10.2 PROPOSED 12 MONTH TRIAL OF NEW AND AMENDED PARKING RESTRICTIONS IN THE STREETS SURROUNDING HYDE PARK - VINCENT, HYDE, WILLIAM, AND GLENDOWER STREETS, PERTH, NORTH PERTH, MT LAWLEY AND HIGHGATE

Attachments:

- 1. Plan of Proposed New and Amended Parking Restrictions in the Streets Surrounding Hyde Park
- 2. Car Count Survey Hyde Park and Surrounding Streets

RECOMMENDATION:

That Council:

- 1. RECEIVES the report on the proposed 12 month trial of new and amended parking restrictions in Vincent, Hyde, William and Glendower Streets, Perth, North Perth, Mt Lawley and Highgate.
- 2. APPROVES for a trial period of 12 months from date of installation;
 - Vincent Street, between Throssell and William Streets, both sides, 3P, 8.00am to
 6.00pm Monday to Friday parking restrictions, in the currently unrestricted sections (to match those of the existing), and
 - 2.2 Hyde Street, between Vincent Street and Chelmsford Road, both sides, 3P, 8.00am to 6.00pm Monday to Friday parking restrictions, and
 - 2.3 William Street, between Vincent and Glendower Streets, eastern side 3P, 9.00am to 6.00pm Monday to Friday, and the western side, 3P 8.00am to 4.15pm Monday to Friday parking restrictions in the unrestricted sections of William Street, allowing for the existing 'Clearway' Restrictions, and
 - 2.4 Glendower Street, between William and Palmerston Streets, retain the existing 3P (At All Times) on the northern side (park side) and change the southern side from 3P (At All Times) to 1P (At All Times).
- 3. NOTES that residents will continue to be eligible for parking permits other than those excluded as a condition of a development approval.
- 4. ADVISES the residents and businesses in those street surrounding Hyde Park of Council's decision.

PURPOSE OF REPORT:

To seek Council's approval to trial for a period of 12 months new, and amended, parking restrictions in the aforementioned streets surrounding Hyde Park.

BACKGROUND:

Hyde Park is often referred to as the City's *Jewel in Crown* and is viewed as an iconic park across the wider Perth metropolitan. As a consequence is it is very popular with locals and visitors alike, which in-turn results in a constantly high parking demand in the streets surrounding the park.

Currently there are mix of parking restrictions in the streets immediately adjacent Hyde Park, as well as various sections with no restrictions.

The City has received a number of requests from residents to either reduce the length of the time restrictions in their streets to ensure a regular turn-over of available spaces, extend the time restrictions to those sections currently without restrictions, or install 'resident only' zones. Elected members have also been contacted and met with residents.

Therefore in light of the above the City has undertaken a review of parking in the following streets:

- Glendower Street, William Street to Fitzgerald Street.
- Palmerston Street, Glendower Street to Bulwer Street.
- Lake Street. Glendower Street to Bulwer Street
- Irene Street, Glendower Street to Bulwer Street
- Throssell Street, Glendower Street to Vincent Street.
- Vincent Street, Throssell Street to William Street.
- Hyde Street*, Vincent Street to Chelmsford Road, and
- William Street, Vincent Street to Glendower Street.

*an explanation of the Hyde Streets inclusion in the review is in the detailed section of the report.

All of the above streets are predominately residential in nature and most of the surrounding streets in the area already have varying time restrictions. However, there are two significant omissions, Vincent Street, Norfolk Street to William Street northern side and Throssell Street to William Street (the length of Hyde Park) on the southern side, and the majority of William Street, Vincent Street to Glendower Street, both sides of which are currently unrestricted, other than Clearways.

As a consequence the weekday parking demand has increased, due to the increasing density of developments in the area and growing number of CBD commuters using the City's streets for 'free' all day parking, and then either walking or riding into Northbridge and the City via the park, or catching the bus (from William of Fitzgerald Streets). As this parking demand has increased, local residents have found a diminishing availability of parking adjacent to their properties and have contacted the City to address their concerns.

DETAILS:

The City has assessed the parking restrictions in aforementioned streets on over two 7 day periods in April 2019 and again March 2021.

As would be expected the demand varies significantly on the different days (weekday v's weekend) and at different times of the day, dictated by the current (or lack of) restrictions, and it is not uncommon for a parking demand to be assessed as in excess of 90%, and frequently as being at 100% capacity.

Over the summer period the popularity of the park is such that many of the streets are at 100% capacity on weekends. As a consequence a number of residents, particularly those with limited or no off road parking, are of the view that they can't chance moving their car during these periods as they unlikely to find a parking spot in the immediate vicinity upon their return.

Glendower Street

This has led to some residents, and in particular Glendower Street (between William and Palmerston Streets), requesting that the time restriction on the residential (southern side), currently 3P (At All Times) being reduced to 1P (At All Times) to ensure a regular 'churn' of parking. The existing 3P on the northern, or park side, would remain as is.

As the remainder of the residents of Glendower Street are yet to be consulted, other than anecdotal evidence that a 1P would likely be supported, it is proposed that the 1P be trialled over a 12 month period and that the residents be consulted at the conclusion of the trial.

Residents would continue to be eligible for *resident and visitor parking permits* other than those exclusions such as a condition of a development approval

Vincent and William Streets

In respect of Vincent and William Streets the City obviously wants to encourage use of the park other than for free all day commuter parking. Therefore it is proposed to install 3P, Monday to Friday, restrictions in those sections of both streets that are currently unrestricted, other than the AM and PM Clearway in William Street. This would deter commuter parking during the week while accommodating prolonged access to the park after hours and on weekends. These restrictions would be consistent with the existing Vincent Street restrictions along the northern (residential) side between Ethel and Norfolk Street.

As with Glendower Street, the residents are yet to be consulted on the proposed restrictions and therefore it is proposed to 'trial' the changes for a period for 12 months after which the City would undertake public consultation.

This approach is, in part, as a result of complaints and enquiries the City continues to receive from residents, including that via the local MLA's office, about the lack of parking restrictions leading to all day commuter parking, as well as camper vans parking in Vincent Street, adjacent to the park, for extended periods.

Hyde Street

Hyde Street, Vincent Street to Chelmsford Road, was included as it is anticipated that as a consequence of any changes in Vincent Street that Hyde Street is a very convenient alternative. Further, it mirrors the existing restrictions in Ethel and Norfolk Streets, which were in a similar situation as overflow parking from Vincent Street.

CONSULTATION/ADVERTISING:

It is proposed to trial the changes for a period of 12 months.

It will be advertised in accordance with the City's Policy No. 4.1.5 – Community Consultation Appendix 2 through the following means:

- Mail out to all properties and non-resident owners.
- The City's Imagine Vincent website, and
- Posts on the City's social media pages.

At the conclusion of the trial all the affected property owners and occupiers within the immediate area will be provided with a consultation package and provided with various means by which to provide comment.

Note: All persons who comment or provided submissions during the public notice/consultation period for this matter will be notified that this item is going before Council.

LEGAL/POLICY:

All of the aforementioned roads under the care, control and maintenance of the City of Vincent and as such the City is responsible for parking restrictions.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to undertake this trial.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

Thriving Places

Our physical assets are efficiently and effectively managed and maintained.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

Sustainable Transport

PUBLIC HEALTH IMPLICATIONS:

This is not in keeping with any of the priority health outcomes of the City's Public Health Plan 2020-2025.

FINANCIAL/BUDGET IMPLICATIONS:

Signage and line-marking for the new parking restrictions would be expected to cost in the order of \$5,000, to be funded from the existing operational budget.

COMMENTS:

Over the past decade there has been a significant increase in demand for on-street parking by non-residents in the City's CBD fringe areas, such as the streets surrounding Hyde Park, as the cost of parking in the CBD increases. Further, the local area has seen significant infill development which only increases the demands on street parking. When combined with the popularity of Hyde Park inevitably the amenity of the residents diminishes as a result and the proposed restrictions will provide some surety that parking will be available in the vicinity during the peak times.

ORDINARY COUNCIL MEETING 27 APRIL 2021



Item 10.2- Attachment 1

ORDINARY COUNCIL MEETING 27 APRIL 2021

		Total	Wednesday					Thursday					Eri	day	Fature			ırday	211		Sunday				Mondou			Tuesday			Total		Average
Part	Ref			8am			6pm	8am			6pm	8am			6pm	8am			6pm	8am			6pm	8am			6pm	8am			6pm	Total	Average
Part	1		Permits		ш.р		ор			2		-	2		ор							- p	ор	-	4	,	ор	1		-p	ор	9	1.8
Part		10	Normal	0	4	4	1	1	. 3	5	4	3	7	7	4	3	8	7	2	1	4	3	2	1	5	9	1	2	. 9	9	2	111	3.964286
Part			Occupancy	0%	40%	40%	10%	10%	30%	70%	40%	30%	90%	70%	40%	30%	80%	70%	20%	10%	40%	30%	20%	10%	90%	90%	10%	30%	90%	90%	20%		
Part	2			-						2			3						5	5		2			1			2					
Property Property		10						7	9	3	5	7	4	7	4	3	9	8	8	6	5	2	4	5	7	6	6	4	7	7	5	157	5.607143
March Marc	-				70%	50%	50%	70%	90%	50%	50%	70%	70%	70%	40%	30%	90%	80%	130%	60%	50%	40%	40%	50%	80%	60%	60%	60%	70%	70%	50%	26	4 22222
Part	3	18		_	12	12	0	- 6		3	0	7	7	6		7	12	10	0	7	7	7 0		6	0	7	6		7		10		
Part		10						33%	50%	33%	50%	39%	67%	33%	28%	39%				39%	39%	33%	28%	33%	50%	39%	33%	28%	39%	28%		200	7.142037
	4				72.0	72/0	3070	3370	2070	7	3070	5570	6	3370	2070	5570	0.70	3070	5	5	5570	7	2070	5575	4	5575	5575	2070	5570	2070	3070	36	6
Part		8	Normal	1	8	7	8	8	8	1	. 7	7	2	6	3	8	8	8	6	5 5	8	0	5	7	2	7	3	6	7	7	3	156	5.571429
Part			Occupancy	100%	100%	88%	100%	100%	100%	100%	88%	88%	100%	75%	38%	100%	100%	100%	138%	63%	100%	88%	63%	88%	75%	88%	38%	75%	88%	88%	38%		
Part	5		Permits	3						1			0						3	3		3			0			1				11	1.571429
Part		3						3	2	1	. 2	3	1	6	6	2	1	3	3	2	. 3	0	2	3	2	2	7	0	2	2	-	72	2.571429
Part					100%	100%	67%	100%	67%	67%	67%	100%			200%	67%	33%	100%	200%	67%	100%	100%	67%	100%	67%	67%	233%	33%	67%	67%	200%		
Part	- 6	26		_	20	10	44		4.0	4		<u> </u>	5	ļ .	_	11		10	5		<u> </u>	4	- 10		5	-			10	10			
Part		26		_				219/			238/	279/	309/	279/	359/					35%	279/	279/			350/	219/	279/	230/	_			235	8.392857
Part	7				///0	3078	4270	3176	30%	1976	2376	2/70	_		3370	4270	4270	4078	4270	3376	2/70	2/78	3070	1376	33%	3176	2/70	2376	3676	3076	3470	10	1 428571
Part		5			1	1	2	2	3	0	2	2	_	_	3	8	3	3	3	5	3	3	3	3	3	2	1		2	2	2		
Part								40%	60%	120%	40%	40%	0%	60%	60%	160%	60%	60%	100%	100%	60%	60%	60%	60%	60%	40%	20%	20%	40%	40%	40%		
Part	8												0						5	5		2			6			2				17	2.428571
Part		8	Normal					3	6			2	_	_	5	3	7	8	7	1	9		_	3	1	3	2	2	4	6	5	122	4.357143
Part					63%	50%	63%	38%	75%	0%	50%	25%			63%	38%	88%	100%			113%	200%	50%	38%		38%	25%	50%	50%	75%	63%		
Part	9	25			24			- 10	- 17	3	10	- 10				- 10	- 11	- 11		_		7		- 44	13	4.5	- 10	2					
Permis Family F		26					_					_			310/					_	9	2			4					_		337	12.03571
Marchang 1	10				81%	54%	35%	50%	65%		_	62%			31%	38%	42%	54%			35%	35%	42%	42%	65%	58%	62%	69%	//%	81%	42%	22	4 571420
Company Section Company Section Company Section Sect	10	14			10	10	8	6	9	7	7	6	3	9	6	10	q	13	_	7	6	,	6	5	4	q	6	5	10	10	5		
1				_				43%	64%	86%	50%	43%	57%	64%	43%		_			50%	43%	50%	43%	36%	64%	64%	43%	43%			36%	102	0.037140
Concepancy 96, 98, 98, 98, 98, 98, 98, 98, 98, 98, 98	11	24								1			1						2	2		1			2			1				9	1.285714
Permis P			Normal	0	7	9	4	1	. 5	6	3	1	3	4	3	3	8	5	4	2	1	1	3	2	4	3	5	1	. 7	7	3	105	3.75
Marchang Marchang			Occupancy	6%	39%	50%	22%	6%	28%	39%	17%	6%	22%	22%	17%	17%	44%	28%	33%	11%	6%	11%	17%	11%	33%	17%	28%	11%	39%	39%	17%		
Coupley Permits Perm	12									0			1						0			1			0			1					
13 Permis 2 Permis 2 Permis 2 Permis 3 Permis 3								0	8			5				2					7	2	3	5	7	6	5	2				208	7.428571
Part	12				83%	46%	8%	0%	33%	54%	25%	21%	50%	50%	1/%	8%	/1%	6/%	42%	21%	29%	13%	13%	21%	29%	25%	21%	13%	63%	42%	1/%	10	2 571420
	13				15	1.4	4	3	10	1	6	Δ	1	12	6	0	15	13	15	5	6	2	3	5	10	5	4	3	12	12	1		
14								13%		_	26%	17%	39%		26%	35%					26%	22%	13%	22%		22%	17%	17%					7.333714
Occupancy 17% 65% 25% 31% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33%	14							2011					1				-		3	3		1			3			2				30	4.285714
Female Pemale P		64	Normal	8	42	16	20	21	21	. 4	18	5	17	25	24	12	37	27	23	9	7	11	2	4	18	18	22	11	. 25	19	14	480	17.14286
Prints Cocupancy Show 1			Occupancy	17%	66%	25%	31%	33%	33%	33%	28%	8%	28%	39%	38%	19%	58%	42%	41%	14%	11%	19%	3%	6%	33%	28%	34%	20%	39%	30%	22%		
Coccupancy 95% 114% 75% 06% 57% 76% 57% 76% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95% 95	15									0			0						3	3		0			0			3					
Femily F		21						_	_	_		_			0	8							1	9					_			339	12.10714
Second S	16				114%	/6%	0%	5/%	/6%	5/%	0%	/6%			0%	38%	110%	5/%	_	4	52%	19%	5%	43%	/1%	6/%	5%	86%	110%	90%	0%	10	1 666667
Occupancy Ok 57% 50% 20% Ok 63% 50% 60% Ok 53% 67% 50% 33% 67% 50% 33% 67% 50% 33% 50% 30% 22% 3% 47% 63% 53% Ok 70% 65% 53% Ok Ok Ok Ok Ok Ok Ok O	10	30			17	15	6	0	10	15	18	0			15	10	20	15		_	15	3	7	1	10	19	16	n	21	19	16		
17 14 Permits 12 1 12 2 9 10 13 11 9 13 13 13 12 6 8 8 7 7 6 11 12 10 9 14 13 13 14 15 10 276 957143				_				0%				0%											23%	3%								524	12.57145
Normal 12 1 12 9 10 13 11 9 13 13 13 13 12 6 8 8 7 8 7 7 6 11 12 10 9 14 13 12 10 276 9.857143	17									0			0						0)		0			0							0	0
Permits O Coupancy Formal For		14		12	1	12	9	10	13	11	. 9	13	13	13	12	6	8	8	7	8	7	7	6	11	12	10	9	14	13	12	10	276	9.857143
18					7%	86%	64%	71%	93%	79%	64%	93%	93%	93%	86%	43%	57%	57%	50%	57%	50%	50%	43%	79%	86%	71%	64%	100%	93%	86%	71%		
Occupancy 67% 83% 89% 33% 67% 94% 44% 50% 78% 67% 67% 67% 56% 33% 39% 22% 39% 28% 39% 28% 72% 83% 83% 67% 83% 89% 83% 83% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33% 33%	18	18		-						5			0						0			0			0								
Permits 6 Cocupancy 81% Formal S S S S S S S S S								_	_	_	500/				_		7	320/	200/	5	200/	5	300/					_		_	220/	291	10.39286
Normal S 16 15 10 12 7 3 7 14 2 12 15 12 12 18 11 14 8 3 12 10 8 6 11 10 13 10 14 29 10.35714	10				83%	89%	33%	6/%	94%	44%	50%	/8%			56%	33%	39%	22%	39%	28%	39%	28%	28%	/2%	83%	85%	6/%	83%	89%	83%	33%	25	5 02222
Occupancy 48% 70% 65% 43% 52% 30% 35% 30% 61% 35% 52% 65% 52% 52% 78% 83% 61% 35% 52% 43% 57% 26% 48% 43% 57% 43% 61% 32 20 20 18 10 20 18 20 10 11 21 20 18 30 22 22 18 10 20 18 20 6 4 11 21 4 4 4 3 11 11 10 13 14 12 15 23 22 17 371 13.25 20 20 18 10 10 10 10 10 10 10 10 10 10 10 10 10	19	23			16	15	10	12	7	3	7	14			15	12	12	19	11	14		3 3	12	10	8	6	11	10	13	10	14		
20										_	_											35%				26%						250	23.03714
26 Normal 19 20 18 3 22 22 18 10 20 18 20 6 4 11 21 4 4 4 3 1 1 1 0 13 14 12 15 23 22 17 371 13.25 Cocupancy 81% 77% 69% 12% 85% 85% 73% 38% 77% 73% 77% 23% 15% 42% 81% 23% 15% 12% 8% 4% 38% 58% 54% 46% 58% 88% 85% 65% Permits 0	20									1									2	2		1			2							9	1.5
21		26			20	18	3	22	22	18	10	20			6	4	11	21	4	4	3	1	1	10	13	14	12	15	23	22	17		
25 Normal 21 20 18 10 17 21 25 10 9 12 12 7 6 11 14 17 6 8 5 3 17 22 17 15 19 20 19 18 40 14.28571 Occupancy 84% 80% 72% 40% 68% 84% 104% 40% 36% 48% 48% 28% 24% 44% 56% 68% 24% 32% 20% 12% 68% 88% 68% 60% 76% 80% 76% 72% 40% 68% 76% 72% 40% 68% 15 15 14 9 13 15 14 13 13 15 14 12 7 10 11 8 8 8 7 7 7 7 14 14 14 10 13 15 15 14 11 332 11.85714			Occupancy	81%	77%	69%	12%	85%	85%	73%	38%	77%	73%	77%	23%	15%	42%	81%	23%	15%	12%	8%	4%	38%	58%	54%	46%	58%	88%	85%	65%		
Occupancy 84% 80% 72% 40% 68% 84% 104% 40% 36% 48% 24% 24% 44% 56% 68% 24% 32% 20% 12% 68% 88% 68% 60% 76% 80% 76% 72% 22 Permits 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21																								0								
22 Permits 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		25																			8		_									400	14.28571
17 Normal 15 15 14 9 13 15 14 13 13 15 14 12 7 10 11 8 8 7 7 7 14 14 14 10 13 15 14 11 332 11.85714	22				80%	72%	40%	68%	84%	104%	40%	36%			28%	24%	44%	56%			32%	_		68%	88%	68%	60%	76%	80%	76%	72%		
	22	17		_	15	14	Q	13	15	1/4	12	13			12	7	10	11			7	7 7	7	14	14	1/1	10	12	15	14	11		
																				1	41%	41%	41%									332	21.03/14
			company	2370	23/4	02/0	2374	. 570	2070	22/0		. 570	2070	02/0		. 270		2370	.,,,,	.,,,,				02/4	02.74	02/0	5574	. 0.0	20,0	02/0	3374		

Item 10.2- Attachment 2