



# Newsletter

**February, 2015**

Old West Lawrence Association  
General Membership Meeting  
February 21, 10 a.m.

Watkins Museum of History, 11th and Massachusetts

## **Agenda**

1. Minutes of last meeting
2. Treasurer's Report
3. Reaffirm OWLA Officers for 2015
4. Lawrence Association of Neighborhoods Report and Horizon 2020 Update
5. Safe Routes for All Town Hall and Safe Routes to School
6. Pearl Clark Community Garden
7. Downtown grocery
8. Zoning issues
9. Announcements/Comments

### **Community Garden obtains DCCF Grant**

The Pearl Clark Community Garden is excited to announce that they have received a grant from the Douglas County Community Foundation, Elizabeth Schultz Environmental Fund. The garden has taken shape in 2014, and volunteers donated more than 600 lbs. of fresh produce to food banks and other recipients. The grant will allow the final tasks to be completed in 2015. Phase 3 of the garden plan will complete the garden infrastructure and supply PCCG with the means to continue its mission. The tasks include:

- Shed completion (windows, door, siding & roof)
- Two accessible beds
- Two gates
- Potting bench
- Garden tools and permanent supplies such as weed-eater, garden scale, canning kit, trowels and hose
- Perennial food-bearing bushes and trees

### **Safe Routes for All Town Hall**

The Safe Routes for All Town Hall will be held on March 25 from 7-9 p.m. at Liberty Hall. All are encouraged to attend. The Town Hall is being planned and hosted by the Lawrence Pedestrian Coalition, whose mission is to complete a safe pedestrian network in Lawrence and to advocate for improved access and safety for all pedestrians and bicyclists.

The event will include a presentation by Robert Ping, a national expert from the Walkable and Livable Communities Institute, and regional experts who are working to improve bicycle and pedestrian infrastructure in their communities. Also, Lawrence City Commission candidates are being invited to the Town Hall to provide their views on this crucial topic.

Along with the Safe Routes to School project, momentum is building to bring much-needed improvements to Lawrence's pedestrian and bicycle infrastructure and to enhance the safety and health of all Lawrencians. The Old West Lawrence Association is a sponsor of the event.

—Information provided by **Kathy Tuttle** and **Erin Paden**, Facilitator of the Lawrence Pedestrian Coalition

### **Truck Traffic – 11th and Mississippi Project**

Several neighbors expressed concerns in late January about increased heavy truck traffic on Mississippi Street due to the (massive) construction project at 11th and Mississippi Streets. After consultation with **Chuck Soules**, City of Lawrence Director of Public Works, it was confirmed that the correct route for trucks going north at 9th & Mississippi is to go east on 9th St. to Kentucky St. and then go north to 6th St., where they can go east or west. Trucks should NOT be using Mississippi St. from 9th to 6th Streets. Mr. Soules has instructed the project manager to follow

the correct route. If you notice trucks on the prohibited street and can identify the company name, contact **Kathy Tuttle** at [knemethuttlet@gmail.com](mailto:knemethuttlet@gmail.com). Thanks to **Jon Josserand** and concerned neighbors for their quick attention to this problem.

**Lawrence Association of Neighborhoods (LAN):**  
Horizon 2020 Update, Economic Development, and Sidewalk Repairs

### **Horizon 2020 Update**

The City of Lawrence is updating its comprehensive plan, Horizon 2020. LAN is monitoring the progress of the update. The public is invited to attend and listen to the meetings of the Horizon 2020 Update Committee. No public input is taken at the regular meetings. They are held at City Hall on Mondays from 4:00 to 6:00 pm. The meeting schedule is posted at: <http://www.lawrenceks.org/boards/horizon-2020-steering-committee/agendas-and-minutes>

The Committee will hold public forums to obtain public input on a range of issues. The next will be at the City Commission Room 4:00 – 6:00 p.m., February 9, 2015.

Residents of Old West Lawrence should weigh in on the issues of the preservation of downtown Lawrence, retail development, and growth management. For too long, developers have been allowed to set the pace of development. That has resulted in too much housing and too much retail space being built. As those surpluses grow at the perimeter of the City, older neighborhoods, such as Old West Lawrence, and older shopping centers, such as our downtown, suffer. Growth management can prevent surpluses, slow or reverse the out-migration of families and stores from older neighborhoods, and attract needed investment into the older areas.

### **Economic Development**

Both LAN and the League of Women Voters are actively studying the implementation of local economic development strategies in Lawrence. For many years, the taxpayers have paid the Chamber of Commerce to carry out the City's economic development initiatives, and the Chamber has developed a record of failure in this work. LAN and the League are searching for ways to improve the economic development practices of the city.

### **Sidewalk Repairs**

Questions have been raised concerning the obligations of residents of Old West Lawrence to repair and maintain sidewalks adjacent to their properties. The following is taken from an email

exchange with **Chuck Soules**, Director of Public Works in Lawrence.

**McClure:** My understanding is that repair and replacement of deteriorated sidewalks are the responsibility of adjacent property owners. Is this correct?

**Soules:** Yes.

**McClure:** Are there exceptions that would apply to any residential properties in OWL?

**Soules:** None we are aware of.

**McClure:** If the sidewalk is brick, is the property owner required to restore the sidewalk in brick?

**Soules:** It depends. The brick and slate sidewalks in the historic district are character-defining and must be repaired, replaced in-kind or replaced with an approved compatible material (stamped concrete or slate-like material) at the same width or wider when the block can accommodate it. The general rule of thumb for areas outside of the district is that replacement with concrete or like material would be required to be installed 5' wide, but bricks could go back same width. Exceptions to this have been granted due to site constraints. The district does not encompass all the OWL neighborhood. [Description of referenced map deleted] Outside the district, we would recommend repairing and replacing with like materials but have no authority to require it unless the properties are in the environs of a Landmark.

**McClure:** If a brick sidewalk is replaced with a concrete sidewalk, who owns the bricks that are displaced?

**Soules:** City owns the bricks and would pick them up as the project gets underway.

**McClure:** Are there any funding mechanisms that can help defray the costs of restoring sidewalks, brick or concrete?

**Soules:** Not at the current time.

—**Kirk McClure**, OWL Representative to LAN

## **2015 Officers of OWLA**

**Kathy Tuttle**, President

**Phil Minkin**, Vice-president

**Mary Carson**, Secretary

**Steve Lopes**, Treasurer

Volunteer Staff:

**Karen Kressin**, Blockworker Coordinator

**Steve Lopes**, Newsletter Editor