

Bobbie Walthall

From: Jk S <kschaake@yahoo.com>
Sent: Friday, September 28, 2018 11:52 AM
To: Bobbie Walthall
Subject: Queens Road Public Hearing - October 2, 2018
Attachments: Queens Road Project 20180924ff.doc; Queens Road Project 20180927ff.doc

Attached, please find two word documents containing concerns we would like to have included for the record for the above referenced agenda item. Please feel free to distribute them as you see appropriate. We sent copies to each Commissioner earlier this morning. Thank you and please contact me if I can answer any questions or be of further assistance.

Kurt Schaake
550 Queens Road
Lawrence, Kansas

Dear Mayor Boley;

First, thank you for forwarding our September 17th letter regarding the City's ability to lawfully create "benefit" districts for Queens Road. We were forwarded a response from the City's bond counsel which appears to clearly indicate the Commissioners are being advised to move forward without "initiating petitions" and to fully rely on its "no protest agreements" to keep the project from being stopped.

While we may or may not agree, the purpose of this letter is not to respond to the bond counsel's advice but rather, to present another serious concern we believe the Commissioners should also consider. Namely, how Resolution 5614 - "Administrative Policy for Development", presented at the meeting of September 4 as the Citywide policy containing the rationale for determining and apportioning total, allowable and assessable project costs is, or is not, being applied to the project as currently proposed.

As a Citywide policy, it would seem the rationale would uniformly apply to all roads within the City, including Queens Road. To illustrate our concern, we applied provisions contained in Sections 4.0 and 5.0 of Resolution 5614 to the Queens Road "benefit" district project without regard to the costs for intersection signalization. The result indicates the allowable portion of the \$4,831,000 project cost to be assessed to individual properties would be less than \$2,018,000 and, leave the City and developers responsible for paying an amount greater than \$2,813,000 rather than the \$348,250 currently proposed.

Specifically, Section 4.0 disallows the cost of storms drains (subsection C), sanitary sewers (subsection D) and water facilities (subsection E) from being included in assessment financing. Furthermore, there is no consideration of the City's 50% participation for sidewalks serving substantially developed areas (subsection B) such as those in our 50 year old neighborhood, among others. And, it states that property owners are to be assessed only the cost for 27' of paving and 2-curbs and gutters (subsection A) rather than the full cost of the widened street less bike lanes and additional width for multi-use paths.

Provisions in Section 4.0 would reduce allowable project costs imposed on property owners by \$482,000 for waterlines and by \$392,000 for sanitary sewers. Furthermore, property owners would not be responsible for the cost of storm drains or a portion of the cost for sidewalks which cannot be determined here because they are not called out as separate line items in the construction cost estimate. And finally, if the cost of widening the City standard collector street by 32%, from 57' to 75' from back-of-walk to back-of-walk, an order of magnitude estimate of the corresponding reduction in its allowable cost, although plainly underestimated, would be an additional \$1,266,000. The above unallowable costs total no less than \$2,140,000 and, when subtracted from the \$4,831,000 project cost, would result in a maximum allowable cost used to serve as a basis for assessment to property owners to be no more than \$2,691,000.

Provisions in Section 5.0B state that a maximum 75% of allowable project costs (\$2,691,000) are to be assessed to individual properties. This would reduce allowable project costs by another \$673,000 and result in a final assessable cost to property owners of no more than \$2,018,000 rather than the proposed \$4,486,000. In this example, it would leave the City and developers responsible for paying all costs in excess of \$2,018,000.

Perhaps a rationale other than Citywide policy outlined in Resolution 5614 is being used to determine, apportion, and assess project costs. Or, perhaps the City has overlooked monies collected over the past 18 years from developers since the area's first subdivision in 2000 in the form of fees, direct payments, reimbursements, letters of credit, bonds or other instruments contributed to the City's general, special and utility funds. In any case, further explanation of total, apportioned and assessable costs seems clearly warranted.

When combined with our earlier concern regarding the creation of the benefit districts, we continue to believe the City would best be served by pulling the agenda item from the meeting scheduled for October 2, 2018. If for no other reason, to give the parties involved an opportunity to focus on solutions which can be more widely embraced rather than to waste everybody's time and effort going through the same process once again.

Again, please feel free to distribute this communication as appropriate to address the matters noted above. We look forward to your response. Let us know if we can answer any questions or be of any assistance. Thank you.

Kurt Schaake & Kenna Capps
550-590 Queens Road

Duane & Karen Braden
530 Queens Road

Leo & Ramona Langlois
510 Queens Road

Mayor Boley and Commissioners;

We understand the new and improved Queens Road may look good to you on paper. But, if built, it will cause irreparable damage to our properties and substantial damage to some 35 others abutting the east side of Queens Road alone. Making matters worse, it will impose an unwarranted and considerable financial impact to no fewer than 400-500 properties within the proposed districts boundaries. Before acting on Resolution 7267, we invite each Commissioner to visit us so we can show you in person the damage it will bring to existing neighborhoods up and down the road. (*NOTE: We have included an alternative configuration at the end of this letter for your consideration*)

Perhaps the Commissioners are unaware that for more than 50 years prior to 2017:

- 1a) Hundreds of property owners along the full length of Queens Road built or bought homes and invested in public and private improvements in compliance with applicable long-term plans and updates, all of which classified Queens Road between W 6th Street and Wakarusa Drive as a rural "collector";
- 1b) So too did private utility companies when they planned and built their power, telephone, CATV and natural gas networks accordingly; and,
- 1c) So too did the City itself, when it planned and built its own local network of neighboring and connecting streets to serve traffic generated by new development.

In July 2017, the City re-classified the 3/4-mile segment of Queens Road between W 6th Street and Wakarusa Drive to minor "arterial" for reasons yet to be explained. The difference between a rural "collector" and a minor "arterial", in the case of Queens Road, is taking the existing road's 24-ft wide footprint and expanding it to its new and improved 75-ft wide footprint, an additional 51-ft. A widening combined with a proposed new traffic signal for a road used by few, and with current and projected traffic volumes that do not justify the road's widening. A widening with dominoing effects that will:

- 2a) Cost property owners more than twice the amount they would pay for a standard City street, this for improvements sought by the City without a clearly stated public need;
- 2b) Shift traffic 12-ft closer to existing homes and locate sidewalks another 15-ft closer yet;
- 2c) Cause private utilities to be relocated 30-ft closer to existing homes including electric transmission, electric distribution, telephone, CATV and natural gas at a cost that may exceed the cost of the street itself and, although not included in the project cost, will be recouped separately through utility rate increases;
- 2d) Cause the removal of long-established trees along with fences, structures and landscaping, up and down the full length of the east side of Queens Road which will

destroy the character of existing neighborhoods, reduce the value of individual properties, reduce the effective size of lots abutting the road, and cost property owner's additional amounts to ameliorate damages that result from the City's desire to widen the road, if property owners are able ameliorate the damage in the first place; and,

2e) Relocate or replace existing City water and sanitary sewer lines serving properties like ours as well as emergency sirens that don't appear to be included in the project's cost.

The most livable cities in America make an effort to preserve the diversity of their existing neighborhoods as they grow. In that light, the new and improved Queens Road between W 6th Street and Wakarusa Drive will be an abject failure if built as currently proposed. Furthermore, good governance dictates that elected officials apply principles of good faith and fair dealing while conducting the business of the City. This includes responding to residents and honoring commitments made in accordance with applicable resolutions, policies and laws. In that regard the Commissioners may wish to ensure they are justified:

3a) Imposing "special taxes" for the new and improved Queens Road on properties north of Eisenhower Drive when, at this time, they are being provided with only a temporary roadway transition to match the existing County road;

3b) Imposing an additional "special tax" on the same properties noted in 2a) above, in the future, when the temporary transition is removed and the new and improved Queens Road is extended from Eisenhower Drive to the north;

3c) Using "access control" as the reason for a new traffic signal at the intersection of W 6th Street on a segment of W 6th Street restricted to residential uses when signals are not required along other arterial roads adjacent to similar residential areas of the City;

3d) Ignoring citywide Development Policy contained in Resolution 5614 which outlines how the cost of public improvements are to be allocated between the City, developers, and individual properties. A policy which appears to increase the City's share of the cost for the new and improved Queens Road from \$600,000 to over \$3,000,000;

3e) Not crediting the proposed "benefit" districts for all funds collected or to be collected from developers along Queens Road and W 6th Street since the first City subdivision was approved in 2000, as well as county, regional, State and federal partners which have been, or will be, deposited in the City's general, special, and/or utility funds;

3f) Moving forward with "benefit" districts in the same manner as the recent past when the concept is shown to be imposing costs and taxes unequally among groups of residents and the City as a whole. A situation recently made apparent by the unexpected and unequal number of "benefit" districts for street improvements applied to individual properties and individual neighborhoods. A situation that will be aggravated further by

imposing two more "districts" to build the new and improved Queens Road now, and more when additional "districts" are created to extend it and other streets in the future;

3g) Using a square foot assessment method originally created nearly 130 years ago for farmers with relatively uniform land uses. This, in lieu of a method based on property values allowed for in Resolution 5614, or even added methods allowed by State law intended to provide the City with even greater flexibility to distribute costs more equitably among properties in a modern urban environment;

3h) Imposing "special taxes" which will significantly increase property taxes on individual properties, in some cases up to 800%. Increases of varying amounts which may negatively impact the City's inventory of affordable homes, especially for new residents or those on fixed or limited incomes;

3i) Using district boundaries as currently drawn despite discussions which included some properties while excluding others deemed to "benefit" from the new and improved Queens Road based on whether an individual property owner may have paid for or underpaid for a neighboring or connecting street improvement;

3j) Using "no protest agreements" collected from a handful of developers since 2000 to support approval of Resolution 7267 when each include a different description of future improvements, none include a good faith estimate of assessment, and none could have anticipated the 2017 change in the road's classification from rural "collector to minor "arterial"; and,

3k) Ignoring the City's obligation to build street and water improvements along the segment of Queens Road between W 6th Street and Overland Drive in its Annexation Service Agreement authorized by a previous Board of City Commissioners in 2001.

While many of the concerns listed in 2) and 3) above have been submitted before, we have yet to hear a response to most if not all during the past year. For example, while the "Staff Memo" indicates the "Links" alone has contributed \$1,355,587 to the new and improved Queens Road, the contribution is not shown as a credit to the project's cost. Nor are credits shown for any of the other six developer agreements noted therein. Similarly, although the "Staff Memo" indicates an analysis has been made for a property value based assessment method, it appears to be based solely on the value of land (i.e. without improvements) and limited to a comparison of a test residential property against the "Links" property rather than an answer as to whether the assessment for the residential property itself increased or decreased.

During the past year, the Commissioners may have received answers to the questions/comments submitted by us and others before but, property owners like us, who are expected to pay the full cost of the improvements, have not. If the Commissioners approve Resolution 7267 without addressing residents concerns, it seems akin to swatting a hornet's nest not once but, repeatedly. An action that does not seem advisable.

Before closing, prior to 2017 few if any considered Queens Road to be anything more than a back alley for development on either side of the road. This is why few cars use the road today, and both current and projected traffic volumes are so low. If the Complete Streets Policy adopted by the City in 2017 is driving the new and improved Queens Road between W 6th Street and Wakarusa Drive, perhaps the City would be well served considering an **alternative configuration** which would seem to satisfy the City's new multi-functional considerations as well as the best interests of property owners and the City at large. Namely:

"... The dedicated right-of-way on the west side of Queens Road includes an unused width of 28-ft which could readily accommodate two 4-ft bike lanes and a 10-ft wide multi-use path leaving up to 10-ft of separation between biking/pedestrian uses and the existing road. The City could build separate biking/pedestrian facilities parallel to the existing road and then pave the unpaved portion of the 24-ft wide, 2-lane road without creating a need to relocate private utilities or install the 5-ft sidewalk on the east side of the road. The City would get the two driving lanes it needs and the pedestrian/biking facilities it wants with only temporary impacts during construction to existing neighborhoods. The project would not only be an innovative "benefit" for the area's residents, perhaps similar to an uncovered "European style piazza", but would also preserve the character of existing neighborhoods, preserve and perhaps enhance property values, improve safety for all forms of travel, significantly reduce costs for all parties involved, and allow the Commissioners to honor the City's prior commitments to property owners and residents of the City at large. ..."

The above concerns are real, significant and deserve serious deliberation before approving Resolution 7267. In addition, and as a technical matter, the City may wish to ensure itself that "notice" provisions for a public hearing per KSA 12-6a04(a) have been fully complied with before the Commissioners take any action. Once again, please feel free to distribute this communication as appropriate to address the matters noted above. Let us know if we can answer any questions or if you would like to schedule a visit. Thank you.

Kurt Schaake & Kenna Capps
550-590 Queens Road

Duane & Karen Braden
530 Queens Road

Leo & Ramona Langlois
510 Queens Road

Bobbie Walthall

From: Michelle Leeson <mleeson10@gmail.com>
Sent: Thursday, September 27, 2018 2:12 PM
To: Bobbie Walthall
Subject: 6th and Queens Road Intersection Improvements

Dear City Commission Members,

I live south of 6th street at 709 Fox Chase Ct. Having a stoplight at the intersection of 6th St. and Queens Rd. would not be a benefit to me and I am requesting to be excluded from this benefit district.

There are currently 4 intersection near my home where I can access 6th street. They include the following:

- 6th and George Williams Way
- 6th and Stoneridge
- 6th and Congressional Way
- 6th and Wakarusa

I routinely use Congressional Way and Wakarusa and never use the other two mentioned above.

With all due respect, I can only view this as poor planning on the city's part and I do not understand why the city did not exact a fee at the time of purchase/development for the specials related to Queens Road improvements. I feel this is particularly important with regard to the development 800 plus unit apartment complex on Queens Rd.

I am retired and on a fixed income and really cannot afford to pay for a stoplight that is not needed for myself and other residents the south side of 6th street.

Thank you for your consideration of my request to be removed from the "benefit district" for the 6th and Queens Road Intersection Improvement.

Respectfully,

Camille Michelle Leeson
709 Fox Chase Ct.
Lawrence, KS 66049
785-330-3318

Sent from [Mail](#) for Windows 10

Lawrence Public Schools USD 497
110 McDonald Drive
Lawrence, Kansas 66044-1063
Telephone: (785) 832-5000
Fax: (785) 832-5016
www.usd497.org



August 28, 2018

Mayor Stuart Boley
City of Lawrence
6 East 6th Street, PO Box 708
Lawrence, KS 66044-3205

Dear Mayor Boley,

I appreciate Director of Public Works Chuck Soules informing Lawrence USD 497 that the City Commission will be discussing the formation of a Benefit District for the construction of Queens Road and the signalization of the intersection of Sixth and Queens Road. On behalf of the Board of Education, I am writing to share concerns and opposition to school district property being included in the area to be assessed.

A Benefit District should provide some benefit to those property owners paying special assessments. What is the benefit of the Queens Road improvements to the Lawrence school district, especially given that the north end of Queens Road adjoins the Perry-Lecompton school district? There are major arterial streets already serving Free State High School athletic fields, namely Wakarusa Dr. to the west and Overland Dr. to the south. The school district has paid special assessments for city improvements for sewer, water, sidewalks, and curbs adjoining or adjacent to our properties. We have no recollection of prior assessments for road improvements.

Like the City Commission, the school board struggles with balancing funding issues. Current requests of our budget range from teacher salaries and health insurance to staffing for class size reduction to increased behavioral and mental health services for students. These are not only district priorities but community values. During three years of stagnant block-grant funding from the state of Kansas, the Board made the decision to protect student educational programs by spending cash balances and reserves. In spite of a recent increase in state aid, the result of prolonged deficit spending presents financial challenges with which the Board continues to grapple.

We value the positive relationship that the district and the City enjoy and the many long-standing partnerships that exist between us. These include the Board's donation of the land for the indoor aquatic center facility at Free State High School, the City's support of the School Resource Officer program to ensure community safety, and our many partnerships to provide Lawrence Parks and Recreation and the community with facilities for a wide range of sports and activities. The citizens of Lawrence are true beneficiaries of these inter-governmental partnerships.

The district has paid its fair share of costs associated with capital improvement projects that benefit the entire community, including full bond construction inspection and permit fees (approx. \$250,000) for all of our 2017 school projects. We encourage the removal of school district property from the Queens Road Benefit District.

Sincerely,


Anthony Lewis, Ph.D.

Lawrence Superintendent of Schools

cc: Lawrence Board of Education
Lawrence City Commission and City Manager Tom Markus

Janice Wallace

From: Bobbie Walthall
Sent: Wednesday, September 05, 2018 1:03 PM
To: Janice Wallace
Cc: Charles Soules
Subject: FW: Queens Road - From a Sow's ear to a Silk purse

For future correspondence on October 2.



Mrs. Bobbie J. Walthall, Administrative Assistant – bjwalthall@lawrenceks.org
City Manager's Office | [City of Lawrence, KS](http://www.cityoflawrenceks.org)
P.O Box 708, Lawrence, KS 66044
office (785) 832-3400 | fax (785) 832-3405

From: Pat Kerich <patkerich@yahoo.com>
Sent: Wednesday, September 5, 2018 12:58 PM
To: Stuart Boley <sboley@lawrenceks.org>; Lisa Larsen <llarsen@lawrenceks.org>; Leslie Soden <lsoden@lawrenceks.org>; Matthew Herbert <matthewjherbert@gmail.com>; Jennifer Ananda <jananda@lawrenceks.org>; Charles Soules <csoules@lawrenceks.org>; Bobbie Walthall <bjwalthall@lawrenceks.org>
Cc: clawhorn@ljworld.com; Kay Brada <kaybrada@gmail.com>; Johnson Steve <sjohnson@oneok.com>; Melissa Hickam <westwoodhillshoa1@gmail.com>; Jean Kerich <jkerich@att.net>
Subject: Queens Road - From a Sow's ear to a Silk purse

Dear Commissioners :

My wife, Jean and I live at 312N. Eaton Dr., since it was built in 2005 (when we retired). Our property lies within the boundary shown in Option 1, as presented in last night's commission meeting. Jean commented at the close of the public comments on this issue, comparing the city's current approach - as being in stark contrast to an earlier - initial - city approach to shrinking Kasold Drive, a major artery to ' a more narrow, bike friendly, roadway' - which fortunately didn't happen. Please consider our opinion regarding these two major expenditures:

Install another traffic light with appropriate roadwork at the corner of Queens Road and 6th Street. If I recall correctly, at a total cost of about \$550 to \$700,000.

The speed limit from Wakarusa Drive to George Williams Way is 45 mph. the total distance is 1 mile. This would add a **5th** traffic signal - at appox quarter mile intervals in this mile. Why ? Queens Road carries very little traffic between it's less than 1 mile stretch between a small county road and it's ending at 6th St. This has been attested by many local residents in both this and previous meetings. If you want proof of that - install traffic counters at both ends and it will show that.

Expand a ragged, pitted, partly blacktopped **country road** (yes I know - county/city) that's been ill-maintained and with very little use

to

A state of the art, concrete boulevard with bike lanes, sidewalks/walking paths, and expanded turn approaches to the new recently installed roundabout at the Wakarusa intersection (I'm sure the LINKS developer wanted a grand approach to their apartment complex).

The new LINKS development, with it's 700+ 3 floor walkup units (originally pitched as possible senior units (no elevators ?), owned by out-of-state developers (does the city have a quid pro quo - build a nice roundabout and we'll provide a nice frontage road ?). the WEST END APARTMENTS, with it's 200 + townhomes, and the Oregon Trails home development - all to the west of Queens Road.

Is this why Queens Road needs such a grand makeover - to make a better exit from these areas ? Those of us that live in the immediate vicinity certainly don't think so. Those that live both west and east of Queens Road won't 'Benefit' from this grand improvement. Exit routes that serve both areas will remain the same. West to East/East to West will continue be 6th street, Overland, and Eisenhower. North to South/South to North will continue to be Wakarusa/Rock Chalk Dr, Congressional, Stoneridge Dr, and George Williams Way.

If you've been patient enough to read to here, I'll wrap this up as follows:

Presently, the estimated cost of the transition - from sow's ear to silk purse - as estimated by Mr. Soules' office is roughly \$5.8 million.

Apparently, our large LINKS out-of-state owners are in for about 30% of the total cost (with their newly added 2,000+ residents with their 800 to 1,000 vehicles?).

I can't recall seeing the WEST END APARTMENTS (with their 400+ residents and 200+ vehicles) being on the payee list - perhaps I missed that.

The city **could provide** up to \$704,000, although the city park at Overland & Wakarusa and the planned police station are as close to Queens road as some of us are. That's about 12% of the total cost.

That leaves - by far - the largest cost to those of us in the two adjoining (to the east) neighborhoods - that derive zero benefit from all of the above ! As I recall that cost would be in excess of \$4,000 per household - which is quite a burden on a retirement household.

I believe the city department planning this grandiose project - as again shown by Mr Soules last night - is overly focused on the 'Benefit District' agreements signed by the two (most affected) neighborhood developers 13 to 15 years ago. Obviously, they're not the ones the burden falls on - rather it was the buyer, many of whom were not aware of the covenant when they purchased their homes.

We respectfully suggest to you commissioners to just re-blacktop the .9 miles of Queens Road and save all of us some money !

Thank you all for your time, patience, and consideration of the above,

Patrick Kerich
312 N Eaton Drive

Janice Wallace

From: Charles Soules
Sent: Wednesday, September 05, 2018 2:56 PM
To: Janice Wallace; Bobbie Walthall; Brandon McGuire
Subject: FW: Queens Road Benefit District

Charles F. Soules, P.E., csoules@lawrenceks.org
Municipal Services and Operations | [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044-0708
Office (785) 832-3123 | fax (785) 832-3398

From: acgrlg61@gmail.com <acgrlg61@gmail.com>
Sent: Wednesday, September 05, 2018 2:36 PM
To: Charles Soules <csoules@lawrenceks.org>; Stuart Boley <sboley@lawrenceks.org>; Lisa Larson <llarson@lawrenceks.org>; Leslie Soden <lsoden@lawrenceks.org>; Matthew J. Herbert <matthewherbert@gmail.com>; Jennifer Ananda <jananda@lawrenceks.org>
Subject: Queens Road Benefit District

TO: Charles F. Soules
Director of Public Works
The Lawrence City Commissioners

From: Albert Gerken
5245 Carson Place

I was unable to attend the Lawrence Special City Commission meeting last evening because I have a neurological disorder that severely limits my mobility. However, I watched the City Commission meeting and noted that not one person who spoke was in favor of the Queens Road Benefit District project. In fact, the consensus of the overwhelming majority seemed to be in favor of returning Queens Road (if you can even call it a road) to a bike path or walking trail because there are already enough access roads to 6th Street. Even that begs the question, why bother with the cost of just such an improvement when the City already has Rock Chalk Park with a pavilion for walking and plenty of exterior trails. From what I heard, the cost, ultimately, would be to the benefit of absolutely no one and I foresee many legal challenges to the creation of the Queens Road Benefit District which would be costly to the City.

Add my no vote to the list of dissenters!

Janice Wallace

From: Charles Soules
Sent: Tuesday, September 04, 2018 9:47 AM
To: Janice Wallace
Subject: RE: Queens Road Project

Charles F. Soules, P.E., csoules@lawrenceks.org
Municipal Services and Operations | [City of Lawrence, KS](#)
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From: Steve Babb <stevekbabb@gmail.com>
Sent: Saturday, August 18, 2018 10:43 AM
To: Charles Soules <csoules@lawrenceks.org>
Cc: D. John Shultz <djshultz47@gmail.com>
Subject: Queens Road Project

Mr. Soules -

I read today in the Lawrence Journal World about the proposal to apply a special assessment to local residents, in particular residents in the Oregon Trail neighborhood, for improvements to Queens Road.

That makes absolutely no sense and it will be fought. Residents of Oregon Trail use Queens Road about as much as residents that live on the far east side of Lawrence. We have nothing to do with that road. It is a road to nowhere other than new developments that are being built on that road by developers of the massive apartments and other new developments. Why would we be charged for improvements?

If the government is now realizing that they don't have the funds to complete a project or improve a road, you need to look elsewhere, such as the developers of the projects on that road. They are the ones benefiting from that road work. Not us. This is not fair. In fact, it is sneaky and borderline corrupt.

Please respond with an explanation.

Steve Babb
303-674-2950

Janice Wallace

From: Charles Soules
Sent: Tuesday, September 04, 2018 9:46 AM
To: Janice Wallace
Subject: FW: Queens Road Benefit District

Charles F. Soules, P.E., csoules@lawrenceks.org
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From: Faith Nilhas <faith.nilhas76@gmail.com>
Sent: Tuesday, September 04, 2018 9:43 AM
To: Charles Soules <csoules@lawrenceks.org>
Subject: Queens Road Benefit District

Mr. Soules and Lawrence City Commission,

I am writing in response to the proposed benefit district for the development of Queens Road. Unfortunately, I am not able to attend the city commission meeting this evening. I purchased a town home at 5710 Chimney Rocks Circle in April of 2017. At that time, I was aware that there was a proposed benefit district for the development of Queens Road but that my property was not included in that proposal. I felt confident that I would not be burdened with an extra tax.

I'm not very knowledgeable about the usual process of how infrastructure is funded for new developments, but I've seen streets and curbing built many times ahead of any family dwellings or business construction. I've watched as developers have been allowed to build huge apartment complexes, one including a links golf course, on the north end of Queens Road. It seems to me that those benefiting most from the development of the road would be the developers of the apartment complexes and they should have been made responsible for this before the apartments were built. It seems like very poor planning to allow for this construction and then try to figure out how to pay for roads to it. On my walks through that neighborhood, the whole project appears to be poorly planned as the turf that was installed in the heat of the summer had no water to keep it alive and it is now brown except for some very unsightly weeds.

Many of the people that live in the Chimney Rocks Circle town homes are retired and live on fixed incomes. Hitting them with unexpected taxes to pay for a road that very few of us are likely to use seems unfair. Access to Chimney Rocks Circle is easily obtained via George Williams Way or Stoneridge Drive. I doubt whether any of us will benefit from improvement to Queens Road.

Thank you for your careful consideration of this decision.

Sincerely,
Faith Nilhas
5710 Chimney Rocks Circle
Lawrence, Ks. 66049

Janice Wallace

From: Charles Soules
Sent: Tuesday, September 04, 2018 9:35 AM
To: Janice Wallace
Subject: FW: Queens Road Taxes

Charles F. Soules, P.E., csoules@lawrenceks.org
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From: Tom Bates <tbates@sunflower.com>
Sent: Tuesday, September 04, 2018 9:30 AM
To: Charles Soules <csoules@lawrenceks.org>
Subject: Queens Road Taxes

Mr. Soules,

I'm unable to attend the meeting today, but wanted you to know my thoughts about formation of the benefit district adjacent to the Queens Road project. I live at 5201 Carson Drive and have lived here for 15 years. For 10 of those years I paid "specials" in the amount of about \$800 per year. That amounts to \$8,000. Now it looks like I'll be required to pay additional thousands? It seems inherently unfair that I will be asked to pay more after finally putting those "specials" to rest. Why would it not be the responsibility of those living west of Queen's Road to pay those specials? When I was the new resident in my neighborhood, I paid for the privilege. Now it's their turn. Please do not raise my taxes!!

Respectfully,

Thomas E. Bates

Janice Wallace

From: Charles Soules
Sent: Tuesday, September 04, 2018 9:17 AM
To: Janice Wallace
Subject: FW: Special Assessments for Queens Road Improvements

For agenda

Charles F. Soules, P.E., csoules@lawrenceks.org
Municipal Services and Operations | [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044-0708
Office (785) 832-3123 | fax (785) 832-3398

From: Steve Vukelich <steve.vukelich@gmail.com>
Sent: Friday, August 31, 2018 9:19 PM
To: Charles Soules <csoules@lawrenceks.org>
Cc: steve jones <stevejones@askmcgrew.com>; SALLY SALB <salsalb@msn.com>
Subject: Special Assessments for Queens Road Improvements

To: Mr. Charles F. Soules, Director of Public Works, City of Lawrence

For: Meeting on the Benefit District for Queens Road

I may not be able to attend the subject meeting on Tuesday September 4; I will try to attend but my wife is ill and requires care. This email serves to reflect our disagreement to being included as part of a Benefit District/Special Taxing District for Queens Road Improvements.

My wife, Judy, and I were one of the first homeowners to build into the Oregon Trail Extension neighborhood in 2015. Our neighborhood is the area marked on the map, below, in red. Our residence is at 5604 Fort Benton Way, at the northeast corner of the red box.



Queens Road has been used solely for construction traffic for the new developments to the north, east, and northeast. As you can see by the map, we have no use for Queens Road; it does not take us anywhere we need to go. Better and shorter roads that we routinely use are George Williams Way, Overland Drive, and Stoneridge Drive. There is **no benefit** to our neighborhood for Queens Road, whether it is improved, unchanged or destroyed.

I believe that it was the responsibility of the builder to make improvements, such as utilities, sidewalks, and roads and those costs were passed on to the new owners when the improved properties were sold. Assuming that this is true, we have already paid for the improvements to our neighborhood. Why should we have to supplement the construction costs for the builders of the newer apartments and condos to the north, east, and northeast?

Recently there is/was a significant amount of road work on Kasold Drive, Wakarusa Drive, and Clinton Parkway, among others. Are those costs too being paid by Benefit/Special Taxing Districts too? Or did the city pay for those? And why is construction in our part of the city being treated differently?

At this time we do not see any benefit and consider ourselves to not be part of the Queens Road Benefit District. There is **no benefit** for our neighborhood. We must be excluded from it.

We look forward to a better understanding of why this situation has arisen.

Steve and Judy Vukelich
785-830-8242

Janice Wallace

From: Charles Soules
Sent: Monday, September 03, 2018 6:21 PM
To: Janice Wallace
Subject: Fwd: Queens Road Project

For agenda
Sent from my iPhone

Begin forwarded message:

From: "D. John Shultz" <djshultz47@gmail.com>
Date: September 3, 2018 at 12:13:28 PM CDT
To: csoules@lawrenceks.org, mdmunj1952@aol.com, Steve Babb <stevekbabb@gmail.com>, "D. John Shultz" <djshultz47@gmail.com>, Peggy Shultz <phshultz@gmail.com>
Subject: Queens Road Project

Mr Soules:

NO, NO, NO! NO WAY should the residents of the Chimney Rock Circle or Oregon Trails development be roped into supporting paying for the Queens Road Benefit District Project for a number of reasons!

First and foremost, we simply do not benefit in any fashion whatsoever from this "benefit" project. The folks in our area have both nearby George Williams Way and Stone Ridge Drive to access our developments, and Queen's road is far further east than any of us would ever need to get to 6th street. You could bulldoze out Queens Road entirely and do away with it, and none of us in this area would miss it at all. Tell us honestly, what do you think we are benefitting from?

There are no businesses or public properties whatsoever on Queens Road that would cause any of us to travel on Queens Road at any time. Go north on it and it leads "nowhere," and go south on it and you get to 6th street which we can access much more easily by other street routes. You might as well be assessing us for a road that we don't need or use in East Lawrence!

The only drivers who would be apt to use Queens Road are the people living in the big new apartment complexes and those who live in dwellings along Queens Road or the smaller streets that feed in to it. These people, along with the "big-dollar developers" are the sole beneficiaries of the Benefit District, and they should be the people paying for it! Certainly not us!

We definitely should NOT be held accountable for the City's poor financial planning on this project, and in the end, the largest beneficiaries (the developers) are likely getting away with greatly reduced taxes and assessments, while the smaller home owners in that neighborhood, along with us, are left holding the bag. To say the least, that is very poor ethics!

We all bought our properties in good faith, never being told that there was even a hint of possibility that we would be scammed for a non-beneficial assessment, whether it is to be paid in 1 month or 10 years. And it doesn't matter whether the assessment is \$1 or \$2000, it is the principle of the issue. In either case, it is WRONG, and it reflects very poorly on the city leaders and planners to even think that we should be held accountable!

Many of the neighbors are livid about this ridiculous proposal, (ourselves included), and please believe us, you will have a class action law suit on your hands if the city tries to bully this proposal through!

Re-think who should really pay for this and re-examine what the developers have actually been assessed in relation to what their benefits are. Your answers lie within, as to whom really should be paying for this boondoggle!

Thank you for your consideration on this matter.

D. John and Peggy H. Shultz
5753 Chimney Rocks Circle
Lawrence, KS 66049
phone 785-841-2249

Janice Wallace

From: John K Pearson <jkpearson7@gmail.com>
Sent: Wednesday, September 12, 2018 11:46 AM
To: Charles Soules
Subject: Queens Road

Hi:

I live in the Enclave in Westwood Hills. I need more information on the proposal to create a special tax district to "improve " Queens Road. Can you tell me, please, how much the assessment will be for a duplex lot like mine? I've seen numbers ranging from a nominal amount to the \$4,300 that was suggested at the last commission meeting.

As originally proposed, the district seemed totally arbitrary and designed to avoid reaching the commercial properties in the area. They generate more traffic than single family housing like mine.

I'd like to suggest an alternative plan: sell all the pavers discovered in doing the 9th St project for \$10 each.

John K Pearson
310 Parker Circle
Lawrence, Ks
jkpearson7@gmail.com
785 330 3328

My iPhone can beat up your iPhone.

Janice Wallace

From: Barbara Hartnett <hartnettbarbara46@gmail.com>
Sent: Wednesday, September 12, 2018 6:34 PM
To: John K Pearson
Cc: Charles Soules
Subject: Re: Queens Road

Bravo!

Sent from my iPad

> On Sep 12, 2018, at 11:45 AM, John K Pearson <jkpearson7@gmail.com> wrote:

>

> Hi:

> I live in the Enclave in Westwood Hills. I need more information on the proposal to create a special tax district to "improve " Queens Road. Can you tell me, please, how much the assessment will be for a duplex lot like mine? I've seen numbers ranging from a nominal amount to the \$4,300 that was suggested at the last commission meeting.

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> I'd like to suggest an alternative plan: sell all the pavers discovered in doing the 9th St project for \$10 each.

>

> John K Pearson

> 310 Parker Circle

> Lawrence, Ks

> Jkpearson7@gmail.com

> 785 330 3328

> My iPhone can beat up your iPhone.

>

>

Janice Wallace

From: Charles Soules
Sent: Thursday, August 30, 2018 8:37 AM
To: Janice Wallace
Subject: FW: Queens Road benefit district

Another email to attach

Charles F. Soules, P.E., csoules@lawrenceks.org
Municipal Services and Operations | [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044-0708
Office (785) 832-3123 | fax (785) 832-3398

From: R.D Helt <rhelt85@gmail.com>
Sent: Thursday, August 30, 2018 8:28 AM
To: Charles Soules <csoules@lawrenceks.org>
Subject: Queens Road benefit district

Mr. Soules, unfortunately I will be out of town on September 4th or I would attend the City Commission meeting.

I respect the difficult job you have – but I am against the new proposed benefit district.

I actually lived in Westwood Hills – on Earhart Circle – from 2005-2010 – while this benefit plan was originally brought up. I also believe that money had been set aside to pay for the road repair but recently it was moved to help fund other projects. I now live on Freemont Drive – over a half-mile away from Queens road, moved here in May 2018, and one of the selling points was “no specials”.

In the 3+ months I have lived here, I have not traveled on Queens Road once, other than to cross it while traveling east or west on Overland Drive. That road access serves no benefit to me or my immediate neighbors as we have north-south access on Stoneridge Drive and George Williams Way.

I appreciate the opportunity to voice my opinion, I hope there is a large turnout of our neighbors to voice our disapproval of this proposal.

On a separate item, we are in need of a street light at the corner of Freemont Drive and Overland Drive. It is extremely dark on that corner and not safe for people who are exercising, walking dogs, etc.

Thank you.

RD Helt
418 Freemont Drive

Sent from [Mail](#) for Windows 10

Janice Wallace

From: Aaron & Ally <aandapayne@gmail.com>
Sent: Wednesday, August 29, 2018 2:41 PM
To: Charles Soules; Stuart Boley; Lisa Larsen; Leslie Soden; lananda@lawrenceks.org; Matthew Herbert
Subject: Queens Road

I am writing to inform you that my wife and I and our 2 kids are NOT in favor of the Benefit District for Queens Road. We live at 321 Fort Laramie Dr. and we see no benefit of this road to our family. If anything, it could increase traffic in our neighborhood and increase the time to get home. I honestly would be okay with doing nothing with the road and saving everyone some money. If it is to no benefit for me why should I have to pay for it, if your trying to spread the cost out and lower the impact spread it out across the city as a whole. Additionally I'm not sure how this road maintenance and upkeep is any different then the other projects in town (i.e. kasold, Wakarusa, 6th street, and Clinton parkway), are there benefit districts for them? And how did this section of the road get so bad?

Thank you for your time and consideration

Aaron W. Payne

Janice Wallace

From: Rob Scott <rob.scott5@gmail.com>
Sent: Wednesday, August 29, 2018 11:17 AM
To: Charles Soules
Subject: Benefit Dis. For Queens Road

Charles-

I received your note in the in the mail and also did some reading on a recent Chad Lawhorn article. I will be unable to attend the September 4th meeting at City Hall, however, wanted to voice my concern on the expansion of the newly proposed benefit district. Being located in the further east part of the Westwood Hills neighborhood (218 Landon Ct.), we have never utilized Queens road nor plan to utilize this road to "benefit" myself or my family in the future. In order to justify roughly a \$2,000 assessment I feel myself and my neighbors would have to benefit from a "Benefit District" and don't see this being the case whatsoever.

I see only the large apartment complexes and the new police station being the sole benefactors of this new road and would like to see the owners of these projects be held responsible. If we can't be removed from the benefit district then I would like to propose at least assessing the benefactors in different levels of contribution. This is clearly not a black and white scenario of benefit and it should not be assessed as it stands today.

Thank you for the time over email and consideration of reevaluating the queens road benefit district. One question though... as it stands today. How far north will the completion of queens road go?

Respectfully,
Rob Scott
218 Landon Ct.

913-485-3412

Janice Wallace

From: Anna Trent <calebandanna@hotmail.com>
Sent: Saturday, August 25, 2018 9:46 AM
To: Charles Soules
Subject: Queens road signal

Mr. Soules-

Thank you for sending us a postcard and for the opportunity to respond to the formation of the Queens Road traffic signal. We live on Stone Creek Drive. When we moved here Stoneridge was the last traffic light in town. We chose this location partly to be on the edge of town and away from the congestion of population density. I don't understand why the city would approve high density housing in this area if they could not afford the infrastructure to sustain it. The residence and long time tax payers of this neighborhood were not asked or allowed to give approval to the high density housing that has occurred. So why should we be expected to fund the necessary cost of the infrastructure to sustain the high volume of traffic that will occur in this area? This notion feels unreasonable and unfair. I am confident that the city commission will agree and do right by the homeowners in my neighborhood.

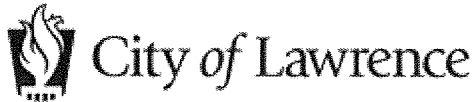
Again, thank you for your time and for allowing us to give comment. I will not be able to attend the meeting but wanted my voice to be heard.

Anna Trent

Janice Wallace

From: Bobbie Walthall
Sent: Monday, August 20, 2018 12:47 PM
To: Brandon Thorngate; Janice Wallace
Subject: FW: special tax dis

Correspondence for Queen's Road. Thought you might want to keep it and send up all the correspondence when it comes up for the agenda.



Mrs. Bobbie J. Walthall, Administrative Assistant – bjwalthall@lawrenceks.org
City Manager's Office | [City of Lawrence, KS](#)
P.O Box 708, Lawrence, KS 66044
office (785) 832-3400 | fax (785) 832-3405

From: Porter Arneill
Sent: Monday, August 20, 2018 11:07 AM
To: Bobbie Walthall <bjwalthall@lawrenceks.org>
Subject: FW: special tax dis

Correspondence for Queens Road

From: RON KNAGGS <Rek1020@outlook.com>
Sent: Monday, August 20, 2018 11:04 AM
To: City Hall email <CityHallemail@lawrenceks.org>; Jennifer Ananda <jananda@lawrenceks.org>; Leslie Soden <lsoden@lawrenceks.org>; Lisa Larsen <llarsen@lawrenceks.org>; Matthew Herbert (matthewherbert@gmail.com) <matthewherbert@gmail.com>; Stuart Boley <sboley@lawrenceks.org>
Subject: special tax dis

I wish to express my view regarding the creation of the special tax district(s) for the installation of a traffic signal at the intersection of Queens Road and 6th Street and for the improvements to Queens Road north of 6th Street. Residents and businesses north of 6th Street will benefit from the construction of the proposed traffic signal, therefore should be included in the creation of the special taxing district. Even though residents south of 6th have other current options to exit their residential area, I would support being included in the district for the payment of the traffic signal. Residents south of 6th should not, under any circumstance, be included in the district for improvements to Queen's Road. Thank you.

Ron Knaggs

Janice Wallace

From: Charles Soules
Sent: Monday, August 27, 2018 2:48 PM
To: Ronald Meyers
Subject: RE: Queens Road

Ron,
Thanks for the email.
I'll attach it to the agenda for the Commission.
If you have any questions please don't hesitate to ask.
Thanks,

Charles F. Soules, P.E., csoules@lawrenceks.org Municipal Services and Operations | City of Lawrence, KS PO Box 708,
Lawrence, KS 66044-0708 Office (785) 832-3123 | fax (785) 832-3398

-----Original Message-----

From: Ronald Meyers <pilott29@sunflower.com>
Sent: Saturday, August 25, 2018 12:49 PM
To: Charles Soules <csoules@lawrenceks.org>
Subject: Queens Road

Hi Charles,

I will not be able to attend the meeting but I wanted to offer my thoughts. When I moved into my house at 5209 Carson Dr. 13 years ago I was aware that we could be responsible for helping to pay for Queens Road. We were led to believe it would be a two lane road without sidewalks. Now it is greatly expanded.

My biggest complaint is that I really do not have any occasion (and hardly access) to use the road except to cross over it. I certainly do not think it fair that we pay the same percentage as the apartments on the west side of it.

Ronald Meyers

--
Ron Meyers >=]O

Janice Wallace

From: Charles Soules
Sent: Monday, August 27, 2018 3:03 PM
To: Caleb J Trent
Subject: RE: City commission consideration of district for Queens Road

Caleb,

Your property is only in the BD for the signal. The signal will benefit the Fox Chase subdivision and allow residents access in and out of the are in a safe manner.

The cost for your address is estimated @ \$271. This can be paid after the improvement is complete or over a 10 year period.

I will post your email for the commission to receive.

Let me know if you have additional questions.

Thanks,

Charles F. Soules, P.E., csoules@lawrenceks.org Municipal Services and Operations | City of Lawrence, KS PO Box 708, Lawrence, KS 66044-0708 Office (785) 832-3123 | fax (785) 832-3398

-----Original Message-----

From: Caleb J Trent <calebtrent@gmail.com>
Sent: Thursday, August 23, 2018 6:30 PM
To: Charles Soules <csoules@lawrenceks.org>
Subject: City commission consideration of district for Queens Road

Mr. Soules,

I am writing regarding the City Commission meeting which will be taking place at City Hall on Tuesday, September 4. Particularly, I am writing about the consideration of a "benefit district" for the construction of Queens Road and the signal at the intersection of Sixth and Queens. While I am not opposed to a traffic light at that intersection, I am very much opposed to the idea that we as homeowners should pay for it. We bought our home here on Stonecreek six years ago. At that time, there were empty fields north of 6th street and Rock Chalk Park was only a dream in the developer's mind. Since then, there has been significant development in the area. I am diametrically opposed to seeing my property taxes go up disproportionately compared to those of my neighbors in other portions of the city while we would be reaping only increased traffic and increased population density. If the developer was given permission by the city to develop north of 6th street, why was the cost of the road development not discussed at that time? Why should current homeowners be punished for the lack of planning that took place? Furthermore, we had no input as to the type of development that took place north of sixth. The vast majority of the development is housing geared towards people who rent. These people don't pay property taxes. This seems unfair that we should cover their costs.

I will be unable to attend the September 4th meeting due to previous obligations but hope that you would somehow take my thoughts into consideration and/or be able to express them on my behalf to the Commission.

Thank you for your time and for your service to our community.

Respectfully,
Caleb Trent
924 Stonecreek Drive

Janice Wallace

From: Atanas Stefanov <atanstefanov@gmail.com>
Sent: Tuesday, August 28, 2018 12:43 PM
To: Charles Soules
Subject: Re: RE: RE:

That sounds reasonable, some estimates and projections were around \$4000 total.

Atanas Stefanov

On Aug 28, 2018, at 8:24 AM, Charles Soules <csoules@lawrenceks.org> wrote:

Mr. Stefanov,
The total is \$292. It can be spread / assessed over the 10 years (or approx.. \$30/ year).
Bear in mind this is an estimate, so it could be +/- 10%.

Please let me know if you have additional questions.
Thanks,

Charles F. Soules, P.E., csoules@lawrenceks.org
Municipal Services and Operations | [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044-0708
Office (785) 832-3123 | fax (785) 832-3398

From: Atanas Stefanov <atanstefanov@gmail.com>
Sent: Monday, August 27, 2018 5:51 PM
To: Charles Soules <csoules@lawrenceks.org>
Subject: Re: RE:

That is \$292 per year for 10 years or \$292 total?

Atanas Stefanov

On Aug 27, 2018, at 2:57 PM, Charles Soules <csoules@lawrenceks.org> wrote:

Mr. Stefanov,
You may not be understanding the benefit district area correctly.
There are two benefit districts one for Queens Road north of 6th Street and another one for the signalization of the intersection of 6th street and Queens / Branchwood (on the south side of 6th St). Your property is only in the Benefit District for the signal. The estimate is \$292. This could be paid after the improvement are complete or spread over a 10yr assessment.
Hope this helps. If you have further questions please let me know.
Thanks,

Charles F. Soules, P.E., csoules@lawrenceks.org

Municipal Services and Operations | [City of Lawrence, KS](#)

PO Box 708, Lawrence, KS 66044-0708

Office (785) 832-3123 | fax (785) 832-3398

From: Atanas Stefanov <atanstefanov@gmail.com>

Sent: Friday, August 24, 2018 9:49 PM

To: Charles Soules <csoules@lawrenceks.org>

Subject:

Mr. Soules,

I am one of the homeowners who will be affected by the new district around Queens Rd. I would like to express my strong opposition to the inclusion of my property in the district. I don't see how this will benefit my house, we are on the South side of 6th Street. I can see clearly that the properties built on the north side are the only beneficiaries, so they should bear the price by themselves. Please do not put unordered items on my tab.

Best regards,

--

Atanas Stefanov, Professor,
Department of Mathematics, University of Kansas
1460, Jayhawk Blvd.
Lawrence, KS 66045

tel: 01 (785) 864 3009

web: <http://stefanov.faculty.ku.edu/>