



City of Lawrence

DAVID L. CORLISS
CITY MANAGER

City Offices
PO Box 708 66044-0708
www.lawrenceks.org

6 East 6th St
785-832-3000
FAX 785-832-3405

CITY COMMISSION

MAYOR
MICHAEL DEVER

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

April 22, 2014

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 Amyx presiding and members Dever, Farmer, Riordan and Schumm present.

A. RECOGNITION/PROCLAMATION/PRESENTATION

1. Proclaimed April 21 – 25, 2014 as Tree City USA Week and Friday, April 25, 2014 as Arbor Day

B. CONSENT AGENDA

It was moved by Schumm, seconded by Farmer, to approve the consent agenda as below. Motion carried unanimously.

1. Received minutes from various boards and commissions:

Community Development Advisory Committee meeting of 02/27/14
Horizon 2020 Steering Committee meetings of 02/10/14 and 03/10/14
Lawrence Douglas County Bicycle Advisory Committee meetings of 03/11/14 and 03/18/14

2. **PULLED FROM THE CONSENT AGENDA FOR SEPARATE VOTE.** Approved claims to 212 vendors in the amount of \$3,655,675.62, and payroll from April 6, 2014 to April 19, 2014 in the amount of \$1,904,230.45.
3. Approve licenses as recommended by the City Clerk's Office.

Drinking Establishment License

Set em up Jack's
UDK, Inc.
1800 East 23rd St., Ste: G

Expiration Date

April 29, 2014

4. Bid and purchase items:
 - a) Authorized the purchase of a Dell Server for the Police Department from Eagle Software, for a total of \$39,094.50, utilizing the state contract.



- b) Approved the purchase of one (1) tandem axle dump truck for the Utilities Department from Kansas City Freightliner for \$121,713.06., utilizing the Metro MACPP contract.
 - c) Awarded the purchase of crack sealant in the amount of \$56,820 and equipment rental at \$4,200 per month to Paving Maintenance Supply Inc.
 - d) Approved the final change orders for the Pennsylvania Drive Reconstruction Project (PW1220), for \$29,109.20, to be funded from the 2014 street maintenance fund.
 - e) Approved the purchase of a Bobcat T590 for the Utilities Department, to Clark Equipment Co., for \$45,852.59, utilizing the NJPA Contract.
5. Adopted on first reading, Ordinance No. 8983, exempting the Lawrence OnBoard ridesharing program for a period of six months from the provisions of STO 69(a).
 6. Adopted on second and final reading, Ordinance No. 8965, to rezone (Z-13-00513) approximately .5 acre from IG (General Industrial) District to RS5 (Single-Dwelling Residential) District, located at 830 E 13th St. (PC Item 2; approved 10-0 on 2/24/14)
 7. Adopted Resolution No. 7070, amending the procedures within the City's Percent for Art Resolution and approved the removal of the sculpture, "Emergence" in Watson Park due to irreparable damage by vandalism, as recommended by the Lawrence Cultural Arts Commission.
 8. Received an annexation request, A-14-00155, of approximately 54.31 acres located surrounding the proposed K-10 and Bob Billings Parkway interchange and referred the request to the Planning Commission for a recommendation. Submitted by Charles F. Soules, Director of Public Works, City of Lawrence for Kansas Department of Transportation, property owner of record.
 9. Authorized staff to delay implementation of charging for parking on the top deck of the New Hampshire garage until September 5, 2014.
 10. Authorized the submittal of the city's Household Hazardous Waste (HHW) grant application for the development and implementation of a new permanent HHW facility for the City of Lawrence and Douglas County.
 11. Approved a Temporary Use of Public Right-of-Way Permit for the Lawrence Art Guild to close Massachusetts Street, from North Park Street to South Park Street, on Sunday, May 4, 2014 from 6:00 a.m. – 6:00 p.m. for the 2014 Art in the Park Art Fair.
 12. Approved a Temporary Use of Public Right-of-Way Permit for the Lawrence Art Guild allowing the closure of the 100 block of E. 10th Street from 11:00 a.m. – 5:00 p.m. on Saturday, May 31, 2014 for the 2014 Art Tougeau Parade.
 13. Approved a Temporary Use of Public Right-of-Way Permit for the use of 9th Street, from east of Connecticut and west of New Jersey Streets, from 10:00 a.m. to 11:30 p.m. on April 25, 2014 for the Better Block Lawrence event.

14. Approved the use of City parking lots as requested by the Lawrence Memorial Hospital Endowment Association on May 10, 2014 for the Hearts of Gold Fundraising Event.
15. Authorized the Mayor to sign a Release of Mortgage for Juniper Retter, 909 West 22nd Street.
16. Approved as “signs of community interest”, a request from the Kansas Tick Borne Disease Advocates to place green ribbons on light poles along Massachusetts Street on Saturday, May 3, 2014.

Amyx pulled consent agenda item no. 2 regarding claims for a separate vote.

Moved by Riordan, seconded by Dever, to approve non-Rock Chalk Park related claims to 210 vendors in the amount of \$3,650,230.62. Motion carried unanimously.

Moved by Schumm, seconded by Riordan, to approve Rock Chalk Park related claims to 2 vendors in the amount of \$5,445.00. Aye: Dever, Farmer, Riordan, and Schumm. Nay: Amyx. Motion carried.

Moved by Schumm, seconded by Farmer, to approve payroll from April 6, 2014 to April 19, 2014 in the amount of \$1,904,230.45. Motion carried unanimously.

C. CITY MANAGER’S REPORT:

David Corliss, City Manager, presented the report.

Schumm said regarding the sidewalk inventory he had seen the attached document and asked if that inventory classified the sidewalks as to the shape of the sidewalks, size, and other data.

Corliss said yes

Chuck Soules, Public Works Director, said staff looked for deflections of greater or less than an inch; handicapped ramps and if those ramps were ADA compliant, sidewalk widths, gaps, addresses, defects, distances, and other issues. He said staff wanted to show that there were a lot of classifications.

Schumm asked if staff’s goal was to compile all of that information.

Soules said yes. He said staff would provide a report to the City Commission.

Amyx asked if it was similar to the pavement management report.

Soules said staff didn't score that information. He said the report identified the defects, but the report was very similar to the pavement management report.

Corliss said one of the key issues was that they would need a menu of options. He said it would not be a one shot plan, but it could be a multi-year plan for trying to get at repair of sidewalks and it might not be a top funding priority. He said staff needed a better inventory of what they had and part of that inventory, to make it meaningful, was to put a dollar amount to it. He said staff could show the Commission where all of the defects were, but staff needed to let the Commission know how much it cost to remedy those situations. He said part of that would be a breakdown of between residential and non-residential. He said adjacent property owners now had that responsibility. If having an income producing property versus a residential, it could be argued that there was a difference as to who had that responsibility and should the public assume that responsibility or should it be left with the property owner. He said there were a number of different choices.

Schumm said the end result would produce a number that showed this was what it would take.

Soules said they would have a total accumulative number, but separate components.

Amyx said he wanted to thank Corliss for his presentation regarding the transit hub.

D. REGULAR AGENDA ITEMS:

1. **Consider approving funding to support a SNAP Match Pilot Program for the 2014 Farmers' Market Season, in the amount of \$10,600.**

Eileen Horn, Lawrence/Douglas County Sustainability Coordinator, presented the staff report.

Amyx said he assumed there would be an on-going request to fund this program. He asked if the dollar amount requested in future years would be similar to the amount of this year's request.

Horn said it depended on the success of the pilot project. The Food Policy Council and members were going to attend the budget sessions and learn about how to go through the process to make an on-going request.

Amyx asked if in the future would the request be dollar for dollar match.

Horn said she believed so. She said it seemed to be the most common formula across the country.

Mayor Amyx called for public comment.

Jill Elmers, Chair of the Douglas County Food Policy Council as well as a vendor at the Lawrence Farmers Market, said they were excited about this opportunity to bring more dollars to their vendors and also provide the access and opportunity for folks to get healthy food with their Snap Dollars. They had been doing the Snap Program at the Lawrence Farmers Market for several years and every year they saw an increase in usage. The fact that they were bringing those folks to get healthy food as well as local food and supporting their local farmers was exciting.

Jessica Kejr, Agency Service Manager at Harvesters, the Community Food Network, said her co-workers were present to show their support for the Snap Match at the Lawrence Farmers Markets. Harvesters supported the Snap Match Program in Douglas County because they had seen how well a similar program in Kansas City worked. She said families on SNAP which was food assistance were eating more fresh foods and vegetables and Farmers Markets were seeing the economic benefits of a larger customer base. According to data recently released from Feeding America, the food insecurity rate for Douglas County was 17.1 percent which was up from 15.3 percent just two years ago. More than 1 and 6 people in Douglas County might not know where their next meal was coming from. They paid for food insecurity in this community in so many ways, from kids that couldn't concentrate in schools to families making difficult choices between buying food and paying for rent or mortgage and even long-term health consequences of eating inexpensive calorie dense processed foods. To date, this

fiscal year, Harvesters had distributed over 610,000 pounds of food and household products to Douglas County, 96,000 pounds of that was fresh produce. While their network provided food for those people in need at no cost, they understood there was a need to stretch families available food dollars as well. Incentivizing the purchase of healthy produce from local farmers was an excellent public health effort and economic development tool that would result in a healthier community.

Verdell Taylor said he had the pleasure of working with one of the work groups for Healthy Food. He said the work group had an opportunity to review the proposal that was created for the Pilot Project and to expand the Snap Program, the purchasing power for the Farmers Market. He said that would be a great thing because they were able to take a look at individuals that needed to have access to healthy food and it was priority for everyone that was part of that work group. He said they spent many hours taking a look at all the issues. In summary for this coalition and the work that had gone into it, they were asking that the City Commission approve funding for the Pilot Program.

Linda Cottin, Cottins Hardware and Rental, said they started a Farmers Market in their back parking lot about 6 or 7 years ago and the reason they did was because their family understood how really important it was to encourage local food production and consumption for the economy of this county and city, the environmental benefits, health benefits, and the sustainability in general. The Farmers Market was basically their charity because they didn't charge the farmers anything, but yet they spent a lot of money and time on the market. She said for several years she heard about the Snap Matching Funds Programs across the country and she had done research to try and find a way to bring that to their market. She said she kept meeting dead ends and couldn't express how really excited she was about the possibility of joining together to bring such an incredibly wonderful program to this county. She said she wanted to reiterate what everyone else stated, which was that a program like this had so many far reaching benefits and it benefitted the children and the parents that were on those funds that

really couldn't afford to buy the good food. She said they couldn't buy a lot of fruits and vegetables, but could only buy the junk food that was cheap. She said she saw those kids and parents at the market every week and would see those people at the grocery store having to stock up on lower priced foods. She said this would allow so many people to be able to eat better and healthier. She said aside from that, it kept all of that money in their coffers and recirculated the money in this community which was obviously and incredibly economic benefit. She said she hoped the City Commission would consider approving this program.

Garrett Tufty said this program was a great idea and any amount of support the City Commission could give to a Farmer's Market for local people who grew their own food and eat their own food in this community would come back ten-fold.

Riordan said there were many vendors at the food market, some which don't sell food and asked how they would certify those that would be eligible for this program.

Horn said the way the program was currently operating was that the Snap benefits could only be used for foods that were Snap eligible in a traditional grocery store. The way she understood it was that users could not buy ceramic potted plants, non-food items or flowers because that was not allowed in the Snap program and they would follow the same restrictions that the Snap Program currently had.

Riordan asked if biscuits and gravy was an eligible food.

Cottin said no because it was prepared food. She said the people at both of their markets, meaning the downtown market and Cottin's market, worked on a token program where they swiped their card. She said all of the vendors had been trained that those \$1 tokens were Snap benefits and were non-taxable sales. She said the tokens could only be used to purchase food that qualified which meant food that a person would take home. She said it couldn't be a prepared food such as Free State Beer and couldn't buy Mr. Bacon Barbeque, but they could buy the barbeque sauce and seasoning and buy all the fruits and vegetables they wanted, any

packaged food and all of the vendors had to be trained very strictly before they could sell at the markets.

Amyx asked how many people were involved with this coalition.

Horn said the Douglas County Food Policy Council had 23 members and LiveWell Lawrence had a hundred people overall.

Amyx said this program sounded very good and it would help a lot of people in Lawrence and Douglas County. He said the Commission's job was to protect the health, safety and welfare of its citizens and he was in favor of this program.

Farmer said this was a neat program and was needed in this community. The number one reason people didn't have healthier foods in their diets was because it was expensive. He said they couldn't continue to let what was happening at the federal and state level to be dictatorial in how people eat. He said they had the first generation ever in our history where we would live sicker and die younger than the previous generation. He said it was all due to what people were putting in their bodies. Sadly, many low income folks in this community struggle with heart disease and diabetes that could be controlled by eating better. He said unfortunately, those folks didn't have the options when going to the grocery store and they had to make 16 bucks stretch for the entire month and this was a way to stretch 16 into 32 bucks. He said this was a neat thing that would make this community reflective of what was most important and that was taking care of folks who need to be taken care of. He said there was collaboration with the County, LiveWell Lawrence and the Lawrence/Douglas County Health Department which was incredible. This was a much needed program and he was excited to see its benefits to all the folks. He said this was also a public and private partnership where non-profits were really good at running programs, but not necessarily good at money. He said this was two governments coming together along with another network and coalition to drop in \$25,000 and it was incumbent upon non-profits to really help getting people there but also providing those people with the tools and resources in order for them to get there and understand what they were

getting and how to make it. He said this would be tremendous for the folks in the community. He said he was very happy to support this program.

Dever asked about what fund this money was going to come from.

David Corliss, City Manager, said this money wasn't budgeted for this year so they would spend down a contingency line item, which was \$10,600. He said they would anticipate a request for a future year and it would probably come out of the general fund monies that had been allocated for social services. He said that was where this type of item was budgeted traditionally. He said the City Commission would direct how they would put it in the 2015 budget.

Farmer asked if the City had money in an economic development fund because this would be a great project for that fund.

Corliss said they did, but to some extent that money was spoken for other projects, but staff could look into that. The money was going to be used for VenturePark marketing and some of the City's other continuing obligation on some of their economic development requests. He said the City Commission could direct him to spend it for that program. He asked how much the City had budgeted for the general fund contingency.

Casey Toomey, Budget Manager, said \$25,000.

Amyx said that money was to stay with the contingency fund this year. He said if they were going to change the fund, he suggested doing it during the budget year for next year.

Moved by Farmer, seconded by Riordan, to approve funding to support a SNAP Match Pilot Program for \$10,600. Motion carried unanimously.

2. Conduct public hearing and consider recommendations from the Historic Resources Commission to designate the following properties as Landmarks on the Lawrence Register of Historic Places:

- a) **L-13-00493: 627 Ohio Street, the Henry Martin House.**
- b) **L-13-00501: 1040 New Hampshire Street, the English Lutheran Church.**
- c) **L-13-00502: 1047 Massachusetts Street, the Watkins Bank Building.**

Mayor Amyx called a public hearing to consider recommendations from the HRC to designate 627 Ohio, 1040 New Hampshire, and 1047 Massachusetts as Landmarks on the Lawrence Register of Historic Places.

Lynne Braddock Zollner, Historic Resources Administrator, presented the staff report.

Schumm asked if all three of those properties were on the National Register of Historic Places.

Zollner said correct

Schumm asked what the advantage was to also place those properties on a Landmark status in the City of Lawrence. He asked if that created more environ review.

Zollner said it was two-fold. One was they liked to think of the Lawrence Register of Historic Places as an honor roll of historic places within the City of Lawrence. They had been working with the Lawrence Preservation Alliance and other interested members of the community to have that list be the list of properties within the City of Lawrence that were worthy of historic recognition. Also, with a listing in the Lawrence Register of Historic Places there was that environs, planning, or context review so that project that took place within 250 feet of a property listed in the Lawrence Register went through a planning process to determine whether there was an impact on the historic listed property.

Schumm asked if a property had to be on the National Register in order to be on the Lawrence Landmark.

Zollner said no. She said a person could be on the Lawrence Register of Historic Places and actually it was a great register for local properties like Grover Barn where it had some architectural integrity issues and could never be listed in the National Register of Historic Places, but was certainly an important site for the underground railroad association with Lawrence history and it was on the Lawrence Register of Historic Places.

Riordan asked if those properties were also on the State Historic Register.

Zollner said yes. She said everything that was listed on the National Register was automatically listed on the State Register.

Riordan said there were changes in the state regulations which basically did not protect historic structures like it did before.

Zollner said since July 1st of last year, the environs component of the State Preservation Act went away. At one time there was protection within 500 feet of a property listed in the National Register or the State Register that any permitted project had to be reviewed for its impact on the listed property. She said it was a planning mechanism to bring Historic Resources to the table. She said they still had environs protection in Chapter 22 of the City Code, City of Lawrence, Kansas, but it was at a 250 foot radius instead of the 500 foot radius.

Amyx said regarding the English Lutheran Church site, Zollner indicated that one part of that in the environs was going to be reviewed differently.

Zollner said yes. She said when looking at an environs project part of the analysis was what was the context and how did it impact the listed property. She said commercial properties had different setbacks, height, and attributes that were different from residential structures that was usually a single lot with front yard setback and side yard setbacks.

Moved by Schumm, seconded by Farmer, to open the public hearing. Motion carried unanimously.

Dennis Brown, President of the Lawrence Preservation Alliance, said the Preservation Alliance would support the nomination of any property currently listed on the State or National Registers of Historic Places as landmark properties to the Lawrence Register of Historic Places. Because there were monetary benefits, primarily tax credits for qualifying rehab expenses to a listing on State and National Registers and no financial incentives for local listing, there were currently a number of historic registered properties not listed on the Lawrence Register and was an oversight on their part. He said they were trying to come back to that issue and clean it up. If a person was on the State of National Register, that person had met that threshold of listing and

should be listed on the Lawrence Register as well. All three properties before the City Commission had already met the threshold of listing on the State and National Register of Historic Places. He said 627 Ohio was a Queen Ann style that maintained a high level of architectural integrity; 1040 New Hampshire, the English Lutheran Church and 247, the Watkins Bank Building, also maintained a very high level of architectural integrity, but both were also nominated to the listing for their association with persons who contributed significantly to the Lawrence community with the church, the architect John Haskell, and with the bank, J.B. Watkins. The Old English Lutheran Church, aside from its history had some additional modern significance to the community because of the battle that ensued over its' saving. It had galvanizing affects over preservation law in Kansas and their own preservation community in Lawrence. LPA was and always had been very grateful to Mary and Tripp Anderson, Olive Stanford, Ron Schneider, Dennis Domer and Craig Patterson for their efforts to save this important structure. While many communities were justifiably proud of their historic court houses, train stations, hotels, and opera house as this community, the Watkins Bank Building was totally unique to the City of Lawrence and was truly one of their great buildings. The fact that it was a community museum even adds to the rich history of this building and made it even finer. He said to emphasis his point, if there were no properties currently listed on the Lawrence register and someone told him he could pick five, the Watkins Bank Building would be one of the 5 that he would pick. He said they were not grasping at straws this was an extremely important structure and would be great to have it listed on the Lawrence Register.

Ron Schneider, Attorney for the owners of the English Lutheran Church, known as Ashlar Inc. which was a privately held corporation that was with the Anderson family. Tripp Anderson passed away about 3 or 4 years ago and this Church was his labor of love and his family, including his mother-in-law helped support this project and continued with it. He said what had been said was consistent with their position. He said they thought it was very important architecturally, historically, and also its symbol as one of the most significant concepts

of historic preservation in this community and it was previously stated, galvanized the historic preservation community as well as the community at large, not only those people that described themselves as preservationists, but people that appreciated history, cultural and the significance of all those factors in the community. It had national recognition for historic preservation and one of the things important about this building in practical terms was that it had been successful economically and showed how adaptive use could be very functional and yet, contain and continue the historic and architectural significance of a structure.

Dale Slusser, Board of the Douglas County Historical Society said they were motivated in nominating those properties and recognizing those properties had been at their location a lot longer than they had in the community and hoped they would contribute to the community well into the future and recognize their role as stewards, enriching the lives for everyone.

Moved by Schumm, seconded by Farmer, to close the public hearing.

Schumm said he appreciated the opportunity to add to the preservation of those buildings. The Old English Lutheran Church was extremely close to him and 20 or 25 years ago voted twice on a vote of 2-3 to save the building, but the vote was to tear that building down. It was overturned on appeals with a 2-1 vote from the Kansas Court of Appeals. The building was still standing today, but what a shame that would have been to have lost that building. He said it barely squeaked through and was by a legal overturn on a 2-1 vote at that juncture. That was the basis that started out to change some preservation law. It was great that it worked out that way. He said he was in favor of saving all of those buildings and putting as much protection as they could for those structures.

Riordan said those buildings were very important structures and was a little surprised those structures were not on the Lawrence Register of Historic Places already. He said the City couldn't control what the State or the U.S. Government did, but they could control what happened in the City of Lawrence and those structures were a good example of what the Commission could do to help promote and remember the past in a very positive way.

Amyx said those buildings were significant structures in Lawrence, Kansas. He thanked Dennis Brown and the LPA as well as anyone involved in making sure those structures were saved.

Moved by Riordan, seconded by Schumm, to adopt on first reading, Ordinance No. 8980, Ordinance No. 8982, and Ordinance No. 8981 for landmark designations of 627 Ohio Street, 1040 New Hampshire Street, and 1047 Massachusetts Street to the Lawrence Register of Historical Places. Motion carried unanimously.

3. **Consider authorizing staff to submit the following grant applications for the Public Works Department:**
 - a) **Highway Safety Improvement Program application (Fiscal Year 2016/2017) for intersection improvements at Wakarusa Drive and Harvard Road, Kasold Drive and Harvard Road, and 19th Street and Naismith.**
 - b) **KLINK funding (State Fiscal Year 2016) for mill and overlay and full depth asphalt patching where needed, for Iowa Street (US-59 Hwy), 6th Street to Harvard Road, and Irving Hill Road to 21st Street; and**
 - c) **Geometric Improvement Application (Fiscal Year 2017) for reconstruction of the 23rd and Haskell intersection, including geometric improvements.**

David Cronin, City Engineer, presented the staff report.

Amyx said regarding Highway Safety Improvement Program funds for the different intersections at Wakarusa & Kasold and 19th & Naismith, he asked if Cronin indicated that they were constructing roundabouts at those locations.

Cronin said that was staff's recommendation for application. If the City was awarded funds for a project, staff would meet with KDOT and if KDOT felt a signal would have a better cost benefit ratio than a roundabout like at Wakarusa & Harvard, the recommendation could be changed.

Amyx asked if the City Commission would be given the opportunity to consider a roundabout or other improvements at each one of those intersections.

Cronin said yes, but for the safety funding he could not answer that question. If the safety funding was contingent on a roundabout at one of those intersections, the City

Commission would still have the opportunity to choose the intersection improvement. He said the safety funding could be contingent on the roundabout if that was the greatest cost to benefit ratio that KDOT determined. He said KDOT would give staff some direction, but there probably be some flexibility. He said he couldn't tell the City Commission that they couldn't use safety money for a signal instead of a roundabout, but that gave staff the greatest opportunity at receiving the funds because staff felt that was the most significant way to reduce injury crashes and enhance safety. He said that was why staff recommended the roundabout, but would come back to the City Commission for their recommendation before staff began any design.

Riordan said he was glad to see that this funding did not obligate the City, but allowed the City to apply. He said for instance, if the City Commission passed two of the recommendation, he asked if there was a timeline that needed to be met.

Cronin said the Highway Safety Application was due May 5th, the Geometric Improvement Application was due May 9th, and KLINK was due in the next couple of weeks. He said the deadlines were coming up, but they didn't need to apply for all 3 grants, specifically with the Highway Safety. If the City Commission wanted staff just to apply for 1 or 2 grants that was an option, but 3 gave the City more chances of receiving funds.

Riordan said the City was just applying and not obligating any funds.

Cronin said correct.

Schumm said if the City applied for this grant and at a later date decided it wasn't in the best interest to put a roundabout in one of those locations, he asked if the City could return the grant money or ask if they could use the grant money in a different fashion.

Cronin said correct.

Farmer said just to echo on those two things because he thought a lot of people thought that by virtue of those items being on the agenda, it mandated the City to absolutely put roundabouts at those 3 locations. He said just to clarify, the City was applying for a Highway Safety Improvement Program Grant, and no designs had been done and the City Commission

wasn't voting on a roundabout, but the Commission was simply voting to authorize the City Engineer to apply for grants that gave the City funding to potentially put a safety improvement at the intersections which might be a roundabout, a signal or stop sign and KDOT would make that decision. He said the City could return the money if the City Commission decided that roundabouts at those intersections were not in the best interest of the citizens of those neighborhoods.

Cronin said correct.

Schumm said or the citizens of Lawrence because those were major roads that everyone went through.

Cronin said correct

Mayor Amyx called for public comment.

Alan Cowles said on Tuesday, February 25th, he presented the City Commission with an analysis of the shortcomings of the November 18th memo from Nichols Voss to the City Commission. He said he came to the conclusion that none of the studies that the City Commission had been presented weren't reported fully or accurately. The Public Works Department had responded and he didn't think that department found anything of much significance wrong with his analysis and their response was a little more than elaboration of their original position. As a result, as far as he could tell, the City Commission had never had the benefit of an unbiased analysis of multi-lane roundabouts. This afternoon he check Amazon.com for books about roundabouts and in less than 5 minutes he came up with 4 citations including an interesting citation on effective roundabout design features on cyclist accident rates. He said the fact that the City's Public Works Department had relied heavily on small local studies while failing to report those larger studies indicated to him that either they were dealing with amateurs who didn't know about the larger studies or the Public Works had been hiding information in an effort to promote the projects. He said in any case, the City Commission had never had the benefit of an unbiased presentation from an expert and the City

Commission should have that presentation before making decisions about roundabouts of a completely new type for Lawrence. Additionally, he had an email exchange between David Woosley and Nick Voss from November 15, 2013, about what Voss was going to include in his roundabout presentation that Voss made and they discussed the difference between single-lane roundabouts and multi-lane roundabouts. The email exchange ended with the following from Voss to Woosley, "I will talk about both the fewer conflict points and the speeds. I think I will leave out the pictures because I'm afraid that they will ask questions about how it is different for larger intersections." He said he read this conversation at least a dozen times. He said the only interpretation he could come up with was City Hall staff deliberately withheld certain information to influence the City Commission's decision and was concerned about the process. Anytime the City Commission found this happening he thought they needed to send it back to staff in order to get good information because staff owed it to them.

Amyx said he had great respect for City staff and their years of service, not only to this community but to the professions that staff represented. He said anytime that any member of the City Commission or a member of the public needed information, City staff would provide the information in a timely manner.

Robert Lewis said a roundabout at Naismith and 19th Street made no sense. He said this was because the number of students wanting to walk across the street, particularly north and south. He said most people associate him with purple, K-State, but he was also red and white, which was the University of Wisconsin where he went to graduate school. The graduate students from 2 various departments became very close and they had a reunion every 5 years since. He said he had been to Madison Wisconsin 5 times reliving the events of the 60's and one was golf. The golf courses were numbered by library numbers and they would go to library number, room 18. He said when they went to a reunion they went out to various golf courses to play golf. He said he had his first experience driving in 2-lane roundabouts in Madison, Wisconsin in 1990 and several of those roundabouts had been added since. He said he saw

primarily cars and very few, if any, trucks and very few student walking. He said the City Commission was asking for problems at 19th & Naismith. He said there were a lot of students walking north and south particularly. There were also parents and grandparents coming to see sons, daughters, grandsons and granddaughters that had little or no experience in roundabouts coming from numerous smaller communities. Again, the City Commission was asking for problems at 19th and Naismith.

Joe Patterson said he came to Lawrence in 1948 and had seen a lot of changes in this town, some good and some bad, but they could talk about roundabouts for a long time. There were 2 roundabouts on Kasold Drive, just before getting to the turnpike. He said he drove this town all of the time, but he never went through either one of those roundabouts and never met a car, but the City spent a million dollars on those roundabouts. He said regarding the roundabout at 19th and Barker, he had talked to someone that was involved with that project and that project cost over \$400,000. The only person that benefitted from that roundabout was the person that lived on the northeast corner because he received a bigger front yard. He said the laundry mat on the southeast corner, they could hardly step out of that building and you were on the street. He said all that was needed at that intersection was to take down 2 stop signs, leave 19th Street open and the traffic would be flowing just like it was today. He said when the Commission made the decision for Wakarusa and Inverness, his dentist lived on that corner and his dentist indicated that they didn't have any problem getting in and out of that intersection and didn't understand it at all. He said he told his wife later when the City Commission approved that roundabout that the next thing they knew was that there would be a roundabout placed north a couple blocks and now there were. He said regarding 19th & Naismith, Kasold Drive and Harvard, they were talking about lots of money that really served no purpose. He said the tax money could be spent for much better projects and they were going to spend several million dollars on roundabouts that were absolutely not going to change traffic flow. He said wrecks were discussed, but not many of those wrecks were injury wrecks and were fender benders. If

talking about double-lane roundabout, he guaranteed there would be a lot of problems. He said people would decide they want to change lanes to get off on a different corner of the intersection and the next thing you know there would be a fender bender. The bicycle lanes coming directly into a lane of traffic was not a good situation because he followed bicyclist down Kentucky Street at 10:00 at night with no lights and wearing black which was not a good situation. He said a comment was made that once this grant was approved, they didn't need to spend it, but from past experience they knew once grants were approved and the money was available they would spend it. He said they needed to take a long hard look to see what direction they were going before proceeding.

Allard Jongman said he lived within 200 yards of the intersection on Wakarusa and Harvard and traveled through that intersection very frequently by car, bike and foot. He said he had not noticed any safety risk other than a very occasional fender bender. He said they weren't told exactly what those numbers were over 3 years, but he understood it was greater than 10 to meet the criterion, but it probably wasn't more than 4 a year. He said given that low number he wondered if any type of solution would be able to make a significant reduction in those risks that were being discussed. He said his second point was that they were talking about different studies and collecting data and they had a great experiment set up to collect that data in this community and that was the roundabout that was going to materialize at Inverness and Harvard. He suggested taking a look at one type of data that they would receive in terms on safety, risk reduction and then act accordingly. He said that would postpone a decision of course and speaking of postponing decisions, the other idea would be to go after the grant and then later on decide whether or not they wanted to use the grant for a roundabout or find out if they could use the funds for a traffic light which was not clear at this point.

Schumm said there were 11 crashes in 3 years with 2 injury accidents was the statistic.

Garrett Tufty said he would like to reiterate what everyone else was saying that they needed to be cautious about this sort of thing as it was unnecessary construction. It seemed it

was easy for the City to accept funds for grant money for the effect of employing people and helping the economy. He said when money was used wastefully it compounded and it was not a good way to do it. He said he wondered where that information came from regarding it being a critical risk at those intersections and that there were 11 crashes with 2 injury accidents over a 3 year period. He said also considering roads and the amount of reconstruction and destruction seemed to be happening on the roads in Lawrence as well as Kansas City. He said he traveled all over the world, United States and Europe as well and had never seen so much road reconstruction as there was in Lawrence and Kansas City. He said it was a strange thing to want to create a sustainable City or County and something to be proud of, but instead see orange cones all over the place as opposed to something that was intended to be there and to stay permanent. It gave a sense that there was temporariness and impermanence in the intentions and wants of the people of the City, State or County. He said he found it disconcerting and he urged the City Commission to be cautious about this.

Dan Wilkus said he was never one to turn down money so he would encourage the City to go ahead and apply for the grants and figure out what to do with it at a later time. He said he was not a fan of the roundabouts and having lived in Olathe where some of the first roundabouts were put in a number of years ago, it was just a hassle, at least the two-lane roundabouts. He traveled through that intersection at Harvard and Wakarusa quite often, several times a day and he was not encouraged by putting in roundabouts and was not encouraged with his teenage son who was learning to drive going through those roundabouts as well. He said the City Commission needed to take a hard look at that and it could be that a traditional signal would work. He said traffic accidents were mentioned and he was not trying to criticize any City services, but he lived in that area for 12 years and he had seen very little police enforcement for the stop signs that were at that location. He said he had been present when people ran those stop signs regularly and people were very aggressive at that intersection. He said he encouraged looking at some of the statistics related to police presence in the area and

have additional patrols to enforce some of the existing stop signs because it might cut down on some of the traffic accidents.

Amyx said Tufty brought up the point about the amount of work that was being done. He said over the last 9 years this Commission and all of the Commissions since 2006 had directed Corliss and City staff to figure out how to catch up with road repair. He said they had spent an extensive amount of money to make road repair a number one priority. He said this was in response to a citizen survey that was completed in 2005 and the number one issue was that people were upset of the decaying streets in this community. He said people were seeing the difference it made by those street repairs. He said he didn't mind staff making the application, but he wanted the opportunity to review different recommendations from staff and look at an analysis at each intersection in order to make decisions regarding safety at those intersections. He said he didn't want to just look at one particular traffic calming device such as roundabouts. He said they needed to have discussion about what was appropriate at each intersection and that way they could decide about the funding and to the level of improvements for those intersections.

Dever said there were many improvements on the list and one of those were roundabouts.

Amyx said they had the KLINK funding for Mill and Overlay for Iowa Street, the geometric improvements, and reconstruction of 23rd and Haskell. He said the timeline was for fiscal year 2017 and asked if that was the year that construction would take place.

Corliss said the State fiscal year ended June 30, 2017 and construction might start a little bit sooner. The Haskell SLT intersection would hopefully be opened in 2016, but would be close to that opening or a little after that if they were fortunate enough to get the application and do the roadwork.

Amyx said just looking at the long-term and timing, he said staff might want to make sure a road was opened back up before closing another road down.

Corliss said he was very familiar with Haskell and its challenges and staff needed to be cognizant of that. He said Haskell was planned to be reopened by the end of this calendar year. The other thing they didn't dwell on was at some point the Kansas Department of Transportation was going to want to talk to City staff about a Turn Back Agreement for 23rd Street because KDOT would be responsible for maintaining all of K-10 and staff hoped that would also mean that they had 4-lane section, west of Iowa. He said KDOT was responsible for maintaining all of that and their desire would be to take off the K-10 designation for 23rd Street and turn it back to the City for all maintenance responsibilities. Staff would have good discussions with KDOT about what that meant, but one thing they hoped that meant was that when staff got that road under the City's full jurisdiction that it was in really good shape so that it could last for some time before having to do major maintenance. He said staff saw that as one of those elements because it would be a key intersection on that road.

Dever said he wanted to make sure they didn't time the Haskell intersection work after the SLT was completed. In other words, they would go through all that work, have access and then shut down that intersection which would be only one of the two ways to get on the SLT on that side of town.

Corliss said he understood that, but he didn't know if he could guarantee that this construction work wouldn't happen. He said they wanted to get the SLT open as soon as possible.

Dever said he agreed.

Corliss said he didn't know that this construction work wouldn't happen until after that. He said he didn't know that he could guarantee that given what staff was applying for at this time. He said staff could ask if it could be sped up if they awarded the City with the grants. He said that was one of the communications they might be able to have and to see if it was possible to get this work done sooner rather than later. One of the advantages to doing those intersections after the SLT was open was that K-10 would then be having that existing traffic

that was now on 23rd Street and hopefully more of that traffic would be on the SLT and less on 23rd Street. He said with a road project like this, they couldn't close that intersection because it was key to the community. He said if the City Commission approved staff to submit all grants, one of the things staff could do was ask about the possibility of timing of this roadwork and before the City Commission accepted the application, staff would be sure to let the Commission know about the timing when they communicate with KDOT.

Dever said this concept was putting in place this new infrastructure improvement, it would block or hinder access and traffic patterns would be changed and would end up with a situation where they weren't seeing the benefit, at least the Haskell portion of people getting to it and then exiting town. He said anything staff could do to move it up would be good or at least a portion of it done so it was not completely constricting traffic because that was a busy spot and when the road opened, it would be busier north and south and there might even be greater volume than in the past.

Corliss said if this proceeded staff would definitely ask that question and before the Commission approved it, staff would have more information regarding the timing.

Soules said it was reason why staff wanted to get this done because if it was later, it would be harder to get done.

Amyx asked if Corliss had direction as to the expectations.

Corliss said absolutely. He said staff was submitting applications, but not making any further commitments and the City Commission would receive a lot more information about this as it proceeded.

Amyx added that the City Commission would be going through a public process throughout the affected neighborhoods.

Corliss said if the City was fortunate in getting any of those grants, then the City Commission would be hearing about that in concurrent with neighborhood discussions before staff made any type of design decisions.

Moved by Schumm, seconded by Farmer, to authorize staff to submit all grant applications. Motion carried unanimously.

4. **Consider the following items related to the Wakarusa Wastewater Treatment Plant and Conveyance Corridor Facilities (Project UT1304):**

- a) **Consider authorizing the City Manager to execute Supplemental Agreement No. 4, in the amount of \$4,697,254, to the existing Engineering Services Agreement with Black & Veatch Corporation.**
- b) **Consider approving the architectural concept of a fully bermed green roof for Pump Station No. 10.**

Dave Wagner, Utilities Director, introduced the item.

Melinda Harger, Utilities Engineer, presented the staff report.

John Keller, Black & Veatch and project manager for this project, said they had just completed the preliminary design phase and they were transitioning over to the detailed design. He said he would be discussing the proposed facilities at Pump Station 10, the Wakarusa Facility and the things they talked about for the last 6 months with City Staff and then he would conclude with their supplemental agreement. He said there were 8 contracts for this project with a lot of components and as result, on their team were 3 Lawrence firms which were PEC, Bartlett and West, and Treanor. He said they had been working together for the past 6 months. He said the project had been going very well and representative of those firms were present to answer any questions. He said Pump Station 10 would be located at the northeast and northwest corner of Louisiana and 31st Street. He said this was an important part of the project and was the key. He showed a map of the area of the new plant. He said Pump Station 10 provided a lot of flexibility. He said the influent pump station to the Wastewater Treatment Plant would relieve all of the bottlenecks on 31st Street. He said when they first started to bring the project online into 2017 it would pump almost all of the flow during dry weather flow to the plant and would relieve flows to 5a and 5b. During wet weather events, the 8th Street Plant already had auxiliary treatment that could handle the wet weather events and this pump station would let flow go to the 8th Street Plant and still divert a good amount of flow to the Wakarusa Facility.

He said with that in mind, the pump station was being designed with a lot of redundancy and it could never be taken out of service. All of the equipment was internal and they were providing odor control at that facility and it would be continuous monitoring by the SCADA System either at the Kansas River Plant or the new Wakarusa Facility. He said they held a public meeting at the end of January and presented 3 different architectural approaches for this pump station and asked the public what views they liked and what they wanted the pump station to look like. He showed the architectural views and the view to the south was selected by the public. It had an earth roof and a berm approach, so when looking to the south there was a church to the north and when looking from the church to the south nothing could be seen, but a berm. He said one of the agenda items was to recommend the approach that they would be taking with the earth berm.

He said regarding the Wastewater Treatment Plant, this plant would receive flow from Pump Station 10, but also any future pump stations that were provided south of Wakarusa and south of the SLT for future growth. Other facilities that would support this facility was a vehicle equipment storage building, peak flow storage basin for wet weather events and during a rain event it would collect the flow and they would treat it after the event was over. He said there was an administration building and it was for the lab for the site, locker rooms, offices and a 120 person conference room for utility staff. He said they were providing renewable on this project and were planning to provide and planned to have a solar ray field just to the west of the administration building. He said with the expansion of the plant they were planning on providing a 5 MGD total capacity at start up and it provided about 30 years of growth at this location which should take them out until 2044 which was based on the current master plan growth that they had seen out of the 2012 Integrated Master Plan. He said because of this they were making sure they were designing the facilities that could accept this flow and they could add equipment in the future. They designed the hydraulic profiles that could flow by gravity so they didn't have to add additional pumps and they could repurpose basins. He said once they get passed two

trains the third train would go to the east. Currently, the Master Plan had the funds set aside for this project and they knew they would be within those funds for the basis of what was shown in 2012 Master Plan, but they also believed, based on their current opinion cost, that they could add more to the facilities, which wasn't envisioned. He said one of the ways they would do this was to add bid alternatives to the project so during bid day they would get a good contractor bids and they could pick the pieces and parts that would stay within the project budget, but also provide the City the equipment and facilities they needed. This facility was going to be very friendly to the environment and they had already discussed the biological removal basins. He said they would remove both nitrogen and phosphorus and was a higher degree of treatment than the Kansas River Plant, but this was also in response to a Kansas Department of Health and Environment, a nutrient reduction plan. He said they planned on using the biosolids that they took out to spread on fields for land application for crops, They planned on using a treated affluent at the plant. He said he mentioned the solar field and the goal was to provide a solar field that would provide up to 20% of the connected plant load renewable and was part of the design as well. He said regarding the 8 different projects with all the pieces, parts, wetlands, pump stations, and plant where they had 25 permits to obtain. The permitting agencies and coordination would be worked on in the next year. He said in closing was supplement number 4 which was for the design of Pump Station 10, the Wastewater Treatment Plant, Kansas River Lab Expansion, and the construction phase services for the force mains, access roads, and site fill. He said the goal was to get the force mains in, build the site up above the flood level, improve the roads to the site, and get the site ready for construction next year.

Riordan said he remembered being on the committee that looked at this plant several years ago in 2003 and 2004. He said he was pleased with the project and was disappointed that it wasn't going forward, but was pleased that it would go forward now. He said he had been reading about Wastewater Treatment Plants and there was a push nationally to not just dump the water back into the river because it was a lot cleaner than what the river was and there was

a national tendency to reuse that water although aesthetically that wasn't pleasing to people, but the wastewater that came out treated was really quite pure. He asked if there would be the ability to reuse that water in the future and not need to re-purify it, if that tended to be a good national trend.

Wagner said that trend tended to be in more areas where they didn't have the benefit of being able to return the treated effluent to a receiving stream. He said with the reintroduction to a larger body of water that could happen downstream a little further as it did today where Topeka just discharged to the Kansas River and there was some benefit of larger scale assimilation of their wastewater before it was brought back and turned around. He said even though the water in some parameters was significantly cleaner looking than what you would see in the Kansas River or Wakarusa River as it went down stream, there were some things in there that were probably beneficial to put back in the stream and have the benefit of the river simulation to do some more action on that. If they were going to directly reuse that water, it would be a significantly larger project and significantly more money to completely reclaim that water and then reuse it directly, but that could be done. Usually that driver was in a community where the quantity of water wasn't as replenishing as it was for eastern Kansas.

David Corliss, City Manager, said with some amount of luck they were going to do a multi-department cooperative project where they would be putting effluent water that had been treated at the existing wastewater treatment plant and tanks using that to irrigate some of the City medians, particularly if it didn't start raining soon. He said staff was doing some things to try and test not only their ability to understand. He said it had been an interesting debate among some of the people in the different departments and some people thought it was better water for that purpose than in some cases, treated water. He said they were finally getting to the point where they could do that and see if they could demonstrate that a relatively small scale, not at a drinking water scale, but a little bit of an irrigation scale. He said this was probably was one of the most important decisions that the City Commission would make this year or if not,

this decade because urban communities grow where there was adequate sanitary sewer service. He said hopefully this Commission would be making the decision to accept good bids on this project. He said it was a very important project for the community and the community would not be able to grow if they didn't successfully execute this project. He said in the coming weeks staff would talk to the City Commission about the rates. The City Commission adopted the rate plan and it was revenue that was required upfront to build and pay those costs. He said he wanted to be mindful of the fact that this did not happen without rate increases.

Schumm said regarding Pump Station No. 10, he understood that after it was built it would be used to push wastewater to the existing wastewater treatment plant, but then in the future it would be used to funnel it to the new facility.

Wagner said it would be the influent pump station for the new facility. It would operate at the beginning and would deliver the wastewater to the Wakarusa Facility at its startup. He said it would have piping and conveyance ability so if it didn't transport water to that Wakarusa Plant it would continue by gravity to move on to the Pump Stations 5a and 5b and then be conveyed to the existing Wastewater Treatment Plant. He said it had multiple abilities so there was a big decision point for the people that would operate that on which way to send it. He said that was some of the flexibility that allowed them under different conditions to send that to either plant if they wanted to.

Mayor Amyx called for public comment.

After receiving no public comment, Amyx said this was an important decision the City Commission would make during the time they served as City Commissioners. He said this was about future development of the community and if it was going to happen, they had to have the plant in place. He said they took a light hearted approach to some of the discussion this evening, but it was a very serious decision that the City Commission was about to make. He said all the things that would develop in this community throughout time would end up being served by this plant. He said the infrastructure was something that had been a long time

coming and they had put this plant off at a time when things weren't booming and staff gave good recommendation on the timing of this project. He said he felt fortunate to be part of a Commission that would ultimately make this decision. He said he appreciated the opportunity to look at other components through the bid process and being able to maximize dollars through this process.

Dever said the total price tag for construction and for engineering services was approximately 75 million dollars.

Wagner said correct. He said that was for the double burger option. The single was currently estimated at \$63 million which was outlined in the 2012 Master Plan as the project need. He said they were looking at that other option and to be able to play off that. He said a good time, if indeed staff received great bids or something changed with growth within the community, they could make that decision later and they would have a much more accurate number than that.

Dever said he wanted to make sure of that cost and didn't want to miss anything. He said that was a wish list and was the double burger option.

Moved by Schumm, seconded by Riordan, authorized the City Manager to execute Supplemental Agreement No. 4, for \$4,697,254, to the existing Engineering Services Agreement with Black & Veatch Corporation and approved the architectural concept of a fully bermed green roof for Pump Station No. 10. Motion carried unanimously.

D. PUBLIC COMMENT:

Joe Patterson said since they were talking about transportation and construction of traffic, he suggested taking a look at 6th & Wakarusa for turn-off lane markings. He said that intersection was a disaster waiting to happen for people that were not familiar with that intersection. He said if going south it wandered around and people didn't know where they were at. He said that intersection needed attention.

David Corliss, City Manager, said the good news was work was on the way, but he was not sure exactly when they would be bidding the mill and overlay of 6th Street. He said he completely agreed with Patterson. He said he would ask the Public Works Director to look at something in the interim.

Riordan said Patterson had a good concept, but the other intersection that he would like to look at was 23rd and Massachusetts. He said people turn into that right hand lane when going north and people were coming through that area when their turning north off of 23rd Street, coming from the east and there was a conflict where a person couldn't see the cars and what lane they were coming into. He said if it was marked, it might prevent problems.

Corliss said Schumm had talked about this issue in the past as well. He said staff had stepped up their program on pavement marking.

K.T. Walsh said she wanted to invite everyone to a dedication next Sunday at the Lawrence Community Shelter for people who were homeless. They were dedicating the new children's playground and a mural that was made possible through the City Commission. The Lawrence Cultural Arts Commission gave a grant to the Percolator and guest staying at the shelter, she and Jennifer Glenn had been making a mural with the guest all winter which would be dedicated next Sunday at 1:00 p.m. She said there would be a band, hotdogs and would be a fun event.

Garret Tufty said he would like to also invite the City Commission to Lawrence Creates Makers Space, Final Friday event that they were having at the end of this week. He said they were working with a class of architects as well from K.U. and would help create a corridor along 9th Street.

F. FUTURE AGENDA ITEMS:

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

G: COMMISSION ITEMS:

Schumm said he received a complaint about Shots and he would call it a bar and not a restaurant even though there needed to be a food component with it. The complainant was a board member of the downtown Lawrence group and they indicate there furniture of various sorts and other ugly objects on Massachusetts Street in their sidewalk dining area and the group questioned the amount of food sales that were needed to be on-going with their liquor license. In the past he questions the food sales as well. He said shots brought in information to suggest that they were maintaining the food sales percentage even though they weren't open for lunch or dinner and it was hard for him to understand how Shots could be meeting the 55% food requirement based on the fact that he was in that industry. He said at least he thought staff should send some inspection team by to make Shots clean up the front of the building. He said he didn't know if they were open and it was kind of a mystery place. Furthermore, on this issue, he thought they needed to look at a requirement in that the outdoor dining license or the sticker that the City sold liquor license holders, that they could perform an audit and the audit in terms of determining sales. He said there were ways they could get at the sales number very easily and he knew how to do it because he had lived in that capacity for the last several years. He said he did not know if the city had that audit regulation in the outdoor dining ordinance or in the license the city issued to go along with the state liquor license. Somewhere along the line staff needed to get a handle on this because he was hearing other people that were saying that Shots was getting away with it so he would look at doing something with this, knowing they could fudge on the food requirement. He said the food requirement was put in place so that it didn't turn into a town of bars and it had to have at least 55% food sales such that there was a service level that was maintained that was dignified for the downtown.

Amxy said the City Commission needed a report back on what needed to be put in place to make sure the City could get at those figures or if they already had that ability.

Corliss said staff would get the City Commission a report.

Schumm said the action of the City Commission was to direct staff to notify Shots to have them remove the junk off of the sidewalk.

Amyx said having those types of things in the sidewalk dining area would not meet Shot's site plan requirements.

Corliss said when he received Schumm's email he referred that email on to staff. He said that area did not look appropriate.

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 Schumm, seconded by Farmer, to adjourn at 8:51 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON AUGUST 12, 2014.


Diane M. Trybom (City Clerk)