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# PLANNING & DESIGN BRIEF

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## Developer

2839069 Ontario Inc.  
c/o Royal Premier Homes

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## Project Site

1140 Sunningdale Road East /  
London / ON

**07.15.2021**

## Contact

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## ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 2839069 Ontario Inc. (c/o Royal Premier Homes) as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed development for 1140 Sunningdale Road East and the unique planning process that is being undertaken by the project team.

## PREPARED BY

Siv-ik Planning and Design Inc.

## PREPARED FOR

2839069 Ontario Inc.  
c/o Royal Premier Homes

## VERSION 1.0

## ISSUED

07.15.2021

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# S1 INTRODUCTION

## S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



The core to Zedd is making architecture accessible in every community we touch and bringing the benefits of excellent design to those who live, work and play there. Forward-thinking, smart towns and cities with dynamic urban spaces are where people want to live and invest. We aim to do our part to make this happen in our backyard and yours.

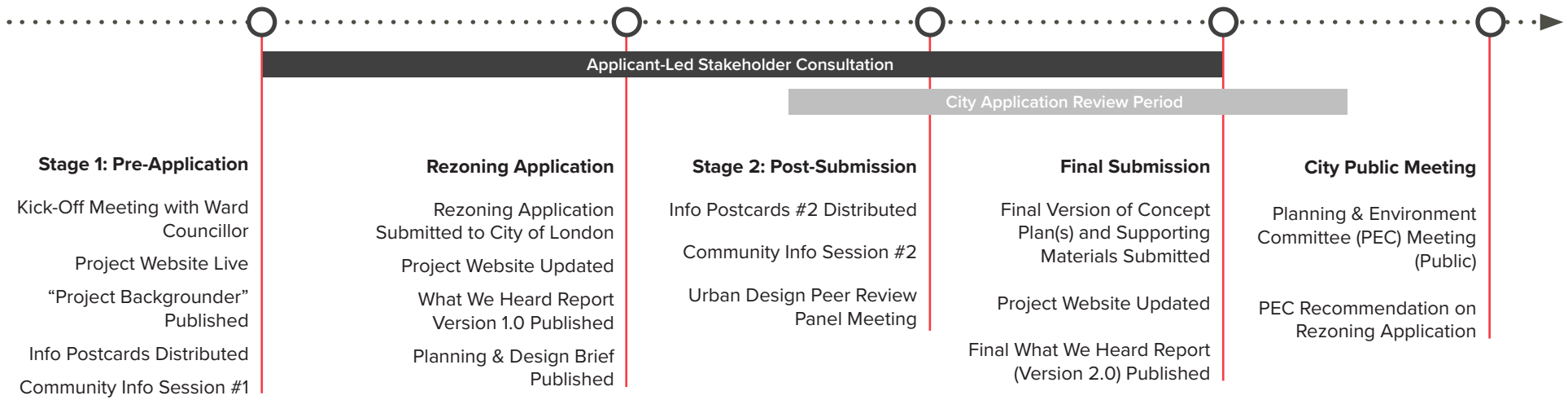
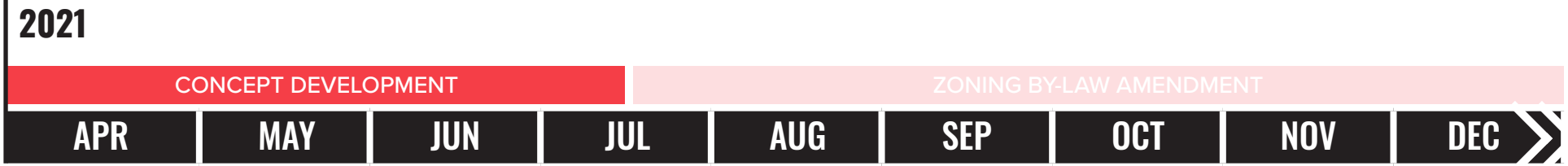


SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.

## S1.2 About the Project

2839069 Ontario Inc. (c/o Royal Premier Homes) has acquired 1140 Sunningdale Road East in London, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new mixed-use low-rise apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 1140 Sunningdale Road East. The report also provides an overview of our unique approach to navigating this project from concept to reality.

### / Project Timeline



**COMPLETE**  
**FUTURE**

NOTE: Projected "future" timelines subject to change.



**S1.3 Project Site**

1140 Sunningdale Road East (the project site) is located in the northeast quadrant of London, ON., on the north side of Sunningdale Road and approximately 900 metres (15 minute walk) east of Adelaide Street North. The project site is within the Stoney Creek Planning District. The Stoney Creek area is generally bounded by Fanshawe Park Road to the south, Adelaide Road North to the west, the northern city limits and Highbury Avenue to the east. The site is currently developed with an existing florist shop (Springhill Flowers) which has been in operation since before the site was annexed by the City of London in 1993.

**Site At-A-Glance**

<b>SITE AREA</b>	<b>FRONTAGE</b>	<b>DEPTH</b>	<b>EXISTING USE</b>
<b>0.453</b> Hectares	<b>75.3</b> Metres	<b>60.2</b> Metres	<b>Springhill Florist Shop</b> Commercial

**SERVICING**  
**Municipal Services**  
 Available on Pleasantview Drive



Figure 1: The Project Site



# S2 CONTEXT

## S2.1 The Neighbourhood

The southern portion of the Stoney Creek Planning District has been developing since the 1970's but the northern portion of the district (i.e., the lands north of Sunningdale Road) did not begin substantially building-out until the early 2000's. Overall, the northern portion of the neighbourhood can be characterized as "actively developing", though the majority of the lands surrounding the project site have now been developed and form an established part of the community. From a housing perspective, Stoney Creek is comprised of a high proportion of grade-oriented forms (76%) with the lands north of Sunningdale Road currently comprised of almost exclusively single detached dwellings.

Key community services and amenities within walking distance of the site include the Stoney Creek YMCA, Mother Teresa Catholic Secondary School, Stoney Creek Public School and Forest Hill Neighbourhood Park. Commercial services are available at two existing developments in proximity to the site. One of those commercial plazas is located at the intersection of Adelaide Street North and Sunningdale Road East and the other at the intersection of South Wenige Drive and Sunningdale Road East.

From a demographic perspective, Stoney Creek has a growing population base. The majority of this growth has occurred within single detached dwellings. In fact, none of the population increase was attributed to multiple dwelling forms over the last documented census period of 2011-2016. The area houses a high proportion of families, with an average household size of 3.1 compared with 2.4 for the broader London Census Metropolitan Area.

### Stoney Creek At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Stoney Creek	9,680	11,135	+15%

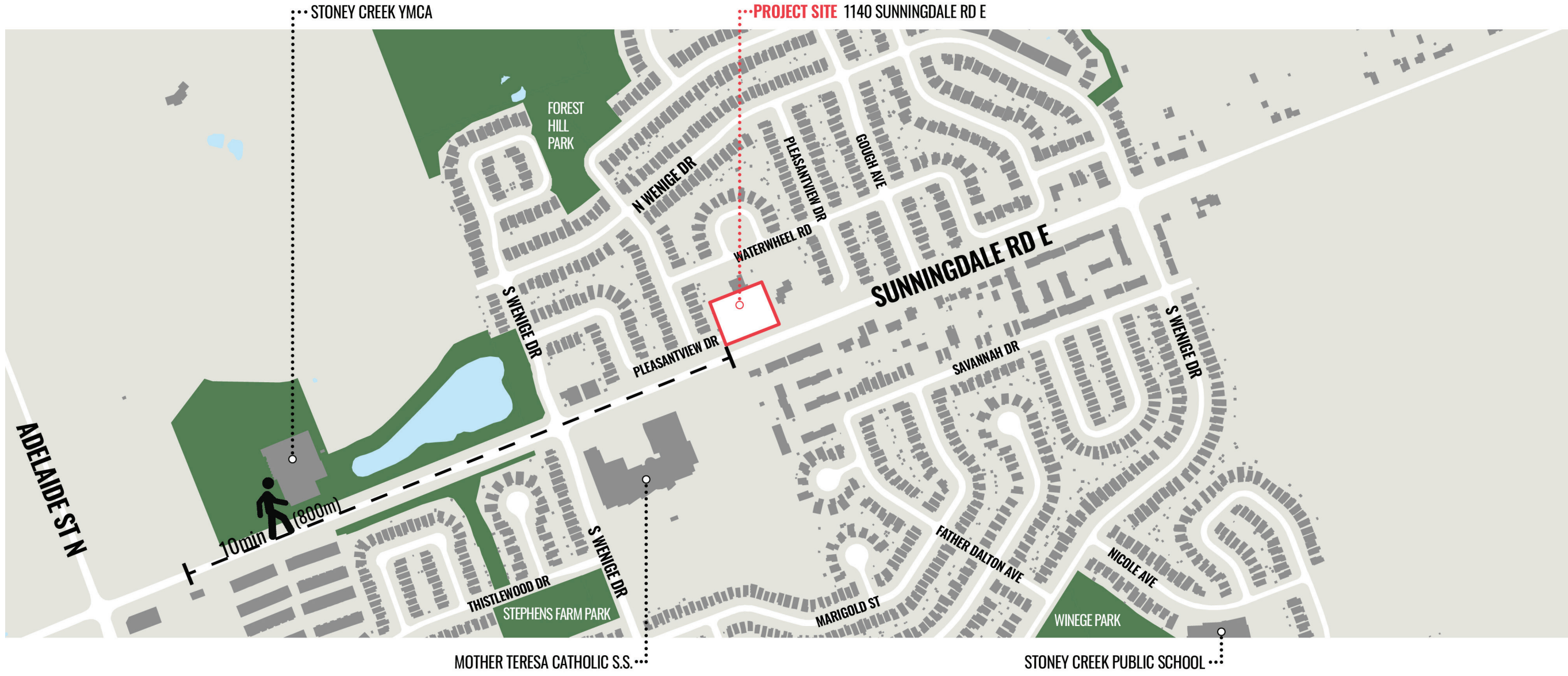


Figure 2: Neighbourhood Spatial Context (800m)



## S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands immediately surrounding the project site. Lands to the west have been developed for single detached dwellings through past plans of subdivision, with their rear yards abutting the project site. Similarly, lands immediately north are planned for single detached dwellings with rear yards abutting the site. The parcel immediately to the east is a larger remnant lot (approx. 0.42ha) that contains an existing single detached dwelling. Given the size of the site and the evolving market/policy context, it is anticipated that this site will redevelop in the future. The majority of existing development on the north side of Sunningdale Road East is accessed from an internal network of neighbourhood streets established by past plans of subdivision.

Immediately southwest of the project site, on the opposite side of Sunningdale Road, is the Mother Teresa Catholic Secondary School. One of the primary vehicular access points for the school site generally aligns with the west edge of the project site. The properties to the east of the site on the south side of Sunningdale Road are comprised of larger lots developed with existing single detached dwellings. Given the size and configuration of these lots, they are likely redevelopment candidates over the short-medium term.

### Spatial Context At-A-Glance

#### NORTH

**Existing**  
Vacant

**Planned**  
Single Detached  
Dwellings

#### SOUTH

**Existing**  
Mixed Housing  
Forms

**Planned**  
Medium Density  
Residential

#### EAST

**Existing**  
Single Detached  
Dwelling

**Planned**  
Medium Density  
Residential

#### WEST

**Existing**  
Single Detached  
Dwellings

**Planned**  
No Change

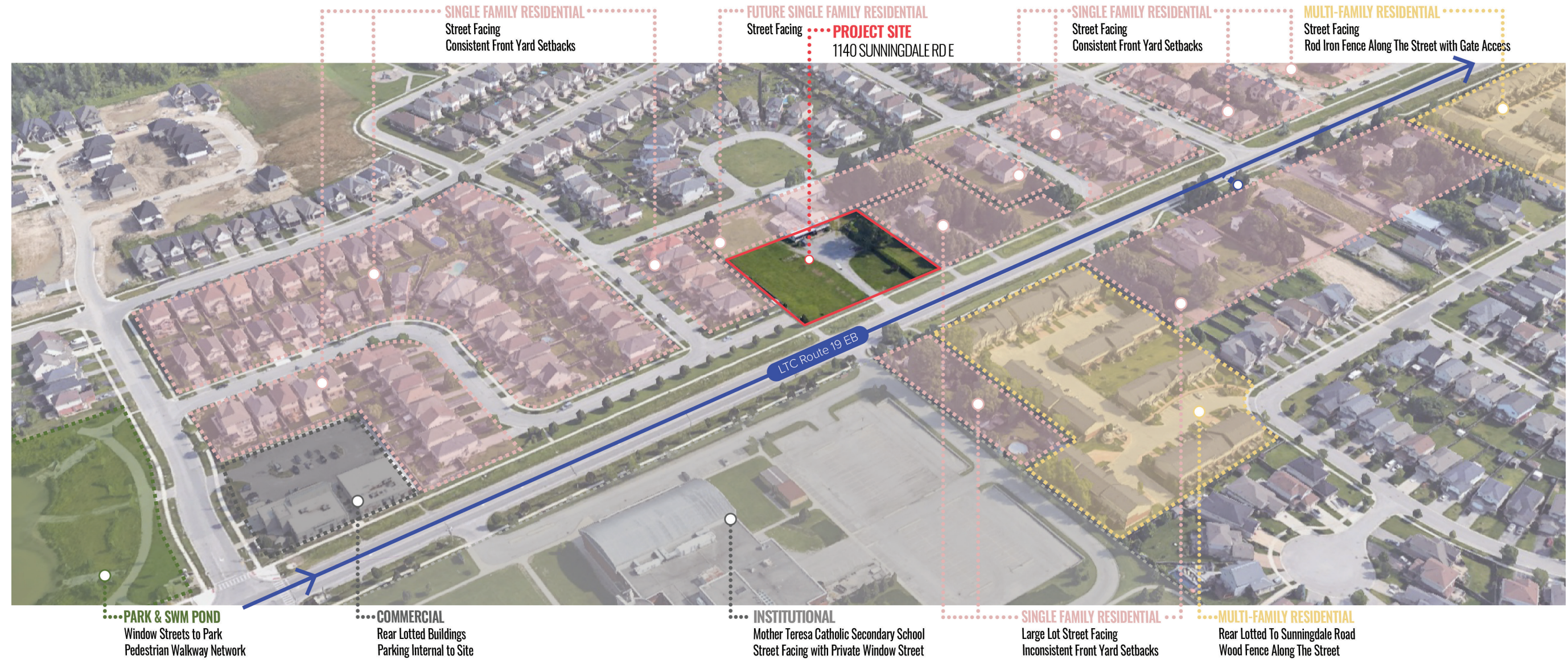


Figure 3: Neighbourhood Spatial Context (400m)



# S3 PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are addressed in the Official Plan discussion in this report.

## S3.2 City Policy Overview

Figure 4 shows the site's positioning relative to London's city-structure including the City's network of major streets. The project site contains direct frontage on Sunningdale Road East, which is identified as a *Civic Boulevard* by the London Plan.

The site is located within an actively developing community that is outside of the primary transit area. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- » Neighbourhoods
- » Outside of Primary Transit Area
- » Frontage on Civic Boulevard

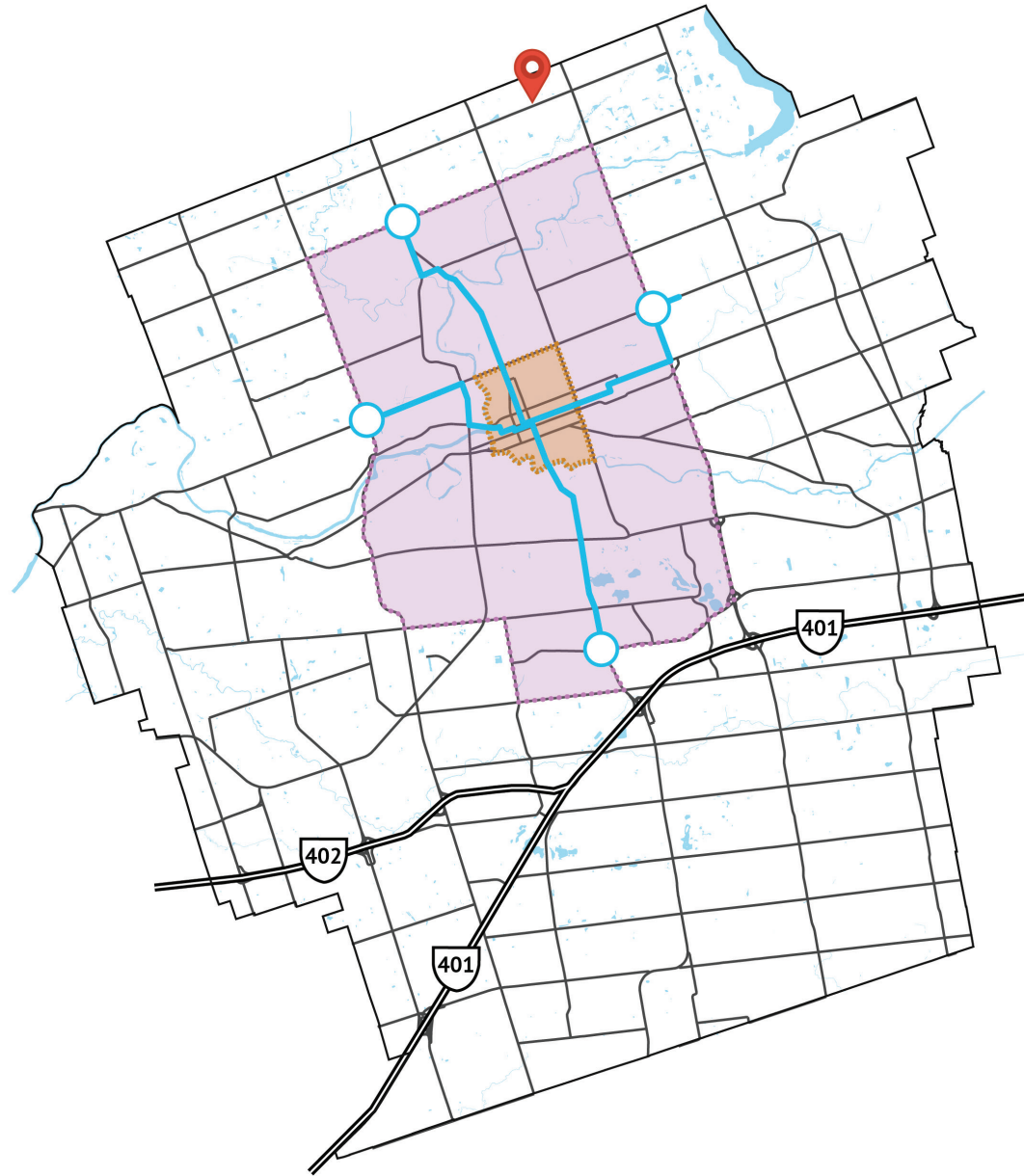
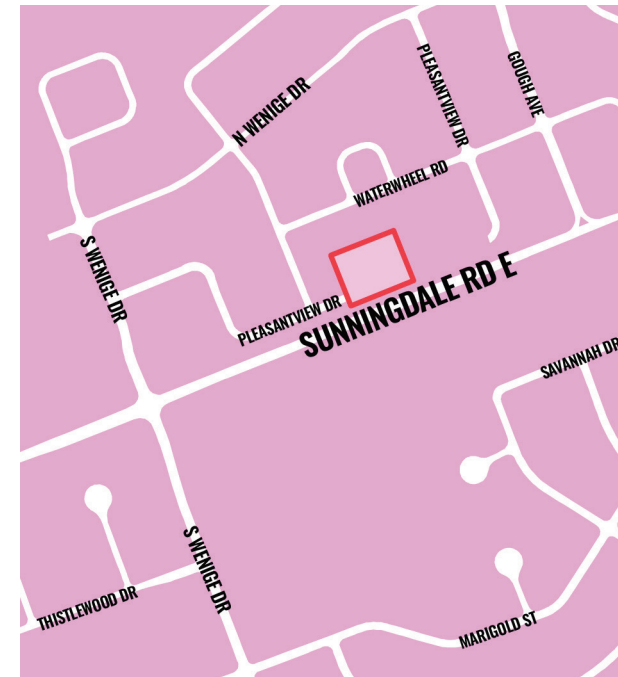


Figure 4: City Structure

## / Stoney Creek Community Plan

The site is within the boundaries of the Stoney Creek Community Plan which was approved in 1998. The Plan established a land use framework for the lands north of Sunningdale Road between Adelaide Street and Highbury Avenue including locations for parks, schools, community facilities, commercial uses and various housing forms. The lands located along Sunningdale Road, including the project site, were identified for "medium density residential" uses. The Community Plan provided a basis for comprehensive amendments to the Official Plan to provide more detailed statutory guidance for the development of the Stoney Creek area.



- Stoney Creek Community Plan Area
- Other

## / 1989 Official Plan

Stemming from the adoption of the Stoney Creek Community Plan in 1998, the project site was designated Multi-Family, Medium Density Residential (MFMDR) through an amendment to the 1989 Official Plan in 2001. The MFMDR designation is intended to provide opportunities for multi-residential forms of housing such as row houses, cluster houses and low-rise apartment buildings. Building heights are generally intended to be "low-rise" with the normal height limit being 4-storeys. Residential densities are permitted up to 100 units per hectare by way of bonus zoning, subject to the policies and requirements for bonus zoning contained in the Plan.



- Open Space
- Low Density Res.
- Medium Density Res.

## / The London Plan (not in full force & effect)

In accordance with Map 1 and Map 3 of the London Plan, the project site is within the "Neighbourhoods" Place Type and has direct frontage on a Civic Boulevard. Neighbourhoods are envisioned as diverse places that should include a broad range of housing opportunities. Given the site characteristics, the applicable policies would permit apartment buildings on the project site with maximum heights of up to 6-storeys through bonusing (see Tables 10 & 11 of the Neighbourhoods Place Type). Map 1 of the London Plan remain under appeal for the project site. For the purposes of project planning, the Place Type policies have been informative but not determinative.



- Open Space
- Neighbourhoods
- Civic Boulevard
- ▬ Neighbourhood Connector
- ▨ Special Permissions



### S3.3 Key 1989 Official Plan Policies

**Key Official Plan Implications:** 1140 Sunningdale Road East

OFFICIAL PLAN	DESIGNATION	OTHER FEATURES
1989 Official Plan	Multi-Family, Medium Density Residential	n/a

#### / Use (3.3.1.)

The primary permitted uses within the Multi-Family, Medium Density Residential designation include range of multi-residential uses and building forms. These primary permitted uses are outlined in the table below.

##### Permitted Residential Uses:

<input checked="" type="radio"/>	Single Detached
<input checked="" type="radio"/>	Semi-Detached
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Street Townhouses
<input checked="" type="radio"/>	Cluster Townhouses
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Low-Rise Apartment Buildings

Permitted  Not Permitted

#### / Height (3.3.3. i))

Development within areas designated Multi-Family, Medium Density Residential is intended to be of a low-rise building form. The permitted building heights within the MFMDR designation are outlined in the table below.

##### Allowable Height (Storeys):

<b>Min.</b>	<b>N/A</b>
<b>Max.</b>	<b>4</b>
<b>Bonus</b>	<b>N/A</b>

#### / Density (3.3.3. ii))

MFMDR areas include densities that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. The permitted residential densities are outlined in the table below.

##### Allowable Density (Units Per Hectare):

<b>Min.</b>	<b>N/A</b>
<b>Max.</b>	<b>75</b>
<b>Bonus</b>	<b>100</b>

**Note:** The applicable density bonusing policies are outlined in Section 19.4.4 of the Official Plan and described generally on page 12 of this report.

#### / Convenience Commercial Uses (3.3.1 & 3.6.5)

Convenience commercial uses in residential designations which were existing on the date of adoption of the Official Plan, and which meet the locational criteria of Section 3.6.5 are recognized as “legal conforming” uses and are expressly outlined as permitted uses within the Multi-Family, Medium Density Residential designation. Convenience commercial uses and service stations in residential designations which were legally existing on the date of the adoption of the Plan, but which do not meet certain locational criteria of the Plan (and haven’t been identified on Appendix 1), are regarded as “legal non-conforming” uses (3.6.5 ii) c) but may also be recognized as permitted uses in the Zoning By-law on lands in the MFMDR designation (3.3.1 ii)). The project site is not recognized by the Official Plan on Appendix 1, or in the list of ‘Locations of Convenience Commercial and Service Stations Uses’ under 3.6.5 vi), however, the site is currently zoned for Convenience Commercial uses which were legally established and existed prior to the date of the adoption of the Plan. As such, the existing zoning and commercial uses are regarded as existing legal non-conforming to the Official Plan. The details of the existing zoning are discussed further on page 15 of this report. Additional policies for recognition and continuation of such uses are contained in Section 19 - Implementation - of the Official Plan.

#### / Non-Conforming Uses to the Official Plan (19.5)

Section 19.5 of the Official Plan pertains to legally-established uses that do not conform to the land use designations and policies of the Official Plan and Zoning By-law. Section 19.5 recognizes that it is neither practical nor appropriate to adopt land use designations and policies that will recognize as permitted uses, all of the land uses in existence, or permitted by existing zoning, at the time of the adoption of the Plan. While the general approach to uses that do not conform to the Official Plan is to encourage their transition to, or replacement by, conforming uses, consideration must also be given to their varying degrees of acceptance and stability and to the hardship that may result if no provision is made for their continuation, extension or enlargement. A legally established land use which does not conform to the Plan may be recognized as a permitted use in the Zoning By-law where Council is of the opinion that the use: doesn’t involve hazardous substances, doesn’t contribute to air or water pollution, can or has achieved an acceptable measure of compatibility with adjacent uses, the long-term continuation and any potential expansion of the use will not detract from the general intent of the Official Plan, and recognition of the use in the Zoning By-law is not likely to result in proposals to amend the Plan to allow similar types of uses. In this situation, the range of uses, and scale of development permitted by the existing zoning aligns with the criteria in Section 3.6.5. The overall commercial use permissions will be further reduced (i.e., uses will be limited in scale to 250.0m<sup>2</sup>) and only permitted within a mixed-use building. On balance, the overall proposal will support the objectives for the MFMDR designation.

#### / Bonus Zoning (3.3.3 & 19.4.4)

The density limits for the Multi-Family, Medium Density Residential designation are outlined in Section 3.3.3 ii) of the Official Plan and highlighted on page 11 of this report. Section 3.3.3 provides that exceptions to the standard density limit may be made without amendment to the Official Plan for developments which qualify for density bonusing under the provisions of Section 19.4.4. of the Official Plan. Where exceptions to the usual density limit of 75 units per hectare are made, the height limitations prescribed in Section 3.3.3.(i) (i.e. 4-storeys) will remain in effect. Developments which are permitted to exceed the density limit of 75 units per hectare shall be limited to a maximum density of 100 units per hectare. In accordance with Section 19.4.4 of the Official Plan, Bonus Zoning provides a framework for permitting greater height or density in favour of various facilities, services, or matters that provide tangible public benefit. A comprehensive list of facilities, services and matters eligible for dedication to the City is provided in Section 19.4.4 ii) of the Official Plan. Such items may include the provision of affordable housing, the provision of underground parking and the dedication of publicly accessible private open space/amenities. These bonusable features must be commensurate with the height/density bonus being sought. The proposed “Bonusing” provisions for 1140 Sunningdale Road East have been informed by this policy and are outlined in detail on page 23 of this brief.



### S3.4 Key London Plan Policies

**Project Site Conditions:** 1140 Sunningdale Road East

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Civic Boulevard	n/a	n/a

#### / Use

Table 10 - *Range of Permitted Uses in Neighbourhoods Place Type*, outlined on page 246 of the London Plan shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/ classification of the street on which it fronts.

#### Permitted Residential Uses:

<input checked="" type="radio"/>	Single Detached
<input checked="" type="radio"/>	Semi-Detached
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Street Townhouses
<input checked="" type="radio"/>	Cluster Townhouses
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Low-Rise Apartment Buildings

Permitted  Not Permitted

#### / Intensity

Table 11 - *Range of Permitted Heights in Neighbourhoods Place Type*, outlined on page 248 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts.

#### Allowable Height (Storeys):

<b>Min.</b>	<b>N/A</b>
<b>Max.</b>	<b>4</b>
<b>Bonus</b>	<b>6</b>

#### / Form

In accordance with policy 938 of the London Plan, *Residential Intensification* means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

#### Design Criteria for Residential Intensification

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

#### / City Design Policies

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the site layout, parking and building form has been designed to respond to the unique context of the site, and has taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

#### / Residential Intensification in Neighbourhoods

The London Plan encourages Intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensification projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. The policies address a very similar scope of design considerations as the Residential Intensification policies in Section 3.2.3 of the 1989 Official Plan. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 13) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

#### / Our Tools

The "Our Tools" section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

**NOTE:** The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, large parts of which are in force and effect). Although large parts of the Plan are in force and effect, Map 1 - Place Types (and the corresponding Place Type policies) remains under appeal with respect to the project site. For the purposes of project planning and design, The London Plan policies under appeal have been informative and as such, are discussed generally in this report for reference. The existing policy framework and the MFMDR designation under the 1989 Official Plan provides similar overall direction for land use, intensity and urban form on the project site which has aided in the development of a plan that meets the objectives of both the in-force policies and council approved policies.



### S3.5 Existing Zoning By-law Implications

#### / Convenience Commercial

The project site is currently zoned Convenience Commercial Special Provision (CC(14)) Zone in the City of London Zoning By-law No. Z-1. This zone allows for a limited range of commercial uses meant to service the day-to-day convenience needs of the immediate neighbourhood. Permitted uses include convenience stores, financial institutions, personal service establishments with the special provision permitting the additional use of a florist shop on this site. The CC(14) Zone variation includes limits on the scale of commercial uses and buildings to ensure they remain small-scale, limit compatibility impacts, and serve their neighbourhood purpose. The key regulations from the existing CC(14) Zone are highlighted below. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and evaluate any potential impacts of the proposed change.

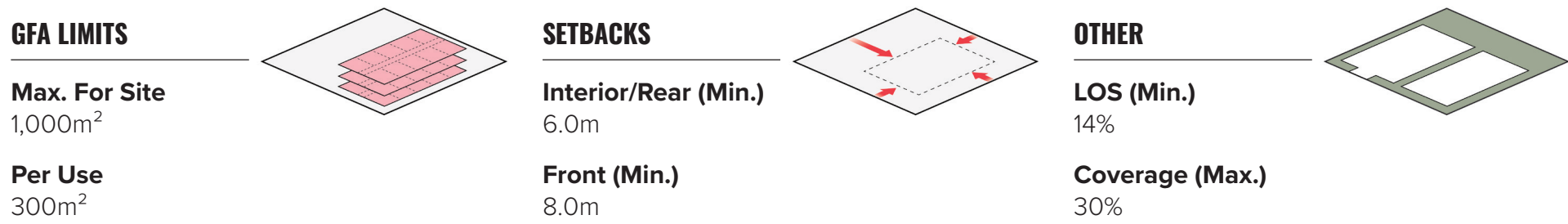


Figure 5: Key Existing Zoning By-law Regulations

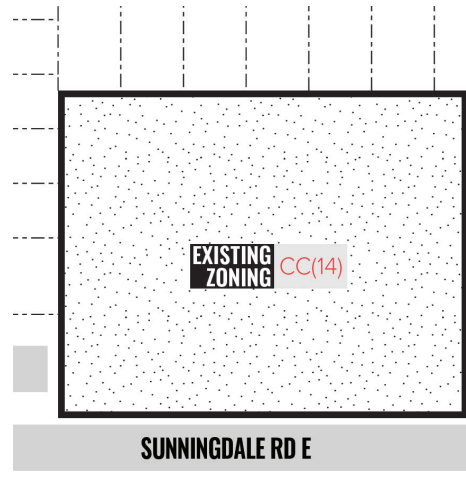


Figure 6: Existing Zoning Map

#### Non-Conforming Status

The existing florist shop and convenience commercial zoning appears to have existed, and been legally established, prior to the adoption of the City of London Official Plan Amendment which brought these lands under the authority of the 1989 Official Plan. In this regard, the existing zoning that applies to the site is considered “legal non-conforming” to the Official Plan. The policies of the Official Plan allow for non-conforming uses to be recognized as permitted uses in the Zoning By-law.

Policies allowing for the continuation of convenience commercial uses in the MFMDR designation which are non-conforming to the Official Plan are found in Section 3.3.1 ii) and 19.5 of the 1989 Official Plan.

#### / Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is located in “Parking Area 3”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

Also relevant in the context of the proposed redevelopment is Section 4.6 - Dwelling Unit Area Minimums. For residential apartments, Section 4.6 requires 37 square metres (398 square feet) for a bachelor unit plus an additional 10.0 square metres (108 square feet) for each bedroom. This results in a minimum unit size of 506 square feet for 1-bedroom units and 614 square feet for 2-bedroom units.

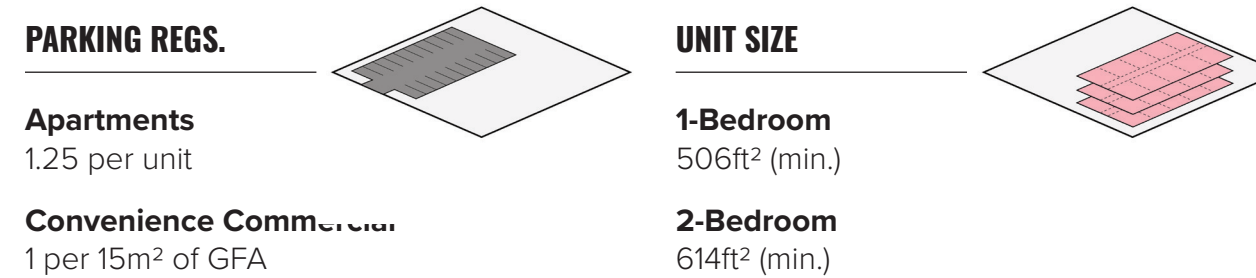


Figure 7: Key General Provisions



### S3.6 Planning History

Prior to the completion of the Stoney Creek Community Plan (SCCP), the lands north of Sunningdale Road were comprised of a series of large farm parcels (see Figure 3 “Property Ownership” in the SCCP). The project site forms part of the “Gough” lands. The lands immediately north, east and west of the project site were originally part of a single large parcel (Monarch Lands) which allowed for comprehensive subdivision planning and development. Those lands have now been built-out through various phases of the “Forest Hill Subdivision”. Lands to the northwest comprised Phase 1 (plan 33M451) registered in 2002, lands to the northeast comprised Phase 2 (plan 33M484) registered in 2004, and lands to the north comprised Phase 3 (plan 33M540) registered in 2006. Collectively, these plans of subdivision have established the local street network, neighbourhood park spaces and infrastructure alignment to serve the area and establish a framework to support the redevelopment of the project site.

Portions of the Gough lands have been previously severed from the original farm property in a manner that continues the established lotting pattern through the Forest Hill Subdivision. The surrounding subdivision design has provided the opportunity for and presumed the extension of Pleasantview Drive eastward to serve new development on this site and connect to the current east terminus of Pleasantview Drive to complete the “window street”. This established subdivision pattern, in part, sets an important context upon which the design of the proposed development has considered and addressed.

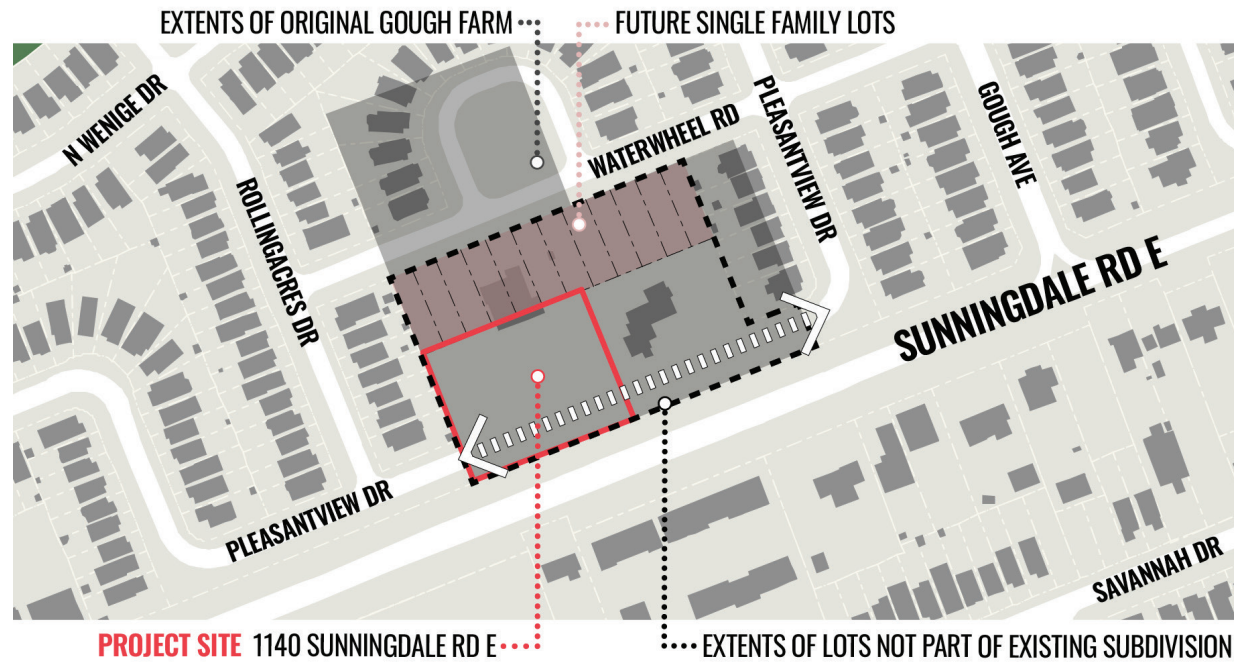
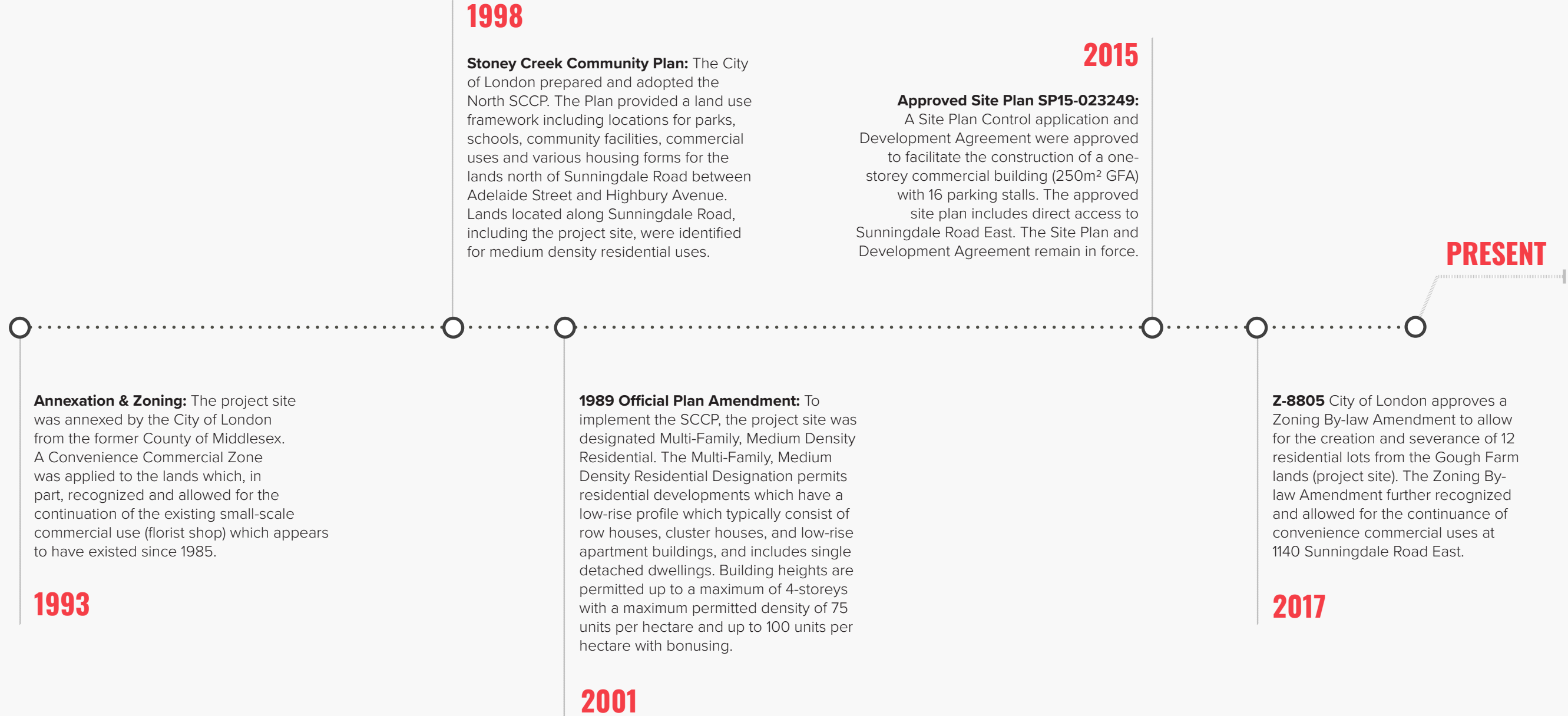


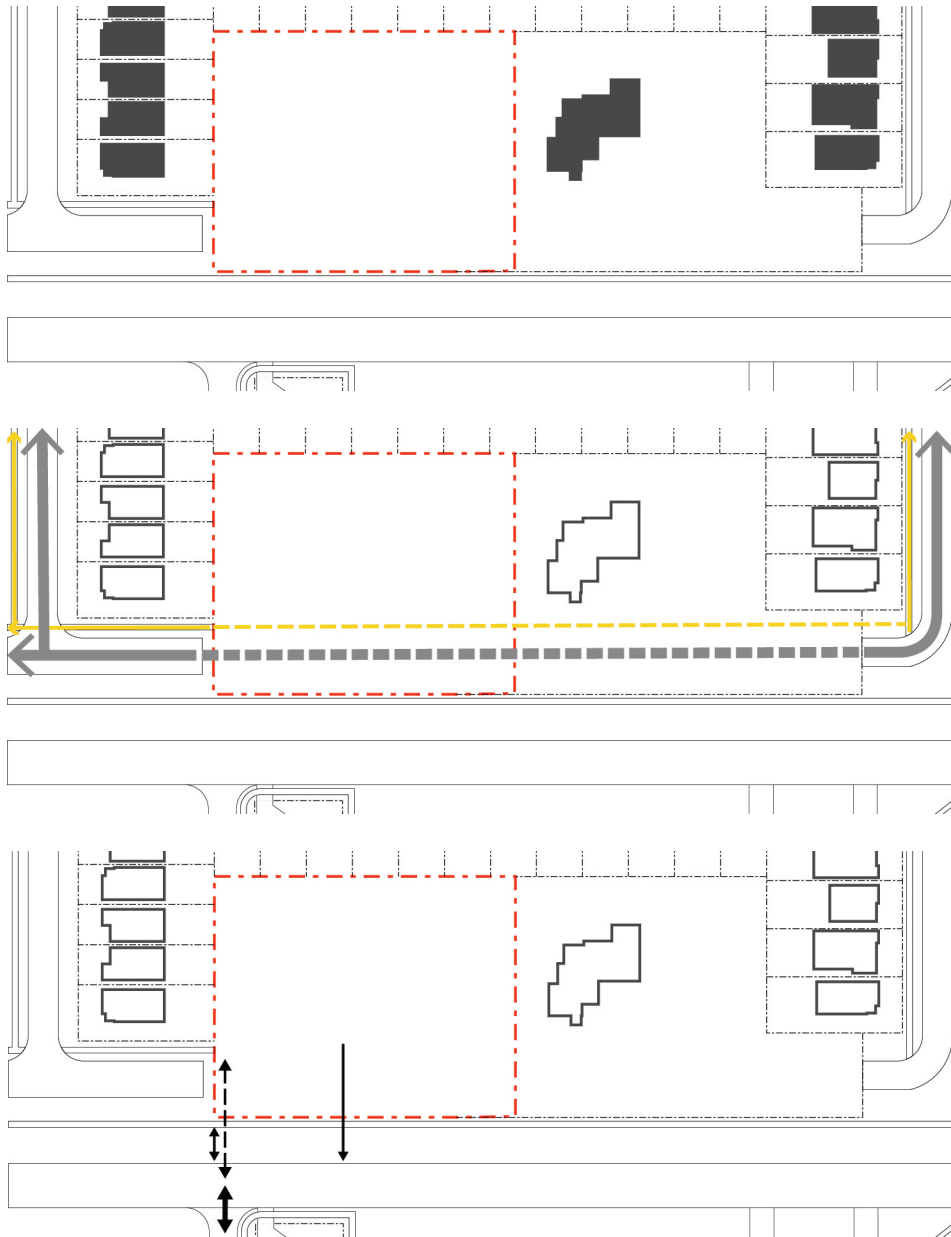
Figure 8: Area Subdivision Framework

### / Timeline View





# S4 SITE ANALYSIS



## / Figure Ground

Existing properties to the west of the site are comprised of 2.5-storey single detached dwellings. Lands directly north are also planned for single detached dwellings of a similar scale. The site immediately abutting the project site to the east is currently zoned "Urban Reserve" and contains a single detached dwelling. It is anticipated this site will redevelop in the future, though the planned context is not established by way of zoning. The site could develop for medium density residential uses with building heights between 2-4 storeys in accordance with the MFMDR designation policies.

--- Site Boundary

## / Subdivision Pattern

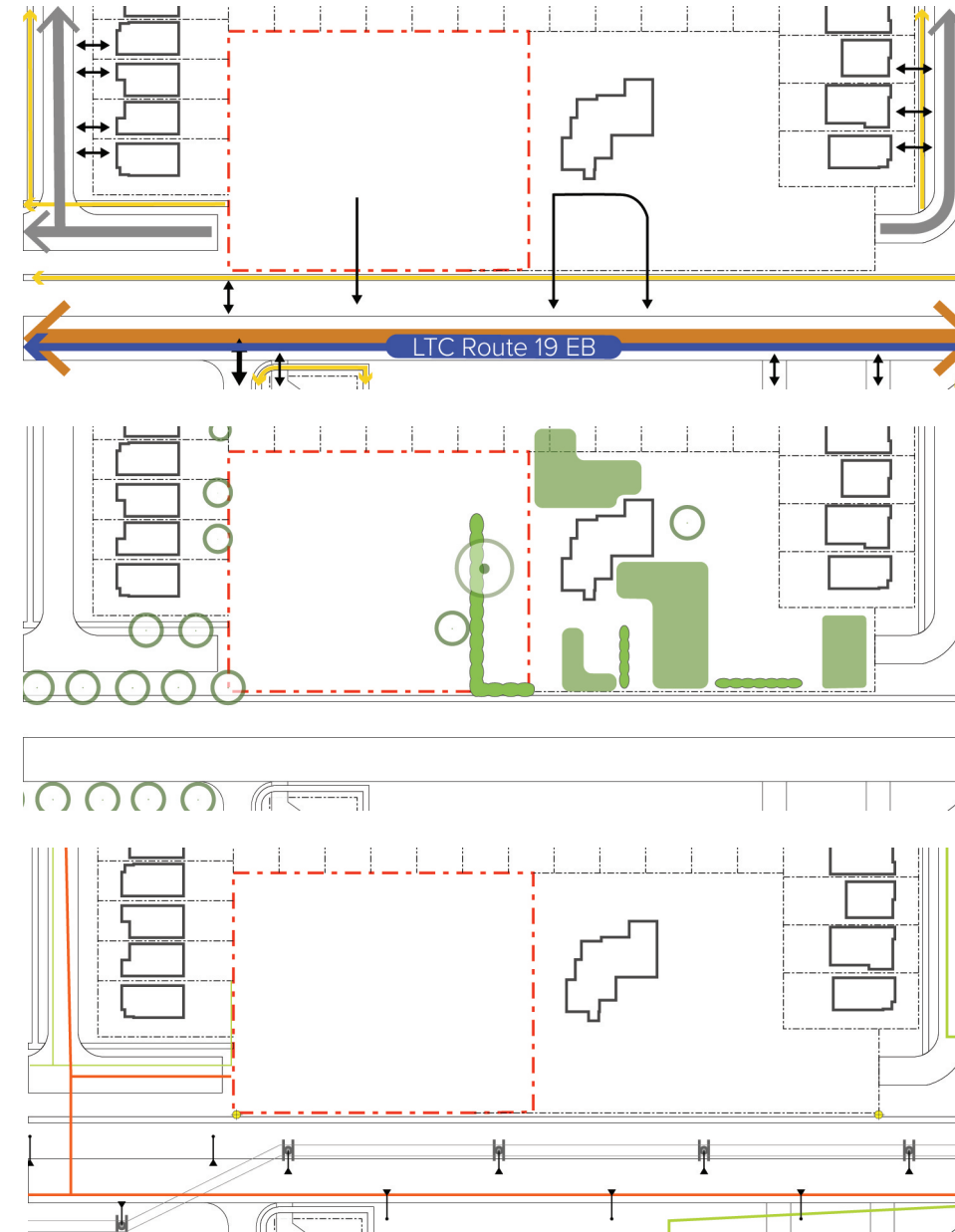
Lands to the west and north are comprised of single detached dwelling lots. The lot pattern positions the rear yards of these lots adjacent to the project site. Another notable aspect of the subdivision pattern is the intent/assumption for the continuation of Pleasantview Drive as a "window street" across the frontage of the project site to partially connect the existing stubs. The Pleasantview Drive ROW, including the vehicle lanes and sidewalk, currently terminates at the west site boundary. Similarly, the east leg of Pleasantview Drive terminates at the eastern edge of 1154 Sunningdale Road E.

— Roadway      — Sidewalk

## / Access

The project site is currently accessed directly from Sunningdale Road East. The approved site plan SP15-023249 also contemplates direct access to Sunningdale Road East to serve the proposed commercial development. Immediately south of the project site, on the south side of Sunningdale Road, the Secondary School contains an existing access on Sunningdale. It is anticipated that the City will require alignment with the existing school access to the greatest extent possible.

↔ Existing Access      - - - - - Approved Access



## / Mobility

The site contains direct frontage on Sunningdale Road East. Sunningdale is an Arterial Road currently developed with two travel lanes and intermittent turning lanes. The cross-section is not fully urbanized and contains ditches separating the roadway from a public sidewalk on the north side. Public transit services are available on Sunningdale Road East with the closest bus stop located at the intersection of Sunningdale Road and South Wenige Drive, directly west of the Secondary School. There is also a clear intent for additional connectivity (e.g. sidewalks) across the frontage of the site that will need to be accounted for in the new development design.

— Bus Route      — Arterial Road

## / Landscape

Based on on-site observation, the site appears generally flat and has largely been cleared of vegetation. No portions of the site are regulated by the Upper Thames River Conservation Authority so it assumed that the site does not contain any regulated watercourses.

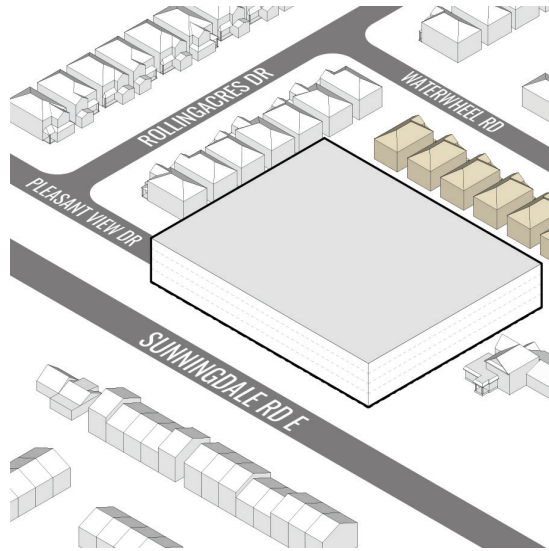
○ Trees      ● Other Vegetation

## / Utilities

Existing sewer, water and stormwater infrastructure exists along the west site boundary at the current terminus of Pleasantview Drive. It is assumed that the southern portion of the project site will be required to facilitate an extension of these underground utilities to service future development to the east. Above-grade hydro poles and lines exist on the north side of Sunningdale along the frontage of the site.

⌋ Light Standard      H Hydro Pole      — Sanitary Sewer      — Storm Sewer

# S5 DESIGN PRINCIPLES

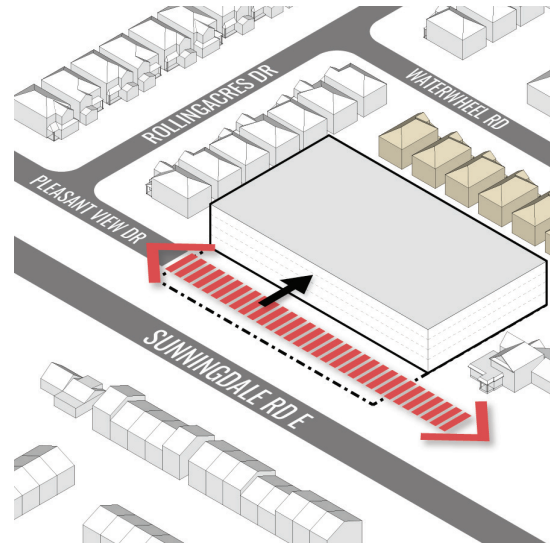


## 1 Residential Intensification

The site is currently underutilized and presents an opportunity for residential intensification. The new building will be of a low-rise form (4-storeys) and a medium density (98.2 uph) in keeping with the MFMDR designation policies. For context, the new London Plan policies would actually contemplate building heights of up to 6-storeys in this location through “bonusing”.

### Official Plan References

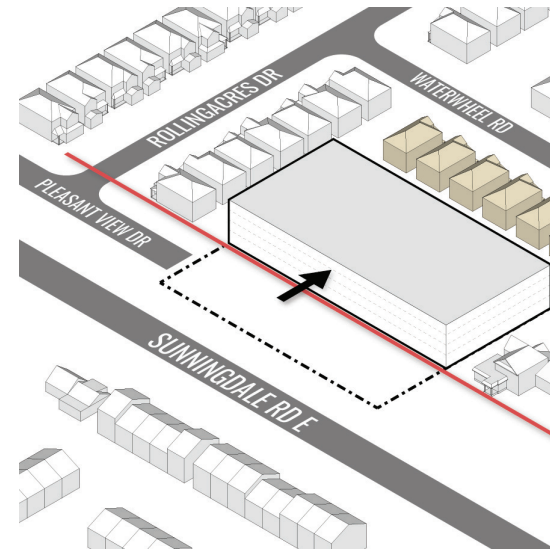
3.3.1 & 3.3.3 MFMDR | 19.4.4 Bonus Zoning | 3.2.3 Residential Intensification | 3.7 Planning Impact Analysis | Neighbourhoods Place Type Policies



## 2 Mimic the Window Street

Adjacent plans of subdivision have established a framework for the extension of a 20 metre wide local street right-of-way (ROW) across the southern portion of the project site. This ROW will be visually and functionally maintained through surface treatments and buildings setbacks to mimic the established urban block/development pattern and maintain pedestrian connectivity.

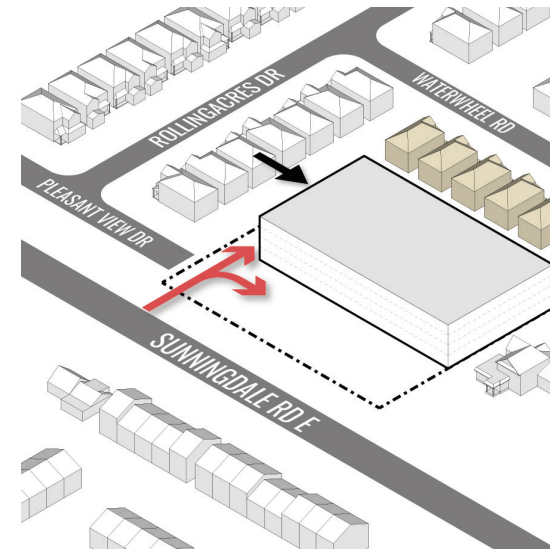
3.2.3 Residential Intensification | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | City Design Policies | Urban Design Considerations for Residential Intensification



## 3 Respect the Streetwall

Existing development to the west establishes the “streetwall”. The proposed development on the project site will respect and continue this built edge condition by including a generous front setback to avoid an awkward and/or undesirable break in the established urban form along Sunningdale Road East.

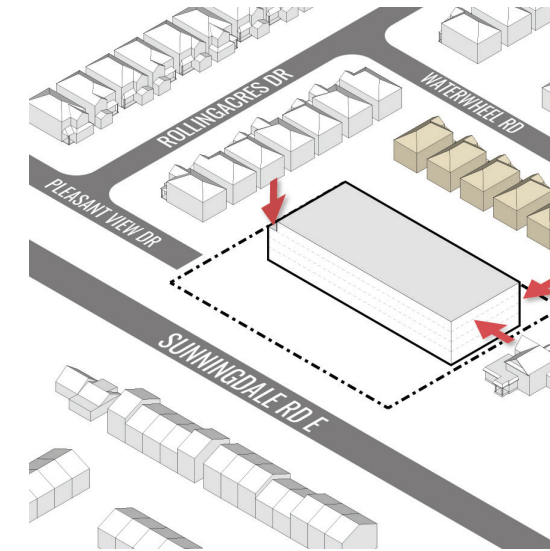
3.2.3 Residential Intensification | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | City Design Policies | Urban Design Considerations for Residential Intensification



## 4 Access from Sunningdale

Vehicular access will be provided directly to Sunningdale Road East as per the existing approved Commercial Site Plan. Direct access to Sunningdale provides a framework for intensification of the site without substantially affecting the established local street network and existing residents. Access will be aligned with the adjacent school site to the greatest extent possible.

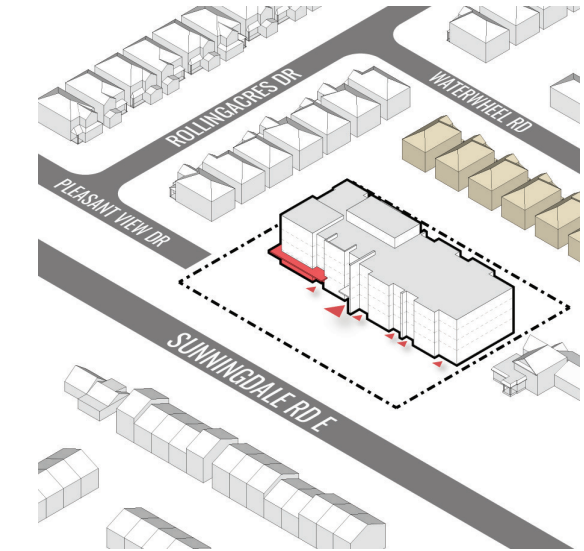
3.2.3 Residential Intensification | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | 18.2.6 Access Policies for Arterial Roads | City Design Policies | Urban Design Considerations for Residential Intensification



## 5 Sensitive Transition

The massing of the new building has been shaped to be sensitive to neighbouring lower-scale uses and buildings. In this regard, all components of the building have been designed to fit within a 45 degree angular plane measured from 3.0 metres above grade at the north and west property lines. These limits on building massing are important for “fit” within the existing built context.

3.3.2 & 3.3.3 MFMDR | 3.2.3 Residential Intensification | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | City Design Policies | Urban Design Considerations for Residential Intensification



## 6 Animate the Streetscape

The building has been oriented, shaped and programmed to animate the streetscape. The primary building frontage including the principal lobby and commercial entrances face towards Sunningdale Road East. The building has been programmed with a small-scale commercial unit at-grade for neighbourhood amenity. A high-level of articulation and architectural detailing has been incorporated on the street-facing facade for visual interest.

3.2.3 Residential Intensification | 3.6.5 Convenience Commercial | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | 19.5 Non-Conforming Uses | City Design Policies | Urban Design Considerations for Residential Intensification

**NOTE:** The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area.



# S6 THE PROPOSAL

## S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for medium density residential development in the form of a low-rise, mixed-use, apartment building up to a maximum of 16.0 metres in height (i.e., 4-storeys). The proposed zone includes special regulations to account for the unique context of the project site, implement applicable form-based policy directions of the Official Plan and allow for small-scale convenience commercial uses within a mixed-use building form. The proposed zone also includes a “Bonus” layer that would allow for an increased density in return for prescribed facilities, services and matters. The proposed bonusable items are outlined specifically in Table 1 on this page. This list of bonusable items is proposed to be enshrined as a requirement in the site-specific zoning by-law. The proposed base zone and special regulations are structured to facilitate desirable site design outcomes and are not tied to a specific development design.

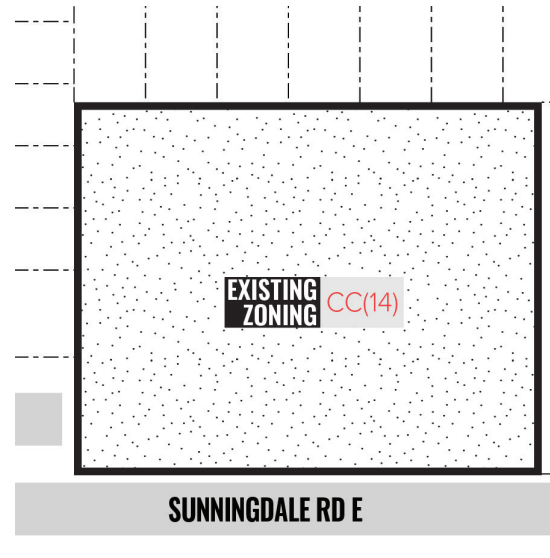


Figure 9: Existing Zoning

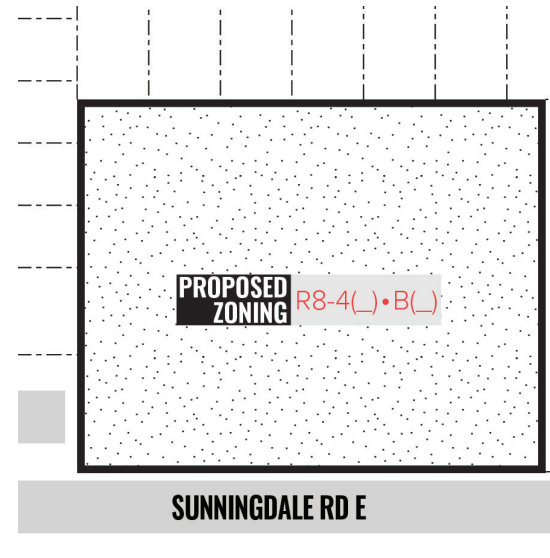


Figure 10: Proposed Zoning

### / Proposed Bonus Provisions

As a condition of the application of the density bonus, the owner shall enter into an agreement with the City of London, to provide for the following facilities, services and matters:

1. A high-quality building and site design that supports the City's Urban Design principles outlined in Chapter 11 and is generally in conformity with the Site Plan, Elevations and Renderings shown in the 2021-06-03 “Design Package” prepared by Zedd Architecture Inc.
2. A minimum of 80% of the required vehicular parking stalls for the development shall be provided underground.
3. A minimum of 5% of the required parking stalls are to be fitted with electric vehicle charging stations.
4. The provision of affordable housing including:
  - a. A minimum of two (2) residential units;
  - b. Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
  - c. The duration of affordability shall be set at 25 years from the point of initial occupancy; and,
  - d. The proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.

Table 1: Bonusable Items List

### / Proposed By-law

1140 Sunningdale Road East			
Regulation	R8-4	Proposed R8-4(L)	Proposed B(L)
Permitted Uses	Section 12.2	In addition to Section 12.2, the permitted uses of the CC(14) Zone may be permitted in the ground floor of an apartment building up to a maximum gross floor area of 250.0 square metres.	-
Lot Area (min.)	1000m <sup>2</sup>	-	-
Lot Frontage (min.)	30.0m	-	-
Front and Exterior Side Yard Depth (min.)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet).	<b>Front:</b> 22.0 metres measured from the front lot line as existing on the date of passing of this by-law.	-
Interior and Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet).	<b>West &amp; Rear:</b> 0.1 metre per 0.1 metre of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 7.5 metres (14.8 feet). <b>East:</b> 2.3 metres	-
Landscaped Open Space (min.)	30%	-	-
Lot Coverage (max.)	40%	-	-
Height (max.)	13.0m	16.0m	-
Density (max.)	75uph	-	100uph
Parking (Apartment)	1.25/unit	-	-
Parking (Commercial Uses)	1 per 15m <sup>2</sup> of gross floor area	1 per 25m <sup>2</sup> of gross floor area	-

Table 2: Special Regulations Overview

## S6.2 Proposed Development Concept

---

### **/ 4-Storey Mixed-Use**

The following illustrations and graphics provide an overview of the proposed development at 1140 Sunningdale Road East. The proposed development includes a 4-storey mixed-use building with 42 residential apartment units and a small-scale commercial retail unit (250.0m<sup>2</sup>) on the ground floor. In total, the site design includes 74 vehicle parking stalls, of which 64 will be located underground. 10 surface stalls are proposed to serve the commercial unit and a minimum of 32 secure bicycle stalls will be provided in the interior of the building for residents. The following development concept will be generally “locked-in” as a requirement in order to qualify for the proposed density bonus and implement of the proposed Zoning By-law amendment outlined in Section 6.1 of this Brief. Detailed building elevations, floor plans, site plan and underground parking plan have been prepared by Zedd Architecture Inc. and are included in their 2021-06-03 “Design Package”. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The architectural Design Package should be referred to where detailed dimensions and specifications are required for review. The Design Package is available for public download at [www.siv-ik.ca/1140se](http://www.siv-ik.ca/1140se).



## / Proposal At-A-Glance

### SITE AREA

---

**0.453**  
Hectares

### BUILDING HEIGHT

---

**4**  
Storeys

**15.7**  
Metres

### DENSITY

---

**1.01**  
Floor Area Ratio

**98.2**  
Units Per Hectare

### DWELLING UNITS

---

<b>42</b> Dwelling Units	<b>25</b> 1-Bedroom
	<b>17</b> 2-Bedroom

### PARKING

---

<b>74</b> Total Vehicular	<b>64</b> (1.5 per unit) Residential
<b>10</b> (1 per 25m <sup>2</sup> ) Commercial	<b>32</b> (0.75 per unit) Secure Bicycle

### COMMERCIAL SPACE

---

**250.0m<sup>2</sup>**  
Gross Floor Area

**Florist Shop**  
Proposed Use

### AFFORDABLE HOUSING

---

<b>2</b> Residential Units	<b>80%</b> Average Market Rent
-------------------------------	-----------------------------------

**25 Years**  
Duration

**Perspective:** View looking northeast from site entrance.

Building renderings prepared by Zedd Architecture Inc.





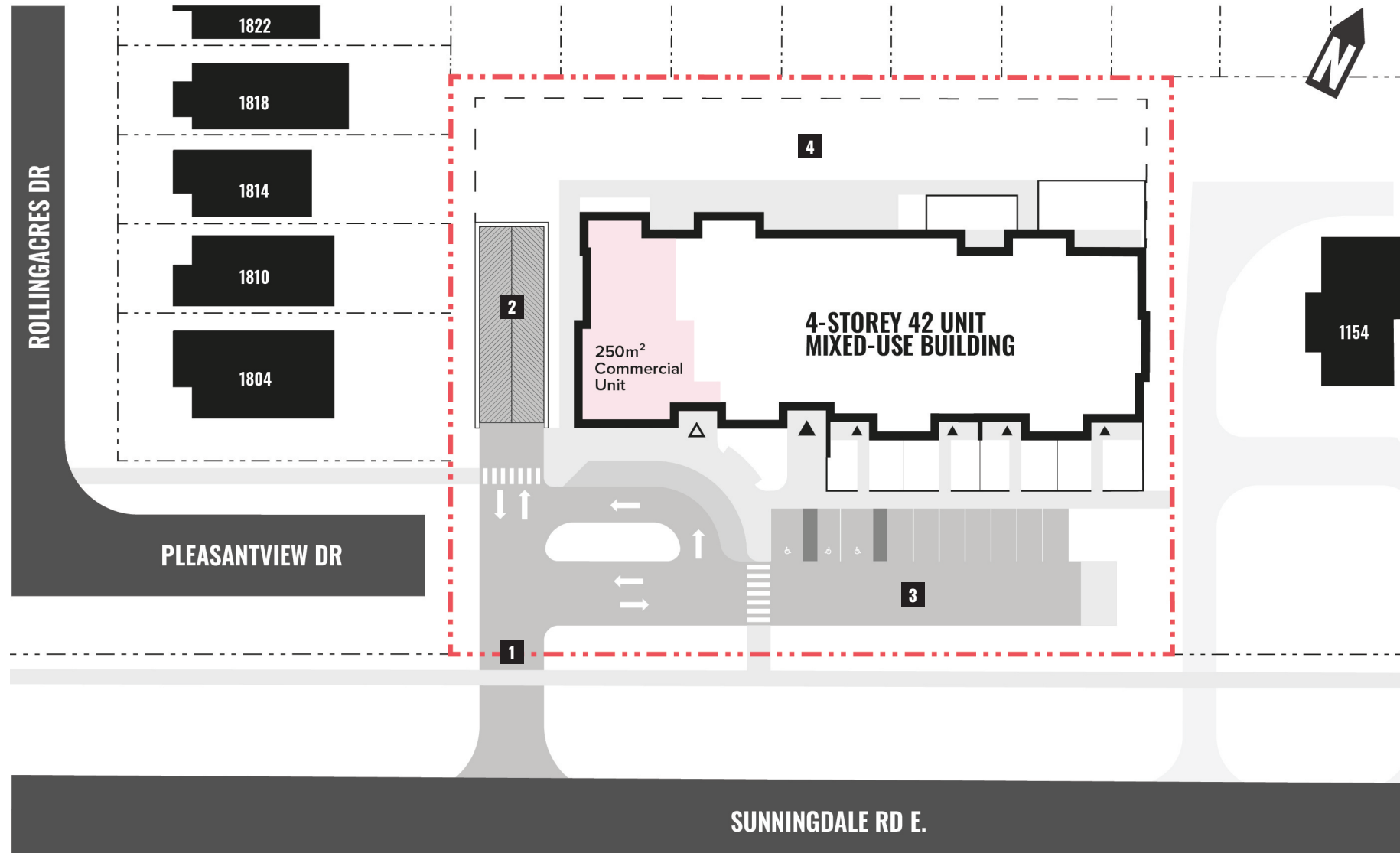
**Perspective:** View looking northwest from front yard.  
Building renderings prepared by Zedd Architecture Inc.



**Perspective:** View looking southeast from northwest property boundary.  
Building renderings prepared by Zedd Architecture Inc.



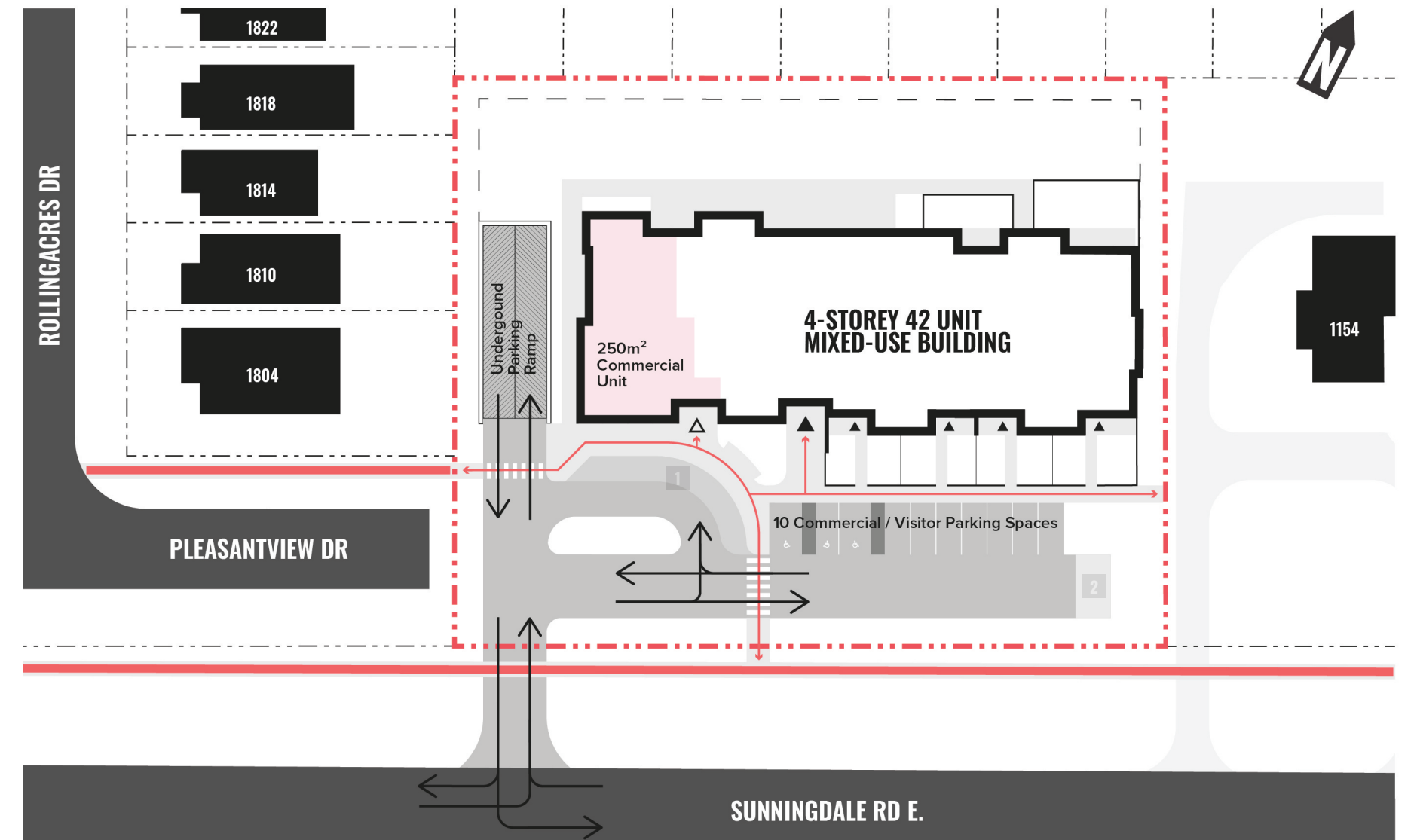




**LEGEND**

- ▲ Residential Entrance
- △ Commercial Entrance
- ▲ Individual Unit Entrances
- ⋯ Site Boundary
- Underground Parking Limit
- Building Footprint
- 1 New Site Access
- 2 Underground Parking Ramp
- 3 Surface Parking Area
- 4 Outdoor Amenity Area

**NOTE:** This simplified site concept plan has been prepared based on the detailed site plan by Zedd Architecture Inc. It is meant to aid in illustrating the key attributes of the proposed development. For dimensions and full site details, please refer to the 2021-06-03 Architectural Design Package.



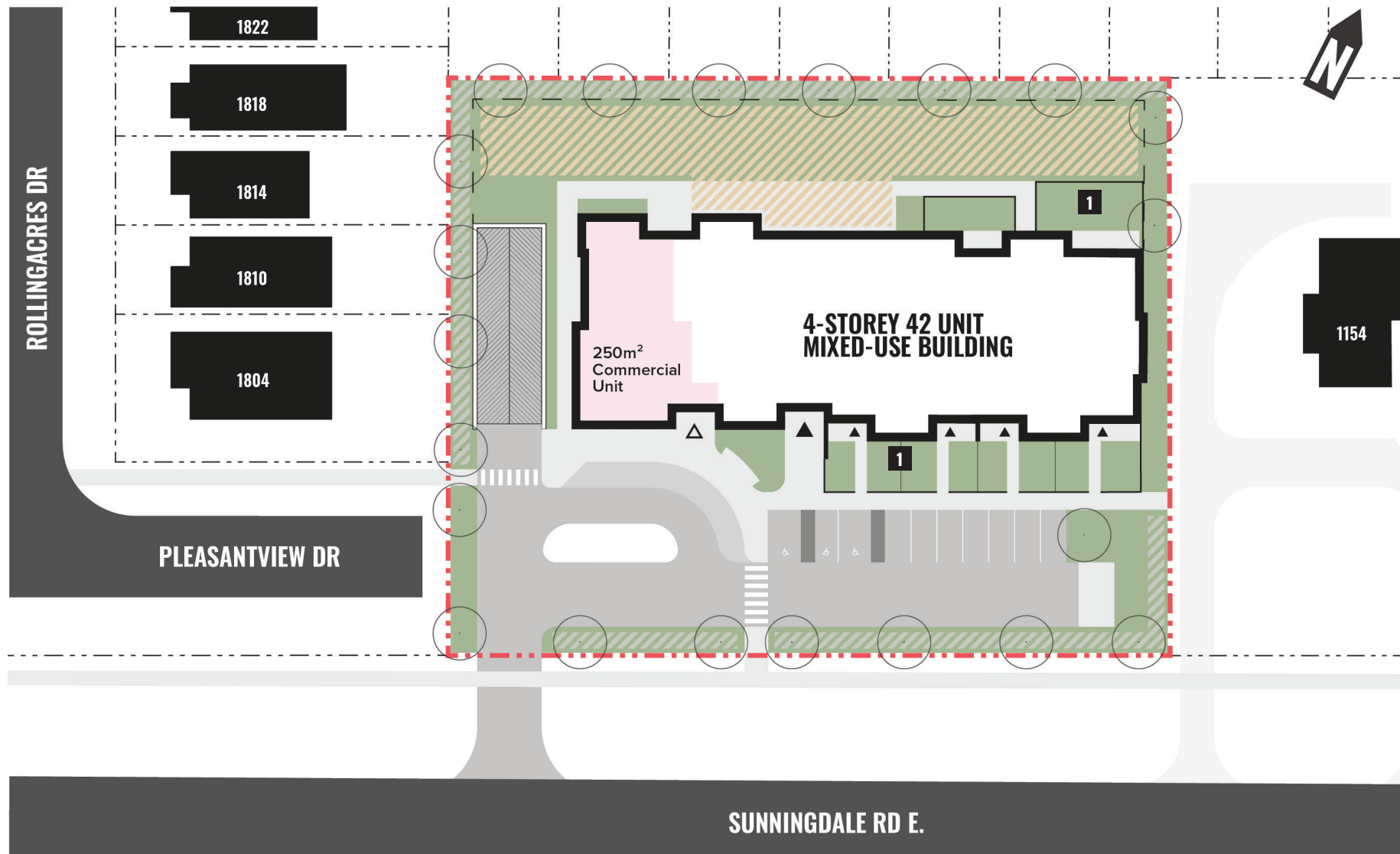
**LEGEND**

- ▲ Residential Entrance
- △ Commercial Entrance
- ▲ Individual Unit Entrances
- ⋯ Site Boundary
- Underground Parking Limit
- Building Footprint
- Existing Sidewalk
- Pedestrian Circulation
- Vehicle Circulation
- 1 Drop-off/Lay-by
- 2 Waste Staging Area (Temporary)

**NOTE:** This simplified site access and circulation plan has been prepared based on the detailed site plan by Zedd Architecture Inc. It is meant to aid in illustrating the key attributes and functions of the proposed development related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2021-06-03 Architectural Design Package.

Figure 11: Simplified Site Concept Plan

Figure 12: Site Access & Circulation Plan



**LEGEND**

- |                             |                               |                               |
|-----------------------------|-------------------------------|-------------------------------|
| ▲ Residential Entrance      | --- Underground Parking Limit | ▨ Enhanced Edge Treatment     |
| △ Commercial Entrance       | ■ Building Footprint          | ▨ Outdoor Amenity Area        |
| ▲ Individual Unit Entrances | ○ Potential Tree Location     | 1 Private At-Grade Courtyards |
| ⋯ Site Boundary             | ■ Landscaped Area             |                               |

**NOTE:** This simplified landscape plan has been prepared based on the detailed site plan by Zedd Architecture Inc. It is meant to aid in illustrating the conceptual parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

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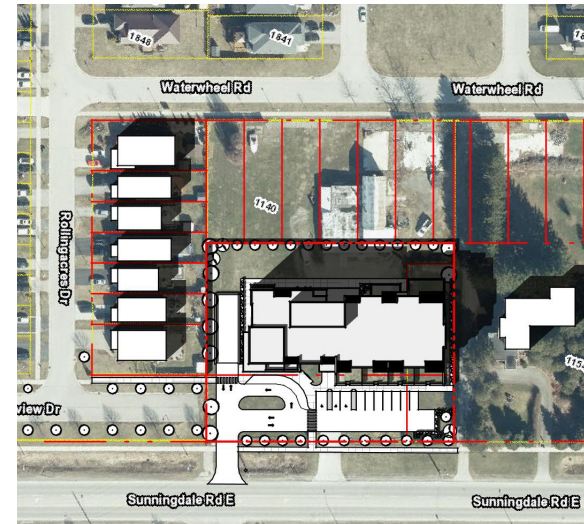
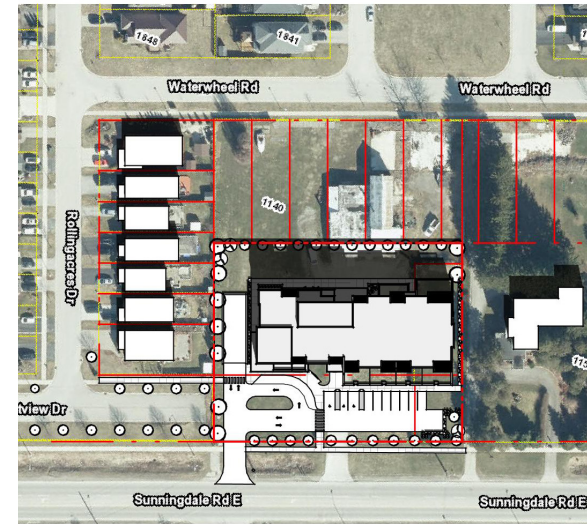
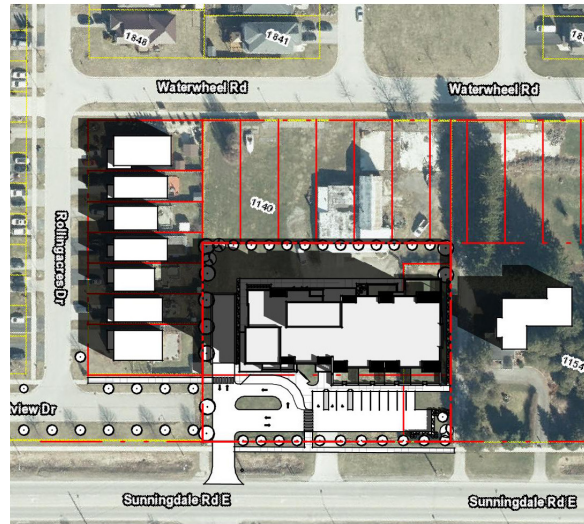
Figure 13: Conceptual Landscape Plan



# S7 SUPPORTING STUDIES HIGHLIGHTS

## S7.1 Sun/Shadow Study

### / Spring Equinox

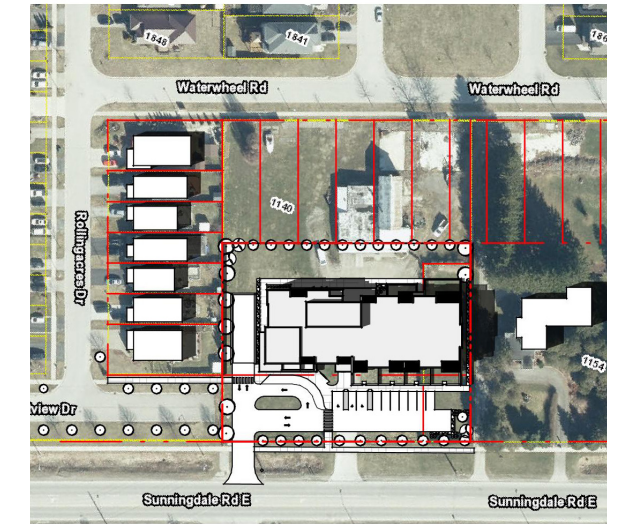
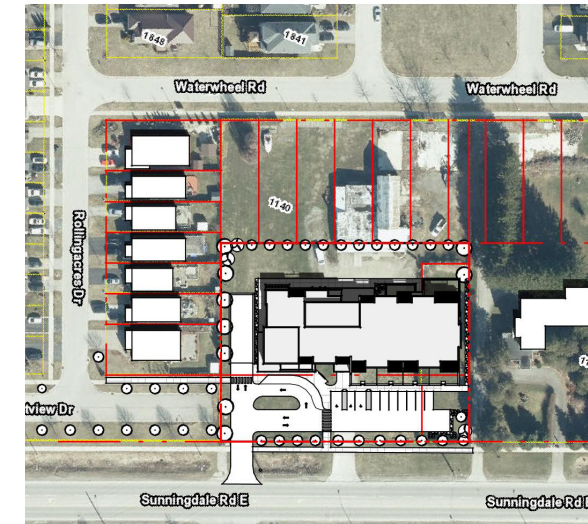
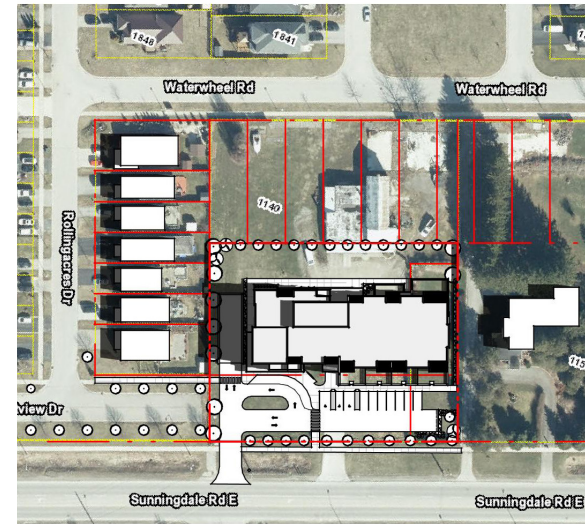


**9AM**  
March 21

**12PM**  
March 21

**3PM**  
March 21

### / Summer Solstice



**9AM**  
June 21

**12PM**  
June 21

**3PM**  
June 21

#### NOTES:

1. The sun/shadow diagrams have been created by Zedd Architecture Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. The simulated dates and times shown are based on City of London requirements.
2. Sept 21 and March 21 (equinox) both result in similar shadow patterns so the diagrams have only shown March 21st.
3. A full analysis of the winter solstice shadow impact (December 21st) can be found in the associated 2021-06-03 Architectural Design Package prepared by Zedd Architecture Inc.

## S7.2 Servicing Feasibility Study

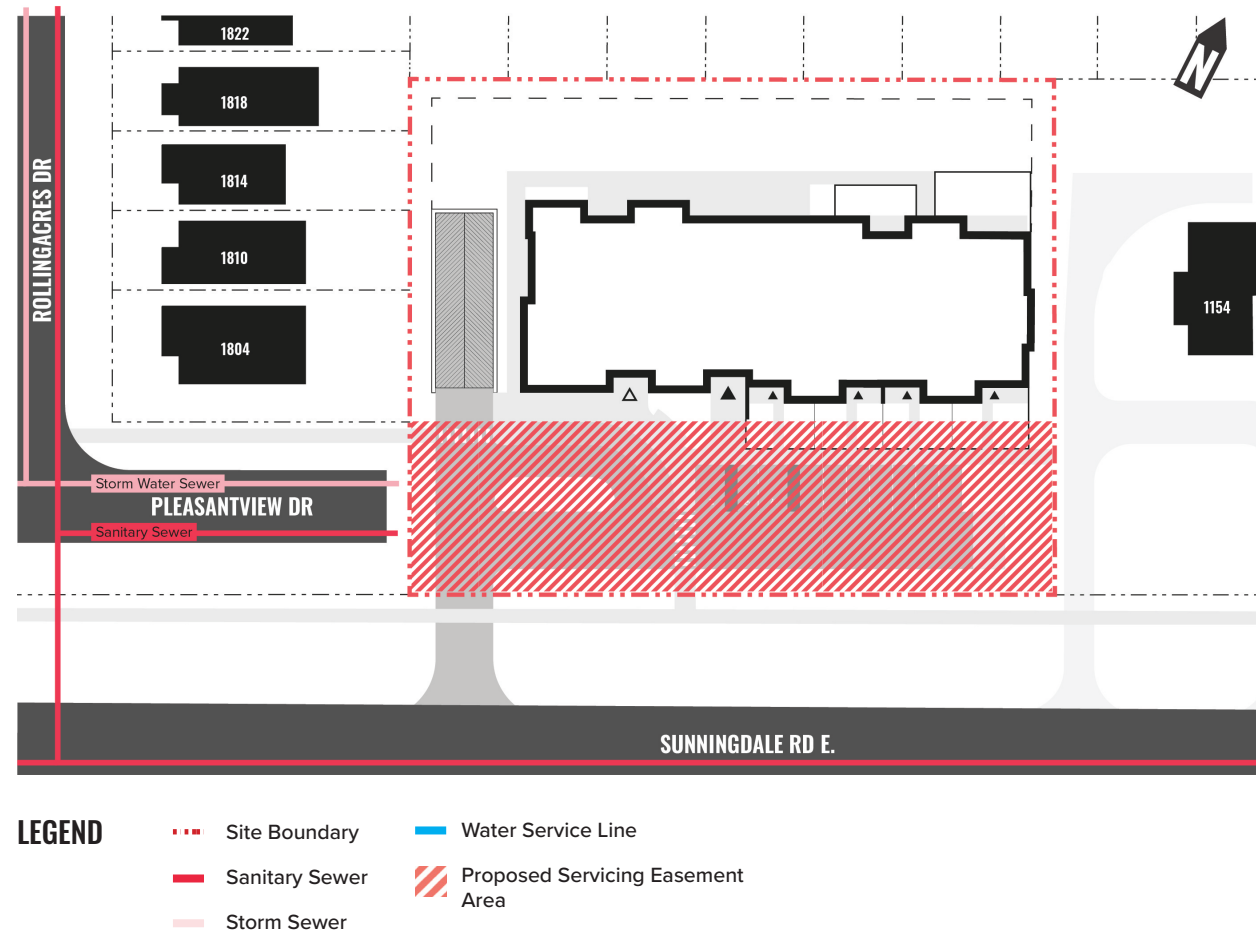


Figure 14: Servicing Study Highlights

**NOTE:** The above graphics and text represent a summary of the highlights of the Servicing Feasibility Study completed by Strik, Baldinelli, Moniz Ltd. in support of the Zoning By-law Amendment application. The complete report is available for public download at [www.siv-ik.ca/1140se](http://www.siv-ik.ca/1140se).

### / About

A Servicing Feasibility Study has been prepared by SBM Ltd. to establish the adequacy of existing City water, wastewater and stormwater services to accommodate the proposed development at 1140 Sunningdale Road East.

### / Key Findings

The 2021-06-10 Servicing Feasibility Study prepared by SBM Ltd. found that:

- » The site is tributary to the existing 200mm sanitary sewer which exists at the western site boundary within the Pleasantview Drive Right-of-way (ROW) and there appears to be sufficient capacity in the receiving sewers immediately downstream of the proposed development.
- » The domestic water supply will be provided via the existing 150mm PVC water-main in the Pleasantview Drive ROW and adequate water supply is available for the proposed development.
- » There is an existing 375mm storm sewer in the Pleasantview Drive ROW which will accommodate some of the resulting run-off. Supplementary on-site stormwater quantity and quality controls will be also be required which is typical for commercial and multi-residential developments.

## S7.3 Noise Assessment

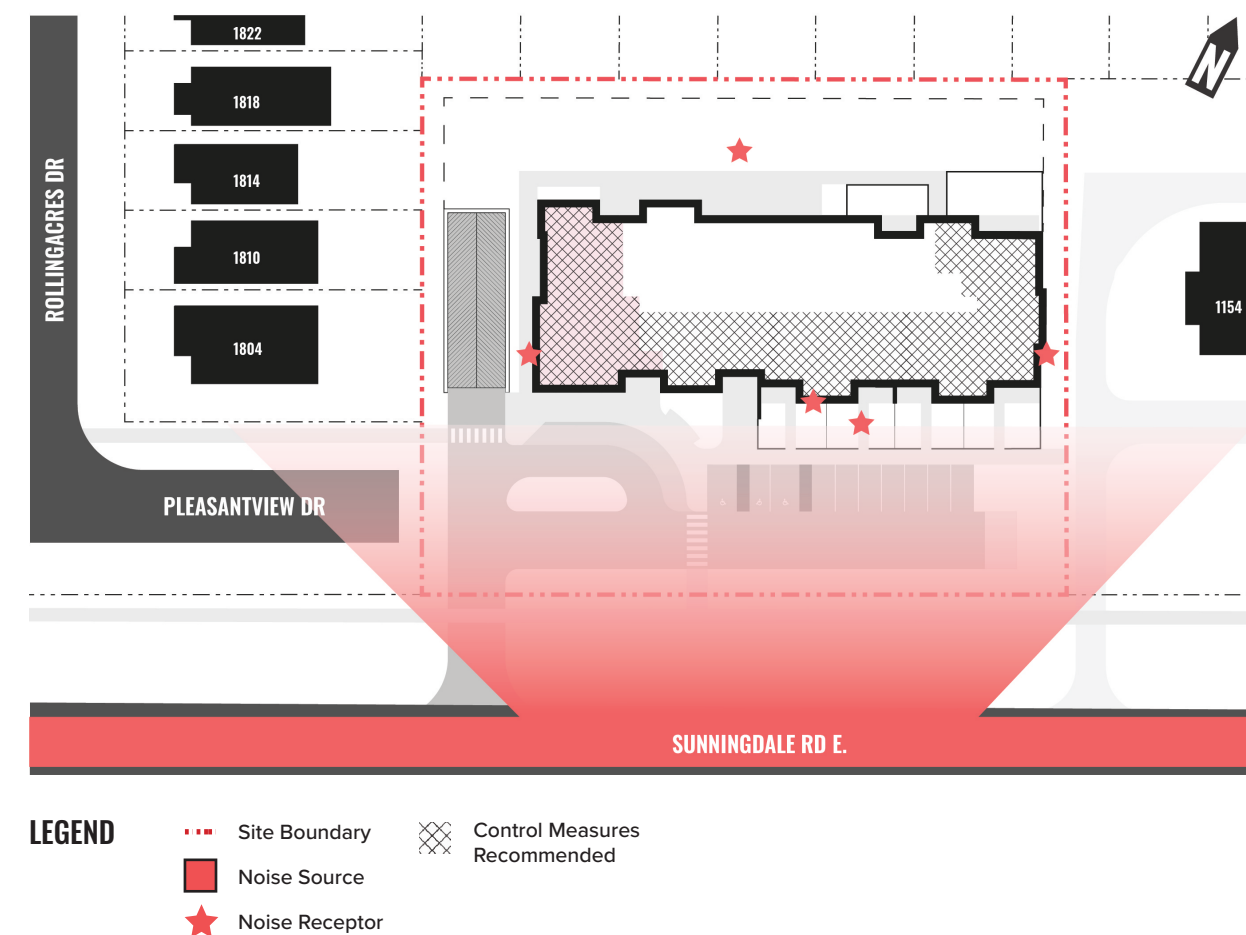


Figure 15: Noise Assessment Highlights

**NOTE:** The above graphics and text represent a summary of the highlights of the Environmental Noise Assessment Report completed by Strik, Baldinelli, Moniz Ltd. in support of the Zoning By-law Amendment application. The complete report is available for public download at [www.siv-ik.ca/1140se](http://www.siv-ik.ca/1140se).

### / About

An Environmental Noise Assessment was prepared by SBM Ltd. to determine noise levels from current and future traffic along Sunningdale Road East, understand potential noise levels for various areas of the project site and recommend noise control and mitigation measures where appropriate to address municipal and provincial requirements.

### / Key Findings

Based on the analysis carried out by SBM Ltd. and detailed in their 2021-05-14 Environmental Noise Assessment Report, it was found that:

- » The noise levels at the primary outdoor amenity area at the rear of the proposed building are below the limits established in MECP Guideline NPC-300 and no control measures are required.
- » Some front and side-facing residential units have potential to experience noise levels which exceed provincial guidelines by less than 10 dBA if no control measures are taken. The report recommends that provisions for central air conditioning be implemented in these units to allow closure of windows and ensure noise levels remain within the guideline levels.
- » Warning clauses be added to purchase or lease agreements advising of the potential for occasional elevated noise levels in defined areas of the site.



# S8 ENGAGEMENT SUMMARY

## S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our citizen engagement program was designed to provide an opportunity for those who are interested to learn about the vision for the site early on in the planning process and to share their thoughts. Royal Premier Homes and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 1140 Sunningdale Road East and how those steps intersect with our applicant-led citizen engagement program.

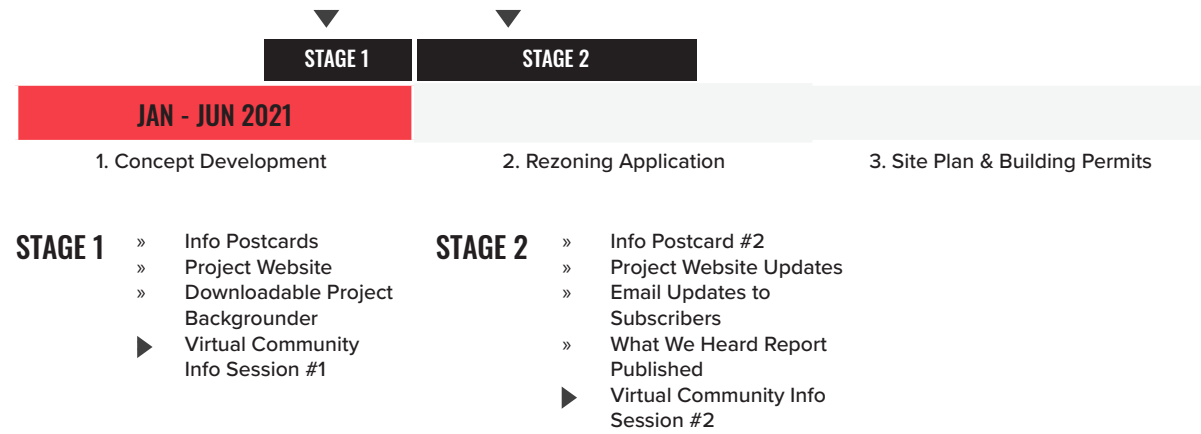


Figure 14: Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However, we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and, sharing what we have heard and our team's response to it.

## STAGE 1 TACTICS



### Info Postcard

230 information postcards were circulated to surrounding homes and businesses to notify local citizens of the planned redevelopment via direct mail and direct them to the project website.

### Project Website

A project website ([www.siv-ik.ca/1140se](http://www.siv-ik.ca/1140se)) was launched on May 12, 2021 to provide a “home-base” for sharing information and updates about the project and gathering feedback through an online feedback form.

### Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide educational content regarding City planning policy, the planning process, and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

### Virtual Community Info Session

The project team hosted a Zoom webinar on May 27, 2021 to provide a live forum to share information directly with residents/participants and facilitate a Q & A session with lead members of the project team.

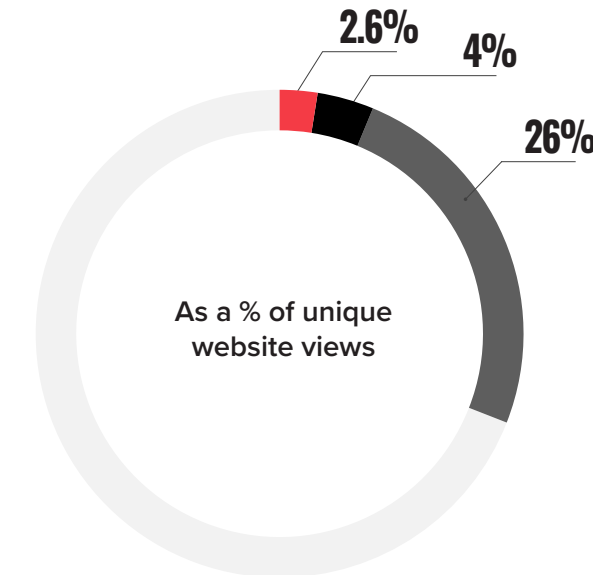
### What We Heard Report

The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report “closes the loop” on Stage 1 of our citizen engagement program by clearly documenting the feedback that was received and our response to it.

## REACH

**230** / INFO POSTCARDS CIRCULATED  
**300** / UNIQUE VIEWS OF THE PROJECT WEBSITE

## ENGAGEMENT



- Attended the Virtual Info Session #1
- Signed up for email updates
- Downloaded “Project Backgrounder” to learn more

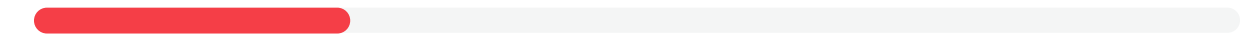
## FEEDBACK

**05** / UNIQUE RESPONDENTS  
**15** / UNIQUE PIECES OF FEEDBACK

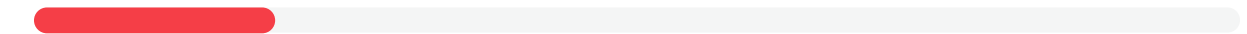
## TOPICS OF INTEREST

Key topics of interest have been derived based on the frequency of which various planning and design issues are mentioned within unique pieces of citizen feedback received through Stage 1 of our citizen engagement program. Verbatim feedback can be accessed in the 2021-07-15 What We Heard Report prepared by Siv-ik.

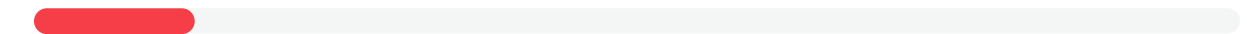
### Target Market/Demographics



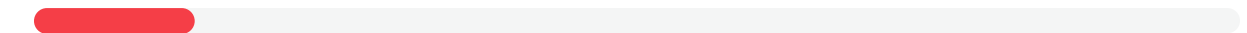
### Intensity



### Parking



### Privacy



**NOTE:** The graphics and text above represent highlights of Stage 1 of our citizen engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2021-07-15 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at [www.siv-ik.ca/1140se](http://www.siv-ik.ca/1140se).



# S9 INTERPRETATION

## 1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 1140 Sunningdale Road East. The Brief provides an overview of the proposed development which is representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the design outcome.

## 2 City of London Official Plan

The London Plan is the new Official Plan for the City of London. It has been adopted by City Council and approved by the Province with modifications. Significant parts of the plan are in force and effect but some remain under appeal to the OLT (Ontario Land Tribunal). Specifically, Map 1 - Place Types (and the corresponding Place Type policies) remains under appeal for the project site. For the purposes of project planning and design, the in-force policies of the London Plan and the applicable in-force policies of the 1989 Official Plan have served as the determinative guiding policy framework. The London Plan policies under appeal have been considered and have also informed the proposal to a considerable extent. Those policies are discussed generally in this report for reference. The MFMDR designation policies contained in the 1989 Official Plan provide similar overall direction for land use, intensity and urban form on the project site as the Council-adopted Neighbourhoods Place Type policies. This has led to the development of a plan that meets the objectives of the in-force policies and council approved policies for the site.

## 3 The Development Design

What you see is what you get. The proposed Zoning By-law has been structured such that the density bonus is tied to the construction of the specific building and site design represented by the graphics and illustrations in this Brief and the 2021-06-03 Architectural Design Package by Zedd Architecture Inc. This approach will ensure a high quality bricks and mortar design outcome, that aligns with the proposed zoning change, is realized on the site.

## 4 Stakeholder Engagement

The project team has carried out early engagement with the Ward 5 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review.



## REFERENCES

1. Site Survey prepared by Callon-Dietz Inc., dated April 20, 2020.
2. City of London Stoney Creek Neighbourhood Profile (2016).
3. The Provincial Policy Statement (2020).
4. 1989 City of London Official Plan.
5. The London Plan.
6. City of London Comprehensive Zoning By-law Z.-1.
7. Stoney Creek Community Plan (1999).
8. Z-8805 City of London Staff Report, dated November 6, 2017.
9. Site Plan Drawing prepared by LDS Engineering.
10. City of London, London CityMap (Last updated October 1, 2020).
11. Servicing Feasibility Study prepared by SBM Ltd., dated June 10, 2021.
12. Environmental Noise Assessment Report prepared by SBM Ltd., dated May 14, 2021.
13. Architectural Design Package prepared by Zedd Architecture Inc., dated June 3, 2021.



