

ITEM 7. WILSON AND BURREN STREET CYCLEWAY**FILE NO: X001962****SUMMARY**

This report outlines the proposal for the Wilson and Burren Street cycleway, providing a safe connection for bike riders between Albert Street to the south, the existing contra-flow cycleway on Wilson Street and the new Lawson Street cycleway.

Wilson and Burren Street cycleway is part of the City's broader Cycling Strategy and Action Plan, connecting two major east/west and north/south cycle routes – Newtown to Bondi Junction and University of Sydney to University of New South Wales.

The majority of the Wilson and Burren Street cycleway provides a separated cycleway, with the section on Little Eveleigh Street remaining a mixed traffic environment and a one-way contra-flow lane.

The proposal will deliver a range of improvements to pedestrian amenity and safety. It integrates a series of streetscape and footpath amenity improvements that will improve connections between popular destinations and provide a more liveable, green pedestrian corridor.

RECOMMENDATION

It is resolved that Council:

- (A) approve the scope of the Wilson and Burren Street cycleway and footpath improvements project, as described in the subject report and shown in the drawings in Attachment A and B to the subject report, for progression to design development, documentation and construction tender;
- (B) note the estimated project costs as detailed in confidential Attachment C to the subject report; and
- (C) note that the project is subject to future funding from the Transport for NSW Active Transport Program.

ATTACHMENTS

Attachment A: Exhibition Panels – Concept Design

Attachment B: Refined Design (Pine Street and Wilson Street at Carriageworks)

Attachment C: Financial Implications (Confidential)

(As Attachment C is confidential, it will be circulated separately from the Agenda Paper and to Councillors and relevant senior staff only.)

BACKGROUND

1. The Cycling Strategy and Action Plan was adopted by Council in 2007, and subsequently incorporated in full into the City's long term strategic plan, Sustainable Sydney 2030. The City has since planned and largely implemented the delivery of the first suite of infrastructure projects.
2. The Wilson and Burren Street cycleway will complete the connection from Newtown to the eastern side of the CBD and the inner west.
3. Following feasibility investigations, a concept has been developed, which balances the requirement for improved cycle safety with the aim to minimise parking loss, impacts on significant trees, and deliver improvements to pedestrian amenity and safety.
4. The design has been developed in close consultation with Roads and Maritime Services (RMS), and with input from other stakeholders in the precinct, such as UrbanGrowth NSW and Carriageworks. Through feedback and traffic modelling, the proposal has been refined and received in-principle approval from RMS.
5. The proposed cycleway will provide an additional transport option for residents and visitors to the area. It will support existing public transport nodes of Erskineville, Macdonaldtown and Redfern Stations, and the bus route along King Street.

SCOPE OF PROJECT

Cycleway Works

6. The cycleway comprises a separated two-way cycleway along the south side of Wilson Street and a one-way cycleway pair; northbound on Burren Street (between Albert Street and Wilson Street) and southbound on Pine Street (between Leamington Lane and Wilson Street). The separated cycleways will provide a protected space for current and new riders.
7. Leamington Lane will connect the one-way pair on Burren and Pine Street. The existing shared zone in Leamington Lane will extend to Pine Street, improving safety for pedestrians.
8. Wilson Street
 - (a) Shared environments at intersections with Pine Street, Randle Street, Holdsworth Street and Carriageworks Way will calm traffic and give priority to people walking.
 - (b) Roundabouts are removed at Burren, Codrington and Shepherd Street intersections providing wider footpaths, improved pedestrian amenity, and cycle connections between the cycleway and surrounding streets. Paved thresholds at the intersections assist with calming traffic.
9. Burren and Pine Street
 - (a) Shared environments at Burren and Albert Street intersection, and on Pine Street at Leamington Avenue and Wilson Lane, will calm traffic and give priority to people walking.

- (b) A shared path between Albert Street and Leamington Lane provides pedestrian and bike rider connections. The footpath in this section is widened by 2.4m to a 5.2m wide footpath.
10. Improvements to Little Eveleigh Street will include widening the existing contra-flow bicycle lane, discreet improvements to footpath pavements and road surface where required, and opportunities for increased bike parking near Redfern Station.

Pedestrian Amenity and Safety

11. In addition to improved cycling, the proposal will deliver a range of improvements to pedestrian amenity and safety:
- (a) new pedestrian crossing at Wilson and Burren Street intersection improving connections to Macdonaldtown Station;
 - (b) wider footpaths at intersections to reduce crossing distances and improve sight lines;
 - (c) continuous footpath treatments at intersections with local roads;
 - (d) upgraded street lighting including additional lights installed to provide safe, consistent lighting levels along the route. Additional pedestrian lights will be installed on existing light poles between Ivy Street and Carriageworks, improving ambient light for pedestrians walking to Redfern Station; and
 - (e) additional street trees and garden beds providing shade and amenity to the street.

Traffic and Parking Management

12. Wilson Street and Brocks Lane intersection: To improve safety at the intersection of Wilson and Burren Streets, the roundabout is removed and replaced with a T-intersection. This new arrangement sees local access changes to Brocks Lane, including:
- (a) vehicles will no longer be able to enter Brocks Lane from Wilson Street heading west and from Burren Street heading north;
 - (b) these vehicles heading west on Wilson Street or north on Burren can access Brocks Lane with a detour via Burren, Copeland and Watkin Streets;
 - (c) access from Wilson Street heading east will remain;
 - (d) access from King Street will remain via Watkin Street and Brown Street; and
 - (e) these changes will create a safer intersection, allow bike riders to enter the separated cycleway from mixed traffic, provide a new pedestrian crossing, allow for more planting and wider footpaths, and more opportunity for seating and outdoor dining.

13. The proposal involves the loss of 54 car parking spaces, but includes an additional 17 spaces, leaving a net loss of 37 parking spaces. However, the project will commit to investigating opportunities to minimise the loss of resident parking spaces. The detailed changes by street are:
- (a) 18 parking spaces are removed on the east side of Burren Street to accommodate the one-way separated cycleway;
 - (b) angled parking between Codrington and Golden Grove Streets will be converted to parallel parking resulting in the loss of 30 car spaces;
 - (c) six car spaces will be removed where required to avoid tree removal and accommodate the cycleway; and
 - (d) 17 additional spaces are gained on Wilson Street as a result of adjustments to intersections and kerb side garden beds.
14. The following features are proposed to regulate vehicular speeds and improve safety on Wilson and Burren Streets:
- (a) threshold treatments – coloured and textured road surface treatments contrast with the adjacent road surface to support a future extension of the 40km/hr speed limit in the area;
 - (b) kerb extensions at intersections to narrow the roadway, reduce vehicle speeds and improve pedestrian crossing amenity; and
 - (c) flat top speed humps – raised road platforms with gentle ramp gradients, are located at mid-blocks along Burren and Wilson Streets. A new speed hump near Albert Street Reserve supports the existing mid-block speed hump on Burren Street. Two new flat top speed humps are located mid-block between Codrington and Shepherd Streets and Shepherd and Ivy Streets. These add to the three existing at Hollis Park, Queen Street and mid-block between Golden Grove and Shepherd Streets.

Tree Management

15. The following tree management is proposed to be implemented as part of the works:
- (a) 17 new trees will be planted along Wilson and Burren Streets. New tree planting will accord with the City's Street Tree Masterplan;
 - (b) four trees will be removed on Wilson Street with the removal of the roundabout at Codrington Street, to provide a wider median for pickup and drop off at Carriageworks and to provide more space for the cycleway;
 - (c) one tree will be removed in Leamington Lane to provide more space in the shared zone and improve sight lines;
 - (d) two trees will be removed in Little Eveleigh Street for a widened footpath near Lawson Street;

- (e) significant existing trees have been incorporated into the design with adjustments in the cycleway alignment to avoid large tree trunks and overhanging branches; and
- (f) protection of trees on the Significant Tree Register.

PUBLIC CONSULTATION

16. Public exhibition of the concept design for the Wilson and Burren Streets cycleway and streetscape improvements was conducted over six weeks between 29 November 2016 and 9 January 2017.
17. Consultation was undertaken with the following stakeholders to inform the development of the concept design:
 - (a) Roads and Maritime Services (RMS);
 - (b) UrbanGrowth NSW;
 - (c) Carriageworks; and
 - (d) University of Sydney.
18. Consultation activities included:
 - (a) a consultation letter sent to 3,850 local residents and businesses informing them of the project and submission details;
 - (b) a webpage on sydneyyoursay.com.au where submissions could be made;
 - (c) a webpage on sydneycycleways.net where information was provided and linked to sydneyyoursay.com.au page;
 - (d) eight tweets were posted from @sydneyyoursay and @sydneycycleway;
 - (e) a video of the current conditions on a section of Wilson Street was uploaded to the Sydney Cycleways Facebook page;
 - (f) the concept design was displayed in at the One Stop Shop in Town Hall House, Redfern Neighbourhood Service Centre and Newtown Library;
 - (g) door-knocking properties in and around Wilson and Burren Streets on 8 December 2016, supplemented by calling cards; and
 - (h) five face-to-face engagement sessions in Redfern and Newtown; attendance at three free tune sessions on Wilson Street on 1 December, 6 December and 8 December 2016; and two information sessions on Wilson Street in Hollis Park and Jack Haynes Reserve, Newtown on 13 December 2016.
19. On the Sydneyyoursay webpage, the project was viewed by 1,587 individual users, the plans were viewed or downloaded 2,084 times, and 154 submissions were made.
20. A petition with 306 signatures was received opposing the loss of 18 car spaces from Burren Street and the net loss of 19 car spaces from Wilson Street along the route of the upgrade.

21. The submissions from the consultation were mixed, with approximately 56 per cent overall being in support of the project, liking that when completed it would create a safe facility for riders, improve cycling routes, and enhance pedestrian amenity along the streets.
22. There was approximately 44 per cent of submissions that did not support the scheme. Of those that did not support the scheme, 16 per cent liked Wilson Street in its current form, and 24 per cent were concerned about the loss of parking spaces. 5 per cent did not provide additional comment.
23. Key issues raised in the community consultation include:
 - (a) parking loss on Burren Street and Wilson Street;
 - (b) Wilson Street cycleway;
 - (c) potential pedestrian and bike rider conflict at Macdonaldtown Station;
 - (d) changes to the Wilson and Burren Street intersection; and
 - (e) changes to local access around Brocks Lane.
24. Each of the key issues raised by the community and the City's response are summarised below.
25. **Parking loss on Burren Street and Wilson Street** – a large number of submissions expressed concern about parking loss on both streets. 44 per cent of all responses on the project commented on parking. While some responses preferred to remove parking for the cycleway works, or supported the cycleway if parking losses were minimised, the majority preferred to retain parking over introducing a new cycleway. Suggestions were also made around increasing resident parking spaces.

City's response

- (a) Bi-directional separated cycleways are relatively compact in design to allow for installation within confined streets and retaining parking on at least one or both sides of the street.
- (b) Parking is retained on both sides along the length of Wilson Street. There are losses from changing angled parking to parallel parking between Golden Grove Street and Codrington Street, and at bend outs to retain significant street trees. Additional spaces have been found along the route, such as where new intersection arrangements create additional spaces. All shared car spaces and accessible spaces are retained.
- (c) To accommodate the separated split pair cycleway on Burren Street and Pine Street, parking is retained only on one side of Burren Street. There is no reduction in parking spaces in Pine Street to accommodate the cycleway.

- (d) There is an opportunity to regulate on-street car spaces to ensure regular turnover and provide everyone with the opportunity to park. The project will investigate the following opportunities to minimise resident parking loss for further community consultation and formal approvals:
 - (i) In the area surrounding Burren Street, 18 resident parking spots can be gained in Copeland Avenue by implementing parking restrictions to the southern side of the street.
 - (ii) Converting parallel parking to angled parking in Pine Street, Randle Street and Holdsworth Streets, which will gain approximately 20 additional parking spaces. Changing to angled parking is dependent on community support. It should be noted that previous community consultation did not support angled parking, however, this was not in relation to the new cycleway and possible parking losses in the area.
 - (iii) Parking restrictions are subject to RMS Technical Directions and approvals. Following a preliminary review, only a small gain of additional residential spaces on Wilson Street is currently achievable under the technical direction. It is noted that there is no loss of resident spaces on Wilson Street. However the project will seek approval for and consult on gaining additional resident parking spaces in the area between Forbes Street and Golden Grove Street.
 - (e) In response to the request to increase resident parking spaces in adjacent streets, the concept design has been refined for the scope of work in Pine Street (refer to Attachment B). Following further design development, Pine Street comprises a separated cycleway at the intersection with Wilson Street and mixed traffic to the south of Wilson Lane. This improves the cycle provision in this local street and allows for future angled parking subject to community consultation and approvals. Continuous footpaths at intersections with Wilson Lane and Leamington Avenue will further slow speeds of local traffic and improve pedestrian amenity.
 - (f) The separated cycleway provides an alternative mode of transport for visitors to key recreational, education and cultural destinations in the area, such as King Street, Sydney University and Carriageworks. It also connects to public transport nodes at Redfern and Macdonaldtown Stations. Since the construction of cycleways in the city, bike trips have doubled, and this is expected to grow as more cycleways are completed. Encouraging people to walk or ride a bike will help reduce congestion on our roads for those who need to drive.
26. **Wilson Street cycleway** – there were mixed responses around the need of a separated cycleway on Wilson Street. While half of submissions noted support for a separated cycleway along Wilson Street, the other half did not support the separated cycleway. The main comments noted the street currently functions as a cycle route, carrying a high volume of bicycle traffic, and is a safe and quiet street. Suggestions included finding an alternative route.

City's response

- (a) The project is identified as a priority route in the NSW cycling strategy and the City of Sydney's cycling strategy.

- (b) Alongside research, planning, consultation, review of case studies and best practices to inform the strategies, the City looks at routes already heavily used by riders and the merits of the street. Wilson Street offers the most direct and flat route between the inner west, east and CBD, and connects to significant education and cultural facilities.
 - (c) Providing a separated cycleway will improve safety for existing users and is critical to encourage new ridership. The project objective is to provide a facility that more people of all ages and abilities will feel comfortable using. While there are a large number of people who feel comfortable riding on Wilson currently, those people are still only a portion of the potential demand for cycling as a viable mode of transport.
 - (d) We know far greater numbers of people will consider riding if separated cycleways are available (84 per cent of potential and infrequent riders surveyed by the City want separation from traffic).
 - (e) Separated cycleways are relatively compact in design. On Wilson Street, there is minimal impact to existing infrastructure, and on-street parking is retained on both sides of the street. The cycleway improves connectivity through the neighbourhood, and provides a safer environment separating bike riders and drivers.
27. **Wilson Street cycleway** – of those submissions that did not support a separated cycleway on Wilson Street, there were concerns regarding the volume of cyclists and the ability to overtake in the cycleway. In addition, comments questioned whether the 2.4m width cycleway would cater for future demand, a wide range of bike types and the range of riders.

City's response

- (a) Development planned in the area, including North Eveleigh and Ashmore Precinct, will increase the number of people living in the area. The City's liveability (sustainability) strategy encourages and enables more people to use a bicycle for transport by providing a safe and connected network of separated cycleways. The Wilson Street cycleway is a key component of this route.
- (b) The proposed width of the bi-directional cycleway is 2.4m, or 1.2 metres in each direction, which is within the acceptable range as per Austroads Guides. The proposal provides a balance between providing a separated facility while maintaining the other functions of the street, including space for pedestrians, parking, and street trees.
- (c) The cycleway design considers the tidal flow of cycling, with the majority of riders travelling eastbound in the morning peak and westbound in the afternoon peak. This means the opposite lane is effectively available as overtaking space on the cycleway, similar to overtaking in a road environment.
- (d) In the cycleway, bike riders do not have to negotiate intersections on the north side (Golden Grove, Codrington and Shepherd Street) and, on the south side, riders have priority if already in the intersection, so the cycleway provides a continuous route along Wilson Street.

- (e) In response to comments regarding the increasing visitation to Carriageworks and potential congestion, the concept design has been refined to increase the number of proposed drop-off spaces adjacent to the Carriageworks entry from two to three. The drop-off zone improves accessibility and is required for the management of public transport supporting events at Carriageworks. A wider median in the zone accommodates groups of pedestrians. The additional space will require the removal of an additional tree. The no-parking time restriction is proposed to be extended to be in line with events and approved development applications. This will be included in subsequent community consultation on changes to parking restrictions.

28. **Potential conflict around Macdonaldtown Station** – a number of submissions expressed concern about potential conflict between pedestrians and bike riders near Macdonaldtown Station and Leamington Lane on the proposed shared path.

City's response

- (a) The cycleway on Burren Street is a key section in the route from the University of Sydney to the University of New South Wales, supporting alternative modes of transport to these key destinations. Burren Street is one of two streets that cross the railway corridor providing the north / south link.
- (b) The proposal addresses the constraints of the narrow road corridor in Burren Street and entry to Macdonaldtown Station:
 - (i) The proposal of the one-way pair on Burren and Pine Streets provides a balance between competing needs for the limited road space and improving cycle safety, minimising parking loss and impacts on significant trees, and will deliver improvements to pedestrian amenity and safety. The one-way pair is connected by Leamington Lane, and minor works to the lane will improve sightlines and provide additional room.
 - (ii) The one-way cycleway pair on Burren and Pine Streets reduces the number of bike riders using Leamington Lane, as predominately only south-bound bike riders will use Leamington Lane.
 - (iii) The existing footpath in Burren Street will be widened by 2.4m to a total width of 5.2m to provide additional room for pedestrians and bike riders, and therefore accommodating a safe shared path environment.
- (c) A shared path is the preferred typology at this location as it provides the most space to accommodate the pedestrian and cycle movements converging near the station. The proposal is for a generous and uncluttered space in which pedestrians have priority. This environment will slow bike riders and raise their awareness to the different paths of travel and the mix of users.
- (d) To support the implementation of cycling and walking infrastructure, the City carries out comprehensive behaviour change programs, encouraging safe and courteous cycling. Once completed, Leamington Lane will be included in the "share the path" program.

29. **Changes to the Wilson and Burren Street intersection** – some submissions liked the changes to the intersection, citing the existing is not safe. Others expressed concern that the new intersection was not an improvement for cyclists travelling along Wilson Street and could introduce other safety issues.

City's response

- (a) In the existing situation, bike riders travelling east in the narrow one-way section of Wilson Street are in mixed traffic. Maintaining speed associated with riding in a traffic lane, bike riders typically need to negotiate the roundabout intersection at speed.
 - (b) The new intersection design provides easy access for bike riders into the separated cycleway, and retains the contra-flow bike lane in the one-way section of Wilson Street. Bike riders can negotiate the intersection of Burren Street and Wilson Street in a safe and separated cycleway.
 - (c) In the current proposal, west bound bike riders give-way at Burren Street. While bike riders may lose momentum gained in the existing roundabout arrangement if no vehicles are in the roundabout, it is a safer intersection providing separation of vehicles, bike riders and pedestrians.
 - (d) Further detailed design at this intersection will review whether bike riders will give-way at the intersection, or have right-of way alongside the pedestrian crossing.
30. **Changes to local access around Brocks Lane** – 18 individual responses were received and also noted in a petition in direct response to local traffic changes from the removal of the roundabout at Wilson and Burren Street intersection. The main concern is re-routing around adjacent streets to access properties.

City's response

- (a) Local access changes to Brocks Lane are necessary in providing a separated cycleway and improving the Wilson and Burren Street intersection.
- (b) In order to create a T-intersection and retain priority on Burren Street and Wilson Street (two way section east of Burren), the one way section of Wilson Street is extended to the Burren Street alignment. This generates local access changes to Brocks Lane as it forms an intersection with the one-way section of Wilson Street.
- (c) Vehicles heading west on Wilson Street or north on Burren can access Brocks Lane with a detour via Burren Street, Copeland and Watkin Streets. For local access, the detour would take an additional residential block via Burren Street, or an additional two blocks from Wilson Street.
- (d) With the proposed removal of the roundabout, access into a separated cycleway is provided, and pedestrian connections to Macdonaldtown Station are improved.
- (e) Under the Roads Act 1993, the proposed restricted access to Brocks Lane requires a Section 116 application for consent. Following submission to the RMS and Local Pedestrian, Cycling and Traffic Calming Committee, a report will be submitted to Council seeking endorsement.

31. Of the submissions made, many included suggestions to the design. Suggestions will be reviewed and incorporated if appropriate in the following detailed design stage of the project. The detailed design will be in accordance with technical and design guidelines.

KEY IMPLICATIONS

Strategic Alignment - Sustainable Sydney 2030

32. Sustainable Sydney 2030 is a vision for the sustainable development of the city to 2030 and beyond. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This project is aligned with the following strategic directions and objectives:
- (a) Direction 4 - A City for Walking and Cycling – outlines actions that will make walking and cycling an easy option for residents and visitors in our city. It recognises the importance of these transport modes to improve the health and environmental sustainability of our city.
 - (b) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the city and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the city centre; promoting green travel for major workplaces and venues in the city.
 - (c) As a key part of the cycle network, the cycleway proposed in this project will create a link in the regional cycle route, providing a viable sustainable transport alternative that will contribute to lower carbon emissions and reduced pollution.

Organisational Impact

33. The project will create additional assets, such as new civil infrastructure, trees and pavements that will require ongoing maintenance.

Risks

34. Risks associated with the proposal have been considered through the concept design and consultation phase. These include safety (in particular road safety for pedestrians, cyclists and motorists), environmental impacts and economic impacts, as well as community concerns.
35. An independent Road Safety Audit will be carried out on the developed design to further identify and assess any risks associated with the proposal.
36. The project is eligible for State Government funding through the Transport for NSW Active Transport Program. Funding was provided for concept design in the last and current financial years. The City has again applied for funding for the 2017/18 financial year, and a response to the funding application is expected prior to the end of this financial year. If funding through the Active Transport Program is not made available, the project will not be able to proceed.

Social / Cultural / Community

37. People have improved access to safe cycling infrastructure and enjoy a healthy lifestyle with an increased level of physical activity. As part of the City's cycle network, this project will contribute to better connected neighbourhoods, and a more active and healthier community.
38. The proposal will provide streetscape improvements addressing pedestrian amenity and priority for people of all abilities.
39. As part of the cycle network, this cycleway will contribute to reduced travel times, less on-road congestion, and more seats being available on public transport.

Environmental

40. This project will align with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Transport – as part of the cycle network, the Wilson and Burren Street cycleway will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution; and
 - (b) Materials – materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

BUDGET IMPLICATIONS

41. The total forecast project construction cost based on the concept plans has been verified by an independent quantity surveyor. A summary of the financial implications is included in confidential Attachment C.
42. This project is eligible for funding under the State Government guidelines for Active Transport. A funding application has been submitted to the Active Transport fund for year 2017/18. Confirmation is expected by March 2017. Work in future years is dependent on funding.
43. The project includes the upgrade of assets owned by others, such as street lighting owned by Energy Australia. This will need to be recognised as expenditure within the operating budget for the relevant financial year in which it occurs.

RELEVANT LEGISLATION

44. Attachment C is confidential as it contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business. Discussion of the contents of Attachment C in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.
45. NSW Roads Act 1993 for road related approvals.
46. Local Government Act 1993 for construction procurement.

47. Environmental Planning and Assessment (EP&A) Act 1979 (Part 4 and 5). The scope of works will be reviewed by a planner to assess consent requirements for the project under the EP&A Act. The proposed works do not require planning approval and will be exempt development.

CRITICAL DATES / TIME FRAMES

48. Key dates are as follows:

Milestone	Target Dates
Detailed Design and Documentation	March to August 2017
Local Pedestrian, Cycling and Traffic Calming Committee Approval	August 2017
Tender Period and Council Approval to appoint contractor (subject to Active Transport Funding for 2017/2018)	September – December 2017
Construction period	January 2018 – mid 2019

PUBLIC CONSULTATION

49. Community members and organisations that have made submissions will be notified when the project is reported to the Local Pedestrian, Cycling and Traffic Calming Committee.
50. Notification letters will be sent to property owners and businesses prior to construction.
51. During construction, there will be close liaison between property owners, businesses, City staff and the contractors to minimise disruption to residences and trade in the area.

AMIT CHANAN

Director City Projects and Property

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