



CITY of PERTH

Lord Mayor and Councillors,

NOTICE IS HEREBY GIVEN that the next meeting of the **Works and Urban Development Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 8 November 2016 at 5.30pm.**

Yours faithfully

MARTIN MILEHAM
CHIEF EXECUTIVE OFFICER

3 November 2016

Committee Members:

Members:

Cr Limnios (Presiding Member)
The Lord Mayor
Cr McEvoy

1st Deputy:

Cr Harley

2nd Deputy:

Cr Chen

Please convey apologies to Governance on 9461 3250
or email governance@cityofperth.wa.gov.au

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.

EVACUATION ALARM/PROCEDURES

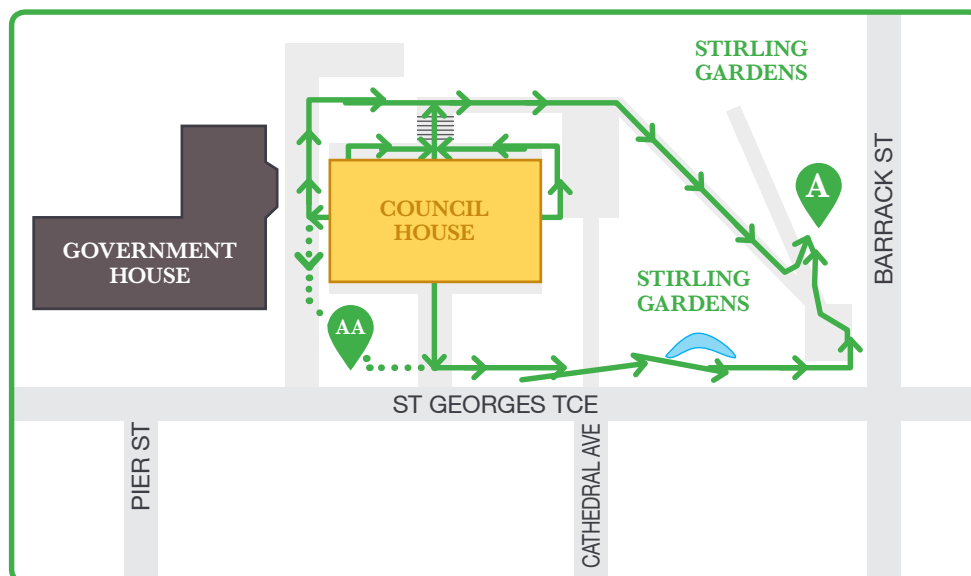
whoop whoop whoop

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**



EVACUATION ASSEMBLY AREA



Assembly Area

Alternate Assembly Area

WORKS AND URBAN DEVELOPMENT COMMITTEE

Established: 17 May 2005 (Members appointed 22 October 2015)

Members:	1st Deputy:	2nd Deputy:
Cr Limnios (Presiding Member) The Lord Mayor Cr McEvoy	Cr Harley	Cr Chen

Quorum: Two

Expiry: October 2017

TERMS OF REFERENCE: OCM 24/11/15

To oversee and make recommendations to the Council on matters related to:

1. works required to construct, upgrade and maintain streets, footpaths, thoroughfares and other public places, including streetscape upgrades, landscaping initiatives and directional signage and graffiti;
2. design, construction and upgrading of parks, reserves, recreational and civic amenities and facilities and Council owned buildings, excluding Council House, the Perth Town Hall, City of Perth Public Lending Library and the Perth Concert Hall;
3. oversight of the implementation of the Lighting Strategy;
4. waste management.

This meeting is not open to members of the public

**WORKS AND URBAN DEVELOPMENT
COMMITTEE
8 NOVEMBER 2016**

ORDER OF BUSINESS

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 18 October 2016**
- 4. Correspondence**
- 5. Disclosure of Members' Interests**
- 6. Reports**
- 7. Motions of which Previous Notice has been Given**
- 8. General Business**
 - 8.1. Responses to General Business from a Previous Meeting**

Nil
 - 8.2. New General Business**
- 9. Items for Consideration at a Future Meeting**

Outstanding Reports:

 - “PTA Proposed construction of Fitzgerald Street Bus Lanes (City of Perth Section)” (Deferred 12/04/16, Updated 24/05/16, Updated 26/07/16).
- 10. Closure**

INDEX OF REPORTS

Item	Description	Page
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2	ROE STREET - PUBLIC TRANSPORT AUTHORITY RAIL REPLACEMENT STOP FOR PLANNED AND UNPLANNED EVENTS	8

ITEM NO: 1

PERTH CITY LINK - KING STREET LINK BETWEEN WELLINGTON STREET AND ROE STREET

RECOMMENDATION: (APPROVAL)

That Council:

1. endorses the installation of traffic signals, signs and line markings at the intersections of:

1.1 Wellington Street / King Street intersection;

1.2 Roe Street / Lake Street / King Street intersection.

2. endorses the installation of two five minute pick up and set down bays on the east side, and two five minute pick up and set down / charter (dual use) bays on the west side of the new King Street link road;

3. APPROVES BY AN ABSOLUTE MAJORITY the unbudgeted expenditure of \$275,000 (excluding GST);

4. notes that expenditure in Recommendation 3, can be accommodated from Capital Works project number CW 2084 - Strengthen Pedestrian Connections from City to Pt Fraser – Heirisson Island.

BACKGROUND:

FILE REFERENCE: PO1029786
RESPONSIBLE DIRECTOR: Planning and Development
DATE: 21 October 2016
MAP / SCHEDULE: Schedule 1 – King Street Link Map
Schedule 2 – Location Map

Under the Northbridge Link Agreement 2008, the Government of Western Australia through collaboration between the Metropolitan Redevelopment Authority (MRA), the Public Transport Authority and the City of Perth, launched the Master Plan for the Perth City Link project to reconnect the Central Business District with Northbridge.

The Perth City Link development site was an underutilised area of land that included at grade rail and bus infrastructure, car parks and the Perth Entertainment Centre in the centre of Perth.

The Perth City Link redevelopment project included sinking of the Fremantle railway line from the Horseshoe Bridge heading west as well as the undergrounding of the Wellington Street Bus Station which have now been completed. Also included within the Northbridge Link Agreement was the streetscape improvement on Wellington Street between Elder Street and the Horseshoe Bridge which is well underway.

The Roe Street Streetscape Enhancement works between Fitzgerald Street and William Street was put on hold and will commence in 2018. An information report was presented to Council in January 2016 outlining the delays.

It is acknowledged that these projects deliver a range of benefits for the community, including improved public safety, access and connectivity, increased residential, retail and commercial opportunities.

Perth City Link project area bounded by Wellington Street, the Horseshoe Bridge, Roe Street and Milligan Street will be public space with busy squares and piazzas, and relaxing natural spaces for residents, workers and visitors. This area will celebrate Western Australia's natural beauty and heritage through the materials used in the artworks, paving, landscaping and urban furniture.

Under the Link Implementation deeds for contributions and responsibilities, it was agreed between the City of Perth and the Metropolitan Redevelopment Authority that the City is responsible for funding and coordinating the upgrade to Wellington Street and Roe Street.

This report outlines the funding required for the traffic signalisation, sign and line marking requirements to connect Wellington Street with Roe Street through a new King Street Link road. It also provides an overview of the pedestrian, cycling, traffic movements and parking on Wellington Street and its intersections with Roe Street and the new King Street Link road.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Getting Around Perth

S4 Enhance accessibility in and around the City including parking.

IP7 Advocate and work in partnership with others to

IP8 provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses.

DETAILS:

As part of the master plan for Wellington Street and Roe Street, the main objectives are:

- To raise the profile towards stimulating economic vitality in the area;
- Improve access and the general level of amenity for pedestrians and cyclists, balanced with the needs of traffic and transport; and
- Improve the aesthetics and ambience of the street for the increasing number of residents and workers anticipated in the area.

The master plan was developed based on the following key design principles:

- improvement of pedestrian safety and amenity;
- the provision of new street furniture, lighting and street tree planting consistent with City Centre urban design treatments;
- the retention of kerbside services;
- the provision of Universal Access, ensuring compliance with applicable standards to facilitate access by people with disabilities; and
- environmentally sensitive urban design.

King Street Link road between Wellington Street and Roe Street

The new King Street link road between Wellington Street and Roe Street will be a low speed local access two way road providing pedestrians, cyclists and motorists with an alternative route between Central Perth and Northbridge. This road will carry approximately 6,000 to 7,000 vehicles per day and is likely to reduce congestion on the other north/south roads between Wellington Street and Roe Street, the most significant being the Horseshoe Bridge. The posted speed is proposed at 40 km/hr.

The new King Street Link road has also been designed as an integrated cycle route which was part of the approved City of Perth Cycle Plan 2029 and will connect with the cycle path on Wellington Street's north side and the principle shared path on Roe Street's south side.

Four parking bays are proposed on the King Street Link road, these bays are centrally located within the Kings Square Precinct. Two five minute pick up and set down bays on the east side, and two five minute pick up and set down / charter (dual use) bays on the west side. The charter bay is to assist the tourism industry for peak period pick up and drop offs. As these bays are short stay, they are not subject to State Government Levy conditions.

The King Square precinct, named City Walk, will generate heavy pedestrian demand through the central core of the Perth City Link area between the Perth Arena, the bus port pedestrian entrance, the future Queens and Yagan Square and the train station. It is proposed that King Street Link road includes a new midblock controlled pedestrian crossing installed which will cater for all east/west pedestrian traffic through this busy precinct. The traffic signals will be integrated with new lighting, CCTV and signage onto new multi-function poles reducing street clutter.

Wellington Street / King Street – New traffic signal intersection

Wellington Street is classified as a 'District Distributor A' two lane east/west dual carriageway road separated by a central median. Wellington Street carries over

16,000 vehicles per day either through the city or from the Primary Distributor roads (Freeways). This section of Wellington Street currently has a posted speed limit 50 km/hr. The City will be looking to reduce this to 40 km/hr in early 2017 as part the extension to the current Central City 40 km/hr zone.

King Street south of Wellington Street is classified as a 40 km/hr northbound single carriageway local access road carrying approximately 2,500 vehicles per day.

Prior to the closure of the temporary Wellington Street Bus Port, Wellington Street / King Street used to be a signal controlled intersection. This intersection allowed for all traffic and pedestrian movements from King Street and the old surface bus port. During construction of the Wellington Street second bus port entrance to the new underground bus port, the traffic signals at Wellington Street / King Street intersection were decommissioned to improve efficiency on Wellington Street. King Street became 'left turn only' under 'give way' control.

A temporary midblock controlled pedestrian crossing was installed on Wellington Street between Telethon Ave and King Street to assist pedestrians crossing between the south side of Wellington Street and Perth City Link.

The new Wellington Street / King Street intersection will allow for all traffic movements except for the northbound through and right turn movements out of King Street. Northbound vehicle movements will be subject to 'left turn only' as it is today. Northbound cyclists and pedestrians will be permitted to cross Wellington Street on both sides at this intersection. This decision was made for the following reasons:

- Ensures maximum efficiency of east/westbound traffic movements on Wellington Street;
- Allows great efficiency gains when King Street northbound left turn is running. Additional traffic movements can run in conjunction, which are the southbound left turn movements out of the new King Street link and westbound right turn movements into the new King Street link;
- Providing the though movement into Perth City Link area will create a rat run within King Street between St Georges Terrace and Northbridge. In the PM peak the queue it predicted to block back across Murray Street; and
- The alignment between King Street and the new King Street Link is poor, meaning the traffic signal control for north and southbound traffic movements would have to operate separately, which significantly reduces efficiency at the intersection.

It should be acknowledged that the demand for right turn movements out of King Street northbound was always low. Traffic volumes prior to the traffic management showed that approximately 80% of traffic turned left and only 20% of traffic turns right. The City has received no complaints from the public since the right turn has been banned from King Street onto Wellington Street to facilitate road works.

The City has recently undertaken surveys to investigate introducing right turn movements from Murray Street westbound into Milligan Street. Initial discussions with Main Roads WA indicate that they would support a trial removal of the existing right

turn ban subject to review. This will allow existing King Street users to use Milligan Street to access Wellington Street eastbound.

It is proposed that the traffic signals will be integrated with new lighting, CCTV and signage onto new multi-function poles reducing street clutter.

Roe Street / King Street / Lake Street – New traffic signalled intersection

Roe Street is classified as a 'District Distributor B' two way dual carriageway road with parking outside of clearway times. This effectively reduces Roe Street to a single lane carriageway within sections. Roe Street carries over 10,000 vehicles per day and has a posted speed limit 50 km/h. The City will be looking to reduce this to 40 km/hr in early 2017 as part the extension to the current Northbridge 40 km/hr zone.

Lake Street is classified as a local access road with a single lane in each direction carrying approximately 3,000 vehicles per day. The posted speed limit is 40 km/hr. The Lake Street southbound approach to Roe Street was changed to 'left turn only' when the temporary Roe Street bus station was in operation. The 'left turn only' has remained in place as the right turn demand is low and there is an alternative right turn under signal control at Milligan Street which is less than 250 metres away.

The construction of new Roe Street / King Street / Lake Street intersection will be undertaken in two stages as Roe Street is programmed for underground utility works and a full streetscape enhancement in 2017/18.

Stage One – Interim works

- Temporary realignment of kerbs to tie in new King Street Link road into the existing Roe Street kerb alignment;
- Temporary median islands and kerb build out on the north east corner;
- Right turn ban from Lake Street southbound - this traffic movement would require Lake Street to be widened as part of Stage Two;
- Traffic signal poles – Yellow traffic signal poles will be installed temporarily; and
- Multi-Function Poles will be installed on the New King Street northbound approach as these will be on the ultimate alignment.

Stage Two

- Full Roe Street Streetscape enhancement between Milligan St and William Street, which takes into consideration Lake Street interim, works in Stage One; and
- Providing leader lanes for the north/south cyclists on the King Street and Lake Street approaches.

FINANCIAL IMPLICATIONS:

Wellington Street / King Street – New traffic signal intersection

The cost to install the traffic signals, signs and lines at this intersection are estimated at \$300,000 and will be funded from CW1801 Wellington Street Stage 2B project this Financial Year. An additional \$300,000 would then have to be made available in Financial Year 2016/17 to complete the Wellington Street Streetscape Enhancement Project.

The cost to install the new mid-block controlled pedestrian crossing, signs and lines is estimated at \$180,000. This will be funded by the MRA. The City will fund the works through CW1801 Wellington Street Stage 2B project this Financial Year and be reimbursed by the MRA.

ACCOUNT NO:	CW1801
BUDGET ITEM:	Wellington Street – (Perth City Link Project) - Stage 2B
BUDGET PAGE NUMBER:	38
BUDGETED AMOUNT:	\$ 4,568,063.00
AMOUNT SPENT TO DATE:	\$ 2,642,861.70
PROPOSED COST:	\$ 480,000.00

All figures quoted in this report are exclusive of GST.

Note: \$480,000 needs to be made available in financial year 2017/18 budget in addition to allocated funds for Wellington Street Project CW1801.

Roe Street / King Street / Lake Street – New traffic signal intersection

ACCOUNT NO:	CW 0225
BUDGET ITEM:	Streetscape Enhancement - Roe St (Perth City Link)
BUDGET PAGE NUMBER:	38
BUDGETED AMOUNT:	\$ 50,000
AMOUNT SPENT TO DATE:	\$ 7,835
PROPOSED COST:	\$ 275,000
BALANCE:	\$ 317,165

The cost to install the traffic signals, signs and lines at this intersection are estimated at \$275,000 and will be funded from Capital works project Strengthen Pedestrian Connections from City to Pt Fraser – Heirisson Island. This project has been downgraded due to changes in the State's proposals regarding the Heirisson Island Pedestrian Bridge. Further work will be required in next financial year.

COMMENTS:

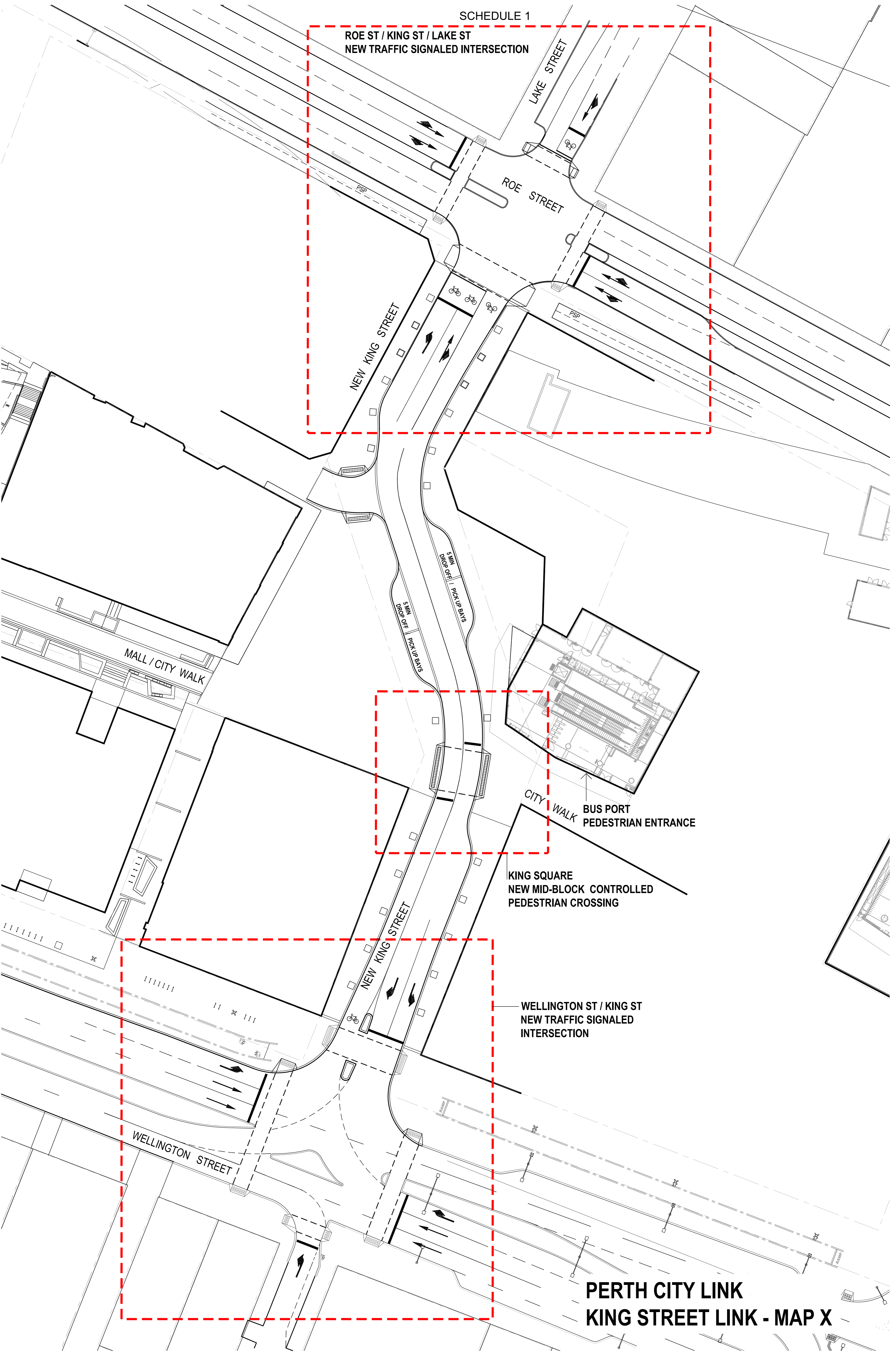
The introduction of a new north and southbound link between the Central City and Northbridge (Wellington Street to Roe Street) is a major milestone in the city's development by opening up a new road for all users and taking pressure off other local roads.

It is anticipated that the King Street Link road work will commence construction in early 2017 with traffic using this new link road by mid-2017. Sections of the new King Street Link may be opened earlier to provide access, however this would be under traffic management conditions. It should be noted that if the MRA experience delays in construction of the new King Street Link road, this could result in the City of Perth having to carry the majority of funds into next financial year 2017/18.

As part of the commissioning of the new traffic signalled intersection at Wellington Street / King Street, the existing temporary midblock controlled pedestrian crossing on Wellington Street between Telethon Avenue and King Street will be decommissioned on the same weekend.

Once the new King Street Link is operational the City will undertake further survey investigations at the Wellington Street / William Street intersection to see how we can improve efficiency for pedestrians at this intersection, especially during peak periods.

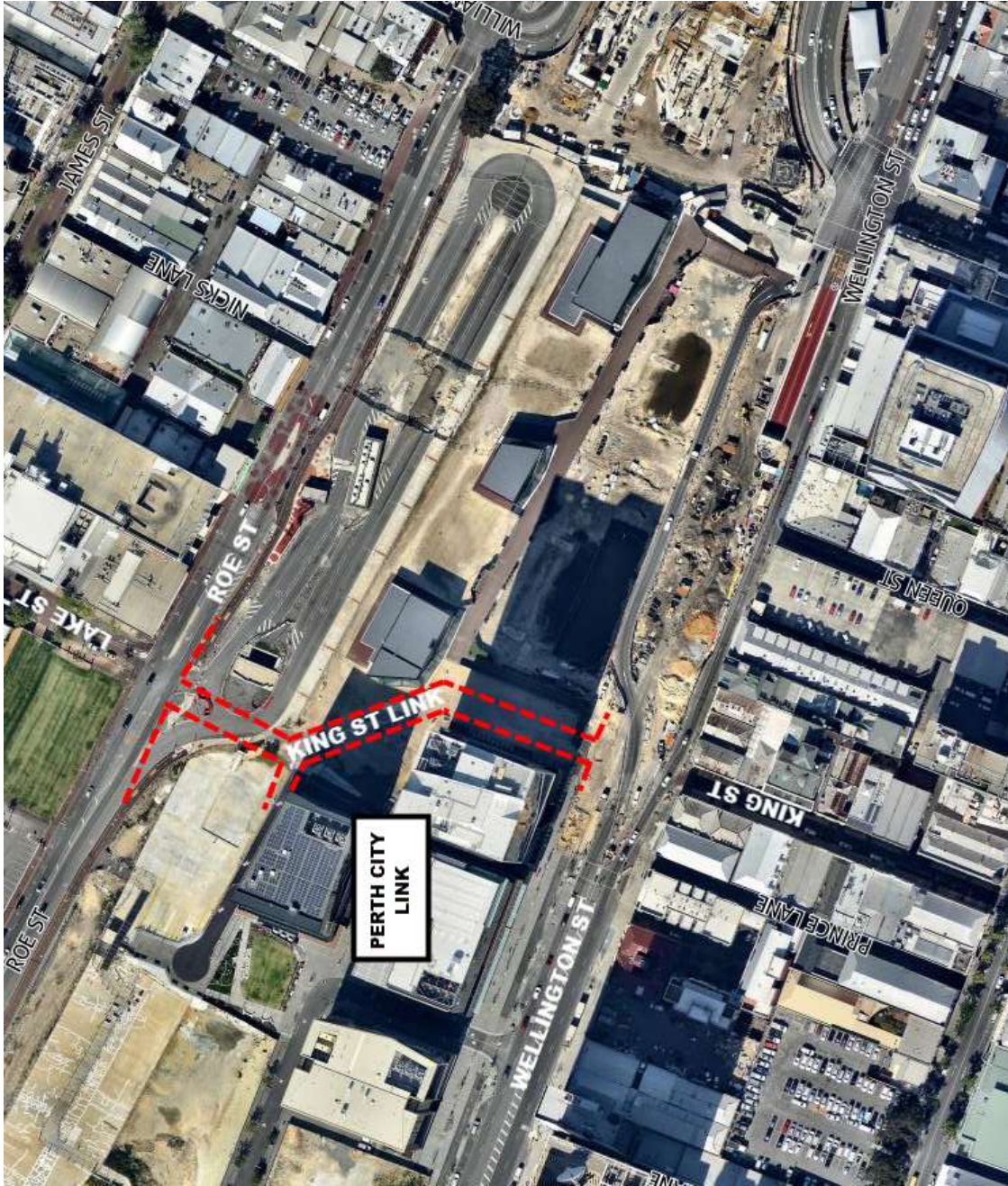
ROE ST / KING ST / LAKE ST
NEW TRAFFIC SIGNALLED INTERSECTION



BUS PORT
PEDESTRIAN ENTRANCE

KING SQUARE
NEW MID-BLOCK CONTROLLED
PEDESTRIAN CROSSING

WELLINGTON ST / KING ST
NEW TRAFFIC SIGNALLED
INTERSECTION



LOCATION MAP

ITEM NO: 2

ROE STREET - PUBLIC TRANSPORT AUTHORITY RAIL REPLACEMENT STOP FOR PLANNED AND UNPLANNED EVENTS

RECOMMENDATION: (APPROVAL)

That Council:

1. ***approves the use of the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street for planned and unplanned rail replacement services subject to;***
 - 1.1 ***an event traffic management plan being endorsed by the City of Perth which takes into consideration operational and pedestrian queue management and the safety of the principal shared path users on Roe Street;***
 - 1.2 ***City of Perth approval to use the proposed parking bays for all planned rail replacement services;***
2. ***authorises the Chief Executive Officer to negotiate appropriate fees and charges for the Public Transport Authority use of the City's assets.***

BACKGROUND:

FILE REFERENCE: P1029786
REPORTING UNIT: Transport Unit
RESPONSIBLE DIRECTOR: Planning and Development
DATE: 31 October 2016
MAP / SCHEDULE: Schedule 3 – Existing Roe Street on-street parking plan - Map
Schedule 4 – Proposed Roe Street on-street parking plan - Map

The Public Transport Authority (PTA) currently operates rail and bus services from Perth Railway Station and the new Perth Bus Port. During general operation, the major pick up and drop off points for services are within these facilities.

In the event of an emergency (eg. fallen overhead wires or fire etc) on either the railway, at the railway station or at the bus port, the PTA is required to provide an alternative service, known as a rail replacement service. These services need to be provided from an alternative location in close proximity to the permanent facilities to simplify the safe management of passengers. Should the PTA not have a facility, passengers would be effectively stranded in Perth, creating major operational and reputational risks to the City.

While the primary need for this location is unplanned emergency services, there is also a need for planned replacement services to use this facility, particularly in the short term while the new Perth Bus Port is fully commissioned.

The City of Perth has been working with the PTA to find a safe and efficient bus stop location. The on-street parking area on the south side of Roe Street between Beaufort Street and William Street has been identified as the most suitable location with the added benefit that it is likely to minimise disruption to traffic and parking in the city. The City has also identified other service requirements for this area.

By providing this facility, the City will be helping to ensure that the impact of a closure is minimised, particularly given additional pressures on the road network will be expected. This report outlines a proposal that enables PTA to utilise the on-street parking bays quickly for planned and unplanned events.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Getting Around Perth

S4 Enhance accessibility in and around the City including parking.

IP7 Advocate and work in partnership with others to

IP8 provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses.

DETAILS:

Existing On-street Parking Bays - (Refer to Schedule 3)

There are ten, two hour general parking bays located on the south side of Roe Street between Beaufort Street and William Street. The parking bays operate from 8.00am - 4.15pm (Monday to Friday) with a PM Clearway between (4.15pm – 6.00pm), 8.00am – 6.00pm (Saturday) and 12.00pm – 6.00pm (Sunday). All other times are unrestricted.

There are three, on-street five minute pickup and set down bays located on the south side of Roe Street at the western end near the Citiplace car park exit. These bays are five minute pickup and set down bays at all times outside of the PM clearway times. These bays were installed to service the Child Care Centre and Perth Central Train Station.

An on-street survey undertaken in October 2016 identified that there is a requirement for a loading zone within this street block. Trucks were observed unloading within the no stopping area and on-street parking bays at the eastern end in order to service the upper concourse of Perth Central Train Station.

Proposed Changes to On-street Parking Bays – (Refer to Schedule 4)

It is proposed to reduce the number of two hour parking bays from ten to eight in order to facilitate a loading zone at the eastern end close to the Citiplace car park entrance. It has also been identified that a clearway is not required during the PM peak, therefore it is intended to increase the parking operational times from 8.00am - 4.15pm to 8.00am – 6.00pm (Monday to Friday).

It is proposed to relocate the three, five minute pickup and set down bays further east, which will still serve the same purpose as above and will also assist a quick change to unplanned bus operation changes when required.

It is proposed to install one, on-street loading zone at the eastern end which will operate 30 minute maximum stay, 8.00am – 6.00pm (Monday to Saturday).

Transperth – Planned and Unplanned Works

While it is intended for Transperth to use the Perth Busport as much as possible for train replacement services, there is only space to operate planned rail replacement services from Perth Busport after 7.00pm on weekdays and at the weekend for up to two line closures. This is because train replacement services operate less frequently at these times and journeys can be scheduled in advance to ensure that the facility can handle the required movements.

Roe Street is seen as an interim solution for planned works, however it will be used more frequently for unplanned disruptions that occur. Transperth will develop an event management plan that outlines how parking and the Roe Street principle shared path users will be managed when replacement services are operating.

Planned Works

For planned works, the PTA would book all the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street through City of Perth Parking. These bays would be hooded and PTA personnel would manage the pick-up of passengers, queuing and management of shared path users. All of this will be outlined in the event traffic management plan.

Unplanned Works

For unplanned works, PTA would inform the City of Perth of an unplanned shut down and start to take over the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street. Approximately 40 metres of bus pick-up space would be available within 30 minutes of notification, with all other bays being available within two hours.

Infrastructure

A changeable lockable sign will be developed by PTA in accordance with Australian Standards which can be opened and closed by Transperth personnel to change the signage quickly from parking to bus zone. The sign design and installation requirements will be sent to the City of Perth for approval.

A hardstand and raised kerb area will also be developed to meet Disability Standards. This design will also be issued to the City of Perth for approval.

FINANCIAL IMPLICATIONS:

The revenue loss to the City of Perth as a result of removing two of the two hour parking bays.

	Revenue	Levy	Nett
Maximum Utilisation	\$22,920	\$2000	\$20,920
Current Utilisation	\$3600	\$2000	\$1600

The PTA will fund all parking sign, civil, and operations for planned or unplanned events.

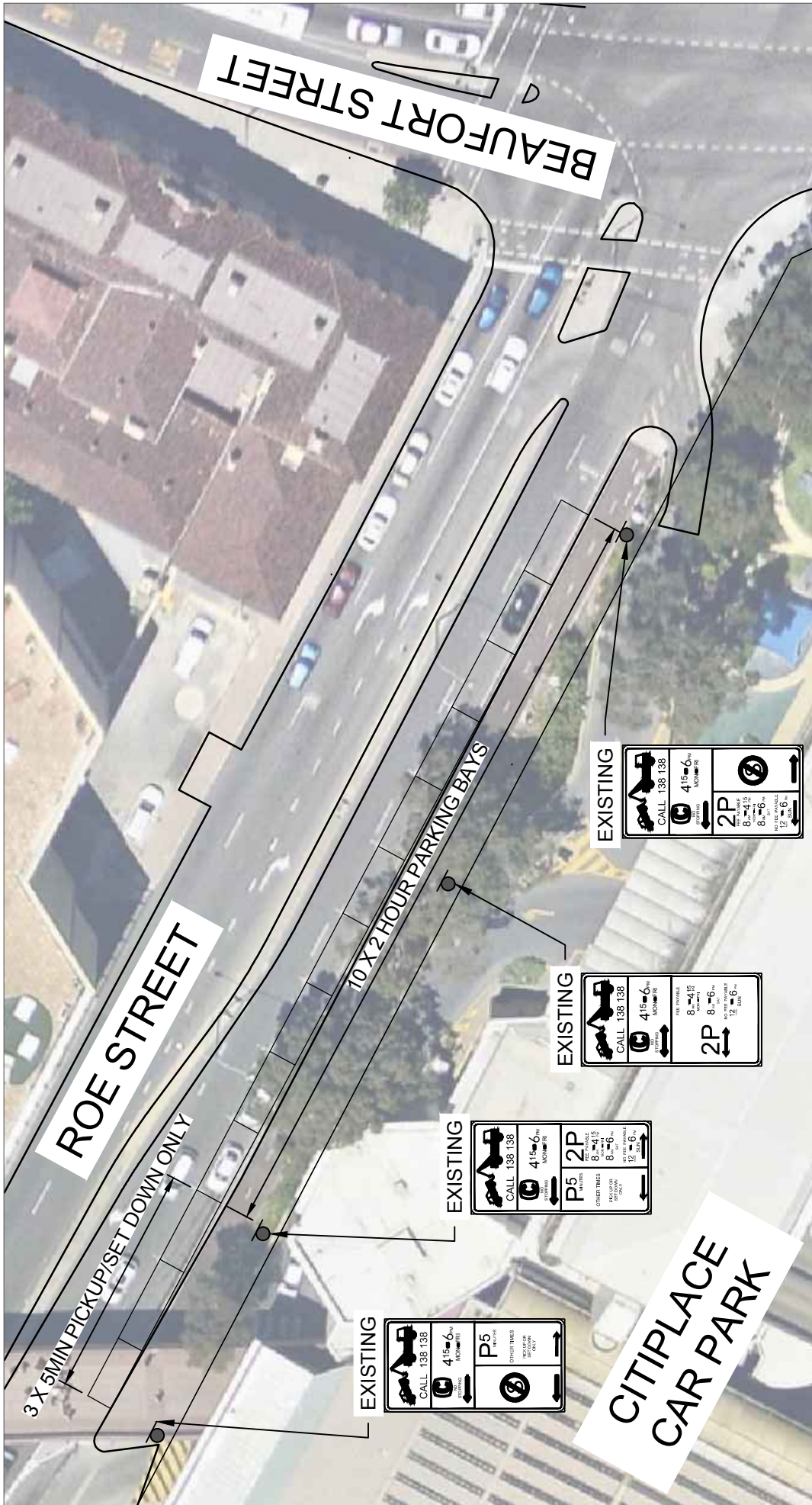
COMMENTS:

The new Perth Busport has 16 active stands and 25 layover stands. The Dynamic Stand Management System has been designed so that the Busport can handle projected future growth in bus movements over the next few years.

It is acknowledged that there has to be an area outside of the bus port which can be used for planned or unplanned bus services in order to get commuters home. Roe Street between Beaufort Street and William Street is seen as an ideal area centrally located to serve this purposes.

Effectively working with the PTA to provide a facility will minimise the public safety risk in an unknown situation, while also helping to facilitate movement of people in an abnormal road operation.

SCHEDULE 3



City of Perth

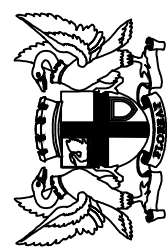
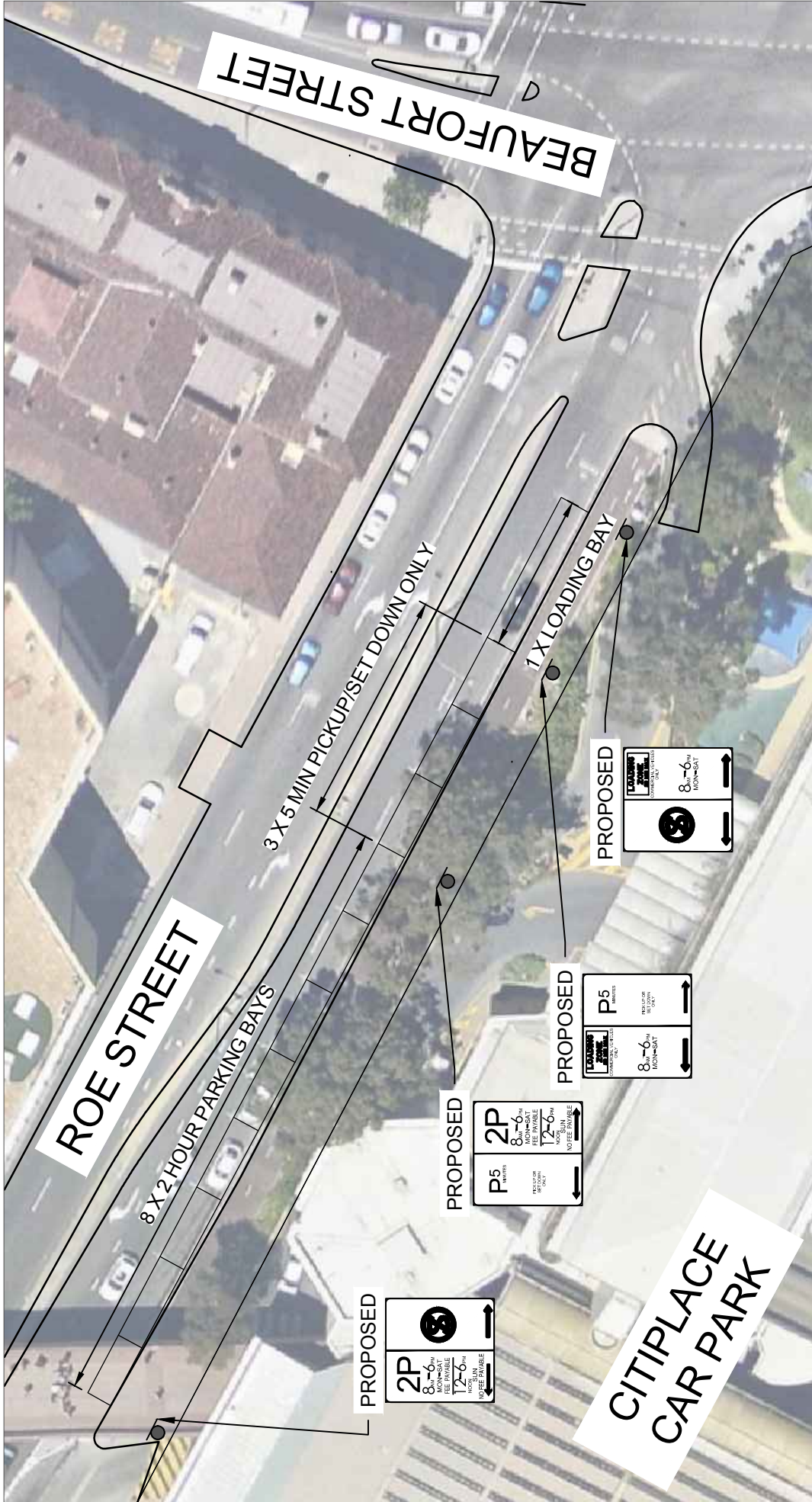
COUNCIL HOUSE,
27-29 ST. GEORGE'S TERRACE, PERTH.



**ROE STREET
EXISTING ON-STREET PARKING
PARKING PLAN
MAP X**

DESIGNED	---	DRAWN	A. Lee
TRAFFIC ENG.	A. Lee	DATE	31/10/2016
PROJECT ENG.	---	SCALE	1:500
SENIOR ENG.	M. Groves	CO-ORD SYS.	MGA 50 / AHD
DRAWING STATUS	ISSUED FOR INFORMATION	DWG SET No.	16811
		DISPLN	C - LM - 01
		SHEET No.	REV. 00
RKS FILE No.	----	CAD REF:	16811-ROE-BEAUFT_WLIAM-TU_X.ctb
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SCHEDULE 4



City of Perth

COUNCIL HOUSE,
27-29 ST. GEORGE'S TERRACE, PERTH.



**ROE STREET
PROPOSED ON-STREET PARKING
PARKING PLAN
MAP XX**

DESIGNED	---	DRAWN	A. Lee
TRAFFIC ENG.	A. Lee	DATE	31/10/2016
PROJECT ENG.	---	SCALE	1:500
SENIOR ENG.	M. Groves	CO-ORD SYS.	MGA 50 / AHD
DRAWING STATUS	ISSUED FOR INFORMATION	DWG SET No.	16811
		DISPLN	C - LM - 01
		DWG TYPE	PARKING PLAN
		SHEET No.	01
		REV.	00

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CAD REF: 16811-ROE-BEAUFT_WLIAM-TU_XX.dwg
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