



Painted Hills Planned Residential Development (PRD-2015-0001) Traffic Concurrency Conditions of Approval

The Final Traffic Impact Analysis is dated September 2016 (City received it in October 2016), with Addendum #1 to WSDOT dated February 2017, and Addendum #2 to the City dated February 2017 (collectively the “TIA”). The following are the City’s conditions of approval for the Painted Hills Planned Residential Development (PRD-2015-0001) (Project):

1. All improvements required as part of these conditions shall conform to City of Spokane Valley Standards.
2. The project may have up to two new commercial driveway approaches on Dishman-Mica Road along the frontage of the project. *Conditions 2a. and 2b. below are based on the current design of the Project and may be subject to review and revision if conditions change in the future.*
 - a. The northernmost commercial driveway approach shall access the apartments only and shall be restricted to right-in/right-out by means of a raised median along Dishman-Mica Road or via a pork chop island within the driveway. The design of the median or pork chop shall be approved by the City.
 - b. The southernmost commercial driveway approach shall access the northern commercial site only along Dishman-Mica, and may be a full movement driveway with a two-way left-turn lane along Dishman-Mica for left-turn access.
3. Frontage improvements are required for Madison Road, Thorpe Road and Dishman-Mica Road prior to the final approval of the first phase of the Project. Dishman-Mica Road is designated as minor arterial. Thorpe Road and Madison Road are designated as collector arterials.
4. The entire Project shall be accessed by one new public local access street that intersects Dishman-Mica Road and two new public local access streets that intersect Madison Road. In addition, two new gated private streets are permitted on Madison Road.
5. The Project shall construct southbound left-turn lanes on a) Dishman-Mica Road at the intersection with the new public local access street and at b) the intersection of Dishman-Mica Road and Thorpe Road concurrently with the construction of the new public local access street. The two southbound left-turn lanes shall provide a minimum of 150 feet of queue storage and shall have the required gap and taper lengths per WSDOT standards.
6. The existing commercial site located on the southwest corner of the Project site will continue to be accessed by a single full movement approach on Thorpe Road. At any time, the City may make modifications to this intersection if it determines that such modifications are necessary for the health, safety, and welfare of the traveling public.
7. The TIA identified the need for improvements at the 32nd/Pines intersection. The TIA acknowledges that the Project contributes to the need for improvements at this intersection. As identified, the Developer shall construct a northbound right-turn lane on Pines Road prior to the City’s issuance of a certificate of occupancy for the 400th unit of the Project. The storage length for the dedicated right-turn only lane shall be determined at the time of development. The

Developer shall furnish the City an intersection plan substantially similar to that required by WSDOT Standards for final approval prior to construction.

8. The TIA identified the need for improvements at the 16th Avenue/Pines/SR 27 intersections. The TIA acknowledges that the Project contributes to the need for improvements at these intersections. As identified, additional traffic capacity is needed which requires a new southbound right-turn only lane on Pines Road and a new traffic signal at 16th and Pines. The Developer shall furnish these improvements prior to the City's issuance of a certificate of occupancy for the 200th unit. The Developer shall furnish the City an intersection plan similar to that required by WSDOT and Traffic Signal Plans for final approval prior to construction.
9. The City may determine to seek funding and/or complete traffic improvements at the Pines/32nd or the 16th/Pines/SR-27 intersections. If the City determines to pursue funding or complete improvements prior to the Developer completing the improvements identified in Conditions 7 and 8 above, in compliance with RCW 82.020.20, the Developer shall enter into a voluntary mitigation agreement with a proportionate contribution toward the City's improvements.