by taking title to or occupying any portion of the Property, agree to defend, indemnify, and hold harmless Declarant and Declarant's successors and assigns from any claim, loss, damage, cost, or expense (including without limitation reasonable attorneys' fees) arising out of the use, operation, ownership, occupancy, or condition or state of repair of that portion of the Property owned by such Owner or occupied by such Occupant.

6.8 Constructive Notice and Acceptance. By the recording of this Declaration, each Owner and Occupant shall be deemed to have consented and agreed to every term, covenant, condition, and restriction contained herein.

6.9 Joint and Several Liability. If an Owner consists of more than one Person, each such Person shall be jointly and severally liable for any assessment or charge and for the performance of any other obligation imposed pursuant to this Declaration.

6.10 Captions. The captions and headings of sections herein are for convenience only and are not intended in any way to define, limit, or describe the scope or intent of any section of this Declaration.

6.11 Notices. All notices under this Declaration shall be in writing. Any such notice shall be deemed effective on the earlier of the date of delivery or, if mailed, three (3) business days following the date of mailing, if addressed to the addressee at the address, if any, designated in the Owners' records.

6.12 Special Rights Retained by Declarant. Declarant has retained "Special Declarant Rights", as that term is defined in Oregon Revised Statutes 94.550(22), and these rights are set forth in Sections 3.5.3, 3.5.4, 4.3, 4.5.4, 4.7.6, 4.7.8, 4.7.11, 6.3 and 6.7.

IN WITNESS WHEREOF, the undersigned being the Declarant herein, has executed this Declaration on this ___ day of April, 2018.

**KING'S LANDING SUBDIVISION LLC,
AN OREGON LIMITED LIABILITY COMPANY**

By: Jackson and Company LLC
Its: Member
By: Marc Willcuts

STATE OF OREGON)ss
County of Yamhill)

The foregoing instrument was acknowledged before me this _ day of _____, 2018, by Marc Willcuts, as member of Jackson and Company LLC, an Oregon limited liability company, who acknowledge the execution of the foregoing to be his voluntary act and deed.

Notary Public for Oregon
My Commission Expires _____



EXHIBIT L

Jason Arn Email

teresa@dbvcorp.com

From: jessica@dbvcorp.com
Sent: Friday, April 20, 2018 9:54 AM
To: teresa@dbvcorp.com
Subject: FW: King's Landing Subdivision
Attachments: doc04898320180419120045.pdf; doc04898320180419120045.pdf

From: Arn, Jason S. <Jason.Arn@tvfr.com>
Sent: Thursday, April 19, 2018 4:40 PM
To: 'jessica@dbvcorp.com' <jessica@dbvcorp.com>
Cc: Mayfield, Christopher K. <Christopher.Mayfield@tvfr.com>
Subject: FW: King's Landing Subdivision

Hi Jessica,

For private streets the Fire District will only allow parking on both sides when the road is a minimum of 32' feet wide. For the proposed 28' foot roadway we would only allow parking on one side of the street. Some public streets are exempted from this when they constructed under an approved city master planned development code.

1. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
 1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted
2. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

Hope that helps.

Jason Arn | Deputy Fire Marshal
Tualatin Valley Fire & Rescue
Direct: 503-259-1510
www.tvfr.com

A full copy of the New Construction Fire Code Applications Guide for Residential Development is available at <http://www.tvfr.com/DocumentCenter/View/1438>

From: jessica@dbvcorp.com <jessica@dbvcorp.com>
Sent: Thursday, April 19, 2018 12:59 PM
To: Mayfield, Christopher K. <Christopher.Mayfield@tvfr.com>
Subject: King's Landing Subdivision

Barbara's Way is partially a limited residential street. Please let me know if you desire any additional requirements or conditions. Thank you.

Jessica Cain
971-998-7507
jessica@dbvcorp.com



971.706.2058 OFFICE 971.281.5009 FAX
PO BOX 3189 NEWBERG, 97132

WWW.DBVCORP.COM

This message may contain confidential or proprietary information intended only for the use of the addressee(s) named above or may contain information that is legally privileged. If you are not the intended addressee, or the person responsible for delivering it to the intended addressee, you are hereby notified that reading, disseminating, distributing or copying this message is strictly prohibited. If you have received this message by mistake, please immediately notify us by replying to the message and delete the original message and any copies immediately thereafter.

Thank you.



EXHIBIT M

Buildable House Product Placed on the
Smaller Lots

MEMO



From: Daniel Danicic, PE
971-281-8074
dan@dbvcorp.com

Date: 4/18/18

Re: King's Landing Subdivision Application - Building Pad Analysis of Lots 53, 54, 55 and 71

Newberg Planning staff raised a concern regarding the ability to build a home on certain lots that are constrained by conservation easements or stream corridor boundaries.

This memo is intended to demonstrate that a home can be oriented on lots which appear to be too small. Specifically lots 53, 54, 55 and 71.

Following is the preliminary plat highlighting the location of the subject lots, a site plan of each lot showing details of the location of possible homes and a floor plan of each home.

This information demonstrates that a home meeting required setbacks can be located on each lot. It is important to note that the final decision of floor plans may change when building permits are submitted. Any submitted plan will meet city code requirements.

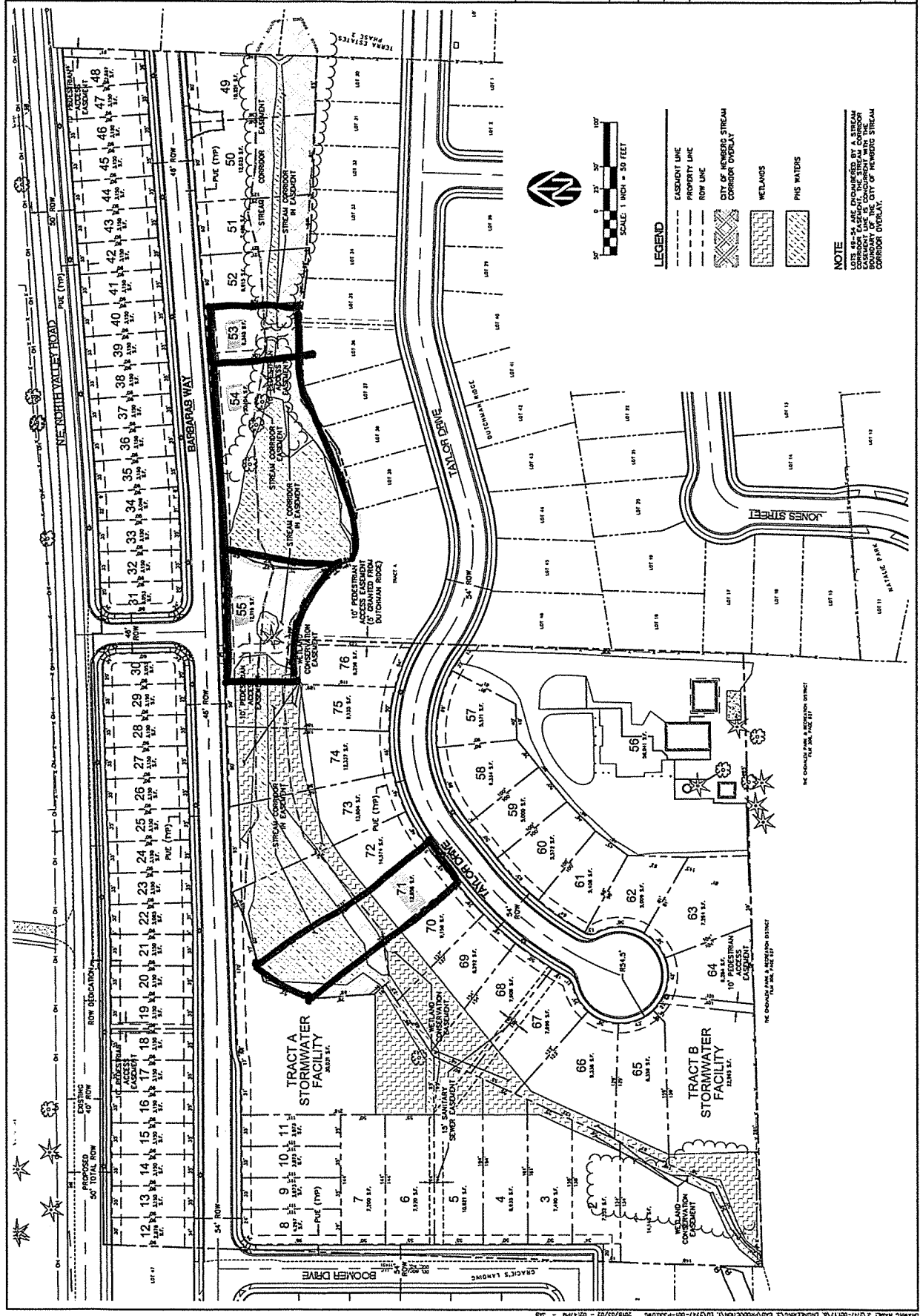
P300
JOB NO. 2747-001
SHEET

NO.	DATE	DESCRIPTION
1	2/21/18	REVISED LAND USE SUBMITTAL
2	2/21/18	REVISED LAND USE SUBMITTAL
3	2/21/18	REVISED LAND USE SUBMITTAL
4	2/21/18	REVISED LAND USE SUBMITTAL
5	2/21/18	REVISED LAND USE SUBMITTAL
6	2/21/18	REVISED LAND USE SUBMITTAL
7	2/21/18	REVISED LAND USE SUBMITTAL
8	2/21/18	REVISED LAND USE SUBMITTAL
9	2/21/18	REVISED LAND USE SUBMITTAL
10	2/21/18	REVISED LAND USE SUBMITTAL

PRELIMINARY

KING'S LANDING
NEWBERG, OR
PRELIMINARY PLAT

WESTLAKE CONSULTANTS PC
ENGINEERING • SURVEYING • PLANNING
15115 S. SEASIDE PARKWAY, SUITE 100
TIGARD, OREGON 97138
TEL (503) 624-0024 FAX (503) 624-0137



LEGEND

- Prop. Foundation
- · - · - Ex. Property Line
- - - Easement
- - - - - Setback

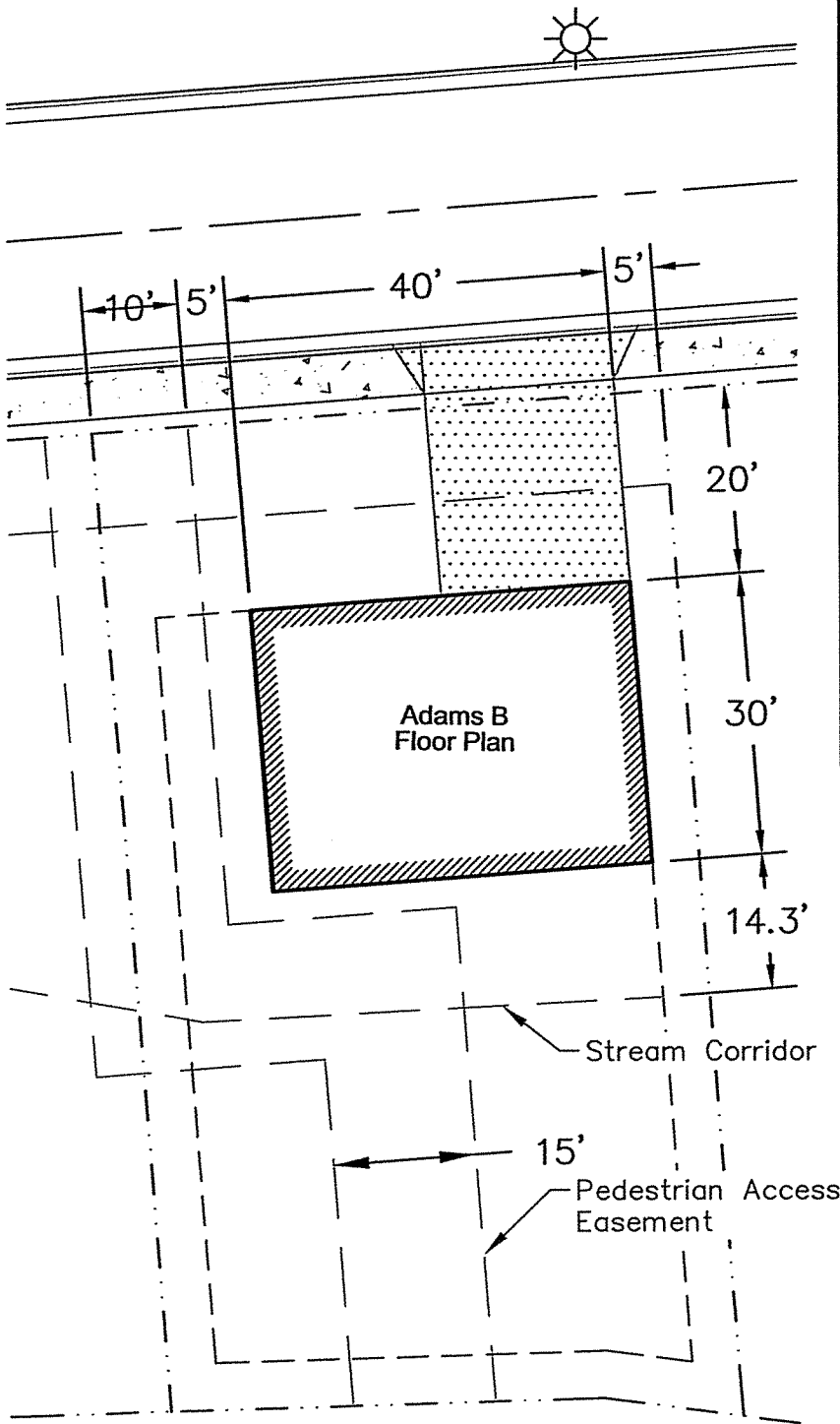
Scale 1:20
Date: 4/18/18



King's Landing Subdivision Lot 53 Site Plan

Site Address:
Newberg, OR 97128

Applicant:
King's Landing Subdivision LLC
PO Box 3189
Newberg, OR 97132
971-706-2058



SHEET	1
OF	1

LEGEND

- Prop. Foundation
- - - Ex. Property Line
- - - Easement
- - - Setback

Scale 1:20

Date: 4/18/18



King's Landing Subdivision
Lot 54 Site Plan

Site Address:
Newberg, OR 97128

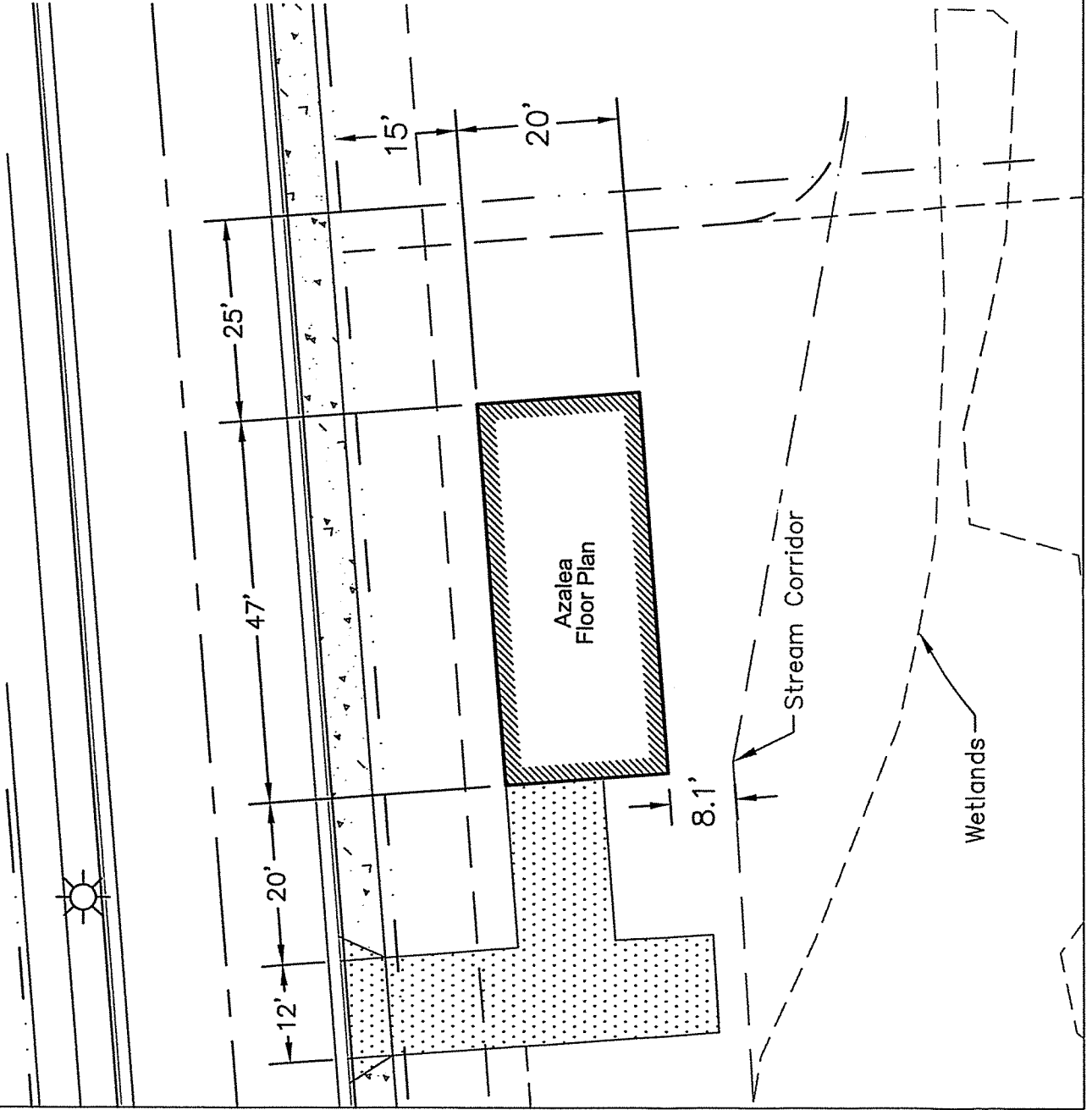
Applicant:
King's Landing Subdivision LLC
PO Box 3189
Newberg, OR 97132
971-706-2058

SHEET

1

OF

1



LEGEND

- Prop. Foundation
- - - Ex. Property Line
- - - Easement
- - - Setback

Scale 1:20

Date: 4/18/18



King's Landing Subdivision
Lot 55 Site Plan

Site Address:
Newberg, OR 97128

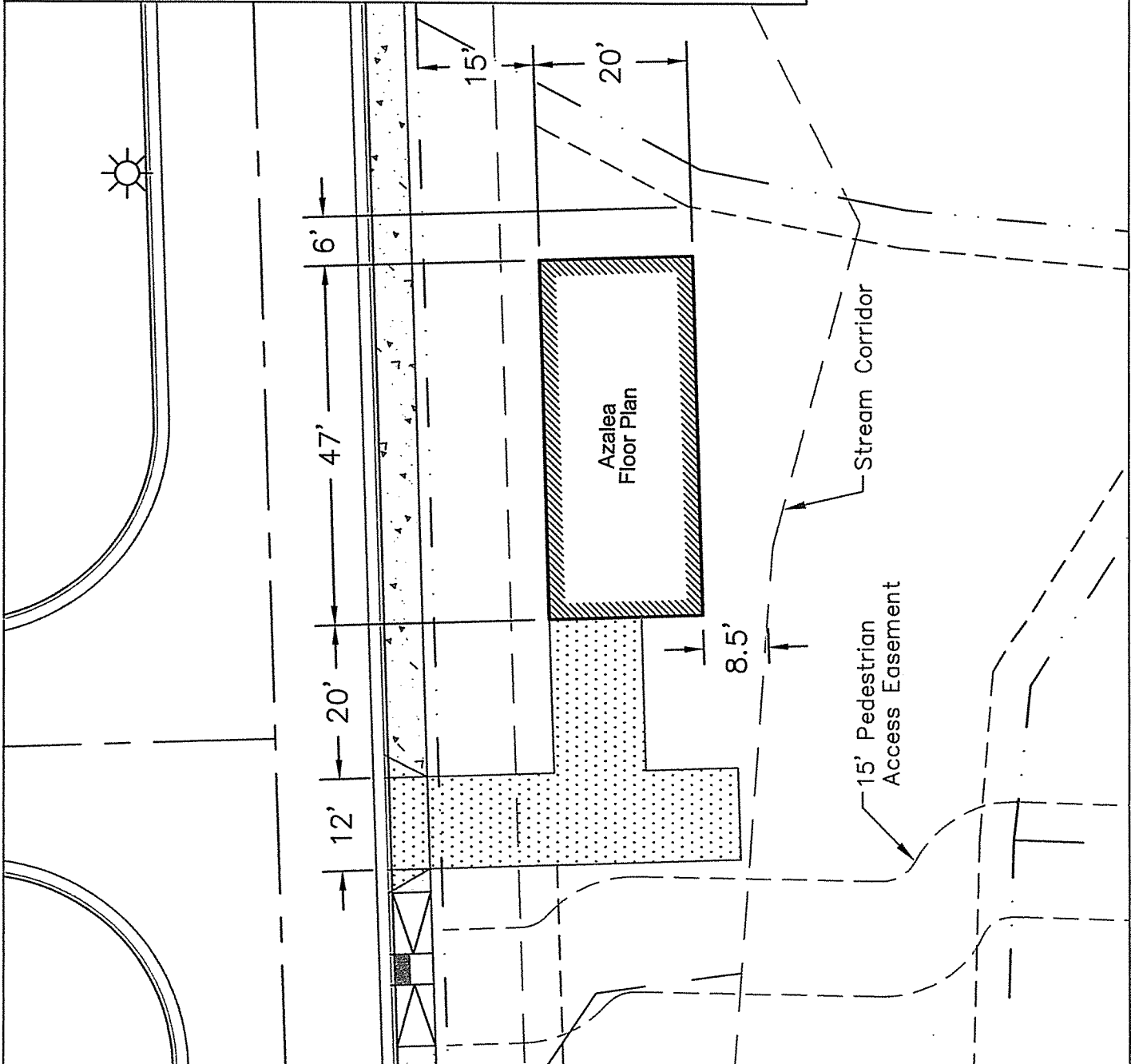
Applicant:
King's Landing Subdivision LLC
PO Box 3189
Newberg, OR 97132
971-706-2058

SHEET

1

OF

1



LEGEND

- Prop. Foundation
- · - · - Ex. Property Line
- - - - Easement
- - - - Setback

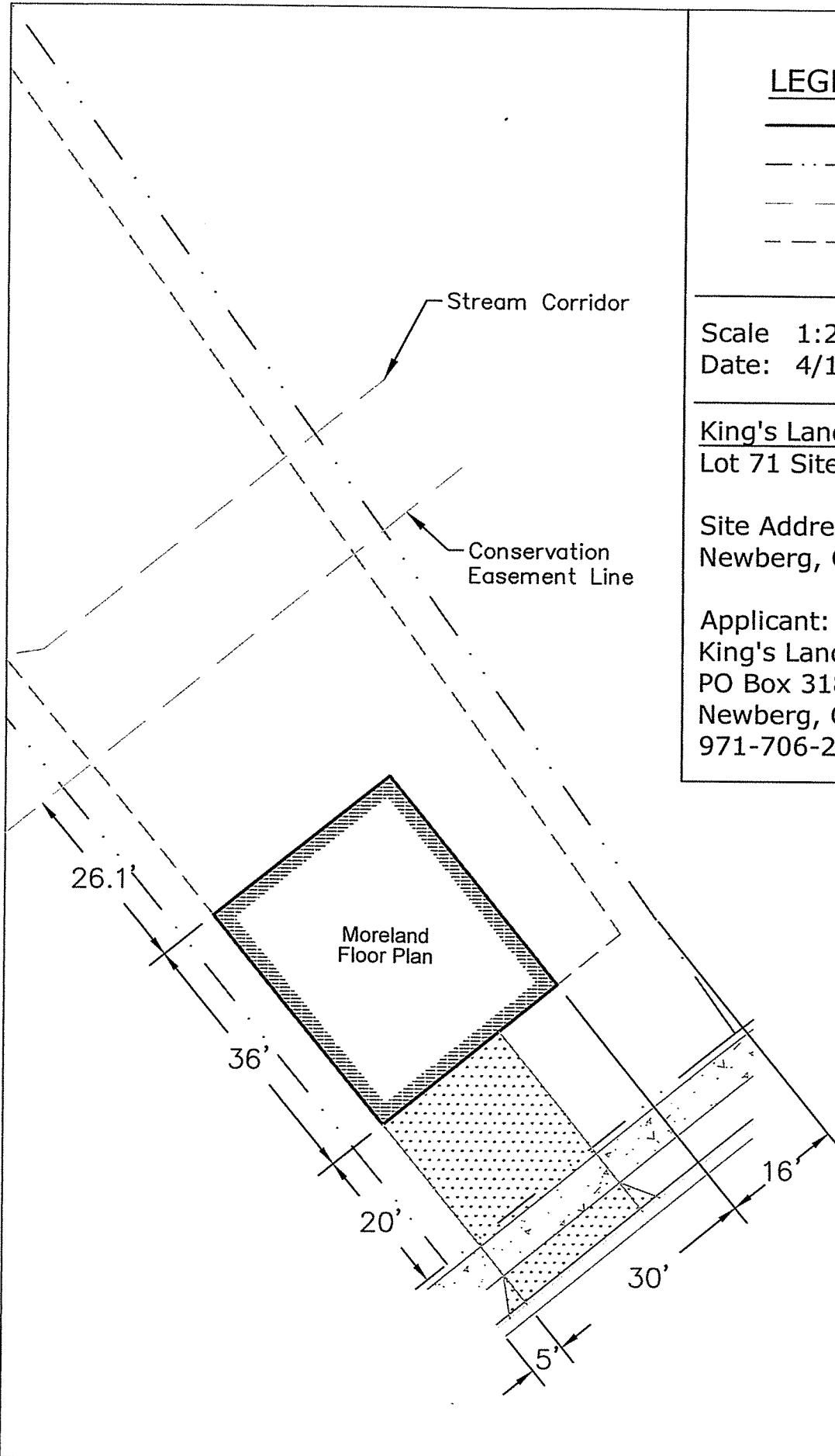
Scale 1:20
Date: 4/18/18



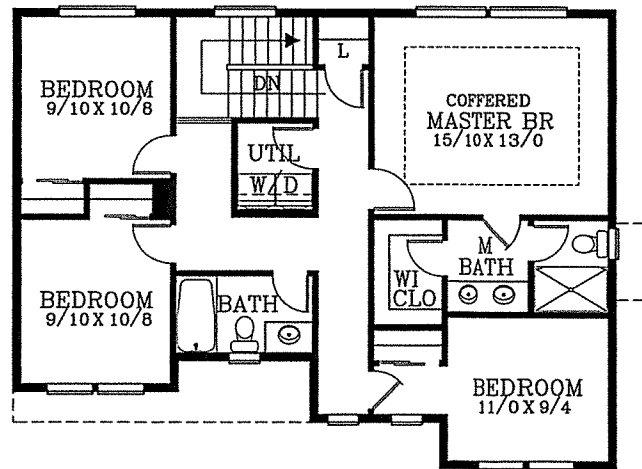
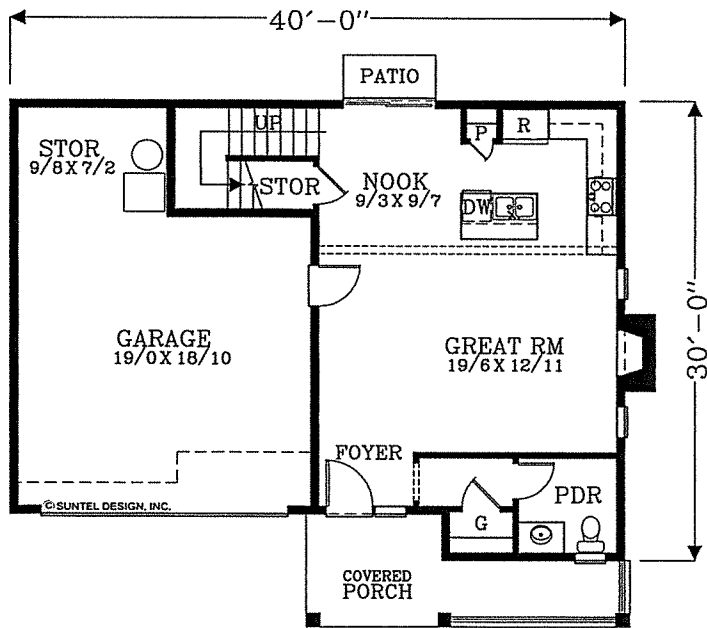
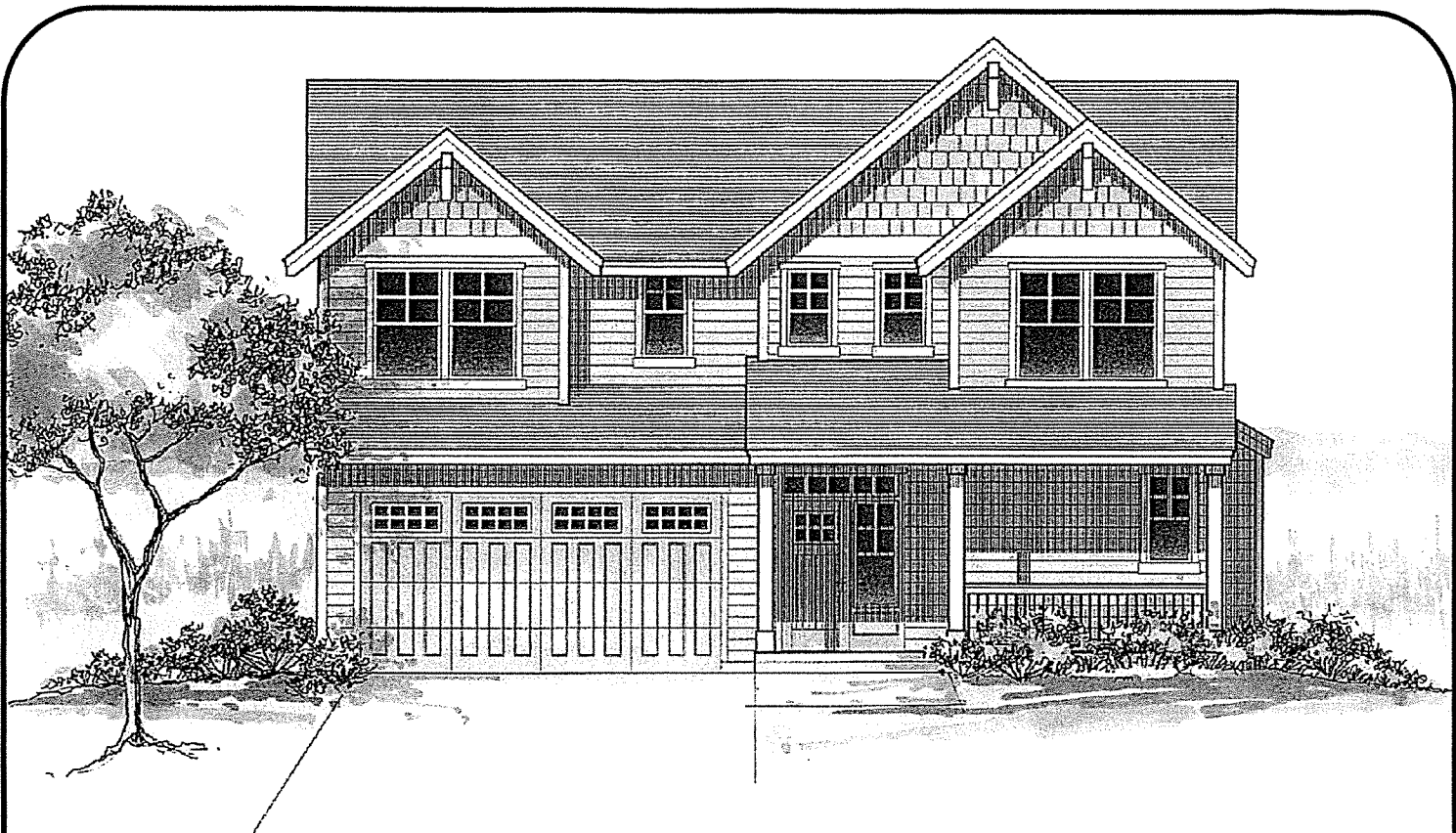
King's Landing Subdivision
Lot 71 Site Plan

Site Address:
Newberg, OR 97128

Applicant:
King's Landing Subdivision LLC
PO Box 3189
Newberg, OR 97132
971-706-2058



SHEET	1
OF	1

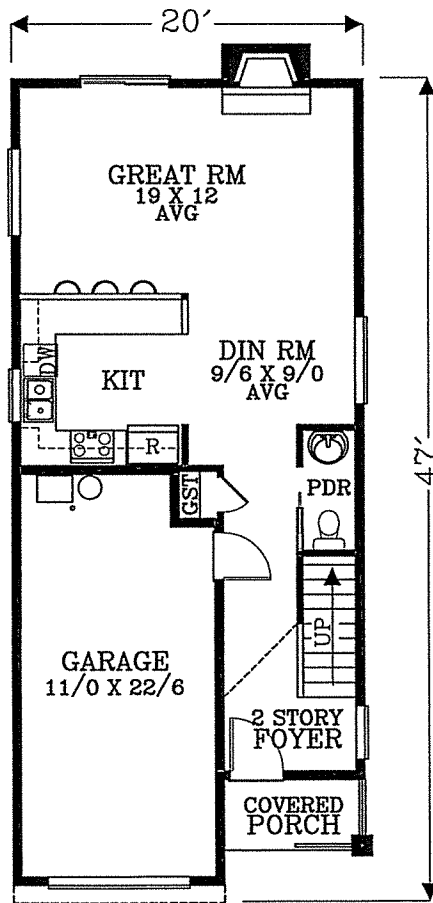


MAIN FLOOR PLAN
 661 SQUARE FEET
 1655 TOTAL SQUARE FEET

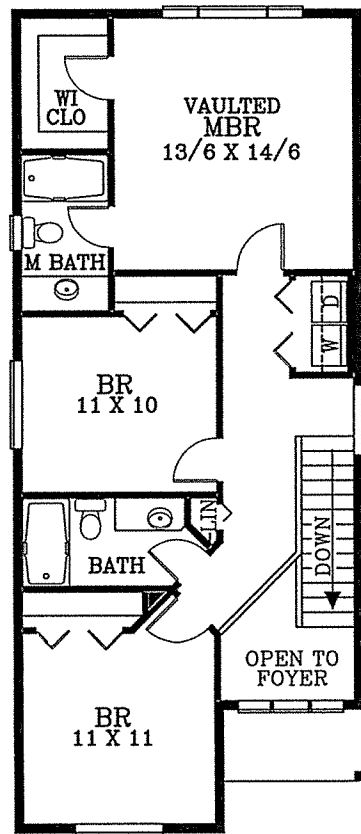
UPPER FLOOR PLAN
 994 SQUARE FEET

Adams B

Plan No. 110117B



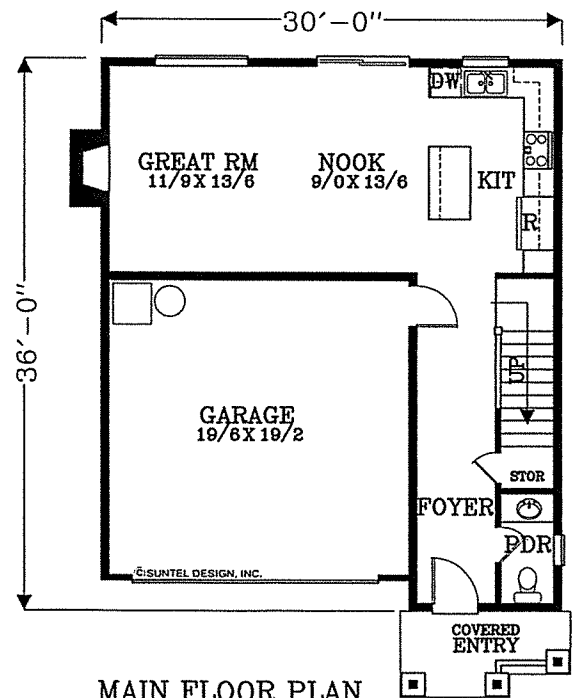
MAIN FLOOR PLAN
 600 SQUARE FEET
 1400 SQUARE FEET TOTAL



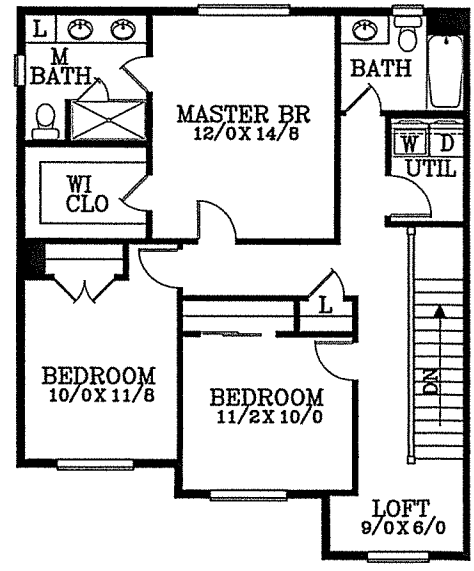
UPPER FLOOR PLAN
 800 SQUARE FEET

Azalea

Plan No. 7199



MAIN FLOOR PLAN
630 SQUARE FEET
1555 TOTAL SQUARE FEET



UPPER FLOOR PLAN
925 SQUARE FEET

Moreland

Plan No. 112113



EXHIBIT N

Block Perimeters of Taylor Dr. Identified as
Blocks 5 and 8