



City of Lawrence

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CITY COMMISSION

MAYOR
MIKE AMYX

COMMISSIONERS
ARON E. CROMWELL
LANCE M. JOHNSON
MICHAEL DEVER
ROBERT CHESTNUT

December 7, 2010

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Amyx presiding and members Chestnut, Cromwell, Dever, and Johnson present.

CONSENT AGENDA

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to receive meeting minutes from the Parks and Recreation Advisory Board meeting of November 9, 2010; the Convention and Visitors Bureau Advisory Board meeting of October 19, 2010; the Mental Health Board meeting of September 28, 2010; the Hospital Board meeting of October 20, 2010; and, the Lawrence Cultural Arts Commission meeting of October 13, 2010. Motion carried unanimously.

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to approve claims to 284 vendors in the amount of \$3,329,662.23; payroll from November 21, 2010 to December 4, 2010 in the amount of \$1,879,558.01; and longevity in the amount of \$396,743.70. Motion carried unanimously.

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to approve the drinking establishment license for Wa Restaurant, 740 Massachusetts; Casa Agave, 3333 Iowa; Chili's Grill & Bar, 2319 Iowa; Buffalo Wild Wings Grill & Bar, 1012 Massachusetts; The Bottleneck, 737 New Hampshire; Margaritas, 815 New Hampshire; the Salty Iguana Mexican Restaurant, 4931 West 6th, the Retail Liquor License for Roy's Wines &



Spirits; and, the Cereal Malt Beverage License – Off Premise for Pick-N-Pay, 2447 West 6th. Motion carried unanimously.

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to concur with the recommendation of the Mayor and appoint Dennis Odgers, to the Building Code Board of Appeals to a term which would expire November 30, 2013; and appoint David Teixeira to a term which would expire September 30, 2012 and Roberta Suenram to a term which would expire September 30, 2011. Motion carried unanimously.

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to waive bidding requirements and approve the sole source purchase of a Sokkia Total Station for the Police Department from CSI Mapping for \$27,199.65. This purchase was 100% grant funded with no city match required. Motion carried unanimously.

The City Commission reviewed bids for the Kaw Water Treatment Plant Sludge Collector Drives Replacement for the Utilities Department. The bids were:

VENDOR	TOTAL
CAS Construction LLC	\$97,150.
Midland Contractors	\$202,550

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to award the bid to CAS Construction LLC, in the amount of \$97,150. Motion carried unanimously.

(1)

The City Commission reviewed bids for Electrical Preventative Maintenance for the Utilities Department. The bids were:

VENDOR	TOTAL
Superior Electric Company, Inc.	\$20,856
Lynn Electric, Inc.	\$23,112
Electrical Reliability Services, Inc.	\$28,823

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to award the bid to Superior Electric Company Inc., in the amount of \$20,856. Motion carried unanimously. (2)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to approve the bid from Nowak Construction in the total amount of \$598,477.70 for the Sanitary Sewer Main Replacement for the 1100 block of Delaware Street, the 1500 block of New Hampshire Street, and the 700 block of Michigan Street; and, authorize the City Manager to execute the contract. Motion carried unanimously. (3)

The City Commission reviewed bids for collection, disposal, and technical assistance services for the City of Lawrence/Douglas County Household Hazardous Waste and Small Quantity Generator Programs. The bids were:

VENDOR	TOTAL
Clean Harbors Environmental Services, Inc.	\$47,890
Heritage Environmental Services, LLC	\$51,710
PSC Environmental Services, LLC	\$51,835
Environmental Enterprises, Inc.	\$56,576
Pollution Control Industries, Inc.	\$87,556

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to award the bid to Clean Harbors Environmental Services, Inc., in the amount of \$47,890. Motion carried unanimously. (4)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to adopt on first reading, Ordinance No. 8597, authorizing the codification and publication of the ordinances of the City of Lawrence. Motion carried unanimously. (5)

Ordinance No. 8596, establishing a time limit for the loading zone along the south side of 22nd Street adjacent to Schwegler School to 8 a.m. to 9 a.m. and 3 p.m. to 4 p.m. school days, was read a second time. As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to adopt the ordinance. Aye: Amyx, Cromwell, Dever, Chestnut, and Johnson. Nay: None. Motion carried unanimously. (6)

Ordinance No. 8587, adopting the International Property Maintenance Code, 2009 Edition, was read a second time. As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to adopt the ordinance. Aye: Amyx, Cromwell, Dever, Chestnut, and Johnson. Nay: None. Motion carried unanimously. (7)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to adopt Resolution No. 6914, accepting the bid from King's Construction for the reconstruction of Kasold south of Clinton Parkway in the amount of \$4,236,647.24 (bid by KDOT on November 12, 2010); authorize the first of two payments to KDOT in the amount of \$1,665,000.00 (infrastructure sales tax funds); and, authorize the City Manager to execute an agreement and pay \$75,000 to allow the city to encroach into Southern Star Central Gas Pipeline's easement. Motion carried unanimously. (8)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to concur with the Planning Commission's recommendations to approve the Preliminary Plat (PP-9-7-10) for Campbell Addition, a 1 lot subdivision containing approximately 1.003 acres, located at 204 Landon Court; and accept the dedication of easements and rights-of-way. Motion carried unanimously. (9)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to concur with the Planning Commission's recommendations to approve the Preliminary Plat (PP-9-8-10) for Helm Subdivision, a 2 lot subdivision containing approximately .253 acres, located at

700 and 761 Elm Street; and accept the dedication of easements and rights-of-way. Motion carried unanimously. (10)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to authorize the City Manager to sign the lease extension for farm ground at the Wastewater Treatment Plant. Motion carried unanimously. (11)

As part of the consent agenda, **it was moved by Chestnut, seconded by Cromwell**, to approve the request of the American Heart Association and the Go Red for Women of Lawrence Committee for the placement of red ribbons on light posts on Massachusetts Street in February 2011 to raise awareness for cardiovascular disease prevention. Motion carried unanimously. (12)

CITY MANAGER'S REPORT:

During the City Manager's Report, David Corliss said the 2011 City Commission election information was online at http://www.lawrenceks.org/2011_election; the City and county teamed up to get better pricing on contracts; Yankee Tank Lake (Lake Alvamar) was receiving an upgrade to meet current applicable state and federal high hazard criteria; Division Chief Stark was appointed to the Crisis City Advisory Council; the City received KDOT reimbursement for traffic signal maintenance; and, 173 building permits were issued in November, compared to 152 permits issued in November 2009. (13)

REGULAR AGENDA

Consider approving of the following industrial revenue bond issuances:

- a) **Declare an emergency and adopt on first and second reading, Ordinance No. 8599, authorizing the issuance of \$23,720,000 in Industrial Revenue Bonds for Bowersock Mills and Power Company for the purpose of financing a portion of the costs of acquiring, constructing and equipping a new hydroelectric powerhouse and all related facilities and equipment on the north bank of the Kansas River at the Bowersock Dam.**
- b) **Declare an emergency and adopt on first and second reading, Ordinance No. 8600, authorizing the issuance of up to \$13,500,000 in Industrial Revenue Bonds for Lawrence Memorial Hospital for the purpose of financing various improvements at the hospital.**

Diane Stoddard, Assistant City Manager, presented the staff report as outlined below:

Background:

As the City Commission is aware, the Bowersock Mills and Power Company is planning a new powerhouse facility on the north side of the Kansas River at the location of the dam. Bowersock has held a number of public meetings concerning this project over the past year or so. The City of Lawrence has taken several formal steps to assist Bowersock with accessing special bond authority to assist with the financing of this project to date. However, it is key to point out that with Industrial Revenue Bond financing, the City only serves as a conduit for the financing and assumes no obligation whatsoever regarding the repayment of the bonds for the project. This type of financing, however, will assist the project with more favorable financing terms than conventional financing.

The City Commission held a public hearing regarding this issuance at its November 23, 2010 meeting.

Next Steps:

The City Commission is requested to declare an emergency and adopt on first and second reading an ordinance authorizing the issuance of the bonds. The bond issuance is then anticipated to be closed prior to December 31, 2010.

Action Requested:

Adopt on first and second reading, Ordinance No. 8599, authorizing the issuance of industrial revenue bonds for the Bowersock project.

Mayor Amyx called for public comment.

After receiving no public comment, Sarah Hill Nelson, Bowersock Mills and Power Company, thanked the City for their assistance on this project.

Moved by Chestnut, seconded by Johnson, to declare an emergency and adopt on first and second reading, Ordinance No. 8599, authorizing the issuance of up to \$27,000,000.00 Industrial Revenue Bonds for Bowersock Mills and Power Company. Motion carried unanimously. (14)

Moved by Chestnut, seconded by Johnson, to declare an emergency and adopt on first and second reading, Ordinance No. 8600, authorizing the issuance of up to \$13,500,000 in Industrial Revenue Bonds for Lawrence Memorial Hospital. Motion carried unanimously. (15)

Consider approving scope of improvements for Iowa Street, Project PW1012, Iowa Street (US-59 Highway), Irving Hill Road to Yale Road, Street Reconstruction and Geometric

Improvements. Consider authorizing staff to negotiate a Design Services Agreement with Bartlett and West and consider authorizing the Mayor to sign the City-State Agreement.

Chuck Soules, Director of Public Works, presented the staff report as outlined below:

Background

Efforts to reconstruct Iowa Street began this past winter 2010 when excessive cold temperatures and record snowfalls left a significant amount of pavement damage, potholes and deterioration requiring immediate corrective measures. Over the past several months, various aspects of the Iowa street reconstruction project have been discussed at various public meetings. Staff has been working with KDOT to resolve differences on important design issues and concerns. Staff has also had discussions with KU staff about potential impacts on KU traffic, facilities, and schedule. Bartlett and West, a local engineering firm, has been selected as the consultant for the project. On August 18, 2010 the Commission authorized a contract with Bartlett and West to perform the Topographic Survey extending from Harvard to BBP. The survey work is now complete, and has been helpful in the analysis of various design features and alternatives. Early resolution of issues and concerns will reduce the Engineering Design cost and expedite the project in the long run, and help deliver a successful project in the end.

Project Description

The main objectives of this project are twofold - add a Center Turn Lane extending from south of Harvard to approximately 250 feet south of Terrace Road, and rebuild the pavement structure. The addition of a Center Turn Lane will require widening of the existing roadway on the west side by 10 feet. Geometric improvements at the intersection of 15th/BBP and Iowa to add right turn lanes at all approaches are also being recommended to be included in this project. The addition of the Center Turn Lane along with geometric improvements at 15th/BBP and Iowa will improve traffic flow and safety along this important corridor for the long term. The major items of work would include removing and replacing the existing pavement structure, sub-grade preparation, removal and replacement of curb and gutter, storm water inlets, sidewalks and installation of under-drain system, where necessary.

Project Issues, Ideas and Concerns - Staff Recommendation

1. The attached Preliminary Design Report provides a detailed overview of various issues, ideas and concerns related to the Iowa Street Reconstruction project. Following is a summary of staff findings and recommendations. 1. Project Limit – The current project limit extends from Yale Road to 15th Street/BBP. Based on further analysis of the pavement core samples, staff is recommending that the project limit be revised as follows. North End - approximately 200 south of Harvard Road South End – Irving Hill Overpass
2. Lane Width – Provide a 5 lane section consisting of 4 Thru Lanes, 11 feet each and a 12 foot Center Turn Lane.
3. Sidewalk along the East Side of Iowa (from University to 15th) – is not recommended due to high cost and safety concerns through the ravine area and the rock cliff.
4. Intersection Improvements at 15th and Iowa – Staff is recommending geometric improvements / widening to provide dedicated right turn lanes for north, east and west bound traffic. Dual left turn lanes for north and south bound traffic are also recommended and can be accommodated within the existing footprint of the roadway.

5. It appears that all necessary widening to construct the Center Turn Lane (including sidewalk on both sides) and the proposed geometric improvements at the intersection of 15th and Iowa can be accommodated within the existing right of way. Additional R/W or easement would be required to accommodate a shared-use path along the west side of Iowa. In addition, a shared-use path will also require removal of a number of mature trees including 5 additional Westar power poles.
6. A Shared-use path between Harvard and 15th street can be constructed for a total city cost of approximately \$538,000.00 whereas a 6 foot sidewalk along the west side of Iowa would cost the city approximately \$189,000.00 - the shareduse path option costing an estimated \$349,000.00 more than the sidewalk option. If the cost of relocating power poles and fiber optics (necessary for the shared-use path) is included, the total cost of the Shared-use path would be approximately \$693,000.00 – an estimated \$504,000.00 more than the total cost of a 6 foot sidewalk along this corridor. The original project budget was prepared based on a 6 foot sidewalk option along the west side of Iowa. Considering the higher cost, AASHTO Guidelines and safety concerns, and input from area residents and BAC, staff would not recommend a Shared-use path in this corridor. [See Preliminary Design Report for details]

Project Cost / Funding

On April 27, 2010, the Commission approved a budget of \$6.0 million for this project. Based on our preliminary estimates, all improvements (including geometric improvements at 15th and Iowa) recommended and outlined in this memo can be completed within the approved project budget [see attached Project Cost Estimate]. The additional cost of the Shared-use path was not included in the original project budget. As the Engineering Design moves forward, the cost estimate will be revised periodically to ensure that the project remains within the approved budget. As part of the T-Works, a 10 year transportation program recently passed by the State Legislature, early next year, KDOT will be soliciting applications for funding for projects involving geometric improvements. Based on our preliminary conversations with KDOT staff, the proposed geometric improvements at 15th and Iowa may be a very worthy candidate for this funding option – if selected, the total funding from this program would likely be in the \$300,000 to \$500,000 range. The current project budget includes \$3.0 million from Surface Transportation Program (STP) funds – this is a program, administered by KDOT, under which the City receives federal funds on an annual basis. In order to allocate \$3.0 million of STP funds for the Iowa Street Reconstruction project, a City-State Agreement has to be executed. (See attached)

Action Request

1. Approve recommended sidewalks/shared use path as follows:
 - a) Approve staff recommended 6 foot sidewalk along the west side of Iowa between Harvard and 15th.
 - b) Approve staff recommendation not to construct a shared use path on the west side of Iowa.
 - c) Approve staff recommendation not to extend the existing sidewalk on the east side of Iowa from University Drive to 15th Street.
2. Approve Project Limit as described below, if appropriate.
 - North End: approximately 200 feet south of Harvard.
 - South End: Irving Hill Overpass
3. Approve geometric improvements at the intersection of 15th and Iowa to include 3 right turn lanes - south bound, east bound and west bound, if appropriate.

4. Authorize staff to negotiate an Engineering Design Services Agreement with Bartlett and West including additional Field Survey of Iowa (from 15th to Irving Hill) and 15th street, approximately 500 feet to the east and 600 feet to the west.
5. Authorize Mayor to sign the City-State agreement allocating \$3.0 million of federal funds for Iowa Street reconstruction project.

Mayor Amyx asked about the estimate of Kasold Drive.

Soules said that it was estimated at \$6 million and came in at \$4.2, which did not include engineering and right-of-way costs. He said they were pushing the \$5 million mark.

David Corliss, City Manager, said Kasold would be a \$5 million project; \$4.2 million on the construction, but it would be over \$5 million with engineering and design services added.

Mayor Amyx said if the estimate was \$6 million, he asked if a million dollars was anticipated for the multi-use pathway on the west side of the road.

Soules said there was no construction planned for the intersections on Iowa, but a 5th lane and median would be built. He said the cost of the project was fairly close in comparison to Kasold, but the amount of traffic impact on Iowa would be huge.

Mayor Amyx said he was not questioning the recommendation, but wondered what the construction costs would be at that time. He asked when the project went to bid, if the pathway could be readdressed.

Soules said the City was using \$3 million from its surface transportation program. He said typically, the City received a million dollars a year and used that money for several projects. He said he had planned leveraging that money year after year to bring in \$6 million dollar in projects. He said the City was using the million dollars it received for the next 3 years, adding Iowa into the list of projects to be completed. He said hopefully the City's sales tax improved and would cover those costs. He said it was the City Commission's decision as to how to spend that money, but might want to keep those projects that the City already committed to.

Corliss said the City Commission made the decisions and determined the priorities. He said staff felt strongly not recommending the multi use path at that location because the City

had substantial needs in the area of pavement maintenance. He said some geometric improvements were being done at that intersection. Unless directed otherwise, staff believed their top priority was maintaining existing streets.

He said this project was not on the City's radar screen last year, but a problem was noted in February of last year, and staff came before the City Commission requesting the need for a temporary patch. He said now that area was rutting severely on the south bound portions of Iowa, south of 15th Street and staff was seeking City Commission approval to proceed with the scope. If the City was fortunate enough to receive good bids on Iowa construction, staff would still not recommend the City Commission proceeded with the shared use path due to the tremendous needs in the community for pavement maintenance. While the language in the 2008 infrastructure sales tax did allow for recreational trails, such as the Burrows Creek project, money was found to make that project a priority and successful. He said at 31st and Kasold, additional recreational trails would be constructed. He said \$350,000 went a long way toward fixing the streets in the community and he was losing sleep over where the money was going to come from when he had stagnant sales tax money for the past few years and some concern about construction cost increases. He said that \$350,000 plus right of way costs, was a lot of money to enlarge a sidewalk into a multi-use path. He said staff talked to the advocates for that path and understood their views, but staff's recommendation was for pavement maintenance. He said the City Commission might want to pursue a different path.

Soules said the decision needed to be made quickly because the most efficient way to for a recreational path was to lower the road grade. He said to add the path after the bidding took place, created a need to modify the plans.

Commissioner Chestnut asked if the six foot sidewalk could be done inside the existing right of way.

Soules said yes, but temporary construction easements were needed.

Commissioner Chestnut asked about the curb line to the beginning.

Soules said staff would like to keep any type of buffers but toward Harvard, there might be 6 inches to a foot because of the right-of-way. He said it was 2 feet at a maximum.

Commissioner Chestnut said there were half dozen neighbors between University Drive and Bob Billings that would lose a lot of buffer between their home and Iowa Street. Looking at the satellite image there were a lot of trees that needed to be taken out in order to put in a 10 foot recreational path. He said he thought that was another non financial consideration when talking about balance of rights.

Soules said Westar would talk to the property owners concerning easements.

Commissioner Chestnut said the discussion about costs was a legitimate discussion, but there would be a significant intrusion.

Soules said KDOT suggested 12 foot lanes, making the sidewalk narrower, and putting the sidewalk on the back of the curb, which was not right. KDOT was told if they wanted the additional lane width, money needed to be provided, upfront, for right-of way costs. At that point, KDOT did not want to deal with the right-of-way issue.

Mayor Amyx said the amount of vegetation that would be removed was huge. He said there was plenty of information to support the recommendation and it made sense.

He said how much traffic would be eliminated on that left turn lane, going north.

Shoeb Uddin, City Engineer, said there was one left turn lane north and south in each direction. Staff was proposing to add one more lane and it could be done within the existing footprint of the roadway. The widening was only necessary to add the right turn lane on the other three approaches where there were no right turn lanes currently; the east bound, west bound and south bound.

Mayor Amyx said discussions had taken place a couple of years ago about the improvements and whether it was necessary to put in the left turn if there could be improvements at 15th and Iowa with dual left turns and other proposed ideas.

Shoeb said traffic data was collected and looked at projected traffic data for 2030 and based on those traffic volumes, the dual left turn lanes were necessary for both north and south bound and exclusive right turn lane for each of the other approaches. He said there was a single left turn lane for east and west and based on staff's analysis, those two single left turn lanes would be sufficient.

Soules said a few years ago staff had difficulty recommending narrower lanes and that would make those types of improvements physically not possible without modifications to the right-of-way. He said staff had adjusted to 11 foot lanes which were now the City's standard.

Commissioner Cromwell said the idea of potentially putting in a sidewalk was discussed at a future date, but there was nothing that could be done now to plan for the sidewalk that would not incur significant cost. He said to relocate the utilities far enough for a potentially future shared use path would be an entirely different project.

Soules said that statement was probably true.

Commissioner Cromwell said that at least two thirds of the project was state and federal money and provided that there was savings on this project, he asked if the path was something that could be incorporated into that funding or would all the additional money be coming out of the city's coffers?

Soules said unless the project came in less than the estimate any additional costs would be the City's. He said the City could use the \$3 million on any project that was a main arterial or a collector street. The million for safety funds could only be used for the center turn lane.

Commissioner Cromwell said it was a matter of selecting the priorities of the community. The other question was about the City's ability to receive grants. The City had a number of other projects that need attention, such as potholes and other road maintenance, but there was a potential in the future toward looking at grants for this type of project.

Soules said those future grants were possible. Last year grants were submitted to KDOT and CDBG Program for the Transportation Enhancement program for not only the

sidewalk, but the lighting. The grant was denied, but building a recreational path could be included although the cost would be higher and might include utility relocations if necessary. He said he thought that type of grant would be hard to acquire, but was not impossible.

Commissioner Cromwell said this site was awkward. He said he generally in support of recreational paths and this particularly area could use that type of path for safety reasons and bicycle transportation.

Soules said an infill transportation project was always challenging.

Commissioner Cromwell said in looking at grants, the City might be able to get five times more recreational paths somewhere else than at this particular site.

Mayor Amyx said the City Manager commented yesterday that it was a box culvert because of the quarry that existed at one time.

Corliss said there was a reason it was called Terrace Road. There were some topography challenges at that location.

He said regarding the Vice Mayors question regarding money, the City Commission could issue more debt or reallocate other parts of the budget, but if this project came in over budget, it would be on the City's dime as well and would come from the sales tax money used to repair all of the streets in the community.

Commissioner Dever asked about the cost for replacement of the recreational paths on Clinton Parkway.

Soules said every penny of the \$800,000 stimulus money was used.

Shoeb said additional money was added and the total amount was approximately \$900,000. The federal grant was \$846,000.

Commissioner Dever said a million dollars was spent improving recreational paths in our community plus Burrows Creek. He asked about the miles of improvements

Shoeb said Burroughs Creek was a mile and a half and Clinton Parkway was approximately two miles.

Corliss said the City lucked out because the contractor had torn out portions that should have not been torn out. The contractor put in brand new asphalt on those portions and the City received a lot more path using federal dollars than bargained for.

Commissioner Dever said the improvements to Clinton Parkway recreational path was suppose to be 2 miles but ended up with more miles because of the contractor's mistake.

Soules said correct.

Commissioner Dever said the City's spent approximately \$900,000 on that project and luckily the City did not need to pay for much of that project, but that amount was a substantial amount in recreational paths for this community. He said suggested holding off on those improvements because of the uncertainty of costs. The terrain was difficult and who knew what it would end up costing if areas were widen. He said he felt it would have a huge impact on the neighbors on the west side of the street.

Soules said staff should be commended for obtaining money for the community for recreational paths in the last couple of years.

Commissioner Cromwell said a half million dollars could get the City a mile of recreational path somewhere else.

Mayor Amyx called for public comment.

Bill Mitchell said there was no money identified for traffic calming devices/speed limits or traffic detouring devices on Stratford and University. The report stated that calming was "not necessarily tied to Iowa reconstruction, therefore it could proceed independently. He said he knew things could go astray, yet could proceed independently. There was lots of traffic calming plans that were approved, but not funded. The City Commission assured the City there would be calming devices and speed limits done as part of the project, without the hassle of TSC review. He said he would be more comfortable if that were formally made part of the project.

He said he also noticed that there was no mention of signalization at 15th and asked if that signalization should be identified.

City-wide “gaps” in the sidewalk system were being filled, some in rather questionable locations, and asked if it was wise to create a gap on the east side of Iowa, University to 15th, having just built a new (gap-filling) sidewalk from Harvard to University. He asked about the point of filling a gap with a sidewalk to nowhere south. The report stated that a sidewalk from University to 15th would be “very expensive”, but had not noticed the term “very expensive” as a deterrent in most City projects.

He said regarding the mill & overlay on Exhibit A, the squeeze at the Malott Gateway from 7 lanes down to 2 lanes was a 400 foot “transition” in traffic engineering term. And the idiocy increased when factoring in the planned and eagerly-sought interchange with BBP and Highway 10. The report stated that staff met with KU and discussed the proposed changes and would continue to keep KU involved with the construction and schedule. He said that was kind of the City, but kindness had gotten the City absolutely nowhere with KU for the last 25, since he had been advocating for KU to take responsibility for the traffic they generated. The City Engineer stated that the City had “no money”, but that was an easy and overused excuse, but it obfuscates the real reason that this mess continued. He said what was lacking was not money, but was on the University’s part “prioritization” and on the City’s part “the guts to require KU to face up to its responsibilities.” Malott might be the de jure west gateway, but Stratford and University was the de facto gateway. He said with Lindley Annex having been demolished the proposed new business building not yet built and the University wanting the City to reconfigure 11th and Mississippi, there was a window of opportunity in which to complete a west-to-north beltway (15th & Iowa to 11th & Mississippi) to help handle KU – generated traffic.

Bob Lichtwardt, Terrace Road, said the bike path that was proposed had already provoked some discussion as to how and whether the bike path should be done. He said he would like to emphasize that heavy vegetation stabilized the slope on the west side of Iowa where the ravine existed. The neighborhood was concerned about the vegetation because it

was an important buffer to unsightliness and noise. He said it was suggested widening could be done on the east side and hoped any slopes would be stabilized as part of the project.

Ursula Jonder, Terrace Road, said she did not object to widening the street to make Iowa Street safer. She was happy that the current sidewalk would be the boundary of the extension. If the multi-use path was planned and constructed, that moved the vegetation from that area and devalued her property. There was no reason to install the recreational path at that location and the greenery was more valuable. The 6 foot sidewalk was adequate for traveling from the dorms to the Mercantile area.

Karin Pagel-Meiners said she was in favor of the multi-use path. She said there was a saying that if you were going to something, do it right. If the City was spending money to improve Iowa, the City should spend a little more to add the path. She said when entering Lawrence on the east side you end up in beautiful downtown Lawrence, and it would be nice to have something fabulous on the west entrance into Lawrence.

Mike Heimer, University Drive, spoke in support of the multi-use path. The narrower pathways were fine for families and recreational biking, but it was different for people who were working out on bikes or commuting. He said the multi-use pathways on Clinton Parkway had attracted more use than what was predicted.

Commissioner Chestnut said that along with the intrusion to the neighbors with the buffering, the topography could start up a drainage and soil movement issue that could be significant. It could be another consideration and they might get into some erosion that was not anticipated.

Commissioner Cromwell said he loved the recreational paths but did not think that for the money, the neighborhood and for the street, this area was not a good spot for that path. He said the City should continue seeking out funding for the recreational paths, but the City needed to maximize their money.

Commission Dever said he thought it would be great to put something at that location because of the level of traffic, and hoped the geometric improvements at the intersection and improvement of the surface was going to help those who did ride to get through more easily and safely. The improvements made on the roadway would hopefully impact the usability. He said trying to build into that area would be very difficult and expensive, the benefit would be great but the cost would be significant and was not sure the City had the dollars to sink into a major project in a small area of the community.

Mayor Amyx said he had been involved in the reconstruction of various road ways throughout the community such as Kasold and the South Lawrence Traffic way. He said a retaining wall was needed, similar to Kasold Drive, to hold the earth back against the current and future Iowa Street, but was not possible at this time.

He said he liked the idea of continuing to look for grants, for this project, in the future.

He said he appreciated Mitchell's comments, but took some offense, because he believed this project could proceed. He said a proposal was made to Mitchell and his neighbors regarding traffic calming in the future as it was warranted. As far as having a backbone in facing the University, he said the City has had a good partnership with the University for quite a few years. There would always be problems because the University was a big driver in bringing people on the hill. He said the City was never going to slow down or stop traffic to the University of Kansas.

Moved by Chestnut, seconded by Dever, to approve the scope of improvements, authorize staff to negotiate a Design Services Agreement, and authorize the Mayor to sign the City-State Agreement. Motion carried unanimously. (16)

Consider approving a recommendation from the Traffic Safety Commission to establish an all-way stop at the intersection of 11th Street and Indiana Street.

David Woosley, Traffic Engineer, presented the staff report as outlined below:

Background

On November 1, 2010, the Traffic Safety Commission heard a request to establish an ALL-WAY STOP at the intersection of 11th Street & Indiana Street. The request had been received at the September 7, 2010 City Commission meeting and was forwarded to the Traffic Safety Commission for a recommendation. Prior to beginning construction of The Oread Hotel, the intersection had been a 2-WAY STOP with 11th Street stopping for Indiana Street. During construction of the hotel, a temporary ALL-WAY STOP was established to facilitate detours in the area. After completion of the hotel, traffic counts indicated that the intersection should be a 2-WAY STOP with Indiana Street stopping for 11th Street. New traffic data obtained September 16-17, 2010 found the intersection now meets the minimum required volume of traffic for consideration of an ALL-WAY STOP.

Traffic Safety Commission Action

At the Traffic Safety Commission meeting, two area residents spoke in favor of the ALL-WAY STOP; no one from the public spoke in opposition. A motion to recommend establishing the ALL-WAY STOP was approved 6-2.

Action Request

It is recommended that the City Commission concur with the recommendation of the Traffic Safety Commission, if appropriate.

Mayor Amyx called for public comment.

Susan Davis, Lawrence, said 11th and Indiana has become busy because of the hotel traffic. She said the four way stop at 11th and Indiana should become permanent.

Moved by Chestnut, seconded by Dever, to approve recommendation from the Traffic Safety Commission to establish an all-way stop at the intersection of 11th Street and Indiana Street. Motion carried unanimously. (17)

Consider approving a recommendation from the Traffic Safety Commission to establish Rhode Island Street between 7th Street and 8th Street to a two-way street and to retain the partial diverter at 7th Street

David Woosley, Traffic Engineer, presented the staff report as outlined below:

Background

On November 1, 2010, the Traffic Safety Commission heard a request to establish Rhode Island Street as a TWO-WAY STREET between 7th Street & 8th Street. The request was made by the Bicycle Advisory Committee in order to facilitate southbound bicycle traffic which cannot currently use the street. The request included retaining the diverter at the intersection with 7th Street so that only bicycles would be able to enter from that direction. The street would operate similar to Schwarz Road between 6th Street & Lawrence Avenue which is a TWO-WAY STREET but with access only from Lawrence Avenue for motor vehicles.

Traffic Safety Commission Action

At the Traffic Safety Commission meeting, one area resident spoke in opposition to the request, indicating that they already have vehicles operating on the street violating several city codes. A motion to recommend establishing the TWO-WAY STREET was approved 7-1.

Action Request

It is recommended that the City Commission concur with the recommendation of the Traffic Safety Commission, if appropriate.

Mayor Amyx said this item was a result of traffic coming from the Riverfront Mall and asked if this item from the Traffic Safety Commission was taken to the East Lawrence Improvement Association for comment.

Woosley said no, but the TSC sent out notices to all the neighborhood associations for all items on the Traffic Safety Commission's agenda each month.

Mayor Amyx called for public comment.

Eric Struckoff, Chair of the Bicycle Advisory Committee, said his main concern was increasing traffic on that block. He said the idea of diverters in that area seemed like a reasonable alternative.

KT Walsh, East Lawrence Neighborhood Association, said the neighborhood had received letters stating their street was going to change to a two-way street and did not mention bicycles which was alarming. She said next time a letter was sent, the TSC should be more specific. The neighborhood supported a more attractive diverter at the end of the block.

David Corliss, City Manager, said this item was discussed at the agenda review and staff would look at a municipal budget appropriate flower bed or some type of diverter that looked better. He said some type of diverter could be planned that accomplished the goal of no southbound traffic, allowing for bicycles to go southbound while allowing north bound traffic to exit Rhode Island. He said he thought it would be a good 2011 project between Public Works and Parks and Recreation.

Woosley said it would be identical to the Schwartz Road, which was a two-way street that could only be entered from one direction. This would be a two-way street, but could only be entered from 8th Street and not from 7th Street. He said he did not anticipate much traffic that

needed to turn around and go back out to the south. He said it was not a one-way street, but a two-way street for all vehicles that could maneuver legally.

Mayor Amyx said so the only difference was that a vehicle could not come from 7th Street south.

Woosley said correct, past the diverter, unless it was a bicyclist which was the same type of scenario on Schwartz Road where bicycles could enter off of 6th street through the narrow opening.

Moved by Cromwell, seconded by Chestnut, to approve recommendation from the Traffic Safety Commission to establish Rhode Island Street, between 7th and 8th Streets, to a two-way street and to retain the partial diverter at 7th Street. Motion carried unanimously. (18)

Consider a Preliminary Development Plan, PDP-9-3-10, for Crossgate Drive Casitas, approximately 4.6 acres, located at 2451 Crossgate Drive. Submitted by BG Consultants, Inc., for Corporate Holdings II, L.L.C., property owner of record.

Sandra Day, Planner, presented the staff findings as outlined below:

Staff Finding – The plan proposes development consistent with the published zoning ordinance restricting the development to not more than 10 dwelling units per acre. The plan meets the four criteria noted in Section 20-1005 for tentative approval.

The sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the Planned Unit Development in the case of a plan that proposes development over a period of years.

Staff Finding – This project is a single phase development.

Stormwater detention calculations and storage of excess stormwater drainage as per City Policy.

Staff Finding – Stormwater drainage documentation was submitted to staff for review and has been approved.

DISCUSSION:

Key features of this proposed development plan include substantial open space that is incorporated into the development as open space. Units are oriented internally and are buffered from Crossgate Drive by a low berm and landscaping. The low profile of the units provides a transition from the apartments to the west to the neighborhood to the east.

CONCLUSION:

The proposed Preliminary Development Plan complies with the approved density plan for the property per the 1999 zoning restriction. The Development Plan conforms to the design

standards of the applicable development code. Staff recommends approval of the proposed Preliminary Development Plan.

Mayor Amyx said the staff report indicated that the preliminary development plan was for 6.6 acres, but asked if it was 4.6 acres.

Day said the PDP was for 4.6 acres.

Mayor Amyx said if this item would be consistent with the setbacks to the RO properties to the north.

Day said the setbacks would be greater; the setback was 10 feet on the north side and in the RSO district only required a 5 foot setback.

David Hamby, representing the applicant, said they met with the Planning staff on March 8, 2010 before submitting the project, in order to understand the project requirements. At that meeting, the process was laid out.

On March 15th a public meeting was held and had no attendees, however, the next day they received a positive phone call from the Windom Place manager. Since then, the property was purchased by a local developer with the intent to develop the project under the current zoning requirements.

As mentioned, this PDP was processed under the 1966 code process, but met current 2006 code requirements with both parking and setbacks. All planning requirements were met and Planning Staff and Planning Commission had recommended approval. If the project was delayed it would cause the developer to miss an entire construction season.

Mayor Amyx called for public comment.

After receiving no public comment, Mayor Amyx said the Inverness Park development was already in the pipeline and the City Commission gave approval to proceed.

Commissioner Johnson said it made sense to move forward with this PDP.

Vice Mayor Cromwell said it made sense to move forward. He said there was substantial neighborhood opposition and angst about the density of the general area. The one

concern about moving the setbacks north and south out allowed for a greater density than what might otherwise be possible, but the density could be achieved with a reconfiguration of the buildings and was not sure if it was tremendously relevant of an argument. He said he was sensitive to the concerns of the neighbors, but this was a case where it appeared that requirements were largely being met by today's standards, which was a fair way to judge it.

Mayor Amyx said regarding the parking requirement, there was a 14 space differential between what was required and what was being shown. He said if those 14 spaces were needed to accommodate this development, he asked where people would park their vehicles.

Day said there would probably be double parking in an area which reduced the access aisle width within the project. They could also potentially park outside the project into the neighborhood.

Vice Mayor Cromwell asked how many parking places were shown on the plan.

Day said 57.

Vice Mayor Cromwell said there were 57 parking spots shown and 47 units, and asked how many bedrooms.

Day said those rooms were all one bedroom units. The off street parking requirement was one space per bedroom plus one space for each 10 units.

Vice Mayor Cromwell said all 57 were being shown on the plan, which was required by today's standards.

Commissioner Chestnut said this was probably a tract that was developed in a way that was not conceived initially. The project was single story and at a density of 10 per acre it was not dissimilar to the single family residences across the street which was probably RS7 zoning.

Day said that across the street was a planned unit development and had a mix of density depending on where a person was in the development.

Commissioner Chestnut said that it seemed to blend in as unobtrusively as any increase in development could. The only alternative that was non obstructive was to keep it undeveloped

which was not a reasonable option for property owners. He said it was a good project and he would not want another multi-story building like the one directly south, which a big 3 story building, so this was a good alternative.

Mayor Amyx said the density was probably going to be less than what it was to the east because those rooms were one bedroom units, but the issue was guest parking. The development requirements were met and changes were made by the Planning Commission.

Commissioner Dever said the density of the use needed to be considered in the buildable area on the property. There was really only one way to get the maximum density out of that property which was to go up, which was not necessarily what they were looking for immediately adjacent to the residential area. He said there was a lot of unbuildable property on that tract of land. He said this PDP would be the least obtrusive impact based on scale and layout and hopefully the quality of the landscape and structure. He said this was a similar development to the intersection to the northwest. He said it looked like a scaled version of what was originally considered in that area.

He said he had no problem moving forward with this development for the reasons stated before. The area plan did not exist and there was an opportunity to get some fairly low impact development at that location and could not think of anything else that would belong on that piece of property that would not be larger. He said this PDP was a good compromise.

Mayor Amyx said this area was not going to be single family. If development were going to occur on the site this was the best compromise. He said he it was the least dense for this property.

Moved by Johnson, seconded by Chestnut, to approve the Preliminary Development Plan (PDP-9-3-10) for Crossgate Drive Casitas. Motion carried unanimously.

Reconsider a Text Amendment, TA-06-12-08, to Section 20-810 of the Subdivision Regulations [County Code Section 11-110] to clarify the natural resources and environmentally sensitive areas that are to be protected or preserved, Section 20-812 [County Code Section 11-112] to revise the required contents of a plat to include environmentally sensitive lands provisions, and Section 20-815 [County Code Section 11-

115] to provide definitions of terms related to environmentally sensitive lands. Initiated by County Commission on 6/23/08. Adopt on first reading, Ordinance No. 8317, for Text Amendment (TA-06-12-08) to Section 20-810 of the Subdivision Regulations to clarify the natural resources and environmentally sensitive areas that are to be protected or preserved, Section 20-812 to revise the required contents of a plat to include environmentally sensitive lands provisions, and Section 20-815 to provide definitions of terms related to environmentally sensitive lands.

Mary Miller, Planner, presented the staff report as outlined below:

The City Commission approved text amendment [ta-12-27-07] to revise the protection standards for environmentally sensitive areas within the City on July 20, 2010. These revisions are now in effect.

TA-06-12-08 proposes revisions to the environmental protection standards in the Subdivision Regulations to maintain consistency with the changes recently made to the Development Code for property within the City limits and to provide additional guidance for land divisions in the unincorporated portions of the county.

These 2 text amendments were in the process for some time so I would like to very briefly encapsulate the history:

TA-12-27-07 (revision to protection standards in the Development Code) was initiated by the Planning Commission to resolve deficiencies which had been identified through the implementation of the Development Code. Public hearings were held and draft language revised until the Planning Commission voted to forward the amendment to the City Commission with a recommendation for approval in September of 2008.

The City Commission considered the amendment and returned it to the Planning Commission with recommendations for revisions, including a reduction in the scope of the amendment.

The amendment was returned to the Planning commission for discussion on possible changes, and draft language was considered with public hearings. With the reduction in scope it was determined that incentives should be offered to encourage greater protection than is required by Code.

This revised amendment with density bonus incentives was approved by the City Commission on July 20, 2010 and was approved with the adoption of Ordinance No 8304

This current text amendment [ta-6-12-08] was initiated by the County Commission to address deficiencies which had been noted with implementation on county items, such as plats and certificates of survey.

Among issues identified were: More precise definitions of environmentally sensitive lands were needed along with objective criteria to identify them. Staff began work on this amendment, and the County Commission approved it on Sept 29, 2008, but the amendment was put on hold until TA-12-27-07 was finalized to insure consistency between the Sub Regs and Development Code.

The changes made to the Development Code apply only to residentially zoned properties. The changes include a revision of the protected features:

Prominent geographic features and individually significant mature trees.

Other changes included a density bonus incentive for protection above that required by Code or for protection of steep slopes and native prairie.

The Maximum protection that could be required was set at 20% of a site and the Sensitive Areas Site Plan process and requirements were outlined.

The proposed changes to the Subdivision Regulations reflect these changes which were made in TA-12-27-07 for land within the City limits.

CHANGES PROPOSED WITH THIS TEXT AMENDMENT ARE TO Combine Sections 20-810(j) and l as the same features will be protected in the unincorporated portions of the County and in the city limits. Objective criteria has been identified for the determination of environmentally sensitive lands. For instance "stream corridors as shown on the GIS baseline map". THE map has been developed and I will show an example of how it can be used to determine if environmentally sensitive areas are present on a property shortly.

Currently the sub regs do not limit the amount of area which is required to be protected. The newly revised Development Code limits the area which can be required to be protected for properties within the City to 20% of the total site. This limitation has been applied to plats outside the city limits as well. A maximum limitation of 40% has been set for residential certificates of survey.

Protection measures were clarified to include the option of showing a protected area on a plat as a tract or easement for platted properties outside the city limit along with the existing option of recording a temporary set aside agreement.

SECTION 20-812 was revised to clarify what would be required on plats – in compliance with the recently revised development code and provisions revised with this amendment in Section 20-810.

Section 20-815 was revised to include precise definitions of 'environmentally sensitive areas'. Many of these items were only defined in the Development Code so this change will provide uniform definitions for both lands within and outside of the city limits.

The City GIS Coordinator and GIS Planner worked to prepare a GIS Environmentally sensitive areas baseline map which will assist in the determination of environmentally sensitive areas.

She said staff recommended approval of the text amendment.

Mayor Amyx called for public comment.

Hank Booth, Lawrence Chamber of Commerce, said that he was told that to land owners in Douglas County, these regulations could cost \$5,000 - \$10,000 for the legal costs to prepare the documents even to transfer the property within the family. He said he was not sure that many people in rural Douglas County knew about the implications of these changes.

Miller said those requirements were already in the subdivision regulations. If a person lived in the County and wanted to divide their property through a certificate of survey or through a plat, that person was required to protect environmentally sensitive areas. Currently, there was no maximum limit on the amount of environmentally sensitive areas that needed to be protected which created confusion and difficulty in processing the certificates of survey and plats. She said this would be an improvement and did not affect a person if passing their land down, but only if going through the certificate of survey or platting process.

The other change, allowing you to show it as a tract or an easement was a great benefit. With the plats the temporary set aside agreements were legal documents and the agreements staff worked on had gone back and forth between the County Counselor and the property owners' lawyers several times and assumed it amounted to quite a bit of money, where putting it on the plat as a tract or easement would be much simpler and a legal document would not be created for each individual land division. She said this did not affect any other properties in the County, unless the property was divided through a certificate of survey or a platting through the subdivision regulations.

Mayor Amyx said if a person in an agricultural business in rural Douglas County wanted to split their property to their children who would stay on the family farm, then those agreements would come into play and there would be a cost associated with those agreements.

Miller said if a person was dividing their farm for their child to farm, nothing would come into play, but if they were dividing part of their farm off for their child to build a house, a certificate of survey was needed. The revisions would set a maximum on the amount of protected area and made it easier for people to determine what areas needed to be protected, which was an issue that came up now when working on certificates of survey.

Commissioner Dever said this was already required, but this would make it easier.

Miller said yes. She said this was clarification and set limits, making it easier to identify.

Mayor Amyx said the City and County Commissions set up the sensitive areas through subdivision regulations and development codes. He asked if splitting off property to a family member living on the farm was part of the discussion when the initiation came from the Board of County Commissions.

Miller said no, it was already in the subdivision regulations. A certificate of survey was needed if dividing a family farm into two, unless the property was over 40 acres or agriculturally exempted. She said the County Commission wanted to make it easier for the City to determine what features needed to be preserved because it was creating a lot of concern among property owners when reading what was in the list of features. The individually significant trees and prominent geographic features caused a lot of concern and were difficult to identify and those features were removed, otherwise all the features were the same as they were before.

Mayor Amyx asked if Booth was planning on presenting his comments to the County Commission.

Booth said he would not be available, but would see if someone from the Chamber wanted to continue to ask questions. He said he thought that Miller had answered the questions in part by her initial presentation. He said he was not sure the property owners that were farming in that area understood all of the information.

Mayor Amyx said this item was a definition cleanup as far as the subdivision regulations. He said the City Commission could proceed, but hold the second reading until the County Commission took this matter into consideration.

Booth said he was late in the process of this particular issue.

Scott McCullough, Director of Planning and Development Services, said Booth highlighted a challenge that existed in a lot of the City's policy documents when revised. Most of the time, the staff could do was to work with the consultants that tended to represent the interest of their clients. In this case, it was the rural community and working with the consultants, including surveyors, architects and attorneys in terms of identifying the process challenges. He

said Miller presented in her presentation that this amendment was put on hold while going to the City's development code, figuring out some of the charges. One charge was process and there was only one option given to develop environmentally sensitive lands, which was the planned development overlay. Staff opened that up to more conventional types of subdividing and site planning in order to make it more flexible for the development community. Staff thought this amendment was along those same lines, where there was a cumbersome and costly process for locking in the environmentally sensitive lands, but staff wanted to open it up and make it less costly, less burdensome and quite a bit quicker to get the certificates of survey approved.

He said in Booth's discussions with his legal representation that reviewed the City's documents and thought there would be added costs, staff would love to learn about their legal representations interpretation to determine if there was something in the code that was being misread or misinterpreted to clarify and see if this text amendment needed to be held back and make revisions to the code.

Moved by Cromwell, seconded by Chestnut, to approve the Text Amendment (TA-06-12-08) and adopt on first reading, Ordinance No. 8317. Motion carried unanimously. **(20)**

Moved by Dever, seconded by Chestnut, to adopt 2011 meeting calendar. Motion carried unanimously. **(21)**

PUBLIC COMMENT: None

FUTURE AGENDA ITEMS:

12/14/10

CONSENT:

- Approve Comprehensive Plan Amendment, CPA-3-1-10, to Horizon 2020 for an update to Chapter 8 – Transportation. *Initiated by Planning Commission on 2/22/10.* Adopt on first reading, Ordinance No. 8590, for Comprehensive Plan Amendment (CPA-3-1-10) to Horizon 2020 for an update to Chapter 8 – Transportation. (PC Item 3; approved 9-0 on 9/20/10)
- City Limit Boundary Ordinance

REGULAR:

- Consider Comprehensive Plan Amendment, CPA-6-5-09, to Horizon 2020 – Chapter 14 to include the Northeast Sector Plan. Adopt on first reading, Ordinance No. 8591, for Comprehensive Plan Amendment (CPA-6-5-09) to Horizon 2020 – Chapter 14 to include the Northeast Sector Plan. (PC Item 4; approved 5-4 on 9/20/10)

ACTION: Approve Amendment (CPA-6-5-09) and adopt on first reading, Ordinance No. 8591, if appropriate.

- Consider approving Comprehensive Plan Amendment, CPA-2008-7, amending Horizon 2020 to include Chapter 16 – Environment. Adopt on first reading, Ordinance No. 8592, for Comprehensive Plan Amendment (CPA-2008-7) amending Horizon 2020 to include Chapter 16 – Environment. (PC Item 4; approved 8-1-1 on 8/23/10) Staff Report Draft Chapter 16 Correspondence PC Minutes

ACTION: Approve Comprehensive Plan Amendment (CPA-2008-7) and adopt on first reading, Ordinance No. 8592, if appropriate.

12/28/10 · City Commission meeting will start at 9:00 a.m. and consist of bill paying items and consent agenda items only.

TBD · Receive staff memo regarding possible annexation of Westar Energy Center and adjacent properties. Additionally, staff is working on a memorandum discussing possible annexation of the Miller/Wells acres area.

· Receive Lawrence Human Relations Commission gender identity report. Report

· Consider changes to sidewalk dining requirements.

· Consider approving the Farmland Demolition Plan.

· Consider the recommended 2011 Pavement Maintenance Plan.

· 2011 Legislative Priority Statement.

· Menu of options for sanitation and recycling services.

· Charter ordinance regarding arrest powers.

· Consider issuing an RFP for a strategic retail study, and direct staff to develop a report on stand-alone databases, if appropriate.

· Receive a staff report on the currently IBP zoned property and consider Text Amendment (TA-4-4-10) to the City of Lawrence Land Development Code, Chapter 20, Section 20-403, and potentially other sections of the Code, to permit the Hotel, Motel, Extended Stay use in the IBP District.

2011

01/11/11 · Consider recommendation from the Traffic Safety Commission to establish no parking along the north side of Brett Drive, between Berwick Way and Haversham Drive/Stowe Drive, approved 6-1. *This item was continued from the 11/09/10 City Commission Meeting for 60 days.*

TBD · Receive update on the status of City Code compliance efforts at 1313 Haskell Avenue (deferred from 10/26/10 City Commission meeting).

· Consider new overtime policy no later than February 15.

Moved by Dever, seconded by Cromwell to adjourn at 8:54 p.m. Motion carried unanimously.

APPROVED:

Mike Amyx, Mayor

ATTEST:

Jonathan M. Douglass, City Clerk

CITY COMMISSION MEETING OF DECEMBER 7, 2010

1. Bid – Kaw Water Treatment Plant Sludge Collector to CAS Construction for \$97,150
2. Bid – Electrical Preventive Maintenance to Superior Electric for \$20,856.
3. Bid – Sanitary Sewer Main Replacement, 1100 Blk Delaware; 1500 Blk New Hamp; & 700 blk of Michigan to Nowak construction for \$598,477.70.
4. Bid – Household Hazardous Waste collection, disposal & technical services to Clean Harbors Environmental for \$47,890.
5. Ordinance 8597 – 1st Read, codification of City Code.
6. Ordinance 8596 - 2nd Read, loading zone, S side of 22nd adjacent to Schwegler School, 8am to 9am & 3 pm to 4 pm school days.
7. Ordinance 8587 – 2nd Read, Int'l Property Maintenance Code, 2009 Edition.
8. Resolution 6914 – Reconstruction of Kasold S of Clinton Pkwy to King's Construction for \$4,236,647.24.
9. Preliminary Plat – (PP-9-7-10) Campbell Add, 1.003 acres, 204 Landon Ct.
10. Preliminary Plat – (PP-9-8-10) for Helm Sub, .253 acres, 700 & 761 Elm.
11. Lease Extension – farm ground at Wastewater Treatment Plant.
12. Red Ribbons on light post – Mass Street for American Heart Assoc “Go Red”.
13. City Manager's Report.
14. Ordinance 8599 – declare emergency 1st & 2nd Read – IRB for Bowersock for \$23,720,000
15. Ordinance 8600 – declare emergency 1st & 2nd Read – IRB for Lawrence Memorial Hospital.
16. City-State Agreement – Iowa, Irving Hill to Yale.
17. TSC – “all way stop” intersection of 11th & Indiana.
18. TSC – Rhode Island, between 7th & 8th, 2 way street & retain partial diverter at 7th.
19. PDP-9-3-10 – Crossgate Dr Casitas.
20. Ordinance 8317 – 1st Read, text amendment natural resources & sensitive areas.
21. 2011 CC Meeting Calendar