



Creekside Town Center

ROAD IMPROVEMENTS

Creekside Town Center Road Improvements

Agency Scoping Meeting Minutes

DOWL Engineers – Training Room

4041 B Street

April 20, 2004 • 10:00 a.m.

Kristen Hansen of DOWL Engineers (DOWL) called the Agency Scoping Meeting to order shortly after 10:00 a.m. She stated the purpose of the meeting is to explain the project and solicit agency input for the NEPA document. The meeting was held in the DOWL Training Room, and the following people attended:

Steve Noble, DOWL Project Manager
Bill Coghill, DOWL Project Engineer
Bob Kniefel, DOWL Transportation Planner
Kristen Hansen, DOWL Environmental Planner
Pat Whitesell, DOWL Environmental Planner
Nan Llewellyn, DOWL Transportation Planner
Karen Keesecker, MOA- Planning Department
Gerry Kintz, ADOT&PF Highway Planning
Susan Wick, ADOT&PF Environmental Planning
Maureen McCrea, Corps of Engineers
Tamas Deak, Koonce Pfeffer Bettis
Edgar Tinajero, MOA PM&E
Jerry Hansen, MOA PM&E
David Post, ADOT&PF
Robin Willis, ADF&G
Amanda Henry, DNR, OPMP
Cindy Anderson, DNR, OHMP
Maureen deZeeuw, USFWS
Dan Billman, HDR
Brian Lance, NMFS

Steve Noble, the DOWL Project Manager, gave a presentation on the project's purpose and need, existing conditions, planning and design, and alignment and cross sections of the project. Tamas Deak discussed VDG's plans for realignment of Chester Creek this summer. Kristen Hansen explained the project's environmental documentation and permitting process, and provided an update on the public involvement process and the project's schedule. The PowerPoint presentation used at this scoping meeting is available on the project website. The following are comments that were made and questions received during the presentation. In italics are the answers to the questions.

- Will Creekside Town Center generate the projected 50,000 cars a day that will travel through the area?

Response: No, town centers by themselves generally do not generate a lot of traffic. They depend on large numbers of passerby traffic to be successful and viable. DeBarr Road will generate the large amount of traffic that will help make the Town Center successful.

- How many stories will the buildings in the Town Center be?

Response: The large retail buildings will be single story buildings. A couple of the smaller buildings, incorporating retail stores on the ground floor and residential above, will be several stories high (up to four stories).

- The fact sheet should be clarified regarding the funding source for this project. The \$25 million is a congressional earmark, and would not be under control of AMATS. This will be corrected and the updated fact sheet will be posted on the Creekside website.
- The Greenhouse property is under contract by whom?

Response: Venture Development Group is in the process of acquiring the Greenhouse property. A lot of the planned improvements hinge on the acquisition of this property.

- How much of the existing woodlands behind Fred Meyer's will be cleared?

Response: The Roadway Improvements project deals with the construction of Creekside Parkway in this area. Not all, but most, of the right-of-way would probably be cleared for construction of Creekside Parkway. The rest of the woodlands that will be cleared will be up to the private development (VDG) side of the project.

- USFWS noted that they would recommend tree clearing be conducted outside of the migratory bird nesting season.
- Has any land been set aside for pocket parks?

Response: Yes, there are identified pocket park areas in the Creekside Town Center Master Plan.

- Are there two pathways planned? Is it possible to retain vegetation between the pathway and the road?

Response: Yes, there will be two pathways. Whether or not the vegetation between the pathway and the road can be retained depends on the subsurface of the land. If the soil is weak, structures will need to be constructed to support the road. The vegetation in the median has a greater chance of being preserved than the vegetation between the pathway and the road, since the snow is usually stored in the buffer zone between the road and the pathway.

- Have you considered restoring the North Fork of Chester Creek as part of this project?

Response: The North Fork of Chester Creek is not in DOWL or VDG's scope of work. VDG is working on the realignment of the South Fork only, and will not be making any changes or modifications to the North Fork. The portion of the North Fork that lies within the project scope runs through a subsurface culvert, under developed commercial property, approximately five to six feet below the ground surface.

The North Fork of Chester Creek is severely disturbed, displaced from its historic channel, and much of the waterway is developed and surrounded by residential community. The money that will be used to restore Chester Creek will be better spent restoring the South Fork. A massive amount of investment would be required to get any ecological return on the North Fork.

- Will there be any effects to the North Fork due to the proposed intersection improvements at 10th Avenue?

No – the North Fork disappears into a culvert on the east side of Muldoon and is put into the main storm drain system. We do not anticipate any work on the main line.

- Any need for flood modeling / any downstream flooding issues?

Response: If anything, this project should improve the flood hazard because it will provide additional storage.

The meeting was adjourned at 11:40 a.m., with informal discussion continuing on.

Follow up items include:

- Send a copy of scoping letter to Maureen McCrea and Brian Lance.
- Make corrections to project funding section of fact sheet.
- Post meeting presentation and materials to website.

Attachments: Presentation, agenda, sign-in sheet, fact sheet