



City of Lawrence

CITY MANAGER'S OFFICE

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CITY COMMISSION

MAYOR
MIKE AMYX

COMMISSIONERS
LESLIE SODEN
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN

February 2, 2016

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

A. RECOGNITION/PROCLAMATION/PRESENTATION:

1. None.

B. CONSENT AGENDA

It was moved by Commissioner Herbert, seconded by Vice Mayor Soden, to approve the consent agenda as below. Motion carried unanimously.

1. Approve City Commission meeting minutes from 12/01/15, 12/08/15, 12/15/15, and 12/29/15.
2. Receive minutes from various boards and commissions:

Bicycle Advisory Committee meeting of 12/14/15
Sustainability Advisory Board meetings of 11/11/15 and 12/09/15
3. Approved the claims to 237 vendors in the amount of \$2,704,964.25 and payroll in the amount of \$3,132,500.23.
4. Approve licenses as recommended by the City Clerk's Office.

Drinking Establishment

Free State Brewing Co.
Free State Brewing Co. Inc.
636 Massachusetts St.

Expiration

February 14, 2016

Limestone Pizza Kitchen & Bar
Limestone PK&B LLC
814 Massachusetts St.

February 14, 2106

Sidewalk Dining & Hospitality - Renewal

KC Smoke Burgers, KC Smoke Burgers LLC, 1008 Massachusetts St.

5. Approve appointments as recommended by the Mayor.



Douglas County Food Policy Council:

Appoint John Pendleton as the agricultural producer representative to a term that would expire 12/31/16.

Sustainability Advisory Board:

Reappoint Dale Nimz (785.856.1299), Ian Spomer, and Adam Ritchie (785.218.6224) to additional terms that expire 12/31/18. Appoint Rachel Krause (512.689.5655) to a term that would expire 12/31/15.

6. Bid and purchase items:
 - a) Approve change order for \$8,678.50 to Douglas Pump Purchase Order #014129, thereby increasing the purchase order total amount from \$14,500 to \$23,178.50.

8. Adopt on second and final reading, the following ordinances:
 - a) Ordinance No. 9184, authorizing the issuance of \$14.5 million in Industrial Revenue Bonds for the Pioneer Ridge Project, a senior independent living facility near Harvard Road and Wakarusa Drive.
 - b) Joint City Ordinance No. 9197/County Resolution No. ____, authorizing the increase of ambulance rates by five percent (5%) in January 2016, January 2017, and January 2018.

9. Accept dedications of easements and rights-of-way for Final Plat, PF-15-00614, for Westwood Hills 9th Plat, located at 1041 N 1700 Rd. Submitted by BG Consultants, Inc., for Wedman Construction, property owner of record.

10. Authorize the Mayor to sign the Cancellation of Agreement No. 3-15, KDOT safe routes to school phase one funding.

11. Authorize the City Manager to execute a License Agreement for the use of Right-of-Way with the property owners of 3328 W. 8th Street, Aaron M. Crim and Heather S. Laskey for the installation of a sump discharge pipe.

12. Authorize staff to negotiate an agreement with Zimmerschied Architecture, PLLC for architecture and engineering services for the Fire Station No. 1 Remodel Project.

C. CITY MANAGER'S REPORT:

Diane Stoddard, Interim City Manager, presented the report regarding status update on Public Works/USD497 issues and projects; Annual Bicycle & Pedestrian Count Program; and, the Lawrence-Douglas County Bicycle Advisory Committee (BAC) 2016 Work Program.

D. PUBLIC COMMENT:

K.T. Walsh: Good evening, Mayor and Commissioners. I forgot, I'm supposed to give my address, 732 Rhode Island, you just mentioned that. I think it was last year that we talked at City

Commission about drone regulation, and also the cameras downtown when the police got the grant to put cameras all over downtown, and the obvious good use is finding a lost child, etc... but also, privacy issues. The police were going to get back to the City Commission with their camera policies that they were going to hammer out. Also, everybody exchanged cards the night of the drone discussion, the Civil Liberties Union, a local drone group that's concerned with privacy, and the police department. It's been a while, and I looked around the police website and didn't see any policies or reports, and maybe they've come to you, but I just wanted to briefly tell you what the American Civil Liberties Union and the NAACP together have decided about drone regulation. This isn't very long. "Any government or law enforcement agency shall not be, the drones will not be armed with any weapons or spray devices. Drones have surveillance oversight to avoid intrusion in our civil rights. All information captured is retained for no longer than three months, unless it involves the use of force, leads to detention, arrest, or complaint filed. All recordings shall be released with the consent of the subject or individual involved. Blurring portions of the video audio should be used to protect the underage or innocent. All videotaping should be time-stamped and not allowed to be erased by officers. Officers shall not be allowed to use their own devices," like their own personal drone, "Video footage should be downloaded immediately to a central database. The NAACP calls upon law enforcement agencies across the U.S. to develop guidelines for the usage of drones to protect the privacy and rights of the American people. Finally, the NAACP encourages its units locally to work with law enforcement and stakeholders in the development and implementation of drone usage in the community." What I'm asking is, how are we doing on those two reports, and is our local law enforcement working with the NAACP? Thank you.

Mayor Amyx:

Is there any other general public comment? Thank you all. Diane, you can get us an update either now or when you get the information.

Diane Stoddard:
Interim City Manager

I'll put some information together. There's some good background for you too on that drone issue, and I'll provide all that to you.

Mayor Amyx:

We'll get it out. Thank you.

E. REGULAR AGENDA ITEMS:

1. Receive update on traffic issues in the Indian Hills neighborhood.

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

Commissioner Boley: On the traffic speeds, where were those measured?

Mark Thiel:
Assistant Public Works
Director Thiel The speeds were measured just west of 27th and Louisiana and just east of Ousdahl.

Commissioner Boley: So there's a whole big stretch of 27th Street that used to be a problem with speeds that we don't really have information on at this point. We know we have that raised crosswalk, which would slow people down at the bottom of the hill, right?

Mark Thiel:
Assistant Public Works
Director That's correct, we have the traffic counts from 2012 and then we have the counts in May of 2015.

Commissioner Boley: The counts I can understand, but... Measuring speeds at those locations isn't really going to give us the information about the midpoints that were such a problem in the past.

Mark Thiel:
Assistant Public Works
Director That's correct. I think we made some assumptions because the speeds at the entry points to 27th Street had come back down that perhaps the speeds throughout the location may do the same.

Commissioner Boley: Before we take this off of the traffic calming list, would it be reasonable to get some information about speeds in that interior?

Mark Thiel:
Assistant Public Works
Director It would. In fact, this item, traffic calming, the 27th Street still remains on our traffic calming list. I think based on the information that you all are receiving tonight and the fact that it's still on the list, besides the two temporary stop sign locations, if there's any further investigation of any additional measures, I think directing us to go back to follow our normal process to go through traffic safety, we would then get those counts again, reach out to the neighborhood, and see what the current status is for any additional...

Commissioner Boley: It'd be good to be able to resolve the traffic calming discussion on this stretch of road. Given that we've made that raised crosswalk, I think that would take a lot of that problem out.

Mark Thiel:
Assistant Public Works
Director I think you're right, Commissioner. We were somewhat optimistic because none of the feedback that we've received since that was installed or since 31st Street is open has been directed at all to additional speed humps or anything of that nature.

Commissioner Boley: Thank you.

Mayor Amyx: Traffic counts at our last count, what are they closer to the Iowa Street entrance?

Mark Thiel:
Assistant Public Works
Director Mayor, I'd like, if it's okay if David...

Mayor Amyx: That'll be great.

Mark Thiel: ... because he can speak to this a little better, come up. We can put that up on the ELMO too.

David Woosley:
Traffic Engineer Here are the counts from the east end from September and October as compared to November of 2012 and May of 2015. Then, here are the similar counts on the west end of the project.

Mayor Amyx: They've dropped pretty substantial. You say that those are pretty much back to the counts that they were prior to the closure?

David Woosley:
Traffic Engineer Yeah, pretty close to what they were before. There was a substantial increase, obviously, when 31st Street closed, but now that it's reopened, it's come pretty much back down.

Commissioner Herbert: Is that 53, is that correct? That's not.

Mayor Amyx: No.

Commissioner Herbert: Should that be 35? You see where I was pointing? The number for 2012, 53.97 miles per hour.

David Woosley:
Traffic Engineer That is what the counter that we had in place showed, but keep in mind that that's an 85th percentile speed, and 84th percentile speed could be 30, and then the next car might be one that's going very, very fast. There are always some people that are going to be driving fast along the street.

Commissioner Larsen: What's the speed limit?

Mayor Amyx: Hold on, guys.

David Woosley:
Traffic Engineer 30.

Mark Thiel: Commissioner Herbert, that question was asked at our November meeting by one of the residences, that same question that you asked, and I think David went back and confirmed from our traffic data that it's not a transposition of the numbers.

Commissioner Boley: You have speed data that's current on all these different places here, so we do have the interior?

Mark Thiel:
Assistant Public Works
Director We didn't do speeds in between them.

David Woosley:
Traffic Engineer No, not in between, we didn't do, because most of that traffic is internal traffic. We wanted to capture what was entering the neighborhood on two ends.

Commissioner Boley: I see.

Mayor Amyx: Other questions of staff? We'll start public comment on this item. Who would like to be first?

John Rosen: I will.

Mayor Amyx: Do we have a number of people that would like to speak this evening, if I could see a show of hands? If we could be around four or five minutes, that would be great.

John Rosen: I don't have that many words, not a problem.

Mayor Amyx: Three minutes. Go. If we could have your name.

John Rosen: My name is John Rosen, I live on 2536 Arkansas, which is a block and a half roughly north of 27th. We use 27th to walk the dog, to go for a walk, to drive places. We use it all the time, Louisiana also. First, I'd like to thank the City Commission. During the 31st Street Iowa shutdown, the City Commission listened to us and the neighborhood and acted very quickly, put in the new stop signs, and the neighborhood immediately improved because of that. The traffic became bearable, whereas it had not been. I'd also like to thank Mark Thiel, who has been very paying us a great deal of attention. I was at the November meeting and I recall our saying exactly what he told you, so I'd like to thank him for his efforts. 31st Street and Iowa are now open, of course. We still need the new stop signs. The traffic volume increases in general over time slowly. The problem exists independently of the 31st Street and Iowa closure. The signs help slow the traffic down and keep people who are trying to cut through the neighborhood instead of going in arteries, keep them out of the neighborhood, so we still need them. It looks like on paper Louisiana and 27th are collectors. They're a funny kind of collectors. We live on them, we have driveways on them, we walk along them, and we walk across them. Broken Arrow and South Middle School students' dash along and dash across them without exactly looking, for the very good reason that they're kids. Louisiana and 27th tie

us together. We don't have a neighborhood without them. They're part of us. The thing I would like to urge you to think about is two facts. First, right now things are pretty good with 27th and Louisiana. Traffic on them is tolerable, it's not going too fast, there's not too much of it. The kids are doing pretty well in getting across the streets. The second fact is, I think that removing the signs would risk increasing the traffic and increasing the speed. I think changing anything from what works, which is now changing anything, would put us all at risk. If it ain't broke, don't fix it. Thank you.

Mayor Amyx:

Thank you. Yes, ma'am? Good evening.

Susan Harper:

Good evening. I live in the Park Hill neighborhood off of Louisiana Street. If you're not familiar with that neighborhood, we're a landlocked neighborhood. The only way we can really get out is onto Louisiana, or in off of Louisiana. There's one exit, one way out onto 23rd Street for the northern part. There's Park Hill Terrace, Utah, and Dakota are the streets that come out onto Louisiana. First of all, I would like to read a short email from Carol Bowen, a longtime resident of Park Hill neighborhood who is quite knowledgeable about some of the traffic history. My husband and I have only lived there since 2004, so I can speak to more recent things. This is not long. "Mayor Amyx, Commissioners, the Indian Hills and Park Hill neighborhoods have a long history of requesting relief because of increasing volumes of traffic. We came closest with the Louisiana traffic calming study in April of the year 2000. The traffic calming proposal was approved by the City Commission. All this time, we had been told that three-way stops would not work, drivers would speed away from stop signs, and drivers would not stop. Since the City could not afford the traffic calming proposal, the City's response to our requests was to do nothing, to provide no relief to residents in the area. Louisiana Street is classified as a minor arterial. However, that classification does not negate its function as a residential collector. There are many driveways, cul-de-sacs, and a landlocked neighborhood, Park Hill. Every time there is a new development on South Iowa, the traffic increases on Louisiana Street. As a Park Hill resident, I can tell you that it is not easy or safe to turn onto Louisiana Street, our only access in or out of the neighborhood. It is not safe to back out of a driveway. It is a daring feat to use a 27th Street intersection. All of the intersections on Louisiana Street are three-way. However, this street still has to function as a local collector. Traffic flow has to blend with residential access. The manual on uniform traffic control devices does not apply because the street is not standard. The stop signs are working, contrary to expectations. It's far less expensive and more timely than waiting for traffic calming that may never happen. I am requesting that the temporary stop signs become permanent. I am also requesting that this effort not end the attention to the

traffic problems in our area. City traffic engineering needs to develop a more flexible approach that can improve local traffic flow for vehicular and pedestrian traffic through the Indian Hills and Park Hill neighborhoods. Thank you. Carol Bowen, 403 Dakota Street." I would like to augment that a little bit by saying, it's not just getting onto Louisiana, it's making left turns if you're coming from the north and there's traffic making left turns onto Park Hill Terrace or Utah or Dakota when there's a lot of traffic. I've had some pretty close calls sometimes with people speeding along there before the stop signs were there. Now there's a break in traffic, you can time it, you can get across, and you can get in and out of the neighborhood. Even when the traffic is really heavy coming down toward the school during the school hours, if I want to turn left to go down to 27th Street and across or down to 31st, people very often, that are standing in line for the stop sign will notice me and will allow me to enter traffic. They are being very considerate. There was no consideration before, when there was no stop signs. People didn't know this, they just went zoom. I am asking you please to keep the stop signs at 27th Street and Louisiana. It's been very much of a good boon, much safer in our neighborhood. Thank you.

Mayor Amyx:

Thanks, Susan. John?

John Bowen:

I traverse that area quite a bit, and actually Louisiana is a collector street. There are a lot of dead ends and people have a hard time getting in and out. I'm finding that we still have truck traffic through there. There used to be a No Heavy Vehicles sign behind where Ace Hardware is, and they took that down. I've followed several of those trucks, and they're not for the neighborhood itself, they're cutting through. I think one of the big reasons is, they don't have to downshift like they do on Iowa. Actually, that Louisiana when you really look at it, it's less than a mile that has five schools in it, going all the way from South all the way North to KU. It is the area where there are a lot of children, a lot of traffic. In fact, I've found out in the last few mornings that I cannot get out onto Louisiana for quite a while, people just zip across. It's either walking across or even driving, so it's still pretty heavy. As my wife says, there are a lot of dead end streets, there are about eight dead ends onto Louisiana, and people still have to come out of their driveways. I do appreciate what the City's been doing on it. They've worked hard. I've worked with Dave and I've worked with Mark on some of these things before. We strongly do need that area and we still need to slow that traffic down. In fact, I think we need to, on the crosswalks we need to put those signs up that say it's a state law, because they just wizz through there, and I just about got hit last fall in that area. I was in the center of the street and they just zipped by. From Utah, I saw the car way down on Utah, and by the time I

started to cross, he was right there at the crosswalk. They do go fast through there. It's probably going to take a little more controls, patrolling and so forth like that, because they just fly through there. I know we've got that little sign that says State Law on the one in front of the Journal World. I found myself, I had to even watch coming around the curve because I didn't see the person at the walk there myself. I stopped, but they were there. It's visual too. People just fly through that whole area. I appreciate your help.

Mayor Amyx:

Thanks, John.

Edwin Rothrock:

I live at 2549 Jasu Drive, which is about a block north of 27th Street, and I was also on the City Traffic Safety Commission for about five years, until this last year, so I've seen a lot of this traffic calming discussion on 27th happen from a couple different points of view. First off, I'd really like to say thank you very, very much for completing the sidewalk on the north side and putting in the pedestrian crosswalk in Naismith Park. Those have been huge for my family and I, and we see people walking all the time. It used to be taking your life in hands to get across at Missouri and 27th, and now we can go either to the four-way stop at Alabama or down to Naismith Park to get across. It's made using that recreation path a lot easier for a lot of people, so thank you so much there. Second, I'd like to say, I get frustrated when I hear about the discussion framed in terms of, "Now that 31st is back open," because yes, it was like hitting yourself with a hammer while 31st Street was closed, but prior to that, 27th Street has been the number one or the number two highest ranking needs for traffic calming device in the city for almost five years now. Ever since it was first put on, it's been either number one or number two. When I hear people saying, "Oh, the good news is it's come back down," it's like, yes, it's come back down to where it only ranks as one of the most pressing needs that the city has for traffic calming. If you looked at those speeds, there's actually places where the speeds are up along 27th Street, so coming back down to what it was prior to 31st is not necessarily good news. It's good news in that the acute problem is gone, but the chronic problem still exists. I tend to view the stop signs much more so as a temporary solution, because everybody agrees they're not the optimal solution for traffic calming along there. There's no argument that from an engineering point of view, that's not the best solution. The best solution is a combination of, I think the last time we heard the estimate of how many traffic calming devices would need to be installed between Iowa and Louisiana. It was between seven and nine traffic calming devices in that stretch of road would be the accepted engineering solution to slowing down traffic there. I view the stop signs as temporary until the City funds traffic calming for 27th Street. Saying it doesn't meet the warrants for the traffic

that's on those streets, it's a red herring, because there are so many other pressing issues that that street does meet that warrants for. That's saying, "Oh, we should take the stop signs away because they're not meeting engineering standard." There's a much larger engineering standard that the City has set in its traffic calming policy that's not being met. I would be a big fan of those stop signs coming out as soon as a full traffic calming solution is installed on 27th Street. That's what I have to say. Thank you.

Mayor Amyx:

Thank you.

Commissioner Boley:

Edwin, I just want to say it's good to see you again.

Edwin Rothrock:

Yeah, nice to see you again.

Commissioner Boley:

I want to ask you, it would seem to me that having that pedestrian raised crosswalk would be one of the biggest traffic calming devices you could have, do you think there's more that's needed?

Edwin Rothrock:

That is very effective for about 100 feet on either side of that.

Commissioner Boley:

Really?

Edwin Rothrock:

People come down, and I drive that street several times a day, and you could see on that, that coming down the hill from Missouri and Arkansas into Naismith Park, the speeds are still up, and you can ... Clearly, that's it. People approach that and they slow down, some of them do. You can see the gouges in the pavement where many people are not slowing down.

Commissioner Boley:

People are still tearing down the hill?

Edwin Rothrock:

Yeah, in both directions. It has been very effective in making that a safer cross.

Commissioner Boley:

It used to be that they'd tear down the hill and then go on up the other side pretty fast, which is why it was at the top of the traffic calming list.

Edwin Rothrock:

Exactly. They slow down and then they speed back up. Much of the criticism that you get about stop signs when you have that single traffic calming device in the midst of that long a stretch, that people slow down for it, but there's nothing to keep them slow until they get to the other stop signs.

Commissioner Boley:

If we took the stop signs out at, what, Ridge, is it...

Edwin Rothrock:

Ridge Court.

Commissioner Boley: Ridge Court, then we'd get a real understanding of what it was like without traffic calming, and we could decide how much we need to do on that stretch, right?

Edwin Rothrock: I hope there's somebody here from Lawrence Transit to talk about the stop sign at Ridge Court and 27th, because I know that the situation with the buses getting through that intersection was horrendous prior to that, that stop sign, that all-way stop being in there. The buses actually move to that intersection at rush hour now where they never did before. I don't know if there's been any input from the Lawrence Transit, but I would really be interested to know what they thought about taking those stop signs out, because I know it's really facilitated the public transportation getting through there.

Commissioner Boley: Thanks, Edwin.

Edwin Rothrock: Thank you.

Mayor Amyx: Thank you.

Vice Mayor Soden: Mark, have we heard anything about that?

Mark Thiel:
Assistant Public Works
Director: No, we haven't gotten any feedback from transit on that intersection.

Mayor Amyx: Other public comment on this item?

Chris Flowers: Hi, I came here expecting to fight speed bumps, but I just want to say I think everything's fine the way it is. Also, I think most people think it's fine, because when I came to the first meeting, this place was filled up, and people only come if there's a problem. People didn't come because they're happy with the way things are, so I don't think we should change things, because I think everyone is pretty much happy. Like someone said earlier, if it's not broke, don't fix it. I think it's fixed now. Thank you.

Mayor Amyx: Thanks, Chris. Other comment? Anyone else? Back to the Commission.

Vice Mayor Soden: I agree. If everyone's happy, maybe we should keep it how it is now. I'm glad that Public Works did all of that work with the counts, sidewalk from Iowa to Louisiana, that's great. Super great. I say just keep the stop signs, perhaps Traffic Safety Commission can continue to look at it if they wish.

Mayor Amyx: Edwin probably makes the best point. Did he leave?

Commissioner Boley: Yeah, he left.

Mayor Amyx: In that these are probably temporary solutions until such time as major, major improvements are made along that roadway, and that'll be when the big things do happen. Are these a temporary fix? Absolutely, but I do think that as many people have said tonight, and it is true, I think that if it's not broke, we don't try to fix it. I will say one thing, at 27th and Ridge Court, during the rush hour times especially, that is a much safer situation, because I grew up by Chris' house and anyway, it's just one of those things, you just can't enter 27th Street during busy times without those signs. I don't know about accident counts or anything like that, David or Mark, at 27th and Ridge Court, but I got to believe we've made it safer anyway, so I'm happy in making them permanent.

Vice Mayor Soden: Yeah, I like the one at 27th and Louisiana as well, because as mentioned, it's right by schools, and I think slowing down traffic right by the schools is a great idea.

Mayor Amyx: Anyone else?

Commissioner Boley: I'm not sure that Susan and her neighbors get counted in those warrants for the 27th Louisiana sign, because they may not go into that intersection, they may just turn left, or turn right and go north, but they're able to get out. I was looking at Mark, saying are they in that count or not? They're probably not even in that count.

Mark Thiel:
Assistant Public Works
Director I'm sorry, I didn't hear you.

Commissioner Boley: If you come off of Park Hill Terrace and turn right onto Louisiana going north, you're not even going to be in the count for that stop sign there?

Mark Thiel:
Assistant Public Works
Director That's correct.

Commissioner Boley: You're still getting the benefit of it.

Mark Thiel:
Assistant Public Works
Director Yes.

Commissioner Boley: I think that's something that's not really included in the counts for that stop sign.

Mark Thiel: Yeah, I think the lady that got up and spoke to that mentioned

Assistant Public Works
Director

that it was easier to get in and out.

Commissioner Boley:

Right, but it was 54%, but again, that's not being counted.

Mark Thiel:
Assistant Public Works
Director

That's correct.

Commissioner Boley:

I think we ought to keep that one. I'm not so sold on the one at Ridge Court. I do understand what you're talking about, but I'm not sure that we can really figure out what we need to do in the way of traffic calming in that stretch of road without taking the stop sign, but I'm happy to do that if that's what you want to do.

Mayor Amyx:

Commissioner, we can talk traffic calming through that stretch any amount we can. Right now, I think it's serving a purpose of being able to get the side traffic from the side streets on Ridge Court out onto the main street in a safe manner, and allows it to work. That would be the one reason that I would suggest, at this point, that you keep it as a part of the situation.

Commissioner Boley:

I understand that and agree, so that's fine.

Mayor Amyx:

Matt, you had ...

Commissioner Herbert:

Yeah. I was up in the air about the Ridge Court sign as well, but I think Edwin makes a good point about the transit. I think it was him that made the comment that, as I picture Ridge Court there, there is a transit stop. It would be, what, at about 25th and Ridge, I believe it is, right? Right across from where they're building the affordable senior ...

Mayor Amyx:

Mm-hmm (affirmative).

Commissioner Herbert:

There's going to be transit buses moving up and down Ridge constantly. That's not going to change no matter what we do at the stops. It would've been nice to get somebody here from the transit to weigh in on that, but Edwin makes a good point about that. The other comment I wanted to make, as I was listening to all this, I couldn't help but, in my mind, draw some parallels to the conversation we're having about Kasold, because you're dealing there with another major road that also feeds into landlocked territory. There's any number of streets right off of Kasold there that are also landlocked, that are, a lot of neighbors are expressing concern about the reduction, being able to get back onto Kasold. Then, who was it, John Bowen, his comment about the heavy truck traffic because of Westlake right there, and again, draws parallel to Kasold, that

has, literally, Westlake again, with heavy truck traffic. I bring that up because as we talk about Kasold down the road, I think that the conversation we have here tonight on Indian Hills, there's a lot of parallels.

Commissioner Larsen: Mark, he was talking about this being the number one or number two location for traffic calming device needs. Is that correct, on our list?

Mark Thiel:
Assistant Public Works
Director It is, prior to the improvements that we did from your direction in May. It may not. It may still be number one if it was re-studied, but it may not be.

Commissioner Larsen: Is it true that he had indicated that you would need seven to nine traffic calming devices throughout there in order to address it appropriately from an engineering standpoint?

Mark Thiel:
Assistant Public Works
Director I'm not sure the exact number that would accomplish that. I think the Mayor indicated during reconstruction that would be part of the planning similar to how we would rebuild, like they're talking about doing Kasold. If you were to talk about just doing traffic calming on the existing footprint of 27th Street, when we were here back in May, we presented a number of options of potential traffic calming solutions, reconfigurations of some of the intersections, speed humps and those things. I can tell you that all of those are needed. I think what we've done with your direction in May, with the raised crosswalk in Naismith Valley, the incremental approach is somewhat maybe a good direction for this, and let us see how those things are working, versus going out and putting nine devices, or 10. The process, if we didn't have the 31st Street issue that brought this up to where we had the increased traffic there, our normal process, once that traffic calming position became funded, we would go back into the neighborhood and have meetings with the neighborhoods. David would organize groups and see what the issues are. We'd redo counts, because even though those counts may have been done in 2012, we would want through that whole corridor and each of the proposed locations of possible calming, we would want to see what those are, and we'd have that discussion again with the property owners. Then depending on the scale of the project, we may need to come back to the Commission and have additional Commission discussion to proceed with a project of that scope.

Commissioner Larsen: Based on what I hear from the neighbors, and pretty much what everybody said, it seems like it's not hurting, it's actually helping the neighbors to maneuver the neighborhood, which is really important, obviously. I know my experience being up there, and especially on the Ridge Court area, I've watched the buses try to maneuver that before we came in with the

new stop sign there and it was just a nightmare trying to get through there, so I would be inclined just to leave it as it is, both of them, actually, based on that.

Mayor Amyx: I'm glad to hear all that. We'll take action in a second. Refresh everybody's memory, Chuck or Mark, you'll be able to remind me if I'm wrong here, did we not basically close the intersection of 23rd and Iowa and 31st Street at the same time, that created-

Commissioner Larsen: Yes.

Mayor Amyx: ... created the traffic? I remember that. I got a number of phone calls.

Commissioner Herbert: All positive

Mayor Amyx: Every one, it was great. Everybody knew my name. The action before us tonight is to make a recommendation on the intersection, the stop signs at 27th and Louisiana, 27th and Ridge Court. My suggestion is that, or my recommendation would be that, based on the comments that we've heard, is that we make those a permanent situation of those signs. If there's no other questions or comments-

Commissioner Boley: I guess I would like to make sure that we're following up on the studies so we can figure out what the current status of this is on the traffic calming list.

Mark Thiel:
Assistant Public Works
Director Potentially one of the actions you could take tonight is to address the two temporary stop sign locations, but also ask staff to do another follow-up study

Commissioner Boley: I'd like to have a follow-up study.

Mark Thiel:
Assistant Public Works
Director This would include the process, Traffic Safety, and then back to the Commission.

Commissioner Boley: Because of what Edwin was talking about with the speed.

Mark Thiel:
Assistant Public Works
Director Sure. I think that's a good idea.

Moved by Commissioner Boley, seconded by Commissioner Larsen, to receive the update on traffic issues in the Indian Hills neighborhood and make the stop signs at 27th and Louisiana and 27th and Ridge Court permanent and direct staff to conduct a follow up traffic study along 27th street. Motion carried unanimously.

2. **Consider adopting Resolution No. 7150, approving conditionally an application for low income housing tax credits from the State of Kansas for The Estates of Lawrence, affordable rental housing for families, to be located at 1356 East 1600 Road.**

Casey Toomay, Assistant City Manager, presented the staff report.

Aaron Gasper presented details about the proposal.

Mayor Amyx:

Anyone else? Anyone here to speak to this item?

K.T. Walsh:

Hello again, Commissioners and Mayor. I think this is wonderful. We need more affordable housing. This fits with your goals this year, and the Justice Matters goals that you've all pledged to work for. I also know that this is just a conditional approval, and I also know these grants are very difficult to get, I mean these tax credits, and the State is under pressure to distribute them fairly across the state. I was also very happy to hear him say that it's a 30-year low to moderate housing project, and that they'll be three-bedroom, because there's a real need for family affordable housing in Lawrence. That said, there's one piece of this that brings up issues for me, and that is our need for permanent affordable housing. What we now have, we have the Poehler Lofts and 9del Lofts, and other units in town that have used these state tax credits, and they're great, but at the end of those years getting tax credits, they're allowed to revert to market-rate apartments. Talking to tenants in the Poehler Lofts, they do have, I believe, four to six market-rate apartments in there that rent from \$1,100 to \$1,900 a month and so at the end of those, I believe, 15 years that the Poehler Lofts had the tax credits, or is it 20, Diane?

Diane Stoddard:
Interim City Manager

That I don't know right now.

K.T. Walsh:

You don't know everything? Anyway, they would be able to go to market rate, so will 9del Lofts, and so the issue is, that will be a huge change in a low-income neighborhood. This is a modest neighborhood where they're building this. I just need everyone to think about the fact that we need permanent rather than transient affordable housing, although, boy, it fills a short-term need. There are other cities that do other things to ensure this. There are other cities, Cambridge, Mass actually will acquire, they have a bigger budget than ours, at the end of the tax credit period, they will acquire then put the land in the community land trust and make sure they're permanent affordable housing. That's just called from the Justice Matters research. There's huge data that they've collected on what other communities have done to create permanent affordable housing. I want to say I'm really in favor of what these folks

are doing, I think it's great, but I would love to see our city have a mechanism to then make these permanent. Thank you.

Mayor Amyx: Thank you. Other comment? Any other public comment? Back to the Commission. You have a question?

Vice Mayor Soden: The address has a county address, and on the map, it looks like it's in the city limits, so that was a little confusing.

Mayor Amyx: This is going to go to the conditionally, just talking about the application tonight, right?

Casey Toomay:
Assistant City Manager That's correct. They have indicated a desire to be annexed into the city, but it is currently outside the city limits.

Vice Mayor Soden This map makes it look, the dashed lines make it look like it's in the city limits.

Scott McCullough:
Planning & Development
Services Director It's actually reflecting an island within city limits there, so that city surrounds it, and so, a little island.

Vice Mayor Soden: Oh. Interesting. Thank you.

Commissioner Boley: Casey, what school district is this in?

Casey Toomay:
Assistant City Manager That's a good question. It's probably Prairie Park that was my guess.

Scott McCullough:
Planning & Development
Services Director Yeah, it started with the Prairie Park Elementary School.

Commissioner Boley: When you look at this for your staff analysis, do you look at what grade school will be located in and what the percentage of free and reduced lunch is at that grade school?

Casey Toomay:
Assistant City Manager That has not been part of our analysis. Our analysis of this project to date has mainly been looking at it from a land use standpoint Scott and his staff have looked at, in terms of what infrastructure is available, those kinds of items.

Commissioner Boley: I think we need to start looking at what the effects will be on the grade schools, and then as it rolls up into the middle schools and the high school. We need to try to get some balance in our free and reduced lunch. If we're going to be putting something in, new construction, in a grade school that has high free and reduced lunch as it is, that may not be the best location. I think Prairie Park is probably doing okay, so I don't have a problem with that, but I'd like to see that it be part of our staff analysis.

Casey Toomay:
Assistant City Manager

That brings up a point that in the past, these applications have been reviewed by our CDAC and we now have our new Affordable Housing Advisory Board, so staff plans to look at this process. These applications are typically due at this time of year, and so we're going to try to go back and look at how those boards can be part of this process. I think that would be a perfect opportunity to do that analysis.

Commissioner Boley:

I think reaching out to developers that may be looking at these credits so we have more time to review them would be a good idea as well.

Casey Toomay:
Assistant City Manager

Yeah, I think we're going to be looking at all of those kinds of things.

Commissioner Boley:

Excellent.

Casey Toomay:
Assistant City Manager

I know that getting them at this time of the year is not that uncommon in a lot of places, but I think there are things we can do, something as simple as just having information about who to call on our website, those kinds of thing I think we can immediately do. Also just figure out moving the Affordable Housing Advisory Board to the third week of January as opposed to the second would be another simple thing that might help too.

Commissioner Boley:

Sure. Thank you.

Mayor Amyx:

Diane, did you have something?

Diane Stoddard:
Interim City Manager

I was just going to echo to what Casey had said. In my experience in other communities in Kansas as well, getting these in January is not at all atypical, and one thing I think we do want to make sure to do is try and accommodate any that do come forward. Then they have a competitive process that they have to go through, but exactly how to get that word out in a fashion to all possible developers is a little bit of a challenge. We can try our best to try and do that, and I think as Casey had said, maybe adjusting our schedule anticipating that may be the best thing we can do.

Mayor Amyx:

Then is it your recommendation that our new advisory board look at these applications or do they all just stop, resolutions come here?

Diane Stoddard:
Interim City Manager

I think that's one of the things that they want to discuss and maybe bring back some recommendations. I don't think we want any more process to inhibit an application to come forward, but I think now that we have a new group who's specifically looking at this issue, it'd be great to be able to

pass it by that board. Again, these things come at us really very last minute. In this case, we were contacted in January that I'm aware of, and these applications are going to be due, I think Friday is the application deadline, but again, those kinds of time frames aren't all that unusual. My thought is the advisory committee could talk about this and then bring back something, any kind of recommendations about process in the future.

Casey Toomay:
Assistant City Manager

It is on our agenda for our meeting on Monday.

Mayor Amyx:

Other questions?

Commissioner Larsen:

I know this is just the approval of going forward with just the application. Will it come back to us at some point as far as on the design side, especially for the energy efficiency part of it?

Scott McCullough:
Planning & Development
Services Director

Not so much the energy efficiency, but you will be seeing the latest ICC family set of building fire codes. This month, we're trying to, at the end of this month, which speaks to energy efficiency for any new construction of residential units. We have some pretty good energy codes, in my opinion, compared with other cities in the state and region. What you will see are requests for annexation, for rezoning and plating with this project. We haven't worked out the exact application yet. Whether or not that comes with a development plan or not is still unknown. We will at least see how the street systems work and the density and the type of structures and those sorts of things.

Mayor Amyx:

Anyone else? The item before us tonight is a resolution, so I'm not trying to avoid discussion of land use items or any of that, but I think we need to be very careful, because we have a process to follow there. One of the things that I do want to say is I think KT does bring up an important point on, even though what we're doing today is, what is it going to look in the future? One of the things that the City Commission has done, because of the priority that we have made for affordable housing, one of the biggest thing over time is going to be the community, people like yourself, KT, coming forward and reminding future commissioners that this is the goal and to constantly be working on the plan to always have an inventory of affordable housing. That should be the goal for the future. All of that said, anything else? I would entertain a motion then to approve Resolution Number 7150.

Moved by Vice Mayor Soden, seconded by Commissioner Larsen, to adopt Resolution No. 7150, approving conditionally an application for low income housing tax credits

from the State of Kansas for The Estates of Lawrence, affordable rental housing for families, to be located at 1356 East 1600 Road. Motion carried unanimously

F. FUTURE AGENDA ITEMS:

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

G: COMMISSION ITEMS:

Commissioner Herbert:

I have one to add to the list of things to discuss perhaps. I've been in discussion with Diane over this past week about our proposal to offer a canned food donation in lieu of parking ticket, and the City staff has taken a look at what they anticipate participation. That could mean it's very difficult to do when we look at our neighboring communities that have done something, because most neighboring communities that have done something like this tend to focus it solely around a holiday time. People are perhaps more charitable around Thanksgiving than they might be February 2nd. Groundhog Day doesn't really bring out the heavy-handed donations. One of the things we do know obviously is that if we offer a charitable donation in lieu of a parking ticket payment, that there will be a little bit of revenue lost, and we know that there are some things that are funded by our parking ticket money, even though it is a program that currently costs more to enforce than it brings in. What I'd like to see is added to a future agenda item, at the discretion of the Mayor and Vice Mayor of course, a future agenda item where we look at implementing this as a policy. I would strongly suggest as we look at implementing this as a policy, looking at a minor increase to the parking ticket, which would thereby mitigate any losses we would have in revenue, and could actually make the program pay for itself, essentially. That would be my recommendation. I think when City staff looked at that, we'd be talking as little as a \$1 or \$2 increase on the ticket. When you look at neighboring communities, even our own KU campus, you see that that's a drop in the bucket relative to a parking ticket you get virtually anywhere else on earth. It's something that I would request we look at and move forward with. We've been talking about it, it's got definite advantages to our community, I believe, and I would like to see it brought before the Commission.

Mayor Amyx:

This year?

Commissioner Herbert:

I was thinking, I don't know, what time do you want to go home? Yeah, preferably. I'm on a little shorter a leash than some people here, Mike.

Mayor Amyx:

I was just looking ... Yeah, okay, we'll get it done. I'm just giving you grief. Other Commission items? Matt, we'll try to get that in the next few days.

Commissioner Herbert: Appreciate it.

Mayor Amyx: Thank you. Thanks for your work on that.

H: CALENDAR:

Diane Stoddard, Interim City Manager, reviewed calendar items

I: CURRENT VACANCIES – BOARDS/COMMISSIONS:

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

Moved by Vice Mayor Soden, seconded by Commissioner Boley, to adjourn at 6:55 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON MARCH 1, 2016.



Brandon McGuire, Acting City Clerk