

March 16, 2020

Lawrence-Douglas County Metropolitan Planning Commission
c/o City of Lawrence Planning and Development Services
1 Riverfront Plaza, Suite 320
Lawrence KS 66044

Re: Proposed changes to Article 9 – Parking, Loading and Access Standards

On behalf of LiveWell Douglas County's Healthy Built Environment Work Group (HBEWG), I am submitting the following comments regarding the draft language for Article 9, Parking, Loading and Access of the Land Development Code developed with Text Amendment, TA-13-00235, that was presented to the City of Lawrence Planning Commission on September 25, 2019. HBEWG seeks to promote fair and just opportunities for all Lawrence residents to lead active, healthy lives. We believe it is imperative for Lawrence and Douglas County to adopt land use policies that discourage reliance on automobiles, improve opportunities for people to use walking, biking, public transit and other forms of alternative transportation, and thus improve traffic congestion, enhance safety, improve air quality, encourage healthy lifestyles, and promote a sustainable community. As such, we support the recommendations described in the comments regarding the proposed changes to Article 9 that were developed for consideration by the Multimodal Transportation Commission (MMTC) at its March 2, 2020, meeting:

<https://lawrenceks.civicweb.net/document/28464/MMTC%20Committee%20Comments%20on%20proposed%20changes%20to%20Art.pdf?handle=6A62F4DBE87D4FABBEEDD02A46E6FC14>

Specifically, we support the following comments on the proposed changes to Article 9:

- Elimination of mandatory minimum parking requirement to provide flexibility for redevelopment and mixed-used development
- Developing parking management options like permit parking, parking benefit districts, and shared parking to reduce issues with parking in residential areas.
- Employing maximum parking requirements for residential, commercial, and other land uses.
- Ensuring safe pathways for pedestrians navigating parking lots internally and from the street.
- Improving bicycle parking and bicycle infrastructure to accommodate the growth of bicycle transportation.
- Reducing minimum curb cut frequency on residential streets from 200 ft. to 100 ft. to encourage density and expand transportation choices.
- Adding requirements for clear sight areas for all alleys and non-residential driveways at street entrances to enhance pedestrian safety.

We also agree with the comments developed for the MMTC that the city should not revise the parking exemption for the Downtown Commercial District (but rather should not have any downtown parking minimums), that the city should develop maximum automobile parking requirements at public schools and increase the number of required long term bike parking spaces at the schools, that minimum

parking space width should remain unchanged (8.5 feet), and that the city should not prohibit shared parking in residential areas.

We believe local parking regulations should support the goals of Lawrence/Douglas County's Transportation and Comprehensive 2040 plans that envision "a convenient, efficient multimodal transportation system that provides for choice, flexibility and reduces automobile reliance" and that promotes the type of compact, mixed-use development that will support active, healthy lifestyles and greater social cohesion and connectedness in our community. Thank you for your efforts to promote land use policies that support health for all in Lawrence and Douglas County.

Sincerely,

Chris Tilden
Chair