

# ATTACHMENT 5

## **Final Environmental Impact Report City of Imperial Beach Bicycle Transportation Plan and ECO Bikeway Palm Avenue Traffic Calming Plan**



### **Prepared for:**

City of Imperial Beach  
825 Imperial Beach Boulevard  
Imperial Beach, CA 91932

### **Prepared by:**

Tierra Environmental Services  
9915 Businesspark Avenue, Suite C  
San Diego, CA 92131

April 1, 2009

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## **FINAL ENVIRONMENTAL IMPACT REPORT**

This Final Environmental Impact Report (SCH#2007101061) for an amendment to the City's Circulation Element of the General Plan/Local Coastal Program (GPA/ LCPA 080053), the adoption of a Bicycle Transportation Plan (BTP) and an Administrative Coastal Development Permit and Design Review (CDP 080054/DRC 080055) for a traffic calming improvement plan from 7th Street to 3rd Street within the Palm Avenue right-of-way consists of the Draft EIR that was noticed for public review from December 4, 2008 to February 2, 2009, comments received on the EIR and responses to the comments.

Comment Number	Chapter	Agency/ Commenter	Comment	Response to Comment (to be included in EIR)	Response for City Council Staff Report
1		State Clearinghouse	See Bracketed comment letters	Comment noted.	
2		CA Department of Transportation (Caltrans)	See Bracketed comment letters	Comment noted.	
3		State of CA, Native American Heritage Commission	See Bracketed comment letters	Comment noted.	
4		Jim Baross	See Bracketed comment letters	The Draft Bicycle Transportation Plan (BTP) is available for review on the City's website at <a href="http://www.cityofib.com">www.cityofib.com</a> , or at the City Hall, 825 Imperial Beach Boulevard, Imperial Beach, CA 91932. The street, bicycle lanes, and sidewalks proposed in the BTP have been carefully considered and designed to ensure maximum safety of all users including bicyclist and pedestrians. The proposed design would significantly improve the safety of bicyclists and pedestrians, particularly at intersections of driveways and cross streets.	

5		Cynthia Spencer	See Bracketed comment letters	This comment is not relevant to the Environmental Impact Report.	
6		Cynthia Spencer	See Bracketed comment letters	The proposed project would replace motor vehicle travel lanes with bicycle lanes and enhanced pedestrian facilities. As described on pages 30 and 31 of the Draft EIR, it is understood that the reduction in motor vehicle travel lanes may result in decreased roadway capacity, which may lead to more traffic congestion at certain times. While this would be a significant impact based on the SANTEC traffic model, the Florida Method results concluded that impacts would be less than significant. Further, it is the intent of the City of Imperial Beach and the purpose of the proposed project to promote bicycle transportation and provide traffic calming in a high-density area of the City and to reduce traffic speeds in the project area.	
7		Cynthia Spencer	See Bracketed comment letters	While the project does not specifically propose to improve views of wildlife, as stated on page 44 of the Draft EIR, one of the objectives of the proposed project is to improve the aesthetics of the landscaping, streetscape, and overall project area to be more desirable to pedestrians, bicyclists, and motorists.	

8		Cynthia Spencer	See Bracketed comment letters	This comment is not relevant to the Environmental Impact Report.	
9	BTP, General	Matt Carlton, IB Elementary	The City Police Departments/Sheriff has suggested that the City is not safe for bikes currently. The safety of bike routes to school affects children and school recommendations for children to bicycle to school. Does the plan mention schools or consider connectivity to them?	It is understood existing conditions within the City of Imperial Beach (City) need to be improved to provide better safety for bicyclists, including school children. The BTP is a planning document that is intended to encourage projects that facilitate safe and efficient bicycle travel within the City. The proposed project would significantly improve the safety of bicyclists and pedestrians, particularly at intersections of driveways and cross streets within the project area. The BTP does mention schools several times within its text and relates to Safe Routes to Schools (SR2S) in its appendices. School locations were among the factors used in determining route selections. In many cases, the routes will be directly adjacent to the schools.	
10	BTP, General	Matt Carlton, IB Elementary	Imperial Beach Boulevard needs dedicated bike lanes.	The BTP recommends that Imperial Beach Blvd be a Class II bike route, with striped bicycle lanes.	

<i>Internal</i>	EIR, Air Quality	City Council, City of IB	How are Air Quality Impacts determined?	NA	As described in the Air Quality Technical Report prepared by Scientific Research Associates (included as Appendix D of the Draft EIR) and in Section 4.2, Air Quality, of the Draft EIR, air quality impacts are determined based on evaluating the proposed project emissions to determine whether project impacts would exceed CEQA significance criteria.
<i>Internal</i>	EIR, Aesthetics	City Council, City of IB	How are Aesthetic Impacts determined?	NA	As described in Section 4.3, Aesthetics, of the Draft EIR, aesthetic impacts are determined by evaluating the level of significance of potential project impacts based on specified CEQA significance criteria. The CEQA significance criteria is detailed on pages 39-44 of the Draft EIR.
<i>Internal</i>	EIR, Traffic	City Council, City of IB	Explain SANTEC guidelines and results.	NA	Refer to Section 4.1, Traffic/Transportation, page 29 and Appendix C, Traffic Technical Report, of the Draft EIR.
<i>Internal</i>	BTP, General	City Council, City of IB	Does BTP cover school routes?	NA	It is understood existing conditions within the City of Imperial Beach (City) need to be improved to provide better safety for bicyclists, including school children. The BTP is a planning document that is intended to encourage projects that facilitate safe and efficient bicycle travel within the City. The proposed project would significantly improve the safety of bicyclists and pedestrians, particularly at intersections of driveways and cross streets within the project area. The BTP does mention schools several times within its text and relates to Safe Routes to Schools (SR2S) in its appendices. School locations were among the factors used in determining route selections. In many cases, the routes will be directly adjacent to the schools.

<b>Internal</b>	EIR, Traffic	City Council, City of IB	Does traffic model consider future traffic volume reductions similar to what has been seen in recent traffic data due to economic factors?		Section 4.1, Traffic/Transportation, includes an analysis of existing traffic conditions, existing with project traffic conditions, future conditions without the proposed project, and future conditions with the proposed project. Future traffic volumes are from SANDAG forecasting models and show increases to traffic in the study area.
<b>Internal</b>	EIR, Traffic	City Council, City of IB	Is there enough width to accommodate 2 vehicle lanes in each direction and bike lanes?		The proposed project would provide one travel lane in each direction, one bicycle lane in each direction, and on street parking along Palm Avenue, between 7th Street and 3rd Street. Two travel lanes plus a bike lane in each direction will not fit in the existing road cross section without removing the existing medians and left turn lanes and / or widening the road.
<b>Internal</b>	NA	City Council, City of IB	Is the City Council EIR Public Review presentation online?	NA	The EIR Public Review Presentation was posted on the City website.
<b>Internal</b>	EIR, Traffic	City Council, City of IB	What happens to traffic during events like "Sand Castle Days"?	The Traffic Technical Report (Appendix C) did not identify potential impacts from the proposed project associated with Special Events. Special Events represent a non-regular and unique occurrence and therefore are not included in the model used in the analysis. The City notes that Seacoast Drive itself is closed for the event and the City does not encourage additional vehicular traffic to try and drive close to Seacoast Drive, because of this closure and the lack of parking available. The City traffic management plan uses notifications to drivers to park elsewhere and either take a bus, bike, or walk to the event. The addition of bike lanes reinforces this position to take alternative modes of travel.	
<b>Internal</b>		Ivan Dunn	Email- Letter of Support	NA	Include statement re: letters of support received for project
<b>Internal</b>		David Panton	Email- Letter of Support	NA	Include statement re: letters of support received for project

<i>Internal</i>		R. Risley	Email- Letter of Support	NA	Include statement re: letters of support received for project
<i>Internal</i>	BTP, General	City of Imperial Beach	Could some of the recommended routes be shown as Class III or Class II? We would like some flexibility within the BTP to suggest that route upgrades are allowable for all/some routes, so that the BTP/general plan does not need continual revisions.	NA	The BTP graphics legends will be amended to indicate potential for route classification upgrading. This flexibility should allow the City to determine if certain routes should be modified to a higher class as they see fit.

<i>Internal</i>	BTP, General	City of Imperial Beach	Palm Avenue between Seacoast Drive and 3 <sup>rd</sup> Street should be shown as a Class III bike route. It is already construct this way and is at its ultimate cross section.	NA	Palm Avenue will be revised between Seacoast Dr and 3 <sup>rd</sup> St to be a Class III route. We will also extend a Class III route along Silver Strand to connect to the proposed Class I path along the Naval Radio Station property.
<i>Internal</i>	BTP, General	City of Imperial Beach	Palm Avenue / SR75 should be a “Class II OR Class III” between Delaware Street and Florida Street, to coincide with the current concepts.	NA	BTP will be revised to provide for a “Multi- Way Boulevard” concept between Delaware St and Florida St by showing it as a Class III route. We will also extend Class II bike lanes along SR75 from Delaware St to Rainbow Dr.

<p><i>Internal</i></p>	<p>BTP, General</p>	<p>City of Imperial Beach</p>	<p>I do not see in our EIR a discussion on Climate Change. Although none of the state agencies nor did any of the local citizens comment on the subject, I think we should include such a discussion (acting out of an abundance of caution) in the EIR before it is adopted. We are making a change to our general plan and Attorney General Jerry Brown sued San Bernardino County for not considering Climate Change in their EIR</p>	<p>NA</p>	<p>A new section 7.3.13 discussing Climate Change will be added to the EIR</p>
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ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

February 3, 2009

Victoria Madrid  
City of Imperial Beach  
825 Imperial Beach Boulevard  
Imperial Beach, CA 92932

Subject: Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP #805-104  
SCH#: 2007101061

Dear Victoria Madrid:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 2, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

Document Details Report  
State Clearinghouse Data Base

SCH# 2007101061  
 Project Title Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP #805-104  
 Lead Agency Imperial Beach, City of

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<i>Type</i>	EIR Draft EIR
<i>Description</i>	<p>BTP - The BTP consists of an evaluation of existing conditions within the City of Imperial Beach, as well as future land use plans and anticipated development and population densities, to determine the best way to accommodate, improve, and promote safe and efficient bicycle travel within the City. Recommendations consist of Class 1 bicycle paths, Class 2 bicycle lanes, and Class 3 bicycle routes. The intent is to provide a comprehensive and coordinated plan for bicycle transportation that benefits the entire City so that specific proposals for bicycle-related improvements may be evaluated for conformance with the BTP. These future projects may require right-of-way acquisitions, modification of vehicle travel lanes, sidewalks, curbs, gutters, crosswalks, signage, and other modification for the public right-of-way. The specifics of potential future projects cannot be determined until such time as they are proposed. One project, the ECO Bikeway Palm Avenue Traffic Calming Project, has been proposed to date. This EIR provides project-level analysis of that project. Future projects would be subject to additional review under the California Environmental Quality Act (CEQA). That review could lead to the issuance of a Categorical Exemption, Negative Declaration, Mitigated Negative Declaration, or EIR depending upon the project specifics and the potential for significant environmental impacts.</p> <p>ECO Bikeway Palm Avenue Traffic Calming Project - The proposed project BTP include the reclassification of Palm Avenue, between 3rd and the 7th Streets, from a four-lane collector to a two-lane collector with a two-way left turn lane. This reclassification will allow for modifications to existing motor vehicle travel lanes, parking areas, medians, landscaping, sidewalks, curbs, gutters, and signs and the addition of Class 2 bicycle lanes along Palm Avenue. The purpose of the project is to provide an improved bicycle connection between the Bayshore Bikeway and the beachfront commercial area in Imperial Beach. The proposed bicycle lanes, traffic calming measures, and associated improvements within the Palm Avenue right-of-way are in conformance with the Imperial Beach ECO Route Bikeway proposed in the City's 1994 General Plan Circulation Element:</p> <ul style="list-style-type: none"> <li>" Curb extensions along Palm Avenue between 3rd Street and 7th Street;</li> <li>" Potential median curb installation at Carolina Avenue, 4th Street, and 5th Street for westbound Palm Avenue and Corvina Street for eastbound Palm Avenue; and</li> <li>" Westbound Palm Avenue land transition from two to one lane, either on Palm Avenue west of 7th Street or at the SR-75 and Palm Avenue intersection.</li> </ul>

Note: Blanks in data fields result from insufficient information provided by lead agency.

DEPARTMENT OF TRANSPORTATION  
DISTRICT 11  
4050 Taylor St., MS 240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 1-800-735-2929



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SCH2007101061

January 28, 2009

Ms. Victoria Madrid  
City of Imperial Beach  
825 Imperial Beach Boulevard  
Imperial Beach, CA 91932

RE: Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway

Dear Ms. Madrid:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway project's Draft Environmental Impact Report (DEIR). Caltrans has the following comments:

Caltrans should be notified prior to any plans being approved that proposes to modify traffic on any part of State Route 75 including the area east of 7<sup>th</sup> Street.

If you have any questions or require further information, please contact Christian Bushong at (619) 688-2510.

Sincerely,

JACOB M. ARMSTRONG, Chief  
Development Review Branch

cc: State Clearinghouse

2

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-6251  
 Fax (916) 657-5390  
 Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
 e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



January 23, 2009

Ms. Victoria Madrid  
 CITY OF IMPERIAL BEACH  
 825 Imperial Beach Boulevard  
 Imperial Beach, CA 91932

Re SCH#20071010615; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP#805-104; San Diego County, California

Dear Ms. Madrid:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

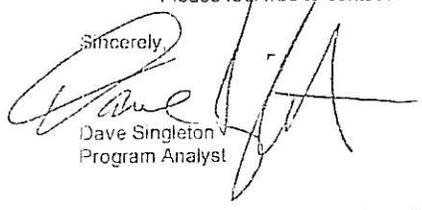
- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278) <http://www.ohp.parks.ca.gov>. The record search will determine:
  - If a part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded in or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ The Native American Heritage Commission (NAHC) performed:
  - A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results. No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE). However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and there are Native American cultural resources in close proximity..
  - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders
  - ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

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- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
  - \* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

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(cont.)

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,  
  
Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts  
San Diego County  
January 23, 2009

Kumeyaay Cultural Heritage Preservation  
Paul Cuero  
36190 Church Road, Suite 5 Diegueno/ Kumeyaay  
Campo , CA 91906  
chairman@campo-nsn.gov  
(619) 478-9046  
(619) 478-9505  
(619) 478-5818 Fax

Clint Linton  
P.O. Box 507  
Santa Ysabel , CA 92070  
(760) 803-5694  
cjlinton73@aol.com

Diegueno/Kumeyaay

Kwaaymii Laguna Band of Mission Indians  
Carmen Lucas  
P.O. Box 775 Diegueno -  
Pine Valley , CA 91962  
(619) 709-4207

Inaja Band of Mission Indians  
Rebecca Osuna, Spokesperson  
309 S. Maple Street Diegueno  
Escondido , CA 92025  
(760) 737-7628  
(760) 747-8568 Fax

Kumeyaay Cultural Repatriation Committee  
Steve Banegas, Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside , CA 92040  
(619) 742-5587  
(619) 443-0681 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007101061; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Imperial Beach Bicycle Transportation Plan and Palm Avenue Eco Bikeway Project CIP#805-104; San Diego County, California.

Victoria Madrid

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From: Jim Baross [JimBaross@cox.net]  
Sent: Monday, February 02, 2009 2:04 PM  
To: Victoria Madrid  
Cc: Kathy Keehan  
Subject: Fwd: Last day to comment? Imperial Beach

Hello Vicky Madrid.

I wasn't able to find more detail about what is being proposed for a "eco-bikeway". Are there more detailed online resources?

If the proposal is to make bicycling easier, safer, more comfortable by offering/enhancing the sidewalks for bicycling... I hope that careful attention is paid to the intersections (driveways, roadways, etc.) since that is where bicyclists and motorists most often collide AND Please be aware that since bicyclists will still be legally allowed to use the roadway (right?) something will likely be necessary to be done to deter some motorists from harassing bicyclists who choose to use the road. So, what is proposed?

Thanks  
Jim Baross  
619-280-6908

>To: [SDCBC@bikesandiego.org](mailto:SDCBC@bikesandiego.org)  
>From: Jim Baross <JimBaross@cox.net>  
>Subject: Last day to comment? Imperial Beach  
>  
>The U-T today  
>  
>The public has until tomorrow to comment on Imperial Beach's plan to  
>create an "eco bikeway".  
>Comment to Vick Madrid at [vmadrid@cityofib.org](mailto:vmadrid@cityofib.org). Documents on  
>cityofib.com ... though I doubt that the e-ddresses are correct; one  
>.org and on .com?  
>  
>If the "eco-bikeway" they are proposing is a sidewalk... well, that  
>may be more comfortable for some folks using a bike but I would  
>argue that they must do something to assure that motorists won't  
>harass bicyclists using the road!

Victoria Madrid

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From: Jan and Cindy Spencer [jspencer12@cox.net]  
Sent: Sunday, February 01, 2009 11:44 AM  
To: Victoria Madrid  
Subject: New Bike Lane On Palm Avenue

Ms Madrid.

This is absolutely, the most ridiculous plan I have heard of.

First---why would the city even consider spending 2 million dollars, in todays economy, on a 1 mile Bike Lane????

Second---Palm Ave is barely wide enough, for the existing 4 lanes of traffic, which means you must be creating this "Bike Lane"

by removing at least one lane, if not more----which will greatly increase conjection. Just what we need!

Third---What wildlife, do you really think bicyclists are going to be able to view, on Palm Ave, among all the private homes,

businesses and traffic.

The City Of Imperial Beach, needs to get there priorities straight, and use that 2 million, for much more important things!!!

Cynthia Spencer

Imperial Beach resident, against the

Bike Lane on Palm Ave

2-1-2009

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