



City of Lawrence

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CITY COMMISSION

MAYOR
MICHAEL DEVER

COMMISSIONERS
MIKE AMYX
JEREMY FARMER
DR. TERRY RIORDAN
ROBERT J. SCHUMM

October 15, 2013

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Dever presiding and members Amyx, Riordan and Schumm present. Commissioner Farmer was absent.

A. RECOGNITION/PROCLAMATION/PRESENTATION

1. Proclaim Tuesday, October 22, 2013, as Lights on Afterschool!

B. CONSENT AGENDA

Vice Mayor Amyx asked that item 6h), Ordinance No. 8862, authorizing the issuance of \$40 million in industrial revenue bonds for the Kansas Athletics portion of the Rock Chalk Park project, be pulled from the consent agenda for a separate vote.

Vice Mayor Amyx asked that item 4b) awarding the bid for the wall restoration phase of the Carnegie Building Roof Repair Project to MTS Contracting for \$312,500 and authorizing the City Manager to sign a contract for \$112,500 to complete Phases 1 and 2, be pulled from the consent agenda for separate discussion.

It was moved by Amyx, seconded by Riordan to approve the consent agenda as below, minus items 4b and 6h. Motion carried unanimously.

1. Received minutes from various boards and commissions:

Sustainability Advisory Board meeting of 09/11/13
Cultural District Task Force meeting of 10/01/13
Parks & Recreation Advisory Board meeting of 10/08/13
Lawrence Cultural Arts Commission meeting of 09/11/13
2. Approved claims to 171 vendors in the amount of \$4,899,490.42.
3. Approved the drinking establishment license for Phoggy Dog, 2228 Iowa; and the taxicab license for Redycab, 315 N.E. Industrial Lane.



4. Bid and purchase items:
 - a) Awarded the purchase and installation of 184 street trees for the 2013 Master Street Tree Project to Rosehill Gardens, at a total price of \$42,150.
 - b) THIS ITEM WAS PULLED FROM THE CONSENT AGENDA FOR SEPARATE DISCUSSION Awarded the bid for the wall restoration phase of the Carnegie Building Roof Repair Project to MTS Contracting for \$312,500 and authorized the City Manager to sign a contract for \$112,500 to complete Phases 1 and 2.
 - c) Authorized the City Manager to execute an Engineering Services Agreement with Landplan Engineering for design phase engineering services in the amount of \$58,189.50 for project UT1210CS, K-10 and Bob Billings Parkway Sanitary Sewer Relocations and approved KDOT Utility Agreement No. 006142011.
5. Adopted on first reading Ordinance No. 8921, amending the Contractor Licensing Regulations in Chapter V, Article 15, Section 5-1513 to correct an error in the Section number; added Section 5-1512.1 creating a Class L Limited Specialty Contractor category; and amended Section 5-1515 establishing parameters under which a Class L Limited Contractor License might be issued.
6. Adopt the following ordinances on second and final reading:
 - a) Joint City Ordinance No. 8910/County Resolution No. ____, for Comprehensive Plan Amendment, CPA-13-00272, to Horizon 2020, Chapter 8-Transportation, to incorporate the Goals, Objectives and Strategies in the new T2040 Metropolitan Transportation Plan.
 - b) Ordinance No. 8917, rezoning (Z-13-00319) approximately 4.767 acres, including right-of-way, from UR (Urban Reserve) District to CO (Office Commercial) District, located at 4930 Overland Drive and 450 Wakarusa Drive.
 - c) Ordinance No. 8918, rezoning (Z-13-00288) approximately 2.119 acres from RS7 (Single-Dwelling Residential) District to RM12 (Multi-Dwelling Residential) District, located at 2518 Ridge Court.
 - d) Ordinance No. 8919, to rezoning (Z-13-00286) approximately 1.3 acres from IG (General Industrial) District to RM32-PD Overlay (Multi-Dwelling Residential with PD Overlay) District, located at 900 Delaware St.
 - e) Ordinance No. 8922, amending the 2013 City of Lawrence Operating and Capital Improvement Budget.
 - f) Ordinance No. 8923, changing street name from 'Franklin Park Circle' to 'Franklin Park Court'.

- g) Ordinance No. 8924, annexing 8.68 acres located at the northwest corner of 31st Street and Louisiana into the city limits.
 - h) THIS ITEM WAS PULLED FROM THE CONSENT FOR A SEPARATE VOTE Ordinance No. 8862, authorizing the issuance of \$40 million in industrial revenue bonds for the Kansas Athletics portion of the Rock Chalk Park project.
- 7. Adopted Resolution No. 7046, establishing a public hearing on the establishment of a Benefit District for street and watermain improvements for Lawrence VenturePark, Project No. PW1224, on November 5, 2013.
 - 8. Received Consent to Annex from RCH, LLC, and authorized the Mayor to execute Annexation Agreement with RCH, LLC, owner of record of that real property related to Site Plan, SP-13-00328, for DuPont Pioneer Addition, located at 1451 N. 1823 Road.
 - 9. Approved the City of Lawrence Investment Policy for 2013.
 - 10. Authorized the City Manager to execute the necessary agreements with ING to provide stop-loss coverage at the current levels for the City's Employee Healthcare Plan for 2014 for \$916,110; and with Cigna for interface fees for \$14,580.
 - 11. Received the request to amend the City Code to allow licensed Master Falconers to own and possess federally protected raptors within the city limits; referred to staff for a report.
 - 12. Authorized the Mayor to sign a Release of Mortgage for Homer E. Laughlin and Helen M. Laughlin, 2201 Rhode Island Street.

Regarding Consent Agenda, Item 4 b), the Carnegie Building Roof Repair Project, Amyx said he visited with David Corliss, City Manager, about the roofing material and making comparisons. He said he visited with Diane Stoddard, Assistant City Manager, about two companies, Garland and Firestone to make sure the materials were comparable because as an optional bid on the roofing, there was considerable savings and wanted to make the comparison between those two materials. He said if there was an opportunity to save money that should be looked at. He said he would let Corliss explain the phasing of the project.

Corliss said the City Commission was being asked to approve the first two phases. The work staff wanted immediately to accomplish this fall for \$12,500 and then work next year would be \$100,000. That work was all in the parapet wall area. He said future phases included some additional wall work and then, as Vice Mayor Amyx talked about, the roof work. He said it would be appropriate for the City Commission to authorize this bid with the understanding that when

getting to the roof work, staff would seek to enlarge the specifications and the opportunity for different materials to be bid or at least quoted and then the City Commission would decide how to proceed in that regard. He said the city didn't have the funding at this point and couldn't recommend trying to find the funding for this large of a project. He said they would complete the work that needed to be completed and do additional work as the City had resources in the future.

Amyx said staff's memo explained that DGM who was a consultant on this project wasn't hired to do an evaluation of the roof. He said if there were questions about tensile strength and those materials, one was three layers and one was one layer, but if the tensile strength was the same and the cost savings was quite a bit different, he said their evaluation of that should be taken seriously on what type of application they would use and make sure anyone could bid that were using similar material.

Corliss said the City Commission's action was to approve the parapet wall work in the amount of \$112,500 for Phases 1 and 2 and then come back to the City Commission for additional authorization.

Dever said he agreed with Amyx when he said one material was a proprietary and one was a means and methods. He said Amyx wanted the same quality.

Moved by Riordan, seconded by Amyx, to award the bid for the wall restoration phase of the Carnegie Building Roof Repair Project to MTS Contracting for \$312,500 and authorize the City Manager to sign a contract for \$112,500 to complete Phases 1 and 2. Motion carried unanimously.

Amyx said he pulled item 6h), Ordinance No. 8862, authorizing the issuance of \$40 million in industrial revenue bonds for the Kansas Athletics portion of the Rock Chalk Park project, for a separate vote.

Moved by Schumm, seconded by Riordan, to adopt on second and final reading, Ordinance No. 8862, authorizing the issuance of \$40 million in industrial revenue bonds for the Kansas Athletics portion of the Rock Chalk Park project. Aye: Dever, Riordan and Schumm. Nay: Amyx. Absent: Farmer. Motion carried.

C. CITY MANAGER'S REPORT:

David Corliss, City Manager, presented the report.

D. REGULAR AGENDA ITEMS:

1. **Received a request to amend Administrative Policy AP-79, to allow yard parking at 808 Maine Street on University of Kansas home football game days.**

Jonathan Douglass, Assistant to the City Manager/City Clerk, presented the staff report.

Schumm said other than 1649 Edgehill everything else was in the green square depicted on the map that was presented.

Douglass said yes except for 746 Mississippi which should be removed from the policy.

Schumm said which was de facto anyway. He asked what went on at 1649 Edgehill.

David Corliss, City Manager, said he had a request from the property owner to be in the Oread Neighborhood so the decision was not so much to change what the neighborhood thought about their neighborhood boundaries, but to allow him to be treated as if he was in the Oread Neighborhood for this purpose. He said there wasn't a lot of parking on his property and included that property in the adopted policy.

Riordan said 1649 Edgehill Road could have parking during game days.

Douglass said correct.

Corliss said parking in the yard was prohibited, Citywide. He said he wrote the ordinance 20 years ago and it was not desired for the safety of drivers and other cars that were about as far as where they would enter the road at driveways and streets as opposed to curbs. He said there were also concerns about some of the aesthetics of having vehicles parked in yards. It was immediately pointed out that an exception needed to be created for the Oread

neighborhood because it had been a strong tradition and a relief for all the parking needs on football game days to have an exception. He said in the past week staff had sent reminders to all of the property owners in the Schwegler and Centennial neighborhoods that the City Code prohibited parking in the yard because that was sometimes a concern on basketball game days where parking was occurring in yards, but that neighborhood hadn't made that request and the City Commission had not approved an exemption. He said it was a request from the property owner on Edgehill Road, similar to the request on Mississippi that no longer made sense.

Riordan said the property owner wasn't interested in parking, but to be a member of the Oread Neighborhood Association.

Corliss said he might want to be a member of the Oread Association. He said people could park at that location, hike up Louisiana, and on over to the stadium. There might be some parking that would be a very busy football game day to have a lot of parking demand on that side of campus.

Amyx asked if Schumm was a Commissioner in 1992.

Schumm said yes.

Amyx asked if Schumm was part of the Commission that approved the yard parking in the Oread neighborhood. He said the yard parking was approved because it was tradition.

Corliss said it was tradition, but it was also recognition that the University didn't provide enough parking for all of the visitors that were coming to campus and it was convenient to park in some of the neighborhoods immediately north of Fambrough Drive. He said as a general statement, citywide, they didn't want parking in the yards for safety and community development purposes.

Amxy said the dividing line on the north was just established.

Corliss said yes, 9th Street. He said staff had a complaint in the West Hills area, west of West Campus Road from a property owner stated that another property owner was allowing parking in the yard. He said he referred that complaint to the Police Department.

Amyx said if someone had an alley way in Old West Lawrence or other parts of the City and had access to their backyard, they could park in the back, but not on the side or front of the house.

Corliss said as the yard was defined, that was correct. Clearly one of the places that people could allow additional parking was in the driveway as long as it wasn't blocking the sidewalk. There were some driveways that were somewhat lengthy.

Mayor Dever called for public comment.

Colin Mahoney, 808 Maine St, said they found out on Saturday, October 5th, by accident when a police car stopped and informed them that this type of parking was illegal. He said he wasn't sure about the arbitrary line, but understood from this conversation that it had to do with choosing or not choosing the parking, but having lived in Old West Lawrence just north of that green line, for 7 out of the last 10 years, that parking was rampant in that area. He said he couldn't imagine if it was suddenly completely illegal because there were a lot of cars that would need somewhere to go. He said that particular property, 808 Maine, the lot that was next door would be considered 810 Maine which was a completely vacant lot and completely accessible from the alley. There were no sidewalks to go over, weren't blocking any utilities and they could and did park cars on that lawn without interfering with anything. He said getting on and off that property could be done completely by the alley. He said they felt it was an ideal spot to park cars on a Saturday, not on the sidewalk, not going over curbs, not interfering with neighbors, not dealing with utilities, and not creating a safety problem if there were emergency vehicles that had to get to their property or the neighbors. The neighbor directly next to them at 812 Maine, was fully in support of the parking. He said their landlord indicated that they could do the parking on Saturdays. The women who owned the house across the alley from them wrote in and were fully in support of this parking. He said they had never had anything but a congenial neighborhood atmosphere and all of their neighbors did parking. He said they felt they should be given an opportunity to continue to do this because they thought it was alright.

Kirk McClure, Old West Lawrence Association, said their organization met and was opposed to granting yard parking. He said Old West Lawrence had struggled to pull itself back from a deteriorating neighborhood. They were constantly struggling with trying to find the types of families that would invest in their homes, and raise their kids so they could continue to populate their nearby Pinckney School. He said they saw it as a victory that 746 Mississippi, the last lot that was permitted this use has now been fully developed, by a family, with children. He said it was hard to attract such investor residences. The parking situation on game days and on weekend events as they just went through with the Mother Earth news event was troublesome and were a nuisance and discouraged people from moving to their neighborhood. He said they certainly don't want to discourage them any further. He said this would simply exacerbate a nuisance that already existed, taking a step in the wrong direction and they hoped the Commission would take a step in the right direction and prohibit parking from this particular area.

Schumm asked if a lot of people parked off of alleys or park multiple cars on game days in McClure's neighborhood.

McClure said to his knowledge it was only done by friends. In other words, he had a couple of buddies that he allowed to park on his property, but he had improved parking spaces and no one parked in his yard.

Schumm said from his prior conversation, it sounded that per this regulation it was okay to do that off the alley, even if it wasn't improved.

Dever said in the back yard because the regulations stated front and side.

Corliss said it wouldn't be a violation of this ordinance. If it was a continuing use of that backyard it might be a violation of the zoning ordinance over time.

Schumm said from the photo it looked like there was probably room, if double stacking those cars for 8 or 10 cars off the alley. He said he couldn't tell what was on the south end of that property. He said if that would be permissible on a short-term basis under this regulation

and was it something the neighborhood association could support parking in the back of the house.

McClure said no. He said it was a yard and the yard would be trashed by parking on it. He said it was impossible to police the way people drove. He said as the staff report pointed out, people drove over the brick sidewalk and over the curb to get out of that area. He said they worked hard to maintain the brick streets and walkways. The cars could drive out the alley way, but they'll take the path of least resistance. That was the type of trashing of the neighborhood that discouraged future investment.

Dever said charging for parking at the property was where McClure drew the line as opposed to being friends or doing someone a favor. He said McClure said charging for parking and parking anywhere other than on a paved surface should not be allowed

McClure said that was correct. He said he had not polled the membership for their organization on that particular issue. He said he knew his east end of Old West Lawrence best and the only parking was only on approved spaces. He said there was an arrangement with a couple of friends the neighbors knew and he gets out of their way.

Dever said he understood because he would do the same.

Schumm asked how many cars Mahoney could park at the back of his lot on the alley side, but not going beyond the back wall of his house.

Mahoney said probably 12 vehicles. He said the comment from McClure was a gross generalization to suggest that every resident of Old West Lawrence who chose to sell parking on game day was not concerned about the Old West Lawrence environment, were somehow deteriorating the neighborhood or trashing their property, which were the words McClure used, but they took great pride in their home and had a beautiful yard with a small garden and weren't interested in trashing their yard. He said this was not a tailgating situation where they had people drinking and barbequing on the lawn, but a situation where they parked cars and those people go to the game and they come back and leave. He said it could be done through the

alley and make sure it didn't get done driving over the brick sidewalks. Also, the neighbor directly behind him owned her property, took great pride in her property and has in the past, parked many cars in that backyard. The neighbor directly next to them at 812 Maine loved to have parking on his property and had a fantastic property, investing in the neighborhood and not interested in causing trouble or trashing the neighborhood. He said his kids went to Pinckney and they were a family, loved the Pinckney area and wanted to keep the area nice. He said he didn't think parking a few cars on a Saturday was really going to destroy a neighborhood.

Dever asked if there was a building on the southeast corner of the property or was it gone.

Mahoney said that building has been torn down.

Dever asked if the aerial photo was current.

Mahoney said yes. He said there was a garage at that location and he understood that an improved surface would be a driveway or a graveled parking area. If there had been a garage at that location then technically that should have been improved parking. He said as far as he knew everything in his backyard would be an improved surface. He said what they were really asking for was the ability to put a few more cars on the grassy area directly west of that.

Riordan said he understood if placing some type of gravel, that wasn't an improved parking area and had to be concrete.

Scott McCullough, Planning and Development Services Director, said correct by code, it was hard surface, asphalt or concrete.

Amyx said under the current ordinance, parking was allowed in the backyard. The question was whether or not they were going to allow an exemption to the code to allow parking in the side yard. He said Mahoney had the right to park cars behind his house under city code and thought that was enough on that lot. He said he approved as long as Mahoney made sure the vehicles were not going out to Maine Street or going across sidewalk or curb, but didn't feel comfortable in extending the parking to the south side of the house.

Dever said he was hearing anywhere along the backyard and no further than the depth of the house.

Schumm and Riordan agreed.

Dever said he agreed with some of the comments McClure made about degradation. He said Mahoney might have the best intentions and they appreciated that but there were other people that rent or own property that want to make a decent profit off of the space they had. He said just judging by the photographs it was clear to him, whether they allowed them to drive on the sidewalk or not, had been driving across the sidewalk and that was where he drew the line. It did ruin public infrastructure, curbing and of course, the sidewalk which was Mahoney's responsibility, but ultimately was public right-of-way. He said he was in favor of Mahoney's request to park in the back, from where the garage was once located, north to where the paved surface ended and to the alley.

Amyx asked if Mahoney's house faced the west.

Mahoney said yes.

Amyx said so not to the west of the east wall of that house.

Dever said no side yard or no front yard, only the back yard.

Corliss said the City Commission could make a motion to have the administrative policy amended to delete the reference to the 746 Mississippi Street location and then add 808 Maine to allow for parking in the area to the east of the existing residential structure to the alley.

Amyx said and ingress/egress only from the alley.

Dever asked what happened if people didn't listen to the current occupant.

Amyx said place it back on the agenda.

Corliss said it could be a violation of this policy.

Dever said if they were parked too deep and someone pulled out across the grass and out the front yard and then they were back to the same problem again.

Corliss said staff could cite the owner or could cite the driver for violation of the ordinance.

Riordan asked if the Commission could require some type of temporary device like a rope and a fence.

Corliss said the Commission had complete authority to allow this and if they wanted to establish certain condition they could do that, but were moving toward site planning the property which wasn't staff's intent. He said the value of this ordinance was to allow police officers in their normal patrol to go ahead and issue citation for this code violation as opposed to trying to enforce the zoning violation which was usually a Monday through Friday enforcement regime. Corliss said the Commission could allow the parking in the east part of the property, east of the structure to the alley with directions to provide some level of barricade or signage to not allow people to drive through the front part of the yard.

Dever said if they were willing to do that other Commissioners seemed to be in favor of that. He said they needed to get the buy-in from the current occupant that that would be done otherwise, the City Commission would deny this request.

Amyx asked if allowing parking in the backyard would run concurrent with the current occupant of the house.

Dever said he didn't know, but in looking at some older pictures it looked like that entire area was paved at one time. He said it was basically a big driveway and didn't think they would be changing things much. He said he didn't know if they could allow parking only for this person.

Schumm said the City Commission could change it back if things weren't going right.

Corliss said correct.

Amyx asked if Mahoney owned that house.

Mahoney said no.

Amyx asked if this would run current with the property owner, the property itself, or just the applicant.

Dever asked if Mahoney had approval from the landowner.

Douglass said they received a letter from the landowner.

Moved by Amyx, seconded by Riordan, to amend the policy to delete 746 Mississippi from the allowed locations, and to allow at 808 Maine St allow parking from the east of the structure to the alley with ingress/egress from the alley only. Motion carried unanimously.

2. **Consider authorizing the City Manager to sign a purchase order for a supplemental agreement with Landplan Engineering for professional services in the amount of \$10,000 for plan revisions to construct a 10' multiuse path, Project Number PW1135, 6th and Iowa Street Intersection, Geometric Improvements, Westbound Turn Lane.**

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

Schumm asked if there was a crosswalk on the south part of Iowa Street.

Soules said there would be a crosswalk.

Schumm said there was a crosswalk on the east side of the intersection from the south to the north.

Soules said yes.

Schumm said that was good because there wasn't anything at that location now.

Soules said correct. He said the signals would include the pedestrian signals.

Schumm asked how wide the sidewalk was to the south.

Soules said the south side would be six foot sidewalks.

Amyx said several months ago he had discussions with Soules about a ramp going to McDonald Drive on the north side of the road. He said he liked the idea of the additional width of the sidewalk, but there would be pressure on that ramp and asked what safety precautions would be taken.

Soules said it was a free flow right and people would drive right through. He said the traffic needed to watch for pedestrians. He said right now was a sign and an overhead light. If

it got to a point that they thought it was a safety concern, they might need to put up a flashing beacon. He hated to even suggest that they might need a hybrid beacon.

Dever asked about what the sign said.

Soules said it was a pedestrian sign at the crosswalk.

Dever said it wasn't alerting a driver, just marking that this was an existing crosswalk.

Soules said correct.

Dever said he thought they could do more to mark that crosswalk without putting up lights.

Soules said he would have David Woosley, Traffic Engineer, look at that crosswalk and make some recommendations.

Amyx said that would be good because you wouldn't want to err at this point. He said right now the traffic slowed down at that location because there were no turns.

Soules said when they get the turn lane in the two westbound lanes would be free flowing and traffic would continue on.

Amyx said pedestrians would be kept away from that traffic, but as they encouraged more pedestrian traffic on the north side of that roadway, they did need to consider the on ramp. There were certain times of the day where that street carried a lot of traffic. He said if there were other suggestions to consider, he would like to see those suggestions.

Soules said staff needed to look at the other ramp going south on McDonald Drive. He said signs were placed at Dillons on West 6th for pedestrians to look both ways.

Dever said it was a messy spot. He said in looking at the Google street view, the pedestrian sign was covered up by a tree limb.

Soules said staff would check to see if the limb was in the way.

Dever said if they were going to encourage people to use the crosswalk, and make sure there wasn't a choke point where there would be conflict of two different types of transportation modes that were going to drive people to not use it.

Mayor Dever called for public comment.

Tim Herndon, Urban Planner, Landscape Architect that practiced independently in Lawrence, said as a cyclist and a father of a couple of kids that cycled and as a resident of West Lawrence that frequently enjoyed the amenities and opportunities that East Lawrence had to offer, one of the things his family and many families like his, were eminently aware of the lack of a good connection between east and west across town. In the presence of such a connection, he would ride his bike downtown a lot, but it wasn't possible. He said he would implore the City Commission to continue, overtime, to seek ways to fund projects like this, to seek ways to incrementally continue to improve that east/west connection so that people that weren't in cars or busses, could find a safer and more enjoyable way back in forth. He said he wanted to thank the City Commission for even looking at this issue to make some changes before it was too late.

Teresa Banion, resident on Rockledge Road, said she was a member of the Pedestrian Coalition. However, she wasn't present speaking on their behalf, but a citizen talking to the City Commission. She said she supported the shared use pathway. Any effort to make the community's streets safer was a good thing. She said she wouldn't want to bicycle down 6th Street. Bicyclist travel on the sidewalk with pedestrians, if she saw a bicycle coming, she would get away from the traffic as possible, but it wasn't very wide. She said she applauded the City Commission for looking at ways to make this City pedestrian friendly. She said she was crossing 6th Street and 7 car turned while she was in the pedestrian walkway. She called Mark Thiel, Assistant Public Works Director, and the City put up a sign, for which she was very thankful. She said if the city was talking about detouring people, she hoped there would be very careful consideration to that intersection.

Charlie Bryan, Health Department, said the Healthy Built Environmental Work Group, which was one of the committees of LiveWell, drafted a letter to the City Commission. He said Mike Myers had been working really hard with Commissioner Schumm to think about how to build a better pedestrian and bicycle infrastructure for the City. He said it was commendable

that the City Commission was looking at this opportunity to create a better and more complete street network.

Chris Tilden, Health Department, said the area of discussion was an awfully narrow spot and a 10 foot shared path would be fantastic. He said he echoed what Bryan stated regarding the development of the pedestrian coalition, the multi-modal studies work done by the MPO, and the creation of the healthy built environment work group. He said there were a lot of folks supporting the work and decisions the City Commission were making to create a healthier built environment that made it a safer and more conducive place for people to walk and cycle.

Schumm said his goal was to see if they couldn't find connecting links between the Burroughs Trail on the east and K-10 at 6th Street on the west because if starting out west at approximately K-10 near Rock Chalk Park, a person could ride all the way around Iowa Street. He said when K-10 was completed the bike trail went with it and went to the east. He said Burroughs Trail would get a person to 29th Street and 29th Street further south was not that big of a section to connect to and if getting Burroughs Trail over and around to Pinckney they didn't have very far to go to make a whole loop. He said the reason he started looking at this was because Iowa Street was only going to become a lot busier in the future because of the connections it made north, south east, and west. He said an intersection would be built at that intersection or the next 50 years and it would be a hard road to get across to complete this trail someday. He said now was the time to build that, but it didn't do much and was an incremental link to aim at. He said this was an extraordinary opportunity for the Commission to put into effect the City's policies and it didn't cost much more money and could come in below the allotment set aside for this project. He said if they didn't do it now and did something in the future, you would either go over or under Iowa Street or would have some mega contraption of signal lights that would slow traffic and be equally expensive. He said it was a great moment to put this in place with the idea that someday people could cycle around the entire City. He said once they could cycle around the whole City they would be able to interconnect parts and would

have a functional network. He said right they had a good recreational trail system, but in terms of going somewhere it was segmented and did not connect well. He said anyone who had ridden on a protected bike path it was so much faster, easier, safer, and enjoyable as opposed to having to navigate busy streets with a fairly narrow lane.

Amyx said he wanted to thank Vice Mayor Schumm for bringing up this matter. He guessed he was getting old enough now that when the sidewalk on the north side of 6th Street was a muddy little rut. He said because more and more traffic was getting faster on the roadway and now bringing pedestrian traffic as a major movement through town it was important that anytime they could upgrade the safety side, was extremely important. He said at the on ramp was so important for the motoring public recognizing that there might be some type of potential conflict with either a cyclist or a pedestrian traffic. Also, the loop that went under 6th Street from the west that was another site they would need to mark well just so drivers, pedestrians and cyclists would be able to see because that area was another point of conflict.

Riordan said he remembered in Kansas City when they put in I-35 and put in a tunnel that went nowhere for 10 years, but saved millions of dollars because they thought ahead. He said they say very often that Lawrence was a biking community and was friendly to biking. He said in some ways they were and some ways not because the biking paths were not interconnected and were not for transportation, but for recreation. He said this was a great idea, but would be there for a while not interconnecting and when they did the interconnecting they could make it safe for the public. He said he was in favor of this project because it stated in a specific way that Lawrence valued wanting to encourage people to be active, healthier, and do it in a safe way and this was where the rubber met the road.

Dever said he agreed.

Schumm said every bike they put on the trail in a transportation mode was one less car on the road.

Dever said now they needed to get people to share the road a little bit better. He said since there was a delay in the creation of the plans which yielded this problem, he asked if the city could receive a deal on this \$10,000 fee since they were delayed by the engineers plan in the past.

Corliss said no. He said this was additional work and it was a complicated project. He said he was glad they were trying to coordinate the detour because the last thing they wanted to do was close that tunnel for the City's project and close it again for KDOT.

Moved by Schumm, seconded by Riordan, to authorize the City Manager to sign a purchase order for a supplemental agreement with Landplan Engineering for professional services in the amount of \$10,000 for plan revisions to construct a 10' multiuse path. Motion carried unanimously.

3. **Considered adopting Resolution No. 7047, authorizing the issuance of bonds in the amount of \$4.6 million for the construction of 31st Street from Haskell Avenue to O'Connell Road and considered authorizing the Mayor to sign the Authority to Award Contract, commitment of City funds for the 31st Street project 23 U-2117-01 to Emery Sapp & Sons, Inc.**

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

Dever said when Soules mentioned two lanes he asked if that was two lanes in each direction.

Soules said it was one lane in each direction.

Dever asked if it was originally going to be two lanes.

Soules said not on 31st Street.

Dever said he guessed it was super wide.

Soules said it was a 12 lane with an 8 foot shoulder.

Dever said it had been a while and thought it was like a parkway.

Corliss said it was like a parkway. He said there weren't any access points between Haskell and O'Connell.

Schumm said when K-10 was completed a lot of traffic would be taken off of 31st Street that used that as a de facto east/west route to wrap down to Haskell. He said there would be a lot less traffic on 31st Street.

Soules said KDOT was building a section on 31st Street and from Haskell to Louisiana would tie in and was a two lane section.

Dever said that was two lanes each direction. He said there were shared use path and a sidewalk.

Soules said yes.

Schumm asked how wide the shared use path was.

Soules said 10 foot. He said with the KDOT project there would be 10 foot path along Haskell would cross and connect to their multi-use path that ran along K-10, back to Louisiana, relocate Louisiana and could cross back over and pick up the existing shared use path.

Schumm asked how someone would get from the share use path from the theater area. He asked if it went on the bridge over Iowa Street.

Soules said he wasn't sure, but he would take a look at the plans. He said it won't go over the bridge, but would come over to Iowa and then they had to find out how to get people across at that location.

Corliss said it might need a traffic signal.

Soules said yes. He said the City's project was about a 6.5 to 7 million dollar project from Haskell to O'Connell which would have included work at the intersection of 31st and Haskell and the roundabout at O'Connell. He said KDOT was building from Haskell to where the old LRM Plant was located because they had to provide access to all those businesses and placed it in the SLT plans. He said with some of mitigation, they had to acquire 40 acres in that area. He said essentially the City was building a little more than half of the road and didn't need to buy any right-of-way except from Harrison Family Farms to O'Connell. He said the City's cost would be 3.9 million, but had some right-of-way cost the City needed to pick up and was on the

east side of the project. He said KDOT did all of the negotiations, appraisals and acquisitions and then KDOT would dedicate that property after the project was completed. He said with the City's 31st Street project there were 10 acres of wetlands identified that the City needed to mitigate and KDOT over bought would they needed to meet their obligations. He said KDOT couldn't buy portions or parts of tracts and had to condemn the whole thing when they went to buy those tracts. KDOT agreed to provide the City some of those leftover tracts. The City needed 11 acres and KDOT would provide those tracts, but the associated cost to the City would be about \$71,000. He said Baker had agreed to construct, monitor, maintain and provide all of the reporting back to the Corps of Engineers for the next 3 years for \$61,000. He said the City had to do the inspection and testing for the City's portion of 31st Street which came to a total cost of 4.75 million dollars. He said the City received about \$800,000 back in 2006 for earmark and had about \$250,000 left and the difference was the amount of the bond staff was asking the Commission to approve which was 4.6 million. City would owe KDOT 2 million dollars on January 1, 2014 and another 2 million dollars on January 2, 2015 which was for the construction part of the project. All of the other pieces, he assumed at the end of the project KDOT would have a reconciliation and ask the City for the property acquisition and the wetland costs. He said there would be a public meeting the first week of November to discuss the SLT project, K-10 and Bob Billings Interchange, and the signalization of West 6th Street and K-10.

Schumm said the map showed construction on 31st Street to O'Connell and extending on to the east. He said he presumed it stopped at O'Connell.

Soules said yes. They would have a tie in to get it straightened out onto the County Road. He said when the City did 31st Street, the County piggy-backed off of the City's study and the County had a study from 31st to Noria Road. He said the City would be stopping construction at O'Connell.

Corliss said the road won't be stopping at O'Connell.

Schumm said there was interest from the County to take on to the east at some point in time.

Soules said it was more a planning document.

Corliss said he didn't think there was funding interest. He said there were some concerns from some of those property owners about what 31st Street would look like once it was ever built. A concept work report had been prepared. It was an interesting feature, east of O'Connell there was a new 31st Street and then a frontage road for lack of a better term.

Soules said 31st Street went to the north and the existing road stayed as a frontage road because the local residents didn't want to have all the traffic so close to their homes.

Corliss said they needed to see how that would develop, if it did develop. Once there was urbanization at that area, there was some sanitary sewer work that had been done by the County about 4 or 5 years ago. At some point there might be urbanization demands out there to annex into the City and start building roads to City standards. He said they hadn't seen much activity east of O'Connell. He said they'll need to see what happens at that location. He asked if Soules found out about signalization at 31st and Haskell.

Soules said there was a traffic signal at 31st and Haskell.

Mayor Dever called for public comment.

After receiving no public comment, Amyx asked about the earmark.

Corliss said they found out about the earmark in 2005.

Amyx said the wait had been worth it. He said he envisioned a parkway that would enhance the neighborhoods to the south and east. He said over time, they would see additional relief to the roadway network in the southeast area and 31st Street to the west. He said the additional safety element that this roadway would provide was great.

Riordan said it looked like a good project.

Moved by Amyx, seconded by Riordan, to adopt Resolution No. 7047, and to authorize the Mayor to sign an Authority to Award Contract to Emery Sapp & Sons, Inc. Motion carried unanimously.

E. PUBLIC COMMENT:

KT Walsh said in Pitch Magazine from Kansas City the best day trip was to Lawrence, according to their readers.

F. FUTURE AGENDA ITEMS:

David Corliss, City Manager, outlined potential future agenda items.

G: COMMISSION ITEMS:

Dever invited people to take part in the Hunger Run.

H: CALENDAR:

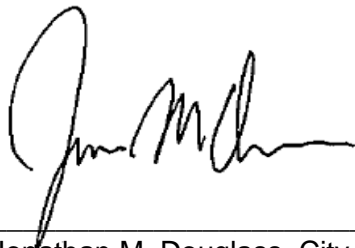
David Corliss, City Manager, reviewed calendar items

I: CURRENT VACANCIES – BOARDS/COMMISSIONS:

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

Moved by Amyx, seconded by Riordan, to adjourn at 8:07 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON NOVEMBER 5, 2013.

A handwritten signature in black ink, appearing to read 'Jonathan M. Douglass', written over a horizontal line.

Jonathan M. Douglass, City Clerk