



City of Mountain View

Agenda

Parks and Recreation Commission and Urban Forestry Board

Wednesday, July 20, 2016

7:00 PM

Senior Center - 266 Escuela Avenue

1. CALL TO ORDER

2. ROLL CALL

Commissioners Thida Cornes, Helen Wolter, Katherine Naegele, Vice Chair Paul Hepfer and Chairperson Jonathan Herbach

3. MINUTES APPROVAL

3.1 [16-608](#) Approval of Minutes

Recommendation: That Parks and Recreation Commission approve the June 8, 2016 minutes.

Attachments: [06-08-2016 PRC Minutes](#)

4. ORAL COMMUNICATIONS FROM THE PUBLIC

This portion of the meeting is reserved for persons wishing to address the Commission on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Commission from acting on non-agenda items.

5. UNFINISHED BUSINESS

5.1 [16-609](#) Heritage Tree Appeal - Middlefield Median Eucalyptus

Recommendation: Deny the appeal and allow the eucalyptus tree to be removed.

Attachments: [Staff Report](#)

6. NEW BUSINESS - None

7. COMMISSION/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

No action will be taken on any questions raised by the Commission at this time.

8. ADJOURNMENT

Adjourn to the Regular meeting of Wednesday September 14, 2016 at 7:00 p.m. in the Senior Center, 266 Escuela Avenue.

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Commission Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Executive Assistant at (650) 903-6400 or community.services@mountainview.gov.
- Interested persons may review the agenda and staff reports at the City Clerk's office, 500 Castro Street, Third Floor; the Friday afternoon before each meeting at 4:30 p.m. or soon thereafter; or online at http://www.mountainview.gov/council/agendas/parks_and_rec.asp; and they are available during each Commission meeting.

SPECIAL NOTICE—Reference: Americans with Disabilities Act, 1990

- Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Community Services Department at (650) 903-6400 48 hours in advance of the meeting to arrange for assistance. Upon request, in advance, by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format. Also upon request, in advance, an assistive listening device can be made available for use during the meeting.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.

SPECIAL NOTICE—Any writings or documents provided to a majority of the Parks and Recreation Commission regarding any item on this agenda will be made available for public inspection in the City Clerk's Office, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the "Oral Communications" part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.



City of Mountain View

Senior Center
266 Escuela Aveue

Minutes - Draft

Parks and Recreation Commission and Urban Forestry Board

*Commissioners Cornes, Naegele, Wolter,
Vice Chair Hepfer and Chair Herbach*

Wednesday, June 8, 2016

7:00 PM

Senior Center - 266 Escuela Avenue

1. CALL TO ORDER

Vice Chair Hepfer called the meeting to order at 7:02 p.m.

2. ROLL CALL

Present 4 - Commissioner Thida Cornes, Commissioner Katherine Naegele, Commissioner Helen Wolter, and Vice Chair Paul Hepfer
Absent 1 - Chairperson Jonathan Herbach

3. MINUTES APPROVAL

Motion - M/S Cornes/Wolter - To approve the May 22, 2016 minutes.

Motion carried by following votes:

Yes: 4 - Commissioner Cornes, Commissioner Naegele, Commissioner Wolter, and Vice Chair Hepfer

Absent: 1 - Chairperson Herbach

4. ORAL COMMUNICATIONS FROM THE PUBLIC - None

5. UNFINISHED BUSINESS - None

6. NEW BUSINESS

6.1 Heritage Tree Appeal-Middlefield Median Eucalyptus

Parks Manager Bruce Hurlburt presented the Heritage tree appeal on the center median of Middlefield Road and requested the Commission deny the appeal and allow the eucalyptus tree to be removed to accommodate a new bicycle and pedestrian pathway.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR SUPPORTING:

ANTHONY WU
STEVE YOUNG
VINCE LEONE
LARRY RIPPERE
JEANNE PELLETIER
ANNE GLYNN
ANDY ROSE ANDRES
DIAZ JEANNIE
MCCLUSKEY

Motion - M/S Cornes/Naegele - To table the item to a future meeting

Motion carried by following vote:

Yes: 4 - Commissioner Cornes, Commissioner Naegele, Commissioner Wolter, and Vice Chair Hepfer

Absent: 1 - Chairperson Herbach

6.2 Off-Leash Area Program Update

Parks Manager Bruce Hurlburt presented the updates on Off-Leash Area (OLA) program and recommended to increase the hours at Bubb Park OLA to Monday through Sunday from 5:00 p.m. to sunset for a six-month trial period.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR SUPPORTING:

RICHARD WOOLLEY
CHRIS HIGGINS
VERA KARK
KRISTENE GEERING

Motion - M/S Wolter/Cornes - To recommend to increase the hours at Bubb Park OLA to Monday through Sunday from 5:00 p.m. to sunset and adding morning hours 6:00 a.m. to 10 a.m. on weekends for a one year trial period.

Motion carried by the following vote:

Yes: 4 - Commissioner Cornes, Commissioner Naegele, Commissioner Wolter, and Vice Chair Hepfer

Absent: 1 - Chairperson Herbach

Commission also voted for the following:

Motion - M/S Wolter/Cornes - To recommend install additional fencing at the entry area to the Rengstorff Park Off-Leash Area.

Motion carried by the following vote:

Yes: 4 - Commissioner Cornes, Commissioner Naegele, Commissioner Wolter, and Vice Chair Hepfer

Absent: 1 - Chairperson Herbach

6.3 Fiscal Year 2016-17 Parks and Recreation Commission Work Plan

Motion - M/S Cornes/Naegele - To approve Fiscal Year 2016-17 Work Plan as staff recommended.

Motion carried by following vote:

Yes: 4 - Commissioner Cornes, Commissioner Naegele, Commissioner Wolter, and Vice Chair Hepfer

Absent: 1 - Chairperson Herbach

7. COMMISSION/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

Community Services Director reported the following:

- Part-time/Seasonal Staff Training in preparation for summer programs
- Summer program revenues
- Council approval of 20 percent Park In-Lieu Fees for companion units and approval of new water slide at the Rengstorff Pool.
- Delays of McKelvey Park and Crittenden School field projects.
- National Gold Medal Award finalist

Commissioner Cornes shared that she attended the 6/21 Council meeting and there is still a confusion about signage for Heritage tree removal in the development process.

8. ADJOURNMENT

At 9:21 p.m., the Vice Chair Hepfer adjourned the meeting to the next Parks and Recreation Commission and Urban Forestry Board meeting to be held on Wednesday July 13, 2016 at 7:00 p.m. in the Senior Center, 266 Escuela Avenue.



MEMORANDUM

Community Services and Public Works Departments

DATE: July 20, 2016

TO: Urban Forestry Board

FROM: Bruce Hurlburt, Parks and Open Space Manager
J.P. de la Montaigne, Community Services Director
Edward Arango, Principal Civil Engineer

SUBJECT: Heritage Tree Appeal – Middlefield Median Eucalyptus

RECOMMENDATION

Deny the appeal and allow the eucalyptus tree to be removed.

FISCAL IMPACT – None.

BACKGROUND

The request for the tree removal is in conjunction with the “Rails” project, submitted by Google, proposing to fund the design and construction of various pedestrian- and bicycle-related improvements from the San Antonio Caltrain Station to the Permanente Creek Trail entrance at Rock Street. The specific corridors include: Mayfield Avenue, Nita Avenue, Victory Avenue, Rock Street, portions of Montecito Avenue, North Rengstorff Avenue, Sierra Vista Avenue, and Farley Street (see Attachment 1 for a map of the project).

Google submitted initial construction plans in May 2015 for City review. In August 2015, City staff, Google, and Alta Planning + Design (design engineers) held a community meeting at Crittenden Middle School to receive feedback from the community on the proposed improvements. Following the community meeting, Google and the City evaluated the comments and have been working towards incorporating the comments into the project, where applicable and feasible.

At the June 8, 2016 Urban Forestry Board meeting, staff presented a Heritage tree removal appeal for a eucalyptus tree located in the median at West Middlefield Road near the intersection of Victory Avenue to accommodate the Rails project proposed improvements at this location. The Board tabled the appeal and requested further

information be provided to address comments and questions received from the Board and the public. Based on the feedback received from this meeting, staff is providing additional information to the Board for consideration.

ANALYSIS

The 2030 General Plan, adopted by Council in 2012, contains mobility goals and policies to make it easier and safer for people to travel by bicycle. The Rails project is consistent with the City's goal of improving bicycle and pedestrian mobility by encouraging active transportation, particularly for commuting. The proposed improvements will provide additional bicycle routes and improve existing routes.

The questions and comments that were raised during the June 8, 2016 Board meeting fell into three general comments/questions that staff has consolidated and paraphrased as follows:

1. *The proposed crossing on West Middlefield Road at the intersection with Victory Avenue and Rock Street appears unsafe due to disrupting existing traffic, the curve of West Middlefield Road, proximity to Independence Avenue, and excessive vehicle speeds.*

Safety of all users of the public roadways is the number one priority of engineering staff. When evaluating the design of proposed pedestrian and bicycle facilities, engineering staff takes safety seriously and conducts a thorough analysis and review of the design to ensure that any proposed facilities are safe for the public to use. Public Works engineering and the design engineer have reviewed and evaluated the proposed design of the crossing on West Middlefield Road and finds that it is safe and meets the standards set by the California Manual on Uniform Traffic Control Devices (CA MUTCD), which is based on the Federal Highway Administration's Manual on Uniform Traffic Control Devices (FHWA MUTCD). The MUTCD is approved as the national standard for designing, applying, and planning traffic control devices, and the CA MUTCD is the equivalent approved State of California standard.

The proposed crosswalk design has several treatments to highlight the intersection and provide a safe crossing, including: an advance pavement yield line, advance signage for vehicles, longitudinal striped crosswalk markings, pedestrian-actuated in-roadway flashing lights and rapid flashing vertical signs, street lighting, and a pedestrian refuge island. The treatments and design layout provide for a high visibility crosswalk to enhance driver awareness, active warning of pedestrian presence so that vehicles can yield to crosswalk users, and the needed site distance due to the curvature of West Middlefield Road. The West Middlefield Road and

Independence Avenue intersection has been installed with a similar high-visibility crosswalk treatment and drivers would be alerted to the proposed crossing at Victory Avenue/Rock Street in a consistent manner with the Independence Avenue intersection.

2. *How were Victory Avenue and Rock Street selected as bicycle routes, including the proposed crossing at West Middlefield Road at the intersection with those streets?*

The corridor improvements on Victory Avenue and Rock Street, with the proposed crossing on West Middlefield Road connecting Victory Avenue and Rock Street, were based on these improvements being identified in the Bicycle Transportation Plan Update (BTP). The BTP was developed with the objective to provide a safe and efficient bicycle network that improves access, eliminates barriers to bicycle travel, encourages automobile trip reduction, and promotes cycling as a recreational activity and a transportation option. The BTP went through a public meeting and outreach process that began in September 2013 and ended with the adoption of the BTP by the City Council in November 2015. Through the public process, the City received an extensive list of project requests throughout the City. Based on the input received from the community, the Bicycle/Pedestrian Advisory Committee (B/PAC), and City staff, a list of 180 bicycle improvements were recommended.

As part of the public comment and analysis in developing the BTP, it was identified that the City had a low number of bikeways and bicycle boulevards. Bikeways and bicycle boulevards are classified as Class III bicycle facilities that are signed bike routes where bicyclists share a travel lane with motorists on low-volume streets with slower travel speeds. As part of the analysis, a connection gap was identified on multiple streets, including Rock Street. A proposed Class III bike facility is shown in the BTP beginning on Nita Avenue, continuing north to Dell Avenue, to Victory Avenue, across West Middlefield Road onto Rock Street, and terminating at Camp Avenue. The proposed corridor improvements from Nita Avenue to Camp Avenue and the crossing at West Middlefield Road are identified as BTP Reference Nos. N-43, N-44, and S-36, respectively. These improvements create a secondary travel route parallel to West Middlefield Road, allowing bicyclists a more comfortable experience and avoiding riding in close proximity to the high volume of automobile traffic on West Middlefield Road. Rock Street currently provides a connection to the Class I Permanente Creek Trail that runs north into North Bayshore, and the proposed improvements close an existing and identified gap to the Permanente Creek Trail.

3. *Is a crossing over West Middlefield Road at the northerly extension of Thompson Avenue an alternative to the Victory Avenue/Rock Street location?*

During the public input process and analysis in developing the BTP, a crossing on West Middlefield Road at the northerly extension of Thompson Avenue was not identified as an existing gap. During the development of the Rails project, traffic engineering and the design engineer did evaluate a potential crossing at Thompson Avenue. Staff does not recommend a crossing at the West Middlefield Road/Thompson Avenue intersection based on the following information:

- Thompson Avenue is near the Rengstorff Avenue and West Middlefield Road signalized intersection, which would be a better option for crossing West Middlefield Road.
- There is no continued connection on the north side of West Middlefield Road at Thompson Avenue.
- The Plan did not identify Thompson Avenue north of Jane Lane as a proposed bicycle route, nor a crossing on West Middlefield Road at the northerly extension of Thompson Avenue.
- Bicyclists traveling westbound on West Middlefield Road electing to cross at the northerly extension of Thompson Avenue would need to turn 180 degrees to view oncoming traffic prior to crossing. Although this would also occur at the Victory Avenue/Rock Street crossing, bicyclists would likely use westbound Rock Street as the preferred bicycle route and be able to cross West Middlefield Road at Victory Avenue/Rock Street using the proposed improvements that would align their approach to West Middlefield Road in a perpendicular manner.
- The intent for the crossing at Victory Avenue/Rock Street is to connect two new proposed bike routes, as identified in the BTP, that have less vehicular traffic than West Middlefield Road, promoting cycling as an active transportation alternative for a wider range of bicyclists. Placing a crossing at Thompson Avenue would direct bicyclists to use West Middlefield Road. A less-experienced rider would not likely be as comfortable riding along this connection.

The June 8, 2016 memo to the Urban Forestry Board is attached for reference (Attachment 2) and provided an overview of the Rails project and addressed previous design layout questions.

SUMMARY

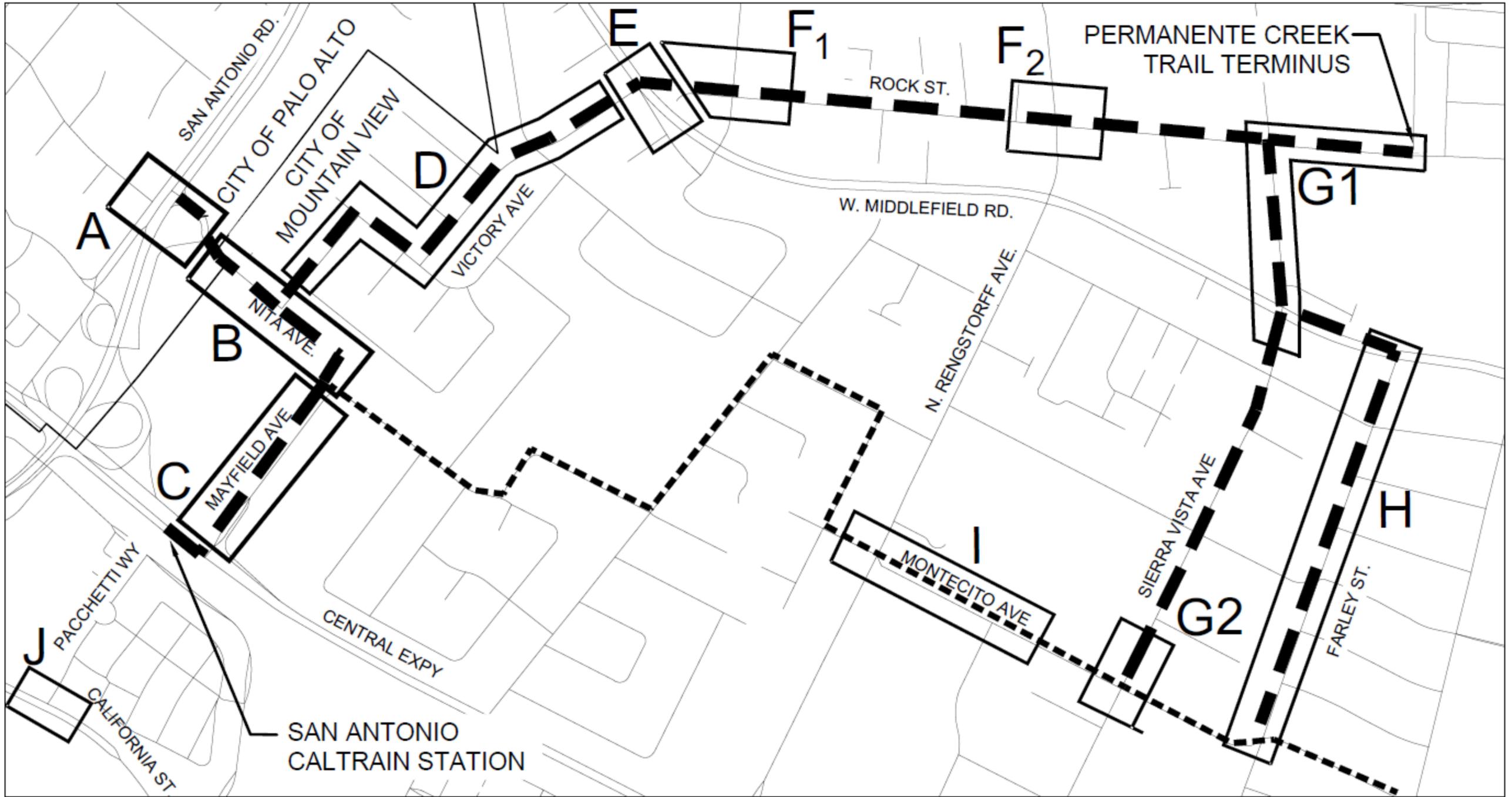
Safety of all users is the number one priority for engineering staff and is the criteria that is used to evaluate the design of proposed facilities within the existing roadways. To the maximum extent possible, staff accommodates existing and new trees when new facilities are planned. When evaluating and recommending any new facilities, staff regularly balances the Council's goal for multimodal facilities and improvements with the goal for expanding the urban canopy. While staff strives to maintain all existing trees when planning and designing new improvements, at times there are compromises needed. Planting new trees at a higher ratio of the loss of trees is a strategy that can be used to mitigate for the tree canopy. Staff's recommendation for two new trees to mitigate this proposed tree removal can be increased based on the Board's direction.

The BTP provided for an extensive public meeting and input process. Based on the input received, the BTP recommended new Class III bicycle facility improvements on the Nita Avenue, Dell Avenue, Victory Avenue, and Rock Street corridor to provide additional bicycling facilities and to close a connection gap. The proposed Rails project is consistent with the BTP. An alternative West Middlefield Road crossing at the northerly extension of Thompson Avenue was not included in the BTP and, after evaluation, staff does not recommend one at this location. One eucalyptus tree would need to be removed to provide a pedestrian and bicycle crossing at the West Middlefield Road and Victory Avenue/Rock Street intersection to connect two new proposed bike facilities. Staff recommends the appeal be denied and the tree be removed to facilitate the multimodal improvements.

BH-JPdIM-EA/CV/7/CSD

231-07-20-16M-E

- Attachments:
1. Map of Rails Project
 2. Parks and Recreation Commission Staff Report, June 8, 2016





CITY OF MOUNTAIN VIEW

MEMORANDUM

Community Services Department

DATE: June 8, 2016

TO: Urban Forestry Board

FROM: Bruce Hurlburt, Parks and Open Space Manager
J.P. de la Montaigne, Community Services Director

SUBJECT: Heritage Tree Appeal – Middlefield Median Eucalyptus

RECOMMENDATION

Deny the appeal and allow the eucalyptus tree to be removed.

FISCAL IMPACT – None.

BACKGROUND

Article II, Protection of the Urban Forest, Sections 32.22 through 32.38 of the City Code, was established to preserve large trees within the City which are growing on private or public lands. The preservation program contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of these trees. The Parks and Open Space Manager, under the authority granted in the Code to the Community Services Director, has been designated as the enforcement agent in this matter. Under the Code, there are specific criteria for removal. The determination on each application is based upon a minimum of one of the following conditions. The decision maker shall consider additional criteria, if applicable, in weighing the decision to remove a Heritage tree, with the emphasis on the intent to preserve Heritage trees.

1. The condition of the tree with respect to age of the tree relative to the life span of that particular species, disease, infestation, general health, damage, public nuisance, danger of falling, proximity to existing or proposed structures, and interference with utility services.
2. The necessity of the removal of the Heritage tree in order to construct improvements and/or allow reasonable and conforming use of the property when compared to other similarly situated properties.

3. The nature and qualities of the tree as a Heritage tree, including its maturity, its aesthetic qualities such as its canopy, its shape and structure, its majestic stature, and its visual impact on the neighborhood.
4. Good forestry practices such as, but not limited to, the number of healthy trees a given parcel of land will support and the planned removal of any tree nearing the end of its life cycle and the replacement of young trees to enhance the overall health of the urban forest.
5. Balancing criteria: In addition to the criteria referenced above which may support removal, the decision maker shall also balance the request for removal against the following which may support or mitigate against removal:
 - a. The topography of land and effect of the requested removal on erosion, soil retention, water retention, and diversion or increased flow of surface waters.
 - b. The effect of the requested removal on the remaining number, species, size, and location of existing trees on the site and in the area.
 - c. The effect of the requested removal with regard to shade, noise buffers, protection from wind damage and air pollution and the effect upon the historic value and scenic beauty and the health, safety, prosperity, and general welfare of the area and the City as a whole.

Also within Code Section 32.31, an appeals process has been included that states:

“Any person aggrieved or affected by a decision on a requested removal . . . may appeal the decision by filing a written notice of appeal with the city clerk stating the grounds for the appeal, and paying the requisite appeal fee, as established by council resolution, within ten (10) calendar days after the notice of the decision is posted or mailed.”

HERITAGE TREE REMOVAL REQUEST

An application to remove a Heritage-sized red ironbark eucalyptus (*Eucalyptus sideroxylon*) was received on April 14, 2016. The application was submitted by Hugh Louch, agent for Alta Planning + Design (Alta). The criterion for removal listed on the application was: “The Eucalyptus is proposed for removal to accommodate a new bicycle and pedestrian pathway.” Staff visited the site to observe the tree and reviewed the design plans. A decision to approve removal of the tree was posted on April 18, 2016.

An appeal was filed by Mr. Anthony Wu. The appeal letter states in part: “I urge you not to sacrifice a Heritage tree for a biking lane. What is the purpose to build a biking route? Please make a minor change of your crossing plan, if the city really insists to build it. Removing trees is an expensive action environmentally and financially.”

When evaluating Heritage Tree Removal Applications, staff looks to see if the reason(s) for removal on the application match what is observed in the field. If the reason(s) meet the criteria, staff looks to see if issue(s) regarding the tree(s) can be reasonably mitigated. Based on an inspection and evaluation of the improvement project and the red ironbark eucalyptus, the appeal should be denied.

Background

In 2015, Google submitted a plan to the City of Mountain View for bicycle and pedestrian improvements called “The Rails.” The plan will improve safety and connectivity for pedestrians and bicyclists commuting through the greater Monta Loma Neighborhood area. The project encompasses an area from Farley Street to San Antonio Road and Montecito Avenue to Rock Street in the north.

The Rails provides improved bicycle lanes, improvements to several intersections, crosswalk lighting, and a new crosswalk at Middlefield Road from the terminus of Rock Street across to Victory Avenue (Attachment 1). This new crossing impacts one Heritage eucalyptus tree in the median of Middlefield Road and is the topic of the appeal.

ANALYSIS

The red ironbark eucalyptus is a healthy specimen. It is one of two red ironbark eucalyptus trees planted in the median. The medians were landscaped in 1971, but neither tree is shown on the plans. Staff estimates both trees were planted in the late 1970s and are approximately 40 years old. The tree closest to Victory Avenue is the one under discussion.

The new crossing on Middlefield Road requires installation of an 85’ long transition zone in the center median of Middlefield Road because the terminus of Rock Street and Victory Avenue are offset from one another. The eucalyptus tree in the median is in the footprint of the transition zone and cannot be preserved. In his letter, the appellant asks several questions that staff discussed with Alta during the design.

Use the existing crosswalk at Independence Avenue.

The appellant notes there is an existing crosswalk at Independence Avenue and Middlefield Road 500' to the east that can be used for crossing Middlefield Road. Cyclists using this crosswalk would proceed down Thaddeus Drive to Emmons Drive to Alvin Street and then connect with Victory Avenue.

The concern is cyclists will not use this route, but instead, ride against traffic on Middlefield Road to connect with Victory Avenue because it is a shorter, more direct route. This presents significant safety concerns for cyclists and vehicles. Drivers exiting Middlefield Road to Thaddeus Drive will not be looking for bicycles riding in the wrong direction. Drivers turning right from Victory Avenue onto Middlefield Road will be looking left at oncoming traffic and not looking right for bicycles riding against traffic. Use of the Independence Avenue crosswalk for this use leaves a strong potential for accidents.

Move the crosswalk several feet west to preserve the tree.

There are several considerations taken into account in designing the crossing. On the north side of Middlefield Road, at the terminus of Rock Street, there is a Heritage carob tree on the east side and a Heritage redwood tree on the west side that constrain where the crossing can be located. Alta moved the crosswalk as far to the west as possible while still preserving the redwood. Moving the crosswalk further west to preserve the eucalyptus would require removal of the redwood.

Staff asked Alta why the crosswalk could not be placed in a more diagonal layout instead of at 90 degrees with Middlefield Road. Staff's logic was doing this would shorten the landing area in the median and allow for preservation of the eucalyptus tree. Unfortunately, placing the crosswalk on a diagonal increases the amount of time pedestrians are exposed to traffic and also puts their backs toward oncoming traffic. Placing the crosswalk at 90 degrees shortens the exposure to traffic and allows pedestrians and cyclists to view oncoming vehicles. Designing the crosswalk on a diagonal is not a safe alternative.

Construction of a safe crosswalk for the project will require removal of one red ironbark eucalyptus. If approved, staff will require the planting of two ginkgo biloba trees in the Middlefield Road median located between Independence Avenue and Rengstorff Avenue to replace the canopy being lost.

SUMMARY

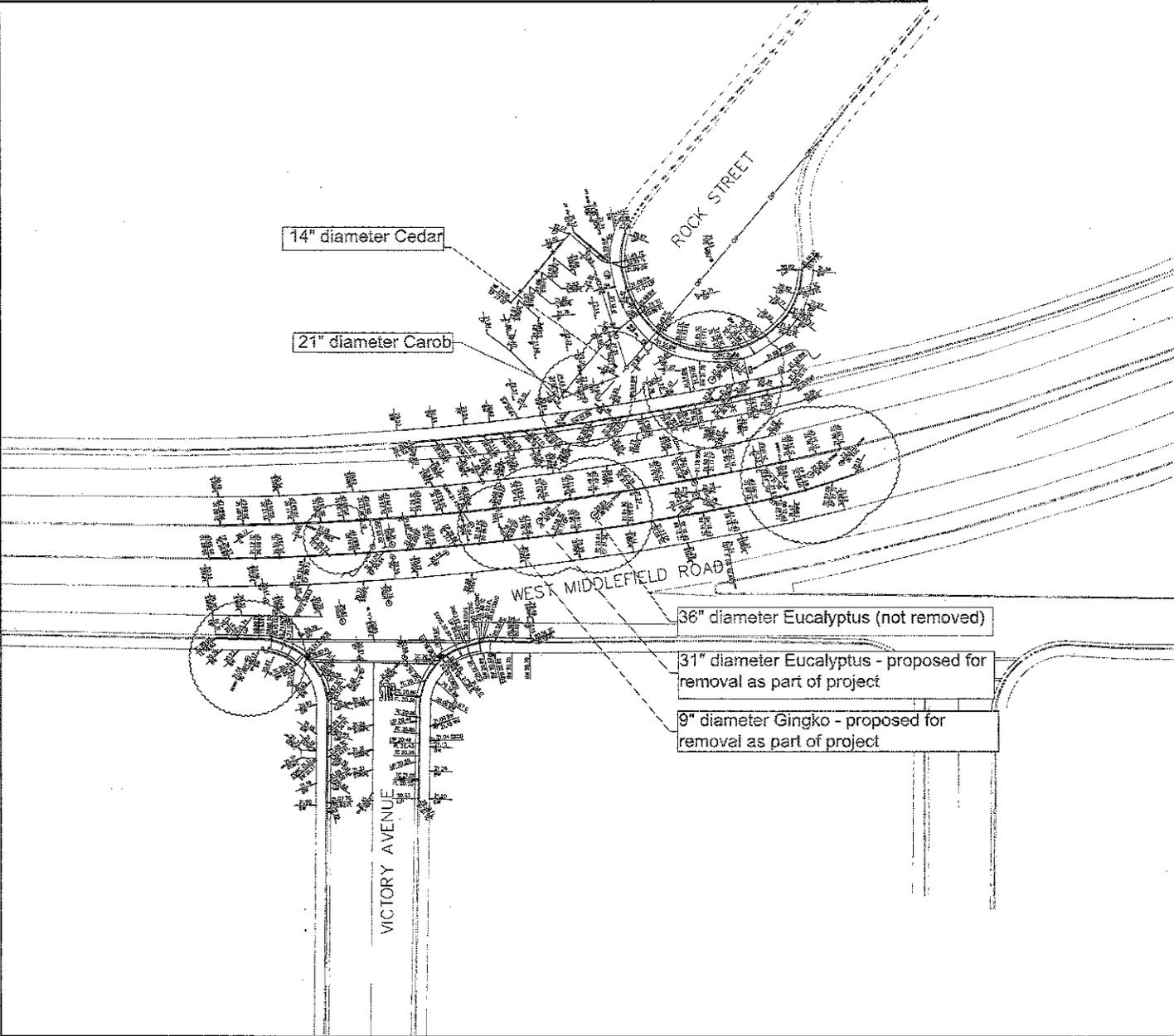
Staff is of the opinion the red ironbark eucalyptus tree is in good health. It is in conflict with pedestrian/bicycle crosswalk improvements. Staff investigated design alternatives in an effort to preserve the tree. None of the alternatives proved viable. Staff recommends the appeal be denied and the tree be removed.

BH-JPdIM/CV/7/CSD

231-06-08-16M-E-1

Attachment: 1. Alta Map

ATTACHMENT 1



Survey



San Antonio Station -
Bicycle Improvements
Mountain View, California

REVISIONS

NO	DATE	ITEM

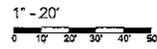
REGISTRATION:

DESIGNED:	LD
REVIEWED:	BZ
DRAWN:	LD
DATE:	12/28/2016
PROJECT NO.:	

San Antonio Station
-
Bicycle Improvements

SURVEY - INSET 5

SHEET NO.



V-1-02

