

June 15, 2020

Mr. Jonathan Marmer

Plazacorp
10 Wanless Avenue, Suite 201
Toronto, ON M4N 1V6

Re: **Parking Rate Review Letter**
Proposed Residential Development
420 Lakeshore Road E, City of Mississauga
Our Project No. NT-20-049

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) is pleased to provide a Parking Rate Review Letter in support of a proposed mixed-use development located at 420 Lakeshore Road E, in the City of Mississauga.

It is Nextrans' understanding that the subject property is located at the southwest corner of Lakeshore Road East and Enola Avenue, in the City Mississauga. The proposed development consists of a 12-storey mixed-use residential building with 195 dwelling units and a ground related retail GFA of approximately 538 m². A total of 187 parking spaces are proposed on-site.

1.0 City of Mississauga Parking Requirement (Zoning By-law 0225-2007)

It is Nextrans' understanding that the site is currently zoned for Mainstreet Commercial (C4) under the current City of Mississauga Zoning By-law 0225-2007 (in effect).

Table 1 below summarizes the vehicle parking requirements for the proposed development, based on the City of Mississauga Zoning By-law 0225-2007 (in effect), which reflects all amendments up to March 2020. The retail parking requirement will be based on C4 zone.

Table 1 – City of Mississauga Zoning By-law No. 0225-2007 Vehicle Parking Requirements

Unit Type	No. of Unit	Parking Rates	Parking Requirement
Residential	2 townhouse units	2.00 space/unit	4
	4 live/work units	1.25 space/unit	5
	74 units (1br)	1.25 space/unit (1br)	93
	87 units (2br)	1.40 space/unit (2br)	122
	28 units (3br)	1.75 space/unit (3br or more)	49
Visitor	193 units	0.20 spaces/unit for visitor	39
	2 townhouse units	0.25 spaces/unit for visitor	1
Retail	538 m ²	4.0 spaces per 100 m ² GFA	21
<i>Total</i>			<i>334 spaces</i>

Based on the assessment noted above, the proposed development will require to provide approximately 334 vehicle parking spaces, inclusive of residential, visitor and retail uses. It is Nextrans' opinion that these rates are excessive and do not support the Hurontario LTR investment by Metrolinx and the City of Mississauga. It is Nextrans' opinion that the

parking rates should be reduced as parking management is the best Transportation Demand Management measure. At the minimum, the applicable parking rates for the proposed development should be similar to the approved rates for other background developments in the area.

Nextrans provide the following assessment in support of reduced parking rates for the proposed development.

2.0 Approved Parking Rates in Other Developments in the City of Mississauga

Nextrans has reviewed the approved parking rates for various development in the City of Mississauga. Table 2 below summarizes the proposed developments and associated approved parking rates. The detailed information is included in Appendix A.

Table 2 – Approved Parking Rates in Other Developments in the City of Mississauga

Proposed Development	Description	Residential Parking Rates	Visitor Parking Rate	Retail Parking Rate
Endenshaw Apartments Ann Street and Park St E	Mixed-use development	0.75 space/unit (1b) 0.90 space/unit (2b) 1.10 space/unit (3b)	Shared 0.10 space per dwelling unit	Shared 1.0 space per dwelling unit
Endenshaw Apartments Park St E Stavebank Rd	Residential development	0.8 space/unit (1b) 1.0 space/unit (2b) 1.3 space/unit (3b)	0.10 space per dwelling unit	NA

Based on the information outlined in the table above, it is Nextrans' opinion that the Endenshaw Apartments (Ann Street and Park Street E) is applicable to the proposed development given the location and context of the proposed development (compact and efficient). The residents can connect to the future Hurontario LTR via existing MiWay Bus Routes. This is a viable and cheaper mode of transportation than to own a car.

These recommended rates are also supported by four justifications provided below.

3.0 Parking Reduction Justification

The subject site is located on Lakeshore Road E, approximately between Hurontario Street and Cawthra Road. Lakeshore Road E is currently serviced by MiWay Route 23, which connect Sheridan Centre on Erin Mills Parkway to the west and Long Branch GO Station to the east. MiWay Route 2 also services along Hurontario Street between Lakeshore Road E and Square One City Centre. The proposed 18 km Hurontario LRT by Metrolinx is also under construction that will connect Port Credit GO Station with the City of Brampton.

It is Nextrans' opinion that the area is currently servicing by excellent transit network and a complete network of sidewalk that will encourage other modes of transportation such as walking, cycling and public transit. Future residents living in the proposed development will have other ways to travel around, less dependent on private automobile and therefore will not require many parking spaces.

3.1. Area Transportation Context

The subject site is located on Lakeshore Road E, approximately between Hurontario Street and Cawthra Road. Lakeshore Road E is currently serviced by MiWay Route 23, which connect Sheridan Centre on Erin Mills Parkway to the west and Long Branch GO Station to the east. MiWay Route 2 also services along Hurontario Street between Lakeshore Road E and Square One City Centre. The proposed 18 km Hurontario LRT by Metrolinx is also under construction that will connect Port Credit GO Station with the City of Brampton.

It is Nextrans' opinion that the area is currently servicing by excellent transit network and a complete network of sidewalk that will encourage other modes of transportation such as walking, cycling and public transit. Future residents living in the proposed development will have other ways to travel around, with less dependent on private automobile and therefore will not require many parking spaces.

There are also many existing amenities in the area that the residents can walk or cycle to, instead of driving. Existing commercial plazas and other community amenities are located along both the north and south sides of the Lakeshore Road E within 10-20 minute-walking/cycling distance:

- Metro grocery store;
- Medical centre and restaurants/pet smart;
- Mentor College Main Campus;
- Adamson Estate Park and Helen Molasy Memorial Park;
- Shoppers Drug Mart;
- Rental apartment buildings;
- High-rise condominium buildings;
- Retirement homes;
- Port Credit Secondary School;
- Forest Avenue Public School;
- Lions Club of Credit Valley Outdoor Pool; and
- Other land uses and amenities

3.2. Existing Non-Auto Modal Share

Table 3 summarizes the travel mode split information based on the review of the 2016 Transportation Tomorrow Survey data for Traffic Zones 3642, 3647, 3648 and 3877. The 2016 TTS data extraction is included in **Appendix B**.

Table 3 – Non-Auto Modal Split based on 2016 TTS Data for Traffic Zones

Time	Trips Made by Traffic Zones				
	Auto Driver	Auto Passenger	Transit	Cycle	Walk
AM Peak Period (6:00 – 9:00)	67%	7%	23%	0%	3%
PM Peak Period (4:00 – 7:00)	64%	7%	21%	0%	8%

Based on the information above, the non-auto mode of transportation (transit + walking + carpooling) accounts for 33% during the morning peak period and 36% during the afternoon peak period. This indicates that the non-driving mode of 33% and 36% are generally similar to the proposed 35% reduction in parking supply. Therefore, the proposed 35% parking reduction can be supported.

3.3. Existing Household Demographic and Car Ownership

Nextrans also reviewed the vehicle ownership for Ward 1. **Table 4** summarizes the vehicle ownership based on the 2016 Transportation Tomorrow Survey data, while the 2016 TTS data extraction is included in **Appendix B**.

Table 4 – Vehicle Ownership for Ward 1 Based on 2016 TTS Data

Household Type			Household Size					Number of Available Vehicles				
House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+
49%	7%	44%	31%	33%	16%	14%	6%	9%	40%	38%	10%	3%

As indicated, there is a large percentage of apartment household in Ward 1 (44%), almost one-third of the household with a single person (31%), 9% of households do not own a car and 40% own only one car. The data above supports lower parking rates as nearly 40% of the residents only own one car or less.

3.4. City of Mississauga Official Plan

Based on the City of Mississauga Official Plan Chapter 4 (Vision), “the City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities”.

One of the Guiding Principles (Section 4.4) states that “Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts”.

Furthermore, Policies 8.1.1 and 8.1.8 state that “Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation” and “To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking”. It is Nextrans’ opinion that TDM techniques such as parking management is one of the best and most effective TDM measures that could help the City achieves those visions and policies.

3.5. Transportation Demand Management

In order to encourage other modes of transportation for the proposed developments such as walking, cycling, carpooling and public transit, it is Nextrans’ understanding that the proposed development will offer appropriate Transportation Demand Management (TDM) measures and incentives such as pre-loaded PRESTO CARDS, information package, direct pedestrian and cycling connections to public streets to support the proposed parking rates.

4.0 Conclusion and Recommendation

Based on the information provided in this Letter, Nextrans recommended that the Endenshaw Apartments (Ann Street and Park Street E) approved rates be applied to the proposed development.

It is anticipated that the small ground related retail floor area is intended to serve the future residents in the building along with other existing and future residents in the immediate area within walking distance. Given that this proposed retail is not a major destination, it is Nextrans’ opinion that this small ground related retail will not generate any vehicular traffic to and from the proposed development and therefore it does not require any parking spaces.

Similarly, the proposed development includes 4 live/work units. Live/work unit means that the residents live and work within the same unit and is not required to travel outside of the unit. Therefore, it is Nextrans’ opinion that no parking spaces are required to accommodate the live/work units. Based on the assessment noted above, Table 5 below summarizes the recommended parking rates for the proposed mixed-use development.

Table 5 – Recommended Parking Rates for the Proposed Mixed-Use Development

Unit Type	No. of Unit	Parking Rates	Parking Requirement
Residential	74 units (1bdr)	0.75 space/unit (1br)*	56
	87 units (2br)	0.90 space/unit (2br)*	78
	28 units (3br)	1.1 space/unit (3br)*	31
	2 townhouse units (3br)	1.1 space/unit	2
	4 live/work units	None required	0
Visitor	195 units	0.10 spaces/unit for visitor*	20
Retail	538 m ²	None required	0
Total			187 spaces

Note: *Endenshaw Apartments (Ann Street and Park Street E) approved rates

Based on the recommended parking rates and comprehensive justifications provided above, the proposed development is required to provide 187 vehicle parking spaces, inclusive of resident, visitor and retail parking spaces.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc.



Richard Pernicky, CET, MITE
Principal

Appendix A

**Background Development Approved Parking
Rates in the City of Mississauga**



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0054-2020

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law and enact a by-law to impose a holding provision;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.53	Exception: RA5-53	Map # 08	By-law:
In a RA5-53 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.6.53.1	(1)	Uses permitted in a C4 zone as contained in Table 6.2.1 of this By-law	
Regulations			
4.15.6.53.2		The provisions of Article 2.1.30.1 contained in Subsection 2.1.30 and Lines 11.1, 11.2, 13.3, 15.5 contained in Table 4.15.1 of this By-law shall not apply	
4.15.6.53.3		The uses contained in Sentence 4.15.6.53.1 of this Exception shall only be permitted on the first storey of an apartment	
4.15.6.53.4		Maximum floor space index - apartment zone	9.2
4.15.6.53.5		Minimum gross floor area - non-residential	250 m ²
4.15.6.53.6		Maximum gross floor area - apartment zone for each of the 13 th and 14 th storeys	1 150 m ²
4.15.6.53.7		Maximum projection of all balconies located above the first storey measured from the outermost faces of the building	2.0 m
4.15.6.53.8		Notwithstanding Sentence 4.15.6.53.7 of this Exception, maximum projection of a rooftop balcony on the second storey measured from the outermost face of the building	6.0 m
4.15.6.53.9		Notwithstanding Sentence 4.15.6.53.7 of this Exception, maximum projection of a rooftop balcony located on the seventh storey measured from the outermost face of the building	4.5 m

4.15.6.53	Exception: RA5-53	Map # 08	By-law:
4.15.6.53.10	Notwithstanding Sentence 4.15.6.53.7 of this Exception, maximum projection of a rooftop balcony located on the ninth storey measured from the outermost face of the building		6.0 m
4.15.6.53.11	Notwithstanding Sentence 4.15.6.53.7 of this Exception, maximum projection of a rooftop balcony located on the 15 th storey measured from the outermost face of the building		29.5 m
4.15.6.53.12	Maximum projection of an architectural feature located above the sixth storey measured from the outermost face of the building		2.3 m
4.15.6.53.13	External access stairwell and ventilation shafts shall be permitted to extend beyond the limit of the completely below grade parking structure		
4.15.6.53.14	Notwithstanding Sentence 4.15.6.53.24 of this Exception, maximum projection of a canopy facing Park Street East from the building face		2.2 m
4.15.6.53.15	Notwithstanding Sentence 4.15.6.53.24 of this Exception, maximum projection of a canopy facing Ann Street from the building faces		2.2 m
4.15.6.53.16	Notwithstanding Sentence 4.15.6.53.24 of this Exception, stairs and ramps shall be permitted outside of the buildable area and encroachments into a required yard		
4.15.6.53.17	Minimum number of resident parking spaces per one-bedroom apartment dwelling unit		0.75
4.15.6.53.18	Minimum number of resident parking spaces per two-bedroom apartment dwelling unit		0.90
4.15.6.53.19	Minimum number of resident parking spaces per three-bedroom apartment dwelling unit		1.10
4.15.6.53.20	Minimum number of shared visitor and non-residential parking spaces per dwelling unit		0.10
4.15.6.53.21	Minimum aisle width		6.6 m
4.15.6.53.22	Minimum landscaped area		380 m ²
4.15.6.53.23	Minimum amenity area		1 300 m ²
4.15.6.53.24	All site development plans shall comply with Schedule RA5-53 of this Exception		

4.15.6.53	Exception: RA5-53	Map # 08	By-law:
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-53 by further amendment to Map 08 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> (1) delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga (the City); (2) submission of grading and servicing drawings to City standards and specifications satisfactory to the City; (3) submission of an updated Functional Servicing Report and Traffic Impact Study satisfactory to the City; (4) submission of a Phase II Environmental Site Assessment Reports and all supporting documents, including a Letter of Reliance, satisfactory to the City; (5) submission of Final Remediation Report, Site Remediation Securities and a Dewatering Plan, including a Letter of Reliance, satisfactory to the Transportation and Works Department; (6) Record of Site Condition for lands to be dedicated to the City and all supporting documents, including Letter of Reliance (7) satisfactory arrangements with the Region of Peel for Waste Collection subject to the most recent Waste Collection Design Standards; (8) confirmation by the Region of Peel that satisfactory arrangements have been made for water and waste water services to the site; (9) a letter from the Planning and Building Department indicating satisfactory arrangements have been made with respect to addressing the City's Housing Strategy; and, (10) delivery of an executed agreement for community benefits pursuant to section 37 of the <i>Planning Act</i>, as amended, in a form and on terms satisfactory to the City. 			

2. Map Number 08 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "H-RA2-48" to "H-RA5-53", the zoning of Part of the Town Plot of Port Credit, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA5-53" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA5-53" zoning indicated thereon.

ENACTED and PASSED this 25 day of March 2020.

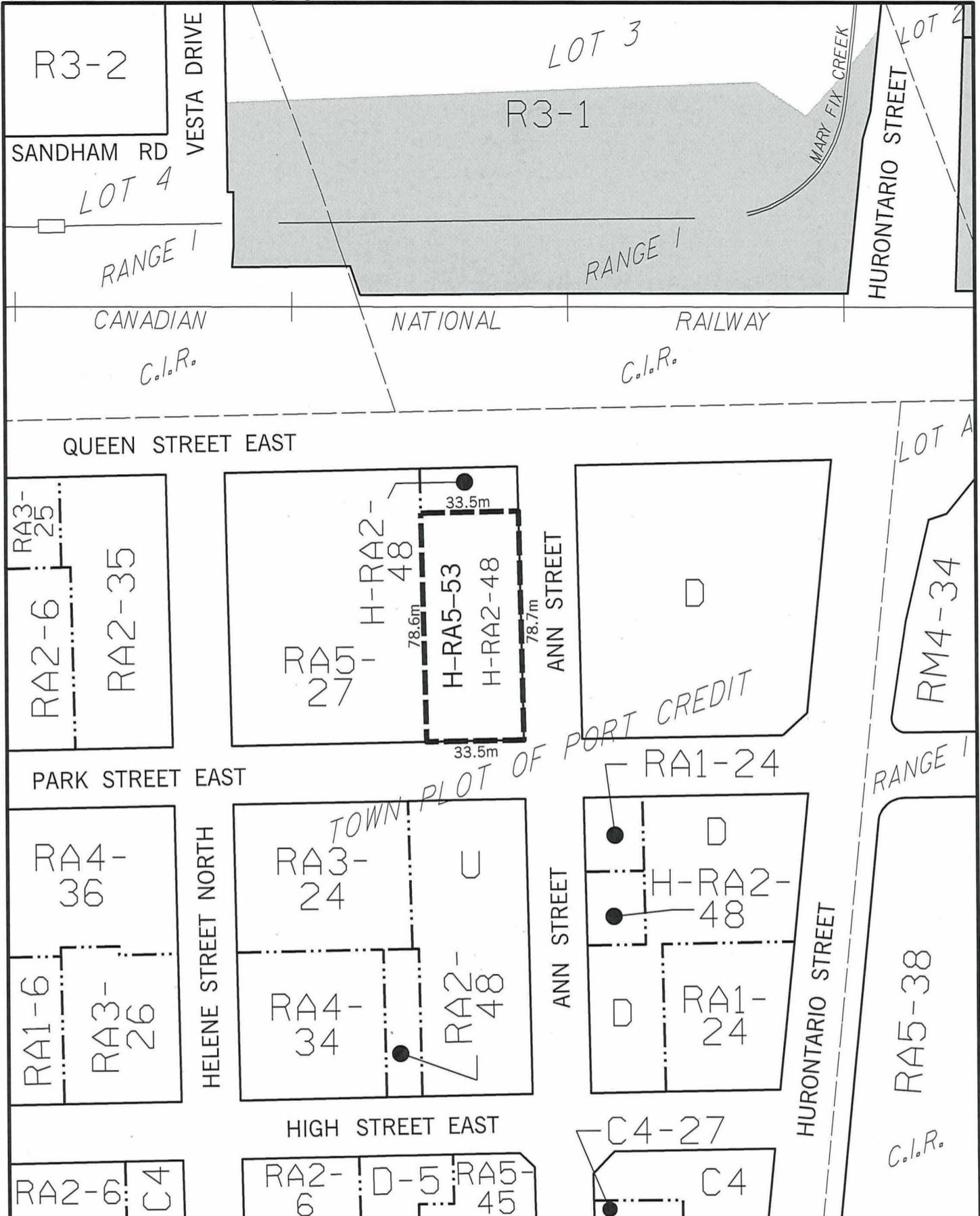
Bonnie Crombie

MAYOR

W. J. [Signature]

CLERK





GREENLANDS OVERLAY

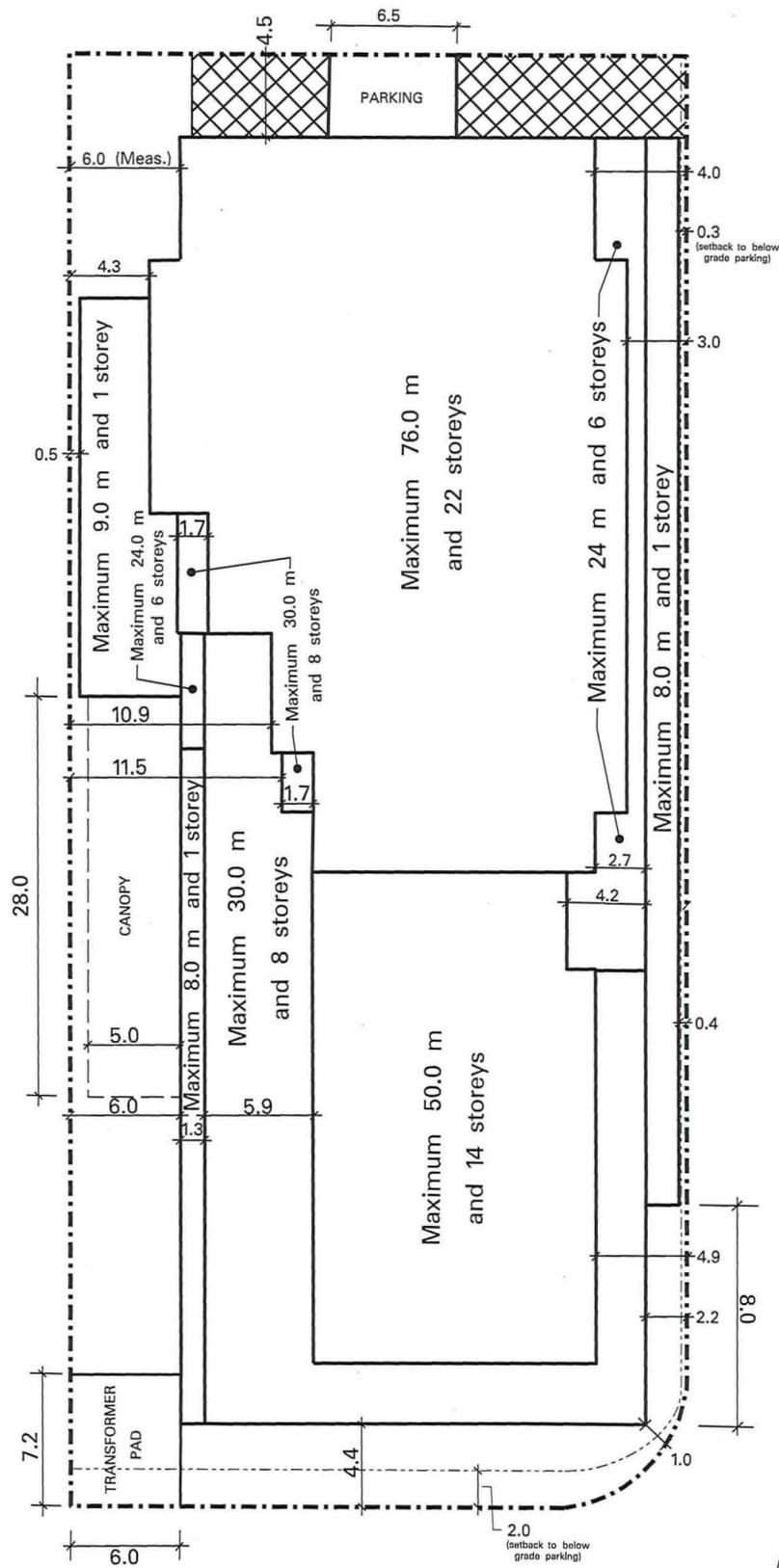


This is not a Plan of Survey. Dimensions shown taken from Survey prepared by Tarasick McMillan Kubicki Limited dated December 5, 2018 (File No. A.010 - SURVEY PLAN.DWG)

THIS IS SCHEDULE "A" TO
BY-LAW 0054-2020

PASSED BY COUNCIL ON
March 25, 2020

CITY OF MISSISSAUGA



BUILDABLE AREA



UNDERGROUND PARKING LIMITS



LANDSCAPED BUFFER



Note:
All measurements are in metres
and are minimum setbacks,
unless otherwise noted.

This is not a Plan of Survey.

THIS IS SCHEDULE "RA5-53"

AS ATTACHED TO BY-LAW 0054-2020

PASSED BY COUNCIL ON March 25, 2020

APPENDIX "A" TO BY-LAW NUMBER 0054-2020

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 22 storey apartment building with ground floor commercial uses and a FSI of 9.2.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "H-RA2-48" (Apartment – Exception with a Holding Provision) to "H-RA5-53" (Apartment – Exception with a Holding Provision).

"H-RA2-48" permits an 8 storey apartment building with an FSI of 1.0.

Upon removal of the "H" provision, the "RA5-53" zone will permit a 22 storey apartment building with ground floor commercial uses and a FSI of 9.2

Location of Lands Affected

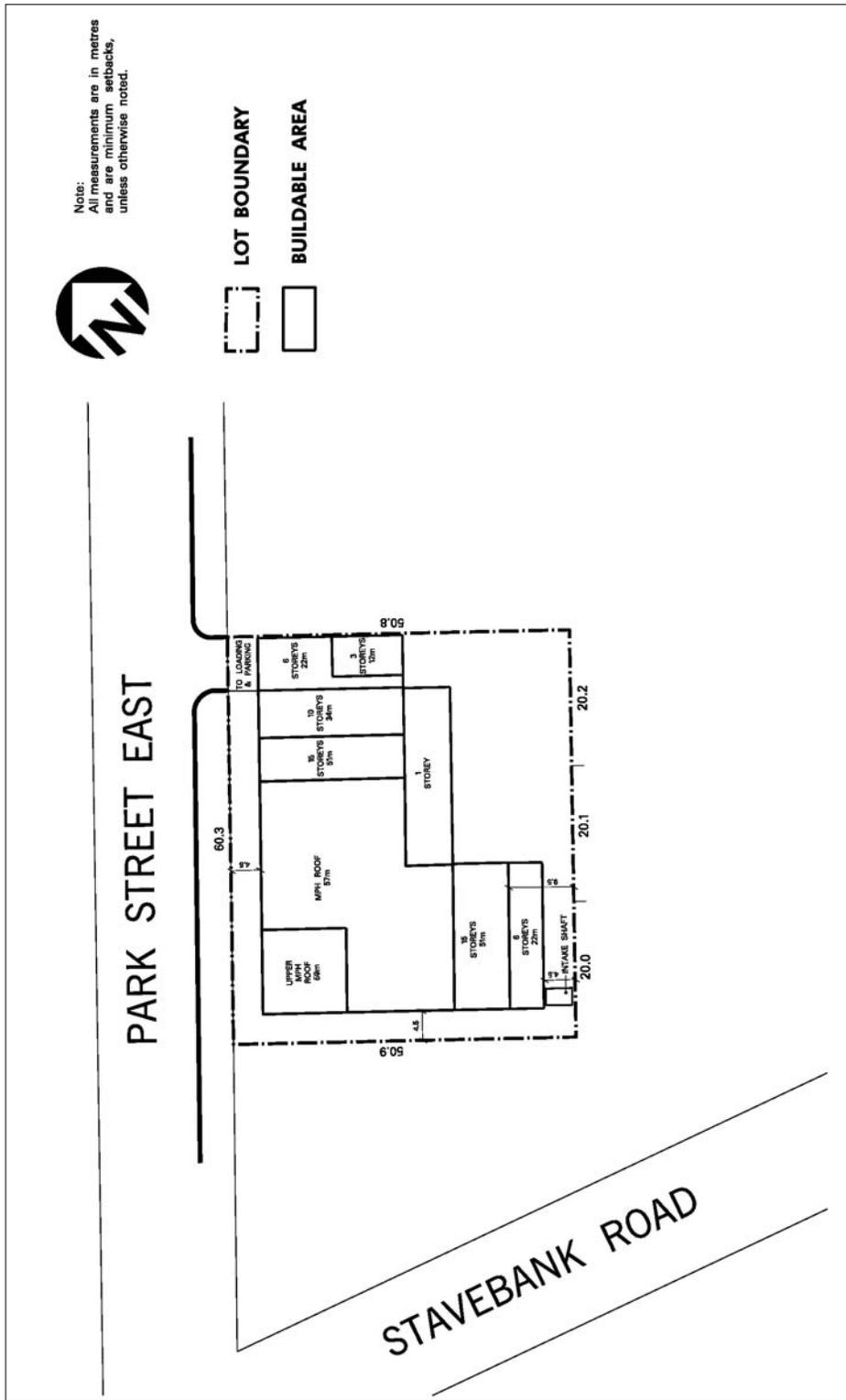
Northwest corner of Ann Street and Park Street East, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from David Ferro of the City Planning and Building Department at 905-615-3200 ext. 4554.

[http://teamsites.mississauga.ca/sites/18/bylaws/oz 19 008 w1.by-law.df.fs.docx](http://teamsites.mississauga.ca/sites/18/bylaws/oz%2019%20008%20w1.by-law.df.fs.docx)

Part 4 - Residential Zones

4.15.5.48	Exception: RA4-48	Map # 08	By-law: 0174-2018, 0142-2019
<p>In a RA4-48 zone the permitted uses and applicable regulations shall be as specified for a RA4 zone except that the following uses/regulations shall apply:</p>			
Regulations			
4.15.5.48.1	The provisions of Article 4.1.15.3 and the regulations of Lines 11.2, 13.5, 15.1, 15.2, 15.3 and 15.5 contained in Table 4.15.1 of this By-law shall not apply		
4.15.5.48.2	Maximum floor space index		6.3
4.15.5.48.3	Maximum gross floor area - apartment zone per storey for each storey above 12 storeys		1 200 m ²
4.15.5.48.4	Minimum front yard		4.5 m
4.15.5.48.5	Stairs, ramps, planters, canopies and patios shall be permitted to encroach into a required front yard		
4.15.5.48.6	Minimum number of resident parking spaces per one-bedroom apartment dwelling unit		0.8
4.15.5.48.7	Minimum number of resident parking spaces per two-bedroom apartment dwelling unit		1.0
4.15.5.48.8	Minimum number of resident parking spaces per three-bedroom apartment dwelling unit		1.3
4.15.5.48.9	Minimum number of parking spaces per grade related apartment dwelling unit		1.3
4.15.5.48.10	Minimum number of visitor parking spaces per apartment dwelling unit		0.1
4.15.5.48.11	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to an OS1 zone		4.5 m
4.15.5.48.12	Minimum landscaped area		780 m ²
4.15.5.48.13	Minimum depth of a landscaped buffer abutting an OS1 zone		4.5 m
4.15.5.48.14	Minimum central amenity area		930 m ²
4.15.5.48.15	All site development plans shall comply with Schedule RA4-48 of this Exception		



Schedule RA4-48
Map 08

Appendix B

2016 TTS Data Extraction

Mode of Transportation - AM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B

and

2006 GTA zone of household - gta06_hhld In 3642

and

Start time of trip - start_time In 600-900

and

Type of dwelling unit - dwell_type In 2

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3642	3877	Total	Percentage
Transit excluding GO rail	170	220	390	11.1%
Auto driver	902	1455	2357	66.9%
GO rail only	0	211	211	6.0%
Joint GO rail and local transit	35	163	198	5.6%
Auto passenger	77	164	241	6.8%
Walk	10	116	126	3.6%
Total	1194	2329	3523	100%

Mode of Transportation - PM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B C D G J M P T U W

and

2006 GTA zone of household - gta06_hhld In 3642 3647 3648 3877

and

Start time of trip - start_time In 1600-1900

and

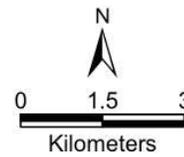
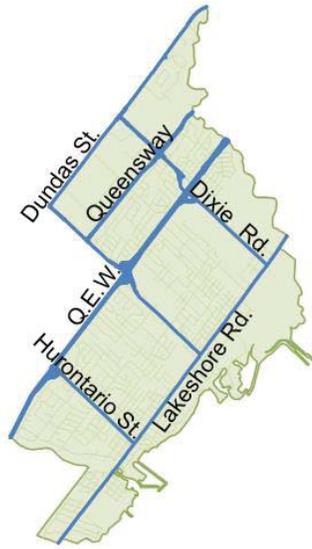
Type of dwelling unit - dwell_type In 2

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3642	3877	Total	Percentage
Transit excluding GO rail	126	168	294	7.7%
Auto driver	698	1749	2447	63.8%
GO rail only	0	256	256	6.7%
Joint GO rail and local transit	35	187	222	5.8%
Auto passenger	65	206	271	7.1%
Paid rideshare	40	0	40	1.0%
Walk	0	303	303	7.9%
Total	964	2869	3833	100%

CITY OF MISSISSAUGA WARD 1


WARD 1
HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
18,000	49%	7%	44%	31%	33%	16%	14%	6%	9%	40%	38%	10%	3%	2.3	1.4	1.8	1.6	5.1

POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type					
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home	Student	Licensed	Transit Pass
	42,100	10%	5%	11%	26%	31%	17%				44.9	2.4	0.77	21,300	40%	9%

TRIPS MADE BY RESIDENTS OF CITY OF MISSISSAUGA - WARD 1

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	22,400	24.5%	52%	14%	22%	12%	68%	10%	6%	8%	7%	2%	8.9	3.7	10.4	18.9
24 Hrs	91,200		34%	8%	41%	17%	72%	11%	5%	5%	5%	1%	6.7	4.0	7.5	18.9

TRIPS MADE TO CITY OF MISSISSAUGA - WARD 1 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	24,600	24.2%	43%	28%	5%	24%	62%	17%	6%	*	7%	7%	7.9	5.0	5.9	*
24 Hrs	101,600		18%	7%	37%	38%	71%	15%	5%	2%	5%	2%	6.1	4.5	6.3	18.8