

12. 11. 2009

**HAGLEY/FERRYMEAD COMMUNITY BOARD
7 OCTOBER 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 7 October 2009 at 3pm in the Boardroom,
Linwood Service Centre, 180 Smith Street, Linwood.**

PRESENT: Bob Todd (Chairperson), Rod Cameron, David Cox, John Freeman, Brenda Lowe-Johnson and Yani Johanson.

David Cox retired from the meeting at 5.45pm and was absent for clauses 3, 4, 5, 6, 7, 8, 9, 11 and 12.

Yani Johanson retired from the meeting at 5.56pm and was absent for part of clause 12 and clauses 3, 4, 5, 6, 7, 8 and 9.

John Freeman retired from the meeting at 6.16pm.

APOLOGIES: Tim Carter.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. WASHINGTON WAY RESERVE SKATE PARK STAGE 3



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek a resolution from the Council to approve the concept design plan for the completion of the Washington Way Reserve Skate Park.

EXECUTIVE SUMMARY

2. The concept plan for the completion of Stage 3 of the Washington Way Reserve Skate Park was presented to the Hagley/Ferrymead Community Board on Wednesday 13 June 2007 prior to the Capital Development Unit carrying out consultation with the local community later that year.
3. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the skate park facility using a wide range of methods. There was a good response from the local community with a total of 140 people providing written feedback, and many more park users providing informal feedback at on site events. Overall the response was positive with a majority of respondents clearly indicating their support for the plan, and many offering additional feedback on a variety of issues. Further details are provided under the Consultation Fulfilment section, from paragraph 18 of this report.

1 Cont'd

4. An extensive planning and on-going design revision process has been undertaken by staff working with Australian based designers at Convic Design Ltd, and other planning consultants, since the public consultation ended in December 2007. This was necessary to ensure that the concept design plans presented for final approval accurately reflect the feedback from the community and are also in alignment with requirements for the resource consent application. This has resulted in a delay in presenting the amended proposal for final approval. However it is the view of staff that the technical and other issues raised by submitters during the consultation period would not have changed significantly during this intervening time and remain valid.
5. The proposed concept plan for Stage 3 of the skate park (refer **attachments 1-5**) now provides an integrated design solution for the entire public open space that provides for the complete range of styles, that is, skateboarders, in-line skaters and BMX riders, and all skill levels. The integration of landscape elements, spaces and materials, allows unique skate experiences, as well as providing seating and viewing, and improved safety and security.

FINANCIAL IMPLICATIONS

6. The current Greenspace Capital Works Programme has funding to undertake Stage 3 of the Washington Way Reserve Skate Park development as follows:
 - (a) 2009/10: \$20,000
 - (b) 2010/11: \$180,000
 - (c) 2011/12: \$150,000

The total estimated construction cost for the current proposal is estimated at \$1,200,000. The current funding budget will enable construction, incorporating design, consultation, and any required consents, of the feature skate bowl and the link to the existing skate park as highlighted in **attachment 3**. There may be some slight modifications to the design as a result of resource and building consent requirements.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

7. There is currently insufficient funding to complete the entire park but further funding for the remaining elements will be sought in future LTCCP rounds. The proposed concept plans have been prepared with this knowledge as a complete design solution for the entire site. The plans will address all issues arising from current partial occupation of the site. As a result it is anticipated that no further design work or consultation will be required in the future to complete the development of the skate park, resulting in increased efficiency and lower costs overall. The proposed plan will also ensure that the new resource consent application covers all works across the entire site, something that was lacking in the previous resource consent.

LEGAL CONSIDERATIONS

8. Washington Way Reserve Skate Park is a metropolitan asset therefore the authority to approve the proposed plan lies with the Council.
9. The Council's new Significance Policy provides that the Council will treat as significant any proposal that does not flow consequentially from a decision in the LTCCP, Annual Plan or a public hearing process. This decision is one that flows from the LTCCP, so does not have to be treated as significant. Under the general approach to determining significance it is still likely to be a decision of some significance. The standard of compliance with the decision making requirements should be in proportion to the significance of the matters affected by the decision. The level of consultation that has already taken place is proportionate to the level of significance and has resulted in the changes proposed in this report to the Concept Plan.

1 Cont'd

10. Washington Way Reserve is zoned Business 3B (Inner City Industrial Buffer) in the Christchurch City Plan. It has been identified at this stage that resource consent will be required for non-compliances with landscaping, car parking, and night time noise requirements of the City Plan. A resource consent (RMA 575) was first granted in 1997 to establish a skate park on this reserve. A second Resource Consent (RMA 20008961) was granted in 2002 for Stages 2 and 3 of the project, but this original Stage 3 design was not implemented. This resource consent has now lapsed and a new resource consent application will be made for the amended Stage 3 design. The required resource and building consents will be applied for as part of the implementation process after final approval of the concept plans has been granted. No other legal issues have been identified.
11. Several matters in relation to the Christchurch City Plan and the previous existing Resource Consent (RMA 20008961) have been raised by one submitter. A new resource consent application will be lodged for Stage 3 of Washington Way Reserve Skate Park. Construction of Stage 3 of the skate park will not commence until any required resource consents and building consents have been granted.
12. Consideration of the resource consent for this project is outside the scope of this report. The process of public consultation, and Council decision making, under the Local Government Act 2002, is a separate process from that of obtaining any necessary resource consents under the Resource Management Act 1991. At this stage in the process, approval of the proposed concept plan, amended as a result of public consultation, is being sought from the Hagley/Ferrymead Community Board and Christchurch City Council prior to proceeding with detailed design and construction. The detailed design and construction plans (as required for resource consent and building consent applications) are not prepared until after this approval has been given, to avoid the unnecessary expense of detailed design work on a concept design plan that may then be extensively revised as a result of public feedback. However in developing a draft concept plan for any project, careful consideration is given to the provisions of the Christchurch City Plan and other relevant legislation to ensure that the necessary consents will be able to be obtained at a later stage.

Have you considered the legal implications of the issue under consideration?

13. Yes, no other legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. The project aligns with the 2009 - 2019 Long Term Council Community Plan:

Parks, open spaces and waterways

- (a) Safety: By ensuring that our parks, open spaces and waterways are healthy and safe places.
- (b) Community: By providing spaces for communities to gather and interact.
- (c) Environment: By enabling people to contribute to projects that improve our environment.
- (d) Governance: By involving people in decision making about parks, open spaces and waterways.
- (e) Health: By providing areas for people to engage in healthy activities.

1 Cont'd

- (f) Recreation: By offering a range of recreational opportunities in parks, open spaces and waterways.
- (g) City Development: By providing an inviting, pleasant and well cared for environment.

Measures

- (h) Sports parks are satisfactorily maintained.
- (i) Customers are satisfied with the range of recreation facilities available, including playgrounds, skateboard ramps, tennis and petanque courts, BMX tracks, and fitness equipment.
- (j) Overall customer satisfaction with sports parks.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

15. Yes, as above.

ALIGNMENT WITH STRATEGIES

16. This project has primary alignment with the following Council strategies and policies:

- (a) Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy
- (b) Youth Strategy
- (c) Physical Recreation and Sport Strategy
- (d) Safer Christchurch Strategy
- (e) Parks and Waterways Access Policy
- (f) Environmental Policy Statement
- (g) Children's Policy
- (h) Social Wellbeing Policy.

Do the recommendations align with the Council's strategies?

17. Yes, as above.

CONSULTATION FULFILMENT

- 18. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the skate park facility.
- 19. During the initial design preparation stage, input was obtained from local skaters and user focus groups. In February 2007, an all day on site event was held at the park where skaters were able to meet with designers from Convic Design Ltd to identify initial issues and design ideas. Feedback from these sessions was then incorporated into draft concept design plans.

1 Cont'd

20. Wider public consultation was then undertaken on these draft concept design plans in November and December 2007 using the following methods:
- (a) Focus group meetings were held with local skate park designers and skaters.
 - (b) Posters were displayed at Washington Way Reserve, other skate parks throughout the city, all Council libraries and service centres, other key retail locations throughout the central city including skate shops and sports shops, and distributed to all intermediate and secondary schools. The posters publicised the all day events and dedicated website, and explained where to obtain information, and how to provide feedback.
 - (c) A post-card format with key information targeted at youth was made available in key retail locations, libraries and service centres, and at events, to be filled in and returned then or at a later date.
 - (d) The public information leaflet was hand delivered or posted to approximately 200 businesses and institutions, and absentee property owners, in the immediate vicinity of the park, along with a number of identified key stakeholder groups.
 - (e) The public information leaflet was also made available through local libraries and service centres across the city, and the Councils 'Have Your Say' website. As the Washington Way Reserve Skate Park is used by larger numbers of people who travel to the park from outside the immediate area, this enables these users who have come from across the wider city area have access to project information and an opportunity to provide feedback.
 - (f) A dedicated website <http://www.ccc.govt.nz/washingtonstage3> was set up where people could download the plans and provide feedback online.
 - (g) Two extensively publicised all day on site events were held at the park on 24 November and 8 December 2007, one attended by the design team from Convic Design Ltd, to allow park users and caregivers to provide comments on proposed designs. These were attended by approximately 100 to 200 people during the course of each day.
 - (h) A public information session was held at Our City on the evening of 3 December 2007 to provide opportunity outside of normal business hours.
21. The response rate from the public information leaflet was very low with 13 people returning the submission form or a letter, of which six clearly indicated their support of the proposal. Although two submitters did not indicate their preference, their written comments suggest that one is clearly in support of the plan and one is not.
22. The public information evening session was attended by two people.
23. The website <http://www.ccc.govt.nz/washingtonstage3> had approximately 1000 visits, with 1000 downloads of the concept plans, during the consultation period. From these, the online submission form had 125 visits with 22 submissions made. The online submitters did not have the option of indicating their preference by ticking yes or no, due to technical limitations on the website at this time, however their written comments were all generally positive. Many also made suggestions for technical and other improvements, or raised issues of concern to them.
24. In general, it proved to be most challenging to obtain written feedback from the children and young people using the skate park. The most effective feedback was obtained by getting them to talk face to face with the designers, or to draw their ideas on copies of the plans. However 85 of the total of 105 postcard format response forms received were collected at the two on site events.

1 Cont'd

25. Approximately 66 per cent of the total written submissions received clearly indicated their support for the proposal by ticking "Yes". Taking into account the additional positively worded responses received online, approximately 81 percent of submissions were in favour. Overall a very positive response was received from the skaters and other users, with many making general positive comments and suggestions.

Number of responses	Support for proposal			Total
	Yes	No	Not indicated	
Written reply-paid submission forms or letters	6	5	2 (No)	13
On-line submissions (technical limitations did not allow Yes/No response)	N/A	N/A	22	22
Post card response forms	86	7	12	105
Total numbers	92 (66%)	12	36	140
Support when on-line submissions are taken into account = 81%				

CONCLUSION

26. Overall, it is the opinion of staff that the proposed completion of the skate park facility will play a valuable role in addressing the need for youth recreational facilities across the wider city. It is not considered that the completion of the skate park will result in an increase in anti-social behaviour. But rather the design will reduce opportunities for this type of behaviour to occur. There is a balance to be achieved by the Council in ensuring that the large majority of our community have access to parks and recreational facilities and opportunities, and are not denied this because of the activities of a small anti-social minority of park visitors.
27. In recognition of the feedback received, and further technical advice and design planning, the Transport and Greenspace Unit proposes to make some changes to the original proposed concept plan (refer **attached** plans). The amendments proposed by staff are:
- (a) Relocation of the feature bowl from the south-west corner of the park to the south-east corner.
 - (b) Creation of a green landscaped buffer area with shade trees between the skate area and the adjoining commercial building.
 - (c) Separation of all street style skate elements out to the sides of the skate area.
 - (d) An extra skate path in the entry plaza to connect to the footpath on Moorhouse Avenue.
 - (e) Removal of the bouldering wall.
 - (f) Security fencing installed along the park boundary with railway corridor.
 - (g) Security fencing installed three metres into the park from the boundary with the adjoining commercial building.
28. All respondents who provided contact details have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board and the Council for approval. Details of the meetings were provided so that any interested people could attend.

1 Cont'd

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve the proposed concept design plan for Washington Way Reserve Skate Park Stage 3, amended as a result of public consultation.
- (b) That provision for features of the existing plan that cannot be completed within the current funding for this project be submitted in future Long Term Council Community Plans for consideration.

BOARD CONSIDERATION

The Board considered the report seeking a recommendation to the Council that it approve the concept design plan for the completion of the Washington Way Reserve Skate Park. Three deputations were heard on this matter, clauses 2.1, 2.2 and 2.3 refer.

BOARD RECOMMENDATION

That the Council:

- (a) Approve the proposed concept design plan for Washington Way Reserve Skate Park Stage 3, amended as a result of public consultation.
- (b) Make provision for features of the existing plan that cannot be completed within the current funding for this project be submitted for inclusion in the 2010/2011 Annual Plan.
- (c) Consider approaching Canterbury Community Trust and the New Zealand Lottery Grants Board for funding assistance to complete Stage 3 of the Washington Way Reserve Skate Park.
- (d) Investigate the installation of monitored crime cameras in Washington Way Reserve Skate Park.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 TONY PHIBBS, CANON

Mr Phibbs from Canon addressed the Board and provided supporting information in relation to the proposed the concept design plan for the completion of the Washington Way Reserve Skate Park. Mr Phibbs explained that Canon leases a property adjacent to the skate park, and outlined ongoing problems Canon staff have been experiencing, which is impacting on their business. These include vandalism, graffiti, property damage and other anti-social behaviour.

Mr Phibbs advised that Canon made a submission to the original resource consent application for the skate park, and remains opposed to the current skate park and the stage 3 expansion.

This matter was considered during discussion of clause 1 of these minutes.

The Chairperson thanked Mr Phibbs for his deputation to the Board.

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2.2 KEVIN GRIMWOOD AND REUBEN YEOMAN

Mr Grimwood and Mr Yeoman addressed the Board in relation to the proposed concept design plan for the completion of the Washington Way Reserve Skate Park. Mr Grimwood explained that he worked with the youth using the Skate Park and highlighted its popularity, indicating that the numbers wanting to use it often exceeded capacity. He endorsed the proposed design for the development of the site, suggesting that in his opinion it would improve the safety for those using the facility through the increase in natural surveillance.

Mr Yeoman reiterated Mr Grimwood's comments, adding that the proposed development would make Washington Way Skate Park a viable venue for skating events.

The Chairperson thanked Mr Grimwood and Mr Yeoman for their deputation to the Board.

This matter was considered during discussion of clause 1 of these minutes.

2.3 REBECCA WOLT REPRESENTING DAVID SLOAN

Ms Walt of Lane Neave, addressed the Board and provided supporting information on behalf of David Sloan, landowner of the commercially zoned land immediately adjacent to the skate park, in relation to the proposed the concept design plan for the completion of the Washington Way Reserve Skate Park. Ms Walt explained that Mr Sloan opposes the Skate Park at Washington Way, including the proposed stage 3 development, suggesting that the use of the land for a Skate Park is incompatible with the adjacent commercial land use. Mr Sloan submitted in opposition to the first resource consent hearing for the skate park. She explained that Mr Sloan believes that any extension of the park will exacerbate the problems currently being experienced.

The Chairperson thanked Ms Walt for her deputation to the Board.

This matter was considered during discussion of clause 1 of these minutes.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board received updates from the Community Board Adviser on Board related activities. Specific mention was made of upcoming meetings, current Council consultations, Discretionary Response Fund and Youth Development Scheme balances and the Customer Service Requests Report for July to September 2009.

The Board **endorsed** it's submission to Environment Canterbury Metro Service Review 2009 – Revised Proposals North East Bus Review.

The Board **received** a memorandum providing information requested at the meeting on 16 September 2009 in relation to the resource consent issued for the Probation Centre on Ensors Road.

8. BOARD MEMBERS' QUESTIONS

Nil.

9. BOARD MEMBERS' INFORMATION EXCHANGE

Board Members' Information Exchange was not completed due to the meeting lapsing.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MINUTES – 16 SEPTEMBER 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 16 September 2009 be confirmed, subject to the addition to Brenda Lowe-Johnson in the list of Board Members in attendance.

11. HEBERDEN AVENUE, SCARBOROUGH ROAD AND WHITEWASH HEAD ROAD INTERSECTION - PROPOSED P30 PARKING AND NO STOPPING RESTRICTIONS

The Board considered a report seeking approval to install a P30 Parking Restriction and install new No Stopping Restrictions around the reconfigured hairpin bend at the intersection of Heberden Avenue, Whitewash Head Road and Scarborough Road. Staff advised the Board of further comments received from the consultation undertaken.

The Board **resolved**:

- (a) That any existing parking restrictions on the western (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending generally in a southerly direction for a distance of approximately 133 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station be revoked.
- (b) That any existing parking restrictions on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the northern (seaward) side of Heberden Avenue commencing at a point 5 metres west from its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5.5 metres.

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- (d) That the stopping of vehicles be prohibited at any time on the northern (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5 metres.
- (e) That the stopping of vehicles be prohibited at any time commencing on the western (seaward) side of Heberden Avenue commencing at a point 10.5 metres west of its intersection with Whitewash Head Road and extending generally in a southerly direction for approximately 123 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station.
- (f) That the stopping of vehicles be prohibited at any time on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres.

12. CHARACTER HOUSING MAINTENANCE GRANTS

The Board considered a report presenting the Character Housing Maintenance Grant applications that have been received for funding in the 2009/10 financial year for properties located within the Hagley/Ferrymead ward.

The Board **resolved** that all applications be recommended to the Character Housing Grants Panel for consideration.

The Chairperson thanked Board members and staff for their attendance and contributions. The meeting lapsed due to lack of a quorum at 6.16pm, in attendance at that time were Bob Todd, Rod Cameron and Brenda Lowe-Johnson.

CONFIRMED ON THIS 21ST DAY OF OCTOBER 2009

**BOB TODD
CHAIRPERSON**



CHRISTCHURCH CITY COUNCIL - WASHINGTON RESERVE SKATEBOARD FACILITY
SITE PLAN: Elevated View
SCALE: (N.T.S) DATE 02.09.2009
REF: 61003_SD4




















CHRISTCHURCH CITY COUNCIL - WASHINGTON RESERVE SKATEBOARD FACILITY
SITE PLAN: Elevated Render
SCALE: (N.T.S) DATE 02.09.2007
REF: 61003.504



LANDSCAPE DESIGN LEGEND

	PROPOSED PLANTING (Fraxinus, Dodonaea, Alnus, Quercus spp, etc)	TOTAL No. = 35
	EXISTING TREE TO BE RETAINED (Cordyline, Fraxinus, Gleditsia, Hohenia spp, etc)	TOTAL No. = 22
	EXISTING TREE TO BE REMOVED	TOTAL No. = 8
	CONCRETE PAVEMENT PORTLAND GREY CONCRETE TO MATCH EXISTING SKATE AREA	
	COLOURED BANDING COLOURED CONCRETE/PAINTED BANDING	TOTAL AREA = 656sqm
	PAVING BANDS PLAZA STYLE FEATURE PAVING BANDS	TOTAL AREA = 1255sqm
	PLANTER & SEATING PLANTING & SURROUNDING SEATING ARRANGEMENT, ALL SEATING TO HAVE LED STRIP LIGHTING RED TO THE UNDERSIDE OF STRUCTURES. REFER TO DIMENSIONS & OFFSET PLAN	TOTAL No SEATING = 32
	PLANTING BAND FEATURE PLANTING TO MATCH COLOURED BANDINGS	TOTAL AREA = 120sqm
	GRASSED EMBANKMENT GRASSED EMBANKMENT ALLOWING INFORMAL SOCIAL SPILL OUT SPACE	TOTAL AREA = 1053sqm
	SHADE CANOPY INTEGRATED SHADE CANOPY SECTIONS THROUGHOUT SKATE FACILITY	TOTAL No. = 5
	EXISTING SKATEPARK STREET COURSE AREA: 1480M2	TOTAL AREA = 1480sqm
	SKATEPARK BOWL EXTENSION AREA: 1360M2	TOTAL AREA = 1360sqm
	SKATEPARK ENTRY, PLAZA & PEDESTRIAN ZONE SKATEABLE ENTRY, SEATING, FURNITURE, LANDSCAPING. AREA: 2500M2	TOTAL AREA = 2500sqm
	1.8M HIGH S/S BALUSTRADE FENCING 65X65 POSTS WITH SHS BALUSTRADE FINISH POWDERCOAT BLACK	TOTAL LENGTH = 90lm
	1.5M WIDE MODULAR PAVERS PATHWAY PATHWAY FOR PEDESTRIAN ACCESS INTO AND FROM ADJOINING CANON BUILDING	TOTAL LENGTH = 90lm
	CAR PARKING DROP OFF ZONE PROVIDE AREA ALONG MOORHOUSE AVE FOR 60-5min CAR DROP OFF ZONE	TOTAL UNITS = 3 SPACES
	CYCLE PARKING RELOCATE AND REPLACE EXISTING BICYCLE PARKING STANDS. PROVIDE CONTEMPORARY & ROBUST UNITS TO CATER FOR 45 BICYCLES.	TOTAL UNITS = 45 SPACES



Tree species to be selected
RETAIN EXISTING *Fraxinus* spp WHERE
POSSIBLE. RELOCATE SPECIES WHERE
REQUIRED. EXTEND SHADE TREE PLANTING
THROUGHOUT SKATE FACILITY.



Cordyline spp.
RETAIN EXISTING *Cordyline* spp WHERE
POSSIBLE. RELOCATE EXISTING SPECIES
WHERE REQUIRED.



Rosmarinus spp.
PROVIDE DENSE GROUND COVERS
TO CONTAIN MOVEMENT AND MAXIMISE
VISIBILITY OF ALL AREAS. USE
IN CONJUNCTION WITH TREE PLANTING.



Carex dipsacea, Autumn sedge
PROVIDE DENSE GROUND COVERS
TO CONTAIN MOVEMENT AND MAXIMISE
VISIBILITY OF ALL AREAS. USE
IN CONJUNCTION WITH TREE PLANTING.



Phorium Red
PROVIDE DENSE GROUND COVERS
TO CONTAIN MOVEMENT AND MAXIMISE
VISIBILITY OF ALL AREAS. USE
IN CONJUNCTION WITH TREE PLANTING.



Nandina Red
PROVIDE DENSE GROUND COVERS
TO CONTAIN MOVEMENT AND MAXIMISE
VISIBILITY OF ALL AREAS. USE
IN CONJUNCTION WITH TREE PLANTING.



Area to be constructed
with current funding

Attachment 4

