

# The Fayette Alliance

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Knox van Nagell

LFUCG Planning Commission

Government Center  
200 East Main Street  
Lexington, KY 40507

September 23<sup>rd</sup>, 2010

Dear Chairman Richardson and Planning Commissioners,

I am writing this letter on behalf of The Fayette Alliance. The Fayette Alliance is Lexington's only land-use advocacy organization dedicated to preserving our renowned rural landscape in Fayette County, while strengthening the city of Lexington through innovative infill redevelopment and adequate infrastructure.

If responsibly pursued, this sustainable growth strategy will improve our city and protect our productive and beautiful farmland—creating a quality of life crucial to Lexington- Fayette County's economic and environmental success today and in the future.

In furtherance of this mission, The Fayette Alliance joins the Planning Staff in recommending approval of ZOTA 2010-3: Amendment to Article 16-10: Park and Ride Parking Reductions.

If adopted, this legislation will incentivize multi-modal and public transportation usage in residential, business, professional-office, and big-box store developments.

Generally, the parking reductions will work in the following way:

1. Allowable Bicycle Reductions- Sites having 50 or more parking spaces may reduce the total minimum car parking space requirement by 1 parking space for every 1-bicycle space allotted to a permanently constructed bike-rack. An overall 5% reduction of car parking spaces may be allowed under this scenario.

2. Allowable Transit Stop Reductions- Sites located within 300 feet of a transit stop with a shelter may be allowed a 10% reduction of the minimum required parking. Sites located within 300 feet of a transit stop without a shelter may be allowed a 5% reduction, and sites located within 300 feet of more than one transit stop, will be allowed a 10% reduction.

i. Big-box stores may be allowed a 10% reduction in parking if a designated "Park and Ride" lot is provided on the site near a transit stop with a shelter—so long as the shelter is directly connected to the entrance of a the establishment via a sidewalk or pedestrian walkway.

Applications for these parking reductions will be voluntary, and subject to development plan approval.

ZOTA 2010-3 is needed legislation, as in 2008 the [Brookings Institution](#) found that the average Lexingtonian emits 2.5 times more [carbon dioxide](#) from transportation and housing than the average resident in Honolulu-the city with the smallest [carbon footprint](#) in America.

Brookings listed Lexington's traditional suburban development patterns, weak mass transportation systems, and the use of cheap coal for energy as the culprits of our excessive [greenhouse gas emission](#). Essentially, the more spread-out we are, the more land and resources each one of us uses to live, travel, and function.

Consequently, our [metro area](#) was tagged with the worst carbon footprint, per capita, in America.

To improve our air quality and reduce our footprint, the Brookings Institution recommended that Lexington promote more transportation choices and compact development options in how it grows. In addition, it suggested that our local government enact housing policies and location efficient development decisions to address this crisis.

ZOTA 2010-3 is a promising step in the right direction that promotes sustainable growth practices in Lexington-Fayette County. The Fayette Alliance commends the Planning Commission for initiating, and the Planning Staff for drafting this text amendment, and we strongly urge its approval.

Thank you for your consideration, and dedication to responsible and innovative land-use planning.

Sincerely,

Knox van Nagell, J.D.

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