

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, July 18, 2013
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. APPROVAL OF MINUTES	7:03 p.m.
A. June 6 Regular Meeting	

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes.

5. GENERAL PUBLIC COMMENT	7:05 p.m.
6. PUBLIC HEARINGS	7:10 p.m.
A. Light Rail Station Subarea Study Boundaries	
• Staff Presentation	
• Questions by the Commission	
• Public Testimony	
• Final Questions & Deliberations	
• Vote to Recommend Approval or Denial or Modification	
• Closure of Public Hearing	
7. DIRECTOR'S REPORT	7:40 p.m.
8. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	7:50 p.m.
A. Light Rail Station Area Planning Committee Report	
9. AGENDA FOR August 1	7:55 p.m.
10. ADJOURNMENT	8:00 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

June 6, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft (arrived at 7:03)
Commissioner Maul
Commissioner Scully
Commissioner Wagner

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Brian Lee, Associate Planner, Planning and Community Development
Kate Skone, Planning Commission Clerk

Commissioners Absent

Commissioner Montero

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Liaison the following Commissioners were present: Chair Moss, Vice Chair Esselman and Commissioners Maul, Scully and Wagner. Commissioner Craft arrived at 7:03 p.m. and Commissioner Montero was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of May 2, 2013 were adopted as submitted.

GENERAL PUBLIC COMMENT

There was no one in the audience.

DIRECTOR'S REPORT

Mr. Szafran did not have any items to report.

UNFINISHED BUSINESS

Light Rail Station Area Planning Committee Report

Commissioner Scully reported that more than 150 people attended the May 22nd public meeting regarding Light Rail Station Area Planning. The tone of the meeting was consistent with the previous public meetings. Overall, people in Shoreline are really excited about the project and are generally supportive. It appears that people are concerned about a number of small points, and there does not appear to be a consistent issue. Some people are worried that their homes will be within the borders, and others want to make sure their homes are included. Some are worried about congestion, and others want more local bus service. It was a great initial meeting to hear the range of concerns. He said he was very impressed with how positive most of the questions and comments were. There were far more questions for Sound Transit than for the City of Shoreline. Some people who do not live within Shoreline expressed concern about the light rail process as a whole, but Shoreline residents were mostly concerned with the details and how it would affect their daily lives.

Commissioner Maul agreed that the meeting was well done and well attended. He also agreed that the meeting was very positive. He said the only negative comments were from people who did not live in Shoreline. Questions were raised and addressed about why the station is being proposed at Northeast 185th Street instead of Northeast 205th Street.

Commissioner Craft commented that Sound Transit was very explicit in their description of the decision process and the criteria that was used to come up with guidelines that established the station area locations. Often during the political cycle, people sometimes forget about the smaller things that get voted on. Sound Transit's presentation helped the public understand the issues that had come before them in prior settings. He expressed his belief that one of the most important components of the process is to make the public feel as though they are participating members of the endeavor.

Mr. Szafran said there still appears to be some confusion about what a study area is and what the City hopes to accomplish. To address this issue, more information has been provided on the City's website to describe both the land-use and mobility study areas. He said he received some positive feedback at the meeting, but some people raised questions on various issues, such as cut-through traffic and getting people to the station without impacting local neighborhood streets. Ways to deal with these impacts will be discussed during the subarea planning process.

Chair Moss said she attended the public meeting as a representative of the Puget Sound Regional Council (PSRC). While not very many people stopped to talk with her, she encouraged those who did to submit comments regarding a report that is being prepared by the Growing Transit Communities

Partnership. The report will include a fairly in-depth process of opportunity mapping done by the Kirwan Institute with a specific focus on transit-oriented development. Although the majority of the report addresses what is currently on the ground, it also provides background information for each station area that may be helpful to the subcommittee. This information is all available on the PSRC's website. She summarized that the public meeting was well received and well attended, and she finds it encouraging that people are interested in the process.

Chair Moss recalled that at the May 2nd joint meeting, the City Council recommended that the public meeting include a brief introduction and then breaking out into small groups. She also recalled that the date of the next public meeting was supposed to have been announced at the end of the May 22nd public meeting. She asked why this format was not followed. Commissioner Maul responded that after the brief introduction, everyone moved out into the lobby where people could circulate and have discussions in small groups about various topics. Although the discussions were never organized into specific groups, a lot of good conversation took place. Chair Moss agreed, but recommended that they keep in mind the City Council's direction to do small group activities. Mr. Szafran said that part of the consultant's public participation plan includes meeting with various groups. Chair Moss said that it is great that the consultant will meet with specific neighborhood groups, but it is also important to have forums where everyone is invited and small group discussions can take place.

Commissioner Maul announced that the Light Rail Station Area Planning Committee will meet again on June 21st, and they will provide a brief report at the Commission's following meeting.

NEW BUSINESS

Right Size Parking Presentation

Mr. Lee provided an introduction and demonstration of King County Metro's Right Size Parking Program. He explained that there are upwards of 2 billion parking spaces throughout the entire United States, and about 20% of land in urban areas is devoted to parking. The suburban ratio for parking compared to building square footage is about 3:1. There are more parking spaces than residential area, and there are more cars than people on earth. He explained that there are several reasons for the current influx of parking spaces, such as:

- Jurisdictions have relied on the Institute of Traffic Engineers' (ITE) Manual to identify the amount of parking required for a development. The problem with this approach is that the ITE Manual is not geographically specific, and it is inventory-driven rather than data-driven. Instead of analyzing new data to project what the actual parking needs will be, their data is built on supply rather than actual demand and/or occupancy.
- Jurisdictions typically have a very high fear of neighborhood opposition to proposals for better parking management.
- Lenders have very strict parking expectations. They want to make sure their investment is covered via patrons being able to access the site.

Mr. Lee explained that, on average, there is a parking overbuild of about 20% to 40% per dwelling unit, and this adds unnecessary cost to development and results in inefficient use of land. The average development cost for each surface-parking space is about \$8,000. The average development cost for each structured-parking space is about \$30,000. Based on typical affordable housing development costs, the requirement of one space per unit increases the development costs by 12.5% per unit.

Mr. Lee advised that, using grant funds from the Federal Highway Administration Pricing Program, King County Metro developed a program in 2010 to collect more current data related to parking. In particular, they assembled local information on multi-family residential parking utilization. In all, over 200 existing multi-family residential sites within King County were analyzed. Workers gathered data on weekdays between the hours of 12:00 to 3:00 a.m., specifically omitting the summer months and holidays to ensure that the data was based on people being at their residences. Not only did they inventory the structure and surface parking areas, they inventoried the rights-of-way to determine if people who resided in the buildings were parking on the street. The goal was to establish a data set that was as close to the actual utilization as possible.

Mr. Lee said that once the data was collected, a committee was formed in 2011. The committee consisted of jurisdiction planners from cities within King County, the Urban Land Institute, King County, and financiers from several different banks. The purpose of the committee was to provide public sector stakeholder review and input on technical aspects of the data. The committee met monthly to review, revise, brainstorm, and test products produced by the findings. Topics of discussion included identification of local planning experiences and case studies, research analysis and findings, policy framework, policy and zoning regulations to allow reductions in parking supply where appropriate, and incentive programs for future development.

Mr. Lee advised that after two years of gathering data and meeting as a committee, an interactive website (www.rightsizeparking.org) was developed to display parking utilization data and to assist in future parking decisions. The website was introduced to the general public a few months ago at an event in Bellevue that was attended by King County Executive Dow Constantine. Dr. Shoup, Professor of Urban Planning at UCLA, was the keynote speaker at the event. Mr. Lee provided a brief demonstration of how the Right Size Parking website could be used to project the parking ratios needed for a proposed five-story project in Shoreline, recognizing different variables. The website compares the projected parking ratio with the actual code requirements of jurisdictions in King County. It also breaks down the construction costs for the number of stalls required by the municipal code versus what is projected by the Right Size Parking data.

Commissioner Maul asked if the ratio identified by the Right Size Parking data indicates what is needed in an area or what is consistent with existing development. Mr. Lee answered that the projected ratio is based on the existing data and utilization. He referred to the colored chart showing the average ratio of units to parking stalls for the 200 multi-family developments in King County that were part of the utilization study. He noted that utilization ratios are lower in Downtown Seattle and become higher as you move out into the suburban areas. He noted that the average ownership of vehicles per person in the suburban areas of King County is much higher than in the Seattle area.

Commissioner Wagner observed that, according to the data, the ownership ratio is 1.5 vehicles per person, but the parking ratio is only .5 stalls per person. She asked where the additional cars are being parked. Mr. Lee said the ownership ratio includes single-family residential units, as well as multi-family residential units. The parking ratio only includes multi-family residential units. Again, he said that the utilization ratios are much lower in the core downtown area, and they increase as you move out into the suburban areas.

Chair Moss asked how King County selected and gained access to the 200 multi-family residential developments that were part of the study. Mr. Lee said the committee members were asked to provide a list of existing multi-family residential developments within each of their jurisdictions. Two multi-family residential developments in Shoreline were analyzed (the Arabella Building on 15th and the Echo Lake development). Commissioner Wagner noted that part of the Echo Lake development is Senior Assisted Living, which has a lower parking demand. Mr. Lee said the Chicago firm that spearheaded the statistical portion of the study considered all of the variables imaginable, including senior housing.

Mr. Lee said he was part of the focus group that met every month for the past year and a half, and Shoreline was one of the seven cities that had a planner participate in the process. Chair Moss asked who the target audience for the study was. Mr. Lee said the program was created to benefit the local jurisdictions in King County. King County is very interested in helping jurisdictions come up with parking standards that are closer to the actual utilization rates than the antiquated ITE data that has traditionally been used. They are also interested in helping jurisdictions create more pedestrian-friendly neighborhoods.

Chair Moss asked if any jurisdictions in King County have standards for the maximum number of parking spots allowed in multi-family residential developments. Mr. Lee said the Cities of Seattle and Kirkland have identified maximum parking standards for certain areas. He referred to Attachment A, which provides a draft summary of the gap analysis that was performed for each of the jurisdictions within King County. He noted that the numbers shown for the City of Shoreline are based on previous standards and will be updated soon. Mr. Szafran pointed out that the City of Shoreline recently adopted code amendments that require developers to provide such things as increased drainage and low-impact development if their proposal exceeds the number of parking spaces required.

Mr. Lee said the next phase will be to implement the data by creating sample code language for parking requirements.

Again, Mr. Lee referred to the public meeting in Bellevue where the Right Size Parking website was introduced to the public. In his keynote address, Dr. Shoup shared a story about his recent visit to Seattle where he stayed with friends who lived near Pike Place Market. He mentioned how he enjoyed watching the public milling around and how crowded the area was, but he also could not disregard how many vehicles were lined up in front of the market. He observed that there is free parking available close to the market, as well as areas that require a fee to park. There is a constant influx of vehicles roaming through the street trying to find a vacant stall in order to avoid paying a fee to park. Dr. Shoup suggested that if the City of Seattle were to install meter parking and charge a high rate to park, there would be fewer vehicles driving down that road. People would park in the spaces further away that charge a lower rate. He concluded that this approach would not only eliminate gridlock and its

associated emissions and environmental hazards, but it would also bring in additional revenue to the City.

Mr. Lee said that Mr. Shoup advised that if municipalities were to reform their parking policies to require “0” parking, they would no longer encourage people to own and use vehicles. Having regulations that require 1.5 to 2 parking spaces per unit encourages use of additional vehicles. He cautioned that municipalities do not clearly understand the potential impact of charging a fee for parking. He suggested that jurisdictions should install parking meters in all of the rights-of-way throughout the entire City and then charge for parking according to utilization. This would not only offset the movement of vehicles, it could also bring revenue to municipalities, which could exceed property tax revenue.

Chair Moss noted that some cities allow people with disabled parking placards to park free of charge in many and/or all public spaces. She asked if Shoreline has a similar policy. Commissioner Wagner suggested that this might be a federal regulation. Chair Moss observed that if the City of Seattle were to charge an exorbitant fee for parking close to Pike Place Market, people with disabilities would still be able to park in the closer spaces for free and the area would likely become more pedestrian friendly.

Commissioner Wagner commented that the City of San Francisco is rolling out a new variable parking program, which adjusts the fee dynamically. Mr. Lee said that Dr. Shoup was involved in this project. He said the Bay area analyzes the utilization ratio in the right-of-way parking on a frequent basis and automatically updates parking fees accordingly in order to average out the utilization in the right-of-way stalls. Chair Moss said another option would be to price parking based on the time of day.

Chair Moss asked who King County’s primary contact for the Rite Size Parking Program is. Mr. Lee said King County Metro is the lead agency that received the federal grant for the project. Chair Moss asked Mr. Lee to forward his PowerPoint presentation to the Commissioners to use as a reference.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Scully announced that the Supreme Court accepted review of the petition filed by the Town of Woodway and Save Richmond Beach regarding the proposed project at Point Wells.

AGENDA FOR NEXT MEETING

Mr. Szafran said the June 20th meeting agenda includes a study session on the Light Rail Station Subarea Study Boundaries. The Comprehensive Plan must be amended to replace the half-mile circle with the mobility and land-use study areas. The July 4th meeting has been cancelled and could potentially be rescheduled for July 11th. If not, the Commission will have two items on their July 18th agenda: a public hearing for the light rail station subarea study boundaries and a study session to reconsider transition area setbacks.

Commissioner Scully suggested these items be handled in two separate meetings, as they could both be fairly contentious issues. The remainder of the Commission concurred. They agreed to reschedule a

special meeting for July 11th, if a quorum of Commissioners will be available. The Commissioners were asked to contact staff to indicate their availability for the summer meetings.

Chair Moss pointed out that a report from the Light Rail Station Area Planning Committee must also be scheduled for a meeting in July.

Commissioner Wagner requested that staff send out Outlook meeting invitations for the July meetings as soon as they are finalized so Commissioners can get them on their calendars.

ADJOURNMENT

The meeting was adjourned at 7:55 p.m.

Donna Moss
Chair, Planning Commission

Kate Skone
Clerk, Planning Commission

TIME STAMP
June 6, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT:

DIRECTOR'S REPORT:

UNFINISHED BUSINESS:

Light Rail Station Area Planning Committee Report: 1:33

NEW BUSINESS:

Right Size Parking Presentation: 12:32

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 48:45

AGENDA FOR NEXT MEETING: 49:43

ADJOURNMENT:

DRAFT

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Public Hearing on Comprehensive Plan Amendment- Map Change for Light Rail Station Study Areas; 185th & I-5 and 145th & I-5 (Phase 1 of Subarea Plans)
DEPARTMENT: Planning & Community Development
PRESENTED BY: Steven Szafran, AICP, Senior Planner
 Rachael Markle, AICP, Director

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Public Hearing | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input type="checkbox"/> Discussion | <input type="checkbox"/> Update | <input type="checkbox"/> Other |

INTRODUCTION

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. Additionally, the station areas provide an opportunity for redevelopment that is transit oriented and transit supportive, helping the City achieve the goals expressed in Vision 2029, the Transportation Master Plan, and the newly adopted Comprehensive Plan.

The Land Use Map (Figure LU-1) from the Comprehensive Plan designates light rail station study areas as ½ mile radius circles from potential station locations at NE 185th and 145th Streets. Phase 1 of subarea plans for each station area will be adopting revised, parcel-specific study area boundaries. Tonight’s meeting is an opportunity for the community to comment and the Planning Commission to make a recommendation to Council on the proposed study area boundaries.

BACKGROUND

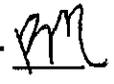
The initial study area boundary adopted as part of the Comprehensive Plan served as a placeholder until staff had an opportunity to engage in a public process that explained the difference between study areas, Comprehensive Plan designations, and zoning designations: This allowed residents a role in establishing the boundaries. Based on Council direction that these boundaries be more clearly defined as soon as possible, the Planning Commission light rail committee met monthly with staff to establish criteria for setting study area boundaries, tour both subareas, and create draft boundaries.

The criteria they used to determine where to draw study area boundaries are as follows:

- Walk and bike travel sheds;
- Topography;
- Comprehensive Plan policy direction;

Approved By:

Project Manager 

Planning Director 

- Existing conditions- residential and commercial zoning, major arterials, and community features. It is worth noting that community features include environmental assets, which will likely not be subject to change themselves, but often provide an amenity that could be supportive of adjacent higher intensity uses and density;
- Jurisdictional- to clarify that we will not be drawing lines on the Seattle side; and
- Homeowner preference- this consideration does not apply to individual homeowners, but if a block of neighbors on the edge of the boundary feel strongly about being in or out, this preference may influence decision-making.

Criteria maps displaying information about zoning, topography, existing features, and walk and bike travel sheds are available on the City's project web page (www.shorelinewa.gov/lightrail).

In applying the criteria to draft boundaries, the committee recommended using two sets of boundary lines to be clear about what will be studied in each. The **mobility study area** encompasses a broader region and is drawn on existing rights-of-way. In some cases, the mobility study will encompass longer lengths of arterials and other roadways than are included within the boundary; in the future, these may be shown as arrows pointing into the study area to delineate the direction from which traffic will most likely access stations. Residents living within the mobility study areas or along arterials leading to stations are concerned with traffic impacts to their neighborhoods. The intent of this study area will be to examine routes that potential transit users will likely travel to and from stations, and may lead to recommendations regarding traffic calming, infrastructure for alternate modes of travel, or creating connections in neighborhoods without direct access.

The **land use study area** represents a smaller geographic region that is more likely to undergo transition and zoning change. This may lead to recommendations regarding appropriate uses, design and transition standards, redevelopment scenarios, and thresholds that may trigger phased zoning or other strategies to encourage implementation of the subarea plans. These lines are generally drawn along the backside of parcels fronting an arterial so that transitions occur along the rear of a property stepping into a neighborhood and there can be more consistency in scale and design from the streetscape. In some cases, environmental assets or other sensitive areas that are not anticipated to redevelop were included in study area boundaries in order to capture information about their value and function.

It is important to note that since these areas are for the purpose of study, not necessarily indicative of change, the Commission generally chose to be more inclusive when the boundary line could have been drawn in multiple places based on the criteria.

The full Commission discussed draft study area boundaries at their April 18 meeting and with Council at their joint meeting on May 2. Suggested changes were incorporated and presented to the community at the May 22 meeting, which was attended by approximately 150 people. Study area boundaries were not addressed by any of the speakers who offered public comment, nor were any specific comments about

boundaries relayed to staff. Attendees were invited to comment on boundaries at the June 20 Study Session and the July 18 Public Hearing.

The Planning Commission held a study session on June 20 to discuss the proposed Comprehensive Plan map change. At the June 20th meeting, staff presented seven changes to the proposed study area boundaries map. These changes and outcome of the Planning Commission discussion are explained below.

PROPOSAL & ANALYSIS

Removing ¼ and ½ mile radius circles: Planning Commission agreed that the replacement of the circles with the more detailed mobility and land use study areas was appropriate.

Removing land use study area from 5th Avenue NE: Planning Commission agreed that the removal of the land use study area along 5th Avenue NE was appropriate given that the focus of land use changes should be in the ¼ and ½ mile area surrounding the light rail station.

Removing mobility study area from 8th Avenue NE: Planning Commission directed staff to leave 8th Avenue NE as a mobility study area. The map (Attachment A) reflects the Commission's desire to leave 8th Avenue as a mobility study area.

Removing mobility study from NE 187th and 188th Streets: Planning Commission directed staff to leave NE 187th and NE 188th Streets as mobility study areas. Even though the City's transportation planners do not anticipate that these roads will be used to access the 185th station, staff should study the impacts the station may have on these two streets.

Adding mobility study area for Meridian and 15th Avenues: Planning Commission agreed that Meridian and 15th Avenue NE should be included as mobility study areas.

Adding opportunity site at Ridgecrest: When maps of both study areas are combined, it become apparent that this property is a prime candidate to be considered as a catalyst development or opportunity site. Planning Commission agreed that the Ridgecrest commercial area should be included as an opportunity site.

Adding environmental asset at Paramount Park: For consistency, this park should also be included as an environmental asset. Planning Commission agreed that Paramount Park should be labeled as an environmental asset.

TIMING AND SCHEDULE

Changing the study area boundaries from the ½ mile radius on the adopted Comprehensive Plan Land Use Map to be parcel-specific requires a Comprehensive Plan Amendment. While this type of Comprehensive Plan Amendment is exempt from the once annual docket cycle, it does require notice to the Departments of Commerce and Ecology and a SEPA Determination. Below is a summary of the schedule for the

process of adopting Phase 1 of the 185th and 145th Subarea Plans (study area boundaries).

- Planning Commission Discussion of Study Area Boundaries: April 18 and June 20, 2013
- Joint Council/ Planning Commission Discussion of Study Area Boundaries: May 2, 2013
- Notification of potential Comprehensive Plan Amendment to Department of Commerce: May 20, 2013
- Public Meeting Discussion of Study Area Boundaries: May 22, 2013
- SEPA Determination: May 31, 2013
- Notification of potential Comprehensive Plan Amendment to Department of Ecology: June 3, 2013
- Public Hearing on Study Area Boundaries: July 18, 2013
- Council Study Session on Phase 1 of NE 185th and 145th Street Station Subarea Plans (Study Area Boundaries): August 12, 2013
- Council Adoption of Phase 1 of NE 185th and 145th Street Station Subarea Plans (Study Area Boundaries): September 9, 2013

Information about Shoreline's Light Rail Station Area Planning can be found at: <http://shorelinewa.gov/lightrail>

RECOMMENDATION

Staff recommends to the Planning Commission approval of the proposed changes to the City's Comprehensive Plan Land Use Map showing revised light rail station subarea study boundaries.

ATTACHMENTS

Attachment A - Proposed Comprehensive Plan Land Use Map

Attachment B – Proposed Light Rail Station Study Area Boundaries



City of Shoreline COMPREHENSIVE PLAN

Comprehensive Plan Land Use Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Future Service and Annexation Area

See LU20-LU43 for light rail station study area policies.

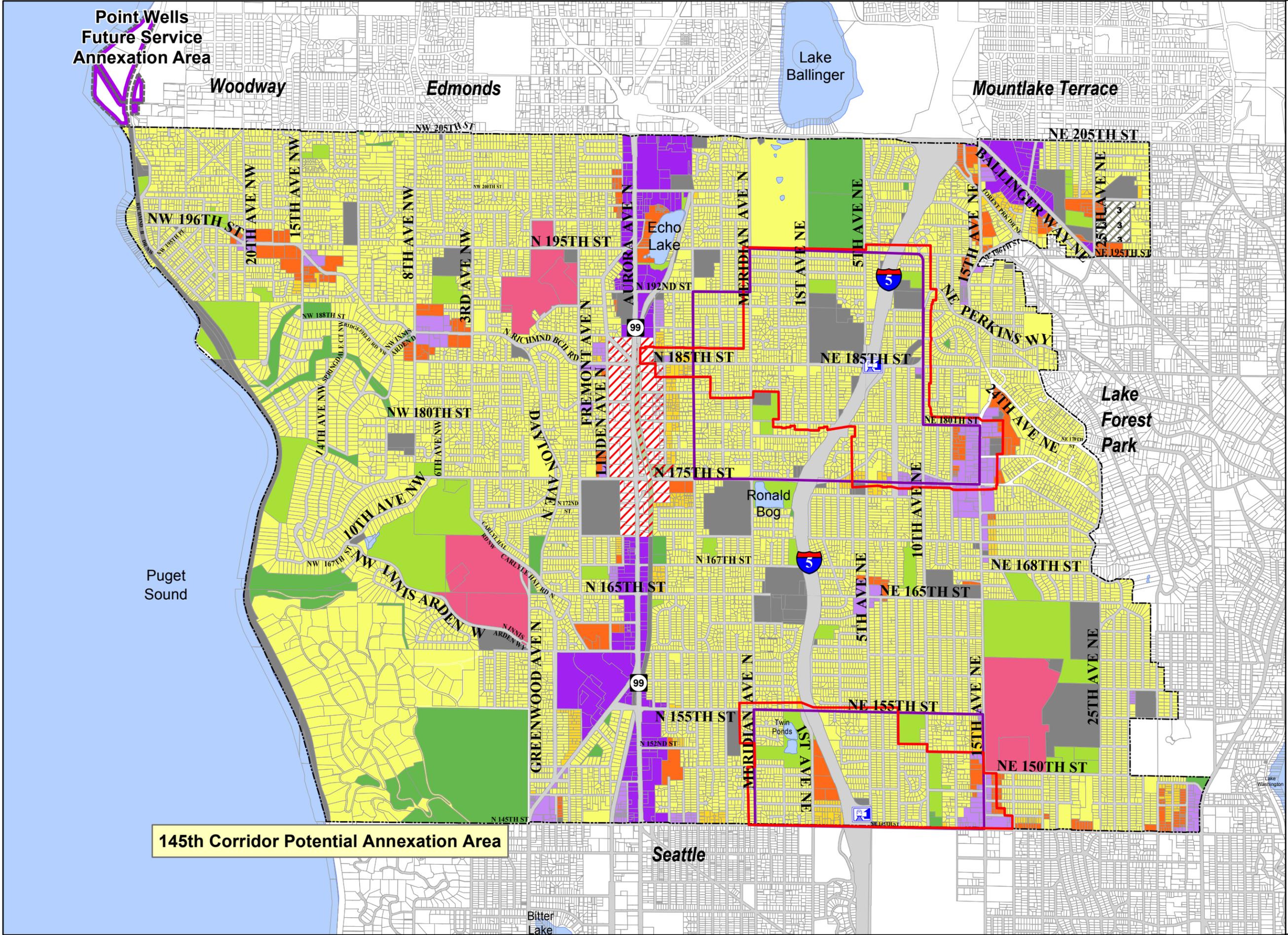
Station Study Areas Designations

- Land Use Study Area
- Mobility Study Area



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Land Use



145th Corridor Potential Annexation Area

