



City of Lawrence

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CITY COMMISSION

MAYOR
JEREMY FARMER

COMMISSIONERS
LESLIE SODEN
STUART BOLEY
MATTHEW J. HERBERT
MIKE AMYX

June 16, 2015

The Board of Commissioners of the City of Lawrence met in regular session at 3:00 p.m., in the City Commission Chambers in City Hall with Mayor Farmer presiding and members Amyx, Boley, Herbert, and Soden present.

A. STUDY SESSION: (3:00 – 5:15 p.m.)

1. City Commission Study Session
 - Revenue Forecast
 - Outside Funding Requests

B. RECOGNITION/PROCLAMATION/PRESENTATION: None

C. CONSENT AGENDA

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

1. Approve the City Commission meeting minutes from 03/31/15 and 04/07/15.
2. Receive the minutes from various boards and commissions:
 - Horizon 2020 Steering Committee meeting of 05/11/15
 - Social Services Funding Advisory Board meeting of 05/27/15
3. Approve claims to 185 vendors in the amount of \$2,763,440.19 and payroll from May 31, 2015 to June 13, 2015, in the amount of \$2,163,886.00.
4. Approve licenses as recommended by the City Clerk's Office.

<u>Drinking Establishment</u>	<u>Expiration</u>
Leroy's Lawrence 2013 LLC 729 New Hampshire St.	June 9, 2015
5. Approve appointments as recommended by the Mayor.

Homeless Issues Advisory Committee:

Appoint Brooks Dozier (785.832.8864) to a position that expires 12/31/16.



Lawrence Citizen Advisory Board:

Reappoint Baha Safadi and Nicole Rials to additional terms that would expire 03/01/18.

Sister Cities Advisory Board:

Appoint Bob Schumm to a position that expires 12/31/15.

6. Bid and purchase items:
 - a) Set a bid date of July 14, 2015 for Bid No. B1539 Protective Maintenance Coatings for Pump Station PS5 and Wastewater Treatment Plant Primary Sludge Pump Station.
 - b) Set a bid date of July 21, 2015 for Bid No. B1538 UT1418 Kaw Water Treatment Plant Motor Control Center Replacement.
 - c) Award Bid No. B1521 for the Utilities 2015 Pump and Motor Rehabilitation Program, to the identified low bidder for each bid item, for a combined total bid award of \$346,956.
 - d) Reject bids for Bid No. B1529, Project No. PW1428 – 23rd Street Lighting, as bids received were over staff estimates.
7. Adopt on first reading, the following ordinances:
 - a) **PULLED FROM THE CONSENT AGENDA FOR SEPARATE DISCUSSION.** Ordinance No. 9112, revising the West Baldwin Creek Gravity Sewer Line Connection Fee.
 - b) Ordinance No. 9125, amend Sections 5-1805 and 5-1835 of the City Code, pertaining to signs, and repealing existing Sections 5-1805 and 5-1835.
 - c) Ordinance No. 9126, amend the Code of the City of Lawrence, Kansas, 2015 Edition, and amendments thereto, by repealing Chapter XIII, Article 2, Section 13-219.
8. Adopt on second and final reading Ordinance No. 9092, amending section 6-108.17, repealing existing Chapter VI, Article 6, and enacting in its place Chapter VI, Article 6 of the Code of the City of Lawrence, Kansas, 2015 Edition and amendments thereto, pertaining to taxicabs businesses and taxicab vehicles
9. Adopt a joint Cities-County Resolution No. 7124, establishing the Douglas County Emergency Management Board as the Local Emergency Planning Committee, and defined the purpose, organization, policies, duties, and authorities of the board, as well as defines the authorities and duties of the Director of Douglas County Emergency Management.
10. **PULLED FROM THE CONESNT AGEDNA FOR SEPARTE DISCUSSION** - Approve staff's recommendation to establish no parking along the south side of 11th Street for a distance of 60 feet east of Rhode Island Street and repair of the inlet located on the SW

corner of the intersection of Rhode Island Street and 11th Street, at an estimated cost of \$1,000.

11. Approve an event permit allowing the closure of the 700 block of Mississippi Street from 3:00 p.m. to 8:00 p.m. on Saturday September 19, 2015 for the Old West Lawrence Neighborhood Association Block Party and adopt on first reading, Ordinance No. 9120, allowing the sale, possession and consumption of alcohol on the 700 block of Mississippi Street during the event.
12. Approve a street event permit for the Lawrence Originals allowing the closure of 7th Street between Kentucky Street and Tennessee Street on Saturday, July 4, 2015 from 7:00 a.m. to 11:59 p.m. and adopt on first reading, Ordinance No. 9119, allowing the sale, possession and consumption of alcohol on 7th Street between Kentucky Street and Tennessee Street on Saturday, July 4, 2015 from 7:00 a.m. to 11:59 p.m. for the Lawrence Originals July 4th event.
13. **PULLED FROM THE CONESNT AGEDNA FOR SEPARTE DISCUSSION** - Approve a Street Event Temporary use of right-a-way permit allowing the closure of the 100 block of E 8th Street from 12:00 p.m. on Saturday July 11, 2015 to 1:00 a.m. on Sunday, July 12, 2015 for the 2015 Django Birthday Party and adopt on first reading, Ordinance No. 9118, allowing the sale, possession and consumption of alcohol on the 100 block of E 8th Street during the event from 12:00 p.m. on Saturday July 11, 2015 to 1:00 a.m. on Sunday, July 12, 2015 for the 2015 Django Birthday Party.

Commissioner Amyx pulled consent agenda item number 7 (a) for separate discussion, Ordinance No. 9112, revising the West Baldwin Creek Gravity Sewer Line Connection Fee.

Commissioner Amyx:

Mayor, in looking at this, it seem like that I've been involved a lot with the West Baldwin Creek Gravity Sewer connection and the fee. I appreciate the work that staff has done in coming up with a final projected cost of \$311 per gallon, per minute and that was a lot less than the \$665 per gallon for minute that was proposed before. One of the things that I was looking at was, had to do with the connections, the final connections of sewers in the area. I think that we had had questions brought to us about the connection under George Williams Way and whether or not any of the properties to the west have a connection at this point if development was to occur and what would be the timeframe in which that would be done.

Mike Lawless:
Deputy Director for Utilities

In terms of the sewer under George Williams Way, there's a gap between, to the east. On the map, the sewer that you were talking about Mr. Amyx is the George Williams Way sewer and then there's a gap to the east into the Oregon Trail sewer. Basically, what we've got there is just the progression of development with the Oregon Trail project was, it was phased over several different phases so they started around the pond and then they did the main work here and then the next phase of the work that they do would involve this area over here and include the construction of that sewer. In terms of timeline, at this point I don't know what the development timeline for that

next phase of Oregon Trial is for that sewer, but I can certainly work to find that out or inquire more about that.

Commissioner Amyx: As I was telling Michael and Diane a little bit ago is that I remembered a meeting that I had with the previous administrator and talking about that section would be done and that final hookup there would be done, that final 280 feet and I just want to make sure that we're not confusing that because the development occurred to the west there that needs to happen.

Mike Lawless:
Deputy Director for Utilities It's just a portion of that track one. There is a sewer in the Northwest corner of that track that will serve a portion of the track and then the other part of the track would sewer through the George Williams Way and then the piece that isn't there, but I can certainly pursue that and try to figure out a timeline and when that might occur.

Commissioner Amyx: Yeah, that'd be fine with me.

Mayor Farmer: Anything else from the Commission on 7A? Public comment on this item? All right, seeing none, back to the commission.

Commissioner Amyx: Again, my main concerns for bringing it up was as development occurs to the west, we want to make sure that we have the utilities in. I'm going to guess it was five years ago, I had had the discussion with the previous city manager and that segment was to be done. I just want to make sure that we haven't forgotten that and that if we could find out at least some kind of timeline, when it would happen, so that we have that in the record, I think would be great.

Mike Lawless:
Deputy Director for Utilities Will do.

Commissioner Amyx: Okay.

Mayor Farmer: I would entertain a motion to approve Ordinance 9112 revising the West Baldwin Creek Gravity Sewer line connection fee.

Commissioner Amyx: I'd move approval of that and also I want to thank staff for the work that they did in making sure that those amounts came in less than half the per minute, per gallon rates. Anyway, thank you.

Moved by Commissioner Amyx, seconded by Commissioner Boley, to approve Ordinance No. 9112, revising the West Baldwin Creek Gravity Sewer Line Connection Fee. Motion carried unanimously.

Mike Myers removed consent agenda item number 10 for separate discussion regarding staff's recommendation to establish no parking along the south side of 11th Street for a distance

of 60 feet east of Rhode Island Street and repair of the inlet located on the SW corner of the intersection of Rhode Island Street and 11th Street, at an estimated cost of \$1,000.

Mark Thiel:
Assistant Public
Works Director

Item 10 is the proposal to repair or the alternate of constructing a bulb-out. We looked at two options. The inlet, currently on the southwest corner of 11th and Rhode Island is in disrepair, somewhat of a safety concern, currently we have it barricaded, but the end needs to be repaired. It is on a list that was developed as part of our annual maintenance program for our storm water crew. There are 22 currently identified inlets in the 2015 project scope that will be done in 2015, within the budget authority that you all gave us in August of 2014 for this year. While we were in the process of getting started on that project, we had a request from the community to look at building a bulb-out. Staff reviewed that recommendation, put a cost estimate together and send it to the Traffic Safety Commission, along with some parking re-adjustments. Currently that intersection doesn't align well if you're heading East on 11th Street, the Southeast quadrant sticks out further to the north than the southwest quadrant. Staff recognizes the need to do a repair at some point in the future to that intersection, to make that alignment better and to allow cars making a southerly turn off of 11th Street to be able to do that. We looked at the options, developed a cost estimate. The first option was approximately \$40,000 and it looked like it was going to take four to six weeks of staff's time to construct a bulb-out at that location. The main issue with that option was that there are underground utilities that would be required to relocate. Some of those, we don't control, gas and so forth. We would have to coordinate that project with our utility partners to get those lines out. I think there was a water line in there as well. We went back, re-visited that item and advised Mike Myers, who was the main driving person to bring these recommendations forward. He came back with the second proposal. Staff also reviewed that proposal. While it was basically in the same footprint of the current quadrant that's there and on paper doesn't appear to require any utility relocates. It's not for certain that, that would be the case until we actually do some payment removal and understand where the existing utilities are in alignment with where the storm sewer would have to be repaired and located. The cost estimate that the city developed for that project was between \$12,000 and \$15,000 and would take approximately four weeks to do that construction. We agreed that a bulb-out in that location would remedy the alignment issue and make that intersection much safer. The issue comes down to, is funded now, which would be from funds that are not currently identified or would it be funded at a time in the future when maintenance could be done? That track is moving along with how we address this issue at 11th and Rhode Island. At the same time we're in the process of developing our 2016 street maintenance program and just very recently that intersection, the stretch of 11th Street

from Massachusetts to Connecticut shows up actually as a projected mill and overlay, curb and gutter project for 2016. That being said, that's our first draft of that program. Obviously, in August of this year, you will identify the appropriate level of funding for that program. We will come up with a second or a third at that time, revision to that plan to present to you all in November, December, January timeframe, based on the funding authority that you give us in August of this year. All that being said, if everything falls into place correctly, we would recommend at that time that this bulb-out be constructed with the 2016 street maintenance program as part of the middle overlay program. We would recommend that we do that option two, which is the lower cost that gets at the alignment issues, but also shouldn't require extensive utility relocations. The other thing that goes with this item is elimination of existing parking on the south side of 11th Street, east of Rhode Island. We're recommending that that be put into place immediately to change the site distance in that when you're coming out of Rhode Island onto 11th Street. That's the quick summary of the way that staff has reviewed this and the recommendations that the Traffic Safety Commission had put forward. With all that, I stand for questions.

Mayor Farmer:

All right questions from Mark.

Commissioner Boley:

Can you explain a little more detail the difference between the option one and option two?

Mark Thiel:
Assistant Public
Works Director

Sure, the main differences where the geometric alignment of the curb would be. Option one; you can see the existing curved line is the dash line. The new curved line would take that bulb-out further out with the alignment. Let's look at option two real quick. Unfortunately, for alignment, these maps are turned sideways. In this particular picture, north is to the right of the screen. You can see it has a much less pronounced curb out into 11th Street, which basically leaves the inlet in its current location. We think that alignment will actually work. By the way, both of these proposed drawings were provided to us by Mike Myers, who's in this business. We felt pretty confident with the alignment. We had our engineering staff review both options. Both options are feasible to do. We as the city staff have always looked for the lowest cost solution to the situation with the alignment. We feel that option two is that lower cost solution. That's why we recommend the two versus option one. Just so you can see what we would do now until we would do the others, what we typically do on curb inlets that are in the middle of the radius on a curb return, we'd put them in the ground. Back when those were put in, that was the design standard. We no longer put our curb inlets in the middle of the curb return. We put them on the longer stretch of the pavement. It's just how that happened to be aligned. Now, we're going to remedy that with

an area inlet. Basically, all the work that we would do here with the exception of a little bit, right here on 11th Street would remain in place with option two. We wouldn't be re-doing any of the work that we currently did.

Mayor Farmer:

Other questions for Mark?

Vice Mayor Soden:

Isn't there a bus stop around there? I can't remember where it's at. Is it before Connecticut or Connecticut if you were going east?

Mark Thiel:
Assistant Public
Works Director

I wish Bob Nugent, Public Transit Administrator, was right here.

Someone from the audience

Catty corner

Vice Mayor Soden:

So which corner?

Mark Thiel:
Assistant Public
Works Director

Northeast would be down here. The reduction or elimination of parking would be in this area here. The lower left of this picture.

Vice Mayor Soden:

There's not a bus stop in that stretch or is it closer to Connecticut?

Mark Thiel:
Assistant Public
Works Director

I'm not familiar with where the bus stops are Commissioner, I apologize. I'm not sure if David Woosley, Traffic Engineer, is here, but about 60 feet would be approximately three parking places.

Mayor Farmer:

Mark, thank you. Public comments on this item?

Mike Myers:

Good evening Mr. Mayor and Commissioners, thank you for the opportunity to speak. I appreciate staff's comments. The idea of 2016 funding for this is new to me, as of five minutes ago. I appreciate that. Just a little background and to try to give you a visual image of what this corner is like, I've lived in the neighborhood there for about 22 years. I've worked downtown for about the same amount of time. I drive by there several times a day. In fact, I'm now a property owner of a project on that corner as well. I see it a lot and in fact, I was a victim of the storm inlet there. The way that alignment works with that storm and inlet in its current condition, there's a sharp metal piece that sticks out. The alignment is odd, so if you're not paying a lot of attention, when you hit that corner, it shreds your tire, it pulls the side wall right off your tire and I have actually seen three other people through the years of watching, you see them getting their tires fixed right adjacent to that. I've spoken with patrolmen who apparently have through the years also done that. It's one of those things and it's definitely come around in time to fix the

inlet. I think everybody agrees on that and as you know, with the law enforcement center there; all the streets in that area fill up by about 7:30 every morning with the vehicles and along 11th, directly west of this intersection. There are usually large SUV's and police vehicles. It's very difficult, the way the alignment works, if you're trying to pull north to turn or go straight from Rhode Island on to 11th, you just can't see at all. Essentially, because the alignment issues there, one side of the street sticks out about 10, 12 feet further than the other side of the street and it's lined with cars on both sides. What you do is you pull up to the intersection. If you're back where the stop sign is where you're to stop, you can't see anything. You slowly start inching your way up to the intersection and then you look left and you still can't see, you look right, you still can't see. Eventually you get to the point where you're about 12, 13 feet into the intersection when you can finally see it. By that time, chances are good that a bicycle could be coming or what have you. Again, busy place due to all the comings and goings. Fairly high traffic counts on 11th Street and high pedestrian zone. It's on the walking path, both to Central Middle School and to New York School, and Farmer's Market downtown. It's an area that's going to be much busier, even busier than it is now, because we're talking about putting a multi-story building at the corner of that whole area between New Hampshire and Massachusetts on 11th. We're seeing this area becoming more important as a pedestrian zone. I appreciate again what staff is saying about 2016 funding. To me, if you're going to start ripping into the ground and you're looking at it and you're going to do it twice in two years, to me it makes sense. If it's really coming in 2016, you hold off. If not, you find a way to fund it now. It's doesn't seem like that large of expenditure. I realize that there are a lot of needs out there, traffic wise and so forth. I would encourage you to look for ways to get this done fairly quickly. I would also like to point out that now that we have a complete streets policy that does say pretty much that when we have these issues, these maintenance and repair issues that come up, we really ought to be looking at them in terms of pedestrian, bicycle safety and parking and everything. My fear is that we'll go in and we'll fix the inlet. There'll be other priorities. Things tend to get kicked down the road. I would love to see this done sooner rather than later. I think that pretty much covers what I'd like to say.

Mayor Farmer:

Questions for Mike? Mike, thank you. Other public comment on this item?

Chris Tilden:

Good evening Mr. Mayor, members of the commission. Thanks for the opportunity to speak. I live at 1121 Williamsburg Court. As you all know, I also work at the health department and an active member of the LiveWell Coalition that was very active in the process of developing the complete streets policy that was ultimately adopted by the commission. Very much appreciate

the support of the commission and Public Works, Transportation, Planning, all of which have really been committed to seeing that we adopt complete streets in a robust way in this community. I know there are a lot of priorities out there as it relates to Traffic Safety, Traffic calming, many of which are remain unfunded at this point. This is yet another example. I think it speaks to the need to really think strongly as we go into the budget cycle about, do we have a dedicate line item for bicycle and pedestrian infrastructure that would allow us to address some of these priorities. Again, I appreciate all of the work that's being done. I think this is a project that demands consideration. In that, it's certainly as Mike said, I think will increase safety for pedestrians and cyclists at that intersection considerably. Thanks for the time.

Mayor Farmer:

Thanks Chris. Other public comment on this item?

K.T. Walsh
East Lawrence
Neighborhood Association

Good evening Mayor and commissioners. We have discussed this as a very dangerous intersection for a couple years. I know that Craig and Anne Patterson, who live in that block, went up and down the block and talked to all their neighbors and everyone concurred that the intersection needs to match up because it's so dangerous. I'm very happy to hear you're also going to restrict parking, because it's such a blind corner. I can't say anything better than Mike and Chris have already said, but if you're going to work on that street, remember there are stone curves there and some of them are covered up with asphalt, so be sure to look and save our stone curves, thank you.

Mayor Farmer:

Thanks K.T. Other public comment? All right, back to the commission.

Vice Mayor Soden:

I just have an easy question for Mark. I was trying to flip between the three options. Does all three of them restrict parking or just one of them, because one of them, it's labelled that it restricts parking but I couldn't tell if the other two do too?

Mark Thiel:
Assistant Public
Works Director

Correct, the restriction would apply regardless of what we do to that intersection.

Vice Mayor Soden:

Thank you.

Mayor Farmer:

Quickly.

Mike Myers:

The parking restriction in the recommendation is only east of this intersection. The problem remains on the West and that's where all those large police SUVs are parked. If the bulb-out weren't constructed and in the period where if they just fix the inlet and didn't create the bulb-out, they still haven't fixed that problem unless they've reduced the parking. I can say they do

have support from the police chief to remedy the issues there. He's fully aware that there's a problem and he said he's trying to get his guys to not park there; it's hit and miss. They have been trying to not park in that last spot, but not everybody gets the word, just getting both directions, it would be good to reduce the parking, if the bulb-out were constructed.

Mayor Farmer: All right, what do we want to do with this one?

Vice Mayor Soden: It sounds like we just need to make sure it's funded in the 2016 street maintenance is what I'm hearing, but as long as that happens, everyone is happy with it. Is that right Mike?

Commissioner Boley: We do option three now and then do the rest of them.

Vice Mayor Soden: When they do the 2016.

Commissioner Boley: I like if we can do number three then we won't have to re-do it.

Vice Mayor Soden: Yeah.

Mayor Farmer: Okay, so I would entertain motion to go with option three currently and direct staff to make option one a part of the 2016 street improvement maintenance budget.

Vice Mayor Soden: That would be correct.

Commissioner Amyx: Is it option one?

Mayor Farmer: Option three now. Option one as part of the 2016 street maintenance budget.

Commissioner Herbert: Do we want to commit to that option? Obviously, we want to commit to reconstruction, but do we want to commit to option one versus option two at this time? I'm not making a statement. This is a question I'm asking.

Mayor Farmer: I think that's what I heard if we are all okay with it.

Commissioner Herbert: It does not matter to me.

Commissioner Amyx: Maybe I heard it wrong but staff recommended doing option three at this time and then option two?

Commissioner Herbert: Right, that's why I'd asked that question. We'd be going directly against staff.

Mayor Farmer: So not option one?

Mark Thiel:
Assistant Public Option two is the least of the two, between option one and two, option two is the recommendation.

Works Director

Chuck Soules:
Public Works Director

It still accomplishes

Mayor Farmer:

I missed heard, my apologies.

Moved by Commissioner Amyx, seconded by Commissioner Herbert, to approve staff's recommendation to establish no parking along the south side of 11th Street for a distance of 60 feet east of Rhode Island Street and repair of the inlet located on the SW corner of the intersection of Rhode Island Street and 11th Street, at an estimated cost of \$1,000. Motion carried unanimously.

Amyx pulled consent agenda item number 13 for separate discussion regarding the Street Event Temporary use of right-a-way permit allowing the closure of the 100 block of East 8th Street.

Commissioner Amyx:

Mayor, the reason that I bring this up is that I did receive a correspondence from the person who owns the building on the corner of 8th and Massachusetts and talked about having tenants, residential tenants who live upstairs. I just wanted to make sure that everybody got that. I know if we had any discussion. We really haven't dealt with the discussion of residential tenants along that block. This is really the first time that I've really heard anyone come forward with any concern about folks not being able to sleep at night and stuff.

Mayor Farmer:

Okay. Mark?

Mark Thiel:
Assistant Public
Works Director

Just real quickly, we received an event request from the Sandbar to hold the Django Birthday Bash on July 11th which would require closing 8th Street down. It would involve a concert venue and alcohol. You would be authorizing the city to issue an ordinance to allow alcohol in the public right away for the event. The applicant is here as well and they'll be able to give you more specifics about the nature of the event and the why's and so forth, but they followed our standard event application process. We reviewed the application internally with the other partners, the Chamber, the Visitors Bureau, and DLI. They attained signatures from adjacent property owners. We have that attachment here. This notice was also sent out to adjacent property owners, notifying them of this action tonight. That's why the e-mail that staff received and I think the same e-mail that you all saw from the apartment owner, so our system did work. They did get the notification that the event would be taking place. Those are our normal procedures, when we close or one we have any type of an event. Also tonight, you approved a block party on the Mississippi. That's in a neighborhood that followed the same process. They were required to get all the adjacent property owners' approval to close that street and to be out in the street and restrict traffic. I think at this point I just

would be here to answer questions and the applicants are here as well, if you have questions specific to them.

Commissioner Herbert:

I was confused by the language of the memo that went out to staff and is part of our commission packet here, where it says, the applicant has obtained written permission from the adjacent property owner to hold this event. The individual who emailed all of us is not the adjacent property owner then?

Mark Thiel:
Assistant Public
Works Director

This is the list of properties, it appears that they can get the street level businesses that are on 8th Street, is that right?

Andrew Madl:
Sandbar

We actually just got the tenants and we've been doing this for five years now. First we never wanted to do something without everyone's permission and we've never met the gentleman who sent the email. We've always just got the tenants.

Commissioner Herbert:

The people that actually live in the properties that he emailed about, have given their permission?

Andrew Madl:
Sandbar

No, we've never in this process or if I was ever gone to the apartments above. One, because I honestly didn't know they existed because you don't see a clear entrance and stuff like that. I can honestly say that I didn't know there were apartments up there.

Commissioner Amyx:

The same way with their business along in there, upstairs on the south side of 8th Street also?

Mark Thiel:
Assistant Public
Works Director

I'm not familiar with the apartment structures above any of those businesses commissioner. When we do our address notification, we pull through our GIS database. We pull the actual owners and also the addresses. If you live in California and own the building, you'll get a notice. If you live in one of those apartments you'll also get a notice.

Commissioner Herbert:

So the actual apartment residents were notified?

Mark Thiel:
Assistant Public
Works Director

It's my understanding, yes.

Commissioner Herbert:

Do we receive any correspondence from them one way or another?

Mark Thiel:
Assistant Public
Works Director

No. The only correspondence that staff received was the email from the owner of that complex. I think he mentioned three apartments. He owns three apartments. I would add too if it helps, we did the same application. Sandbar did the same application earlier this year for an event that they hold annually

in August. It's a mirror blueprint of this event. It's their Sandbar Annual Birthday Party and followed the same process as well. I've looked back through the 2014 records. 8th Street is typically closed between three and five times a year, whether it is Buskerfest or the relay shot put. 8th Street seems to be the target that people like to close and have events for whatever reason. There is proximity to the Sandbar or the geographic location downtown. There's been a number of other, I think Commissioner Amyx, and you alluded to that at a number of other venues at that same location.

Mayor Farmer:

Anything else?

Commissioner Herbert:

Are there any tenants here from those properties by chance?

Mayor Farmer:

Do we have other public comment on this item?

Vice Mayor Soden:

I have a question.

Mayor Farmer:

Okay. Go for it.

Vice Mayor Soden:

I feel like I might have heard maybe in the meeting Monday that Chris Armstrong the property owner had talked to someone at the Sandbar. I don't know if that's true or not.

Andrew Madl:
Sandbar

We actually talked about that today. We've owned that building for 25 years. The day we actually talked, we've never once met him. Like I said earlier, we're always wanting to make sure everyone is happy with what we're doing and if there's any concessions we can make to keep everyone happy we're always wanting to do that. We have never been approached personally by this gentleman.

Vice Mayor Soden:

I certainly encourage you to talk to him about it.

Commissioner Amyx:

The timing of the event doesn't affect like the operations of the new bank that's there on the corner?

Commissioner Herbert:

It's on Sunday.

Andrew Madl:
Sandbar

It's on Saturday. They had no issues, the Great American or The Peoples, which one?

Commissioner Amyx:

Great American.

Andrew Madl:
Sandbar

They never once said anything to us about that when they signed. The event isn't until late at night so we could easily keep their parking open and just close off half the block if that were the case and that's just a quick solution that we can. Dave and I are always there through the whole day and we're always out to do whatever, to make sure everyone is happy.

Commissioner Amyx: I know that we've gone through that discussion about the change in the parking so that they could have parking, there on the north side of the bank. I think you were probably involved with the discussion through that to make sure that that happens. As the Vice Mayor said, I think I would definitely talk to my neighbor about this in the future.

Mayor Farmer: Any other public comment? Back to the commission.

Vice Mayor Soden: I think that I'm comfortable with moving ahead with them having their party. You just got to talk to your neighbor about these things. This might be something pen up over time or it could be just this one in particular. We don't know, so I think it's good to talk to the neighbor and try to make them happy. I'm comfortable moving ahead with approving it.

Moved by Commissioner Soden, seconded by Commissioner Herbert, to approve a Street Event Temporary use of right-a-way permit allowing the closure of the 100 block of E 8th Street from 12:00 p.m. on Saturday July 11, 2015 to 1:00 a.m. on Sunday, July 12, 2015 for the 2015 Django Birthday Party and adopted on first reading, Ordinance No. 9118, allowing the sale, possession and consumption of alcohol on the 100 block of E 8th Street during the event from 12:00 p.m. on Saturday July 11, 2015 to 1:00 a.m. on Sunday, July 12, 2015 for the 2015 Django Birthday Party. Motion carried unanimously.

D. CITY MANAGER'S REPORT:

Diane Stoddard, Interim City Manager, presented the report regarding the 19th Street Reconstruction Project; Planning and Development Services Certifications; Black Hill Withdraws Demolition Permit Application related to the Quonset hut project at 8th and Pennsylvania.

Commissioner Herbert: Is there any discussion about how they are planning on mitigating the environmental concerns then? It was my understanding was that the demolition for that building was for the purpose of mitigating environmental concerns. I'm just making sure that in saving the Quonset hut, we didn't also save the environmental problems.

Diane Stoddard:
Interim City Manager I'm not familiar with that. I don't know Randy if you are?

Randy Larkin:
Senior City Attorney I received an email that said that we're withdrawing to explore alternative solutions. I don't know exactly what it is that they're going to do to try and remediate that.

Commissioner Herbert: Terrific.

Mayor Farmer: We should just strike and not pay increased gas bills this winter and say we're exploring alternative solutions. All right, anything else for Diane? Diane, thank you.

E. PUBLIC COMMENT:

Lisa Scieszinski:

Brenda is my co-leader of the Peterson Road Dog Park group and we're a group of dog owners that are advocating a large fenced in dog park in Lawrence, with the addition of a fenced in dog park to our community. I believe we have a stronger dog community, a place where we can sit and be safe within the perimeters and have fewer incidents of runaways in our dog park. A fenced in area would allow for better community policing of less social dogs and keeping the area clean and safe. The push for a fenced in dog park has been proposed in the past. We had 375 signatures on a petition in May 2016. You'll see in this packet that we put together the newspaper articles from 2012 and 2013, so 375 signatures in the petition in May of 2012. I know this proposal will continue in our community until we have a fenced in dog park. I also would like to introduce myself. Again, my name is Lisa Scieszinski. I was asked to be the voice of the Peterson Dog Park Group because of my past background. I run the Facebook page 'Friends of Mutt Run.' I organize clean up days with Mutt Run and the large dog park near Clinton Lake. I spent time in Wisconsin where I was able to get two dog parks established within two separate budget plans, one within the county and one within the Village of Mount Horeb. I'm very proud to do that and I'm very proud to stand here and ask you to consider having a fenced in dog park in Lawrence. Part of our proposal, we have already met with Parks and Rec department twice. They've surveyed some land within the Lawrence community. The two best land sites are on Peterson road. There are two separate land sites you'll also see in the packet that's provided. There's estimated costs that have been provided to us by the city, the Parks and Recreation Department. Right now, we realized funding is really limited so at this time we're not looking for funding from the city. However, what we would like to see is the commitment from the city. We want to raise money. We want to try to help the funds for this project. We just want the commitment that either side of Peterson road becomes a fenced in dog park. We want to know that we're raising money for something that's going to be there for us once the funds are available to us. Right now, we're not asking for money from the city, but we do want to make sure that we reconvene in a year to see where our funds are and also in the future we would like you to consider helping fund this through dog licensing within Lawrence. I know that's a big step for Lawrence. Almost every main city around here, Topeka and Manhattan has dog licensing. You'll see the fees for dog licensing range from \$6 up to \$20 depending if your dog is spade or neutered. We did a pet ownership calculator for the city of Lawrence and you'll also see that in your packet. It looks like the estimated pet population in Lawrence is 19,000 pets. That would be an estimate, if we charged \$10 for licensing of \$190,000 per year. Once the park is established, we just think

these funds could be used in other ways besides maintaining the park. It can be used for animal control which I hear we have, we don't have enough staff for that in our community. I also know that the humane society needs funding and this would be a great way in the future to provide those funds. Again, we're not asking for it at this time, but we want you to consider it in the future. Some of the ways you'll see on the bullet points two through five are ways that we can now start fundraising to prepare for in a year when we come back and hopefully have funds raised to come to you and say, "Okay, now's the time where we need the land at Peterson Road." There's also, we talked to the Parks and Rec Department and they were concerned about administration fees for dog licensing. We also found a website that provides the administration work at \$52,500 per year when the revenue is somewhere around \$190,000. That amount just seems so little compared to what we could make in revenue from dog licensing. In closing, again, I'm just looking for a commitment from the city that once we do raise the funds, that we would be provided land at one of the Peterson Road sites. Thank you.

Mayor Farmer:

Thank you Lisa. Other public comment?

Ted Boyle:

Good evening Mr. Mayor and Commissioners. I'm up here to talk about that RS5 zoning. I want to tell you I talked to the property owners at 439, which is on the east side of this, whatever you want to call it house. Apparently, the codes and regulations on RS5 zoning are less than what are on our RS7 zoning, bigger lots, because this house is less than 25 feet wide. This house is 15 feet wide and about 30 feet tall. Then it's got a garage in the back. They built a pole barn at the back of it and then poured the concrete floor. Now there is no, it's built right on the property line, the garage is. Then on the west side it's got a little porch on the garage. This garage extends all the way to the alley. It has no side yards and has the front yard about half of this, what's in front of us right here. The property owner to the east Mr. Sanders, and it's a rental property, he has never had water run under his house. Now, the water's running under his house. The run off is. The alley is higher than the property that the house is built on. The sidewalk is higher than the property is built on. What I want to know is how come we're so lax on this small lot zoning, 7,000 square feet which is RS7 which is North Lawrence and is what we've always strived for, property that can take care of its own storm water. We're waiting on a \$4.5 million pump here that we haven't gotten yet. This pump is just big enough to take care of existing properties now. True, the pump is on the north side of the railroad tracks, but it goes along North 6th Street over to the river which will have inlets going to it. Are we trying to overdue the storm water, override this pump, the capacity of it, right off the bat? Initially, back in '95, '93, '97, when we had all these homes built over the last 15, 20 years

over 150 homes, we didn't have a storm water problem. Building those homes up on mounds and the run-off going on and the city told us that, "We'll dig the ditched deeper and wider." All that did was create a bunch of ponds for mosquitoes to breed in. Now we've been waiting on a pump for 20 years. Now we're building houses on 25 foot lots. I would encourage you, all of you, to go over there and drive past that house. The house is 437 Elm which would be on the north side of the street in the middle of the block. You can't miss it, the tallest building there. Then drive down the alley the garage sits right on the alley. The east side of the garage sits right on the property line. So there's nothing there to help with the storm water runoff. The person to the east, Mr. Sanders, his rental property, he's been talking to his attorney to see what he can do about the storm water run-off. That little 25 foot lot between Mr. Shepherds house on the west side and that's a small lot too, but he built the house appropriately and put a carport in the back. This house that is built there at 437, it has sucked up all the lot. There's no room for storm water runoff except on your neighbor's property. I would really like the North Lawrence Improvement Association, to study this RS5 zoning, in North Lawrence because it's not working for North Lawrence. It never will work for North Lawrence. We have a storm water problem over there and yet when we start to see light at the end of tunnel, low and behold, the city lets developers build on smaller and smaller lots. Thank you very much.

Mayor Farmer:

Thanks Ted.

Commissioner Amyx:

Can I ask Ted a question?

Mayor Farmer:

Sure.

Commissioner Amyx:

Ted, you really don't want to study that do you? Don't you want to initiate or at least have consideration of initiation of rezoning to those properties?

Ted Boyle:

That's correct. Yeah. That's what we'd like to do. It's just not working in North Lawrence. That might be appropriate for other parts of the city. You know North Lawrence we live in bowl. We got a levy on the north side, we got a levy on the south side and all the water has to be pumped out and right now, the water isn't getting pumped out. The pump that's going to be in there right now takes care of the water on the north side of the tracks. It's kind of like a deal, well you know they're going to get a big pump over here. It was like when they put the North 2nd Street pump in. Developers thought, "Oh wow, they're taking the water out of North Lawrence so let's start building." That was in 1995, two years after the flood on North 2nd Street. After that, that's when the developers start building homes in North Lawrence. As a result of that we had over 150 homes built in that period of time.

We have the storm water problems today. Now, I don't know, what has it been, six, seven, eight years ago when they started this RS5 zoning? We didn't want it in North Lawrence, but we got it. Now we'd like to have it removed out of North Lawrence. Thank You.

Mayor Farmer: Thanks Ted. Other public comments?

Brenda Jardon: Mr. Mayor, I just wanted to let you know that we're here with the dog park. We have several people in attendance tonight. We just want to thank you for your time and your consideration for our proposal.

Mayor Farmer: All right Brenda. Thank you so much. Other public comments? Last call for general public comments. (None) Okay.

Barb Kruber: Mayor and Commissioners, we live about half mile from the place we'd like to have the dog park. I need to tell you that that land's not being used. Anytime, I do see that land used, is usually a dog and the owner playing Frisbee. You cut the grass, but no one uses it. It would be a perfect place for a dog park. I live right off of Peterson and you can't go down any time down that street and not see someone walking their dog. It's very needed in that area. I take both my dogs up to the dog park by Clinton Lake at least once a week. It's a great place. I love to take my dogs there. Having the dogs run through all the grass, coming back with the mud. It would be nice to just take them and have another option of them just not taking on all the boroughs, the ticks, everything else that comes with having them run through all the grass and the woods up there. It would just be great to even have a place just for the dogs. I have one dog and just even having a couple toys, just a little land area for these dogs to really run and play. My dogs love to socialize with other dogs. I've picked up several stray dogs off the road, off of Iowa Street, off of Peterson. About every couple of months, I come across a dog that's running around where I have to find owners, call them up, say, "Hi, I have your dog." I'd just like to relate that it's something that's desperately needed, just another place to take the dogs. I've never seen so many dogs in a city like Lawrence does. You can't go anywhere, without seeing someone walk their dog today. I'd just like to add to that. Thank you.

Mayor Farmer: Thank you so much Miss Kruber. Other public comment? Last call for general public comment. Chad, are you getting up? Okay. I was like, "Today's the day. I'm excited."

F. REGULAR AGENDA ITEMS:

1. **Conducted a public hearing regarding a benefit district for intersection improvements at 6th Street and Champion Lane. Considered adopting Resolution No. 7123, establishing the benefit district and authorizing the improvements.**

Chuck Soules, Public Works Director, presented the staff report.

Mayor Farmer: Okay. Questions for Chuck?

Mayor Amyx: Yes sir. On lot 25 Chuck, the red line that's dividing that parcel. Does that red line go through Dillon's?

Chuck Soules:
Public Works Director I talked with Mr. Fritzel on that and he was going to check with the County Appraisers Office, Register of Deeds, to see if that's correct. That's what the property description shows, but he may have leased several feet over to Dillon's, but he may not have gotten it replatted. We have to go by the property lines even though it may be leased differently. He does have the option, if sometime he wants to come back in and reapply to get that line corrected. We're always making adjustments to special assessments because people will come in, developers will come in, owners will come in and they'll have adjusted the property lines and lot lines after the benefit district has been done. Those adjustments can be made. Things will be reassessed and re-split.

Commissioner Amyx: You and I did have a conversation this morning. One of the things that I've noticed as I read through this late last week was the property in the north has about 1,600,000 square feet of property. The property in the south has what, a million one, a million two, something like that. It's about 500,000 square feet difference. We assessed at 50% of the north, 50% of the south and then it's divided up square footage that way. Isn't there, I don't know if it's considerable or not, price difference on the properties on the south? Are they paying more than properties in the north?

Chuck Soules:
Public Works Director They're both paying \$75,000. We'll basically split based on a square footage so per square foot, if there's less square footage on the south then per square foot, that costs is more.

Commissioner Amyx: I don't know. Somehow it didn't seem right.

Chuck Soules:
Public Works Director Commissioner Amyx, I looked back over several, I didn't have a lot of time, but George Williams Way, from 6th to Overland, we did east and west because of north and south, we do east and west. The East side was 1.8 million square feet on the 50. The West side was 5.3 million square feet. We've also done Stoneridge. Stoneridge Drive was done east and west. They were the Collister track and then I think Stultz owned a track. They were both 40 acre tracks so it was equal. Overland Drive we did north and south. That one just happened to come out

equal as well. We did a benefit district at 6th and Congressional. We did 25% each corner, but you can see none of the corners are necessarily the same, but they each receive a quarter benefits. That's how the Bond Council is looking at it as well. We're splitting it by the front footage along 6th Street which would be 50 foot south, 50 foot north. Then we're dividing that up square footage wise thereafter. It can be done the other way. It can be done all equal, all square footage, if the commission would like. Tonight, what the commission has the option to do because we've already published the notice of public hearing, you can reduce the benefit district size if you want. Then what would happen is basically we spread all the cost to the other lots. That's about it. If we want to do something else, which can be done, if you want to change the method of assessment to square footage across the whole thing, we just have to start the process over and all that amounts to is another notice publication and just a public hearing. It's not a big deal, if that's the commission's desire.

Commissioner Amyx: How much is the cost per square foot on the north side versus the south side.

Chuck Soules:
Public Works Director You've asked me a tough one. What I did was I figured on that one track you asked me the difference between everything being done on square footage basis north and south amounted to about \$0.26 per month, per unit, is what I figured out for that.

Commissioner Amyx: 100,000 square feet is what, a million and one, oh my God.

Chuck Soules:
Public Works Director It amounts to, the North side Commissioner at about \$0.05 per square foot and on the south side about \$0.07 square foot, so about \$0.02 a square foot difference, like 4.7 and 6.8.

Commissioner Amyx: The housing on both sides of the street, the housing to the south, I can't remember the name of those apartments, the Westgate or something.

Chuck Soules:
Public Works Director Westgate.

Commissioner Amyx: Okay and you have those and then you have the retirement area that's up on the north. They're going to be paying the same amount. This gets back at some of the things I was talking about on housing costs. Every time we do this, you just got to do it.

Commissioner Boley: The \$250,000, that was specifically for signalization of these corners. If we didn't do it we wouldn't get it?

Chuck Soules:
Public Works Director Say that again

Commissioner Boley: The \$250,000 from the state is specifically for the signalization

of this corner. If we didn't do it we wouldn't get that money?

Chuck Soules:
Public Works Director

Correct. Yeah we've got an agreement with the Kansas Department of Transportation with four projects, 6th and Iowa, 23rd and Iowa, signalization at 6th and George Williams and signalization at 6th and Champion.

Commissioner Amyx:

Wasn't this a condition of the development plan on the north side to have 6th and Champion signalize? Isn't there a condition, if remember?

Chuck Soules:
Public Works Director

They signed an agreement not to protest, if the benefit was established. They did 100% pay for the right turn lane that went into the subdivision, into the development. That was done out of a benefit district as well.

Commissioner Amyx:

Is that done by benefit district? What did the TDD pay for?

Chuck Soules:
Public Works Director

TDD.

Commissioner Amyx:

That's what I thought, but extra the sales tax went to that?

Chuck Soules:
Public Works Director

Yes.

Commissioner Amyx:

My whole thing is that, when I look at this and just the way it's set up, it seemed to me that it says the benefit district ought to be one unit in this particular case and that the assessment ought to be an equal amount per square foot.

Commissioner Herbert:

Seems reasonable.

Chuck Soules:
Public Works Director

I might just mention and if we want to go that way that's fine because then I don't know how you feel about that, but they were concerned about costs. It will increase the cost for everybody else. Especially, on the north side, so their cost will go up.

Commissioner Amyx:

How much is their cost going to up?

Chuck Soules:
Public Works Director

It depends on the amount of the tract. It's not huge, but if you're looking like, I'll just use Theater Lawrence as an example. Theirs will go up by about \$2,000.

Commissioner Amyx:

\$2,000.

Chuck Soules:
Public Works Director

About \$2,000 and the apartments that you talked about will come down about \$2,000, but so will the assessments to the Dillon's tract and everything else because all the ones on the south side will be reduced and all the ones on the north side will

go up, from what we have proposed. It hasn't been established yet.

Vice Mayor Soden: What's the perimeter of the TDD on that now?

Chuck Soules:
Public Works Director The TDD, I believe, is the Bauer Farms.

Vice Mayor Soden: It just goes to Champion or does it go past that?

Amy Miller:
Assistant Director
Planning & Development
Services I'd have to look it up.

Vice Mayor Soden: The TDD isn't paying for it?

Chuck Soules:
Public Works Director No.

Vice Mayor Soden: Why is that?

Chuck Soules:
Public Works Director The way the agreement was set up, there were certain improvements that were identified that could be paid for, but it was also known that all the improvements in the TDD wouldn't cover all the improvements. For the benefit district in the transportation development district and not that they have received all their money yet, but the projects that they are getting reimbursed for, will use up all the TDD money over the period of time of the agreement. This one is going to be funded by separate instrument, which the agreement did refer to, other instruments that could be used to fund projects, which is the benefit district.

Amy Miller:
Assistant Director
Planning & Development
Services The TDD included all of the commercial areas. It did not include the residential.

Chuck Soules:
Public Works Director It didn't include this area, or this area.

Vice Mayor Soden: We can't go back and change the TDD.

Commissioner Amyx: Is the large track to the west of Meadowlark, is that still considered residential? One of the things that I may suggest that we do in this thing because I talked to Chuck kind of late in the day, I guess, is we have the opportunity to open to public hearing and then continue the public hearing, until we can get answers to additional questions. I want her to know what that change and what the price per square foot would be by doing it,

taking in consideration both sides of the road. We have that option to do that and without taking an action tonight. We would start the process over and give the opportunity for the owner on the south, to clean up that area where that line is so that it doesn't go through that building or wherever it's at.

Chuck Soules:
Public Works Director

I don't know how long that process will take, if that's a rezoning issue.

Commissioner Amyx:

Okay, whatever that may be. It just doesn't look right either. Having a line going through a building, but anyway that's my thought on this thing as one option to it.

Mayor Farmer:

Any questions for Chuck?

Chuck Soules:
Public Works Director

One final comment I might make commissioners, is that the Natural Grocers is going to be opening soon. It's pretty congested there now. Not that the signal's going to take six to nine months to install, but the traffic signal is needed before we have too many accidents out there. I don't know that we've got a problem at this point, but it continues to generate more and more traffic and we're going to need that sooner rather than later. We're probably looking at next spring already, but we don't want this process. Like Commissioner Amyx mentioned, if we want to wait until they adjust that red line getting it out from the middle of the building, that may be a few months process, that may not be calling up the County Appraiser.

Commissioner Amyx:

Maybe that's something that we can't deal with, but it just seems to me in fairness, to this whole area, that the price ought to be the same, both sides of the road. That's just me talking.

Commissioner Herbert:

I'm less concerned about the location of that line and more concerned about the price of the paint. We could figure that out in one week, right? That's just a matter of basic math.

Chuck Soules:
Public Works Director

The spreadsheet can be adjusted easily.

Commissioner Amyx:

Didn't you say that if we do anything different as far as an assessment, it has to start the process over again?

Chuck Soules:
Public Works Director

Right, we can do that. It's basically, we'll bring back a resolution establishing the public hearing date and a couple of weeks later, and we'll have another public hearing.

Commissioner Herbert:

If we're looking at nine months for a traffic light anyway. I don't see bumping it two weeks as being a huge life changing event.

Mayor Farmer:

Do we still want to have the public hearing or since we're going to start the process over it kind of nullifies. Okay, with that, I

would entertain a motion to defer this item for two weeks with the direction given to staff.

Commissioner Amyx: Okay, do you want the direction? The direction, being that they want to come up with what that assessment will be. Do we have the opportunity to defer this and does that stretch the process?

Chuck Soules:
Public Works Director You can continue the public hearing.

Commissioner Amyx: I would suggest that we open the public hearing, that we continue it, up to a new date and time and the reason that we do that, is if for some reason that in the end after Chuck presents us that information, that we believe that it's fair, we have that opportunity to consider that and if not, we can always start the process over again.

Mayor Farmer: You all good with that?

Moved by Commissioner Amyx seconded by Commissioner Herbert, to open the public hearing. Motion carried unanimously

Commissioner Amyx: Mayor, I make a motion to continue the public hearing for one week.

Commissioner Herbert: So we need to get a public notice now. We probably need two, right?

Commissioner Amyx: No, we're still under this assessment.

Chuck Soules:
Public Works Director You want the other assessment, so you can compare them. I've got that I can have that up tomorrow. The only other thing is noticing the property owners and we'll get notices out. There are only 33.

Commissioner Amyx: Here's the case. If the commission were to decide, after looking at what the assessment is for property and what the new assessment will be and decided it's not worth that, we've already done the original notification process. If we want to start over we'll start over soon.

Chuck Soules:
Public Works Director Right, then next week you can go ahead and approve Ordinance 7123 and we can keep going.

Mayor Farmer: Continue the item defer for a week.

Commissioner Amyx: Continue the public hearing for one week and then you'll provide the additional information on what the assessment with one rate, all the way around.

Moved by Commissioner Amyx, seconded by Commissioner Herbert, to defer adoption of Resolution No. 7123; and, continue the public hearing for one week, establishing a benefit district and authorizing intersection improvements at 6th Street and Champion Lane. Motion carried unanimously.

2. **Discussed construction traffic related to the development of Langston Heights subdivision.**

David Cronin presented the staff report.

Tim Herndon:
Landscape Developer &
Urban Planner,
Development Consultant
Agent for
Langston Heights
Development LLC

We appreciate this process and we thank you for the opportunity to have this conversation. I notice that we do have a few neighbors present tonight. Also present are Doug Rainey and Bob Santee with Langston Heights Development. Also another corporate entity that's involved is Santee Construction and involved its two business partners Trent and Chase Santee. We also have some of the home builders that are working in this neighborhood and some others that may or may not choose to speak. The main point that I'd like to make moving forward is the Langston Heights is sympathetic with the neighbors' concerns. We wish to help in any way we can within reason and in ways that we can reasonably expect it to be controlled. A big factor in this matter, particularly this year, has been the weather and it's been inordinately wet and any major project that's going on in Lawrence has felt the effects of that and the delays associated with that and I want to say Fort Riley that we understand that the weather has created delays in the construction of the temporary road and I think to some, it seemed like nothing was getting done at times. Without getting into details associated with the minutia of wet temporary constructing roads and how long it takes them to dry and when you have to get in and dig out some of the mud and replace it with dry soil or fill it with gravel and all those issues, they all come into play. Another thing that Mr. Cronin touched upon that I want to emphasize, and I think this exhibit that he referred to is a pretty good starting point, is that Langston Heights here is part of a colossal development area and the SLT/KDOT interchange with Bob Billings Parkway, I can't even begin to describe in comprehensible terms what certain days are like out there, but one day there'll be a barrier up on Bob Billings Parkway for the installation of a waterline and a couple of weeks later, a turn lane is being installed and a couple of weeks later there is heavy earth work taking place and then a couple of weeks later it's rained for a week, but a lot of potential interruption continuing to impact the project. I think to a greater extent, we are dealing with managing expectations in a public perception that arose from the approval of this project and early to mid-2013 and going back and reviewing the minutes, it was pretty clear at the end that this was a motion by the Mayor at the time who said okay the two conditions. One is to build a construction road with a sign indicating where it is and then file covenants and we did

those things, but under the umbrella were varied expectations. We have some people that believe that it was as simple as installing a construction road and a sign. Others have articulated their belief that this road that we're talking about is to be installed for the building of Langston Heights, streets, sewers, waterlines etc...itself and when that evolution was done then the subsequent home builders would use the public streets. Another expectation that appears to be afoot is that some neighbors believe that, that road way was to be installed throughout the duration of home construction at Langston Heights. That was not our understanding. Other neighbors perception apparently is that, that temporary roadway was there for all Langston Heights traffic, whether it was homebuilder related or otherwise, but simultaneously while these expectations have evolved and to some degree have been nurtured overtime as varied as they are, you know we've had correspondents, coming from Public Works certainly from our side of the project that indicate that that temporary roadway, was there for the construction of Langston Heights, streets, sewers and waterlines and that alone. Like I said, that was expectations and the image that was shared by Public Works and other city staff. There is some conflict in expectation. I want to share with you a larger picture that'll help, I think, everyone understand, what Langston Heights, based on our history, our experience, particularly in this area, it's and what we believe it should be. This image I'm showing you is of Langston Heights right there. This is the interchange project. This is Langston Hughes Elementary school. This is Diamondhead neighborhood through which the majority of traffic travels now. This is George Williams way where my pencil is and now we're going east at full mile to Wakarusa Drive. This is Bob Billings Parkway here and that's 6th Street to the north. My point of showing you this image is that in 1992 significant residential development began at Harvard and Wakarusa Drive and has progressed phase by phase, neighborhood by neighborhood, westward like I said for about 20 years. This is an area right down here that is initiating construction now that's Fox Chase south, but this is essentially the Fox Chase neighborhood, the Summerfield neighborhood, the Congressional neighborhood and as progression has taken place over the years, every subsequent phase of construction, every subsequent neighborhood, impacts the preceding neighborhood with contractor traffic and homebuilder traffic and concrete trucks and dump trucks and earth movers and everything else and in this literal square mile that's 640 acres, there's been no temporary construction road much less one that's a half mile long like Langston Heights agreed to install. That was a privilege that came to us and also to the neighborhood because it just so happens that this development group did gain access to and control over the property of the south. When neighbors expressed their concerns that traffic would be a challenge, we said okay we got this

property and we'll extend this to the south. It was included in the minutes in the proceedings. Motion had improved the exact surface, the exact nature of the roadway construction itself. Those things, the duration specifically what kind of traffic was not an item of discussion. In hindsight I wish it would have been. Enough about that though. The last thing I want to share with you is what Langston Heights feels like we're in a position to do and this is a response I'm going to briefly read from the staff recommendations that were forwarded to you as part of this agenda item and I'm going to, like I said, make this brief and then I'll be done. Staff believes that the developers should complete the temporary construction road on the permanent Langston Way alignment as soon as practically possible, but by June 19th at the latest. We've built the road. I drove it last Friday. I drove it again Saturday. I drove it twice today; the road is up and operable. If we get gully washers like we've been having or extended periods of rain, there will be interruptions as a result of the compromised road way surface. Other things that can interrupt that are the KDOT activity, the SLT activity, and other projects. Bear in mind Bob Billings Parkway is right now under construction from Wakarusa Drive to Legends. There's about to be a turn lane installed directly in front of Corpus Christi Church. There's about to be geometric improvements and a signal installed at George Williams Way and Bob Billings Parkway and I'm sure that it's right about now that KDOT is starting to sweat the load a little bit about making their fall/winter deadline for opening the interchange. There's going to be a lot of activity going on in this area that's outside of our realm of control and pretty much I would venture to say, some days outside of anybody's realm of control. We are in agreement with building the road. Staff suggested that the new road should be maintained in a rut freeway so that the majority of traffic is able to use it. We agree to that, to the extent that we can because on any given day, if it rains and a couple of gigantic trucks run down that thing, your ruts are there and it might be a few days before they're gone. We'll police that and maintain that as best as we can. Staff has asked that we encourage all vehicles or that we ... I'll read it verbatim, staff suggests that this would accommodate large trucks and smaller contractor trucks as the Langston Heights Subdivision builds out, but not passenger vehicles typical of laborers needing to reach the house site. I would maintain to you that Langston Heights Development will encourage all vehicles larger than pickup trucks and vans to use the temporary construction road. It's important to point out that we have a neighborhood packed with pickup truck owners and we have surrounding neighborhoods that on any given day, the roads are filled with vehicles like that. We feel like we can justifiably direct larger vehicles to use the temporary construction road. We have posted signs and we agreed to maintain the signs and then finally, we will re-initiate the contract that we had in April with all of the homebuilders and personally,

inform them that the road is operable and encourage them to use them and observe the signage that we have erected. Then finally, we were asked to implement that by June 19th and these things are in the ground today. With that, I'm available to answer other questions and I'm more than happy to and that's all I have for now. Thanks so much.

Mayor Farmer: Thanks Tim, any questions?

Commissioner Herbert: If I understand this correctly Tim, the temporary construction road is complete as it sits today, correct?

Tim Herndon: That's correct.

Commissioner Herbert: So assuming we pass the action, there is actually no change in action?

Time Herndon: Other than our commitment to continue to educate the builders that are working in the area. I would say yes to your question.

Mayor Farmer: Any questions for Tim? All right, thank you. Public comment on this item?

Eric Bodiker: I live in the Diamondhead neighborhood and I'm joined with a number of my neighbors here as well. I would counteract a little bit some of the statements that have been made. Just a brief review, there were a lot of issues that the public had with the rezoning that was approved back in 2013 and as a condition of that, was the construction road so Mr. Herndon talking about other neighborhoods having this construction pass through is quite frankly irrelevant, because that was a condition that was tied to the zoning that was then approved. The question really is what defines construction traffic? Is it or is it not still going through the neighborhood. Looking back at some of the issues that we raised two years ago, the zoning obviously was the big one for us. It passed and was approved with conditions. We had serious concerns about road deterioration that were not in very good shape at the time. They're much, much worse now. Safety, we are a very family heavy neighborhood, safety was a big concern, it continues to be so and of course traffic loads. Those have increased substantially. The developers raised the question about, what sort of traffic should be on the construction road and they talked about infrastructure traffic. The word infrastructure has never been used in a public setting until tonight and in fact starting with a memo from the developers back in December of 2012, they actually do a little bit to define exactly what sort of traffic should be off the roads and what we should be looking at. This was from the Planning Commission meeting minutes which are still available on the web. Discussing in particular, the purchase of the lease from Alvamar to install the construction roads, has this agreement once signed but both

parties would allow the construction traffic to pass entirely across the ground presently owned by Alvamar. With such access easement in place, dump trucks, excavators and the like could pass from Bob Billings Parkway to the subject property without travelling on city streets, namely those in the Diamondhead subdivision. This document really formed the basis for what the expectations from the public were on this issue. This document then led to the condition that was passed by the Planning Commission and ultimately passed by the City Commission. Just moving back into some other minutes to make sure that we didn't miss anything and there wasn't some other definition, there was a brief discussion from Mr. McCullough at February 2013 City Commission meeting that was talking about enforcement. He started talking about enforcement of the covenants and discussing that would be done through private means, but also then led us into the discussion of the construction run over. He was setting our expectation that that was going to be an issue because they weren't going to have somebody out there day after day monitoring what trucks went through the area. Specifically what he says, if there's a road for heavy construction and the construction of those roads and things, where more apt to see that. Talking specifically about at the time, there were a number of lots in the Diamondhead division that were under construction, so it's going to be hard to tell what trucks were coming to build homes in Diamondhead and what trucks were coming to build homes in Langston Heights. As we stand today, the homes in Diamondhead are all built. All of the trucks going through the neighborhood are going to build Langston Heights. The mayor himself when calling for the motion put very simply, construction road; we can make that a condition, absolutely. We can tie that to a plat. Mr. Shumm said we need a construction road. It was moved and approved and Mr. Shumm said, that's construction road with a sign and the covenants, again, no mention of infrastructure, no mention of using the construction road when convenient, no mention of using the construction road when the weather was permissible. No mention of using the construction road when KDOT and other construction allowed. It was, there is a construction road, and again, that is what set our expectations. We feel that there was no implementation in terms of infrastructure only for the construction road. Let's assume for a second that there was. Again, going back to the applicants' own memo, they define the traffic that would be removed from the Diamondhead neighborhood as dump trucks, excavators and the like. Since this was added to the agenda, we've had some our neighbors out in the neighborhood snapping pictures to show you guys exactly what type of traffic is going down our streets multiple times an hour, every day of the week, for weeks on ends. What we find, are dump trucks, excavators, and the like. We've got drywall trucks, we have lumber trucks, we have tractor trails, we

have concrete trucks, we have concrete form truck, we have concrete cranes, and I'm almost there. We have water trucks. We have dumpster trucks. We have city trucks. We have fork lifts. We have various trailers and the kicker, we have oversized loads. These can't go down the street without an escort and a flashing light that they're coming to our neighborhood. Surely, this is the exact kind of traffic that we mentioned. The problem is too, that it's not just pass-through traffic. These vehicles are camping and parking in the actual Diamondhead neighborhood. Their effect on our roads has been severe. Two years ago we thought this was going to be an issue because our roads were kind of hazy. Now they're in absolute terrible shape. We have potholes, we have cracks which the city recognized because in April they came out and tried to fill them, but those cracks are getting huge and getting worse and again, there is a correlation between this daily, hourly, minutely heavy traffic coming through our roads and the condition of our streets. Safety too is a concern, speeding, wide cornering and inattentive drivers in the neighborhood, especially, during the summer where children are home playing and riding their bikes. A lot of the traffic that we have going through is quite frankly dangerous. Mr. Herndon mentioned that the road was open for business as of Friday. Traffic was still running all day Monday, all day today. In fact this was a picture taken earlier this morning. What you'll notice about this picture is that's a fully loaded dump truck driving on the wrong side of the street. A couple of months ago, we as citizens threw up our hands and said enough. Something has got to be done about this. Exactly two months ago, we emailed all the pertinent parties and said, "Come on guys; you've got to give us a break." The developers came back and said, "No, you're right, we're going to put in the construction road and we're going to put up the signs and they were going to do that within a week." Neither one of those things happened. Then they came back and said, "We've got some issues, we'll put it up within two weeks." None of those things happened. Looking now, specifically at the signage that was supposed to be implemented, the neighborhood has two main entrances, one to the north on Ken Ridge Drive and one in the south on Diamondhead. This is where the neighborhood thinks the signage should be, because that's the entrance to the neighborhood. However, looking at those corners, you'll notice, no signs. The developers have put up signs, but they are within the Langston Heights neighborhood, which means, as a truck is driving through the neighborhood, they already get into the Langston Heights, notice the sign, what are they going to do? They're not going to turn around and drive back, they are already there. No signage and that signage was put up for the first time this week, even though that was a condition all the way back in 2013. Signs were first placed this week. Problem 2 is the road, looking south on Silver Rain, they say the road is in, but again, trucks have been using it since this road is "in". Looking

south on Renaissance, there is no even semblance of a road there. Looking north from Bob Billings, it's a dirt road that can't really handle the traffic and that's why we continue to see the traffic today, even though the road is open. We as the neighborhood are really starting to demand some action. This road has not been in use for a year. I know City Staff report said it was used for most of 2014. Unfortunately, that has not been our experience. On June 30th of 2014, the city installed water main on Bob Billings, which effectively blocked the traffic at that point. Now that project was completed on August 15th, but the entirety of the time, from June 30th of last year, two weeks shy of a year, that traffic has been coming through the neighborhood. We are talking about dump trucks, excavators and the myriad of pictures that we showed you. This is coming through every five minutes, every 10 minutes, both up Palisades and both up Crystal Lane. The signs were never posted until Monday and they should have been up all along. The use of the road is really universal. There were no caveats to; we were going to use it when it was convenient. There was nothing about, we are going to encourage folks to use it. We were given the deal of, their zoning approved, you get the construction road. There really wasn't a whole lot of gray area, at least that we saw, and the traffic is really not incidental. That's the word that's been thrown around in the memo from the developer. This is major traffic and it is going through on a minutely basis. What we are looking for is some clarity. We'd like you guys to tell us today, what is the traffic that is approved and is not so that it's clear for everyone. Ensure that the signs are posted in a position where folks entering the Diamondhead neighborhood are going to see them and by the way those signs are garage sale signs, vote for me political signs and they're this high off the ground. Dump truck drivers are up here, right? Even if they saw the signs which are already in the other neighborhood after they've come through our neighborhood, they're not going to see them. Get big signs; put them at the entrance of the neighborhood. It strikes us as odd that we are here today again, because there were three conditions that were tied to this approval of zoning. Construction road hasn't been in use for a year. Says it's open now, still not being used, signs were never posted and covenants, they've done fine with covenants so they've got one out of three. We'd really like to see some, both clarity and either encouragement or enforcement in terms of using that construction road, because as we left the meeting in 2013, all of us thought that we were on the same page. We thought we knew what we were getting and that hasn't been the case. I wouldn't want to leave here today and just have everybody say, "Well we are going to do this," because that's where we were two years ago. We were going to do that. We'd really like to see some sort of enforcement, encouragement. I don't even know what you can possibly do, but we would really demand that the traffic is removed from our

roads and done so in an immediate timeframe. Thank you so much, I appreciate the time.

Mayor Farmer: Thank you, Eric. We have questions for Mr. Bodiker?

Commissioner Herbert: Yeah, I guess I'd just go back to the question I asked Tim a minute ago, would you be disagreeing then with the statement that the road has been built?

Eric Bodiker: It's really a philosophical question and I don't mean to be funny, the road exists, so you can see where it is, but if no one is using it and folks can't use it, because it's serving a purpose, is it doing what it was intended to do?

Commissioner Herbert: But you'd agree the road is there? The physical road exists?

Eric Bodiker: There is an obvious path there to take.

Mayor Farmer: Other questions? All right, thank you sir. Other public comment on this item? (None) All right, we'll bring it back to the commission. I feel like we should all get the big van and just fly it out there look at it for ourselves.

Commissioner Herbert: Just make sure it's a smaller van.

Commissioner Farmer: That's right.

Commissioner Boley: You better use the road.

Mayor Farmer: That's right. We obviously have some issues here and I appreciate both the good work and presentations that both of you guys put together and walked us through. I have a question for Amy. Maybe this is for Chuck also, but what is Planning and Development Services interpretation of what was agreed to back from 2013 versus what is actually happening now. Are they adhering to what we approved them to adhere to?

Amy Miller:
Assistant Director
Planning & Development
Services

I think Chuck can also chime in here, but I think one of the difficulty is what was outlined in the staff memo is that, while there was an agreement to install a temporary road, the conditions of that were not spelled out. Was it just for infrastructure? How should it maintained through wet weather, what was the appropriate size of the signage. None of those details were incorporated.

Chuck Soules:
Public Works Director

I concur.

Mayor Farmer: Okay, all right.

Vice Mayor Soden: Is it possible to just dump gravel or something on it to make the

road more usable in wet weather?

Bob Santee: It has some gravel on it.

Vice Mayor Soden: Will more help, I guess, is what I'm asking?

Bob Santee: Yeah. What's going to happen, the positive thing that hopefully, this time next year, with all the roads down, the interchange will be open we won't have to sit here and talk about what truck goes where or whatever. Eric, he's got some good points, but he gets going. There is not exactly like that. Maybe it's not our way, but we are trying to work with him. We have access. We basically had to move it from where it was originally and that was to build the subdivision in our mind, but we always want to have it available and I think you'll see going into July, it will be dry, we have some gravel and everybody will start using it and hopefully they'll see an improvement. The good news is hopefully this time next year, we'll have everything done and then we can hook up Langston Hughes grade school and get it all figured out.

Commissioner Boley: Can people use it now?

Bob Santee: Yes, absolutely.

Commissioner Boley: So dump trucks can go on it?

Bob Santee: Not everybody, but like I said, our original agreement and I think we held up to it was all the construction for the subdivision went out that way. I'm a homebuilder, but how can I control every contractor? That's over 300 contractors. Now, we can police some, we can say hey, and when they see it and they experience, then they're going to be excited because they don't want to go through the neighborhood either. We just have to keep dealing with it and I'm sorry to get so emotional about it, but I think with the big picture, we've been doing above and beyond call of duty and we continue to do that.

Vice Mayor Soden: Can we make some bigger signs for construction traffic?

Bob Santee: Yeah, but we have the signs on in my community and it can only be so big. We can do that, but I think really what will happen is the networking.

Tim Herndon: Commissioner Soden, in response to the signed question, the election size signs are the largest signs that we can use without the sign permit. That's one issue. Another issue is the location that Mr. Bodiker talked about as being preferred by him or by some of his neighbors. That's off site. That's not our property. It's not our jurisdiction. It's not our place to put signs. Those would be a couple of examples of an expectation then we can

go in and wave the magic wand over certain areas and we would if we could but you know.

Vice Mayor Soden: How long does it take to get a sign permit approved?

Tim Herndon: I'll allow staff to answer that. I think it's a 60 days cycle but I'm not entirely sure.

Chuck Soules: We can do a sign of community interest and place it out on the right way. We've done that at construction projects. We could probably do that, if that would help.

Vice Mayor Soden: It seems like that would help.

Mayor Farmer: Sounds like a good idea. Maybe we should do that tomorrow.

Chuck Soules:
Public Works Director: We will just give them the authority to put the sign up.

Mayor Farmer: Right.

Vice Mayor Soden: They build the sign and then we put it up? Is that what he's saying?

Chuck Soules:
Public Works Director: No.

Mayor Farmer: They could put it up in the right of way.

Chuck Soules:
Public Works Director: What we'll be doing are signs of community interest.

Vice Mayor Soden: Can we add more gravel or something to the road to make it more usable in case it does keep raining? I mean, it could keep raining. I don't want to assume we're going to have a dry weather this summer.

Tim Herndon: I'm sorry I missed the first part of your question.

Vice Mayor Soden: Can we add more gravel to the road to make it more usable?

Tim Herndon: I'm not going to tell you that we can't. My response, Leslie, is more of responding to the nuances that we all need to kind of get our heads together and grasp. We're not merely talking about a little temporary construction road to get in and out of a site. This road is a half mile long. Let's picture how far a half mile is. It's a long way so geologically, geographically, the conditions one encounters when grading a half mile long road way, there varied. Some places, hold water long time. Some places have ground water. Some places have substandard sub grades that require treatment. A half mile is a lot of gravel.

Vice Mayor Soden: You tell me then what we can do and make the road more usable?

Tim Herndon: I'll reiterate that we have been working on the installation of the road that you saw a picture of for a couple of months. It's been a lot of earth work, a lot of machinery, a lot of man hours and a lot of money. It's not a perfect roadway. When the weather gets really bad, we're affected in the same way. Every other construction site in Lawrence Douglas County is in the same weather. Things get shut down, things get delayed. The contractor that we had on line to show up tomorrow with their equipment is now delayed. They've got other projects to get in the queue. It gets messy. Long story short is; we agree to build temporary construction road. We have built it. We agreed to put up signs, we put them up. We agreed to even to expand the hour energies to incorporate an education process to the multitude of contractors that are busy in this new neighborhood and we've done so. I just can't imagine what else we could do in addition to that, that wouldn't seriously point to this project being treated differently than the other 400 or 500 acres have immediately adjacent developing neighborhoods that have taken place over the last 15 years or so. That's an issue. We want to help but we can't do everything.

Vice Mayor Soden: It would be good to make it usable. I guess that if the developer continued to use the residential streets that apparently weren't designed for the heavy traffic, we could always bill them to fix those streets. Or we could have a proper construction road.

Tim Herndon: I'm not sure I understand. Would you please repeat that?

Vice Mayor Soden: It looks like those residential streets aren't designed to handle that kind of heavy traffic?

A member of the audience: It's totally legal to drive there. Are you kidding me? You can't drive down the street.

Vice Mayor Soden: Well, I'm just trying to get Tim to understand that there's a cost either way.

Mayor Farmer: We're getting out of hand. Please sit down.

Vice Mayor Soden: We can choose our cost here, is what I'm saying. We can work on the construction road or we can work on residential street.

Tim Herndon: Okay, I'm going to repeat myself and say that we are sympathetic and we're sensitive and we're on it. There are some other very poignant facts. These are public streets. They're open to the public. They're open to other pickup trucks. They're open to other kinds of construction vehicles. These are the same streets that have facilitated phase upon phase, subdivision upon

subdivision of West Lawrence growth over the last 10 to 20 years. We have already ameliorated the situation by providing a temporary construction road. Granite, it hasn't always been perfect. It hasn't always filled everyone's expectations of what it's supposed to be. Some days, I would flat out say, it's less effective than other days. It's no different than any other subdivision. Those streets that you're referring to are public streets for the purpose of facilitating public traffic which comprises or is comprised of, in a large part, the kind of traffic that builds houses and new neighborhoods. The construction traffic is a reasonable use on a public street. They are public streets.

Vice Mayor Soden: I've got a question for Mr. Soules. Were those streets designed to handle this kind of traffic load for this length of time?

Chuck Soules:
Public Works Director Obviously, when a development develops, it was going to be construction traffic to development it to build the homes in the commercial area. So yes, they'll handle those loads for a short period of time. Until it's developed, it wouldn't be expected to be in Iowa Street, because it wouldn't be built to that standard but for a residential development and a residential traffic, it will be fine.

Vice Mayor Soden: The streets look like they're getting tore up and look pretty poor. What can be done so they don't continue to the grades, so that it becomes difficult for just the regular car to use?

Chuck Soules:
Public Works Director It's just standard maintenance. That's what we have our maintenance programs for. I don't know how old those streets are and our standard specifications have changed for the better. The roads that were put in at Langston Heights Addition will outlast, outperform the ones done in Diamondhead, but we'll maintain them just like any other public street. I would assume part of the issue for the neighborhood may also be with the construction traffic and all the rain we've had is the mud and stuff on the streets.

Someone from the audience: It actually washes off pretty quickly.

Chuck Soules:
Public Works Director That's typically the issue we get when constructions happening going through and visiting neighborhood. At that point, we would get with the developers and the contractors and ask them to clean it up. We haven't had that issue yet about a complaint, but I'm assuming it will be coming.

Commissioner Herbert: I was not on the commission when this decision was made to require the road. I'll be honest with you, I haven't lived in Lawrence a very long time and having paid my way through college doing construction work on new residential developments. It seems very strange to me, first of all that, that

conditionality was ever put on. That being said, it was put on. Here in lies the real problem we have today. This is what got back to the question that I asked both gentleman, was, has the road been built? Whether we talk about it philosophically, I'm looking at physically, has the road been built? Honestly, the problem we run into is there's no actual action on this action, because if we go with the action, the action says, the developer should complete the temporary construction road, which both parties agree has happened. The road should be built by June 19th. Well, today is June 16th and apparently, it's happened. The road should be maintained in a rut free-way. Here's where we start getting to the technicalities of it. What is the actual road look like? How much gravel exists on the road? What color of the signs we're putting up? There's so much minutia that gets into this. The reality of the situation is, whether you're talking local government, state government or federal government, regulations are easy to pass, enforcement, not so much. We can pass all the regulations we want and we can tell Tim that he needs to have all of his trucks. Maybe a good start will be to get them to drive on the right side of the road apparently. After we convince them to drive on the proper side of the road, we can tell them to drive up and down this construction road. If we don't actually have an enforcement mechanism in place, I'm not going to tell Chief Khatib to park 10 cops out there and arrest every concrete truck that goes down a residential public road where they legally have the right to drive down, because it's a public road. I think we can take all the action we want and we can pat ourselves on the back that we help the neighborhood, but I think the reality is, when it comes to actually enforcing this, I don't know that we're going to be able to do anything. The Powerpoint you pointed out, the quote from Scott McCullough. I wish I would have written it down because his quote was something along the lines of, "I don't know how we would actually ever possibly enforce this." I think I would reiterate that. I don't know how we're ever going to actually... unless we all take turns as commissioners doing a neighborhood watch and sitting on the street and re-directing traffic. We can take all the action we want but there's no real action that's going to occur. I think we need to make sure that the road is built, which apparently, it has been. I think we need to make sure signage is in place. I think you ought to listen to the neighbor's concern that the signs are in the wrong place. Put the signs in the correct place. If you put the signs in the correct place and the street is constructed, I don't know how on earth we're going to police this, when you're talking about that many contractors. We can talk a lot tonight but I don't know that we're actually... No matter what we do going to help the neighborhood in the way they want to be helped.

Mayor Farmer:

Other thoughts?

Commissioner Amyx:

Just a comment if I could, Mayor.

Mayor Farmer:

Go for it.

Commissioner Amyx:

Tim, you made a statement that this project being treated differently than other construction projects in town. Going back and reviewing some of this and as somebody that was a part of the commission that dealt with this, yeah, I think it was treated differently, because of the access issue that was pointed out. Was that the final decision that I helped with getting all the resilience and everything done? I believe it probably was. In fact, that there was another way in and out. Now, maybe we didn't screw up in that we did not specify how that road way was to be built, what the construction was going to be. I think that there was an assumption that it was going to be build and maintain to a point that trucks, in and out, were going to be able to use that at all times. It doesn't say that in the conditions. As Amy said, we believe that the conditions have been met so far on this site, correct? Did I read that right? Again, was it treated a little bit different, I think it was because of the access issue and the expectations that we have. I do like what the commissioner said, we have a responsibility to make sure that the signs are put in place where they need to be. I disagree a little bit with Matt. I'm not going to say that we put 10 police officers there out there. I do think that we have the opportunity, if somebody's driving on the wrong side of the road that we have a responsibility to go after him. I would strongly suggest that you talk to, in a way of expectation, people using that road way. That's what it was there for. That was the reason that at least from my vote was the final decision in that development.

Tim Herndon:

For the sake of clarity and I don't assume that you're speaking for everyone. In this conversation, I want to bring the Public Works Director back into it and ask Chuck, would Langston Heights get with you to determine the optimal location. Then go through, you use the terms signs of public interest. Was that right?

Chuck Soules:
Public Works Director

Yes.

Tim Herndon:

Is there a process that engages the city as a partner in getting this public interest and issue to mobilize and the signs up? Or, are you suggesting, this would be the onus of the developer. How do you perceive this for clarity?

Commissioner Amyx:

My suggestion or Chuck's suggestion? My suggestion is, Chuck, tell them what they need to do and have it back here on Thursday, so that we can have those signs put up. Is it going to be an agenda item or if doesn't have to be an agenda item, if it's something that was for public safety, we can just do.

Chuck Soules: Public Works Director	That's a good point. I think we do bring those back to the Commission just for approval, it's usually a consent item, approving signs of community interest and it gets put up.
Commissioner Amyx:	Have it back on Thursday.
Chuck Soules: Public Works Director	We can write something up for your consent agenda for next week. We can identify the location and the size and what's it going to say. I think their sign, what they had proposed of good, I didn't realize obviously that it was realtor size. Again, it's a neighborhood. We don't want a bill board size, we want the appropriate size.
Diane Stoddard: Interim City Manager	Commissioners, if it is desired by the commission to authorize those signs this evening, even though we don't know the exact location, I think it would be okay if you all passed a motion authorizing those signs of community interest, subject to the Public Works Director getting with the neighborhood on the location.
Commissioner Boley:	So moved
Mayor Farmer:	You made a motion. Does it have a second?
Commissioner Amyx:	Who did?
Mayor Farmer:	Stuart.
Commissioner Amyx:	Oh he did, second on the signage?
Commissioner Herbert:	Hold on. Can we clarify what we're moving right now?
Commissioner Boley:	What Diane said, the...
Diane Stoddard: Interim City Manager	What I was suggesting was, if the commission wanted to pass the motion this evening to authorize the signs of community interest, at a location that would be determined by the Director of Public Works in consultation with the neighborhood.
Commissioner Herbert:	Do those signs then become on the City's dime?
Commissioner Boley:	No.
Diane Stoddard: Interim City Manager	We would work with the developer on those.
Tim Herndon:	Would you explain that aspect of this fuzzy conversation? Elaborate on the sign, the placement and the cost.
Chuck Soules: Public Works Director	Tomorrow, I would get with the development and yourself perhaps. We would go over what size you want the sign, where

the location would be. We probably want to talk to the person that is actually maintaining that right-of-way, the property owner and the adjacent property owners. Essentially, the cost of the sign will be in the installation of the sign and will be up to the development as completed.

Commissioner Boley: That's the goal. The goal is to not have to come back here to get approved here and to authorize staff to get it done.

Mayor Farmer: Motion and a second.

Commissioner Amyx: Just so Tim, that you understand, I don't think that you heard what Stuart said. It had to do with the fact that you will now have to come back before this body. It will be handled through the staff.

Tim Herndon: Are there a specific number of signs that is being discussed here? I mean, we're talking about implications that again, I don't want to leave. Again, we're arguing over one or two signs.

Chuck Soules:
Public Works Director I'm thinking we've done these with what we call the construction signing and may be black on orange. Traffic or several contractors will probably develop a node, put those together and install them.

Commissioner Amyx: In listening to Eric talk before, I think we're talking two signs?

Chuck Soules:
Public Works Director That's right. People will see probably 3x5, depending on what it says.

Mayor Farmer: Chuck, we'll trust you to make the recommendation but my sense is, this is how we got in this mess to begin with. We weren't clear on what exactly was happening. The direction tonight, so that all this can go away, so that the neighborhood can be happy that we effectively address their concerns and so the development group doesn't have to continue to have their development plans stalled or coming at a cost for more money. We need to be crystal clear on what it is that we're specifically asking and then, this goes away. Two signs, 3x5, black on orange, at the entrance and the exit of the neighborhood, what are the signs going to say?

Tim Herndon: I'd be comfortable working that part out.

Mayor Farmer: Totally fine. Okay.

Tim Herndon: We've been through some versions of it.

Mayor Farmer: I understand that.

Tim Herndon: Some more effective than others.

Mayor Farmer: All right.

Commissioner Herbert: Could I go on the record as saying, we're looking at a bigger issue here tonight other than just two signs. I think I just want to go on a record and saying here lays the difficulty with using conditionality's for development. Nobody wants construction traffic going through the neighborhood. To have development, you have to have developers. To have developers you have to have workers and we don't airlift them into locations. It would be my wish that in the future, when we're designing neighborhoods that we do not place conditionality's on public roads.

Mayor Farmer: Okay. Thank you. All right, so Langston Heights neighborhood, you're clear on what we're doing, two signs, entrance and exit. You're good?

Someone from the audience And really, it's just because of our two entrances and would fine with us.

Mayor Farmer: Okay. Development group, does this sound like a good compromise? Okay. Motion made by Boley, seconded by Amyx, Herbert's comments on the record, you're going to work on the wording and everybody's clear on what we're doing?

Moved by Commissioner Boley, seconded by Commissioner Amyx, authorizing signs of community interest at a location determined by staff and the surrounding neighborhood. Motion carried unanimously.

3. **Considered adopting on first reading, Ordinance No. 9124, renaming the Lawrence Citizen Advisory Board to the Citizen Advisory Board for Fair and Impartial Policing, and amending the code provisions related thereto.**

Maria Kaminska:
Staff Attorney

Good evening Mayor and Commissioners I'm here to present to you Ordinance 9124 which makes three notable changes to our city code regarding the citizens advisory board and then corresponding language under that. The first change that you'll be able to see in the ordinance is that, that Lawrence Citizen Advisory Board which was established in 2005 request that its name be changed to something more specific. They're requesting the named changed to the Lawrence Citizen Advisory Board for Fair and Impartial Policing. Staff studied that request and we did not find anything under statutory language that will prohibit that change. The second amendment to the ordinance would come into compliance with state statute over the racial and impartial policing. The legislature has changed or has expanded the name of racial profiling to now racial and biased base policing. The statute prohibits police officers to use national origin, ethnicity, gender, and things like that, that are now included in the definition of other biased based policing, as an unreasonable reason for initiating law enforcement contact with somebody. You'll see throughout the ordinance that it has

been changed from just racial profiling to be consistent with state statute, so that it says racial and other biased base policing. Then the third change is you'll also is a date change. The legislature also requires all law enforcement agencies in Kansas to report annually, any complaints about racial profiling to the attorney general. Previously, the date that that report was due was January 31st, but current statute requires the report be submitted by July 31st. The Lawrence Police Department does comply with that and does submit by or before July 31st each year but the city code just needs to update that language. You'll also see some language that was struck from that final provision. That was four things that need to be included in the annual racial profiling report. The reason that was struck is because the state statute is more extensive now there are 10 items that have to be included which included the previous 4, just so that we don't have to continue updating the city code language. We'll just link it to the state statute, so that staff will be aware that always check the state statute to see if any factors have been added or deleted. I'll stand for questions if there are any, but I know that chief Khatib wanted to make a few comments as well.

Police Chief Khatib

Mayor, commissioners, thank you. I've got Baha Safadi with me. He's the chairman of the advisory board. We just would like to say, appreciate changing the name. The advisory board is very interested in looking at other things besides just the old definition, racial profiling and biased base policing. We've been looking at fair and impartial policing for several years and something that the Kansas law enforcement training center has been spearheading in Kansas and has taken a leadership role. It talks about just the role of police officers as a society, not just using race and gender but also ethnicity, national origin and just being fair and impartial to everybody that we contact during our jobs. Baha, do you want to say a couple of comments?

Baha Safadi:

The chief summed it up. The name that we used to be using in the past, The Citizens Advisory Board, did not really cover our mission properly. With the new naming, we are opening the door to almost all citizens of Lawrence to be aware that there is a commission committee. There's a board that is interested in viewing the cases and hearing all the reports that comes to the police department. The comfort in that when they read that there is something existing in Lawrence and was work with the police department and reviewing the cases. We are trying to make the public aware that they can come to the police department and also come to us from any complaints that had to do with racial profiling, not just only the race but open up a little bit more. Our request from the commission is to rename it, to make it applicable to our mission.

Mayor Farmer:

Okay, thank you Baha and chief. Alright, public comment on this

item? (None) Alright, back to the Commission.

Commissioner Amyx: I think it's a great idea. I appreciate the update on the state law. You say it's extensive on the items with the 4 points being replaced by 10 and more extensive. Chief, we appreciate all the work you do and Baha, thank you for stepping up and doing the work that you do on the committee.

Commissioner Herbert: I don't think there's a lot to it. It's got support of the committee and it's got support of the Chief.

Mayor Farmer: Absolutely. All right, I was contemplating making a comment about how ironic it is that we want to make sure that we treat people equally in policing based on their ethnicity, national origin, gender, sexual orientation and that sort of thing. We struggle doing that in our state policies. I don't need to make that comment. I would entertain the motion to approve word Ordinance No. 9124, renaming Citizen Advisory Board to the Citizen Advisory Board for fair and partial policing in amending the code provisions related thereto.

Moved by Amyx, seconded by Boley, to adopt on first reading, Ordinance No. 9124, renaming the Lawrence Citizen Advisory Board to the Citizen Advisory Board for Fair and Impartial Policing, and amending the code provisions related thereto. Motion carried unanimously.

Mayor Farmer: Thank you all for your good work on that project. Next among the agenda is to receive a presentation on the comprehensive annual financial report. The CAFR and I believe this one's Brian's.

4. **Received presentation on the Comprehensive Annual Financial Report (CAFR).**

Bryan Kidney, Finance Director, presented the staff report.

Sean Gordon: I'm in charge the 2014 audit. I'll just go over the required communication like Brian said with you. It won't be very long. First and foremost, the opinion that we issue for the audit was an unmodified opinion. That's the highest and cleanest opinion that we're allowed to give under state in federal law. Along with that, the federal law awards portion that Brian was also discussing, the opinion we issued on that was also an unmodified opinion. Again, the highest and cleanest opinion we're allowed to give. It reflects all the financial management of the city. Please feel comfortable in that. The final thing I wanted to mention was the recommendation letter that should be included with your packet we just made one recommendation on the audit. That has been discussed with Brian and his staff and we will check up on that, when we do the audit next year. If you have any questions, please let me know.

Commissioner Boley: Sean, could you explain the concept of component units?

Sean Gordon: A component unit in this case to say yes to, the hospital, the library and the health board, they fit the term of component unit because the city maybe assist them with appointing board members or something like that so they must be included. If it fit three, I believe three or five criteria, then they must be included in the cities financial statements.

Commissioner Boley: While they're included in our financial statements, we really have a limited responsibility with regard to them, except for perhaps the library.

Sean Gordon: Yeah, that's correct and the two units, the hospital and the health department, we're both audited by different auditors and that's referenced in there. There're covered in that as well.

Bryan Kidney:
Finance Director: I'll just follow up. The reason all three of them are in there is because their boards are appointed by the mayor. That's a level of control. Those three entities are not completely separate legal entities, so that's why they're on there.

Commissioner Boley: Can you also talk a little bit about the reconciliation on page 27.

Sean Gordon: That's what Brian was referring to. It's going from one basis of accounting on the government side to a full business type financial statement, including both enterprise and the government funds.

Commissioner Boley: Again, what is the general concept behind that reconciliation?

Sean Gordon: That's just the reports, so that you can see that your reports match. It's just including you're taking the government funds and you're adding things such as depreciation and some long term liabilities that usually aren't included in government funds but they are included in full gap account.

Commissioner Boley: Thank you.

Mayor Farmer: Other questions for Sean? Okay. Sean, thank you. We'll take some public comment and then we may have some more questions for you.

Bryan Kidney:
Finance Director: One more thing I've neglected to mention. Sean had mentioned a management letter comment. Management letter is from the auditor when they see something that we need to really take a closer look at. This year's management letter comment was specifically about the inventory, ledger and the Utilities Department was off from what we had in the general ledger. You mentioned we're going to words towards finishing it, we actually figured it out. It was a way that the subsidiary ledger

was accounting for some things. We've rectified that and now, they equal. It was basically, it wasn't where there was anything missing basically, the subsidiary ledger was accounting twice for some items. We never did make any business decisions on the subsidiary ledger only or on the general ledger. We're happy to say that we've cleared up the management letter. Thank you.

Mayor Farmer: Okay. Thanks, Brian. Public comment on the CAFR?

Commissioner Amyx: We ought to have copies of this at the door.

Mayor Farmer: All right. Bring it back to the commission. Stuart, take it away.

Commissioner Boley: It's great. The financial statements are great. I really appreciate the unmodified opinions. I have concerns about the management discussion and analysis.

Mayor Farmer: What page are you looking at Stuart?

Commissioner Boley: Well, that starts in page 13 and goes on to page 20. I understand that this is an interesting time for Brian and a lot of things were going on. There was a big bond issue or something like that and I'm distracted in. Really, my interest is in the edited version. I appreciate your willingness to take another look at it and I'm looking forward to seeing it. I feel we need a rigorous analysis of this in English. If you don't want to read the whole thing, you can read 7 pages and get the gist of it.

Bryan Kidney:
Finance Director Again, I appreciate those comments and very well said. Thank you.

Mayor Farmer: Okay. Other comments? (None) Then, I would entertain the motion to receive the CAFR presentation and to direct staff to edit the management discussion and then, to bring that back to the commission. Timeframe?

Commissioner Boley: Whatever.

Mayor Farmer: Okay. Time frame, what do you think?

Commissioner Boley: It's not urgent.

Bryan Kidney:
Finance Director Immediately after.

Mayor Farmer: So next week?

Bryan Kidney:
Finance Director Sure. I can get it done for you.

Commissioner Boley: You'll get it done. Find a way.

Moved by Boley, seconded by Amyx, to receive the presentation and directed staff to edit the management discussion and bring back to the City Commission in one week.

Mayor Farmer: Thank you so much, Brian. Sean, thanks for being here. Stuart, thanks for your expertise.

5. **Discussion on affordable housing with Justice Matters.**

Mayor Farmer: Let me just give a little bit of background Randy, so that folks know why we're here. We have received a note from Matt Sturdivant. Matt who wanted to meet with Leslie and I and we just felt like it would be appropriate for us to continue having these conversations, at a business meeting with the whole body, so that we can continue to move the conversation forward. The floor is all yours.

Pastor Randy Weinkauf: I'm the pastor at the Immanuel Lutheran Church, along with reverend Matt Sturdivant and reverend Matt Zimmerman. I've co-chaired the Justice Matters affordable housing working group. I've been asked to speak tonight on behalf of Justice Matters, its coalition of 21 religious organizations, regarding the use of the remaining funds in the affordable housing trust fund. Let me start by saying, we believe the intention of conducting an affordable housing study was coming from a good point. We do not consider it the best use of limited funds. We'd like to suggest a different approach tonight. To outline this approach, I have three basic suggestions. I will state each one. Give reason for them and then accept any questions from you. Our first suggestion is that, you amend Ordinance 7357 passed in 2001 which created the advisory board to oversee the original housing trust fund. We suggest a restructuring of the board to include a member of the housing authority, Family Promise, Habitat for Humanity, Tenants to Homeowners, someone who's living in assisted housing and a member of the faith community. Number two, that you would charge this new advisory committee to use the remaining funds in the trust to demonstrate within the next year a collaborative and innovative, affordable housing project, directed specifically at transitional housing, to exemplify what happens when we invest in people in need of a home. Then, number three, that you would ask your staff to arrange whatever is necessary to open up the discussion and communication during the July 17th housing conference, so that you all can speak freely with the public about what is and you can then hear from experts what has worked well from them and how that can be applied to the needs here in Lawrence. So why a demonstration project instead of a housing study? I think all of us know the problem exist. We know that affordable housing trust fund is a major part of the answer. The reason we know this is because we can look at the city's own memo on affordable housing. In 1993, the City Commissioners created

a study group. A year later, they recommended an affordable housing trust fund which eventually came into existence. In 2005, the city conducted another study on housing, this time, through the community housing assessment team or CHAT. This group recommended that 1,690 affordable owner/occupied homes and 2,347 rentals be built. Two years later, they also recommended \$500,000 in funds to the housing trust fund but those funds were never realized. Two times, we have studied the need for affordable housing and both times, have come up with the need for an affordable housing trust fund. What if repetition doesn't persuade you, consider the delays? The 1993 study calling for an affordable housing trust fund took 12 years before it actually created housing in the community. In 1992, the public called attention to housing concerns. In '93, the city appointed a study group. In '94, a housing trust was recommended. Six years later in 2000, a housing trust fund was created. In 2001, an advisory committee was created. In 2005, money was allocated, 1992 to 2005, 12 years to create housing. The chat study and recommendations made in 2007 didn't actualize and they later were shifted over to the 2020 horizon discussions. If the repetition of the delays don't persuade you, consider the fact that once we got past the studies and the trust funds set up delays, the trust fund actually created some successful projects. The original housing trust fund allocations created 11 permanently affordable homes through Tenant to Homeowners, helped Habitat finish the Comfort neighborhood with 16 homes, and helped the Housing Authority add 9 rental properties. For a one time allocation, it was very successful. We would suggest doing something different. Show this city what an effectively managed housing trust fund can do, to address the need of transitional housing. Therefore, we go to the conference in July 17th to hear how other cities have funded and built affordable housing. Then, discuss openly the options here at home. Now, this brings me to my next point, the conference in July. We've been working with Tenants to Homeowners to develop an agenda that will develop or demonstrate the need for affordable housing, identify legal sources of funding that other cities have used, and highlight innovative approaches that meet the need. We believe one important factor that will determine the success of the conference, is the ability to discuss ideas openly with you. We have been told that all Commissioners may attend, but cannot answer questions. Or speak to the public or speak among them as this is a violation of the Kansas Open Meetings Act. We were told that we need to have a microphone and needs to be open to the public. We can't have small group discussions that include more than two of you in one group. Now, we believe these restrictions placed in our dialogue are a very conservative reading of the law. We believe in the spirit of the law. We believe that it is designed to prevent groups like this from conducting public matters in private. In this case, the law is

limiting the public's ability to discuss a common good, a good of affordable housing. We respect the interest of the city attorney to ensure that no one violates the law. We believe that we can accommodate whatever we need to do to satisfy the law. At the same time, provide an opportunity for real dialogue about this issue. Again, our suggestions are number one, to amend Ordinance 7357 passed in 2001, which created the advisory board to oversee the original housing trust fund. To restructure that, so that there is a member from Housing Authority, Family Promise, Habitat for Humanity, Tenants to Home Owners, a member living in, assisted housing and someone from the faith community. Number two, to charge this committee to use the remaining funds in the trust fund within one year, in a collaborative and innovative way to show transitional housing for those in need. This will exemplify what happens when you invest in people. Then number three that you might ask your staff to arrange whatever is necessary, to allow for really open communication on July 17th. So that you can speak freely with the public and housing experts about what has work elsewhere and how that might be applied here in Lawrence. Thank you Commissioners for your time, thank you for your service.

Mayor Farmer: All right. Thanks Pastor Randy.

Pastor Randy Weinkauff: You're welcome.

Mayor Farmer: Any questions or comments for Randy or any of the Justice Matters group?

Commissioner Amyx: I guess, Mayor if I could, I guess I was caught a little bit off guard on what the item was on the agenda. I appreciate Mayor, you and the Vice Mayor wanting to bring this before the entire commission, allowing us to hear it. I want everybody know that I think that was a smart move, so thank you. It seems to me that the opportunity here is that if we want to consider this idea between doing a study or it almost sounds like Pastor Randy's saying, this new organization or with the new appointments would probably be doing a study of what the housing needs are, right?

Pastor Randy Weinkauff: I think we've been doing that since December.

Commissioner Amyx: Yeah? I mean to get us to the point next year, the deadline or whatever it's going to be.

Pastor Randy Weinkauff: Exactly.

Commissioner Amyx: It seems simple to me Mayor, to place those items on the agenda in a future meeting and we can have that discussion.

Mayor Farmer: Okay.

Commissioner Amyx: Excuse me a second Mayor, we talk several weeks ago in one of our study sessions and heard a number of Commissioners talking about should we do a study, or should we actually invest in those dollars into the people programs, to make sure that we're meeting needs. We do a lot of studies. Good golly Molly, we do lot of studies. I think a lot of them are really, we have to do it. We have to know where we are. Well we've got a lot of studies now. As much as I want to see the study done, I think a lot of times, remember where you came from and make those investments. I think that's probably a smarter course of action. I appreciate the work that you've done and the membership of your organization. I would make a suggestion that we might want to have people from the building community. There're a lot of good thinkers in the Home Builders Association. I've been asking questions and I know a number of commissioners asking questions about the effects that we have on affordable housing on every decision we make, if we had a meeting this evening about those kinds of things. I think that that is another group that we might want to take into consideration. The people that are involved in the Home Builders Association, they step up and do a lot of great things for people. We need to recognize that and the amount of work that they do. I think that's another organization that might want to be involved in that kind of organization.

Pastor Randy Weinkauf: I'll share your thoughts Commissioner with the group.

Commissioner Amyx: Okay, thanks.

Commissioner Herbert: Mayor, if I could. On Monday night, I had the opportunity to join the Mayor at his conversations with the Commissioner, public invite session. I don't know what we call it exactly, over at 6 mile Tavern and I wanted to relay a little bit of that conversation to you. I know Charlie Bryan was there, so he may have relayed some of it already. We didn't have a very good turnout. There were, besides the two of us, maybe half a dozen people. I want to share with the room some of the things that we talked about because this issue came up about how best to spend that money. I think that the Mayor and I might disagree just conceptually, but at the root of it, I think we both agree that ultimately, spending the money in a meaningful way is a priority. I think where the disagreement occurs is what that term meaningful way means. I tend to be a believer that where a study could be effective and you had brought up on Monday, the concept of Austin and the study Austin did which I think is a great example where I see that the difference between Austin and Lawrence, Kansas in this matter, I only see a study being effective if we have a permanent source of funding to follow. As in, if we have a \$109,000 and we devote \$75,000 of that to a study and from that study comes three suggestions that we do

this, this and this. Well then, if we have a permanent source of funding that follows that, well, that's meaningful. That's impactful, because now, we have great advice on how to properly spend the money that we have in the future. Where I see us being different than Austin however, is that I don't see that sustainable source of funding existing yet, because it doesn't exist yet. My fear is that, we'll spend all the money that we have or three quarters of the money that we have, to come up with a series of suggestions that we then don't have any funding to implement. What we'll have in front of us is the \$75,000 coaster. I think when we go to talk about the study, perhaps before we even discuss the study. The discussion needs to be on, is there going to be a permanent funding source because if the answer to that is no. Then, I will not support a study. I will support putting that \$111,000 to use in a meaningful way immediately. If there is to be a permanent funding source, then I think the conversation about the study totally changes light. That was the conversation and I just want to relay that to you because the conversation wasn't had behind your back, but it certainly is about a topic you're obviously very interested in. I wanted you to hear the conversation as it was presented Monday night.

- Pastor Randy Weinkauf: I think that is why from the very beginning, we've emphasized strongly the July 17th conference, with the experts are coming here to share with us what worked in their communities and the resources that they were able to raise and how they will raise. Thank you, Commissioner.
- Commissioner Boley: Has your organization identified a goal in the area of housing for the next three years or so?
- Pastor Randy Weinkauf: Specifically, not yet.
- Commissioner Boley: Okay.
- Pastor Randy Weinkauf: We are working on tonight's meeting and of course, the July 17th, but then, if those funds are open to us, we would really like to do that demonstration model for you all.
- Commissioner Boley: Thank you.
- Mayor Farmer: Anything you want to add?
- Vice Mayor Soden: I'm certainly in favor of amending the current committee as he suggested. I mean, that's a really good idea. We can add someone from the Home Builders industry. I think that's a great idea. Having them in charge of the 100, 200, 500 or 700, however much it is, hundred plus, I think that's a really good idea. I'm totally in favor of that.
- Mayor Farmer: I would also suggest talking with the group and Commissioner

Nancy Thellman is here from the Douglas County Commission. I think the more strength we have amongst the elected officials to have this conversation, the better off we're going to be. I would recommend that as we do that affordable housing trust fund group committee task force, that we also add somebody from the county, appointed from the county and then maybe somebody appointed from the city so that we would be a part of those meetings too. You don't want to get too big obviously, because that would leave us at 1, 2, 3, 4, 5, 6, 7, 8, Home Builders would be 9. How quickly can you talk to your group? If we were to get this back on the agenda say, July 7th, is that doable for us? It's just amending an ordinance. Is that, Tony, Randy, Diane doable?

Pastor Randy Weinkauf: I can get an email out tomorrow.

Mayor Farmer: Okay, because we basically want to have it all set up to say we want appoint these people. Are there any other folks that we feel like should be included, other than the 9 folks?

Commissioner Herbert: I wouldn't grow it much bigger.

Mayor Farmer: Okay.

Commissioner Herbert: It's a big table already.

Mayor Farmer: Yes?

Amy Miller:
Assistant Planning &
Development Services
Director Just the point of clarification. Later on, that ordinance we superseded by ordinance 8501, I believe. That board became a social service agency board which stands today. Just the point of clarification, we may be looking at a brand new ordinance and a brand new board.

Mayor Farmer: Okay, yeah. Thanks for that, legal department and planning...crazy. Can you get that email out tomorrow with those additions and then get some feedback and send it to me or Diane, either one of us and that way we can get that on the agenda. We don't want to put it on there if you guys are going to not be okay with it so let's have some conversation in between now then. The second one was the demonstrative and the third one being the July 17th conference. We'll talk with Toni and Randy and find out what we might be able to do for that specific day. Certainly, we want to be responsive to what you guys are asking. Maybe concurrent with the ... Well, we can talk about that another time, but getting this on this agenda. July 7th. Good with commission?

Commissioner Amyx: Yeah.

Mayor Farmer: All right. We need to take public comments. That's what we're

going to do. You're more than welcome to come up and tell us what you think about that. Or if you think it's good, then, we can get done a little bit early tonight. It's up to you all.

Vice Mayor Soden: Thank you for coming. I definitely want to have all 5 of us in a transparent way.

Mayor Farmer: When was the day for the Affordable Housing Trust Fund group? July of 2016?

Vice Mayor Soden: I definitely want to have all five of us announce.

Commissioner Amyx: '17.

Mayor Farmer: Was it '17?

Pastor Randy Weinkauf: July 17th, 2015.

Mayor Farmer: No. When was the goal that Justice Matters suggested that we have an affordable housing trust fund commit that?

Pastor Randy Weinkauf: January 1st of the next coming year.

Mayor Farmer: 2016. We're 6 months early. There we go.

Commissioner Herbert: That's what we do here.

Ben MacConnell: Can I ask something?

Mayor Farmer: Sure, Ben.

Ben MacConnell: I wanted clarification. We did want to eliminate the waiting list for transitional housing by January 1st, 2017. This goes to your point.

Mayor Farmer: There you go.

Ben MacConnell: This goes to your point, Mr. Boley. That list stands at 75 individuals and the families that we have present.

Mayor Farmer: Okay. Thanks for clarifying, Ben.

Rebecca Buford:
Tenants to Homeowners

I think this demonstration projects, I know Commissioner Amyx you asked about or were fascinated with leveraging. My hope is that we can show cooperation with the non-profit entities and show how we can pull in additional money, with that 100 plus that we're being given, what can that leverage for this project, because 100,000 plus is not going to build 75 units. I don't know that we can build 75 units, even with amazing leveraging. I think it can demonstrate to you and the community what leveraging can do with the community commitment. Thank you for that

opportunity.

Mayor Farmer:

Okay. Thank you. Thank you all for being here. It was a productive conversation. We'll see you back from July 7th and the conference on the 17th. In 2017, we're going to have the waiting list gone.

Considered motion to recess into executive session for approximately 20 minutes for the purpose of discussing matters related to employer-employee negotiations. The justification for the executive session is to keep negotiation matters confidential at this time.

Moved by Commissioner Amyx, seconded by Commissioner Herbert, to recess into executive session for approximately 20 minutes at 8:45 for the purpose of discussing matters related to employer-employee negotiations. The justification for the executive session is to keep negotiation matters confidential at this time. Motion carried unanimously.

The Commission reconvened at 9:04.

G. FUTURE AGENDA ITEMS:

Commissioner Amyx:

Mayor, the Vice Mayor and I and Casey and Toni and Lori have been involved in the City Manager search. I wanted you to know that we went through interviews yesterday. I just want to tell everybody we've had some great response to our Request for proposals from the various companies that do these searches. I think we're very well represented out and around. We got a lot of people looking after our interest. That's something that's very good. I did want to tell you I think the Vice Mayor and I and staff wanted to have this item back on the agenda, this next week. It may, just to let you know, take cause because the organizations that we're dealing with are that good. We want to make sure that we make the right decision so if it has to go to the 7th. I just want you to be aware of that.

Vice Mayor Soden:

What was great was when we interviewed them they really said over and over we figure out what your values are, you tell us and then we make sure you get the right fit. So that was always really good to hear over and over, but culture is very important, the kind of person that you get.

Commissioner Amyx:

I heard the word value over and over again. That was very good.

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

H: COMMISSION ITEMS:

Mayor Farmer:

Another study session next week.

I: 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 Commissioner Amyx, seconded by Commissioner Herbert, to adjourn at 9:10 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON OCTOBER 20, 2015.



Brandon McGuire, Acting City Clerk