City of Winters
Parking Master Plan- Final Draft

Topic	Lead Entity	Recommendations	Implementation Program
Goal: Establish a management body to plan and manage parking in collaboration with the City. Management body will be to obtain funding from developers and map parking.			
***Management** Body*	Downtown Property Owners and Businesses	Establish a management body (i.e. BID) to serve as a "Winters Business Association" to plan and manage parking in collaboration with the City. Management body will be to coordinate funding from businesses, property owners, developers and to map and manage parking. The Association will coordinate the formation of a Downtown Assessment/Parking District to finance improvements.	1. Solicitation from the business community for the formation of the Winters Business Association. 2. Provision of legal guidance through researched examples of similar organizations. Due Date: Fall, 2018
Parking Benefit District	Downtown Property Owners and Businesses	Established through the Winters Business Association.	
Goal II: Address employee parking within the Downtown core.			
Employee Parking	Winters Business Association	1. Establish employee parking locations and protocols. 2. Develop enforcement policies to impose graduated violation fees, which increase with the number of offences.	1. Implementation of Recommendations 1 and 2. Due Date: Fall, 2019

Topic	Lead Entity	Recommendations	Implementation Program
Goal III: Create additional parking for major events and activity periods.			
Event, Overflow and Weekend Parking	Winters Business Association	1. Establish remote parking locations at Winters High School (WHS and at suitable locations on other public and private parcels. 2. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established. 3. Facilitate valet service and determine a designated valet lot. 4. Facilitate shuttle services for peak season and event parking.	1. Implementation of Recommendations 1-4 Due Date: Fall, 2019
Goal IV: Maximize on street parking			
On-Street Striping	City of Winters	1. Establish a striping plan and annual budget to improve striping throughout the Winters Parking District within ¼ mile of Downtown. 2. As the Downtown Master Plan develops, consideration should be given to diagonal on-street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).	1. Implementation of Recommendations 1 and 2. Due Date: Recommendation 1- Summer, 2018 Recommendation 2- Fall, 2018
Goal V: Establish parking policies and standards within the Downtown core.			

Topic	Lead Entity	Recommendations	Implementation Program
Zoning and Development Standards	City of Winters	Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking. Define minimum parking requirements for the Downtown.	1. Evaluation of "shared" parking policy and establishment of parking standards for new construction and occupancies. Due date: Fall, 2019
	City of Winters	Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee.	1. Evaluation of public parking policy and establishment of shared parking standards for new construction and occupancies. Due date: Fall, 2019
	City of Winters	Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.	1. Evaluation of public parking policy and establishment of shared parking standards for new construction and occupancies. Due date: Fall, 2019
	City of Winters	On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.	1. City and WBA work to establish strategy on remote parking in Downtown. Due Date: Fall, 2019
Shared Parking	City of Winters	Establish policies and requirements for new and existing developments to share parking lots.	
Goal VI: Parking Enforcement			
Main Street	Winters Police Dept	Enforce time limits.	1. Re-signage of Downtown time limits.

Topic	Lead Entity	Recommendations	Implementation Program
			2. Begin Parking Enforcement. Due Date: January, 2020
Goal VII: Improved lighting			
Urban Design	City of Winters/Winters Business Association	Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, Elliot/Abbey, etc.) and trim trees/hedges. Use City standards and consider LED lighting as well as decorative designs.	1. Photometric survey of parking areas. 2. Establish lighting standards. 3. Map and grade parking lighting areas. 4. Establish capital program for the enhancement of Downtown lighting. 5. Purchase and installation as per capital program. Due date: Summer, 2020
	City of Winters	Implement art and landscape where pedestrians will walk or gather.	1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities. Due Date: January, 2020
Goal VII: Improve access to parking areas and way finding.			
Signage and Wayfinding	Winters Business Association	Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.	

Topic	Lead Entity	Recommendations	Implementation Program
	Winters Business Association	Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,	
Goal IX: Improve bike and pedestrian access and facilities within the Downtown core.			
Bike Facilities	City/Winters Business Association	Install and maintain bike parking throughout the Downtown	
	City/Winters Business Association	Bike parking should be part of the overall parking supply at up to 10% of all parking spaces.	
	City/Winters Business Association	Continuously monitor bike demand.	
	Winters Business Association	Establish a bike to car parking ratio.	
Pedestrian Facilities	City of Winters	Repair existing sidewalks throughout the Downtown.	
		:	
	City of Winters	Install new sidewalk at the following locations a. Abbey Street between 1st Street and Railroad Avenue b. Railroad Avenue south of Abbey Street	Due Date: Fall, 2018
	City of Winters	Install ADA compliant sidewalk and curb ramps throughout the City.	See ADA Transition Plan.
	City of Winters	Consider restriping crosswalks at the following intersections: a. Abbey Street / 1st Street	Due Date: Summer, 2018

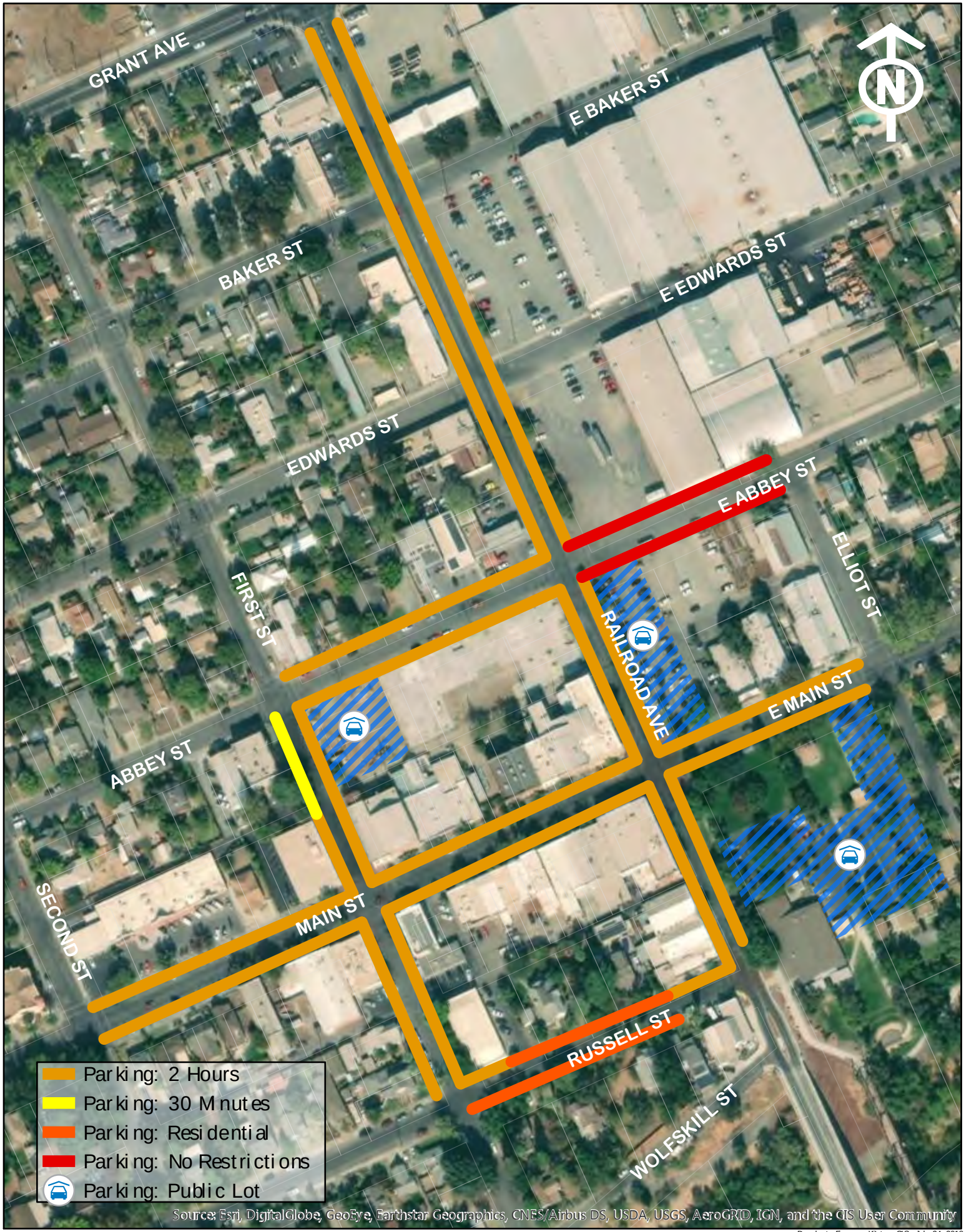
Topic	Lead Entity	Recommendations	Implementation Program
		b. Abbey Street / Railroad Avenue c. Abbey Street / Elliott Street d. Edwards Street / 1st Street e. Edwards Street / Railroad Avenue f. Main Street / Elliott Street	
	Winters Business Association/City of Winters	Use warning signs or barriers to discourage jaywalking.	
	City of Winters	Provide pedestrian crosswalks at all legs of downtown intersections.	Ongoing
Goal X: Improve the sense of safety and security for late night employees.			
Employee Security	Winters Business Association	The Winters Business Association should evaluate and consider the hire a security firm for Downtown security, which is anticipated to provide security guards and video surveillance, if needed.	TBA
Goal XI: Improve accessible parking, parking zones and the expansion of parking lots			
Accessible Parking	City of Winters	A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.	Due Date: Fall, 2018
Loading and Unloading Zones	Winters Business Association	Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.	
Community Center Parking Lot	City of Winters	To improve parking lot access and circulation in the area, a new driveway with entrance and	Completed- June 2017

Topic	Lead Entity	Recommendations	Implementation Program
		signage should be installed on Railroad Avenue.	
New and Expanded Parking Lots	Winters Business Association	Establish a Winters Parking Assessment District, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners having suitable parcels.	1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities. Due Date: January, 2020
New and Expanded Parking Lots	City of Winters	As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of "shared parking" with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established.	Due Date: Fall, 2019
Remote Parking Lots	Winters Business Association	Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.	TBA
Parking Structure	Winters Business Association	In the future, develop a plan and financing program for the construction and maintenance of a downtown parking structure. Advisory and final PD votes should be conducted and an	1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking

Topic	Lead Entity	Recommendations	Implementation Program
		assessment filed.	amenities. Due Date: January, 2020
Future Facilities and Planning	City/Winters Business Association	New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and betters serves retailers. Existing service and delivery access can be maintained by creating loading zones.	1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities. Due Date: January, 2020
Goal XII: Establish revenue strategies for parking improvements.			
Paid Parking	Winters Business Association	(Not recommended at this time.)It is not recommended to implement paid parking. However, parking management and payment of in-lieu fees should support the parking management plans.	
Financing Mechanism	Winters Business Association	Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of	TBA

Topic	Lead Entity	Recommendations	Implementation Program
		assessment.	
Goal XIII: Establish permitting and enhanced enforcement within the Downtown core.			
Residential and Commercial Conflicts	City of Winters	Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance.	Due Date: January, 2020
Street Parking Enforcement	City of Winters	Implement enhanced enforcement of time limits as outlined in attached mapping of Downtown core.	1. Re-signage of Downtown time limits. 2. Begin Parking Enforcement. Due Date: January, 2019
	City of Winters	Ensure that parking time limit enforcement restrictions are consistent with signage.	1. Re-signage of Downtown time limits. 2. Begin Parking Enforcement. Due Date: January, 2019
	City of Winters	Increase fines to the legal limits.	1. Re-signage of Downtown time limits. 2. Begin Parking Enforcement. Due Date: January, 2019
Goal XIV: Establish parking for alternative fuel vehicles.			
Electric Vehicle Parking	City/Winters Business Association	Implement electric vehicle charging stations.	Ongoing

Proposed Parking Time Limits: Downtown Area



Dagoberto Fierros - Winters GIS - July 24, 2018

Winters Downtown Parking Plan

City of Winters, CA

May 2018 | Final Report

Prepared For:

City of Winters
318 1st Street
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Contents

Figures

Tables

1. EXECUTIVE SUMMARY

The objective of this study was to collect existing parking data, survey downtown employers, and work with the City of Winters Parking Committee to determine what the existing, near term future, and long term future parking demand would be in the downtown core. The findings, were used to identify what and where the issues are, and to use the findings to develop a set of actionable recommendations. The actionable recommendations should be used as a toolkit to address current and future issues, as they arise.

Based on the existing parking supply and demand data, as well the local employer survey, community outreach sessions, and observations, the following main issues were determined:

- Employees park in prime locations for businesses.
- Bike parking should be more prominent (i.e. high visibility, secure, etc.).
- On-street and off-street parking fills up on Friday nights when events occur.
- On-street time limit restrictions are not followed by motorists and not enforced by the City.
- There are no reserved parking locations for electric vehicle.
- There is insufficient street lighting on Abbey Street and throughout the City.
- Existing pedestrian connectivity in downtown could be improved.
- A new hotel will be constructed on Abbey Street.
- Parking intrusion occurs in some residential neighborhoods from both employees and customers.
- There is a perception that there is a current shortfall of parking in the downtown.

To address the above issues, the *Downtown Parking Recommendations and Plan (2018)*, was developed, is discussed in this report, and included in its entirety in the **Appendix**. Solutions identified included the following:

- Specify and enforce employee parking areas.
- Install more bike parking throughout the City and encourage a bike parking supply of up to 10% the vehicular supply required in the City Municipal Code.
- Identify overflow lots and provide sufficient wayfinding to direct motorists to parking during peak periods. Provide a valet service when necessary.
- Implement and enforce more time limit restrictions when and where they are needed. A maximum of two hour is the recommend time limit.
- Construct additional street lighting throughout the City. Specifically, on Abbey Street. The construction of the hotel provides a good opportunity for this to be implemented.
- Use urban design principles to improve pedestrian connectivity in the downtown area.
- Overflow lots, improved wayfinding, and valet will help to reduce parking intrusion into neighborhoods and will help to reduce the perception that there is an existing parking shortfall.

REPORT ORGANIZATION

The parking plan analysis results and recommendations are presented in the following chapters:

Chapter 2 introduces the project and objectives of this study.

Chapter 3 discusses existing conditions, parking demand, and survey results.

Chapter 4 discusses future conditions, parking demand, and recommendations.

Chapter 5 highlights the community outreach meeting that was conducted on May 3, 2017.

Chapter 6 illustrates the principals of shared parking.

Chapter 7 describes the roles of various downtown associations.

Chapter 8 provides this study's findings on downtown parking issues and possible solutions.

Chapter 9 discusses financing options including in-lieu fee programs.

Chapter 10 provides information on parking garage/structure construction costs.

The technical appendix is attached containing data sheets and surveys.

2. INTRODUCTION

The City of Winters downtown is characterized by small independently owned shops, restaurants, wineries and professional offices and is a vibrant destination for visitors from Davis and Sacramento to the east and the greater San Francisco Bay area to the west, especially over weekends. In addition, the city hosts many special events over the weekends, which also attract residents, and during this time, parking is at a premium. In addition, downtown is expected to keep growing and development applications highlights the need for additional parking. More importantly, additional supply should be "right sized" parking is expensive and building parking lots which are not utilized is a capital disincentive for the City and developers. In addition, a shortfall in parking will hurt businesses and discourage growth. Parking access is served by private lots, City street parking, and City lots. Economic revitalization is an on-going goal for the City.

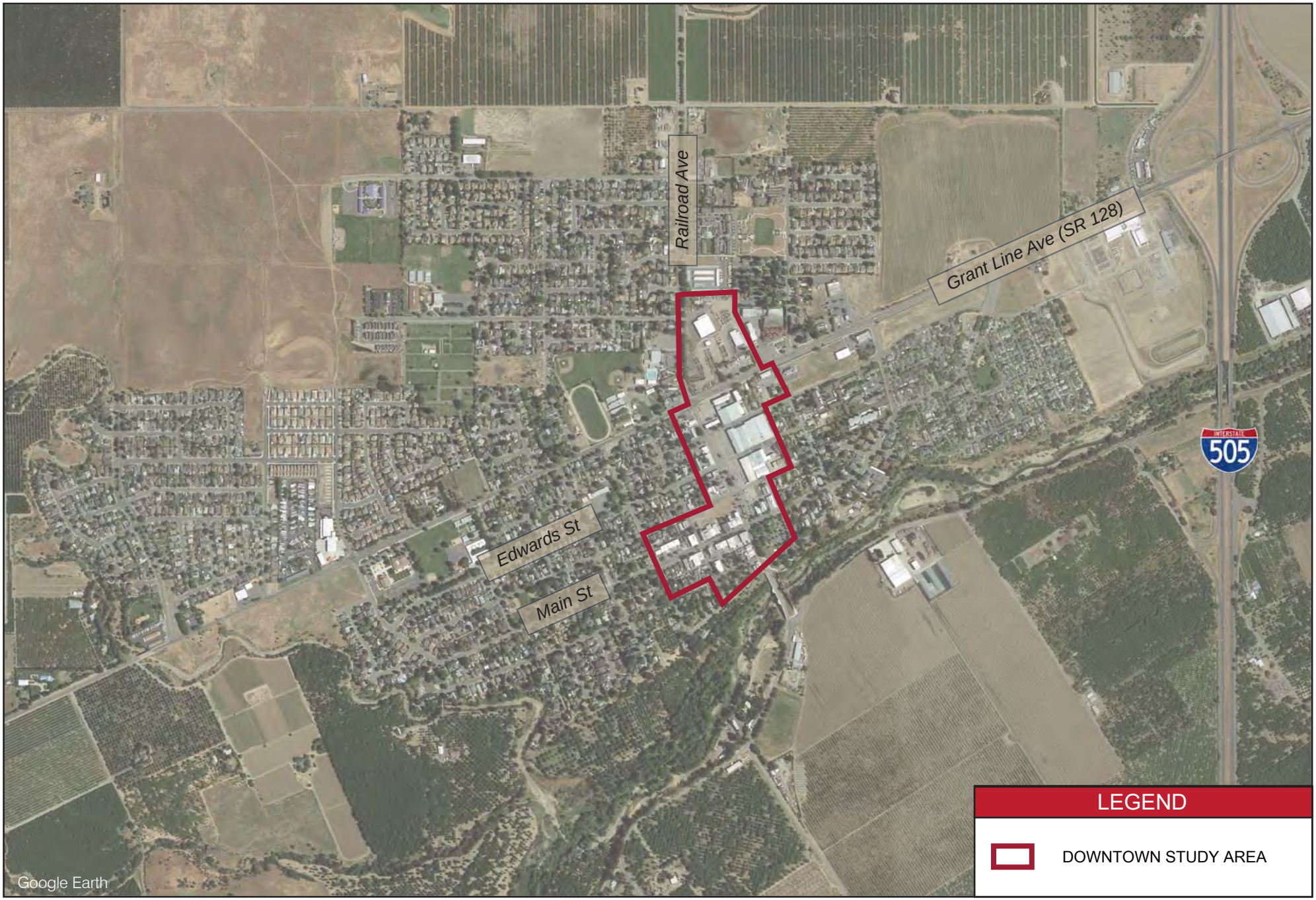
The Winters Downtown Master Plan Study recommended potential development in the area resulting in a 3.7-fold increase in new land use development including retail, office, restaurants, hotel and other related downtown uses over the existing uses. This is a long-term vision.

The following goals have been identified for this study:

- Provide access to convenient parking for downtown customers, employees, and visitors;
- Support and encourage continued investment in the downtown core;
- Manage supply efficiently to avoid unnecessary investment through providing "right size parking";
- Identify and plan parking supply to facilitate future development; and
- Mitigate spillover parking in residential neighborhoods.

Existing parking data was collected by City of Winters staff in the downtown core, where existing parking demand is typically greatest, on Railroad Avenue, Abbey Street, Main Street, First Street, Russell Street, and Elliot Street. A vicinity map showing the overall study area, which extends beyond the downtown core, is shown in **Figure 1**.

The following chapters evaluate the existing and future parking supply and occupancy within the City's downtown area and provides solutions to accomplish the above goals.



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City of Winters Parking Study

Figure 1

Downtown Study Area

3. EXISTING CONDITIONS

EXISTING DOWNTOWN AREA

The City of Winters is located in Yolo County, California. Approximately 7,000 people lived in the City of Winters in 2015. Regional access to the City primarily occurs from Interstate 505 on the east side of the City. State Road 128 (Grant Avenue) extends east-west through the City and County Road 89 (Railroad Avenue) extends north-south through the City.

Principal east-west roadways within the Downtown Area include:

- SR 128 (Grant Avenue)
- Baker Street
- Edwards Street
- Abbey Street
- Main Street
- Russell Street

Principal north-south roadways within the Downtown Area include:

- 1st Street
- 2nd Street
- County Road 89 (Railroad Avenue)
- Elliott Street
- East Street

The Downtown Area consists of a mix of land uses including local businesses, restaurants, government buildings, and residences. Locations of important land uses include the following:

- Community Center – southeast corner of Main Street and Railroad Avenue
- City Hall – southwest corner of Abbey Street and 1st Street
- Main Street Village – northeast corner of Main Street and Railroad Avenue
- Downtown Scenic Area (includes restaurants, wine tasting, businesses, tourist shops, etc.) – bounded by Main Street, Russell Street, 1st Street, and Railroad Avenue
- Railroad Avenue Bridge (crosses Putah Creek) – Railroad Avenue, south of the Community Center
- Mariani Buildings – north of Main Street Village on Railroad Avenue
- Future Hotel Lot – on Abbey Street, bounded by Railroad Avenue and 1st Street

Transit stops for Yolobus route 220 are located on 1st Street, Main Street, and Grant Avenue.

CURRENT WINTERS PARKING CODE

PARKING SUPPLY REQUIREMENTS

Currently, the Winters parking code prescribes minimum requirements for various public and private developments within certain land use zones of the City. The requirements are shown in **Table 1**.

Table 1: Winters Municipal Code Parking Requirements

Land Use	Off-Street Spaces Required
Residential:	
Single-Family	2/unit (1 covered/enclosed)*
Two-Family / Dublex	1.5/unit*
	*requires in-kind replacement when a garage or carport space is converted to another use
Multifamily:	
1 bedroom or less	1/unit**
2 bedrooms or more	2/unit**
Guest	.25/unit**
	**At least 50 percent of the required spaces shall be covered or enclosed, with a minimum of one covered or enclosed space provided per unit
Mobilehome Park	2/mobilehome
Guest	.25/unit
Single Room Occupancy	1 space for staff per facility 1 space per unit
Commercial and Office Use:	
Adult Entertainment	Per use permit
Automobile Repair, Major/Minor	1/200 s.f. with minimum of 5 customer parking
Bar, Cocktail Lounge	1/50 s.f. of seating area
Bed and Breakfast Inn	1/guest room
Business Service	1/300 s.f.
Equipment Sales/Rental/Repair Outdoor Storage Area	1/500 s.f. building area plus 1/5,000 s.f. of
Financial Institutions	1/250 s.f. plus 2/each ATM
Funeral Parlor	1/50 s.f. seating area
Hotel/Motel	1/guest room
Nurseries	1/250 of sales floor area, plus 1/5,000 s.f. outdoor sales area
Office, Business, and Professional	1/250 s.f.
Outdoor Sales	1/250 s.f. of sales floor area, plus 1/5,000 s.f. lot area
Personal Retail Services	1/300 s.f.
Personal Storage	1/2,000 s.f. storage space
Recreation, Indoor or Outdoor	Per use permit
Recreational Vehicle Park	Per use permit
Restaurant	1/3 seats
Restaurant, Drive-Through	1/3 seats, plus on-site queue space for minimum 5 drive-up vehicles
Retail Sales, General	1/250 s.f.
Roadside Stand	1/200 s.f. sales area
Service Station	3 spaces minimum, plus 2/service bay
Veterinary Hospital, Kennel	1/400 s.f.
Industrial Uses:	
Finished Goods Assembly	1/750 s.f.
Heavy Equipment Terminal	1/1,000 s.f. building area, plus 1/5,000 s.f. vehicle storage area
Laboratory, Research/Experimental	1/500 s.f.
Manufacturing, Heavy	1,1,000 s.f., or per use permit
Manufacturing, Light	1,750 s.f.
Recycling Collection Center	2/collection area
Recycling and Salvage Yards	Per use permit
Warehouse, Wholesales/Freight	1/3,000 s.f.
Public & Quasi-Public Uses:	
Assembly Hall/Community Services	1/50 s.f. assembly area
Cemetery	Per use permit
Communication Equipment Facility	1/500 s.f.
Convalescence and Care Services	1/3 beds
Cultural Facility	1/750 s.f.
Day Care	1/employee
Emergency Shelter	2 spaces for staff per facility, 1 space/6 occupants
Government Offices	1/300 s.f.
Hospital	Per use permit
Public Parks	Per use permit
Religious Institutions	1/50 s.f. seating area
Safety Services	1/500 s.f.
Utility Services, Major	Per use permit

Table 1: Winters Municipal Code Parking Requirements

Land Use	Off-Street Spaces Required
Utility Services, Minor	Per approved site plan
Vocational Training Facility	Per use permit
Agricultural Uses:	
Agricultural Operation	No requirement
Animal Production	1/employee
Temporary Uses:	Per temporary activity permit

** Winters Municipal Code 17.72.020*

PARKING DIMENSION REQUIREMENTS

Winters Municipal Code 17.72.050 provides minimum dimension design standards for all off-street parking areas as follows:

1. Full sized spaces shall be nine feet wide by nineteen (19) feet long.
2. Compact spaces shall be not less than eight-feet, six-inches wide by sixteen (16) feet long. Up to thirty (30) percent of all spaces in a parking facility may be compact spaces.
3. Parallel spaces shall be ten (10) feet wide by twenty-four (24) feet long.
4. Spaces for disabled individuals shall be fourteen (14) feet wide by eighteen (18) feet long. Two spaces may be provided within a twenty-three (23) foot wide area, striped to provide a nine-foot wide parking space on each side and a five-foot loading and unloading area in the center. Van spaces shall be seventeen (17) feet wide by eighteen (18) feet long.
5. Maneuvering aisles shall be the width in feet as shown:

Type	One Direction	Two Directions
90 degree	25	25
60 degree	16	25
45 degree	14	25
30 degree	12	25
Parallel	12	25

**Winters Municipal Code (17.72.050)*

6. The minimum width of a driveway with no parking space maneuvering within it shall be ten (10) feet (single family or one way) or twenty (20) feet (commercial or two way).

ADA SUPPLY REQUIREMENTS

Winters Municipal Code 17.72.030 provides the following guidance:

Off-street parking for disabled individuals shall be provided when new facilities are constructed, or there is a change in the type of occupancy in existing facilities, in accordance with state and federal law and the following:

A. Total spaces per accessible spaces:
   1 to 25 = 1 accessible van space;
   26 to 50 = 2 accessible spaces; including 1 van space
   51-75 = 3 accessible spaces; including 1 van space
   76-100 = 4 accessible spaces; including 1 van space
   101-150 = 5 accessible space; including 1 van space

151-200 = 6 accessible spaces; including 1 van space
201-300 = 7 accessible spaces; including 1 van space
301-400 = 8 accessible spaces; including 1 van space
401-500 = 9 accessible spaces; including 2 van spaces

B. Outpatient facilities: ten (10) percent of total spaces.
C. Facilities that specialize in services for persons with mobility impairments: twenty (20) percent accessible of total.

The location of accessible spaces shall be as follows:

1. Route: on shortest route to accessible entrance(s).

2. In parking not serving a particular building: on shortest accessible route to closest pedestrian entrance of pedestrian facility. (Ord. 97-03 § 2 (part): prior code § 8-1.6003(C))

BICYCLE FACILITY REQUIREMENTS

Winters Municipal Code 17.72.080 provides the following guidance:

1. Location of bicycle parking shall be provided to serve all non-single-family residential uses in a convenient and accessible manner. Bicycle parking shall not obstruct pedestrian or vehicular travel, but may be located within pedestrian rights-of-way when properly marked if it provides convenient proximity to a facility or building entrance.
2. One bicycle parking space shall be provided for each ten (10) automobile parking spaces required for each particular use. For each bicycle parking space required, a stationary object, such as a freestanding rack or wallmounted bracket, shall be provided to which a user can secure both wheels and frame of a bicycle.
3. To the extent feasible, bicycle paths shall be provided connecting land uses, including residential, schools, shopping areas and employment centers.
4. New businesses which will employ twenty (20) or more people are encouraged to include shower facilities to promote the use of bicycles for travel to and from the workplace. (Ord. 2003-01 (part); Ord. 97-03 § 2 (part): prior code § 8-1.6003(I))

Zoning Standards implement the City of Winters' broad goals, objectives and policies through regulation that is applied at a site-specific level. It regulates parking, land use, density and the size and placement of buildings. Zoning and regulations are often grandfathered in over many years and a desire to integrate land use and parking demand more efficiently, is typically overlooked. This project makes recommendations for policy reforms to correct such conflicts and identifies opportunities to encourage more efficient use of parking resources, through shared parking and other parking management techniques. The recommendations are specific to changes and/or revisions in current zoning.

It is recommended that parking requirements for the downtown be collapsed from the current designations to five use types for the downtown. Data is not available for each of these uses, however a cumulative rate could be applied. All parking would be made available for public use.

Many cities do not allow parking approved within a minimum requirement to be provided to other "non-accessory" uses, thereby limiting *sharing* of parking that may be underutilized or available during evenings, weekends or events. Encouraging shared parking within existing and new developments is a key goal and intended to maximize parking resources to the highest degree possible.

A model may be Dana Point, CA that allows developers to choose a lower minimum requirement for commercial parking (2.0 stalls per 1,000 square feet) if they are made available to the public. If the developer will not provide them to the public then the citywide zoning requirements for parking continue to apply (which are higher). Another model is Portland, Oregon which simply indicates that new parking approved in the downtown is "commercial" parking; allowing it to be used (shared) with any other use in the downtown. This is at the parking owners' discretion and does not require any further approvals from the City.

EXISTING PUBLIC PARKING AND RESTRICTIONS

Under existing conditions, the downtown area includes approximately 459 total publicly available parking spaces, which includes 181 off-street (lot) and 278 on-street spaces. Off-street parking is provided in the following lots:

- Community Center Lot
- Main Street Village Lot
- Rail Road Lot

On-street parking is provided on the following street segments:

- Railroad Avenue (North)
- Railroad Avenue (South)
- Abbey Street (West)
- Abbey Street (East)
- 1st Street (North)
- 1st Street (South)
- Main Street (West)
- Main Street (Central)
- Main Street (East)
- Elliott Street
- Russel Street

PUBLIC PARKING RESTRICTIONS

All parking within the study area is free. The City uses time restrictions of two hours (from 8:00am to 5:00pm) on Main Street, Railroad Avenue, and Russell Street. Time restrictions are primarily near restaurants and shops located on Main Street Village and Railroad Avenue.

EXISTING INVENTORY

An existing parking inventory and utilization survey of both off-street and on-street public spaces was performed on Friday, December 2, 2016 from 7:00am to 9:00pm by City staff and volunteers to determine the number of parking spaces supplied (striped) and occupied by vehicles in the downtown area.

Table 2 includes a listing and description of the existing off-street parking lots. No parking structures are provided in Downtown Winters. **Table 3** provides a summary of the on-street public parking facilities.

Table 2: Off-Street Parking Inventory

#	Parking Lot	Street Access Locations	Parking Spaces
1	Community Center	Main St, Elliott St, & Railroad Ave	109
2	Main Street Village	Main St, Elliott St, E. Abbey St	24
3	Railroad	Main St, Elliott St, E. Abbey St	48
Total			**181**

Table 3: On-Street Parking Inventory

#	Street	From	To	Parking Spaces
1	Railroad Ave (North)	Abbey St	Main St	18
2	Railroad Ave (South)	Main St	Russell St	15
3	Abbey St (West)	1st St	Railroad Ave	22
4	Abbey St (East)	Railroad Ave	Elliott St	23
5	1st St (North)	Edwards St	Main St	20
6	1st St (South)	Main St	Russell St	17
7	Main St (West)	2nd St	1st St	41
8	Main St (Central)	1st St	Railroad Ave	41
9	Main St (East)	Railroad Ave	Elliott St	17
10	Elliott St	Abbey St	Community Center Lot	34
11	Russell Street	Railroad Ave	1st St	30
			Total	**278**

As summarized in the tables above, there are a total of 181 existing parking spaces between the three public City lots. 278 parking spaces are estimated to exist on-street within the surveyed area.

PARKING UTILIZATION SURVEY

As part of the existing parking inventory and utilization survey conducted by the City of Winters (and volunteer staff), parking utilization was determined for both on-street and off-street parking spaces. Based on the data collected on December 2, 2016 and knowledge of the study area, peak parking demand typically occurs on Fridays between 5:00pm and 9:00pm, when events occur at the Community Center and visitors are in downtown restaurants, wineries, etc.

This data paints a detailed picture of how public parking is currently being used in downtown Winters. Prior to a discussion of this effort's major findings, it is important to briefly define several terms that are commonly used when discussing parking utilization.

- **Peak** is the time period associated with the highest observed level of occupancy in a specific area or parking facility. In downtown Winters, the time periods evaluated include Friday daytime (7:00am to 5:00pm) and Friday evening (5:00pm to 9:00pm, which includes a special event).
- **Occupancy** is defined as the number of cars parked in a specific area, lot, or block-face during one period of observation. This metric is often expressed as the percentage of the total physical supply that is occupied by parked cars.
- **Practical Capacity** is the occupancy level or number of vehicles that can be parked in a facility or area before it becomes difficult for motorists to find a vacant space without having to circle or wait for parking. Practical capacity is typically set at an 85% occupancy level.
- **Duration of Stay** is the length of time a vehicle is parked in a specific parking space.
- **Turnover / Parking Event** is each instance where a single, unique vehicle is observed parked in a single, unique space.

OCCUPANCY BY PERIOD

Peak hour occupancy levels are an important focus for analysis because they provide a glimpse of the parking supply at its most impacted. Practical capacity is defined as 85% occupancy of the supply and is the maximum capacity of parking spaces used in analysis. If occupancies are over 85%, visitors are frustrated and drive around looking for parking, congestion often occurs on the roadway system. Motorists will also stop and wait in one location for a parking space to open up. As a result, less time is spent eating out or shopping in the downtown.

Table 4 and **Table 5** summarize occupancy data collected on December 2, 2016 (Russel Street was surveyed on September 15, 2017) and highlights which surveyed locations typically exceed 85% occupancy.

Table 4: Average Parking Occupancy by Off-Street Location

#	Parking Lot	Street Access Location	Parking Spaces	Daytime (7:00am to 5:00pm)	Evening (5:00pm to 9:00pm)
1	Community Center	Main St, Elliott St, & Railroad Ave	109	26%	**88%**
2	Main Street Village	Main St, Elliott St, E. Abbey St	24	58%	78%
3	Railroad	Main St, Elliott St, E. Abbey St	48	59%	**95%**

Locations with parking occupancy above 85% are highlighted in **bold.*

As shown in **Table 4**, survey data indicates that the Community Center and Railroad lots are over capacity at 88% and 95% average occupancy, respectively, during the evening peak. The Main Street Village lot is at 78% average occupancy. All three surveyed lots are significantly below capacity for most of the day (7:00am to 5:00pm). It should be noted that an event was held at the community center (started at 6:00pm and ended at approximately 9:00pm) when the data was collected.

Table 5: Average Parking Occupancy by On-Street Location

#	Street	From	To	Parking Spaces	Daytime (7:00am to 5:00pm)	Evening (5:00pm to 9:00pm)
1	Railroad Ave (North)	Abbey St	Main St	18	50%	**88%**
2	Railroad Ave (South)	Main St	Russell St	15	64%	85%
3	Abbey St (West)	1st St	Railroad Ave	22	36%	3%
4	Abbey St (East)	Railroad Ave	Elliott St	23	20%	16%
5	1st St (North)	Edwards St	Main St	20	57%	34%
6	1st St (South)	Main St	Russell St	17	70%	61%
7	Main St (West)	2nd St	1st St	41	46%	42%
8	Main St (Central)	1st St	Railroad Ave	41	73%	**91%**
9	Main St (East)	Railroad Ave	Elliott St	17	65%	**93%**
10	Elliott St	Abbey St	Community Center Lot	34	37%	66%
11	Russell St	Railroad Ave	1st St	30	48%	56%

Locations with parking occupancy above 85% are highlighted in **bold.*

As shown in **Table 5**, survey data indicates that Railroad Avenue (North), Main Street (Central), and Main Street (East) are over capacity at 88%, 91%, and 93% average occupancy, respectively, during the evening peak. Railroad Avenue (South) is right at capacity during the evening peak at 85% average occupancy. On-street parking is below capacity during the day (7:00am to 5:00pm). The on-street locations that were at or

over capacity at night also have higher occupancies during the day, compared to the other locations. Note that counts on Russell Street were counted on a separate day from the rest of the Downtown.

Of the surveyed on-street and off-street locations, the overall average parking occupancy in Downtown Winters was 46% from 7:00am to 5:00pm and approximately 70% from 5:00pm to 9:00pm. This represents the true demand of parking in the Downtown. Some locations, closer to where visitors want to be and where they feel safe and parking is convenient are over capacity, but the majority of the parking areas and underutilized.

TURNOVER PER SPACE AND DURATION

While occupancy data is a key metric describing how parking in the downtown is used, occupancy percentages provide only a series of snapshots of how "full" different parking facilities are at different points in time. To truly understand current parking usage in the Downtown, it is equally important to develop an insight into how long vehicles are parked and where employees, customers, and residents park. Since duration data was collected on a 15-minute basis, it is possible to track these metrics.

Table 6 and **Table 7** summarize average turnover and duration data collected on December 2, 2016 and highlights which surveyed locations are typically occupied for extended durations.

Table 6: Average Turnover and Duration by Off-Street Location

#	Parking Lot	Street Access Location	Parking Spaces	Daytime (7:00 am to 5:00 pm)		Evening (5:00pm to 9:00pm)	
				Turnover Per Space	Average Duration (min)	Turnover Per Space	Average Duration (min)
1	Community Center	Main St, Elliott St, & Railroad Ave	109	1.6	100	1.8	114
2	Main Street Village	Main St, Elliott St, E. Abbey St	24	3.2	110	1.5	121
3	Railroad	Main St, Elliott St, E. Abbey St	48	2.8	131	1.7	132

As shown in **Table 6**, survey data indicates that the Community Center lot has a relatively lower average turnover than the other lots at 1.6 vehicles per space during the day time. The railroad lot has the longest average duration of the surveyed lots at 131 minutes per vehicle during the evening.

Table 7: Average Turnover and Duration by On-Street Location

#	Street	From	To	Parking Spaces	7:00am to 5:00pm		5:00pm to 9:00pm	
					Turnover	Average Duration (min)	Turnover	Average Duration (min))
1	Railroad Ave (North)	Abbey St	Main St	18	4.2	73	2.2	97
2	Railroad Ave (South)	Main St	Russell St	15	5.4	72	2.7	74
3	Abbey St (West)	1st St	Railroad Ave	22	2.1	106	0.4	16
4	Abbey St (East)	Railroad Ave	Elliott St	23	1.0	125	1.2	31
5	1st St (North)	Edwards St	Main St	20	3.4	105	1.3	64
6	1st St (South)	Main St	Russell St	17	1.6	91	1.6	91
7	Main St (West)	2nd St	1st St	41	2.0	48	2.0	48
8	Main St (Central)	1st St	Railroad Ave	41	2.9	74	2.9	74
9	Main St (East)	Railroad Ave	Elliott St	17	2.6	84	2.6	84
10	Elliott St	Abbey St	Community Center Lot	34	2.0	77	2.0	77
11	Russell St	Railroad Ave	1st St	30	1.4	243	1.0	108

As shown in **Table 7**, survey data indicates that, on average, vehicles remain parked on Russell Street significantly longer than other locations at 243 minutes (7:00am-5:00pm) and 108 minutes (5:00pm-9:00pm). The data and observations indicate that residents typically leave their cars parked on Russell Street throughout the day, with some vehicles not being moved at all during the entire day of observations. Long average stay durations and low turnover per space metrics are typically indicative of residential and employee parking patterns.

Figure 2 and **Figure 3** demonstrate the average occupied on-street and off-street parking spaces, existing parking space supply, turnover per space, and average stay (in minutes).

BICYCLE PARKING

Public bicycle parking facilities were also observed as part of the parking utilization survey conducted in December 2016. In general, bicycle parking primarily took place on Main Street in front of Steady Eddy's Coffee House and on Railroad Avenue near the Community Center. Bike racks are simple and does not lean to the trend to provide art related bike parking spaces, which creates a lively and friendly environment for all visitors, including cyclists.

LEGEND

ON-STREET PARKING Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)

PARKING LOTS Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)

Source: Google Earth, 2017

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Figure 2

Parking Statistics by Location: 7:00 AM to 5:00 PM

Source: Google Earth, 2017

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Figure 3

Parking Statistics by Location: 5:00 PM to 9:00 PM

UNDERUTILIZED LOCATIONS

Underutilized lots and streets can be used to alleviate overparked locations. Survey data and site observations identified the following locations that could be used to reduce demand on other locations:

Daytime – 7:00am to 5:00pm

- Community Center lot
- Abbey Street: between Elliott Street and 1st Street
- Main Street: west of 1st Street
- Elliot Street: between Abbey Street and Main Street

Evening – 5:00pm to 9:00pm

- Abbey Street: between Elliott Street and 1st Street
- Main Street: west of 1st Street
- 1st Street: between Main Street and Abbey Street

For motorists to use the above locations, it is important that good lighting, sidewalks and curb ramps, and signage and wayfinding be provided. When the preferred locations fill up, motorists will search for alternative places to park. However, the alternative locations must be easy to find and safe to access.

PEAK PERIOD PARKING GENERATION RATE

An estimate of parking generation for Downtown Winters was developed based on the existing square footage of downtown commercial and office (including governmental) uses and the surveyed parking demand. The represents the true demand, experience today, with vibrant conditions during special events and typically observed on weekends. The calculation of the daytime (7:00am-5:00pm) parking generation is summarized in **Table 8** and the calculation of the evening peak (5:00pm-9:00pm) parking generation is summarized in **Table 9**.

Table 8: Existing Friday Daytime Parking Generation Rate

Land Use Type	Size		Source	Daytime (7:00am-5:00pm)			
				Existing Supply	Existing Demand	Existing Average Occupancy	Calculated Demand Rate
Existing Buildings*	237,100	SF	Winters Parking Survey	459	212	46%	1 space per 1120 SF

**Includes existing building square footages within City defined blocks #5, #6, #7, #8, #9, and #10.*

Table 9: Existing Event Evening Parking Generation Rate

Land Use Type	Size		Source	Evening Peak (5:00pm-9:00pm)			
				Existing Supply	Existing Demand	Existing Average Occupancy	Calculated Demand Rate
Existing Buildings*	237,100	SF	Winters Parking Survey	459	321	70%	1 space per 740 SF

**Includes existing building square footages within City defined blocks #5, #6, #7, #8, #9, and #10.*

***Uses include commercial, restaurant, retail, and residential.*

As shown in **Table 8** and **Table 9**, the average daytime demand from 7:00am to 5:00pm is lower than the evening peak demand from 5:00pm to 9:00pm by about one third. The parking generation ratio during the daytime is 1 space per 1120 square feet and 1 space per 740 square feet in the evening peak based on existing building area.

AUGUST 2015 DATA REVIEW AND VALIDATION

On-street and off-street parking data was surveyed at select locations in August 2015. The data collection spanned multiple days as well as public and private parking locations. Average weekday AM, Midday, and PM parking occupancy was observed to be 59%, 53%, and 47%, respectively. Average weekend AM, Midday, and PM parking occupancy was observed to be 78%, 67%, and 42%, respectively. The data indicates that parking supply is consistent with December 2016 data and shows adequate parking supply for average weekdays during all time periods. For weekends, the data indicates that parking supply is typically adequate, though some weekend morning periods are very busy.

This data is included in the **Appendix**.

EMPLOYER / EMPLOYEE SURVEY DATA

Employee and customer data was collected from local businesses via a written questionnaire distributed by City staff and volunteers in August 2015. Raw data is shown in the **Appendix**.

Typical weekday and weekend employment by time of day results are shown graphically in **Figure 4** and **Figure 5**. Raw data is included in the Appendix. The August 2015 survey data indicates that businesses typically have the most employees working between 9:00am and 12:00pm on weekdays and 12:00pm to 3:00pm on typical weekends.

Figure 4 – Typical Weekday Employment by Time of Day

Figure 5 – Typical Weekend Employment by Time of Day

Typical weekday and weekend customers by time of day results are shown graphically in **Figure 6** and **Figure 7**. The data indicates that the busiest times for customers visiting local business and restaurants (as estimated by surveyed businesses) is between 3:00pm and 6:00pm on weekdays and weekends.

Figure 6 – Typical Weekday Customers by Time of Day

Figure 7 – Typical Weekend Customers by Time of Day

The typical duration customers spend in businesses is shown graphically in **Figure 8**. The data indicates that customers visiting local businesses (as estimated by surveyed businesses) typically stay in the businesses for less than one hour.

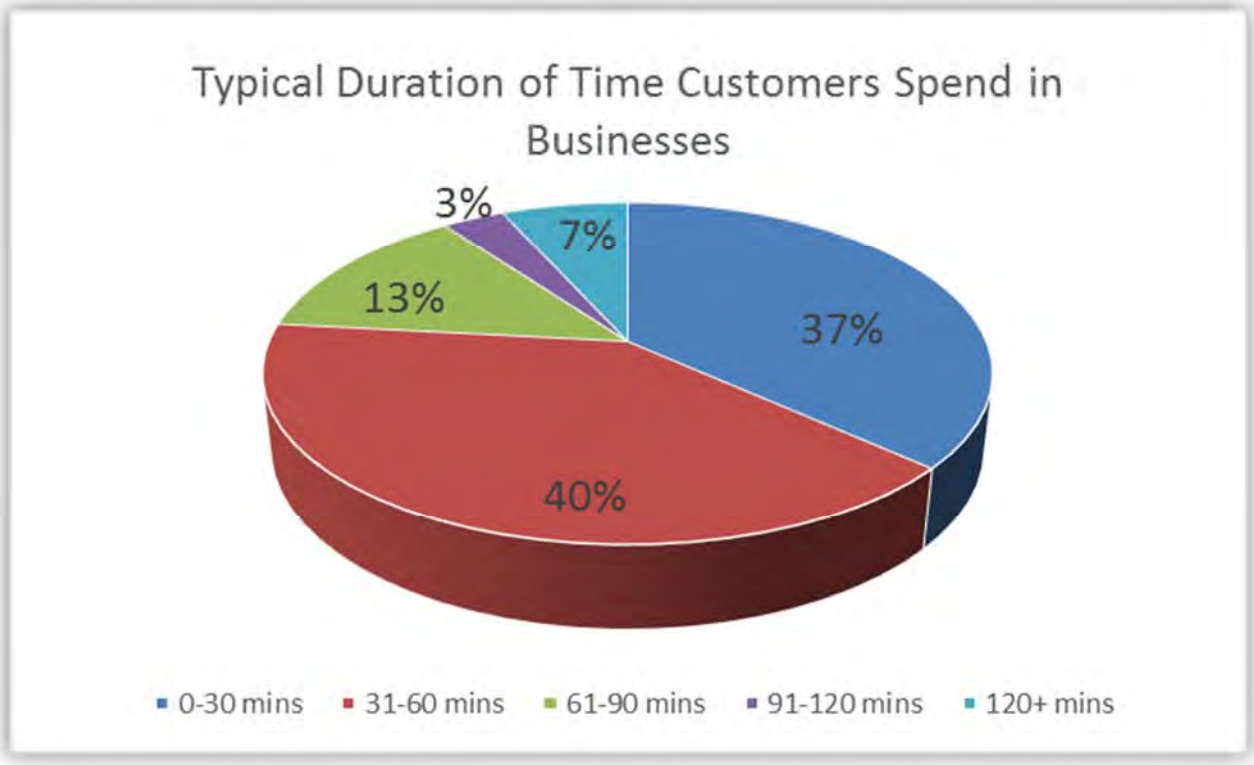


Figure 8 – Typical Duration of Time Customers Spend in Businesses

4. FUTURE CONDITIONS

This section discusses the assumptions and expected changes in land uses in downtown Winters. The changes were evaluated based on future conditions, as defined by the City of Winters Downtown Master Plan

The following sections identify near term and long term future parking needs.

NEAR TERM FUTURE DOWNTOWN AREA

The near term future downtown area and parking needs includes projects that are expected to occur with a high degree of certainty within one to three years. City of Winters staff provided the following projects that are planned to be constructed in the near term:

- Hotel (on Abbey Street) – 72 rooms, restaurant, and event center.
- 50,000 square feet of additional development

POTENTIAL HOTEL PARKING IMPACTS

ITE and ULI methodologies and data indicate that the anticipated 72-room hotel and restaurant will generate parking demand throughout the day as shown in **Figure 9**. The maximum daytime parking demand would therefore be approximately 58 spaces and evening demand would be approximately 62 spaces. Special events like weddings will have a higher parking demand, is anticipated to be approximately 100 parking spaces.

The location of the planned hotel and restaurant, as well as retail uses is shown in **Figure 11**.

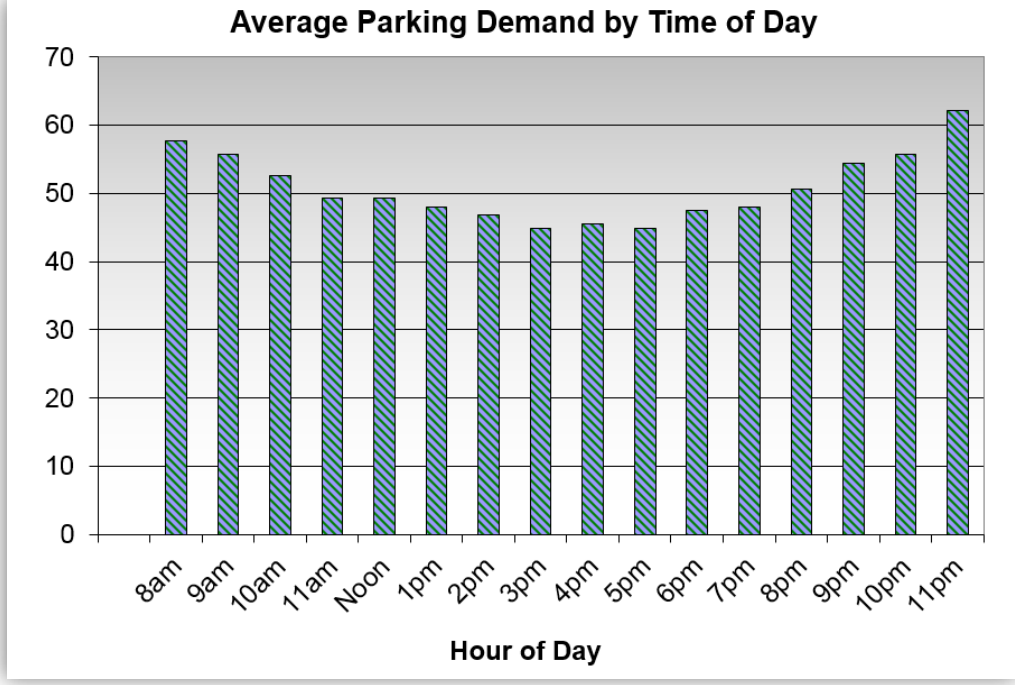


Figure 9 – 72 Room Hotel and Restaurant Parking Demand by Time of Day

In **Chapter 3**, the existing parking demand was used to determine a Winters specific parking generation rate of 1 space per 740 square feet. This estimate was used along with the expected future hotel development within the City (provided by the Winters Planning Department) to determine the near term future parking demand. As shown in **Table 10**, it is anticipated that the hotel on Abbey Street will be constructed. This development, in addition to existing demand and 50,000 square feet of near term future development, is anticipated to cause a parking deficit of 71 spaces if an 85% occupancy goal is adopted (i.e. practical capacity). If a lower 75% occupancy goal is adopted, the parking deficit would be 141 spaces. The calculation of peak parking generation at practical capacity (85%) is summarized in **Table 10**. The calculation of peak parking generation at 75% capacity is summarized in **Table 11**.

Table 10: Near Term Future Parking Generation Demand (At Practical Capacity with Existing, Hotel and 50ksf of development)

Land Use Type	Size		Source	Evening Peak					
				Calculated Rate	Existing Supply	Future Demand	Average Occupancy Goal	Future Parking Needed (total)	Future Parking Deficit
Existing + Near Term Development*	287,100	SF	Winters Parking Survey	1 space per 740 SF	459	450	85%	530	-71

**Includes existing building square footages plus 50,000 square feet of future within City defined blocks #1 thru #13.*

Table 11: Near Term Future Parking Generation Demand (At 75% Capacity with Existing, Hotel and 50ksf of development)

Land Use Type	Size		Source	Evening Peak					
				Calculated Rate	Existing Supply	Future Demand	Average Occupancy Goal	Future Parking Needed (total)	Future Parking Deficit
Existing + Near Term Development*	287,100	SF	Winters Parking Survey	1 space per 740 SF	459	450	530	600	-141

**Includes existing building square footages plus 50,000 square feet of future within City defined blocks #1 thru #13.*

LONG TERM FUTURE DOWNTOWN AREA

The City is in the process of evaluating development of several new business in and around downtown, which would potential increases the need for parking, both during the day, at night, and over the weekends. This long-term future scenario includes development that is anticipated to occur within a three to 20-year time horizon.

Figure 10 shows the Initial Vision Plan from the City of Winters Downtown Master Plan.

LONG TERM FUTURE PARKING DEMAND

The existing parking demand was used to determine a Winters specific parking generation rate of 1 space per 740 square feet. This estimate was used along with the expected future development within the City (provided by the Winters Planning Department) to determine the future parking demand. As shown in **Table 12**, it is anticipated that the Downtown Study area will increase from 237,100 square feet in existing

conditions to 894,100 square feet in future conditions. This increase in square feet is anticipated to cause a parking demand increase of 962 spaces if an 85% occupancy goal is adopted. If 75% is adopted as the occupancy goal, parking demand increase would be 1,152. The calculation of peak parking generation at practical capacity (85%) is summarized in **Table 12**. The calculation of peak parking generation at 75% capacity is summarized in **Table 13**.

Table 12: Future Parking Generation Demand (at practical capacity and with the Hotel)

Land Use Type	Size		Source	Evening Peak					
				Calculated Rate	Existing Supply	Future Demand	Average Occupancy Goal	Future Parking Deficit	Future Parking Needed (total)
Select Existing Buildings*	894,100	SF	Winters Parking Survey	1 space per 740 SF	459	1208	85%	-962	1422

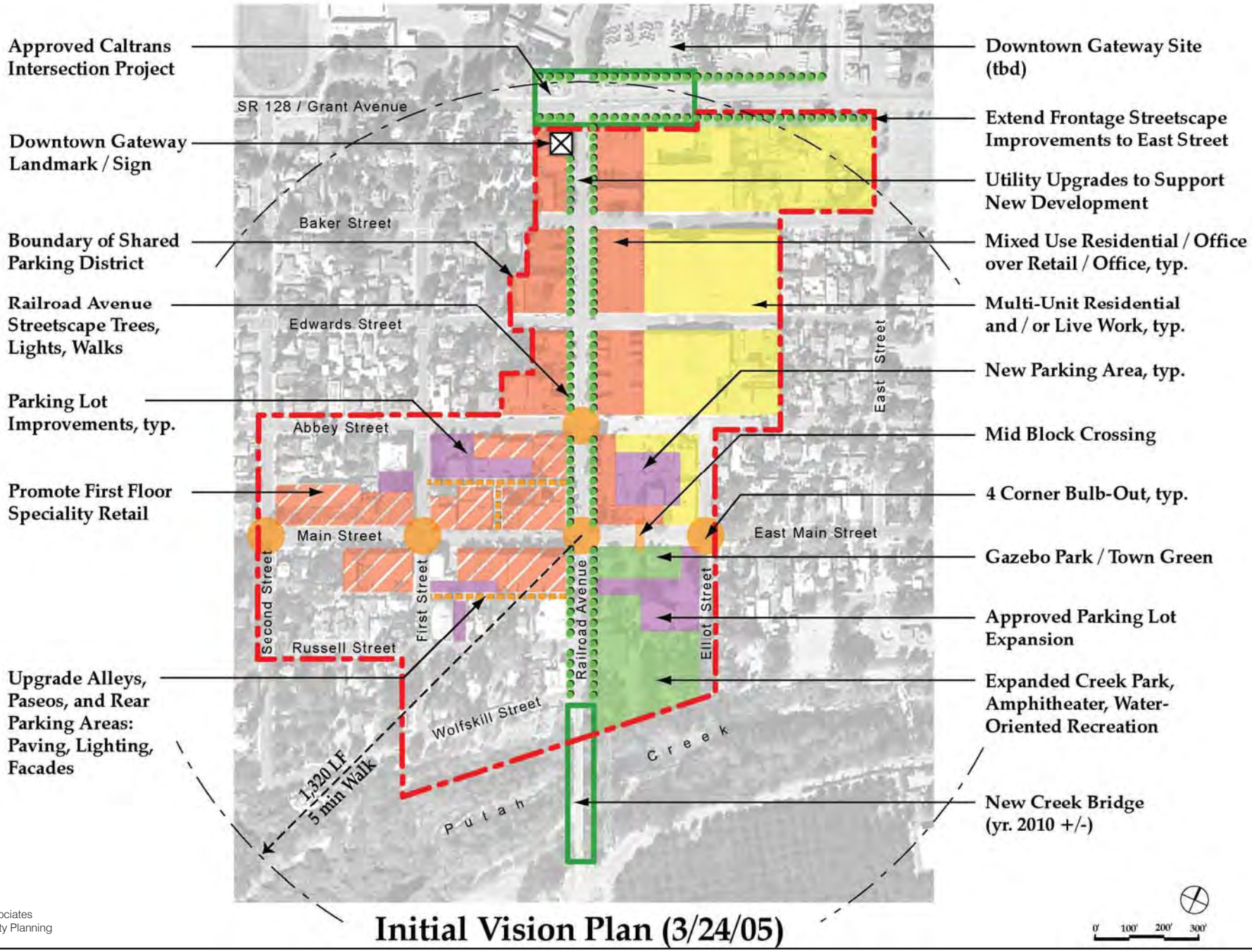
**Includes future building square footages within City defined blocks #1 thru #13.*

Table 13: Future Parking Generation Demand (at 75% capacity and with the Hotel)

Land Use Type	Size		Source	Evening Peak					
				Calculated Rate	Existing Supply	Future Demand	Average Occupancy Goal	Future Parking Deficit	Future Parking Needed (total)
Select Existing Buildings*	894,100	SF	Winters Parking Survey	1 space per 740 SF	459	1208	75%	-1152	1611

**Includes future building square footages within City defined blocks #1 thru #13.*

Additional analysis for the development of a 72-room hotel and small restaurant are shown in the following section.



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Urban Design & City Planning

Initial Vision Plan (3/24/05)

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City of Winters Parking Study

Figure 10

Initial Vision Plan Map

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Figure 11

Future Hotel Location

PARKING DEMAND CONCLUSIONS

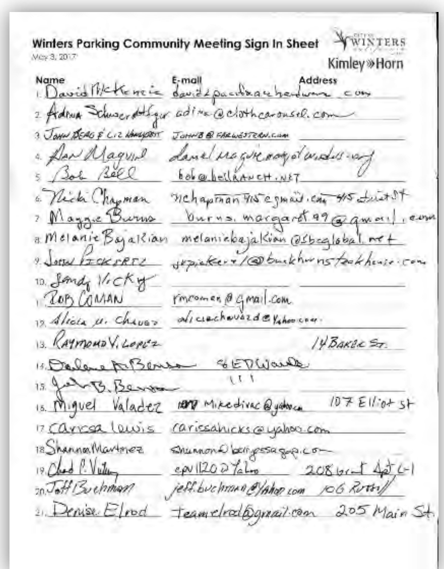
As discussed in the previous section, it is anticipated that future growth and development in the downtown area will cause a parking deficit. Future parking hotspots will continue to be Main Street and Railroad Avenue.

The application of an effective parking supply buffer to achieve 85 percent occupancy on a typical weekday would require a maximum of 1,422 spaces. Potential solutions to manage this expected increase in demand are identified in the recommendations section of this report. These spaces include on-street and off-street spaces, either on development sites or in public lots. There are significant parking supply opportunities just one to two blocks north of the downtown core area, if visitors/patrons/employees are willing to walk. For parking spaces to be used effectively, it is important that they be located within the Master Plan area and within a 5-10-minute walking distance of the popular destinations.

The City has a thriving downtown, in large part due to its high-end boutiques, retail shops, wine tasting establishments, and restaurants. In addition, patrons and employees currently enjoy free and convenient parking in a well-maintained area close to nearby attractions. The downtown parking district is not isolated from the surrounding portions of downtown. While the shared parking analysis developed in this study primarily focuses on the available supply within the district, available on-street supply is also available on-street just outside of the district. It is anticipated that increased spillover into these areas could occur.

5. COMMUNITY OUTREACH MEETING

The Winters community was invited to attend a public outreach meeting on May 3, 2017 to learn about this study and provide feedback. Approximately 46 community members attended the meeting. Based on an in-meeting poll/survey, comment cards, boards with sticky notes, and one-on-one discussions, the following information was collected:



1. Spaces on Solano side of bridge (City land) should be striped.
2. Improve lighting and signage within the City.
3. Install bike parking on Abbey Street west of Railroad Avenue, on southeast and northeast corners of Main Street / 1st Street intersection, on Railroad Avenue north of Russell Street, in Main Street Village lot, and in Community Center lot.
4. Fix/install sidewalks within the City.
5. Neighborhood problems exist west of Railroad Avenue on Abbey Street, Main Street, and Russell Street.
6. Install more lighting in Railroad Avenue / Main Street parking lot.
7. Parking intrusion into the neighborhoods typically occurs in the afternoon and evenings.
8. There is not enough parking in the downtown area.
9. Diagonal on-street parking is preferred over parallel and 90 degree.
10. Parking time limits and meters (if installed) should be enforced.

The feedback provided at this meeting helped to guide the study findings and recommendations. Russell Street parking utilization was surveyed and included in this study at the request of meeting attendees.

6. SHARED PARKING

Shared parking is the use of a parking facility that accommodates the parking demands of multiple adjacent land uses without preventing each individual use's ability to provide parking for its patrons. The shared nature of this concept reduces the number of parking spaces required for the facility, increases the facility capacity, and utilizes the space more efficiently. Typically, shared parking can reduce parking requirements 10 to 30 percent, depending upon specific conditions.

In this strategy, parking spaces are shared by the group of motorists serviced by the facility rather than parking spaces being assigned to them. In many instances, users of a parking facility arrive and leave at different times, do not stay for as long as other users, or utilize alternative modes of transportation. Ultimately, the demand for parking spaces does not equal the number of users at any given time. For example, a group of 100 residents or a hotel can share between 60 and 80 parking spaces because residents work at different times, complete daily errands at different times, and some may not even own a vehicle. To provide options for patrons, parking spaces may be reserved at a higher price, but shared spaces can be priced at a lower rate (when pricing for parking).

Shared parking can be applied in many situations. It is particularly appropriate where:

- Land values and parking facility costs are high.
- Clustered development is desired.
- Excessive pavement is undesirable[1].

[1] *Shared Parking, VTPI*

In the “adjacent site approach” to shared parking, the parking demands of the adjacent uses vary by hour, by day, or by season. Due to the variance in peak demand times, the parking facility can adequately serve the demands of adjacent uses with less than the maximum number of parking spaces needed to serve the adjacent on an individual basis in private parking facilities. For example, a small office may need 25 spaces for its employees and the neighboring movie theatre requires 100 spaces. On an individual basis, a total of 125 spaces would be needed for both uses, but because the peak demand periods of the uses vary from weekday to evenings and weekends, the parking facility may be shared between the theater and office with a total of 100 spaces. **Table 14** illustrates variance in peak demand by common land uses.

Table 14: Land Use Peak Demand Variance

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums/Theaters	Religious Institutions
Medical Clinics	Bars and Clubs	Parks
Offices	Meeting Halls/Conference Centers	Shops and Malls
Professional Services	Restaurants	
	Shops	

MAXIMUM WALKING DISTANCES

Within shared parking facilities, there is a maximum distance that users are willing to walk to get from a parking space to a destination. Shared parking is confined by this maximum distance. Passing this threshold pushes users to drive to their next destination, thereby surrendering the purpose of a shared parking facility that serves multiple destinations or the “Park Once” trip concept. Such distances are influenced by a combination of factors including the condition of the pedestrian infrastructure, climate, line of sight, safety, and pedestrian barriers. **Table 15** lists the general acceptable distances accepted by destination and user type.

Table 15: Generally Acceptable Walking Distances by Destination and User[2]

Adjacent (Less than 100 ft.)	**Short** (less than 800 ft.)	**Medium** (less than 1,200 ft.)	**Long** (less than 1,600 ft.)
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Professional services	Restaurant	Major sport or cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Residents	Entertainment center	
		Religious institution	

[2] Shared Parking: Sharing Parking Facilities Among Multiple Users, *Victoria Transport Policy Institute (2013)*

7. POTENTIAL DOWNTOWN ORGANIZATION

PARKING BENEFIT DISTRICT

Parking Benefit Districts (PBDs) are defined geographic areas, which allow for the consolidation of parking management and financing where parking demand and supply can be shared between users and actively managed through a governing body with supporting ordinances for the mutual benefit of the district membership. Parking requirements encoded within municipal zoning ordinances shape the character of transportation and development within that municipality. The collective ability of the City to use zoning and other tools to shape local transportation conditions around shared values and goals will have increasingly economic, environmental and sustainable impacts.

In the past, development and parking requirements were car centric. Cities began to require sufficient accessory parking at each new development — enough to ensure that spaces would almost always be available for anyone who needed one, even if they were overabundant (and often free). This meant building to meet peak demand for free parking at each location. It also meant generating a high level of redundancies between land uses, even for uses within short walking distances of each other. One of the objectives of a PBD is to preserve traditional, relatively dense, mixed-use centers from conventional development requirements for on-site accessory parking facilities.

In addition, effective PBD implementation can provide:

- Formality and permanence to shared-parking resources, allowing developers (and their lenders) to rely upon them to reduce their on-site parking needs;
- Capacity to manage parking demand via centralized control over policies and pricing;
- Capacity to capture and direct parking revenues toward local investments;
- Capacity to manage the design and functionality of primary parking facilities, including facility and access-point location to minimize conflict with predominant automobile, transit, bicycle, and pedestrian traffic patterns;
- More welcoming conditions for customers and visitors — fewer “Thou Shalt Not Park Here” signs throughout the district;
- Re-captured land and redevelopment opportunities, supporting the general tax base;
- Funding mechanisms for capital improvements and maintenance costs; and
- Consolidated parking management to support member businesses.

Over-requiring parking supply along the corridors can create a number of unwanted effects, including:

- Reducing Infill Development Viability – smaller or awkwardly-configured sites typical of urban centers, as well as historic re-development opportunities in older commercial centers, can present significant challenges to meeting contemporary parking requirements, limiting their re-investment value and encouraging “green field” development instead;
- Discouraging alternatives to auto travel – by promoting free parking, minimum parking requirements put pay-as-you-go modal alternatives like transit at a distinct disadvantage;
- Eroding pedestrian environments – requiring each development to self-park (accommodate all demand on-site) greatly increases the proliferation of driveway-sidewalk intersections and creates large swathes of inhospitable surface parking lots; and

- Adding to the cost of living – by promoting free parking, conventional requirements ensure that parking costs are externalized in higher prices for goods, services, and housing — creating a particularly unfair burden for low-income households and those who do not drive.

Individual land use parking requirements typically result in an oversupply of parking and often stifles new developments, creates adverse neighborhood impacts, and promotes an inefficient use of land. When shared managed parking is implemented, newly available land that is diverted from parking uses can be used to support development pro forma, encourage active lifestyles, increase quality of life, promote mobility, enhance pedestrian safety, and create an environment that respects all stakeholders.

The primary goal of a PBD is to effectively manage an area's parking supply and demand to support the business activities of the district's membership and increase the convenience for district visitors. PBDs typically employ a number of parking management techniques to manage parking supply and demand, including but not limited to pooled shared parking supply, issuance of permits, and TDM strategies.

By consolidating the management of parking and sharing in revenue generated by PBDs, member businesses are supported through decreased financial burden of oversupply of parking, enhanced customer experiences, and the provision of district amenities. Financial benefits from a PBD can be used to improve transportation infrastructure along the corridor, fund operations, parking provision, implement neighborhood parking permit programs, and develop infrastructure that promotes healthy lifestyles, i.e. bike racks, bike lanes, user friendly sidewalks.

FRAMEWORK

To develop the framework for PBD's a few goals have to be established that will form the basis of the district along a corridor.

- Create a Parking Benefit District framework for managing parking in the corridors
- Recommend adoption of performance-based pricing for public parking, on-street and off-street.
- Create a new parking requirement framework for shared-parking within the corridor district
- Phase implementation
- Establish zoning-based incentives for shared parking and demand-management investments
- Protect residential neighborhoods through the implementation of neighborhood parking permit systems
- Do not provide free public parking

The above goals will be established by the following:

- Reduce current requirements, if found appropriate
- Promote a shared parking (i.e., "park once") focus
- Support local business
- Increase flexibility of standards
- Make standards clear and predictable
- Assess performance
- Identify opportunities for improvement
- Create market incentives to ensure implementation of these goals
- Increase the role of private developers in the provision of publicly-available parking
- Make shared spaces the least expensive for a developer to provide, and excess "reserved" spaces the most expensive to provide.

- The proposed framework must consist of setting baseline ratios for residential and non-residential uses
- Calculate minimum and maximum parking targets that are defined for an abbreviated set of land uses.

TARGETED RANGE

Parking requirements in framework plans are sometimes expressed as a target range in the form of a parking supply minimum and a maximum for each land use, rather than a specific number. A target range affords developers the flexibility to meet business goals and pro forma demands without compromising the goals of the public sector. A parking minimum is set at a level where enough parking supply is provided to avoid externalities like spill-over parking into neighboring districts from occurring. The presence of high-quality transit service, shared use parking facilities, and dense mixed-use environments, among other transportation demand management (TDM) strategies, help support low minimum parking standards. On the other hand, parking maximums should reflect the limit where the parking needs of businesses are reasonably met and additional parking would infringe of the urban design goals of the municipality.

BELOW MINIMUM

If a parking minimum is established, there are certain conditions that allow a developer to build below that minimum number of spaces. This option requires the payment of an increased Parking Benefit Charge that can then be used to provide more public parking elsewhere.

ABOVE MAXIMUM

There are three options for building above the maximum set by the target range, each of which mitigate the impacts of over-supplied parking. To exceed the maximum, a developer or owner may:

Open the increment of additional non-residential parking to public use as part of a shared parking arrangement. This allows for the developer to provide the amount of parking that they desire while offering a supply of shared parking spaces that may be used to offset demand generated by adjacent land uses. “Unbundle” all residential spaces (will allow provision of excess residential spaces only) –separate the cost of parking from the cost of housing, provide the option to rent or purchase fewer (or no) parking spaces to reduce housing costs.

Pay a higher in lieu rate to provide funding for local demand-management investments (transit shuttles, car-share parking, commuter benefits) - developments with on-site supplies in excess of a project’s maximum that are neither shared (non-residential) nor unbundled (residential) will incur a higher cost, with the incremental revenues being directed toward the provision of local transit, car-share parking, commuter benefits, or other parking-demand reduction investments.

FINANCING OPTIONS

A primary benefit of a PBD is the consolidation of parking management and financing. By addressing parking as a district, member businesses can coordinate major policy decisions and infrastructure improvements that would not be possible with each property owner acting independently. California provides a variety of legal mechanisms for the establishment of a PBD. Financing for these districts is predominantly funded through assessments though other means are possible. The list below provides some examples of parking districts:

Business Improvement Districts (BIDs): These are established with support of 50 percent of property owners weighted by assessed value and use assessments to fund capital improvements and maintenance of parking facilities as well as district amenities.

Assessment Districts (ADs): These are established with support of 50 percent of property owners weighted by assessed value to fun improvements within the district. Improvements are typically used to support new development but can be used on existing development if a rational nexus between the improvement and assessment can be established.

Downtown Parking District: These are established by the City and use property assessments to fund new construction, pay debt, operations, and maintenance costs related to parking.

LAND USE CLASSIFICATIONS

Effective PBDs often simplify the land use classification of properties to better reflect the district's parking needs. Consolidated land uses simplify regulations, encourage investment, and enhance the effectiveness of share parking resources. Some example new land uses might include:

- Residential
- General Office
- General Commercial
- Restaurant and Bar
- Hotel

PARKING ASSESSMENT DISTRICT

As discussed in the recommendations, a parking assessment district could be used to fund parking related benefits.

BUSINESS IMPROVEMENT DISTRICT (BID)

Business Improvement Districts (BID) are a revitalization tool for commercial neighborhoods such as shopping malls and regional business districts. BIDs are public/private sector partnerships that promote individual business districts and provide a variety of economic development and promotional services. The Parking and Business Improvement Area Law of 1989 (Streets and Highway Code 36500 et seq.) authorized the formation of a district that provides parking related benefits. The law enables a city, county, or joint powers authority (made up of cities and/or counties only) to establish a BID and levy annual assessments on businesses within its boundaries. Improvements, which may be financed, include parking facilities, parks, fountains, benches, trash receptacles, street lighting, and decorations. Services may also be financed. The law does not allow bonds to be issued by BIDs.

Parking and Business Improvement Areas (PBIA), which can also be called PBIDs, have been used quite frequently in Northern California. The process of forming a BID is as follows:

1. The city must propose a new district by adopting a resolution of intention and the types of improvements and activities to be financed are specified at this time.
2. Public notice must be provided and a public hearing held.
3. If not protested by a majority of affected businesses, the BID is established and an advisory board is appointed.

4. A BID may assess property according to zones of benefit, in relation to the benefit being received by businesses within each zone. Assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied.

PUBLIC/PRIVATE PARTNERSHIPS

Public-Private partnerships provide Cities the opportunity to reduce required parking solution contributions to parking solutions by leveraging the value of the public land to be used. An opportunity study should be conducted, which would evaluate the possibility of allowing private development on a portion of the City's public parking supply in exchange for financial contributions towards the construction of additional parking.

8. ISSUES AND RECOMMENDATIONS

This parking plan touches on many different aspects of the Winters downtown parking system. Ultimately, the focus of this study has been to provide a picture of how parking currently functions in the downtown area, to provide insight into how parking needs may change in the future, and to discuss policy and program options the City could pursue to ensure that parking continues to support the growth and success of the downtown.

DOWNTOWN ISSUES

The following issues were identified during the study through stakeholder meetings and during analysis of parking conditions in downtown Winters and merits further consideration for the development of future management practices:

- Employees park in prime locations for businesses
- Bike parking should be more prominent (i.e. high visibility, secure, etc.)
- On-street and off-street parking fills up on Friday nights when events occur
- On-street time limit restrictions are not followed by motorists and not enforced by the City
- There are no reserved parking locations for electric vehicle
- There is insufficient street lighting on Abbey Street and throughout the City
- Existing pedestrian connectivity in Downtown could be improved
- A new hotel will be constructed on Abbey Street
- Parking intrusion occurs in some residential neighborhoods from both employees and customers
- There is a perception that there is a shortfall of parking in Downtown

RECOMMENDATIONS

The recommendations in this section seek to holistically improve transportation for pedestrians, bicyclists, and motorists. Recommendations in this chapter address the following topics:

- ***Management Body***
- ***Employee Parking***
- ***Event/Overflow Weekend Parking***
- ***On-Street Striping***
- ***Zoning and Development Standards***

- ***Future Parking***
- ***Main Street***
- ***Urban Design***
- ***Accessible Parking***
- ***Loading and Unloading Zones***
- ***New and Expanded Parking Lots***
- ***Remote Parking Lots for Special Events***
- ***Parking Structure***
- ***Parking Revenue***
- ***Revenue and Financing Programs/Options***
- ***Residential and Commercial Conflicts***
- ***Enforcement***
- ***Electric Vehicle Parking***

The following recommendations, as shown in the *Winters Parking Committee Downtown Parking Recommendations and Plan (2018)* table included in the **Appendix**, are targeted towards helping the City develop a parking management strategy for the downtown that aligns goals and policies.

It is not the City's intention to manage the parking program, rather, a Downtown Association should spearhead this parking plan in collaboration with the City.

MANAGEMENT BODY

Recommendation: Establish a management body (i.e. BID) to plan and manage parking in collaboration with the City. Management body will be to obtain funding from developers and map parking.

EMPLOYEE PARKING

Employee parking is a key component of downtown area parking requirements since their parking duration is longer than visitors, shoppers, diners, etc. Since employee parking durations are relatively long (~8 hours) in comparison to other downtown user types, it is important that employees park outside of prime locations for businesses. Higher parking turnover in downtown areas equates to economically successful businesses.

Recommendations:

1. **Establish employee parking locations and protocols. The Community Center is recommended for employee parking, as parking occupancy is low at 26% during primary working hours of 7:00am to 5:00pm. By the time the Community Center typically gets busy (after 5:00pm), many employees working standard business hours will have gone home.**
2. **Develop enforcement policies to impose graduated violation fees, which increase with the number of offences for lots and on-street parking.**

Lead Entity: Local employers, Winters Parking District Association, and/or City of Winters.

EVENT/OVERFLOW WEEKEND PARKING

The City of Winters is an active community and tourism destination. As such, special events are held regularly at the Community Center and at various locations in the Downtown District. Additionally, the Downtown Area experiences a lot of visitors on weekends, as well as cyclists during the summer. Parking overflows occur periodically due to downtown events and the influx of weekend visitors and cyclists.

Recommendation:

1. **Establish remote parking locations at Winters High School (WHS) and at suitable locations on other public and private parcels. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established.**
2. **Determine a designated valet parking area and provide valet service to and from it.**

Lead Entity: Winters Parking District Association and/or City of Winters.

ON-STREET STRIPING

On-street parking is a key component of the downtown parking supply. On-street parking in the Downtown Area provides convenient parking to visitors and employees. Residents also utilize on-street parking in neighborhood areas. However, parklets provide an ideal space for visitors to enjoy the downtown and parklets should be allowed where requested.

Recommendation:

1. **Establish a striping plan and annual budget to improve striping throughout the Winters Parking District.**
2. **As the Downtown Master Plan develops, consideration should be given to diagonal on-street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).**
3. **Guidelines for the number of parking spaces to be converted to parklets should be determined.**

Lead Entity: City of Winters

ZONING AND DEVELOPMENT STANDARDS

Recommendation:

1. **Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking. This will help establish the City's priorities in developing parking policies, such as who its priority parking customers are and what its responsibility is in providing parking supply to the public.**
2. **Simplify minimum parking requirements for the Downtown.**

3. **Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee.**
4. **Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.**
5. **Reduce minimum parking dimensions to reduce the space needed to provide parking, which makes the provided downtown parking more space efficient and cost feasible, when possible.**
6. **On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.**

Lead Entity: City of Winters

MAIN STREET

Shops and restaurants are located on Main Street as well as a 2-hour time limit for parking (near Main Street Village). Short term (2 hour or less) parking is preferable for business purposes. Based on survey data and field observations, employees (long term parking) typically park on Main Street.

Recommendation: Enforce the existing time limits.

Lead Entity: The City of Winters

URBAN DESIGN

Lighting, signage and wayfinding, bike facilities, pedestrian facilities, and security are aspects of good urban design that should be considered and incorporated throughout the Winters Parking District. It is important for motorists, pedestrians, and cyclists to feel comfortable while using the City's transportation system.

LIGHTING

Recommendation:

1. **Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, etc.) and trim trees/hedges. Use City standards and consider LED lighting as well as decorative designs.**
2. **Implement art and landscape where pedestrians will walk or gather.**

Lead Entity: The City of Winters and/or Winters Parking District Association

SIGNAGE AND WAYFINDING

Wayfinding recommendations are proposed to make parking easier to find, thus alleviating the congestion caused by drivers looking for parking spaces. Wayfinding should also be provided for attractions and as part of the gateway and public space improvements. It is important that once people park their vehicles, they can easily determine the route to walk, bike, etc. to their desired destination.

Recommendation:

1. **Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.**
2. **Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,**
3. **Explore the feasibility of implementing a variable message sign-based parking guidance system, in the Downtown from CR 89 (Railroad Avenue) and SR 128 (Grant Avenue).**

Lead Entity: City of Winters and Winters Parking District Association

BIKE FACILITIES

Within the Project limits, there are limited existing bicycle parking facilities and much of the Downtown has limited street right-of-way width between the storefronts of historic buildings. Bike parking could be allocated in existing parking spaces.

Recommendation:

1. **Install bike parking at the following locations:**
    a. **Abbey Street west of Railroad Avenue**
    b. **Community Center**
    c. **Main Street Village lot**
2. **Consider installing bike corrals, which replaces a single 22-foot parking space and can provide enough space for seven U-shaped racks (approximately 14 bike parking spaces).**
3. **Replace existing bike racks on Main Street in front of Steady Eddy's artistic bike racks.**
4. **Include requirements or incentives for showers and clothes lockers in new commercial developments to encourage bicycle commuting.**
5. **Bike parking should be provided based on the overall parking supply. Bike parking should be required at 10% of vehicle parking spaces.**
6. **Continuously monitor bike demand.**

Lead Entity: City of Winters

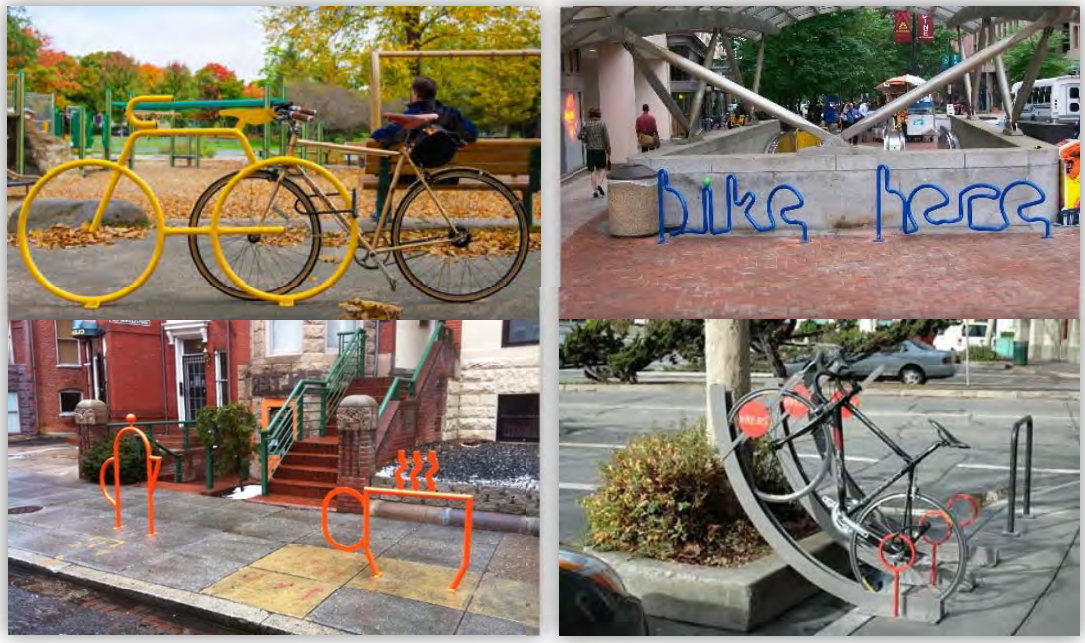


Figure 12 – Bike Rack Examples

PEDESTRIAN FACILITIES

Pedestrian oriented design includes locating pedestrian amenities such as sidewalk landscaping, street furniture, and seating areas on the site of parking structures, which can strengthen the pedestrian realm and improve linkages to other areas of Downtown. In addition, the creation of paseos (such as the existing paseo on Railroad Avenue and Main Street) and open space between buildings (and new parking structures) can maintain the small-grain scale and form of Downtown.

Sidewalks are provided throughout the downtown area, but several street segments have sidewalk on only one side and there are some segments with no sidewalk on either side—especially on streets outside the core corridors of Railroad Avenue and Abbey Street. Some sidewalks are in need of maintenance, and some sidewalk widths may not be adequate for pedestrians to move comfortably and avoid obstacles, especially pedestrians in wheelchairs.

Curb ramps exist at many intersections in the downtown area, but are not compliant with current ADA standards. Some ramps are not flush with the street pavement and other ramps do not align with the pedestrian path of travel across the street.

Recommendations:

1. **Repair existing sidewalks throughout the Downtown.**
2. **Install new sidewalk at the following locations:**
    a. **Abbey Street between 1st Street and Railroad Avenue**
    b. **Railroad Avenue south of Abbey Street**
3. **Install ADA compliant sidewalk and curb ramps throughout the City.**
4. **Consider restriping crosswalks at the following intersections:**

   a. **Abbey Street / 1st Street**
   b. **Abbey Street / Railroad Avenue**
   c. **Abbey Street / Elliott Street**
   d. **Edwards Street / 1st Street**
   e. **Edwards Street / Railroad Avenue**
   f. **Main Street / Elliott Street**
5. **Use warning signs or barriers to discourage jaywalking.**
6. **Provide pedestrian crosswalks at all legs of downtown intersections.**

Lead Entity: City of Winters and/or BID.

ACCESSIBLE PARKING

The Americans with Disabilities Act (ADA) is a civil rights law which requires that buildings and facilities that provide goods and services to the public, must be accessible to individuals with disabilities. As such, ADA compliant parking and pedestrian facilities (sidewalks and ramps) are important aspects of modern transportation systems. Based on observation, some locations within the City provide insufficient ADA parking on Main Street.

Recommendation: A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.

Lead Entity: The City of Winters and/or Winters Parking District Association.

LOADING AND UNLOADING ZONES

Commercial deliveries regularly block streets and parking areas.

Recommendation: Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.

Lead Entity: The Winters Parking District Association and businesses

NEW AND EXPANDED PARKING LOTS

Parking demand is generated by land uses. Businesses, restaurants, residences, etc. generate trips and parking demand. Therefore, as the new development that is planned within the City occurs and new buildings are built, it is anticipated that there will be a need for the existing parking supply to be expanded.

Recommendations:

1. **Establish a Winters Parking District Association, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners that have suitable parcels.**

2. **As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of "shared parking" with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established.**

Lead Entity: The City, Parking District, Winters Parking District Association, and WJUSD

REMOTE PARKING LOTS

Remote lots are often used in communities to service overflow parking due to peaks and events.

Recommendation: Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.

Lead Entity: The City of Winters and the Winters Parking District Association

PARKING STRUCTURE

Parking structures, also known as parking garages, can provide a relatively high number of parking spaces relative to the structure's footprint. However, construction of parking structures is significantly more expensive than construction of surface lots. It is anticipated that future development within the City will cause parking demand that cannot be met with existing on-street and off-street supply.

New parking structures should be designed to not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered.

Recommendation:

1. **Develop a plan and financing program for the construction and maintenance of a downtown parking structure. Advisory and final PD votes should be conducted and an assessment filed.**
2. **New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and betters serves retailers. Existing service and delivery access can be maintained by creating loading zones.**

Lead Entity: Winters Parking District Association

PARKING REVENUE

The City does not currently provide paid parking. Meters, paid lots, and/or a paid parking structure would provide the City with revenue for enforcement and maintenance if implemented.

Parking in Winters is currently free. Paid parking lots can also be provided for use by building owners and then they would have to pay an in-lieu fee for the public parking facilities instead of requiring private off-street parking for each property. This can occur even if the public parking is free, but is not recommended. On-street parking is considered one of the better shared public parking options because of its accessibility. Due to its convenience, on-street parking may need to be regulated through payment or restricted for parking demand management in high-demand areas.

To determine the minimum number of parking spaces for a shared facility:

- Determine the minimum amount of parking required by each proposed "user" of the shared facility by time period,
- Sum all of the required parking spaces by time period for each proposed user, and
- Set the minimum required parking spaces for the shared parking facility at the maximum total across all time periods.

PAID PARKING

It is not recommended to implement paid parking; however, parking management and payment of in-lieu fees should support the parking management plans.

Lead Entity: The City of Winters and Winters Parking District Association

FINANCING MECHANISM

Recommendation: Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of assessment.

Lead Entity: The City of Winters, Winters Parking District Association, and BID

RESIDENTIAL AND COMMERCIAL CONFLICTS

Due to the difference in parking demand duration, conflicts between residents and commercial uses can become an issue. Motorists prefer to park as close to their destinations as possible to optimize for walking distance, personal safety, vehicle security, and travel time. Some Winters businesses are located near residences and as such, on-street parking is shared between the two. Additionally, business employees often wish to park close to their places of work.

Recommendation: Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance. Buy-in from local residents will be needed.

Lead Entity: The City of Winters

ENFORCEMENT

The City of Winters currently does not enforce posted parking time limits. Parking restrictions can be enforced by hiring a parking compliance officer that conducts manual chalking from a Segway and follows up with regular enforcement rounds. Parking citations would be issued via a handheld device or handwritten tickets. The downside to this method is that potential violators could be able to anticipate enforcement rounds and move their vehicles. Utilization of technology is an option that could make enforcement less predictable, less labor intensive, and more targeted, which would lead to greater compliance.

Magnetometer and radar based sensors are the major types currently being used in enforcement and could be paired with a graduated fine program and an integrated hotlist of repeat offenders. Ultimately, the implementation of enforcement technology could make the downtown shopping and dining experience more friendly and convenient.

Recommendation:

1. **Implement enhanced enforcement of time limits.**
2. **Ensure that parking time limit enforcement restrictions are consistent with signage.**
3. **Increase fines to the legal limits.**

Lead Entity: The City of Winters

ELECTRIC VEHICLE PARKING

The City of Winters does not currently have any electric vehicle charging stations, however, with the increase of electric vehicle usage throughout California and the US, motorist demand for charging stations is increasing. Many communities have implemented, or plan to implement charging stations.

Recommendation: Implement electric vehicle charging stations.

Lead Entity: The City of Winters

9. FINANCING PROGRAMS

The following summarizes potential financing mechanisms for parking improvements and additional parking supply within the parking district.

IN-LIEU FEE PROGRAM

The cost of providing, operating and maintaining parking is expensive. One option to address these costs is to have an in-lieu fee mechanism, which would provide property owners the option of paying a fee to the City in-lieu of providing the required amount of parking on site. The in-lieu fee would be based on the number of parking spaces required.

In-lieu fee programs require balancing the cost of fees and the City's policy goals. An in-lieu fee program can discourage development if the costs are too high. Similarly, setting the costs too low can impede the City's ability to provide adequate parking.

The specifics of an in-lieu fee program depend upon what the City's goals are for new development and the need for the construction of new spaces. To effectively use in-lieu fees to support the development of parking, the fees must be low enough that developers are willing to pay, but high enough that it is a significant source of funds towards new parking spaces. Some cities have mandated that new development must participate in the program, as they don't allow new on-site parking. This is very effective where parcel sizes are small and on-site parking is not practical.

METHOD OF COLLECTION

Parking in-lieu fees can be collected by either charging a lump sum payment or an annual fee. The decision of lump sum or annual fees is dependent on several factors including:

1. Expected future development patterns
2. Land use mix
3. Policy goals
4. Expenditures allowed; and
5. Whether the fee is charged to tenants or property owners.

In-lieu fees can be difficult to manage for small businesses and restaurants as they may have difficulties making a full lump sum in-lieu fee payment, which may deter new business. Therefore, allowing payments in installments may be the best option. If the fee is charged to tenants, it may be riskier to charge the in-lieu fee annually because of the potential that they could break the lease and sever the cash flow. In the case of purely new developments that have longer tenancy types, the goal of an in-lieu fee program would be to raise funds for parking construction, maintenance, and management. For these situations, a lump sum payment would be the best approach as it provides funds for the City's immediate use.

PARKING REVENUES

If Downtown businesses are not willing to pay assessments or the full amount needed through the BID, and/or in-lieu fees do not raise a significant enough revenue stream, then paid parking is the preferred option to raise revenue to close the funding gap for parking improvements.

10. PARKING GARAGE/STRUCTURE INFORMATION

A parking garage (parking structure) is an option to add additional public parking supply in the downtown area. This analysis draws upon information from previous studies conducted in California as well as recent parking structure construction cost information for the Bay Area.

COST OF PARKING CONSTRUCTION

The cost of supplying parking either in an above ground structure, below grade lot, or as part of a mixed-use development is dependent on many variables. Enclosed and underground structures have major construction and operating expenses, because they must be ventilated. The following bullets describe the cost variables associated with providing structured or underground parking.

- **Planning and Design Costs**

- Planning and design costs can include initial demand and planning studies as well as surveying and soils engineering and architectural and structural engineering fees.

- **Land Acquisition Costs**
  - Land costs include the cost of acquisition as well as the costs of securing any easement or additional property necessary to build the parking facility.
- **Construction Costs**
  - Construction costs include demolition and site preparation, basic construction costs, and additional costs for improved architectural finishes and landscaping. Construction costs include contingency costs, contractor's overhead, and cost escalation during the course of construction. Actual construction costs will vary depending on the facility's location, size, whether it is below or above grade, and how many levels it has. The level of aesthetic finishes on the exterior of a parking structure can also significantly increase construction costs.
- **Financing Costs**
  - Financing costs will vary depending on the construction financing mechanism, but can include legal fees, the cost of securing and repaying bonds, and construction loan interest.
- **Equipment and Furnishing Costs**
  - Equipment and furnishings provided within the structure may include barrier gates, elevators, ticket spitters, and payment stations. These items can cost up in the hundreds of thousands of dollars and can affect both the initial cost of a parking facility as well as upkeep and maintenance costs.
- **Maintenance and Operation Costs**
  - Maintenance and operation costs include cleaning, lighting, maintenance, repairs, security, landscaping, fee collection, enforcement, insurance, labor, and administration. Typical costs per space can range from $300 for basic maintenance of a surface lot to as high as $1000 per space for a facility with attendants and additional security and lighting needs.

These studies examined the cost of providing additional parking to existing lots and/or garages, the cost per space (hard cost only) are provided in **Table 16**. It is important to note that these are not actual cost estimates for the City of Winters and are given to provide insight into the costs of parking construction only.

Table 16: Parking Structure Construction Cost Estimates

Facility Structure Type	Cost Per Space (Construction Cost Only)
Surface Lot	$6,000 - $9,000
Above grade open parking structure (3-4 levels)	$20,000 - $28,000
Above grade ventilated parking structure (3-4 levels)	$24,000 - $35,000
Below grade ventilated parking structure (2-3 levels)	$42,000 - $58000

Sources : Los Altos Parking Supply Analysis (2013), Burlingame Parking Structure Analysis (CDM Smith, 2013), Mountain View Downtown Parking Study (2011), Watry Parking Garage Estimator.

APPENDIX

A. DOWNTOWN RECOMMENDATIONS AND PLAN

B. DATA SHEETS

C. OVERVIEW PRESENTATION: KH – 05/03/2017

D. DATA PRESENTATION: PH – 05/03/2017

E. EMPLOYER SURVEY

A. DOWNTOWN RECOMMENDATIONS AND PLAN

Winters Parking Committee
Downtown Parking Report Recommendations

Topic	Lead Entity	Recommendations
***Management** Body*	Downtown Property Owners and Businesses	Establish a management body (i.e. BID) to serve as a "Winters Business Association" to plan and manage parking in collaboration with the City. Management body will be to coordinate funding from businesses, property owners, developers and to map and manage parking. The Association will coordinate the formation of a Downtown Assessment/Parking District to finance improvements.
Employee Parking	Winters Business Association	1. Establish employee parking locations and protocols. 2. Develop enforcement policies to impose graduated violation fees, which increase with the number of offences.
Event, Overflow and Weekend Parking	Winters Business Association	1. Establish remote parking locations at Winters High School (WHS and at suitable locations on other public and private parcels. 2. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established. 3. Facilitate valet service and determine a designated valet lot. 4. Facilitate shuttle services for peak season and event parking.
On-Street Striping	City of Winters	1. Establish a striping plan and annual budget to improve striping throughout the Winters Parking District within ¼ mile of Downtown. 2. As the Downtown Master Plan develops, consideration should be given to diagonal on-

Topic	Lead Entity	Recommendations
		street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).
Zoning and Development Standards	City of Winters	Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking. Define minimum parking requirements for the Downtown.
	City of Winters	Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee.
	City of Winters	Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.
	~~City of Winters~~	~~Reduce minimum parking dimensions to reduce the space needed to provide parking, which makes the provided downtown parking more space efficient and cost feasible, when possible.~~
	City of Winters	On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.
Main Street	Winters Police Dept	Enforce time limits.
	City of Winters/Winters Business Association	Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, Elliot/Abbey, etc.) and trim trees/hedges. Use City standards and consider LED lighting

Topic	Lead Entity	Recommendations
Urban Design		as well as decorative designs.
	City of Winters	Implement art and landscape where pedestrians will walk or gather.
Signage and Wayfinding	Winters Business Association	Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.
	Winters Business Association	Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,
	~~Winters Business Association~~	~~Explore the feasibility of implementing a variable message sign-based parking guidance system, in the Downtown from CR 89 (Railroad Avenue) and SR 128 (Grant Avenue).~~
Bike Facilities	City/Winters Business Association	Install and maintain bike parking throughout the Downtown ~~a. Abbey Street west of Railroad Avenue~~ ~~b. Southeast and Northeast corners of Main Street / 1st Street Intersection~~ ~~c. Railroad Avenue north or Russell Street~~ ~~d. Main Street Village lot~~ ~~e. Community Center lot~~
	~~City/Winters Business Association~~	~~Consider installing bike corrals, which replaces a single 22-foot parking space and can provide enough space for seven U-shaped racks (approximately 14 bike parking spaces).~~
	~~City/Winters Business Association~~	~~Replace existing bike racks on Main Street in front of Steady Eddy's artistic bike racks.~~
	~~City/Winters Business Association~~	~~Include requirements or incentives for showers and clothes lockers in new commercial developments to encourage bicycle commuting.~~

Topic	Lead Entity	Recommendations
	City/Winters Business Association	Bike parking should be part of the overall parking supply at up to 10% of all parking spaces.
	City/Winters Business Association	Continuously monitor bike demand.
	Winters Business Association	Establish a bike to car parking ratio.
Pedestrian Facilities	City of Winters	Repair existing sidewalks throughout the Downtown.
		:
	City of Winters	Install new sidewalk at the following locations a. Abbey Street between 1st Street and Railroad Avenue b. Railroad Avenue south of Abbey Street
	City of Winters	Install ADA compliant sidewalk and curb ramps throughout the City.
	City of Winters	Consider restriping crosswalks at the following intersections: a. Abbey Street / 1st Street b. Abbey Street / Railroad Avenue c. Abbey Street / Elliott Street d. Edwards Street / 1st Street e. Edwards Street / Railroad Avenue f. Main Street / Elliott Street
	Winters Business Association/City of Winters	Use warning signs or barriers to discourage jaywalking.
	City of Winters	Provide pedestrian crosswalks at all legs of downtown intersections.
Employee Security	Winters Business Association	The Winters Business Association should evaluate and consider the hire a security firm for Downtown security, which is anticipated to provide security guards and video surveillance, if needed.

Topic	Lead Entity	Recommendations
Accessible Parking	City of Winters	A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.
Loading and Unloading Zones	Winters Business Association	Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.
Community Center Parking Lot	City of Winters	To improve parking lot access and circulation in the area, a new driveway with entrance and signage should be installed on Railroad Avenue.
New and Expanded Parking Lots	Winters Business Association	Establish a Winters Parking Assessment District, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners having suitable parcels.
New and Expanded Parking Lots	City of Winters	As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of "shared parking" with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established.
Remote Parking Lots	Winters Business Association	Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.
Parking Structure	Winters Business Association	In the future, develop a plan and financing program for the construction and maintenance of a

Topic	Lead Entity	Recommendations
		downtown parking structure. Advisory and final PD votes should be conducted and an assessment filed.
Future Facilities and Planning	City/Winters Business Association	New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and betters serves retailers. Existing service and delivery access can be maintained by creating loading zones.
Paid Parking	Winters Business Association	(Not recommended at this time.)It is not recommended to implement paid parking. However, parking management and payment of in-lieu fees should support the parking management plans.
Financing Mechanism	Winters Business Association	Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of assessment.
Residential and Commercial Conflicts	City of Winters	Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance.
Street Parking	City of Winters	Implement enhanced enforcement of time limits where applicable.

Topic	Lead Entity	Recommendations
Enforcement		
	City of Winters	Ensure that parking time limit enforcement restrictions are consistent with signage.
	City of Winters	Increase fines to the legal limits.
Electric Vehicle Parking	City/Winters Business Association	Implement electric vehicle charging stations.

B. DATA SHEETS

Location	Stall	License				License				License				License				License		
		7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30
Zone I																				
CMS	1									4N4	7F4	5CO		5CO	5EW		8P5	657	237	7AX
CMS	2					192		8X3	8X3	7AR		6S4	6S4	6S4	6S4	4B2		6ZC	7LT	5RS
CMS	3									4HR				5JH		757	396		5XG	5ZP
CMS	4							6N2	8ZI	7SY		94		94	932	823	6DS	4ZA	316	4YY
CMS	5						6CO						7N7	4PD		4FS	6KR	7MK	6ZP	217
CMS	6					7Y5	7Y5	7X8	8K8	5X5	83	83	83	83	83	83	83	83	83	890
CMS	7			4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4YY	4A3	131		
CMS	8	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK
CMS	9					6BT	6BT	6BT	6BT	6BT	6BT	6BT	4YC	4YC	4YC		672		7PC	7BR
CMS	10					7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF
CMS	11	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	K82
CMS	12								5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	7GP
CMS	13							6KR	6KR	6KR	6KR	6KR	6PR	6PR		5R6	5R6	5RG	5RG	5RG
CMS	14									BRG	BRG		739	739	739				4WO	4WO
CMS	15	38							7FQ	7FQ	7FQ	7FQ	7FQ	7FQ	AGN	AGN	AGN	6HJ	6HJ	6HJ
CMS	16	739	739	739					6L3	6L3	6L3	6L3	AEN	6L3	8E8	8E8		4NO	4NO	4NO
CMS	17								6LL	6LL		6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	7LP	
CMS	18	5NF	5NF	5NF		4CD	4CD	4CD	4CD			6YR	6YR	6YR	6YR	6YR			7NP	7NP
CMS	19							36	36						202	202	202		4HL	4HL
CMS	20	8A3				6RG	6RG	6RG	6RG	7AT	7AT	7AT	7AT	7AT	7AT	7AT		DLB	DLB	DLB
CMS	21	6Z0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	6MF	6MF	6MF
CMS	22	819	446				5NF	5NF			4A5	4A5	4A5	4A5	4BV	4BV	4BV	4BV	4BV	4BV
CMS	23	289	289	6YR	6YR	6YR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6KM	6KM	GKM
CMS	24	111	429	429	429	429	429	429	429	6RB	5RB	5RB	5RB	7C9	7C9	7C9	7C9	6VJ	6VJ	6VJ
CMS	25							6CG	8Z3		7KM	7KM	7KM	7KM		6WZ	6WZ	6WZ		7CI
CMS	26	7M4				4T	4T	4T	M62	M62	5WP	5WP	5WP	5WP				4TY	4TY	4TY
CMS	27	6KI					6TH	6TH	6TH	6TH	6TH	6TH	6TH	6TH	6TH			1NI	1NI	1NI
CMS	28					6WD	6YB	6YB	6YB	6YB	6YB	8T4	8T4	8T4	8T4			6TN	6TN	6TN
CMS	29						5LH	5LH	5LH	5LH	7CR	7CR	7CR	7CR			5ZR	5ZR	5ZR	5ZR
CMS	30						5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY
CMS	31						5AU	8H7	8H7	8H7	8H7	8H7	8H7	8H7	8H7	HUN	337	6NI	6NI	730
CMS	32									5BR	5BR	5BR	873	873	873	873	5ZS		5ZS	AYP
CMS	33					7V7	7V7	8B7	377		BK NIS		6J5	6J5	7V7	478	498	525	525	525
CMS	34							7VK	3UP	3UP	3UP	3UP	3UP	3UP			ZDO	7YS	5BH	827
CMS	35											802			8E8		7CP	5ZX	757	5V5
CMS	36						7F6			BLK DOG		4S2	5ZK	5ZK	5WE		6SC		7FV	7SL
CMS	37							8R5		8T6		7EY	7EY	7EY	7EY	7EY	7EY	7EY		9
CMS	38										6YW	4SW	4SW	4SW	145		5PP	5NG	6UL	
CMS	39								7KB	WT ALT		8E4	3TA	3GS	7Y5	4TY	4TY	802		7MH
CMS	40											5L6	6LG		72	314	314		108	6SC
CMS	41												7LP	7LP	7LP	7LP	7LP	5PC	4P2	CYC
WMS	1					4MJ								6SZ	7PM	7PM	7AW			111
WMS	2														7NY	7NY	7CR	7TM	7V1	48

WMS	3					4T3					6G8		6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB
WMS	4							5TF						7JN	7JN		306	306		686	
WMS	5																6NV	7EY	7EY	7EY	7EY
WMS	6					SIMI	SIMI	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8
WMS	7					SIMI	SIMI				6HP	6HP	6HP	6HP						7RO	7RO
WMS	8					SIMI	SIMI							6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV
WMS	9										727	727	727	727	727	727	727	7BO	7BO	7BO	
WMS	10																				
WMS	11							6PV	6PV	6PV	6PV	6PV		6GW	6GW	6GW	AD6	AD6	AD6	AD6	
WMS	12							946	946	946			5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	
WMS	13																				
WMS	14							7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG
WMS	15					6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC
WMS	16																				
WMS	17						7S7	7S7			847	847						2CS	2CS	2CS	
WMS	18	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN	6ZN
WMS	19																				
WMS	20																				
WMS	21																				
WMS	22																				
WMS	23																			6RD	6RD
WMS	24																				
WMS	25																			6NY	6NY
WMS	26																				
WMS	27																			TYL	TYL
WMS	28			7DC	7DC	7DC	7DC	7DC										75A	75A	75A	
WMS	29	5VS	5VS										8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	
WMS	30																	8E4			
WMS	31																	6K8			
WMS	32	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG	6XG
WMS	33	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW
WMS	34									7RO	7RO					520	520	6YS	6YS	6YS	
WMS	35																				
WMS	36					7R6	7R6	7R6	7R6	7R6	7R6	7R6		7R6	7R6	7R6	7R6	7R6	7R6	7R6	
WMS	37								7JX	7JX				BBK				6G8	6G8	6G8	
WMS	38												6NA	6NA	6NA	6NA	6NA	6NA	6NA	6NA	
WMS	39						6ZW	6HF					4VA	442	7TN	7TN			410	410	
WMS	40									7ET			5SS	6XL	6XL	6XL	6XL	6XL			
WMS	41						7UW	7UW		7ZO			5NN	5NN			5FY	5FY	5FY	5FY	
SFS	1																	7N2	957		
SFS	2								5JD				5XP	5XP	5SM						
SFS	3							5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO	5ZO
SFS	4							4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG
SFS	5					7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS
SFS	6	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR
SFS	7	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950

SFS	8							6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD
SFS	9	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ
SFS	10	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE
SFS	11								7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS
SFS	12							7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	
SFS	13																		
SFS	14							5SP	5SP				5SP		307		5MS	5MS	
SFS	15						7RW	7RW							5MS	935	935		
SFS	16											6LN	6LN	4MI		5RL			
SFS	17						5NZ				7DX	7DX	7DX	7DX	7DX	6LC	6LC	CC	CC	CC
NFS	1					749	749	749	749	749	749	749	749	749	749	749	749	749	749	749
NFS	2					749	749	749	749	749	749	749	749	749	749	749	749	749	749	749
NFS	3											7RO	7RO	7RO	7RO					
NFS	4											7RO	7RO	7RO	7RO					
NFS	5				6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU
NFS	6				3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV
NFS	7				7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR
NFS	8								7DI	7DI	7DI	7DI	7DI	7DI			205	205	205	205
NFS	9								4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5
NFS	10																			
NFS	11								39B			7AZ								
NFS	12											7AZ								
NFS	13									145	145	7WY	7WY	7WY	6RA					
NFS	14									7S7					81					
NFS	15						6ZH			7S7										
NFS	16					4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI
NFS	17					6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF
NFS	18											6SP	6SP	6SP			6XM	6XM	6XM	6XM
NFS	19					CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	AGN	AGN	
NFS	20					5ZO	5ZO			7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW		

Zone II

RRPL	1	111					7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ
RRPL	2															7MO	7MO	7MO	7MO	7MO	7MO
RRPL	3		7PA	7PA	7PA	7PA	7PA	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN	6PN
RRPL	4																539		7HT	7HT	7HT
RRPL	5			6NL					6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB
RRPL	6							5AU	5AU	5AU	5AU	5AU									
RRPL	7	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH
RRPL	8																				

RRPL	9						6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT	6YT
RRPL	10	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ
RRPL	11																		
RRPL	12					5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF				
RRPL	13															5DF	5DF	5DF	5DF
RRPL	14	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858
RRPL	15											7F4	7F4	7F4	7F4	7F4	7F4		7HF
RRPL	16								9ZZ	992									
RRPL	17																		
RRPL	18						5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ
RRPL	19																		
RRPL	20						4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS
RRPL	21																		
RRPL	22																		6WD
RRPL	23															6KZ	6KZ	6KZ	6KZ
RRPL	24									D43	D43	D43	D43	D43	D43	D43	D43	D43	D43
RRPL	25						5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS
RRPL	26						6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ
RRPL	27									7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX
RRPL	28						4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS
RRPL	29							8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI
RRPL	30																		
RRPL	31						831				769	769	769	769	769	769	769	769	769
RRPL	32																		
RRPL	33	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC
RRPL	34					7NR	7NR	7NR	7NR							NEW	NEW	NEW	NEW
RRPL	35						6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB
RRPL	36	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT
RRPL	37	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN	5CN		
RRPL	38																		
RRPL	39													7AO	7AO	7AO	7AO	7AO	7AO
RRPL	40							5CF	5CF	5CF	5CF								
RRPL	41					6BZ									7M5	7M5	7M5	7M5	
RRPL	42							6R4	6R4	6R4									
RRPL	43	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT
RRPL	44	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ
RRPL	45	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA
RRPL	46		4GX	4GX		7JL	7JL	7JL	7JL	6JS	6JS	6JS	6JS	5VC	5VC		7PX	7PX	7PX
RRPL	47	5BA				867	867	867	867		6UW	6UW	6UW	741	741	741			
RRPL	48						354	354	354	354									
NRR	1							4MR	4MR										
NRR	2												7X9	7X9					6KQ
NRR	3						6DF	6DF	6DF	6DF							8TO	8TO	8TO	7JR
NRR	4									7RO	7RO	7RO	7RO	7RO	7RO	7RO	7RO		
NRR	5							954	954					901			998	998	998	998
NRR	6			8G6	8G6	8G6	8G6	8G6	8G6	6N3	6N3	6N3	6N3	6N3			7LU	7LU	7LU	7LU

NRR	7										5YD	5YD	5YD	5YD	5YD	5YD	5YD			
NRR	8										4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF
NRR	9													8Z6						804
NRR	10										6F4	6F4	6F4							
NRR	11																	852	852	852
NRR	12																			
NRR	13																			
NRR	14																			
NRR	15						VAC	VAC	VAC	VAC	VAC	VAC	VAC	NEW	NEW	NEW	NEW	NEW	NEW	NEW
NRR	16						65A	65A	65A	65A	65A	65A	65A	65A	65A	65A	65A	65A	65A	65A
NRR	17					5MH	5MH	5MH	5MH	5MH								5VV		7HT
NRR	18	8MO		7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH	7BH
SRR	1						7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR
SRR	2	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB	4YB
SRR	3												4MI	4MI				6VI	7SD	
SRR	4						8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8
SRR	5																			
SRR	6									SVG			142	142					GRO	80
SRR	7							144	144	144								939	939	
SRR	8		7UI							8R5	8R5	8R5		247				939	939	39B
SRR	9										6H6				NEW	NEW	NEW	NEW	NEW	NEW
SRR	10											8C7	8C7	8C7			7VG	7VG	7VG	7VG
SRR	11													4PD	4PD	4PD	4PD	4PD	4PD	4PD
SRR	12											6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2
SRR	13	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE
SRR	14						7TO	7TO	7TO	7TO			AXZ	AXZ	AXZ			7Z7	V49	V49
SRR	15					7FJ	7FJ	7FJ	7FJ				7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF
EAB	1																			
EAB	2																			
EAB	3																			
EAB	4	5ZA	5ZA	5ZA	5ZA															
EAB	5	5ZA	5ZA	5ZA	5ZA															
EAB	6	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP
EAB	7	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP	4NP
EAB	8																			
EAB	9																			
EAB	10				7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM
EAB	11																			
EAB	12																		8K6	8K6
EAB	13																			
EAB	14																			
EAB	15					4ME	4ME	4ME	4ME	4ME	4ME	4ME	4ME	4ME	4MR	4MR	4MR	4ME	4ME	4MZ
EAB	16																			
EAB	17																			
EAB	18																			

EAB	19																		
EAB	20	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EX	4EX	4EX	4EK	4EK	4EK
EAB	21																			
EAB	22																			
EAB	23																			
WAB	1																			
WAB	2																			
WAB	3													6EB	6EB	6EB	6EB	6EB	6EB	6EB
WAB	4												7FI	7FI	7FI	7FI	7FI	7FI	7FI	7FI
WAB	5												6KP	6KP	6KP	6KP	6KP			
WAB	6					5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB	5BB
WAB	7						16	16	16	16	16	16	16	16	16	16	16	16	16	16
WAB	8									7SZ	7SZ	7SZ	7SZ	7SZ	7SZ	7SZ	7SZ	7SZ	7SZ	7SZ
WAB	9																			
WAB	10																			
WAB	11	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU	3HU
WAB	12	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM
WAB	13																			
WAB	14																			
WAB	15													133	133	133	133	133	133	133
WAB	16																			
WAB	17												6T6							
WAB	18																			
WAB	19						936	936	936	936	936									
WAB	20												943	943	943	943	943	943	943	943
WAB	21											3PK	3PK	3PK	3PK					
WAB	22					459	459	459	459	459	459	459	459				7U		459	459
MSV	1				6BZ		5L6		6WZ					232	232	232		6AG	6AG	6AG
MSV	2	5ZV	5ZV	5ZV		6UY	6UY				7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO
MSV	3				6XZ	NIE	NIE	NIE	NIE	NIE		4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB
MSV	4	7CA	7MX										7KA	7KA	7KA	6ET	6ET	6ET	6ET	6ET
MSV	5	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL
MSV	6					7G7	7G7		6FG	6FG	6FG	6FG	6FG	6FG	6FG	6FG	6FG	20	20	20
MSV	7						4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ			6FG
MSV	8						755	755	755				6EZ	6EZ			6EP			7PO
MSV	9					8KI	8KI	8KI												LIN
MSV	10									5ZH	5ZH	5ZH	5ZH	5ZH	5ZH	5ZH	5ZH			
MSV	11	4XU	4XU	4XU	4XU	4XU	4XU	4XU	4XU	4XU	4XU			4XU	4XU	4XU	4XU	4XU	4XU	4XU
MSV	12													7GQ						
MSV	13																			
MSV	14																			
MSV	15	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI	6GI				
MSV	16				7AO	7AO	7AO	7AO										6LU	6LU	6LU
MSV	17							7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE
MSV	18	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR

MSV	19	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ
MSV	20								6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU		
MSV	21						TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX
MSV	22						TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX
MSV	23	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA
MSV	24																		

Zone III

CC	1										7TW	7TW	7TW	7TW				6GU	6GU
CC	2														7KM	7KM	7KM	7KM	7KM	7KM
CC	3					5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA
CC	4											VOLIC	VOLIC	80	80	80	80	80	80	80
CC	5			6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM
CC	6										6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX
CC	7	2WR	2WR	2WR	2WR	2WR	2WR	2WR	2WR	2WY	2WY	2WY	2WY							4S8
CC	8												4SU	4SU	4SU	4SU	4SU	4SU	4SU	4SU
CC	9	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ
CC	10					7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU
CC	11	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS
CC	12								7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2
CC	13														7TW	7TW	7TW			
CC	14													DDU	DDU	DDU	DDU	DDU	DDU	DDU
CC	15																334	334	334	334
CC	16					7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF
CC	17																			
CC	18												6YP	6YP	6YP	6YP	6YP	6YP	6YP	6YP
CC	19																7M1	7M1	7M1	7M1
CC	20													5FF	5FF	5FF	5FF	5FF	5FF	5FF
CC	21																			8A4
CC	22														6GM	6GM	6GM	6GM	6GM	6GM
CC	23																			
CC	24																	5HJ	5HJ	5HJ
CC	25																			
CC	26																			
CC	27																			
CC	28																			
CC	29																			
CC	30																			
CC	31												550			5YH	5YH	5YH	5YH	5YH
CC	32																	6ZE	6ZE	6ZE
CC	33																			
CC	34																			
CC	35																		708	708
CC	36											81	81							
CC	37																			

CC	38																			
CC	39											145		6KF						
CC	40																			
CC	41																			
CC	42																			
CC	43							4EC			3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY
CC	44								7RA	7RA										
CC	45																			
CC	46																			
CC	47																			
CC	48																			
CC	49																			
CC	50																			
CC	51																			
CC	52																			
CC	53																			7NH
CC	54																			
CC	55																			
CC	56																			
CC	57																			
CC	58																			
CC	59																			
CC	60												6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD
CC	61																			7Z7
CC	62																			
CC	63																			
CC	64																			
CC	65																			
CC	66																			
CC	67																			
CC	68													145						
CC	69				3EL									145						
CC	70																			
CC	71																			
CC	72																			
CC	73																			
CC	74																			
CC	75										5GT									
CC	76																			
CC	77																			
CC	78																			
CC	79																			
CC	80	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX		7BX
CC	81																			
CC	82																			
CC	83																			5ZH
CC	84																			

CC	85																			
CC	86																			
CC	87																			
CC	88																			
CC	89																			
CC	90																			
CC	91		864																	
CC	92																			
CC	93																			
CC	94																			
CC	95																			
CC	96																			
CC	97																			
CC	98																			
CC	99																			
CC	100																			
CC	101																			
CC	102																			
CC	103																			
CC	104																			
CC	105																			
CC	106																			
CC	107	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ
CC	108																			
CC	109																			
ELL	1																			
ELL	2	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3
ELL	3	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX
ELL	4	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507
ELL	5																			
ELL	6																			
ELL	7	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD
ELL	8																			
ELL	9																			
ELL	10																			
ELL	11																			
ELL	12																			
ELL	13																			
ELL	14																			
ELL	15																			
ELL	16																			
ELL	17																			
ELL	18	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL		6XL	6XL	6XL
ELL	19																			
ELL	20																			
ELL	21																			

ELL	22	7PI	7PI	7PI	7PI	7PI	7PI	7PI	7PI	7PI						7P1	7P1	7P1	7P1	7P1
ELL	23																	305	305	305
ELL	24																	305	305	305
ELL	25																			
ELL	26																			
ELL	27	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR	STOR
ELL	28																			
ELL	29	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL
ELL	30																			
ELL	31	8KZ	8KZ	8KZ	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD
ELL	32																			
ELL	33								6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ
ELL	34								6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ
EMS	1									7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK
EMS	2																			
EMS	3			180		7H7			6TJ	6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH
EMS	4				7BO			7U4										7CY	7CY	7CY
EMS	5					6XR	6XR	6XR	6XR	6XR	6XR						292			CUR
EMS	6	43						5LV		5MS	5MS				7FQ	7FQ	7FQ	7FQ	7FQ	7FQ
EMS	7	6TM				6XF	6XF	6XF							8E7				6CF	6CF
EMS	8			NOL		7JB		6ER				7EX	7EX	7EX		6KF		5N2	6AA	6AA
EMS	9	NOLIC	7B6	716		303	7OM	5JO		6HL						7TA	7TA	7TA	7TA	7TA
EMS	10		3UN	7AK			7JA	NOLIC	NOLIC	6MW				6XG	6XG	6XG		6XM		
EMS	11	8D2	8D2	8D2	8D2	7EI	5UC	5UC	5UC	5UL			FIT	6SO	6SO	6SO		7NP	148	5LO
EMS	12												7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT
EMS	13				7FQ	5UK	7PC	7PC	7PC			6N4	6N4	6N4	6N4	6N4		7RP	7RP	7RP
EMS	14				7VK	7VK	7VK	7VK				6N4	6N4	6N4	6N4	6N4	8S8	8S8		5AI
EMS	15		6W4	596		3WB			7VA	7ZA	7ZO	7ZO	7ZO	327	327	327		D36		
EMS	16	7BO	7BO	NOL		7BM	7EX	6TS	6TS	6TS	6TS	6TS		7HX	7HX			SYX	SYX	SYX
EMS	17	75	75	724	724	724	724	724									NEW	NEW	NEW	NEW
Russell	1	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG
Russell	2					6AB													80	80
Russell	3					7CV1	7CV1	7CV1	7CV1	7CV1	7CV1	7CV1	7CV1	7CV1	7CV1	7CV1		7CV1		
Russell	4	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX							6XN	
Russell	5																			
Russell	6	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55
Russell	7	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI
Russell	8	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL
Russell	9	6Y5	6Y5	6Y5	6Y5	6Y5		6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5
Russell	10	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI
Russell	11	5HW1	5HW1	5HW1	5HW1	5HW1														7CV2
Russell	12																			
Russell	13													6RR	6RR	6RR			9031	9031
Russell	14									7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	

Russell	15																		
Russell	16																		
Russell	17																		
Russell	18	7AO2															6RD	6RD	6RD
Russell	19	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1
Russell	20																		
Russell	21																		
Russell	22	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ
Russell	23																		
Russell	24											371	371						
Russell	25																		
Russell	26	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG						
Russell	27	6YD	6YD	6YD															
Russell	28	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY
Russell	29	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG
Russell	30									7WV	7WV	7WV	7WV	7WV	7WV	7WV	7WV	7WV	7WV	7WV

License					License			License				License				License			
11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00	3:15	3:30	3:45	4:00	4:15	4:30	4:45
957	4HK			5KC	7X6	4YX	93	6VC		6ZF	6ZF	6ZF	6ZF	6ZF			5KA		6AW	6EV
4RS	4RS	4RS	4RS	4RS	4RS	4RS	4RS	4RS	4RS			8H4					4NE		8EZ	5ZX
932		5JZ	5JZ	5JZ	5JZ	5JZ	5JZ		4CK	4CK	7RR	7V4					5U3	6KJ		509
4YY	4YY	4YY	4YY	4YY	4YY	4YY			4LM	7X6	5SK	5SK	5SK	5SK	5SK	5SK	5SK	5KF		NEW
	7NF	7NF	7NF	7NF	7NF	7NF		8PO	932			GRM					7AV	5WP	5WP	
890	890	890	890	890	890	890	890	890	890	6ZT	7MH						5MJ	5MJ		7EV
					5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR	5MR
7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	7HK	4GX	4GX	5PB	7CO						4MI	4MI	4MI
7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	6BT	6BT	6BT	6BT	6BT	6BT	6BT	6BT	6BT	
7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF	7NF
K82	K82	K82	K82	K82	K82	K82	K82	K82	K82		2YO	6ZT	6ZT	6ZT	6ZT	6ZT	6ZT	7GG		6W8
7GP	7GP	7GP	7GP	7GP	7GP	7GP	7GP	7GP		7JL							6FL	5ET	6RL	6RL
5RG	5RG	BOU	BOU	BOU	BOU	5R6	7TD	7TD	5ZW	5ZW	5DO	5DO	5DO	5DO	5DO	5DO	5DO	7LX	7LX	7LX
	150	716	716	716	716	716	716	716	716	716	716	716	717	718	719	720	716	716	7TY	7TY
6HJ	6HJ	6RL	6RL	6RL	6RL	7TI	7TI	7TI	7TI	7TI	7TI	7FX	7FX	7FX	7FX	7FX	7FX	NEW	NEW	NEW
4NO	4NO	4NO	4NO		4NO	6ZS	93	7UT		6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG
6BK	6BK	6BK	6BK	6BK	6BK	6BK	6BK	6BK		7ND			5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW
7NP		19X	215	215	19X	19X		BPX	BPX				6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF
4HL								5KZ	5KZ											
DLB	6YN	6YN	6YN	6YN	6YN	6YN	6YN		7RZ	7RZ								1J5	1J5	
7SL	7SL	7SL	7SL	7SL	7SL	7SL	7SL	7SL	7SL	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME
6SF	7SI	7SI			7SI	7SI	7SI	5YV		7UH		CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB
GKM	7FT	7FT	7FT	7FT	7FJ	7FJ	7FJ	7FJ		4XZ					4XZ	4XZ	4XZ	4XZ	6AM	780
6VJ	356	356	356	356	356	6VK	6VK	6VK	6VK	6VK	6VK	6VK	6VK	6VK	5NF	5NF	5NF	7DB		4WD
7CI	6CS	6HW	6HW	6HW	6CS	6HW	6DZ	7CE	7CE		7EV						7NY		6UX	6UX
4TY	6DX	6DX	6DX	6DX	6DX	901	901	7LP		6BM	5FV	5FV	5FV	5FV	5FV	5FV	5FV	5FV	5FV	5FV
1NI	7MG	7MG	7MG	7MG	7DN	7DN	8YO		7T7	TUO	6EK	6EK	6EK	6EK	6EK	6EK	6EK	6EK		6TN
6TN		7PO	7PO	7PO	7PO	7PO	7PO	7PO	7PO	5XE		7UF			7U4	7U4	7U4	7U4	7U4	7MN
5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR	5ZR		5SN	5SN
5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY	5RY
730	6YC	6YC	6YC	6YC	686	6YC	5XR	4EN	6BI	6BI	6BI	6BI	6BI	6BI	6BI	6BI	6BI	6BI	6BI	6BI
AYP	AYP	AYP	AYP	AYP	AYP	AYP	AYP	AYP	1ST	7CD	7CD	7PI						7TF	6YT	6YT
4MW		145	145	145	135	686	7KZ	5GP	7LD	7LD	7LD	7LD	7LD	7LD	7LD	7LD	7LD	7LD	7LD	
827		481	481	481	481	481	6YX	7FF	7FF		748	748	749	750	751	752	748	748		6VC
5V5	499	313	313		313	313	313	5CV	5CV	5CV	5CV	5CV	5CV	5CV				7VK	7VK	7VK
7SL	7SL	7SL	7SL	7SL	7SL	7SL	5JO	5NX	5NX	8T4		184					570	995		6W8
7FR	120	5AI	5AI		5AI	5NH	5NH	5NH	5NH	5NH	5NH	5NH	5NH	5NH				6X9		5TF
6YB	6YB				757	4KK	6TN		6TX	5ZP	5ZP	5ZP	5ZP	5ZP	6WP	6WP	6WP	4V3	7EX	5CT
7MH	7MH	7MH	7MH	7MH	7MH	648		6WO	6WO	6TM	6TM	5NW	5NW	5NW	5NW	5NW	5NW	7NY		6GK
6SC		5UD	5UD	5UD	5UD	5UD	5UD	5UD		7SD	648	415					3WN	7TR	4X3	4X3
CYC	CYC	7EX	7EX	7EX	CYC	6VI		7EB	6NR	8F2	6DH	3MH						6MB	5VW	6SQ
										8VO										
111		7JT	7UO	7UO	7JT	4KB	4KB	4KB	4XU			5FB	5FB	5FB	5FB	5FB	5FB	7DC	7AR	
48	6PX		5KJ	5KJ			6T9		6AM		4LF	7LP						458	269	6RP

6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB
111			7Y5	7Y5	7Y5	7Y5	7CI			7RR		7T7					2VN	2VN	5UF	826
MAS	MAS	917	917		917	917	917	917	917	917	917	917	917	917				8Z5	8Z5	6T3
8W8	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP
7RO	7RO	7RO	7RO	7RO	7RO	7RO	7RO	7RO	7RO	7RO		5E4	5E5	5E6	5E7	5E8	5E4		6VZ	5NR
6PV	6PV	6PV	6PV	6PV	6PV	6PV												NEW	NEW	NEW
7BO	7BO	7SZ	7SZ	5SZ		7SV		7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG
6I4	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ
AD6	AD6	AD6	AD6	AD6	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL
	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK
	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W8	8W9	8W10	8W11	8W12	8W8	8W8	8W8	8W8
7HG																		7E5	7E5	7E5
6WC	6WC	6WC	6WC	6WC	6WC	144	7HB								5NX	5NX	5NX	5NX	5NX	5NX
								6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC	6WC
2CS		8R5	8R5	8R5	8R5	8R5	8R5										957	758	758	
6ZN				1RO			6ZN													
								5R6												
6RD																			NEW	NEW
6NY																				
TYL			6PI	6PI		145													7DC	
75A	7RP	7RP				5XG						8W6	8W7	8W8	8W9	8W10	8W6	8W6		
8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F3	8F4	8F5	8F6	8F7	8F3		725	
7S																			6XP	6XP
7BC							6F2	6F2	6C9		6KG	5SD						7NN	4RV	
6XG		17P	6KP	6KP	6XP	6XP	6XP	6XP	6KP											5M3
7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW	7GW
6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS
																				Z5
7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R6	7R7	7R8	7RA	7RA	7RA	7RA	7RA	
6G8	6DL	6DL	7VD		6DL		7UN	7JS	7JS	7JS	5XT	3UD	3UD	3UD	3UD	3UD	3UD	5L6	5L6	576
6NA	6NA	6NA	6NA	6NA	6NA	6NA		355	355	274					6NG	6NG	6NG	6NG	6NG	6NG
410	8W9	8W9	7VI	7VI	8W9	7GC		4F5	4F5	4F5	4F5							4V3	FIT	6HW
4RG	6NC	6NC	7TS			7TS			7TV	7TV	7TV	7SD						5MZ	5MZ	5MZ
5FY	7VO	7VO	7VO	7VO	7VO	7VO		7TS			DL5	7JB	7JB	7JB	7JB	7JB	7JB	499	MAD	958
913			CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC
	559	559	4XO			4XO	4XO		7TT									6NC	6NC	4WX
5ZO			67C	67C	673	6HK	6HK	5RO				294	295	296	297	298	294	5FI	5FI	
4BG	4BG	4BG	4BG	157				4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4BG	4B6	4B6	4B6	4B6
7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7HS	7H5	7H5	7H5	7H5
3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR
950	950	950	950	950	950	950	950	950	950	950	950	950	951	952	953	954	950	950	950	950

6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD	6WD
7KQ	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	
GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE
7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS	7PS
	7HL	7HL	7HL	7HL																
			6RC	6RC	6RC			7HL	7HL	7HL	7HL	7HL	7HL	7HL	7HL	7HL	7LH	7LH	7LH	7LH
	93	93			93				7X5	7X5	7S5	7S5	7S6	7S7	7S8	7S9	7S5		3UM	
5F1	6KC	6KC			6KC	93	7X5	6GY	6GY		7SM	6LN						7D8	7D8	7D8
	6WP	6WP	6WP	6WP	6WP	6WP	6WP		7BA	33	4SR	7GX						8X7	7NB	7E9
CC	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	5ZZ	
749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749
749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749	749
			747	747	747	5FJ				6Z4	6Z4	6Z4	6Z5	6Z6	6ZU	6ZU	6ZU	6ZU	6ZU	6ZU
			4VS	4VS	4VS	4VS	4VS	4VS	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5
6ZU			4VS	4VS	4VS	4VS	4VS	4VS	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5	4V5
3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV	3SV
7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	7UR	8V6	8V6	8V7	8V8						
205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205
4V5	4V5	4V5				145	UPS													
						145	UPS			133	133	133	133	133	133	133	133	133	133	133
											43									
						145	145	145	145	145	145						6CY			
			43	43		145	145	145	145	145	145	2WY	2WY	2WY	2WY	2WY	2WY	2WY		
	757	757															7MX		7RS	
			5NS	5NS					6ZM		5WS									
4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI	4KI
6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF
6XM											7FT	7FT	7FT	7FT						
			7AZ	7AZ	7AZ	7AZ	7AZ	7AZ	7AZ		7FT	7FT	7FT	7FT			6UB	4C7	4C7	7RP
	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW	7PW

7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ	7NZ
7MO		6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM				5LT	5LT	5LT	5LT
6PN	6PN	5YU	5YU	5YU	5YU	5YU	5YU	5YU	48								5LX	5LX	5LX	5LX
7HT		6SC	6SC	6SC	6SC	6SC	6SC	6SC	6SC		5N	5N					5UA	5UA	5UA	5UA
6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB	6XB
																	6KL	6KL	6KL	6KL
7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH
																		DNI	DNI	DNI

6YT	6YT	7DJ	7DJ	7DJ	7DJ	7DJ	7DJ	7DJ	7DJ	7DJ							7NT	7NT	7NT	7NT
5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ	5ZZ							5UY	5UY	5UY	5UY
																	7H	7H	7H	
				7AX	7AX	7AX	7AX	7AX	7AX	7AX									7HG	7HG
5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF	5DF			6GY	6GY
858	858	858	858	858	858	858	858	858	858	858									7LI	7LI
7HF	7HF	7HF	7HF	7HF	7HF		7CX		76	76	76	76		6FZ	6FZ	6FZ	6FZ	6FZ	6FZ	6FZ
			4LG	4LG														74	74	6MW
			NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ	5YQ											7G	
					GOO	GOO	GOO	GOO	GOO	GOO			GOO	GOO	GOO	GOO	GOO	GOO	GOO	GOO
4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS	4HS
6WD	6WD	7EW	7EW	7EW		7NX	7NX		7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX	7NX
6KZ	6KZ	6KZ	6KZ	6KZ	6KZ	6KZ	6KZ	6KZ												
D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43	D43		
5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS	5MS
6XJ	6XJ	6XJ	6XJ	6XJ		6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ	6XJ
									3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC
4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS	4WS
8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	8SI	4W
769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769
7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC		7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	7KC	
NEW				7KM	7KM	7KM	7KM		7KM	7KM	7KM	7KM	7KM	7KM		7KT	7KT	7KT	7KT	7KT
6SB						6HO	6HO	6HO	6HO	6HO	6HO	6HO	6HO	6HO			7M	7M	7M	7M
			7NQ	7NQ	7NQ		7RY	7RY	7RY	7RY	7RY	7RY	7RY				7N	7N	7N	7N
	4AS		7BZ	7BZ	7BZ	7BZ	7BZ	7BZ					4X				70	70	70	70
		NEW	NEW	NEW	HERTZ	HERTZ	HERTZ	HERTZ	HERTZ	HERTZ							6M	6M	6M	6M
		6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX
																			6PZ	6PZ
7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP
			616	616	616	616	616	616	616				6Z	6Z	6Z	6Z	6Z	6Z		6VD
6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT	6LT										6XN	6XN
7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ	7XZ									5PX	5PX	5PX
7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA	7NA		TR	TR							7G	5LX
7PX	7PX	7PX	7PX	7PX										WC	WC	WC	7GR	7GR	7GR	7GR
6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR		7K	7K
6YS		6WU	6WU	6WU															7PZ	7PZ
					4TX	4TX	4TX	4TX	4TX	4TX	4TX	4TX							7SW	7SW
6KQ	6KQ	6KQ	6KQ	6KQ	6KQ	6KQ	6KQ	6KQ												
7JR	7JR	7HM	7HM	7HM	7HM	7HM	7HM	7HM	6P	6P	5W	5W	5W	5W	5W	5W				7TY
6TW	6TW	6TW	6TW	6TW	459	459	459	459					6U	6U	6U	6U	6U	7J	7J	7J
998	5PB	5PB	5PB	5PB	6YY	8H2	8H2	8H2		FORD	FORD	FORD		5K	5K	5K	5K	5K		
4WE	4WE	4WE	4WE	4WE	4WE			147	147	147	147	147	147			31				8MO

5EA				NEW		6DN	6DN	6DN	6P	6P	6P	6P	6P			7V	6P	6P	6P	6P
4GF	4GF	4GF	4GF	4GF		6JV	6JV	6JV	4G	4G	4G	4G	GC	GC	GC	GC	4GF	4GF	4GF	4GF
6GL	6GL	6GL	6GL	6GL	6GL		131	131	131	131	131	131	131						7SM	7SM
5LV	5LV	5LV	5LV		7AC	7AC	7AC	7AC												
													6Y	6Y	6Y	6Y	6Y	6Y	6Y	6Y
7CQ	7CQ	7CQ	686	686	686	686	686	686	11	11										7MZ
	7TD																			3WQ
NEW	NEW		NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
65A					WC	WC	WC	WC	WC	WC	WC	WC	WC	WC	WC	WC				7TV
7HT	7HT	7HT		6YT	WC	WC	WC	WC	WC	WC	WC	WC	WC	WC	WC	WC	6S	6S	6S	6S
7BH	7BH	7BH	7BH	7BH	GC	GC	GC	GC	GC	GC	GC	GC	GC	GC	GC	GC	6Y	6Y	6Y	6Y
7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR		7N	7N	7N	7N	7N	7N	7N	7N
4YB				22Y*2	MC	MC						NEW								
6LO	6LO	7AF	7AF	7AF	7AF	7AF			7AF				6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT
8E8	8E8	8E8	8E8	8E8	8E8	6VX			6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX
						8C7			7M	7M	7M		307	307	307			5N	5N	248
80	80	80	6TX		7L6	6T9					7P	7P	7EI	7EI	7EI	7EI	8W	8W	8W	7P
7RX	7RX	7CR	7CR	7CR	7CR	5NJ							6Z	6Z	6Z		4O	4O	4O	4O
39B	39B	39B				6X8					7G	7G	7G	7G	7G	7G	7G	7G	7G	7G
NEW	NEW	NEW	NEW	NEW	7BM	7BM	7BM	NEW	BMW	BMW	BMW		BMW	BMW	BMW	BMW		7B		
7SC	7SC	7SC	7SC	7SC	7SC	7SC	7SC	7SC	8G	8G	85	85	85	85	85	85	6L		NEW	NEW
4PD	4PD	4PD			7PL	7PL	7PL	7PL	7PL	7PL	7PL	7PL	7S	7S	7S	7S	85	85	85	85
6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6B	6B	6B	6B
5HE	5HE	5HE	5HE	5HE	5HE	5HE	5HE	NEW	5HE			6K		GC	GC	GC	6K	6K	6K	6K
V49	V49	V49		5TW	5TW	5TW	5TW	5TW	5TW	5TW	5TW	5TW		BC	BC	BC	7G		7PZ	
7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF
																	11	11	11	11
4NP	4NP	4NP	4NP	4NP																
4NP	4NP	4NP	4NP	4NP																
													WT	WT	WT	WT				
7EM	7EM	7EM	7EM	7EM	GRE	GRE	GRE	GRE	GRE	GRE	GRE		GRE				7E	7E	7E	7E
8K6	8K6	8K6	8K6	8K6	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK
4MZ	4MZ	4MZ	4MZ	4MZ	4MF	4MF	4MF	4MF	RED	RED	RED	RED	RED	RED	RED	RED	4M	4M	4M	4M

4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	4EK	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE				
		130																		
6EB	6EB	6EB	6EB	6EB	6EB	6EB	6EB	6EB	EC				RC	RC	RC	RC				
7FI	7FI	7FI	7FI	7FI	7FI	7FI	7FI	7FI	WT	WT										
					8E7				7F	7F	7F	7F	BC	BC	BC	BC				
5BB	5BB	5BB	5BB	5BB					5B	5B	5B	5B	GV	GV	GV	GV	5B	5B		
16									4U	4U	4U	4U	GC	GC	GC	GC		5J		
7SZ	7SZ	7SZ	7SZ	7SZ	7SZ				0T	0T	0T	0T	WT	WT	WT	WT	0I	0I	0I	0I
			7D0		16															
3HU	3HU	3HU	3HU	3HU	3UR	3UR	3UR	3UR	3H	3H	3H	3H	YT	YT	YT	YT	3H	3H	3H	3H
3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	3CM	RJ	RJ	RJ	RJ				
					131															
									6V	6V	6V	6V					7K	7K	7K	7K
133	133	133	133	133																
					625	625	625	625	6Z	6Z	6Z	6Z								
943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943	943
									78	78	78	78	78	78	78	78	75	75	75	75
459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459	459
		MRS		8G6																
6AG	6AG	6AG	5WD	4DY	5EM					7K	7K	7K	7N	7N	7N		7DD	7DD	7DD	7DD
7UO						5EM			5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP		5ZP	5ZP	5ZP	5ZP
4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB	4AB			4AB	4AB	4AB
6ET						7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC			3W	3W	3L
7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL	7VL												2I
20		7Z8	7Z8	7Z8	PIA								6V	6V	6V	6V	6V	6V		EGF
6FG																				8ZI
7PO	7PO	7PO	7PO	7PO						6N	6N	6N	6N				7YO	7YO	7YO	7YO
LIN	LIN	LIN	LIN	LIN														7E		
																	7T	7T	7T	7T
4XU	4XU	4XU	4XU	4XU	AXU	AXU	AXU	AXU	4X											7TP
				6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB	6SB		6SB	6SB		
					8A7	8A7	8A7	8A7					6G	6G	6G	6G		7D		
6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU	6LU		8K	7DW	7DW
7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE	7BE				
7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR

3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ
	180	180	180	180					44	44	44	44					6T5	6T5	6T5	6T5
TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX
TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX	TUX
5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA	5EA				
6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU
7KM	7KM	7KM	7KM	7KM															6T	6T
5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA	5AA			6EN	6EN		7FV	7FV
80	80	80	80	80	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	8	8	8	8
6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM	6AM		7T	
6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX	6BX
4S8	4S8	4S8	4S8	4S8				8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8
4SU	4SU	4SU	4SU	4SU	4SU	4SU	4SU	4SU	4SA	4SA	4SA	4SA	4SU						6L	6L
5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	5VQ	7FX	7FX			7UL	7UL	7UL
7MU		KTR	KTR	KTR	KTR	KTR	KTR					7JM	7JM	7JM	7JM	7JM	7M	7PJ	7PJ	7PJ
7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7GS	7G	7G	5K	5K
7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2
								6ST												
DDU	DDU	DDU	DDU	DDU	DDU	DDU	DDU	DDU	DDU	DDU										
334	334	334	334	334	334	334	334	334												
7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF
6FL	6FL	6FL	6FL	6FL								7T7	6AJ	6AJ	6AJ	6AJ			5N	5WS
6YP	6YP	6YP	6YP	6YP		7CJ	7CJ	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU	7MU
7M1	8A3	8A3	8A3	8A3									5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI
5FF	5FF	5FF	5FF	5FF	5FF	5FF	5FF	5FF	5FF	5FF		5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	5JJ
8A4	8A4												6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM
6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM	6GM
5MS	5MS	5MS	5MS	5MS				5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY
5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5HJ	5YC	5YC	5YC	5YC	5YC	5YC	5YC	5YC
	7VD	7VD	7VD	7VD		6HT	6HT	6HT	6HT	6HT	6HT	6HT	6HT				6Y	6Y	6Y	6Y
8U4		4JP	4JP	4JP	4JP										773	773	773	773	773	7A
6NK	6NK	6NK	6NK	6NK	6NK	6NK	6NK							38	38	38	38	38	38	
	7JN		NEW	NEW				6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW
7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT													
																				7N
5YH	5YH	5YH	5YH	5YH	5YM	5YM	5YM		3YH	3YH	3YH			5YH	5YH	5YH	5YH	5YH	5YH	5YH
6ZE	6ZE	6ZE	6ZE	6ZE	6ZE	6ZE	6ZE	6ZE												
															4VQ	4VQ	4VQ	4VQ	4VQ	
8L9	8L9	8L9	8L9	8L9	8L9	8L9	8L9	8L9											7HY	7HY
708	708	708	708	708	708	708	708	708											NPS	6H
																				15
7KD											7DY	7DY							6Y	

																			4T	
											7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX
			NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
				128																
3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY
																			3TJ	3TJ
						3EC	3EC													
																				5X
				7LR	7LR															7LU
																				4H
																			6ME	6ME
7NH																				
																				7RT
					6SF															
	7PA	7PA	7PA	7PA															7UL	7UL
																				6EZ
																				7E
6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6MD	6Y	6Y
7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7
117	117	117	6RR	6RR											7E5	7E5	7E5	7E5	7E5	7E5
5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM
						7HE	7HE										5U	5U	5U	5U
		117	117	117																
															827	827	8Z	8Z	8Z	8Z
																			6N	6N
7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX
5ZH	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H	52H				

															6KC					
		4YP	4YP	4YP																
																		5W	5W	5W
																				6G
		7SS	7SS																	
					7JA	7JA	7JA	7JA	7JA	7JA	7JA	7JA	7JA							
			7VN		6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO		6Y	6Y	6Y
									292	292	292							7DZ	7DZ	7DZ
		5VO	5VO					475	475	475	475									
5JQ	5JQ	5JQ	5JQ	5JQ					5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ	5JQ				
																				3F
									7VB	7VB	7VB		7VB	7VB	7VB	7VB	7VB	7VB	7VB	5JT
																4NF	4NF	4NF	4NF	4NF
8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3
7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX								
507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507
												6ZZ	6ZZ	6ZZ	6ZZ					
4LD	4LD	4LD	4LD	4LD				47D	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD
													6ZO	6ZO	6ZO	6ZO	6ZO	6ZO	6ZO	6ZO
																				5W
														6T5	6T5	6T5				
														6T5	6T5	6T5				6T
6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL
																8M6				
	8B2	8B2	8B2	8B2																

7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1		7P1	7P1	7P1	7P1
305	305	305	305	305	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR
305	305	305	305	305	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR
STOR	STOR	STOR	STOR	STOR	STOR				POD	POD	POD	POD	POD	POD	POD	POD	35	35	35	35
			244	244	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK	BUCK					35	35	35	35
6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL
7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD	7HD		7HD	7HD	7HD	7HD	7HD	7HD	7HD
5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL
6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ								8D2	8D2	8D2	8D2	8D2
6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ	6TQ								8D2	8D2	8D2	8D2	8D2
7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK	7SK
				6PW	6PW	6PW	6PW	5DB	5DB	5DB	5DB	5DB	5DB	5DB	5DB	5DB	5DB	5DB	5DB	63
6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH	6KH	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT
7CY	7CY		7GF	7GF	7GF	7GF	8E7	8E7	8E7	8E7	8E7	8E7							AG	AG
CUR	7VK	7VK	7VK		YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL	YDL
7FQ	7FQ	7FQ	7FQ	7FQ	AGT	AGT	AGT	AGT	AGT	AGT	AGT	AGT	AGT	AGT	AGT	AGT				
6CF	6YB	6YB	6YB	716	6HD	6HD	6HD	6HD	7GB	7GB	7GB	7DT							7V	
6AA	7AC	7AC		19L		480	480		DAT	DAT	DAT	DAT	DAT	DAT	DAT	DAT	PA	PA	6C	5D
7TA	7TA		4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK	4RK
6LN	6LN	6LN	6LN	6LN	HONDA	HONDA	HONDA	HONDA				MYP	MYP	MYP	MYP	MYP	MYP	MYP		
5LO	5LO	5LO	5LO		7HF	7HF	7HF				FIT	FIT	29	29					7A	7A
7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	7HT	4K	4K
7RP	7RP		7EY	7EY	7EY	7EY	7EY	7EY				5PZ	7RQ	7RQ		7RF	7RF	7RF	7RF	7RF
5AI	5AI	7MU	7MU	7MU					5WT	5WT	5WT	5WT	5WX	5WX	5WX	5WX	5WX	5WX		6Z
	5AC	5AC	5AC	5AC	5AC	5AC													CY	CY
	6YF					4NJ											7R	7R	7R	7R
	8T7	8T7			7MJ	7MJ										7HO	5V	5V	5V	5V
6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG
80	80	80	80	80	80	80	80	80	80	80	80	80								
						7RD	7RD		808	808	808	808		4ZK1						BIATRADO
	859	859	859	859							8XI	8XI	8XI	8XI	8XI	8XI	8XI	8XI		BIA
C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55
JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI
4CL	4CL	4CL	4CL	4CL						4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL
6Y5	6Y5	6Y5																8G2	8G2	
6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI
7CV2						7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2	7CV2
								33												7JA
	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU

									7CT											
9032																		7AO1	7AO1	7AO1
6RD	6RD	6RD	6RD	6RD	6RD	6RD	6RD	6RD	6RD	6RD			6RD	6RD	6RD	6RD	6RD	6RD	6RD	
4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1	4TC1		
																				4TC2
												7YU								
4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ
											6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG
4ZK2				510	510															
6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY			6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY
6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG			6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG
7WV	7WV	7WV	7WV	7WV	7WV	7WV	7WV			7WV	7WV	7WV								

	License				License				**License**				**License**				**License**			
5:00	5:15	5:30	5:45	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45
7BG	7Z7	6SA	6YB	6YB	6YB	6YB	6YB	6YB	6YB	6YB	6YB	6VW	6VW	6VW	6VW	6VW			
7MI	5UI	5UI	NEW	NEW	NEW	NEW	NEW	CMC	CMC	CMC	CMC	CMC	CMC	CMC	CMC	CMC			
5GE	5GE	5GE	5GE	5GE	4G4	7EY	7EY	7EY	7EY	7EY	7EY	7EY	7EY	7EY	7EY	7EY			
6AT	926	926	926	926	926	926	926	686	686	686	686	686	7LF	7LF	7LF	7LF			
7GY	6XB	6XB	6XB	6XB	6XB	6XB	5VN	5VN	5VN	5VN	5VN	5VN	5VN	5VN	5VN	5VN			
	765	5MF	5MF	5MF	7PF	7PF	7PF	7PF	JNI	JNI	JNI	JVN	JVN			4YY			
		8K6	NEW	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN	7UN			
854	854	854	854	854	854	854	854	854	854	854	854	854	854	854	854	854			
4FR	4FR	4FR	4FR	4FR	4FR	4FR	4FR	4FR	4FR	7DL	7DL	7DL	7DL	7DL	7DL	7DL			
7NF	7NF	7NF	6ME	6ME	6ME	6ME	6ME												
6W8	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	7GG	4MA	4MA	4MA			
6RL	6RL	6RL	6RL	6RL	6RL	6RL	6RL	6RL	HER	HER	HER	HER	7SL	7SL	7SL	7SL			
7LX	7LX	7LX	7LX	7LX	7LX	7LX	3TB	3TB	3TB	3TB	3TB	3TB	3TB	3TB	3TB	3TB			
7TY	4WE	4WE	4WE	4WE	4WE	4WE	7TK	7TK	7TK	7TK	7TK	7TK	7TK	7TK	7TK	7TK			
NEW	NEW	NEW	NEW	NEW	6MI	6MI	6MI	6MI	6MI	6MI	6MI	6VK	6VK	6VK	6VK				
6YG	6YG	6YG	6YG	6YG	6YG	6YG		880	880	880	880	880	880	880	880	880			
5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW	5ZW			
6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF			
	7DW	7DW							6PV	6PV	6PV	6PV							
	131	131	131	131				3MD	3MD	3MD	3MD	3MD	3MD	3MD					
6ME	6ME	6ME	6ME	6ME	7BX	7BX	7BX	7BX	7BX	7BX	894	894	894	894	894	894			
CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB	CYB			
780	780	780	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ	6UZ			
4WD	4WD	4WD	4WD	4WD		801	801	801	801	801	801	801	801	801	801	801			
6UX	6UX	6UX	6UX	6UX	NEW	NEW	NEW	ALE	ALE	ALE	ALE	ALE	ALE	ALE	ALE	ALE			
	6YB	858	858	858	858	858	858	858	858	858	858	7BQ	7BQ	7BQ		782			
6TN	6TN	6TN	5YF	5YF	5YF	5YF	5YF	7SL	7SL	7SL	7KB	7KB	7KB	7KB					
7MN	7MN	5C5	5C5	5C5	NEW	NEW	NEW	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR	6RR			
5SN	5SN	5SN	5SN	5SN		6NQ	6NQ	6NQ	6NQ	6NQ	6NQ	6NQ	6NQ	6NQ	6NQ	6NQ			
5RY	5RY	6RT			7MK	7MK	7MK	HAN	HAN	HAN	HAN	HAN	HAN	HAN					
6BI	757	NEW	NEW	NEW	NEW	NEW	NEW	AJT	AJT	7HJ	7HJ	7HJ	7HJ	7HJ	7HJ	7HJ			
7UK	8M9		6D2		7SV	6GT	6GT	6GT	6GT	6GT	6GT	6GD	6GD	6GD	6GD	6GT			
3LG	NEW	NEW	NEW	NEW		8W9	8W9	8W9	6NZ	6NZ	6NZ	6NZ	6NZ	6NZ	6NZ	6NZ			
6VC	6VC	AAA	AAA	AAA	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ	DHZ				
7N7	3TY	NEW	NEW	NEW	NEW	6T5	6T5	6T5	6T5	6T5	6AR	6AR	6AR	6AR	6AR	6AR			
5SR	5SR	5SR	5SR	5SR	5SR	5SR	5SR		6V6	6V6	6V6	6V6	6V6	6V6	6V6	6V6			
5LJ	8L5	184	7NO	7NO	7NO	7NO	5XU	5XU	5XU	5XU	5XU	5XU							
6EE	2UP		7PQ	7PQ	7PQ	7PQ	7PQ	885	6YC	6YC	6YC	6YC	6YC	6YC	6YC	6YC			
5FF			8Z7	8Z7	8Z7	8Z7	8Z7	6TC	6TC	6TC	6TC	6TC	6TC						
4X3	4X3	4X3	4X3	560	560	560	560			6YW	6YW	6YW	6YW	6YW	6YW	6YW			
6HQ	4VO	6UZ		6YO	5SJ	6CD	6CD		6FE	77	77	7	7	7	7				
7N2		4XH	6DX	6RD	6SG	6KK					5BJ		5UC						
808	NEW	5WH	43O			87	87			7EY	7EY	7EY	LAS	LAS					

6XB	6XB	6XB	6XB	5CF	7ML	7ML	7ML	7ML	7ML	7ML	7ML	7ML	7ML	7ML		
5AC		4YW		7FL	7FL	7FL	7FL									
6T3	6T3			6YM		6UO	6YG									
522	7E6	7FD							6XG						ZXG	ZXG
5NR	5NR															
NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	TEA	TEA	TEA	TEA	TEA	TEA	TEA	TEA	TEA
7HG	7HG	7HG										JHA	JHA	JHA	JHA	
5ZZ	5ZZ															
UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL	UHAUL
5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK	5ZK								
8W8	8W8	8W8	8W8													
7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5	7E5
5CA	5CA	5CA	5CA	5CA	5CA	5CA	5CA									
6WC	6WC							5JB	5JB							

	NEW	NEW	NEW	NEW	NEW	NEW	NEW	HOB	HOB	HOB	HOB	HOB	HOB	HOB	HOB	HOB
			NEW	NEW	NEW											
	6NB	6NB	6NB	6NB	6NB	6NB										
				7DC	7DC						8U8	8U8	8U8	8U8	8U8	8U8
	6GD	6GD	6GD	6GD	6GD											
8C9			5AC	7LM	7LM	7LM							5VC	5VC	5VC	5VC
7C9	7C9	7C9			935	8F3	6AA				8A3	8A3	8A3		3FF	3FF
6XP	6XP	6XP	6XP	6XP	6XP	6XP						6XG	6XG	6XG	6XG	6XG
		5V5	5V5		7GY			6HK	6HK	6HK	6HK	6HK		8NI		
	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP	6HP				
7GW	7GW	7GW														
6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS	6YS
6U3	6YD	6YD	6YD	6YD	6YD	6YD	6YD	6YD	6YD	6YD	6YD					
6ZW	6ZW	6ZW	6ZW		6SI					7GO	7GO	7GO	7GO	7GO		
6NG						6YQ			713							
6HW	6W4			4NI	4SU	4AC	604		855	855	855	855				
5U3	7RJ	7RJ	7RJ	7RJ	8E8	8E8					156			7VO		
958	NEW		5AC	7PR				567	567	567						
			7BP	7BP	7BP	7RD	7RD	7RD	7RD	7EY	7EY	7EY	7EY	7EY		
7U3				7NL	7NL	7NL	7NL	7NL	7NL	7NL						
4NU	8KO								7NQ	7NQ	7NQ	7NQ	7NQ	7NQ	7NQ	7NQ
4B6	4B6	4B6	4B6	4BG												
7H5	7H5	7H5														
3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR	3PR
950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950

6WD	6WD	6WD	6WD	6WD	6WD											
	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD	4RD
GKE	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ	7KQ
7PS	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE	GKE				GKE
	7PS	7PS	7PS	7PS												
7LH	7LH	7LH	7LH	7LH	7LH			7SN	7SN	7SN	7SN	7SN				
7C7	7C7			6UP	7UI	7UI	7UI	7UI	7UI	7UI	7UI	7UI	7UI	7UI	7UI	
	7JM							6MV	6MV	6MV	6MV	6MV	6MV	6MV	6MV	6MV
7Z5				741	7UO	7UO		6KV	6KV	6KV	6KV	6KV	6KV	6KV	6KV	6KV
			7PC	20						7JM	7JM	7JM	7JM	7JM		
8M8	5WC						7FR	7FR	7FR	7FR	7FR					
	894		6XR	6XR			7FR	7FR	7FR	7FR	7FR					
4V5	4V5	4V5	4V5	6LS	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ	4XZ					
4V5	4V5	4V5	4V5		7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ	7HZ
			4NZ													
133	133	133	133	133	133	133	133	133	133	133	133	133	133	133	133	133
	5YL															116
		7AZ	7AZ	7AZ	7AZ	7AZ	7AZ	7AZ	7AZ	7AZ	7AZ					
				6H3	6H3											
	6LD								5MC							
6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF	6ZF					
6TB	6TB	6TB	6TB													
7PW	7PW	7PW	7PW	7PW		6XM	6XM	6XM	6XM	6XM	6XM	6XM	6XM	6XM	6XM	
7NZ	7NZ	7NZ	6RV	6RV	6RV	6RV	6RV	6XL	6XL	6XL	6XL	5SD	5SD	5SD	5SD	5SD
5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT	5LT
5LX	5LX	5LX	5LX	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU	5LU
5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA	5UA
6XB	6XB	6XB	6XB	7RE	7RE	7RE	7RE	7RE	7RE	7RE	7RE	7KD	7KD	7KD	7KD	7KD
6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL
7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH	7EH
DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	DNI	ENI

7NT	7NT	7NT	7NT	7NT	7NT	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY	5UY
7H	7H	7H	7H	7H	7H	5EU	5EU	5EU	5EU	5EU	5EU	5EU	5EU	5EU	5EU	
7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG	7HG
6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY	6GY
7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI	7LI
6FZ	6FZ	6FZ	6FZ	6FZ	6FZ	6FZ	6FZ	6FZ	CAR	CAR	6UG	6UG	6UG	6UG	6UG	6UG
6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW
NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	6WP	6WP	6WP	6WP		
5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU	5TU
5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM	5TM
6YE	6YE	6YE	6YE	6YE	6YE	6YE	6YE	6YE	6JV	6JV	6JV	6JV	6JV			
7NX	7NX	7NX	7NX	7NX	7NX	6LK	6LK	6LK	6LK	6LK	6LK	6LK	6LK	6LK	6LK	6LK
		7J0	7J0	7J0	7J0	7J0	7J0	7J0	7J0	7J0	7J0	7J0				
7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH	7LH			
		7RY		7RY	7RY	7RY	7RY	4TX	4TX	4TX	4TX	4TX	4TX	4TX	4TX	4TX
	6YR		7CL	7CL	7CL	7CL		7CL	7CL	7CL	7CL	7CL				
3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC	3EC
4WS	4WS	4WS	6YX	6YX	6YX	6YX	6YX	6YX	6CG	6CG	6CG	6CG	6CG	6CG		
	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW
	5KK	5KK	5KK	5KK	5KK	5KK	5KK	5KK	7SC	7SC	7SC	7SC	7SC	7SC	7SC	7SC
		6XS	6XS	6XS	6XS	6XS	4GL	4GL	4GL	4GL	SBL	SBL	SBL	SBL	SBL	SBL
	8M4	8M4	8M4	8M4	8M4	8M4	8M4	8M4	5GM	5GM	5GM	5GM	5GM	5GM	5GM	
	452	452	452	452	452	452	452	452	7MV	7MV	7MV	7MV	7MV	7MV		
	7VL	7VL	7VL	7VL	7VL	488	488	488	488	488	488	488	488	488	488	488
		6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	6PC	
7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR	7NR
7PD	7PD	7PD	7PR	7PR	7PR	7PR	7PR	7PR	7PR	7PR	7PR	7PR	7PR			5PB
6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MW	6MT	6MT	6MT	6MT	6MT	6MT	6MT	6MT	6MT
6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX	6AX			
6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	6PZ	SHE	SHE	SHE	SHE	SHL
7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP	7VP
		6EQ	6EQ	6EQ	6EQ	6EQ	6EQ	6EQ		7CX	7CX	7CX	7CX	7CX	7CX	7CX
6XN	6XN	6XN	7KP	7KP	7KP	7KP	7KP	7KP	7KP	7MC	7MC	7MC	7MC			
5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX
5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX	5LX
7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR	7GR
		7XB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB	7KB
7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ	7PZ
7SW	7SW	7SW		6SW	6SW	6SW	6SW	PHA	PHA	PHA	PHA	PHA				
		86	86	86	86	86	86	7FB	7FB	7FB	7GF	7GF	7GF	7GF	7GF	7GF
7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7TY	7GY
7J	7J	7J		4UI	4UI	4UI	4UI	4UI	4UI	4UI	4UI	4UI	4UI			
		5Y			715	715	715	715	715	715	715	715	715	715		
8MO	8MO	8MO	8MO	8MO	6VJ	6VJ	6VJ	6VJ	6VJ	6VJ	6VJ	6VJ	6VJ	6VJ		

		4FR	4FR	4FR	4FR	4FR	4FR	NEW	7CR	7CR	7CR	7CR	7CR	7CR	7CR	7CR
4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF	4GF				
7SM	7SM	7SM	7SM	7SM	7SM	7DJ	7DJ	7DJ	7DJ	7DJ	7DJ	5AP	5AP	5AP	5AP	5AP
		6Y			8Z5	8Z5	8Z5	8Z5	7UM	7UM	7UM	7UM	7UM	7UM	7UM	7UM
		7R	7R	7R	7R	7R		6KU	6KU	6KU	6KV	6KV	6KV	6KV	6KV	6KV
7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ	7MZ
	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC	5UC
3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ
	5SX	5SX	5SX	5SX	5SX	5SX	5SX	6WP	6WP	6WP	6WP	6WP	6WP	6WP	6WP	6WP
	7TV	7TV	7TV	7TV	7TV	7TV	7TV	7TV	949	949	949	949	949	949		
	BB	8B	8B	8B	8B	8B	8B	7PO	7PO	7PO	7PO					
	6J	6J	6J	6J	6J	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT		7W5
	6SN	6SN	6SN	6SN	6SN	6SN	6SN	6SN		6TO	6TO	6TO	6TO	6TO		
6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT	6XT
6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX	6VX
248	248	248	248	248	248	248	248	248	248	7DH	7DH	7DH	7DH	7DH	7DH	
	7D	7D		SMP	SMP	SMP	SMP	RUS	RUS	RUS	RUS	RUS	RUS	RUS	RUS	1VE
	7P	SMP		PTT	PTT	PTT	PTT	6TT	6TT	6TT	6TT	5RD	5RD	5RD	5RD	5RD
	7L	7L		995	995	995	6BL	6BL	6BL	6BL	6BL	6BL	6BL			5RJ
		99		NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	6BZ	6BZ	6BZ	6BZ
NEW	NEW	NEW		859	859	859	6TU	6TU	6TU	6TU	6TU	6TU	6TU	6TU	6TU	6TU
85	85	85		7E				6BJ	6BJ	6BJ	6BJ	6BJ	6BJ	6BJ	6BJ	6BJ
6B	6B	6B		6B	6B	6B	6B	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2	6K2
6K	6K	6K		6K	6K	6K	6K	7GX	7GX	7GX	7GX	7GX	7GX	7GX	7GX	7GX
	7G	7G		7G	7G	7G	7G	7NE	7NE	7NE	7NE	7HD	7HD	7HD	7HD	7HD
	7P	7P		6X	6X	6X	6X	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF	7EF
								137	137	137	137	NEW				
								110	110	110	110	NEW	NEW	NEW		110
								TRL	TRL	TRL						TRL
								PWMP	PWMP	PWMP						237
								8K6	8K6							8K6
																4ME
								4MER	4MER							
								419	419	419	CAR					

				419	419	419										
				419	419	419										
				5X4	5X4	5X4	5X4				CAR					
				5X4	5X4	5X4	5X4	CAR	TRK		TRK			5X4		
				6WI	6WI	6WI		CAR	TRK		TRK			6WI		
5BB																
5J6																
0I				3HU										3HU		
3HU																
7K				7KZ										7K2		

7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD	7DD
5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP	5ZP
4AB	4AB	4AB		7E	7E	6VB	6VB	6VB	6VB	6VB	6VB	6VB	6VB	6VB		
3L	3L	3L		6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC	6UC
2I	2I	2I	2I	2I	BRA	BRA	BRA	BRA	BRA	BRA	BRA	BRA	7DB	7DB	7DB	7DB
EGF	EGF	EGF	EGF	EGF	EGF	7JL	7JL	7JL	7JL	7JL	7JL	7JL	7JL	7JL	7JL	
8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI	8ZI
7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO	7YO
	7E			7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC	7EC
	4RK	4RK	4RK	4RK	4R	6EA	6EA	6EA	6EA	6EA	6EA	6EA	6EA	6EA	6EA	
7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP
				6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP	6SP
								7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX	7LX
	6SP	63D														
	6L	6L		7AO	7AO	7AO	7AO	7AO	7AO	7AO	7AO	7AO	7AO	7AO	7AO	
7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW	7DW
				6R	6R	6R	6R			8KZ	8KZ	8KZ	8KZ	8KZ	8KZ	8KZ
7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR	7MR

3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ	3XJ
6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5
TUX	TUX	TUX						7LC	7LC	7LC	7LC	7LC	7LC	7LC		
TUX	TUX	TUX														
									5EA	5EA		6FG	6FG	6FG	6FG	
									6XC	6XC						

6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6GU	6PI	6PI	6PI	6PI
6T	6T	6T	6T			7VK	7VK	7VK	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ	3WQ
7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV	7FV
8	8	8	8	S	S	S	S	NEW	NEW	7SO	7SO	7SO	7SO	7SO	7SO		
7T		6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV	6PV
6BX	6N	7J	7J	7J		7GQ	7GQ	7GQ	7GQ	7AT	7AT	7AT	7AT	7AT	7AT	7AT	7AT
6D	6D	6D	6D			5LJ	5LJ	5LJ	5LJ	5LJ	5LJ	5LJ	5LJ	5LJ	5NR	5NR	5NR
7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK
7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL
7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	6SY	6SY	6SY	6SY	6SY	6SY	6SY	6SY	6SY
5K	5K	3W	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG	6YG
7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2	7F2
5G				6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP	6VP
7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO	7UO
			6Y	6Y			8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO
7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF	7SF
5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS	5WS
7MU	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RL	7RC	7RC
5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BI	5BN	5BN
5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	5JJ	566	566	566	566	566	566	566	566	5JJ	5JJ
6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FM	6FY	6FY	6FY	6FY	6FY			NEW	NEW	NEW
7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	7GL	5GL	5GL
5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY	5KY
5YC	5YC	5YC	5YC	5YC	5YC	5YC	5YC	5YG	5YG	5YG	5YG	5YG	5YG	5YG	5YG	5YG	5YG
6Y	6Y	6Y	6Y				962	962	962	962	962	962	962	962	962	962	962
7A	7A	7A	7A			5TH	5TH	5TH	5TH	5TH	5TH	5TH	5TH	5TH	5TH	5TH	5TH
7N	7N	7N	7N			7PN	7PN	7PN	7PN	7PN	7PN	7PN	7PN	7PN	7PN	7PN	7PN
6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW	6RW		
	5	5	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO	4UO
7N	7N	7N	7N			6GT	6GT	6GT	6GT	6GT	6GT	6GT	6GT	6GT	6GT	6GT	6GT
5YH	5YH	5YH	5YH	5YH	5YH	5YH	3WO	3WO	3WO	3WO	3WO	3WO	3WO	3WO	3WO	3WO	3WO
	NEW	NEW	NEW	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM	FEM
	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8	8E8
7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY
6H		7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JS	7JC	7JC
15	15	15	15	15	15	7R	7R	7JN	6CA	6CA	6CA	6CA	6CA	6CA	6CA	6CA	6CA
6R	6R	6R	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH	7HH

			5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ	5FJ
	5BD	5BD	5BD	5BD	5BD	5BD	5BD	5BD	6YC	6YC	6YC	6YC	6YC	6YC	6YC	6YC	
7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX	7RX						
NEW	NEW	NEW	NEW	NPS	NPS	NPS	NPS	NPS	NPS	NPS	NPS	NPS	NPS	NPS	NPS	0	0
	3HS	3HS	3HS	3HS	3HS	3HS	3HS	3H9	3H9	3H9	3H9	3H9	3H9	3H9	3H9	3H9	3H9
3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	3PY	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP	7TP
			WV	WV	WV	WV	7PR	7PR	7PR	7PR	7PR	7PR	867	867	867	867	
3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ	3TJ
	6T	6T	6T				7E	734	734	734	5Z8	5Z8	5Z8	5Z8	5Z8	5Z8	5Z8
NPH	NPH	NPH	NPH			7PP	7PP	7PP	7PP	7PP	7PP	7PP	7PP	7PP	7PP	7PP	7PP
	7G	7G	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB	5EB
		3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP	3TP
7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU	7LU
4H	4H	4H	4H	4H	4H	4H	7TW	7TW	7TW	7TW	7TW	7TW	7TW	7TW	7TW	7TW	7TW
6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME	6ME
	7J	7J	7J				1A7	1A7	1A7	1A7	1A7	1A7	1A7	1A7	1A7	1A7	1A7
7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT	7RT
	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ	2CZ
7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL	7UL
6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ	6EZ
	6W	6W	6W	6W	6W	6W	5NZ	5NZ	5NZ	5NZ	5NZ	5NZ	5NZ	5NZ		7RI	
7E	7E	7E	7E	7E	7E	7E	7E	7RI	7RI	7RI	7RI	7RI	7RI	7RI	7RI	727	727
6Y	6Y	6Y	6Y	6Y	6Y	6Y	6Y	6ZM	6ZM	6ZM	6ZM	6ZM	6ZM	6ZM	6ZM	6ZM	6ZM
7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7	7Z7
7E5	7E5	7E5	7E5	6S	6S	6S	6S	7ES	7ES	7ES	7ES	7ES	7ES	7ES	7ES	7ES	7ES
5GM	5GM	5GM	5GM	5GM	5GM	6DZ	6DZ	6DZ	6DZ	6DZ	6DZ	6DZ	7T6	7T6	7T6	7T6	
5U	5U	5U	5U	5U	5U	6BM	6BM	6BM	58I	58I	58I	7NU	7NU	7NU	7NU	7NU	7NU
6J9	6J9	6J9	6J9	6J9	6J9	6J9	6J9	6J9	6J9	6J9	4ZS	4ZS	4ZS	4ZS			
5A	8H	A0	A0	5A	5A		7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR	7BR
7SF	7E	7E	7E			9C		7JT	7JT	7JT	7JT	7JT	7JT	7JT	7JT	7JT	7JT
7R	7R	7R	7R	7R	7R	7R	PIN	PIN	PIN	PIN	PIN	PIN	PIN	PIN	PIN	PIN	PIN
6W	6N	6N	6N	6N	6N	6N	6N	GNV		6HW	6HW	6HW	6HW	6HW	6HW	5CG	5CG
			6GU				CAD	CAT	CAT	CAT	CAT	CAT	CAT	CAT	CAT	CAT	
			7MG	7MG	7MG	7MG	7MG	7MG	7MG	6ZY	6ZY	6ZY	6ZY	6ZY	6ZY		
								6ZZ	6ZZ	6ZZ	6ZZ	6ZZ	6ZZ	6ZZ	6ZZ	6ZZ	
				7AE	7AE	7AE	7AE	7AE	7AE	7AE	7AE	275	275	275	275	275	275
			76	76	76	76	76	7CG	7CG	7CG	7CG	7CG					
			7A	7AR	7AR	7AR	7AR	7AR	7AR	7EM	7EM	7EM	7EM	7EM	7EM	7EM	7EM
									7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK	7MK
				NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
			7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP	7NP
			728	728	728	728	728	728	728	845	845	845	845				
7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX	7BX
								7NU	7NU	7NU	7NU	7NU	7NU	7NU	7NU		
		7DB	7DB	7DB	7DB	7DB	7DB	7DB	7DB	6T5	6T5	6T5	6T5	6T5	6T5	6T5	6T5
			7L	7L	7L	7L	6CU	6CU	6CU	6CU	6CU	6CU	6CU	6CU	6CU	6CU	6CU

						8U5	8U5	8U5	8U5	8U5	8U5	8U5					
							7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY	7HY
			BK	BK	BK		6LG	6LG	6LG	6LG	6LG	6LG	6LG	6LG			
87	87	87	87	87	87	87	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP	6ZP
		6C	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL	BSL
							7KG	7KG	7KG	7KG	7KG	7KG	6UY	6UY	6UY	6UY	6UY
				6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH	6HH
			7FL	7FL	7FL	7FL	7FL	7FL	7FL	7FL	7FL	7FL	7RK	7RK	7RK	7RK	7RK
		55	55					4KB	4KB	4KB	4KB	4KB	4KB	4KB	4KB	4KB	4KB
							7RU	7RU	7RU	7RU	7RU	7RU	7RU	7RU	7RU	7RU	7RU
5W						7LZ	7LZ	7LZ	7LZ	7LZ	7LZ	7LZ	7LZ				
			PAT	PAT	PAT	PAT	PAT	PAT	PAT	PAT	PAT	PAT					
6G	6G	6G	6G			3VI	3VI	3VI	3VI	3VI	1MA	1MA	1MA	1MA	1MA	1MA	1MA
8M	8M	8M	8M			6CK	6CK	6CK	6CK	6CK	6CK	6CK	6CK	6CK	6CK	6CK	6CK
			6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO	6YO
						7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT
6Y	6Y	7PK	7PK	7PK	7PK	7PK	7PK	7PK	7PK	5PR	5PR	5PR	5PR	5PR	5PR	5PR	5PR
6N			981	981	981	981	981	981	981	981	981	981	981	981	981	981	981
							6GE	6GE	6GE	6GE	6GE	6GE	6GE	6GE	6GE	6GE	6GE
7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ	7DZ
			6PM	6PM	6PM	6PM	6PM	6PM	6PM	6PM	6PM	6PM					
			7GN	7GN	7GN	7GN	7GN	7GN	7GN	7GN	6BM	6BM	6BM	6BM	6BM		
			7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT	7MT		
		6YR	6YR	6YR	6YR	6YR	6YR	6YR	5TJ	5TJ	5TJ	5TJ	5TJ	5TJ	5TJ	5TJ	5TJ
5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT	5JT
4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF	4NF
8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z3	8Z4	8Z5	8Z3	8Z3
507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507	507
				6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2	6Z2		
				7S				6ML	6ML	6ML	6ML	6ML	6ML	6ML	6ML	6ML	6ML
4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD	4LD
							898	898	6GQ	6GQ	6GQ	6GQ	6GQ	6GQ	6GQ	6GQ	6GQ
											7KE	7KE	7KE	7KE	7KE	7KE	7KE
6ZO	6ZO	6ZO	6ZO						5MZ	6SO	6SO	6SO	6SO	6SO	6SO	6SO	6SO
							7GO	7GO	7GO	7GO	7GO	7GO	7GO	7GO	7GO	7GO	7GO
5P	5P	5P	5P	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB	5WB
6X	6X	6X	6X					5VF	5VF	5VF	5VF	5VF	5VF	5VF	5VF	5VF	5VF
				6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM	6WM
				6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL	6XL
						6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL	6KL			
						5UL	5UL	5UL	5UL	5UL	5UL	5UL	5UL	5UL			

7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1	7P1
TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR
TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR	TRACTOR
35	35	35	35	POD	POD	POD	POD	POD	POD	POD	POD	POD	POD	POD	POD	POD	POD
35	35	35	35					6HO	6HO	6HO	6HO	6HO	6HO	6HO	6HO	6HO	6HO
6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL	6HL
								8KZ	8KZ	8KZ	8KZ	8KZ	8KZ	8KZ	8KZ		
7HD	7HD	7HD	7HD	8K	8K	8K	8K	5AL	5AL	6SP	6SP	6SP	6SP	6SP	6SP		
5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL	5AL
8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2
8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2	8D2
7SK	7SK	7SK	7SK	NEW	NEW	NEW	NEW	NEW	NEW	7NQ	7NQ	7NQ	7NQ	7NQ	7NQ	7NQ	7NQ
63	7N		6Y	6X	6X	6X	8ZO	8ZO	B88	B88	B88	B88	B88	B88	B88	B88	B88
7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT	7UT
AG	AG	AG	AG	AG	AG	4YU	4YU	4YU	4YU	4YU	4YU	4YU					
YDL	YDL	YDL	YDL			7NW	7NW	7NW	7NW	7W7	7W7	7W7	7W7	7W7			
NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	8F4	8F4	8F4	8F4	8F4
			NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	7HT	7HT	7HT	7HT	7HT	7HT
		6Y	6Y	6Y	6Y	6P	6P	7RZ	7RZ	7RZ	7RZ	7RZ	7RZ	7RZ			
	7M	7M	7M	7M	7M	7O	7O	7CK	7CK	7CK	7CK	7CK	7CK	7CK	7CK	7CK	7CK
6TM	6TM	6TM	6TM	6TM	6TM	6TM	6TM	6TM	7HQ	7HQ	A	A	A	A	A	A	
7A	7A	7A	7A	MEB	MEB	MEB	MEB	MEB	MEB	685	685	685	685				
4K	4K	4K	4K	TKS	TKS	TKS	TKS	4KJ	4KJ	4KJ	4KJ	4KJ	4KJ	4KJ	4KJ	4KJ	4KJ
7RF	7RF	7RF	7RF	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB	7GB
6Z	6Z	6Z	6Z	6JQ	6JQ	6JQ	6JQ	6JQ	6JQ	6JQ	6JQ	4AB	4AB	4AB	4AB	4AB	4AB
CY	CY	CY	CY	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM	5GM			
7R	7R	7R	7R	DPF	DPF	DPF	DPF	DPF	DPF	DPF	DPF	7KD	7KD	7KD	7KD	7KD	7KD
5Y	5Y	5Y	5Y	7US	7US	7US	7US	7US	7US	7US	7US	6ND	6ND	6ND	6ND		
6MG	6MG	6MG		6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG	6MG			
			7EB	7EB	7EB	7EB	5RB	5RB	5RB	5RB							
BIATRADO		596	596	596	596	596		6PX	6PX	6PX	6PX						
BIA			7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX	7EX			
	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN	6VN			
C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55	C55			
JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI	JETSKI			
4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL	4CL			
								6Y5	6Y5	6Y5	6Y5	6Y5	6Y5	6Y5			
6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI	6SI			
7CV2		646	646	7CV	646	646	646	646	646	646	646	646	646	646			
				5HW2	5HW2	5GE	5GE	5GE	5GE	5GE	5GE	5GE	5GE	5GE			
		340		340		340											
7NU	7NU	7NU	7NU	7NU													

7AO1	7AO1					7MQ	7MQ	7MQ	7MQ	7MQ	7MQ	7MQ	7MQ	7MQ
4TC2	4TC2													
		4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3	4TC3
4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ	4VQ
					DJL	DJL	DJL	DJL	DJL	DJL	DJL	DJL		
6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG	6UG
6TY	6TY		6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY	6TY
6KG	6KG		6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG	6KG

C. OVERVIEW PRESENTATION – KH 05/3/2017

Winters Downtown Parking Public Meeting

05/03/2017

Introductions

- John Donlevy
- Parking Committee
- Peter Hunter
- Jake Mirabella
- Frederik Venter

Agenda for Today

- Parking 101
- Background to Study
- Parking Study Data
- Public Survey
- Open Forum
- Next Steps

Parking 101

- When does it work, when does it not work?
- What are some industry standards?

Parking jargon

- **Supply** = # of striped parking spaces
- **Turnover** = Car #1 parks and leaves, then Car #2 parks and leaves; Turnover is 2
- **Occupancy (%)** = percentage of occupied spaces averaged over the surveyed period of time (8:00am – 4:00pm)

Parking Generation

- Empirically determined at similar land use types – ITE Manual
- Average and peak data
- Urban Land Institute
- City Code / Requirements

Parking Generation versus Trip Generation

- Buckhorn Steakhouse
  - 2 to 3 trips per 3 seats per hour
  - 1 parking space per 3 seats
- Gas Station
  - 60 trips per pump per hour
  - 6 parking spaces

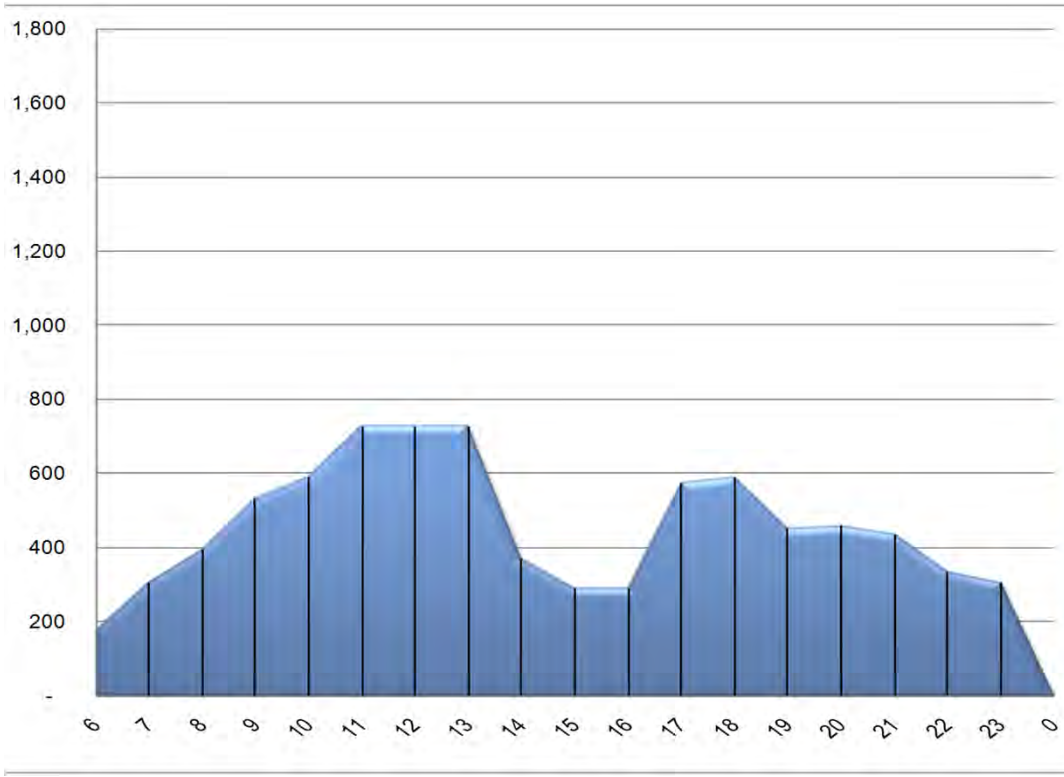
Parking Standards

Use	City Code	ITE Weekday	ITE weekend
Hotel	1 per room	0.89 per room	1.2 per room
Office	1 per 250 SF	0.71 per 250 SF	0
Restaurant	1 per 3 seats	1.44 per 3 seats	1.41 per 3 seats

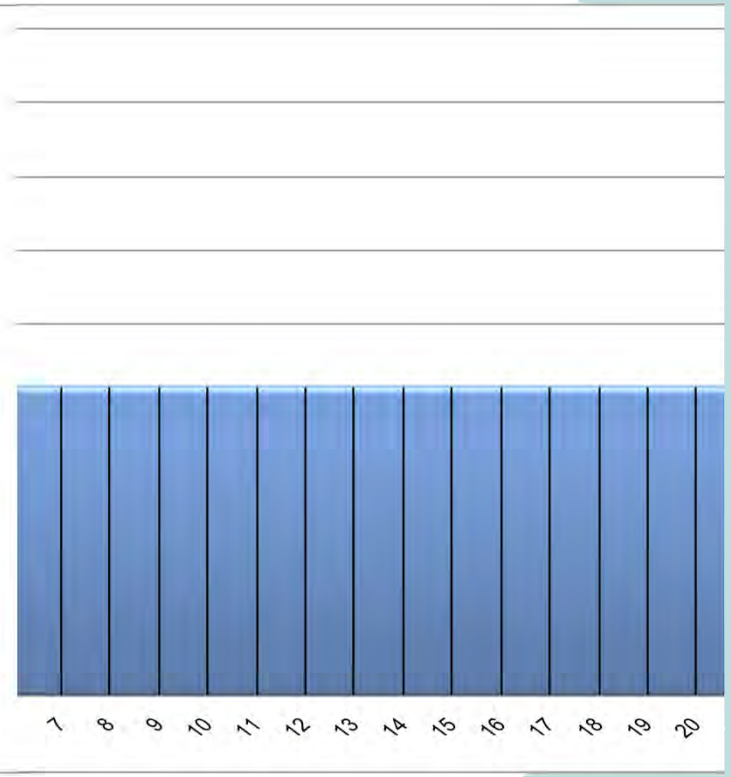
Restaurant

***Restaurant** (150k SF):*

Real Demand



Unshared Supply

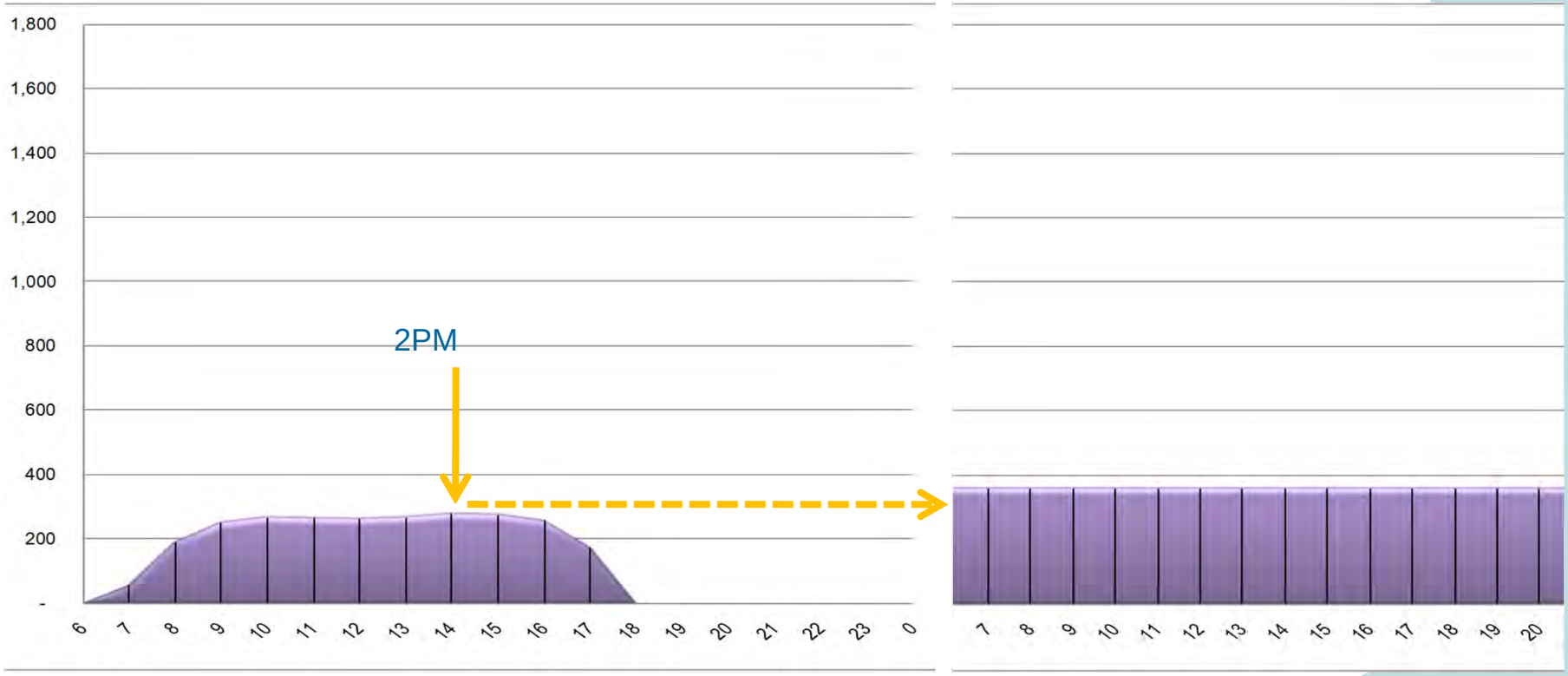


Office

***Office** (150k SF):*

Real Demand

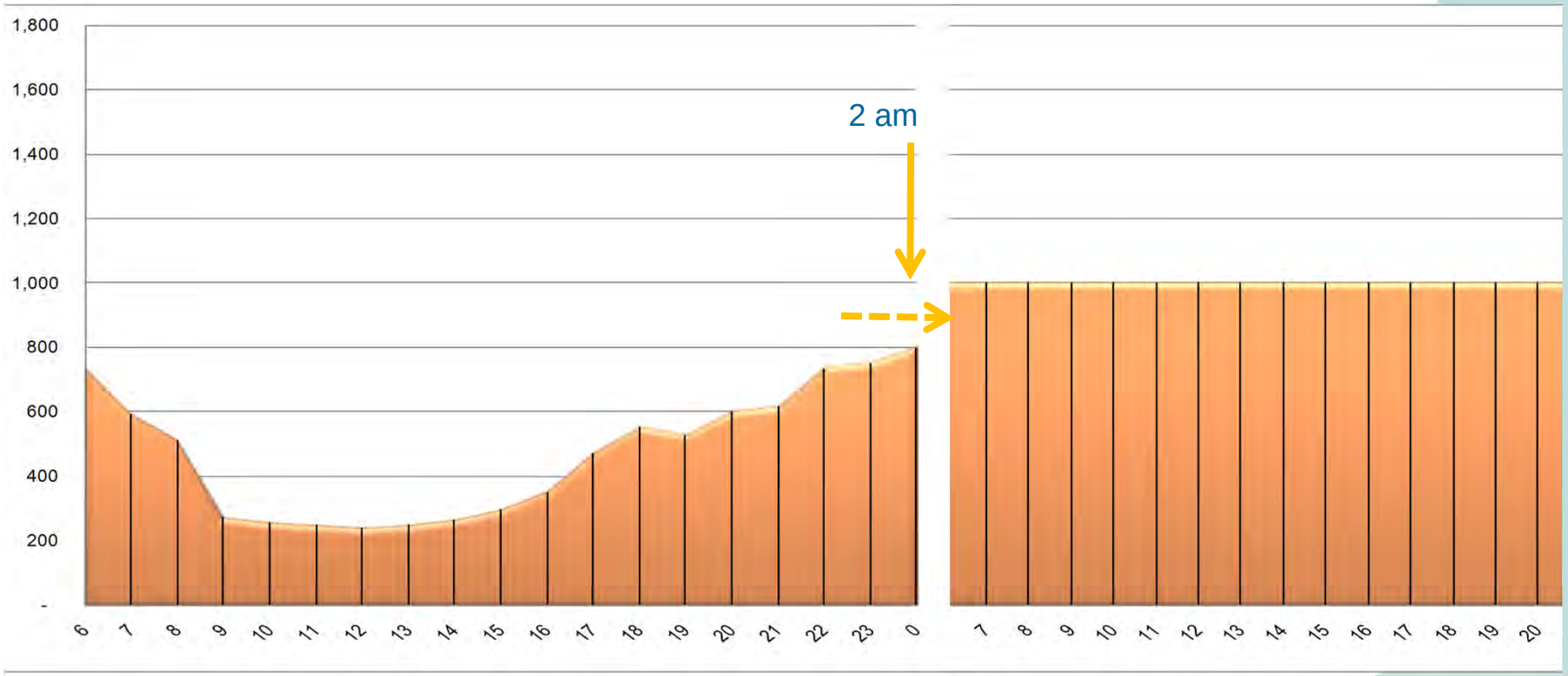
Unshared Supply



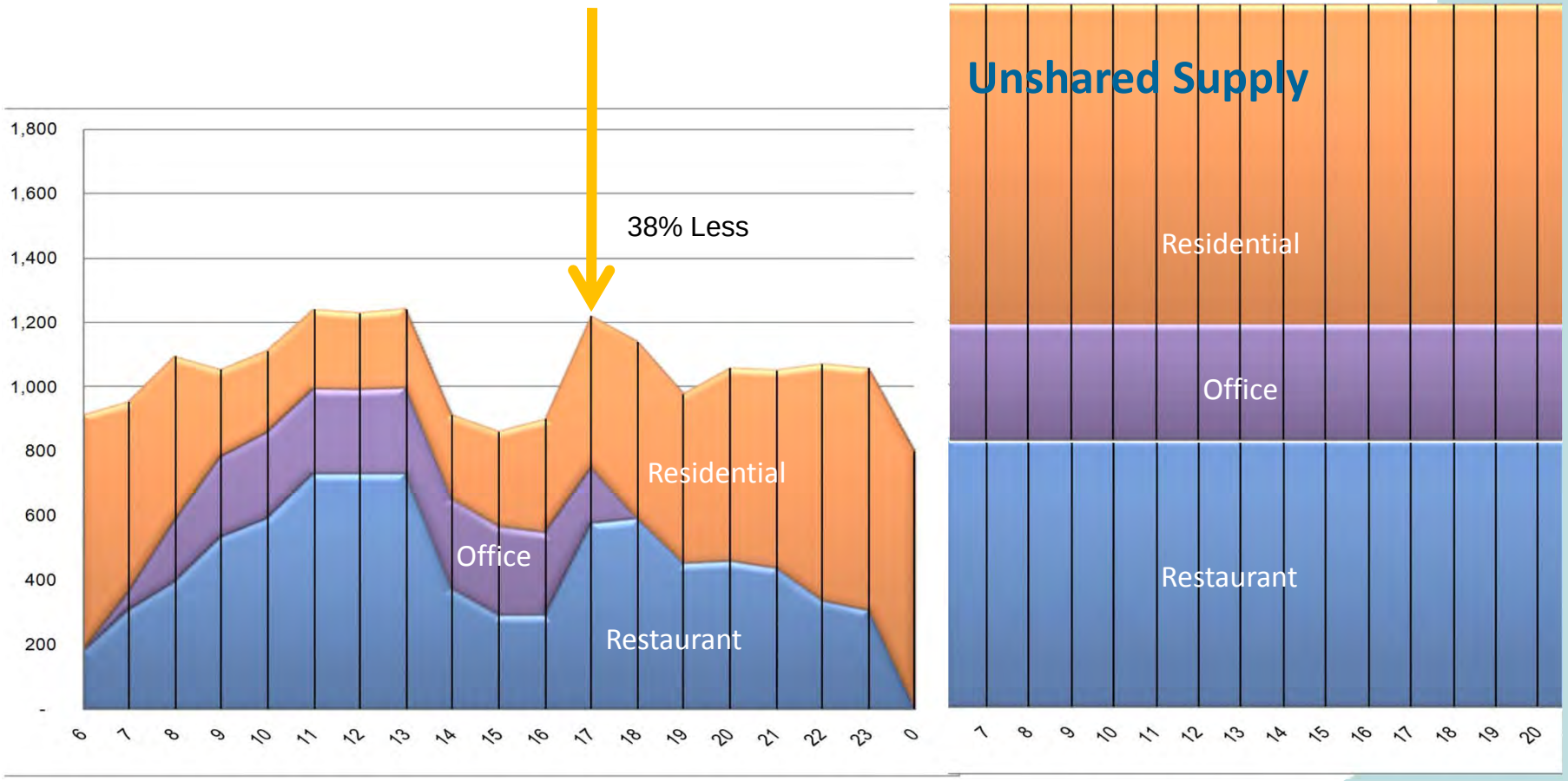
Residential

***Residential** (1000 units):*

Real Demand **Unshared Supply**

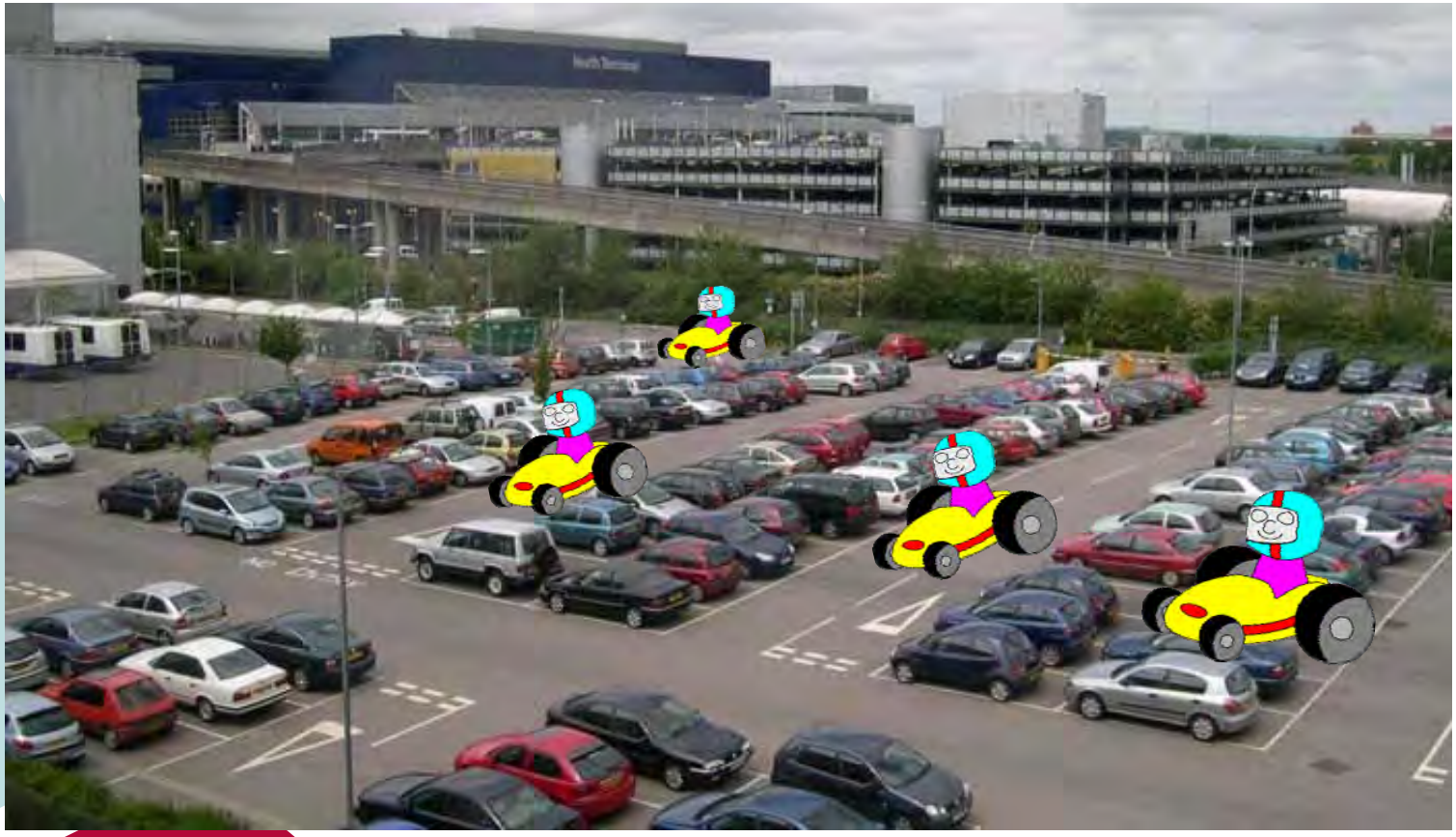


Shared Uses: Real Demand



Bicycle parking standards

When is parking demand exceeding capacity?



Time limits and Metering

Improve Wayfinding and Information

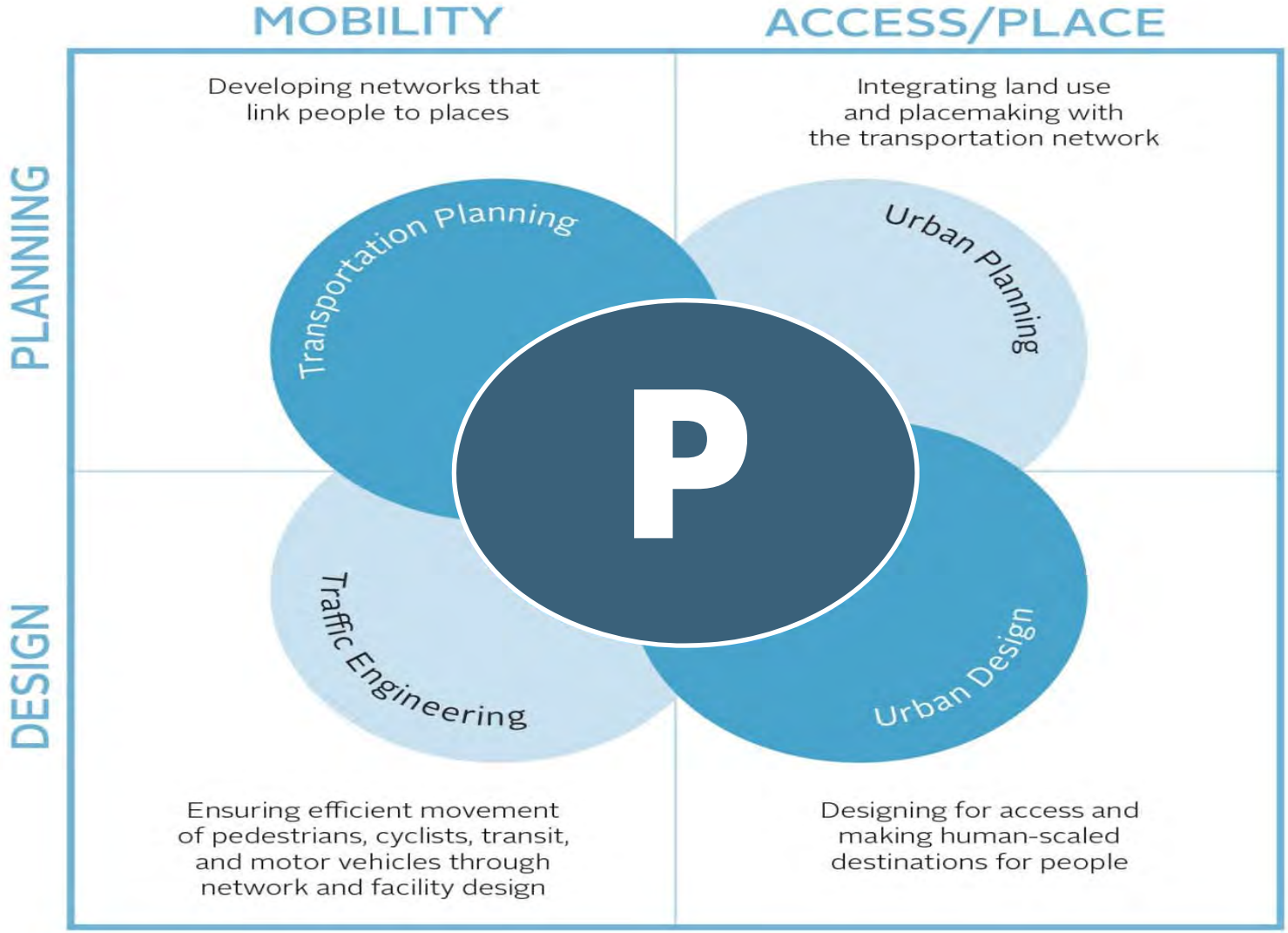
Improve Parking Design
Before

Improve Parking Design
After

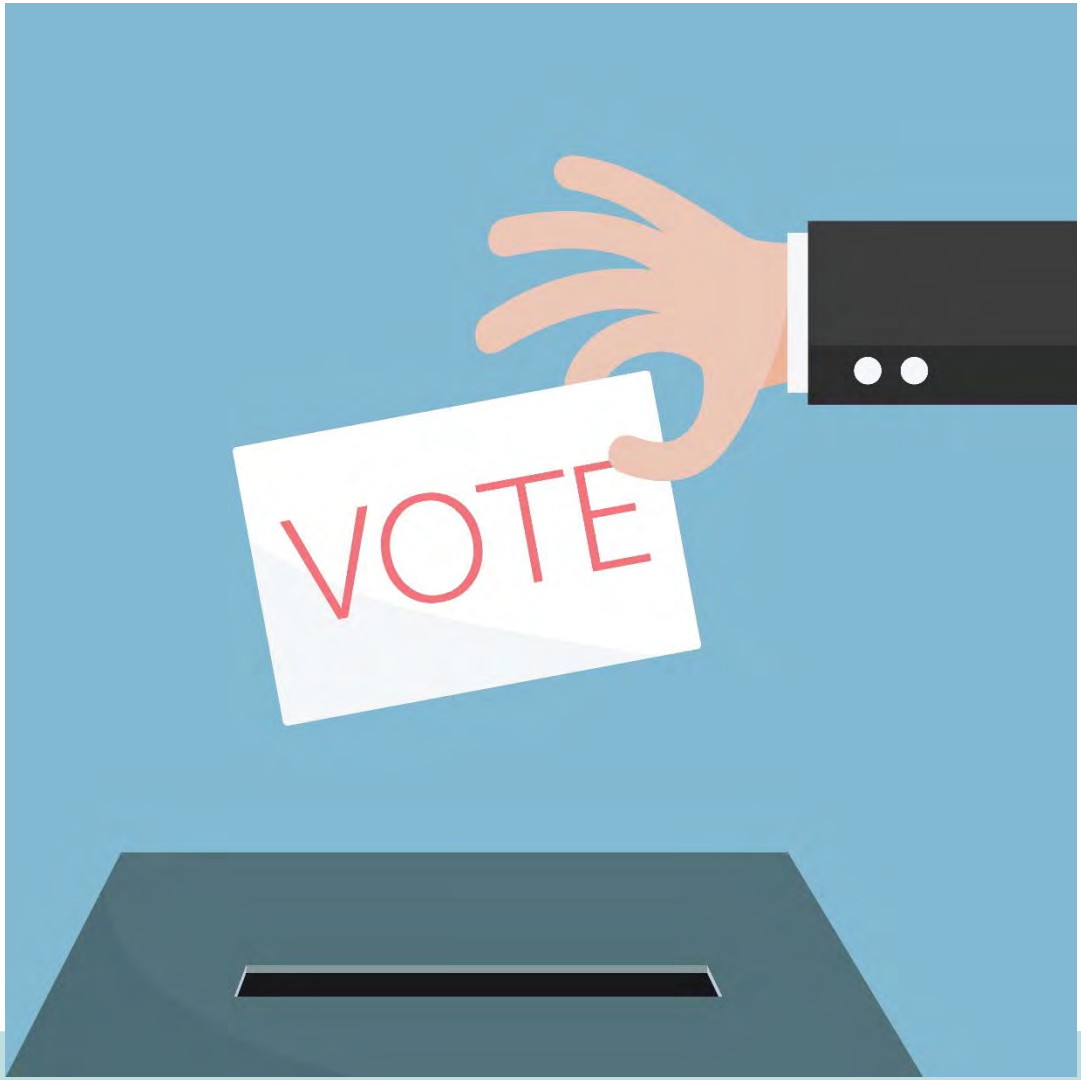
Enforcement

- Time limits
- Neighborhood intrusion
- Potential Income source

Parking Policy Should be Approach Holistically



Public Survey



Background to Study (John)

Parking Study Data (Peter/KHA)

Data Analysis – Morning & Afternoon

- December 2, 2016
  - Friday – 7 AM to 5 PM
  - Friday – 5 PM to 9 PM

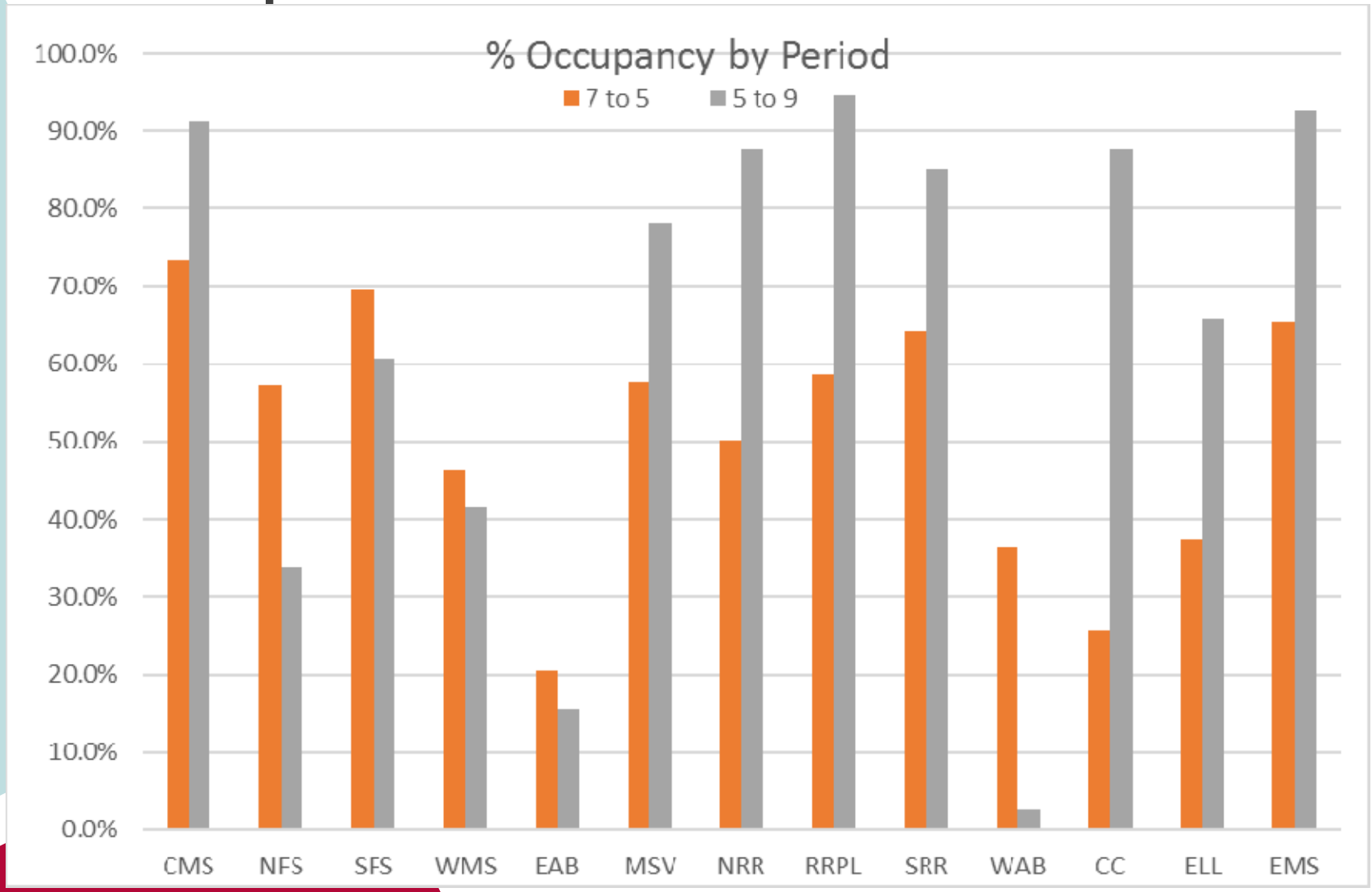
December 7am-5pm

Source: Google Earth, 2017

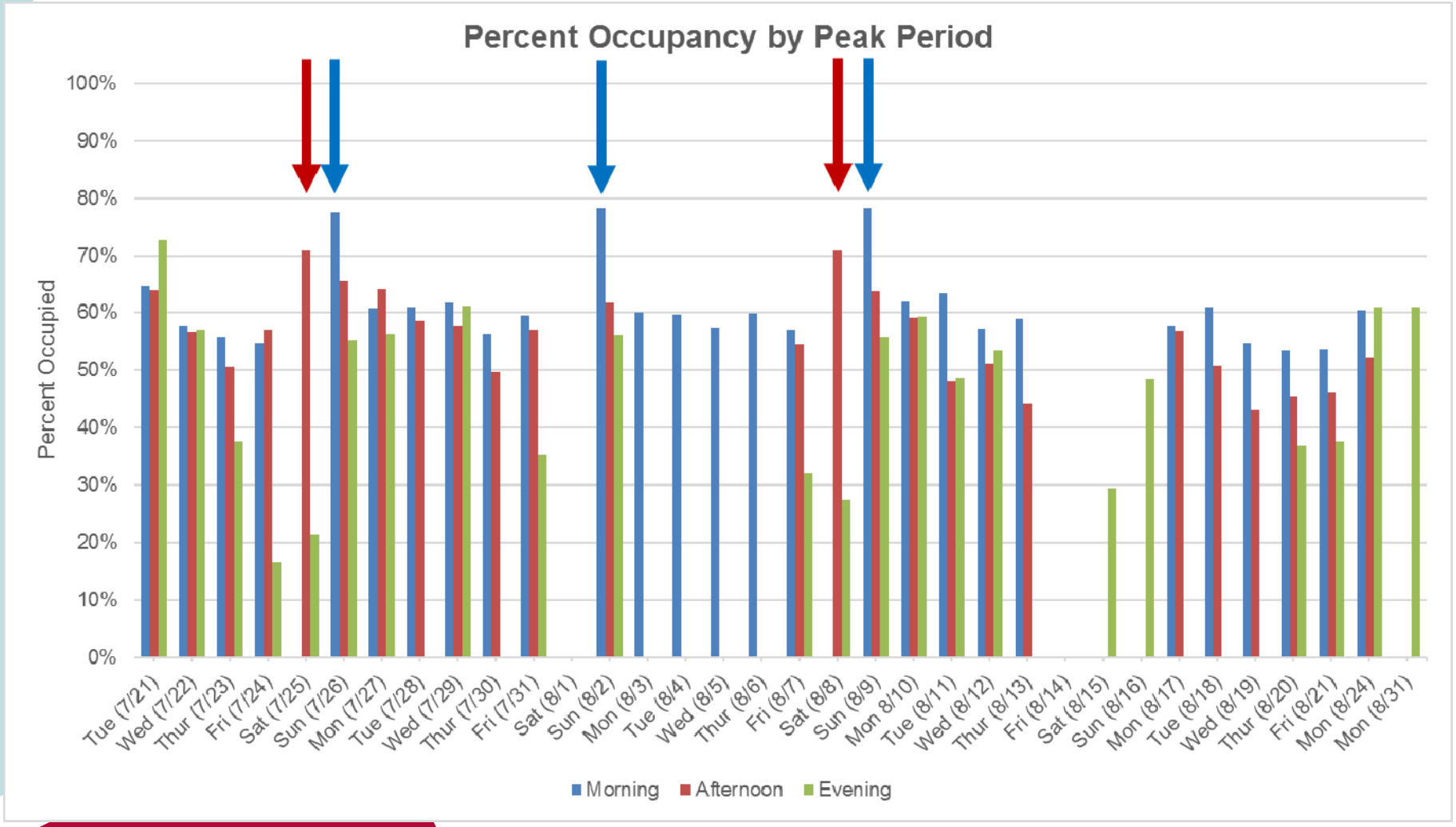
December 5pm-9pm

Source: Google Earth, 2017

Occupancy by Period & Lot Comparison



August Data – Occupancy by Day

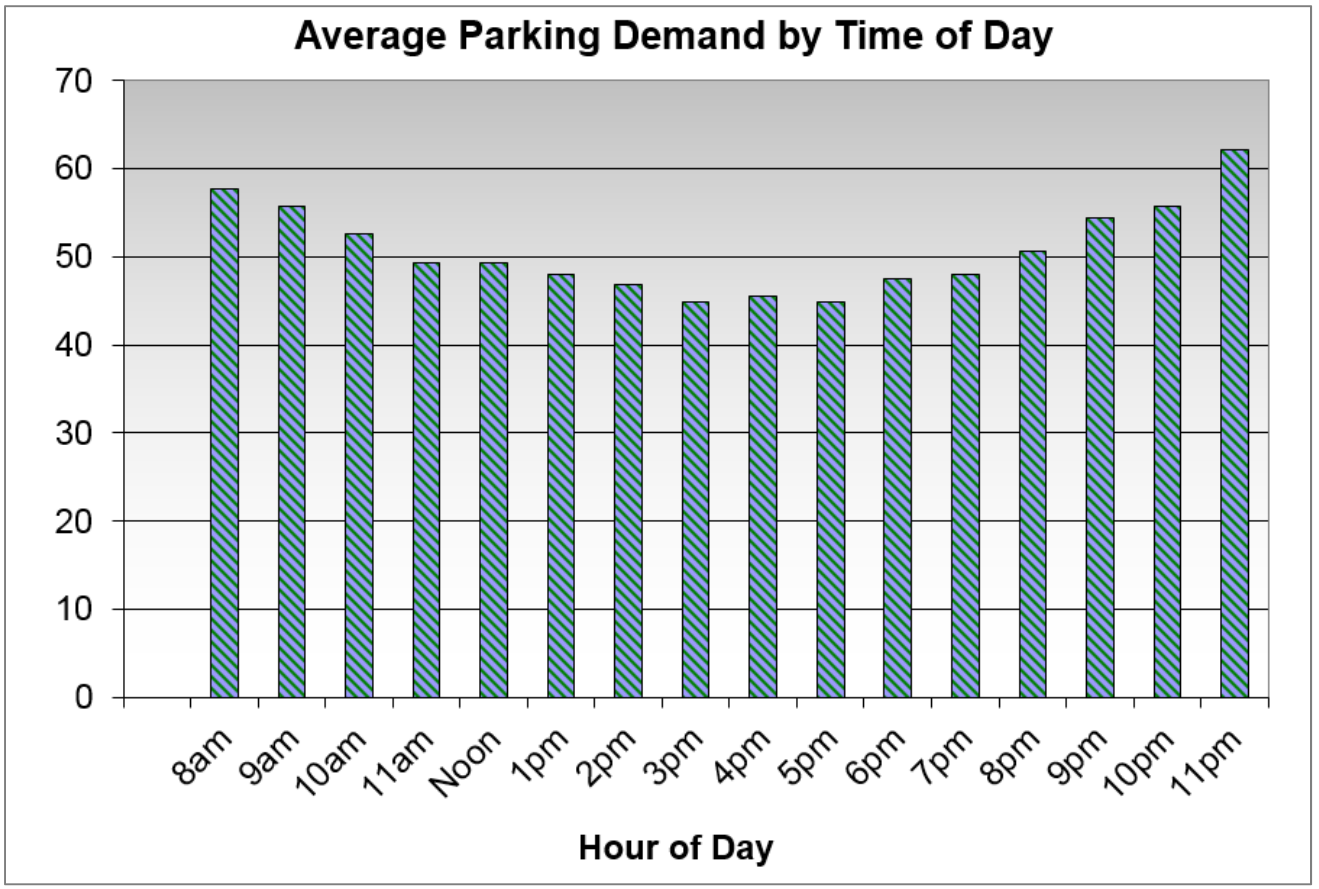


Citywide Comparison – August & December

- **December 2016 - Friday**
  - 7am-5pm - 46% daytime Occupancy
  - 5pm-9pm - 71% evening occupancy
- **August 2016 – Monday thru Friday**
  - 10am-4pm - 53% daytime occupancy
  - 8pm – 54% evening occupancy
- **August 2016 – Saturday thru Sunday**
  - 10am-4pm – 76% daytime occupancy
  - 8pm – 42% evening occupancy

Parking Impact of the Hotel

Hotel (72 rooms and restaurant):
Parking Demand: 58 parking spaces during daytime and 62 space during nighttime



*estimated using ITE and ULI

Parking Impact of the Hotel

Land Use	Daytime Demand	Fri Evening Demand, also Saturday Midday in August 2016
Existing Uses Daytime	197 (46% occupancy)	302 (70% occupancy)
Hotel (72 rooms and restaurant)*	58	62
OR Events @ 2.5 persons per car	100	100
Future Demand with Hotel	255 (59%)	364 (85%)
OR Future with Events	297 (69%)	402 (94%)

*estimated using ITE and ULI

Open Parking Discussion!!

- What is working for residents' parking needs in Downtown Winters?
- What is not working for residents and parking needs in Winters?
- What do you think the needs are of visitors to Downtown Winters?
- What improvements do you want to see?
- Who should pay for these improvements and how?

Next Steps

D. DATA PRESENTATION – PH 05/3/2017

WINTERS PARKING DATA COLLECTION

Prelude to a Parking Solution

Winters Parking Committee

Chris Turkovich, Gino Mediati, Sandy Vickery, Peter Hunter (and many others)

Background

- Volunteer committee formed July 2015
- Sparked by concern over parking impacts of new development projects
- Met bi-weekly for 6 months

- Goals included:
  - Identifying parking issues
  - Collecting data
  - Proposing solutions

Identified Issues

- Increased economic activity has led to increased parking demand (good!)
- High parking demand generally limited to Thurs-Sun
- Existing parking inventory not used efficiently
- Employees often occupying potential customer spaces
- New economic development (Hotel, PG&E facility will likely increase parking pressure
- Overflow parking adversely impacts adjoining residential areas

The Committee's Work

- Gather data to understand and quantify the issues
  - Snapshot parking surveys
  - Business owner survey
  - Intensive 1 day parking survey

- Select a consultant to use this data and work with stakeholders to create a parking plan

Snapshot parking surveys

- Confirmed Thurs-Sun evenings were most impacted times
- Main street, Railroad and the City lots nearly at capacity
- Residential areas impacted

Business Owner's Survey

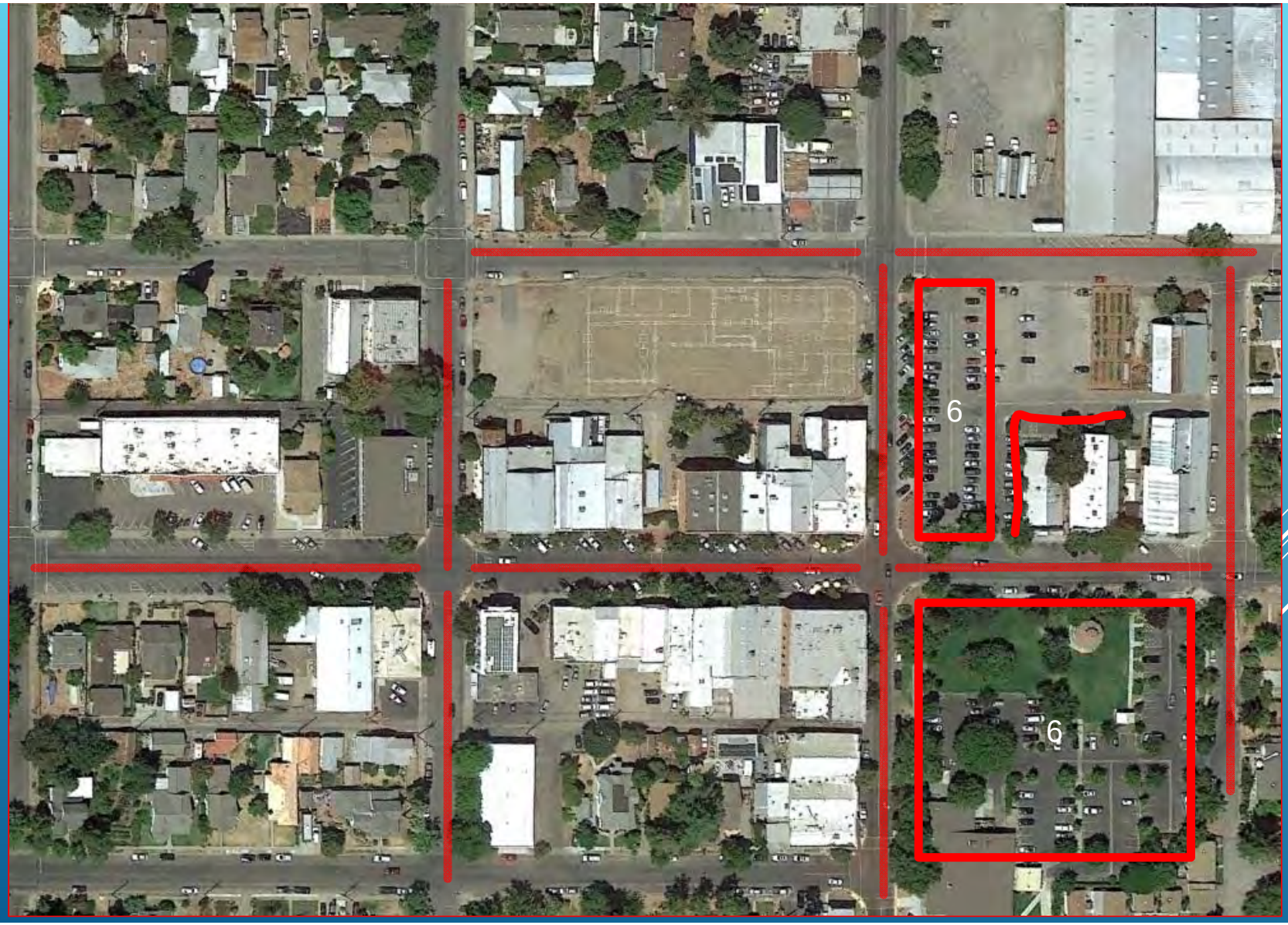
- About a 90% response rate.
- Highlighted impacts of employees

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
12am-6am	29	28	28	28	28	7	7
6am-9am	92	93	92	90	91	29	22
9am-12pm	135	140	138	137	135	53	46
12pm-3pm	133	141	138	137	134	59	52
3pm-6pm	142	149	148	153	160	81	63
6pm-9pm	71	76	70	93	91	70	48
9pm-12am	47	47	47	57	71	51	35

12/2/2016 – An Intensive 1-day Survey

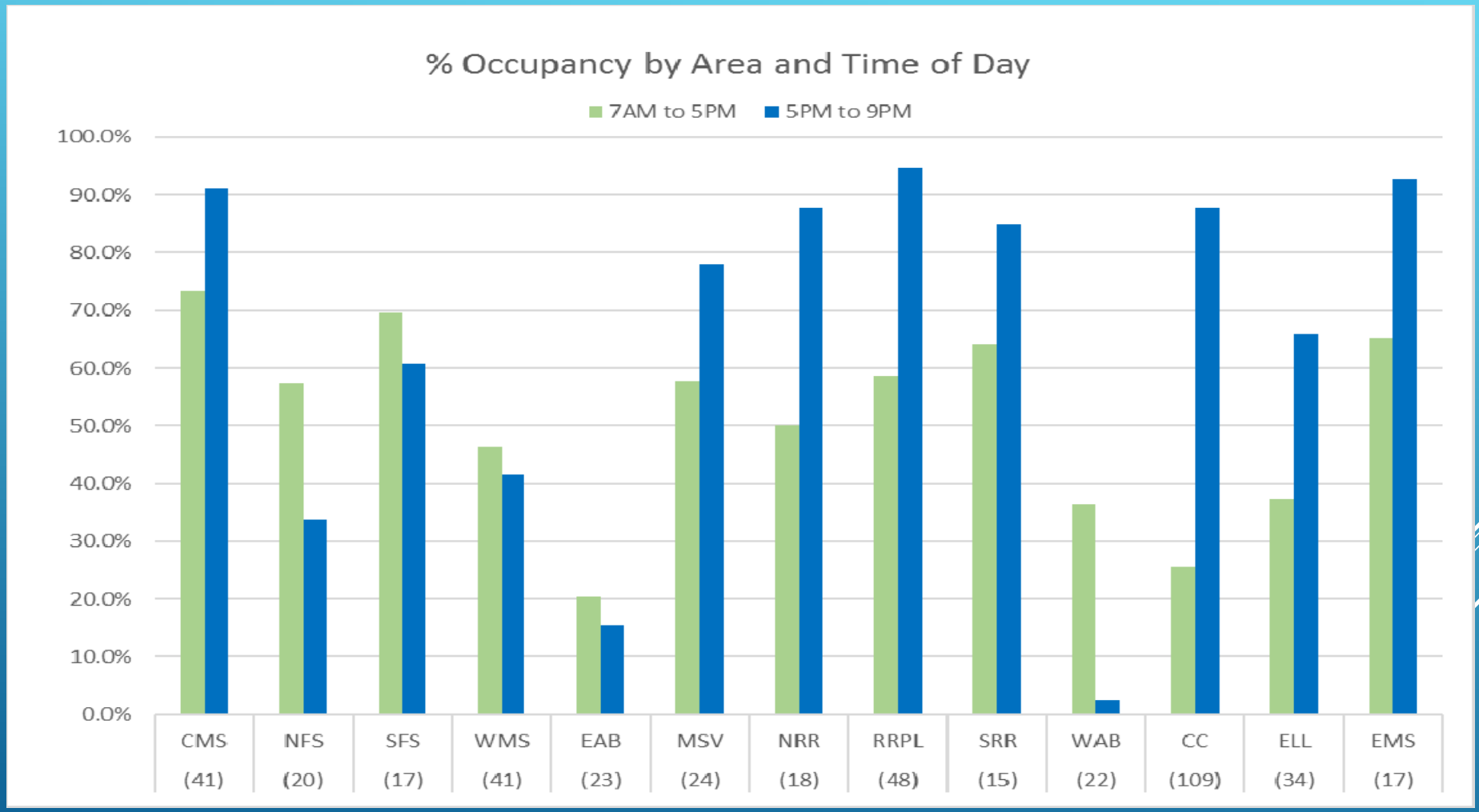
- A somewhat typical Friday night. A play at the Community Center and an event at the Buckhorn
- Surveyed 13 areas from 7AM to 9:15PM every 15 minutes
- 24,882 individual observations

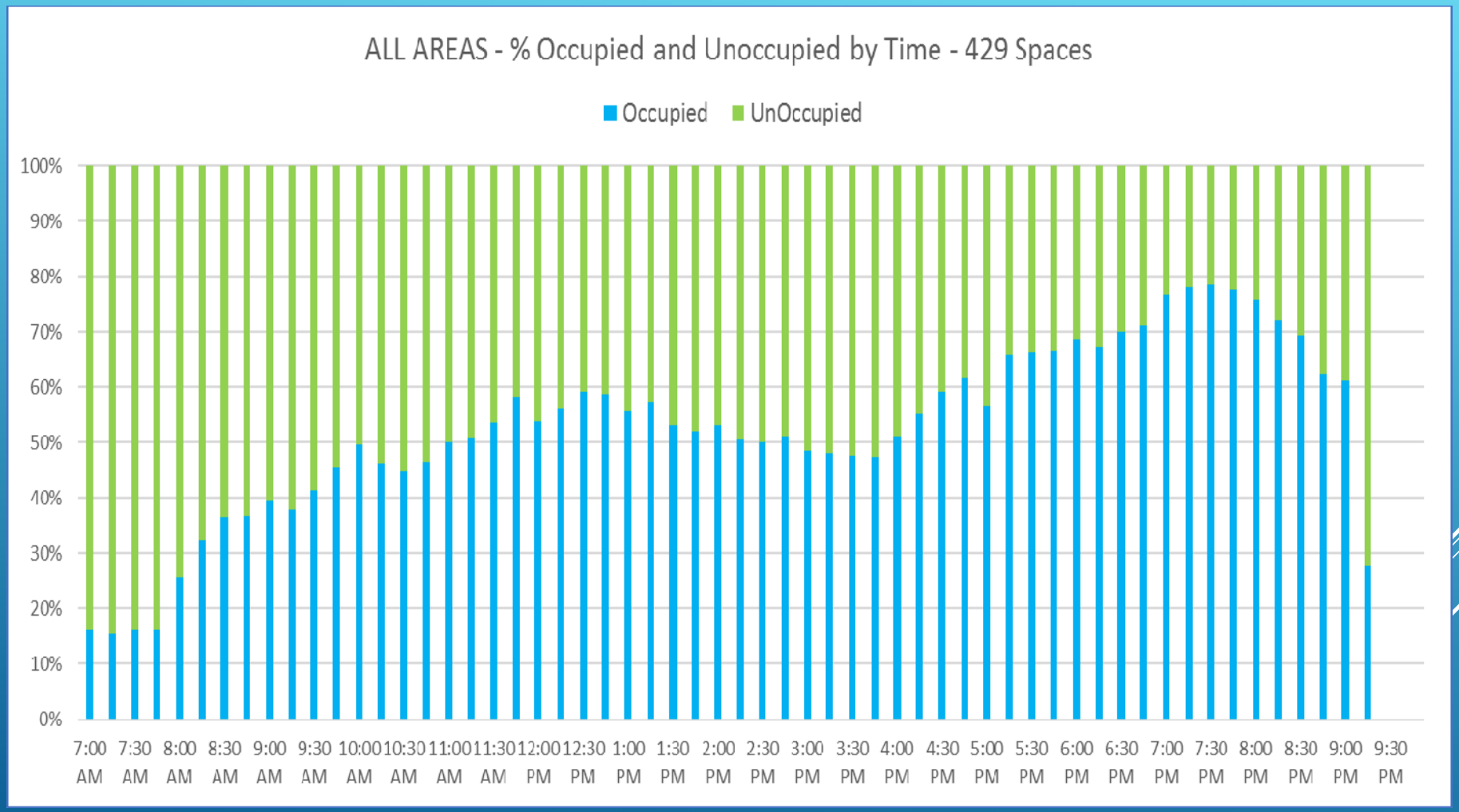
Survey Areas



The Inventory

Area Name	Spaces
Central Main Street	41
North First Street	20
South First Street	17
West Main Street	41
East Abbey Street	23
Main Street Village	24
North Railroad Avenue	18
Railroad Parking Lot	48
South Railroad Avenue	15
West Abbey Street	22
Community Center Lot	109
Elliott Street	34
East Main Street	17
Total:	**429**


% Occupancy by Area and Time of Day
7AM to 5PM
5PM to 9PM
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
CMS (41)
NFS (20)
SFS (17)
WMS (41)
EAB (23)
MSV (24)
NRR (18)
RRPL (48)
SRR (15)
WAB (22)
CC (109)
ELL (34)
EMS (17)


ALL AREAS - % Occupied and Unoccupied by Time - 429 Spaces
Occupied
UnOccupied
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
7:00 AM
7:30 AM
8:00 AM
8:30 AM
9:00 AM
9:30 AM
10:00 AM
10:30 AM
11:00 AM
11:30 AM
12:00 PM
12:30 PM
1:00 PM
1:30 PM
2:00 PM
2:30 PM
3:00 PM
3:30 PM
4:00 PM
4:30 PM
5:00 PM
5:30 PM
6:00 PM
6:30 PM
7:00 PM
7:30 PM
8:00 PM
8:30 PM
9:00 PM
9:30 PM

Current Time: **07:00AM**

After the Data

- Consultants reviewed
- Stakeholder input
- Develop parking plan

E. EMPLOYER SURVEY

Winters Downtown Parking Survey

We understand there is a rhythm to daily parking demand by employees and managers. Please fill in the approximate number of employees/managers (including yourself) present i your business during various time-windows and days. If you are closed, leave the box empty. (Use the tab button to quickly move from box to box)

Monday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	4	2	0	2	0	0	0	0	0	0	1	1	0	10	
6am-9am	2	4	4	3	0	1	3	0	1	0	2	0	0	21	
9am-12pm	0	5	5	4	2	1	4	1	0	0	2	1	0	27	
12pm-3pm	1	8	4	3	1	3	3	1	0	0	2	1	0	29	
3pm-6pm	0	9	5	1	1	3	1	1	0	0	2	1	0	28	
6pm-9pm	2	5	2	1	1	1	1	0	0	0	2	0	0	17	
9pm-12am	5	1	1	0	0	0	0	0	0	0	2	0	0	11	143

Tuesday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	5	2	0	2	0	0	0	0	0	0	2	0	0	11	
6am-9am	3	5	4	3	0	1	3	0	1	0	2	0	0	23	
9am-12pm	0	6	7	4	2	1	4	1	0	0	2	1	0	30	
12pm-3pm	1	8	6	4	1	2	4	1	0	0	2	1	0	32	
3pm-6pm	0	10	6	2	2	1	1	2	0	0	2	1	0	31	
6pm-9pm	2	5	2	0	2	1	0	0	0	0	3	0	0	17	
9pm-12am	5	1	1	0	0	0	0	0	0	0	2	0	0	11	155

Wednesday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	5	2	0	2	0	0	0	0	0	0	2	0	0	11	
6am-9am	2	5	5	2	0	1	3	0	1	0	2	0	0	22	
9am-12pm	0	6	5	5	2	2	3	1	0	0	2	1	0	29	
12pm-3pm	1	10	4	4	1	3	3	1	0	0	2	1	0	32	
3pm-6pm	0	12	5	2	1	3	1	1	0	0	2	1	0	32	
6pm-9pm	2	5	2	1	1	2	0	0	0	0	2	0	0	17	
9pm-12am	5	1	1	0	0	0	0	0	0	0	2	0	0	11	154

Thursday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	2	2	0	2	0	0	0	0	0	0	2	0	0	8	
6am-9am	1	6	5	1	0	1	3	0	1	0	2	0	0	21	
9am-12pm	0	6	7	3	2	1	4	1	0	0	2	1	0	29	
12pm-3pm	1	10	4	4	2	2	3	1	0	0	2	1	0	32	
3pm-6pm	0	7	7	2	1	3	2	1	0	0	2	1	0	30	
6pm-9pm	1	5	4	1	1	1	0	2	0	0	3	0	0	20	
9pm-12am	3	2	2	1	1	0	0	0	0	0	2	0	0	13	153

Friday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	2	2	0	2	0	0	0	0	0	0	2	0	0	8	
6am-9am	1	5	4	1	1	1	3	0	1	0	2	0	0	20	
9am-12pm	0	6	4	4	2	2	4	2	0	0	2	0	0	28	
12pm-3pm	2	8	4	3	2	2	4	2	0	0	2	0	0	31	
3pm-6pm	2	7	4	2	3	2	2	3	0	0	2	0	0	31	
6pm-9pm	4	4	1	3	0	1	2	0	1	0	2	0	0	20	
9pm-12am	3	2	1	3	0	0	0	1	0	0	2	0	0	14	152

Saturday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	4	1	0	2	0	0	0	0	0	0	0	0	0	7	
6am-9am	4	4	0	1	1	0	3	0	0	0	0	0	0	13	
9am-12pm	3	6	3	1	0	4	3	0	0	0	0	0	0	20	
12pm-3pm	2	6	3	0	2	3	4	0	0	0	0	0	0	20	
3pm-6pm	3	4	2	3	1	2	2	1	0	0	0	0	0	20	
6pm-9pm	3	3	0	2	1	1	1	1	1	0	0	0	0	15	
9pm-12am	3	2	1	3	0	0	0	1	0	0	0	0	0	12	107

Sunday

Answer Options	0	1	2	3	4	5	6	7	8	9	10	11	12	Employee Count	
12am-6am	3	1	0	2	0	0	0	0	0	0	0	0	0	6	
6am-9am	3	1	0	1	0	0	3	0	0	0	0	0	0	8	
9am-12pm	3	4	1	2	0	2	4	0	0	0	0	0	0	16	
12pm-3pm	3	4	1	0	3	2	4	0	0	0	0	0	0	17	
3pm-6pm	3	4	0	1	3	1	2	0	0	0	0	0	0	16	
6pm-9pm	4	2	1	1	0	0	1	0	1	0	0	0	0	12	
9pm-12am	4	2	0	2	0	0	0	0	0	0	0	0	0	10	85

	Question Totals
answered question	34