

Highway SR-2 Revitalization Committee March 20, 2007 1500-1700	Airway Heights City Council Chambers City of Airway Heights	Next Meeting: April 9, 2007 3p-5p (1500-1700)
Agenda	Action Item	
I. Introduction II. Presentation of master conceptual plan by ALSC Architects. --discussing/finalizing the phase I 14 th Ave landscape plan for city council approval III. Discussion on phased approach to landscaping along 14 th Ave. IV. Set Next Meeting V. Adjourn	None	
I. II. The initial concept drawing was presented to committee for comments and input. Mr. Pilialoa stated that the concept was derived from past committee meetings input on the vision for city, and as it relates to the city's comprehensive plan. Mayor Pederson stated the concept was contrary to what was discussed at previous meetings. Mr. Warner explained some detail of the plan such as the walkways/sidewalks throughout the conceptual city center area. The conceptual retail buildings shown offered potential retail possibilities that may exist in the future. The idea was to create a pedestrian friendly and walkability aspect throughout the city center. Mention was made of the similarities to the North Pointe Plaza area where people still drive from store to store; some noted that the similarities were not the same since no sidewalks or walkways exist in the North Pointe parking area and most of the buildings are lined along a corridor whereas the AWH concept has retail pads located throughout the area. Mr. Warner also mentioned the concept anticipates some type of mixed use or high density residential traffic located at both ends of the city center area that currently exist, who could utilize the walkways. Mayor Pederson mentioned that no residential use is possible in the future in that area due to the Fairchild AFB runway encroachment. Maps show that area outside the runway approach limits but within certain noise pattern thresholds. Mr. York stated that Yokes Supermarkets will have potential problems in their loading dock area because the conceptual drawings show a retail building in the area that might also affect visibility of the Yokes building. Some suggested that studies have shown that the consumer needs but a few seconds to see some sort of signage to know what businesses are in an area. Mr. York also asked that the north area of their parking lot be widened. Mr. Pilialoa noted that the renderings were concepts and consideration will be given and noted to ensure the Yokes loading area, building visibility, and parking lot access is addressed in future conceptual renderings. Mr. Pilialoa stated that the overall plan was needed, as discussed at previous meetings, so that the committee could see the overall vision so that we could move to implement certain phases of the plan, particularly the landscaping along 14 th Ave. Mr. Martin briefly explained how WSDOT conducted their public participation process when developing plans, particularly on how WSDOT consults directly with the impacted stakeholders. Mr. Pilialoa stated that the city's public process to hear comments and inputs was	<p>Review past meeting minutes to re-clarify visions and ideas presented that led to initial conceptual plan</p> <p>The Committee will alter its process by privately meeting with all stakeholders within a block area when a particular phase of the plan impacts the business or landowners directly.</p>	

<p>in this committee forum, and meeting individually with stakeholders was not planned. Mr. Pili'aloa noted that businesses must come to our meetings so that the committee can reach some general consensus on our vision of the commercial corridor. The conceptual plan presented was a result of all our past committee meetings. The conceptual plan gave consideration to all those business who contributed at past meetings and the renderings showed areas of great opportunity for the businesses and landowners in the area. Mr. Rosman asked if the landscaping would abut the business frontages, pictures showed that it would not. There was general agreement that proceeding with the landscaping phase of 14th Ave was acceptable. Although some issues still remain as to the curbs and landscaping specifics. Mr. York suggested the possibility of swales along 14th Ave. to mitigate the flooding of the Yokes parking lot. Mr. Martin stated that he didn't think there was enough space to do that. There was alternate discussion of ways to mitigate the parking lot drainage issues but it was outside this committee's process to design a solution. There seemed to be a general agreement as to the vision of the conceptual plan with many positive comments; however this conceptual plan is not a final draft and will need additional revisions.</p>	<p>The city will research past problems and attempts at mitigating the seasonal flooding of the Yokes parking lot. The city will address this issue anew and meet directly with the stakeholder.</p>
<p>III. It was determined that the committee can proceed with some design of the landscaping along 14th Ave with further consideration given to the curb design—if any—and the specifics of tree heights. It was noted that consideration will be given to ensure that business signage is not blocked or hindered by our landscaping efforts. Mayor Pederson requested that 3 areas be considered when designing the 14th Ave. landscaping plan: 1) show 14th Ave ending at Lawson; 2) address the parking issue near the Village Tavern; and 3) address the drainage problem in the Yokes parking lot. As noted in past meetings closing 14th at Lawson was impractical at this time due to the cost of re-routing 14th Ave to Market St. Additionally, the city's traffic engineer stated that if 14th is closed traffic flow around that area must be mitigated. Also, in past meetings business owners suggested (Mr. Patten of the Village Tavern) that 14th remain a two-way street. Mr. Campbell (Taco Time) in past meetings was indifferent so long as he had access to his parking lot and had exit access onto Lawson from the drive-thru window. Upon further discussion it was noted that perhaps 14th Ave could be a one-way street in to Market St., with two-ways continuing from King to Market Sts. It was shown that to address the parking issue for the Village Tavern would require parking west of the Tavern. It was determined that this area was a drain field therefore its not permitted to park on a drain field. This will require further study in the city's sewer system</p>	<p>The committee and ALSC Architects will begin design of the 14th Ave landscaping plan</p>
<p>IV. Next meeting April 9, 1500-1700</p>	<p>Meeting adjourned at 1710</p>
<p>Note: As a city staff member and part of this committee I sincerely regret that my demeanor or tone during this last meeting may have been construed as being short-tempered. I was unaware of this until later and sincerely meant no disrespect to anyone. The only defense to this is that I am growing anxious when I see precursors indicating a shift east of the city's economic base. My goal and only interest, as is this committee's, is to enhance, revitalize and beautify our commercial corridor so that it becomes a proud part of our community, and allows our current businesses and landowners to prosper by increasing business opportunities.</p> <p style="text-align: right;">–Chip Pili'aloa</p>	

Attendees	
Richard Moore	Dept. of Corrections
Matt Knoll	Lydig Construction
Chris Green	Airway Heights
Todd Rothrock	The Rothrock Co. Commercial Realty
Keith Martin	WSDOT
Jolean Copeland	West Plains Chamber
Jeff Warner	ALSC Architects
Ty Barbery	Edward Jones
Kirk Owsley	Pring Corp
Bill Kelley	Eastern Washington University
Dave Dean	WSDOT
Grant King	Yokes
Denny York	Yokes
Alfred Pilialoha	Airway Heights
Dave Rosman	Scrub a Dub
Brooke Guthrie	Airway Heights
Matt Pederson	Mayor Airway Heights