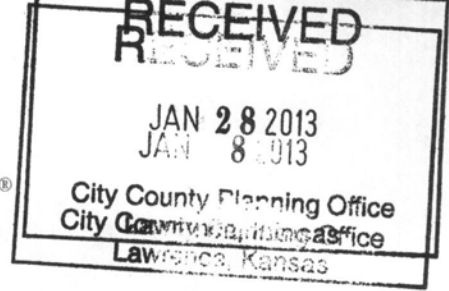


LEAGUE OF WOMEN VOTERS®
OF LAWRENCE/DOUGLAS COUNTY



January 27, 2013

Mr. Bruce Liese, Chairman
Members
Lawrence-Douglas County Metropolitan Planning Commission
City Hall
Lawrence, KS 66044

RE: ITEM NO. 4: COMPREHENSIVE PLAN AMENDMENT TO HORIZON 2020 CHAPTER 6 to add policies for the Auto-Related Commercial Centers designation (DDW)

Dear Chairman Liese and Planning Commissioners:

A recent change in the Zoning Ordinance has been to interpret the use category of Truck Stops, not as the original interpretation of the refueling provision for trucks included in filling stations, but rather as a separate, massive, multi-use overnight stop for trucks and their drivers. This change caused the City Commission and Planning Commission to give the Truck Stop Use its own category in the Land Development Code, restrict it to the CR (Regional Commercial District) and to IG (the General Industrial District), and require both Districts to obtain a Special Use Permit (SUP) before being approved. According to the thinking at the time, the SUP would allow the Commissions to attach the necessary conditions that would alleviate the "externalities" that accompany this very intensive use.

We understand that the purpose of the Text Amendment to Horizon 2020 to describe the conditions on the SUP to "add policies for the Auto-Related Commercial Centers designation" is to include Truck Stop Use.

However, along with this TA is a more vivid Location Map of the proposed locations for "Auto-Related Commercial Centers" that includes the new Truck Stop Use. This isn't a change in the proposed locations of Auto Related Commercial Centers, but because the potential intensity of the district has been considerably increased with the addition of the new definition of Truck Stop, these designations take on new meaning. We strongly object to these proposed locations if they include Truck Stops, and ask that you reconsider this district so as not to include the Truck Stop Use in these locations.

Our reasons are as follows:

- 1. I-70 is the probable intended location when traveling from the south to the north on Highway 59. Because there are two truck stops on I-70 near our city, truck stops are not needed in Lawrence.

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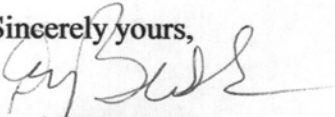
This is suggested in the Staff Report of June 12, 2012.

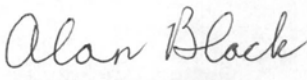
2. The “externalities” of truck stops (quoted from the June 12, 2012 Staff Report) including the constant activity of “truck and passenger vehicle traffic, parking lot lighting, sound and smell from idling engines, and substantial amounts of pavement,” are very environmentally damaging effects. In addition, the potential for undesirable activities make the community better served when their location is isolated, such as is currently the case with the existing truck stops on I-70 both east and west of Lawrence.
3. Truck Stops are very large and intensive uses. It seems counterproductive to locate them at the Gateways to our city where the impression of Lawrence would then be immediate and extremely negative. Our land uses are supposed to benefit our city. We suggest that including Truck Stops in our Land Development Code in the proposed locations of Auto Related Commercial Centers would have the opposite effect.

Please reconsider the placement of Truck Stops in our Land Development Code and in Horizon 2020. It is doubtful that they are an appropriate land use in their new proposed locations in Lawrence.

Thank you for considering our letter.

Sincerely yours,


David Burress
President-Elect


Alan Black, Chair
Land Use Committee