

WCE No. 13-1166



Whipple Consulting Engineers, Inc.

June 27, 2018

City of Spokane Valley  
10210 E Sprague Avenue  
Spokane Valley, WA 99206

RECEIVED

AUG 20 2018

CITY OF SPOKANE VALLEY

Attn: Ray Wright, P.E.

**Re: Painted Hills TIA – Mitigation Thresholds**

Dear Ray,

Per your request this letter is intended to summarize the Painted Hills TIA mitigation from the Accepted Painted Hills Traffic Study and provide anticipated timing and thresholds for each item.

The Mitigation items are as follow:

- Project Frontage improvements Dishman-Mica Road, Thorpe Road, Madison Road
- SB left turn lane at the intersection of Dishman-Mica Road & Thorpe Road
- NB Right Turn lane at the intersection of 32<sup>nd</sup> Avenue & Pines Road
- Participation in 16<sup>th</sup> Avenue & Pines Road Improvement Project

**Project Frontage improvements Dishman-Mica Road, Thorpe Road, Madison Road**

Project Frontage improvements are proposed to be completed with the Flood Control System improvements, which are required to be complete prior to home or structure construction, although some concurrent development is anticipated. These improvements are those that are usual and customary as required for platting, they include roadway widening, generally from centerline, but can include full widening, curb, gutter, sidewalk, planting strips, required storm drainage elements as well as signing and stripping all in accordance with City of Spokane Valley street standards.

**SB left turn lane at the intersection of Dishman-Mica Road & Thorpe Road**

The Southbound left turn lane is incorporated into the project frontage improvements and will be constructed with the Flood Control System improvements.

**NB Right Turn lane at the intersection of 32<sup>nd</sup> Avenue & Pines Road**

The Northbound right turn lane at the intersection of 32<sup>nd</sup> Avenue & Pines Road is anticipated to meet the threshold at the development of the 400<sup>th</sup> residential unit. This widening will include but is not limited to roadway widening, reconstruction of the curb, gutter, sidewalk and landscaping along the southeast side of Pines Road including signal

pole and controller modifications to the curb return area. The work contemplated when complete will provide for all work necessary and customary for these type of elements.

**Participation in 16<sup>th</sup> Avenue & Pines Road Improvement Project**

For the intersection of 16<sup>th</sup> Avenue & Pines Road improvement the Painted Hills project is to provide a participation percentage to the intersection. This participation may be in a monetary form or may in be in the form of design services. With either the proposed Traffic signal expansion as described in the TIA, or the development of a roundabout, or pair of roundabouts. At the present time the participatory percentage total future traffic at project buildout as a percent of total traffic in the intersection is anticipated to be 4% (51 PM trips/ 1,251 PM trips).

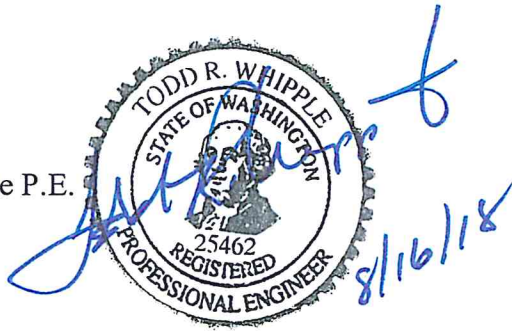
If you have any questions or comments in regard to this letter please feel free to contact me at (509) 893-2617 or via email at toddw@whipplece.com.

Sincerely,

Todd R. Whipple P.E.  
President

TRW/bng

Cc: Project File



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

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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 32<sup>nd</sup>/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 400<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> and Pines. The Developer shall furnish these improvements prior to the City's issuance of a certificate of occupancy for the 200<sup>th</sup> 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/32<sup>nd</sup> or the 16<sup>th</sup>/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.