



City of Lawrence

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CITY COMMISSION

MAYOR
JEREMY FARMER

COMMISSIONERS
LESLIE SODEN
STUART BOLEY
MATTHEW J. HERBERT
MIKE AMYX

May 12, 2015

The Board of Commissioners of the City of Lawrence met in regular session at 5:45 p.m., in the City Commission Chambers in City Hall with Mayor Farmer presiding and members Amyx, Boley, Herbert, and Soden present.

A. RECOGNITION/PROCLAMATION/PRESENTATION:

1. Proclaimed the month of May, 2015 as Huntington's Disease Awareness Month.
2. Proclaimed the month of May, 2015 as Mental Health Month.
3. Proclaimed the month of May, 2015 as Bike Month and the week of May 11 – 15, 2015 as Bike to Work Week.

B. CONSENT AGENDA

It was moved by Boley, seconded by Amyx to approve the consent agenda as below.

Motion carried unanimously.

1. Received minutes from various boards and commissions:

Community Development Advisory Committee meeting of 4/9/15
Homeless Issues Advisory Committee meeting of 12/9/14
2. **REMOVED FOR SEPARATE DISCUSSION:** Approve claims to 204 vendors in the amount of \$2,192,209.51.
3. Approved licenses as recommended by the City Clerk's Office.

Retail Liquor	Expiration
Mom & Pop's Liquor	May 5, 2015
Michael R. Myers	
1906 Massachusetts St.	

4. Approved appointments as recommended by the Mayor.

Citizen Advisory Board:

Appoint Jolene Andersen to a position that expires 03/01/18.

Public Transit Advisory Committee:

Appoint Samantha Snyder to a position that expires 12/31/17.



5. Bid and purchase items:
 - a) Awarded the bid for the construction contract for Bid No. B1516, Project No. UT1413, Homestead Drive Waterline Replacement, to Schuetz Construction, LLC in the amount of \$370,140 and authorized the City Manager to execute the construction contract.
 - b) Awarded the bid for the construction contract for Bid No. B1523, Project No. UT1426, Cedarwood Avenue Waterline Replacement, 25th Street to 26th Street, to Banks Construction, LLC in the amount of \$220,160 and authorized the City Manager to execute the construction contract.
 - c) Authorized the City Manager to execute Change Order No. 2 to the existing construction contract with Westland Construction, Inc. for Project UT1312, Bob Billings Parkway Waterline Replacement increasing the contract amount by \$18,699.
 - d) Authorized the City Manager to execute change order with BA Green for additional acoustical and related work at the Lawrence Public Library renovation project in the amount of \$66,756. Funding from remaining library project bond funds and City capital improvement reserve fund.
6. Adopted on second and final reading, Ordinance No. 9111, authorizing up to \$1,600,000 in industrial revenue bond (IRB) financing for Phase I of the Dwayne Peaslee Technical Training Center project located at 2920 Haskell Avenue, for the purpose of accessing a sales tax exemption on construction materials.
7. Approved a Special Event Permit, SE-15-00179, for a promotional car show at Sound Innovations on August 28, 2015, (additional administratively approved event dates include April 24, May 29, June 26, July 31, 2015), located at 1501 W. 6th Street. Submitted by Sound Innovations, for Ventana Investments LC, property owner of record.
8. Approved a Special Event Permit, SE-15-00188 for an outdoor patio music fundraiser at Bullwinkles on May 15, 2015, located at 1344 Tennessee Street. Submitted by Sorrentino Investments LLC, property owner of record.
9. Approved rezoning, Z-15-00063, approximately .2689 acres from CS (Commercial Strip) District to RS5 (Single-Dwelling Residential) District, located at 832 Ohio Street. Submitted by Old West Lawrence Properties LLC, property owner of record. Adopted on first reading, Ordinance No. 9108, to rezone (Z-15-00063) approximately .2689 acres from CS (Commercial Strip) District to RS5 (Single-Dwelling Residential) District, located at 832 Ohio Street. (PC Item 1; approved 9-0 on 4/20/15)
10. **REMOVED FOR SEPARATE DISCUSSION** Approved a Special Use Permit, SUP-15-00065, for Lake View Villas @ Alvamar, a residential development including 11 existing fourplex buildings, 8 proposed duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Drive. Submitted by CFS Engineers, for CornerBank, property owner of record. Adopted on first reading, Ordinance No. 9109, for a Special Use Permit (SUP-15-00065), for Lake View Villas @ Alvamar, a residential development including 11 existing fourplex buildings, 8 proposed

duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Drive. (PC Item 2; approved 9-0 on 4/20/15).

11. Authorized staff to submit an application for KLINK funding (state fiscal year 2017) for 23rd Street (K-10 Hwy), Ridge Court to due West of Ousdahl Road, and Iowa Street (US-59 Hwy) from South of 23rd Street to North of 31st Street.
12. Authorized staff to advertise a Request for Proposals, RFP R1501, for Structural Condition Assessment and Design Phase Engineering Services for the Kaw Water Treatment Plant.
13. Authorized renewal of Public Officials and Employment Practices Liability policy.
14. Authorized renewal of Professional Liability Law Enforcement policy.
15. Authorized staff to develop an agreement with the HERE Kansas Development to provide for the reconstruction of Mississippi Street and approve a revised right-of-way permit allowing the periodic closure of the northbound lane of Mississippi Street, maintaining the southbound lane open to traffic and providing flaggers to allow both north and south traffic to use the southbound lane during overnight hours from 10:00 p.m. to 6:00 a.m. The approval of this will be effective from May18, 2015 through August 17, 2015.
16. Authorized the Mayor to join Mayors for the Freedom to Marry.

Vice Mayor Soden removed consent agenda no. 2 regarding claims for separate discussion. She stated the City's Westar Energy bill was large and asked if the City had any facilities that utilized solar panels for solar energy.

Chuck Soules, Public Works Director, stated not that he was aware of.

Vice Mayor Soden asked if there was anything in the works.

Soules stated solar panels were looked at when constructing Venture Park. The City/County received a grant from the EPA and looked at wind, solar, geothermal, but it was not financially feasible. They were looking at solar with the 23rd Street Lighting project, but the bids were too high.

Vice Mayor Soden asked if buying in bulk would help with the pricing.

Soules stated with the 23rd Street Lighting Project, the light was not as powerful as what they wanted for street lighting and the cost was significant.

Vice Mayor Soden asked if staff looked at roof top panels.

Soules stated no.

Vice Mayor Soden stated that was something she wanted to work on.

Stoddard mentioned that the Santa Fe Station project had some innovative features.

Moved by Soden, Seconded by Amyx, to approve claims to 204 vendors in the amount of \$2,192,209.51. Motion carried unanimously.

Cille King, League of Women Voters, removed consent agenda item no. 10 for separate discussion.

King stated we submitted a letter to the commission and to the planning commission when this item came up. We are concerned about the planning issue and standards. We find that this development, when it is not a planned development, that all the interior streets, it's all considered a private driveway at this point. If it were a planned development it could be labeled and built as a private street which would mean that if the property owners within the area cannot maintain that street that there are some recourses to go to the city to ask for help which currently aren't available to that community. We ask that the item be denied, and sent back to the planning commission, and the planning commission ask for a planned development zoning, or overlay, over this district so that the citizens who are buying, what are called townhouses, within this property have some recourse at a later date.

Lance Johnson, The Johnson Group, representing the applicant, stated if we were starting from scratch, Ms. King may be making some valid points. But, we're dealing with a development that, originally, is planned for 104 units, all condos, in a fourplex structure. We're proposing, not deviating from a condo type development, we're just changing instead of fourplexes we're going to single structure and a duplex structure still under a condo format. There is an HOA in place, covenants and restrictions in place and there are 44 home owners out there that are paying dues. If we're to go out there and change the structure that opens a whole can of worms and it probably is very challenging with the existing HOA. I don't know if it's even doable. The reality is, if I'm not standing here right now we can go pull a building permit

and go build fourplexes under the condo structure, we're just coming forward with a plan that we think speaks to the market, that there's a desire, demand, for that single unit structure as well as the duplex. That's what this development does. It decreases it by about 20 units. It takes it down to 84. I just wanted to make you aware what's in place and the summary of what we're proposing.

Commissioner Boley asked, can you explain the driveway/street issue from your point of view.

Johnson stated it is a private street. Under a private or a condo situation you've got to have access to a public street which it does get access to Lake View. So, it is private on the interior. At a future date, if this development wanted to improve that they could come back and petition the City to do a benefit district or something.

Commissioner Amyx asked McCullough if, under the approved site plan, the applicant could pull permits today.

Scott McCullough, Planning and Development Services Director, stated correct. We have zoning entitlements out there for the full development under a certain structure type, the fourplex structure type. In fact there are several of them built and occupied. This exercise just changes the type of structures. What will be maintained are the road systems and most of the parking. The option is to either work through that existing plan on file that may or may not speak to the market today or change the structure types and try to address the market.

Commissioner Amyx stated we have a situation under the revised site plan that's been brought forward, going from 104 to 84 units. It has got to have some effect on the return of whatever that investment is. Under the 2006 site plan, is that also a private road?

Sandra Day, Planner, stated it was approved as an access way or interior drive similar to other types of multi-family residential development.

Commissioner Amyx asked, so it has not changed under either site plan.

Day stated correct. There are no changes to that access drive, curb lines or any of the structure.

Commissioner Amyx stated so the opportunity here is to shrink the number of units, have a saleable unit that was more market friendly, and the density decreases; seems reasonable to me. Let's say the HOA dissolves or something happens there, we do have other developments around town where a street has gone bad on a private street, how do we deal with that?

McCullough stated there are different options to develop a parcel like this; public streets platted with right-of-way, then the city maintains it after the development group builds it; what's typical in apartment complexes, they're all just private drive ways, drive aisles, reaching parking lots, and those are maintained by the owner and we have enforcement mechanisms to require them to repair pot holes, striping, signs; some have true private streets where it looks and feels like a street but the set-backs are closer for the development and it's privately maintained, and in those instances where the HOA, or the owners as a group, don't have the funds, don't save back the funds to maintain those, we get involved and Chuck's department handles those requests.

Soules stated it is similar to benefit district we just did for Mesa Way, it's a private street. They do have some organizations there, one organization has gone ahead and accumulated some funds but whether they have the skills or the knowledge or the experience on how to manage a road project, they come to us for help and we try to help. There are several of them that we've done. We've done Williamsburg Court and Crestview. We've done several. All of the costs are on them and they understand that.

Commissioner Amyx asked is it safe to say that the City has enforcement we can take.

McCullough stated correct.

Commissioner Amyx stated what I'm looking at is the private street. That maybe we don't have everything we need to force the issue for repair.

Soules stated we don't other than people call and they complain about it. Typically when the neighbors are involved in a situation like that they want their streets to be maintained. A lot of them do their own snow plowing. We get calls asking us to plow their snow because the streets aren't built to city standards we hesitate because our equipment can tear that up. If we can help we try to help. We do provide services, we have water meter people going out there, we have trash being picked up, so they have to meet some minimum standard otherwise our own equipment will rough them up.

Commissioner Amyx stated the safe guards are there to take care of problems that may exist on that interior roadway and through our performance agreement we have the standards in place to force those improvements to be made. I like the idea of the density change also.

Commissioner Herbert asked staff to validate a statement from the League of Women Voters in a letter dated April 19th which stated that when a similar situation happened to Williamsburg Place in Normandy Court in 2007 the City Commission initially refused to allow a benefit district to repair. The Commission ultimately waived the original denial and allowed a benefit district but reluctantly with the vow not to allow this again. Have we done anything post 2007?

Soules stated we just did Mesa Way a couple of weeks ago.

Commissioner Herbert stated so that's not an accurate statement.

Soules stated no. I don't remember us denying it. Obviously when they start with these benefit districts in private developments, Mesa Way, I said we need 100% and everybody signed on. I think on Williamsburg everybody knew they needed things done but I don't know that everybody wanted to pay for it. I don't remember if we had 100% but we had enough to make the benefit district, we haven't had any issues collecting, so they are all paying for that. We've done some since, I just can't recall them off the top of my head.

Commissioner Herbert asked, you would say that is not an accurate statement.

Soules stated I don't remember if the Commission did or didn't approve it at first but I know we have continued to do that. I don't ever remember us turning somebody down that wanted to pay for something and just used us as a mechanism to get that done. We're always trying to help.

Commissioner Amyx stated I can find out but I can't remember. I won't say that we didn't say no in the beginning but then a petition may have come forward and we reconsidered or something.

Moved by Amyx, seconded by Herbert, to approve a Special Use Permit, SUP-15-00065, for Lake View Villas @ Alvarado, a residential development including 11 existing fourplex buildings, 8 proposed duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Drive. Submitted by CFS Engineers, for CornerBank, property owner of record; and, adopted on first reading, Ordinance No. 9109, for a Special Use Permit (SUP-15-00065), for Lake View Villas @ Alvarado, a residential development including 11 existing fourplex buildings, 8 proposed duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Drive. (PC Item 2; approved 9-0 on 4/20/15). Aye: Amyx, Boley, Farmer and Herbert. Nay: Soden. Motion carried.

C. CITY MANAGER'S REPORT:

Diane Stoddard, Interim City Manager, presented the report regarding the January 2015 Rental Licensing and Inspection Program Report; and, an update of the signalization of the intersection of 6th Street and Champion Lane by establishing a benefit district.

Commissioner Amyx asked did any of the TDD (Transportation Development District) money from that development go into this improvement.

Stoddard stated it was mainly for internal improvements but I will check on that.

D. PUBLIC COMMENT:

Michael Almon, Sustainability Action Network, stated our mission has to do with ecological and energy sustainability. This is an issue that is under the radar of most people

unless you are an environmentalist or involved in native plants, things of that sort. It is on the radar of some in Parks and Recreation but so far they have not had the wherewithal to deal with the issue. Amur Honeysuckle, from Asia, is an invasive shrub in the eastern and central USA and it's rampant in the City of Lawrence. (Almon presented a map showing states that have already banned that plant.) Why is it so invasive? It chokes other plants, it leafs out much earlier in spring than most plants do, gets a head start, blooms earlier, grows rapidly, produces a million berries on a mature shrub per year that stay on the bush all winter and are spread by the birds to propagate the plant everywhere. It has root toxins that inhibit nearby plants. It grows 15-20 feet tall. It forms thickets and groves which represses all other undergrowth. How big of a problem is it in Lawrence? I've been researching this and it is virtually in every neighborhood. The largest that I've seen are in the older, affluent neighborhoods. I'm assuming they were planted initially as an exotic ornamental. Many residential streets have it. It's in every city park that I've been to except the more formal like Watkins and South Park. Unfortunately, it is extensive in the 'nature park' which is supposed to be all natural and this is an unnatural invasive plant from across the world. Fortunately, at this point, I haven't seen it at Rock Chalk Park. I have seen it at the Lawrence Nature Park which is just a few years old. It is an easement from the Kansas Land Trust and the plants there are very few and they're not big and they're not setting berries yet. So, that park can be saved. At least one local nursery is still selling (Almon presented photos of the plant in the right-of-way and several City parks.) This is just the tip of the iceberg. Parks and Recreation could identify it; we've pointed it out several places. What we are recommending that Lawrence do is declare an ecological emergency and designate Amur Honeysuckle as a noxious weed for eradication as has been done in some states and many communities; charge Parks and Recreation to eradicate it by uprooting or cutting it and putting stump herbicide on a three year schedule; all the nature parks in year one using trained volunteers; year two all the formal parks, the flagship parks and the streets right-of-ways; year three, anything that remains monitor it and maintain and continue that until it can

be under manageable control. We would suggest hiring at least two program managers and five forestry laborers for the three years of the program; get the public involved; pass an ordinance requiring it to be removed from private property and fines if they don't; and coordinate with Douglas County and KU. I have not checked KU properties but I am sure it's extensive there and Douglas County likewise. If Lawrence does decide to do this, and these other institutions don't, and the private properties don't, it will be back in full force within 10 years. It must be coordinated if it's going to be done at all. (Almon presented the budget) What we're suggesting for an annual budget for three years, I would hope that Parks and Recreation, I'm sure they would be happy to check the numbers, this is our best knowledge of what labor and plants cost, the \$5,000 replacement and shrubs for example we're suggesting offer to private property owners to replace the plants that we're requiring them to take out, that's why that line item is there. Crew truck, computer, miscellaneous; miscellaneous would cover training for the volunteers, equipment, gloves, reflective vests, things of that sort. Year three the figure is lower, the number of plants to replace is less, I don't know if that's an adequate number of plants required, it doesn't seem like the City would need to replace any of the plants they would take out along street right-of-way for example. We were thinking that these plants would be as an incentive to the private property owners. That's what we are thinking would work to get this in control. If it's not handled on a continuous basis for at least three years it will come back again. We are proposing that it be taken on soon and very aggressively.

Melinda Henderson stated this is my first meeting since the new commission has been installed so congratulations. I've been paying attention to the meetings since you all became the new commission and I've heard some comments that got me thinking that I wanted to address tonight, flesh out. I know you are working on your goal setting sessions and budget hearings and I have some goals for you all too. I know three of you knocked on a lot of doors. My door was not knocked on. I do have some things that I would like you to consider as you're working toward setting your goals this year. Primarily I would like to see increased participation

on social media, especially Facebook. I know that we have Lawrence Listens and I want to say that's great. That looks like that is not an open forum. It looks like the City asks questions, people respond. I don't see it as a continuing conversation. I think it's a great start to get information from the public. Mayor Farmer started doing a lot with social media last year and set the bar pretty high which I like. I appreciate his blog, his weekly updates and always posting on his Facebook page asking for feedback. Commissioner Herbert has picked that up and honestly I think he might be giving the City of Lawrence Facebook page a run for its money as far as keeping everyone updated with what's going on and he always asks for input too. It's nice to have a conversation going and getting comments from other people because it gives you more ideas to consider. So, I know everybody isn't on the same page as far as skill set goes but one thing that Commissioner Amyx said when you all were talking about the Justice Matters meeting, you said I'm a commissioner first and foremost, 24/7 and I appreciate that. I like that you think of yourself that way. So, if you have any free time over the next year and you want to increase your participation I would encourage it and I know that Commissioner Boley has been doing some classes and stuff too which is great. It's the 21st century and I think we're doing a really good job moving forward with technology with the City, I want to see my Commission participate too. Whenever there are public meetings that ask for public input I would hope that all five commissioners would be able to attend the meeting. We come down participate, give our input, and it's important for us to hear your input too. I don't want any of you to think that you know what the city wants just because you got elected.

E. REGULAR AGENDA ITEMS:

1. Received report from Public Works regarding 27th Street traffic calming.

Mark Thiel, Assistant Director of Public Works, presented the staff report.

Commissioner Amyx stated last year the timing of the light at 27th and Iowa was changed to move more traffic through that intersection and asked if staff changed that timing back yet.

Woosley stated yes.

Commissioner Boley asked what kind of shape is 27th Street in as far as needing reconstruction. Because, what we've done in the past is wait until a street needed to be done and then incorporate improved traffic calming into that project.

Thiel stated I don't have the exact PCI number in front of me but it is in very good shape. I would estimate it has a PCI above 65 which for that street would be within the goals that we have listed. From timing to do this with a future maintenance project it would be some time off.

Commissioner Amyx stated two of the things you brought up I think are extremely important that elevated crossing there, that Hawk Light, because of the connections that we have past Menards and all the way to the SLT you don't realize the impact, the safety issues and how that that is going to be taken care of across such a street. The other part is finishing those gaps in that sidewalk from Louisiana to 27th is extremely important. We've got to figure out a way to make sure that is funded this year and before school starts. I don't care if the traffic drops by 6,000 cars a day, that's just a necessity through there.

Vice Mayor Soden stated the sidewalk gaps were important.

Commissioner Amyx stated, just stop and think of the importance of that connection because it being that kind of street and the amount of traffic it's moving. Even without that kind of traffic you don't want anybody darting out onto that street. It's a bad deal. What was the actual recommendation from Traffic Safety a couple years ago?

Edwin Rothrock stated when we approved traffic safety suggestions we didn't specify individual solutions because those need to be looked at in the engineering sense. It was clear from the number, and I'm a little concerned about us discussing this in terms of today's traffic, and why we need traffic calming now. When this came up in front of the TSC we took one look at the numbers and said it needs absolutely every measure because there was such a clear need for it.

Commissioner Boley stated that this went to the top of the list based on the 2012 numbers.

Thiel stated the normal process that traffic calming follows is once it's programmed and approved financially to be done, we meet back with the neighborhood and make sure that those issues still exist. I didn't mention that in my presentation, I should have. We would do the traffic counts again and we would hold additional meeting or meetings with the neighborhood to identify the locations. The other thing that we do with our traffic calming policy is we try to get at least 70% of the adjacent property owners to agree to have the speed cushion or the circle in front of their property. That takes a public consensus, public discussion, which we have not had yet.

Vice Mayor Soden stated that finishing Louisiana before 31st Street opens is definitely important. That would upset me quite a bit and I would just drive right back down 27th Street. So, I would definitely like to put that into 2015.

Commissioner Herbert stated, you said that 31st is projected to be done this summer. I know the process but are we on pace or is that just kind of talk?

Thiel stated it is on pace commissioner. KDOT won't publicly say the timeframe but we are expecting it to be middle of summer versus later in the summer. That's the section from Louisiana west to Iowa will open.

Vice Mayor Soden asked how much is a stop sign for installation, four way stop?

Thiel stated for a four way stop, less than \$200 to \$300.

Vice Mayor Soden asked to do all four corners of the intersection?

Thiel stated that's just for the materials. Obviously we would need to spend some man hours to do a study to make sure what we have out there.

Commissioner Boley stated the three way stop sign at 27th and Louisiana has helped people get out of Park hill Terrace. I think they would like to keep that one. I don't know if you've talked to any of those folks.

Thiel stated I would agree. Given the current traffic volumes if I lived out there I would want to make sure I had an opportunity for vehicles traveling on Louisiana to stop so I could

make a safe north or south turn. That may change with a reduction in traffic, it may not, but that's not a huge issue. The reason I mentioned it in my presentation is that it could have an adverse effect. In other words, vehicles would stop at 27th and then say I'm going to make a turn here, instead of keep on going by and ignoring 27th Street.

Vice Mayor Soden said I definitely like that stop sign there. The school right there re-did their left hand turn lanes into school and made it look worse in holding up traffic. They removed the outs to turn left. I assume that was a school decision and not a city decision.

Thiel said I believed it was and it does look messed up at the moment because it is temporary devices that are not allowing you to get into that turn lane. As part of our maintenance program, if we are allowed to do that then we would clean all that up, remove that turn lane and make it look like it was designed like its currently being used. You wouldn't know that there was ever a turn lane there.

Vice Mayor Soden stated I remember using Louisiana and it seemed like when they did that they made the traffic on Louisiana worse, backed up, because you couldn't pull over to turn left so you got stuck behind people turning into school. It's very strange.

Woosley stated that when the school district re-built those schools and the parking lots and changed their parking flow within, at that intersection all the traffic exits. That's a one way out of those parking lots. That is why we had to close off that south bound left turn lane because you can't turn into the schools at that location. The stuff that is out there is ugly but temporary until the roadway can be reconstructed.

Vice Mayor Soden stated I'm just worried about safety. It's something I feel we should talk to the school district about if they want to keep it like that, especially if we want to rebuild Louisiana. I'm not worried about it looking ugly so much; I have been stuck in traffic at that school before.

Thiel stated if we start the maintenance we would coordinate with USD 497, give their opinion on how it should work and what their needs are.

Commissioner Amyx asked are we starting to give any consideration to the effect of traffic on Louisiana and the type of traffic. We're going to have a new major store open right around the corner on 31st Street, and traffic coming off a highway and accessing Louisiana back to all points of town. Also, we had a new restaurant open at the west end of 27th and Iowa and I know they bring in a lot of traffic but the effects of those kind of developments at the end of that. Is that having any major impact on the number of cars on 27th Street?

Thiel stated I'm not sure. I know there's no capital plan for that. Louisiana is one step down collector from 27th Street. If you work back from Iowa to the west Iowa is the arterial then the major collector on 27th and then Louisiana is a designated collector but its one designation below even though people are going to use it to get to 31st Street.

Commissioner Amyx stated one of the things I'm concerned about as we look at making some type of improvements in the future on 27th Street are we going to be looking to upgrade Louisiana do we not need to know what the traffic is going to look like before we rebuild it or do something else to it?

Thiel stated we would. What we're suggesting now is a patch and mil and overlay. That would be the lower number that I put out there to you tonight. The bigger number would be a much more elaborate with curb and gutter repairs and those types of things as well. I think it's definitely something that we need to look at if spending a lot of money. That's a pretty good stretch of pavement and to my knowledge we have not looked at that yet.

Mayor Farmer called for public comment.

John Rosen stated he lives on Arkansas a block north of 27th and that he will oppose most everything Mr. Thiel said. He submitted a letter to Mr. Thiel which includes a number of URL's as supporting evidence. He outlined the points in his letter and provided examples and statistics on the unsafe effects of traffic calming devises. He supported placing additional stop signs along 27th Street to reduce the volume of traffic and extending the school zone.

Mike DuPont stated he appreciates how the City has responded to the neighborhoods concerns. He expressed his support for placing a stop sign at every intersection in the neighborhood. He recommended that the parents of students of the school and adjacent residents be asked if they supported the improvements and that the commission actually walk the affected streets and neighborhood.

Landra Fair stated she has lived on 27th Street since 2001 and has been asking for traffic calming in the neighborhood since. She is for anything that will get less traffic and slower traffic for the residents and people using that street. She asked the city to take an active role in getting people to stop using that street once 31st street is open.

Edwin Rothrock, 2549 Jasu Dr., stated traffic calming devices do work because it's inconvenient for people and they won't use those streets. Harvard Street is a good example of where these devices have changed traffic patterns. Meeting the 70% of owners is a concern due to the high number of residences being rentals. He encouraged that the Runza Restaurant situation be addressed because it was custom made for traffic to drive through that restaurant to access that frontage road. He expressed concerns with the traffic calming policy the city has in place because current traffic calming projects are not being moved forward.

Carol Bowen, 403 Dakota Street in the Park Hill neighborhood, stated whatever happens on 27th Street happens at a different level in the Park Hill neighborhood as well. The traffic does not like the Louisiana and 23rd Street light and will do anything it can to avoid it. Fifteen years ago after study and participation by four neighborhoods south of campus we put together the Louisiana Street Traffic Calming Study. The same conversation we're having now. The traffic calming never happened. I don't know if the pedestrian islands were part of that or not but Park Hill neighborhood loves them. Part of the traffic calming plan was to put a roundabout in front of the schools. We went to the commission for help, they hired a consultant, and it was a lot of work. There has been no relief and now 27th Street is experiencing the same thing that Louisiana has. Traffic calming is not going to happen, the list is long, and I don't even know if

the Louisiana Traffic Calming Study is even on the list anymore. We have a back log of traffic calming and problems that have not been solved. There needed to be accommodations for pedestrians when sidewalks were impacted in construction projects. She stated that the 27th Street problem was a detour issue not a traffic calming issue and needed to be addressed right away. She recommended stop signs, cross walks and extending the school zone to Westlake's Hardware.

Laura Gloeckner stated this issue became important to me when my children's lives were put in danger by a decision the city made to remove our school crossing on 27th and then proceeded to apply an outdated school crossing policy removing our 20 mph school zone without notifying the neighborhood or the school. I believe we do not have to sit idly by while our neighborhood street is being used as a highway for the city. We have a responsibility and a right to hold the city government accountable for it. This needed to be fixed now, not just focus on completion for the start of school. Children are still accessing the school all summer for events. It's less safe while school is out because there is not a crossing guard in the summer. Not if this matter unless the commission approves funding for 27th street traffic safety improvements and urged the Commission to reevaluate the process for reviewing and approving traffic safety projects.

Almon stated that Sustainability Action Network stated this is a traffic management problem not traffic calming. There's more to traffic management than just reducing speed and volume of traffic. He recommended three options, chicanes, diagonal diverters and partial auto entry closures, and outlined their benefits. He stated that speed humps and stop signs were not good for bicyclists and outlined why.

Chris Flowers, 27th & Ridge Court, stated he is a delivery driver who uses 27th Street as a short cut from Louisiana to Iowa and the reason is because it's the only street from Louisiana to Iowa south of 23rd now that 31st is closed. He prefers to use 31st and will use it once it is open because there are not stop signs and two lane. He doesn't understand putting a traffic circle at

an intersection with a stop sign. There should be more cross walks. More stop signs will cause more traffic problems not stop people from using it because it's the only option. He suggested a roundabout at 27th and Alabama instead of the four way stop. This is a secondary street and it was a street that people should use instead of cutting into residential areas.

Betty Pastrano, southwest corner of Alabama and 27th Street, stated she did not support having a roundabout in the area because her driveway was only a few feet from that intersection. She is concerned about everyone's safety including hers. She is afraid she is going to be rear ended if there is a circle there. What safety measures would be included for her exiting her drive if the roundabout was installed?

Farmer asked for other public comment. There was none.

Vice Mayor Soden stated I'm in favor of the four way stop signs. We have all these other measures that cost thousands of dollars and we're looking for a temporary fix until 31st opens. And, it's an immediate fix or at least a short time commitment to get them up. The sidewalk gaps need to be addressed as well. I agree with painting more cross walks around 27th and Louisiana and perhaps expanding the school zones. I am not as supportive of the traffic calming devices because, as a driver, I don't pay attention to anything off of the road when I go through streets like that. When I go to a four way stop I actually have to stop and look around and I become aware of my surroundings. When I pass over the speed cushions I either try to hit one of the dips or I go along the side and come close to the curb. I am in favor of a raised cross walk and signal at Naismith Valley Park. After 31st Street is done, after we get our Louisiana stuff done, we need to do another traffic count of 27th street.

Commissioner Herbert stated I was going to say a lot of what Commissioner Soden just said. I believe it was Mr. Rothrock that talked about our traffic calming policy becoming a farce. In my personal budget I don't spend stuff that I don't have. I think a city should operate that way as well. I agree with Mr. Rothrock that we like to tell people we are going to do things to make their life better. It's a great way to get re-elected. We are telling people we are going to do

things that we don't have any funding at all to do. This is problematic, borderline lying. I would propose when it comes to traffic safety and traffic calming we don't tell people that we will do traffic calming on their street unless we actually have funding to do that. Pay as you go is a philosophy that a lot of people don't like because it actually requires you to say no periodically and that is an unpopular thing to do and a bad way to have longevity politically. But it makes a lot of sense and a thing rational people do in their day to day lives and I'd like to think our City Commission could operate as a rational person. My proposal would be to stop telling people that we are going to go force with traffic calming if we don't have funding to do it. Mr. Rothrock's comments hit home with me. We've got to quit lying to people. If we aren't going to do stuff we need to quit telling them we are going to. If in 2013 we said this is our number one priority, what are we doing in 2015 and we haven't done anything. That is not a number one priority.

Commissioner Amyx stated I don't disagree with a lot of what has just been said. We have a serious problem along 27th Street. I want to make sure the sidewalk gaps are addressed. Looking at the traffic code and the multi way stop applications, it seems like you can come up with any criteria that you want as you look at evaluating the location of a stop sign as you use it as an interim traffic device. If we are going to do something where we are going to fund improvements along that road, if we use them, according to our code, as an interim measure why we figure out a way for the installation of whatever it's going to be in the future we need to look at this application in the code and direct staff to come back with a recommendation to fit that need.

Commissioner Boley stated it's a problem and we need to do something about it. I'm concerned about permanent four way stops as a solution. It's important to utilize the expertise of staff and look at re-engineering the street to accommodate the flow that it's designed for and to have safety for the neighborhood. During my time on the Traffic Safety Commission I experienced some of the frustration that Edwin referred to and attending a budget meeting at the fire station about traffic calming. Now I'm on the other side and I see the needs that we

have, the resources that we have, but this is an important issue. I hate the idea that we would try to do a permanent solution by just putting four way stops in. I support interim.

Commissioner Amyx stated that's why I bring up the word interim over and over. We can use it from our code as long as we look at it as an interim fix. One concern I have is once you put these in place it's hard to remove them.

Commissioner Boley stated as we try to go back to what will be the new normal we need to work with staff and the neighborhood to come up with real fixes not just interim solutions.

Commissioner Amyx stated I hope we don't forget once 31st opens, the effects that is going to have on Louisiana and 27th Streets. These are two major roadways that are designed to carry vehicles, bicycles, pedestrians but they have to be safe.

Commissioner Boley asked for the definition of a collector street.

Woosley stated the purpose of a collector street is to collect all the traffic within a neighborhood from both sides and to direct that out to the arterial street system effectively.

Commissioner Boley stated I want to keep in mind the issues in Park Hill.

Commissioner Amyx stated its south of 23rd from Iowa Street east. We can go through a number of neighborhoods around town and put this same thing here but very few are going to have the traffic concentration that exists on these two roadways.

Mayor Farmer stated we're either going to put 10 to 20 percent more traffic out on 23rd Street or people are going to find another way to cut through. What happens when we make 27th Street inconvenient? Where do those cars go? What will that do to traffic on 23rd if we increase it by 20% by putting stop signs up?

Commissioner Amyx stated we've built a 6 million dollar intersection at 23rd and Iowa that seems to be working very well and is designed to carry those amounts of traffic at the intersection of two highways.

Commissioner Herbert stated we're having a conversation about a permanent solution. We can't have permanent conversation before 31st Street is re-opened.

Commissioner Amyx stated if there is the possibility of any type of control that can add some safety like a stop sign, on an interim basis, until that road opens and you have that evaluation of that whole area. We will know what is going to happen on Louisiana Street and on 27th Street as soon as 31st Street opens.

Commissioner Herbert stated otherwise we are just shooting in the dark.

Mayor Farmer stated I understand this is an interim thing but you've got the same number of stop signs on 25th as you have on 27th. If we make 27th so difficult we're going to have our friends along 25th Street coming in traffic complaints. I know interim things are needed because I don't want the death of anyone on our hands. I just have concerns we're going to be creating another issue by trying to solve this one and I'm not sure that's good public policy.

Vice Mayor Soden stated it took us a year to get to this point because of 31st Street.

Mayor Farmer stated if you have 25th Street get 6,000 more vehicles within a week because people don't want to sit at 5 stop signs there will be unhappy people.

Commissioner Herbert stated the reality is the problem was created by the existence of traffic. We aren't trying to slow traffic; we are trying to move traffic. You can't park a boulder slightly crooked and reduce car volume. We're going to shift it from one place to another because it has got to go somewhere.

Mayor Farmer stated the intersection at 23rd and Louisiana needed to be rebuilt. I'm not sure someone would go all the way down to our newly built 23rd and Iowa, all the way down Louisiana.

Vice Mayor Soden stated one thing I can say about 25th Street, I have tried to turn into a cut through, unsuccessfully. The amount of parking on the sides of streets impacts a driver wanting to drive down a street. And, 25th Street between Louisiana and Alabama has plenty of cars parked.

Commissioner Amyx stated 25th Street with that parking has a natural calming. Can I suggest directing staff to look at the policy, make recommendations on locations of interim stop

signs, look at other areas in the neighborhood where we may be creating problems by doing that, reference Louisiana Street for improvements, look at traffic counts once 31st Street is open and the sidewalk gaps.

Diane Stoddard, Interim City Manager, stated you want us to bring back an evaluation once 31st is open and continue to look at this at that point.

Chuck Soules, Public Works Directed, stated it will take a couple of weeks to bring it back for the recommendation. The Commission has been discussing all the right issues. I think for interim we can do stuff like that. We can put them out for 30, 60, 90 days. When 31st Street opens we're going to have to give it some time to get back to normal then we need to re-evaluate it. We can do that with the temporary signs in or out. What do you want us to do with Naismith Trail.? We can look at getting that done this summer; a raised crossing with the beacon at some point. Those are the things we could work on. Putting the sidewalk in on 27th Street, construction activity is going to close one lane. That will slow down traffic, reduce traffic.

Commissioner Amyx asked how long would it take to build something like this.

Thiel stated we would need to coordinate with all of the property owners with driveway access and other issues.

Soules stated it would be close to when school opened at this point.

Commissioner Amyx said one thing that concerns me about shutting 27th Street down while 31st Street isn't open.

Soules stated it won't be shut down, only half of it, but they could wait until 31st Street was opened which would be at the end of July or August. Staff could start on it then and but it wouldn't be available for school.

Vice Mayor Soden stated I think that would help push traffic off of 27th Street. I personally wouldn't want to wait for a sidewalk.

Soules stated it would be more like a chicane. It wouldn't be the whole 2500 feet we would have closed.

Commissioner Amyx stated let's look at the coordination of this because we still need to get kids to school.

Soules stated we would have to have it done before school.

Commissioner Boley stated maybe do the east leg of the sidewalk first by Belle Haven. That seems to be one of the priorities.

Stoddard suggested when we bring this back to the Commission on the 26th that we include that type of proposal.

Moved by Amyx, seconded by Boley, to direct staff to provide a recommendation to place interim stop signs and evaluate the impact on the surrounding streets in the neighborhood; to fill in sidewalk gaps; to place an elevated crosswalk and signal at Naismith Valley Park; and, evaluate the impact on traffic patterns when 31st Street opened. Motion carried unanimously.

The City Commission recessed at 8:32 pm.

The City Commission reconvened at 8:45 pm.

2. **City Auditor will present the April 2015 audit recommendation.**

Michael Eglinski, City Auditor, presented the staff report.

Commissioners had no comment.

There was no public comment.

Moved by Soden, seconded by Boley, to close the eight items as recommended by the City Auditor. Motion carried unanimously.

3. **Consider authorizing staff to submit a FY2018 Geometric Improvement Application for the reconstruction of the 23rd Street and Haskell Avenue intersection.**

David Cronin, City Engineer, presented the staff report.

Commissioner Amyx asked if there would be any traffic impact on the opening of the South Lawrence Traffic Way on Haskell north of 23rd Street.

Cronin stated we don't have any projected traffic counts for after the SLT opens.

Commissioner Amyx stated the reason I ask is because on Bob Billings there was a lot of discussion early on what the increased traffic was anticipated to be once that interchange was open. We don't have anything that tells what the traffic north of 23rd on Haskell is going to be?

Cronin stated I do not.

Commissioner Amyx asked best guess?

Cronin stated traffic patterns will change around the community significantly after the SLT opens and a lot of traffic will be bypassing 23rd Street. There will be an interchange south on Haskell and that will be a node for folks to get to the SLT, K10 Hwy, and that could involve 23rd and Haskell. I don't know if it would increase north of Haskell but I think it would be similar. I wouldn't anticipate a large jump north of 23rd Street after the bypass opens.

Commissioner Amyx stated I'm thinking 31st and the SLT can't carry all the traffic in and around town. It has to be going somewhere. That intersection is going to need improvements and we need to be aware there is going to be a traffic increase north of 23rd on Haskell.

Mayor Farmer stated complete streets rebuild, 23rd and Haskell, it wasn't referenced, you just said ADA compliant sidewalks. Would we build that out like 6th and Iowa, 23rd and Iowa, that sort of thing?

Cronin stated yes. The sidewalk ramps currently, I don't think they all meet ADA compliance with cross slope and they're broken so we would reconstruct the sidewalks and make sure they are meeting ADA compliance.

Mayor Farmer stated in the draft Capital Improvement Plan in 2018 and 2019 there's East 23rd Street Phase 1 and Phase 2, where would this fall into that.

Cronin stated we have outlaid that in the future, identified the need to reconstruct 23rd Street. That would ultimately depend on any funding the City would receive from KDOT as part of a future Turn Back Agreement. If they are willing to give us \$5 million to reconstruct that street, that would free up that money that we set aside for the 2018/2019 in the general

obligation bond area for that \$5 million. Doing this project with the geometric improvement would help either the state or the City reduces costs for the future reconstruction of 23rd Street east of the bridge because that section would be done. We would likely be able to get more state funds by doing it with this project than using City funds in the future. So, it's in the same corridor. It's just a piece of that stretch.

Mayor Farmer called for public comment

KT Walsh asked when staff would know when and if there would be a City-State Turn Back Agreement for east 23rd Street.

Cronin stated we are anticipating having those discussions soon. I anticipate with the completion of the SLT at the end of 2016 will accelerate finalizing the agreement so that should start to take shape next year.

Moved by Amyx, seconded by Herbert, to authorized staff to submit FY2018 Geometric Improvement Application for the reconstruction of the 23rd Street and Haskell Avenue intersection. Motion carried unanimously

4. **Considered a motion to recess into executive session for approximately one hour for the purpose of consultation with attorneys for the City deemed privileged in the attorney-client relationship. The justification for the executive session is to keep attorney-client matters confidential at this time. The City Commission will resume its regular meeting in the Commission Room immediately following the executive session.**

Moved by Boley, seconded by Soden, to recess into executive session for approximately one hour for the purpose of consultation with attorneys for the City deemed privileged in the attorney-client relationship. Motion carried unanimously.

Moved by Amyx, seconded by Boley, to extend the executive session by 15 minutes.
Aye: Amyx, Boley and Farmer. Motion carried.

The Commission reconvened the regular meeting at 10:22 PM and there was nothing to report.

F. FUTURE AGENDA ITEMS:

Diane Stoddard, Interim City Manager, outlined potential future agenda items.

G: COMMISSION ITEMS:

None.

H: CALENDAR:

Diane Stoddard, Interim City Manager, reviewed calendar items

I: CURRENT VACANCIES – BOARDS/COMMISSIONS:

Existing and upcoming vacancies on City of Lawrence Boards and Commissions were listed on the agenda.

Moved by Amyx, seconded by Herbert, to adjourn at 10:28 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON .


Diane M. Bucia, Acting City Clerk