

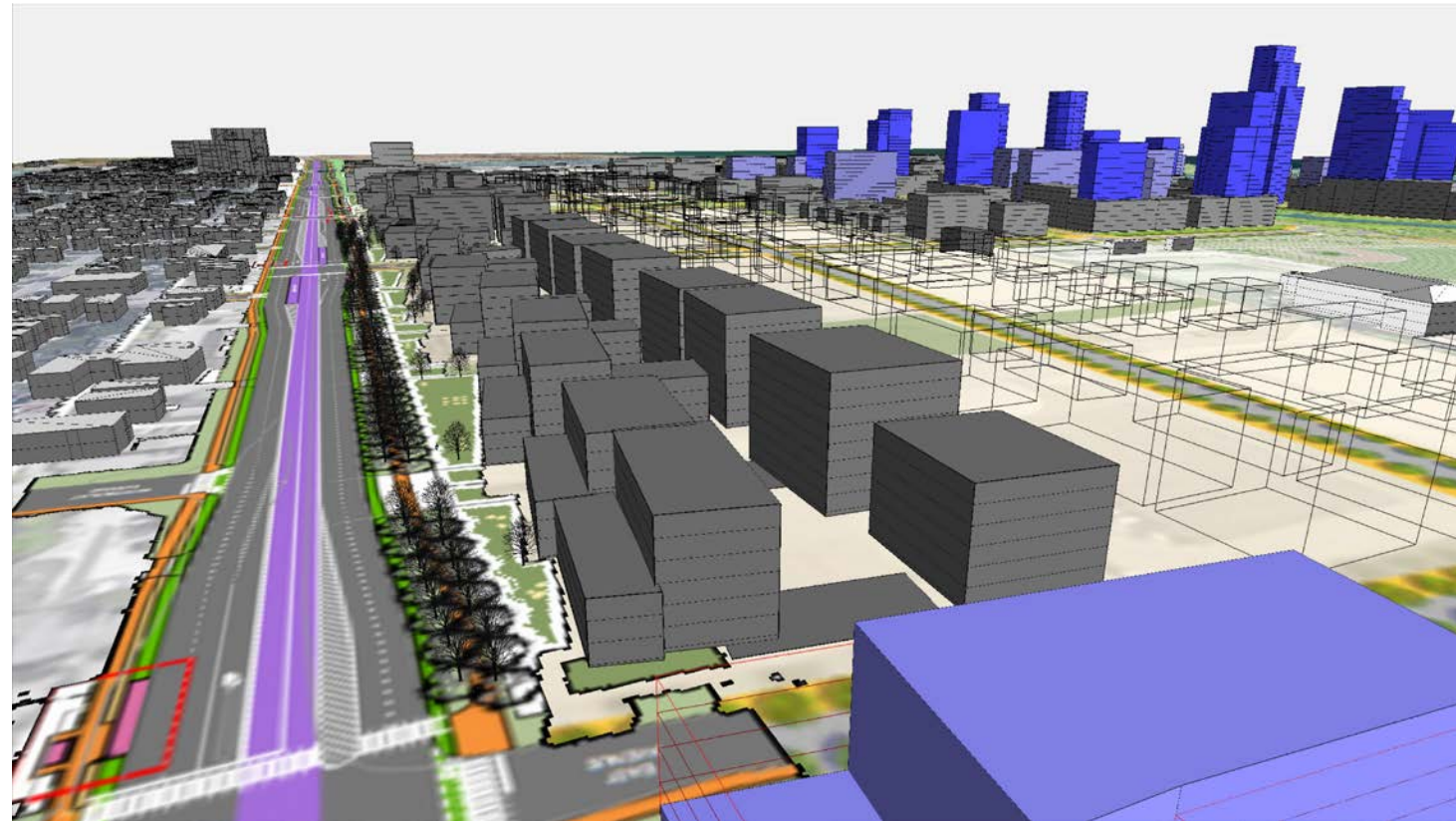
Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units.

Rangeview 3D density study - Images prepared by Professor John Danahy

5.6

- Image shows the Official Plan Major Node
- Rangeview model in the foreground achieving the target of 3700 units using 3 floors stepping to 6 floors along the park and a max of 8-floors at the back of the lots.
- Allows for a linear heritage street along Lakeshore freeing up the Heritage park setbacks as plazas and parks beside the bikeway and promenade in the road right of way as perfectly feasible. This uses the 45-degree plane from the middle of each parkette, with 3 storey edges, stepping to 6-storeys and the second row of building on the lot being 8-storeys

Illustrative 'Guideline Model' CLR – UofT – Professor Danahy
LRA workshops on the Lakeshore East



Comparative Rangeview images

Prepared by Professor John Danahy

Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units. Setbacks reflect heritage industrial edge and creates a series of park niches beside the cycling and pedestrian promenade

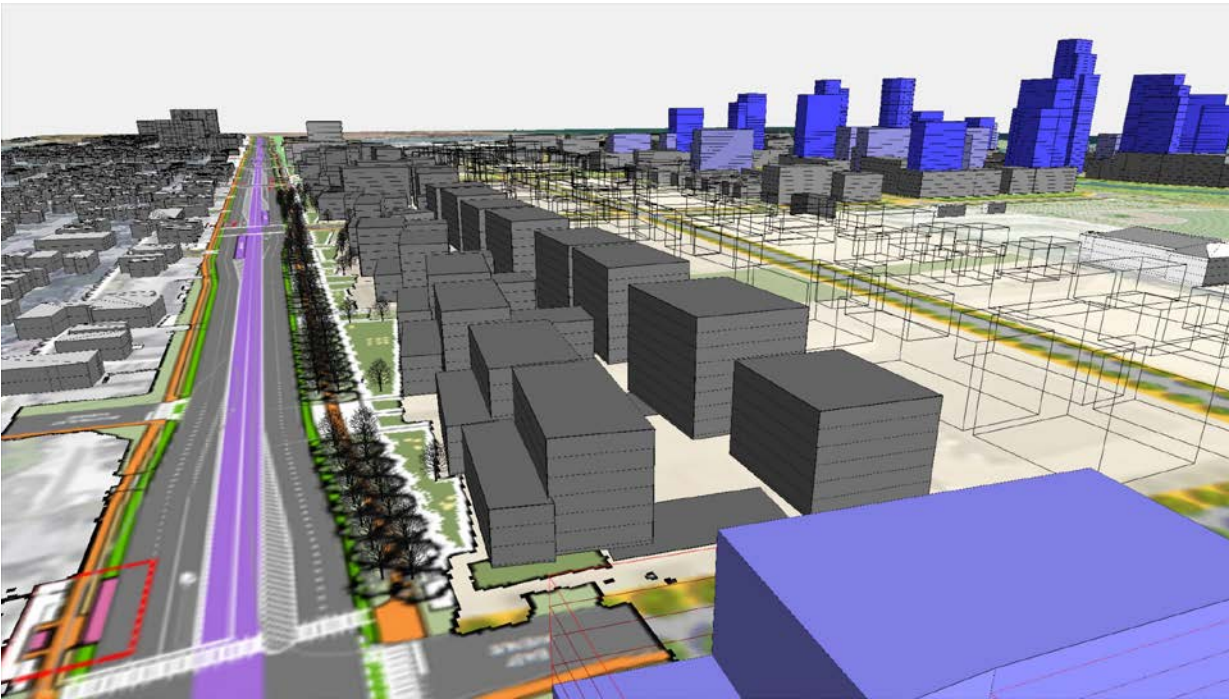
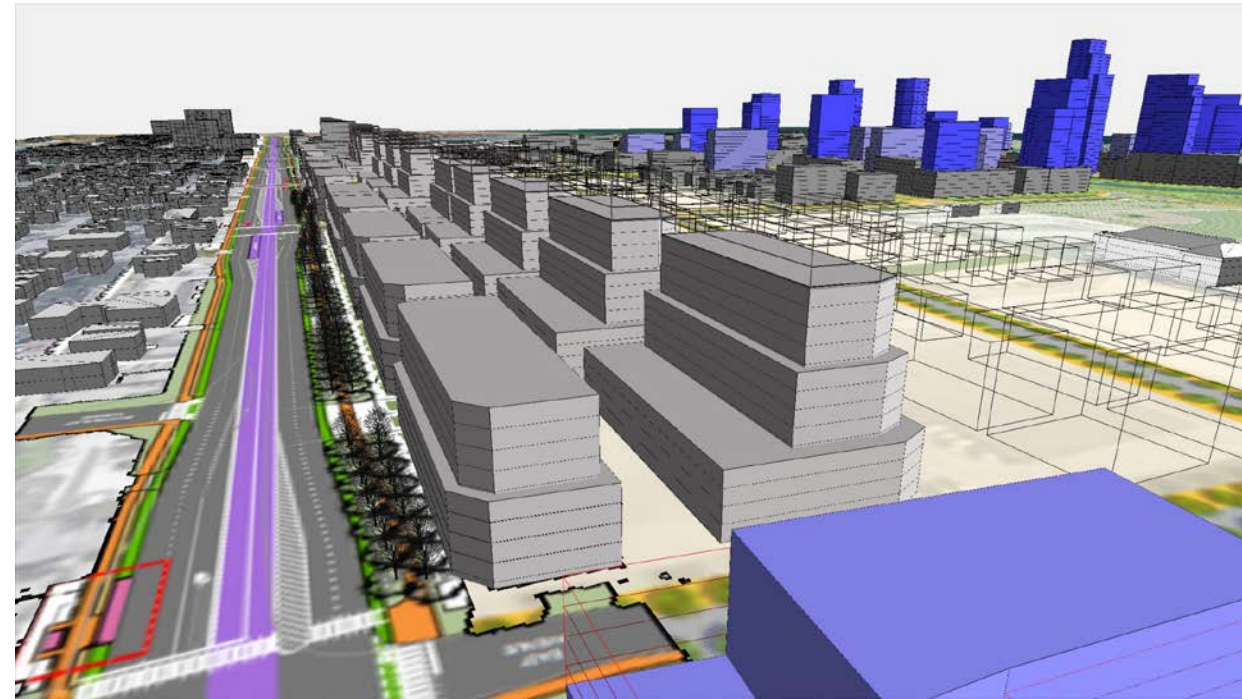


Fig 2: City Staff workshop example strategy 4-8 storeys and 12-15 storeys - 5500 Units



Comparative Rangeview images

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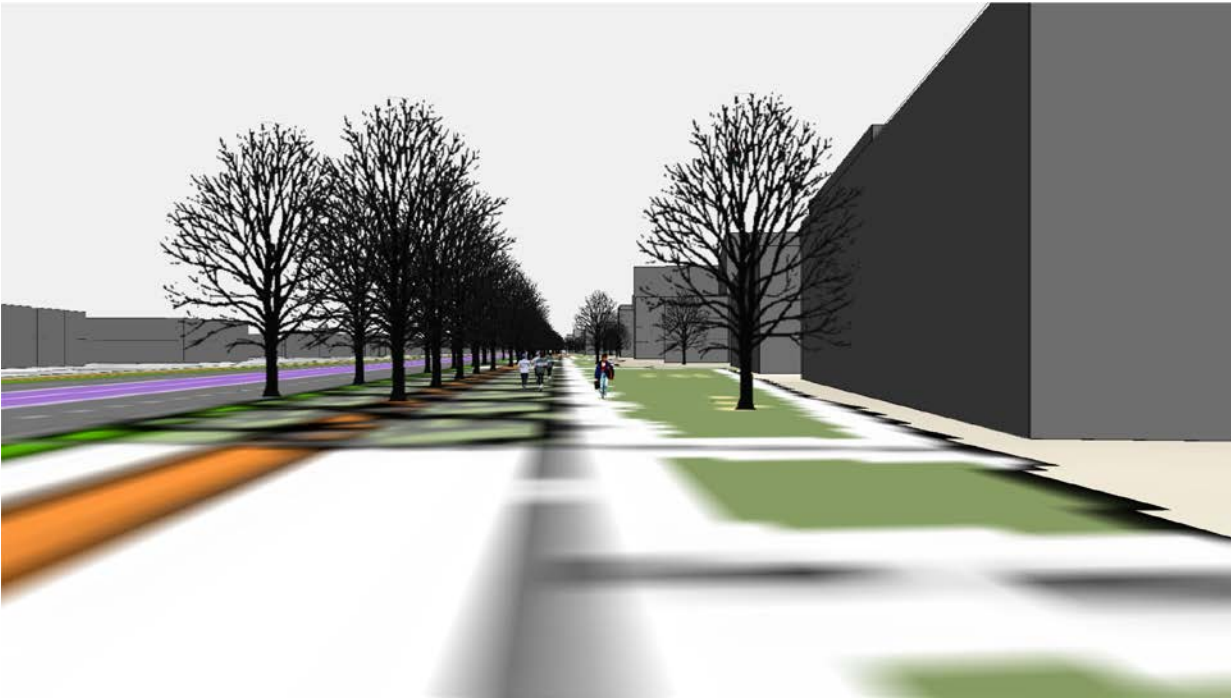
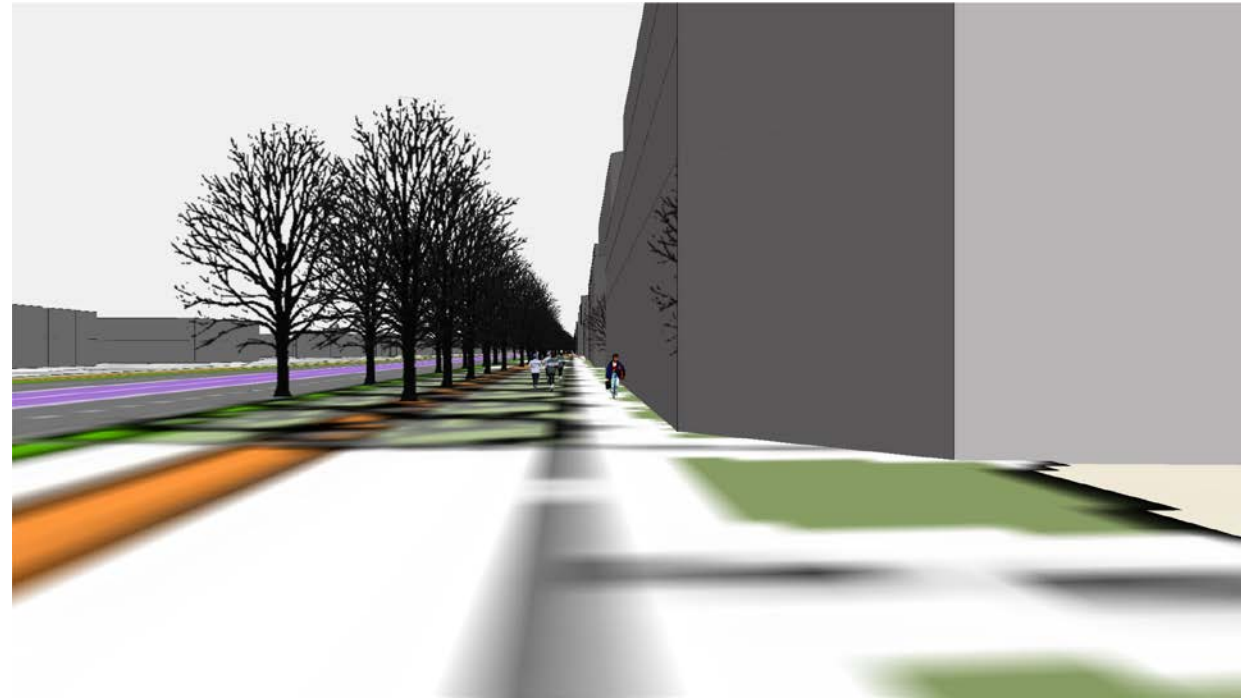


Fig 2: City Staff workshop example strategy 4-8 storeys and 12-15 storeys - 5500 Units





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November 15, 2021

VIA EMAIL: megan.piercey@mississauga.ca

Our File No. 151532

Planning and Development Committee
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Megan Piercey, Legislative Coordinator

Dear Chair and Committee Members:

**Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor (“LREC OPA”)**

We are solicitors to City Park (Lakeshore) Inc. who own the 1.07 acre property municipally known as 1381 Lakeshore Road East at the northeast corner of Lakeshore Road East and Dixie Road.

The City had commenced processing our client’s application, under file OZ 20/018 W1, for a midrise condominium apartment building on the subject lands. That application was filed, deemed complete and circulated prior to the Ward 1 Councillor-initiated Lakeshore Road East Corridor Study being launched. Nonetheless, as an area stakeholder, our client attended all of the online meetings and community workshops held during the study.

As permitted by the *Planning Act*, our client’s application was appealed to the Ontario Land Tribunal (OLT) and a hearing has been scheduled in 2022. As such, the matter is now proceeding to a contested hearing.

While caselaw suggests that the proposed LREC OPA, if adopted, would not apply to our client’s site specific OPA/ZBA as it was initiated after our client’s applications were deemed complete, we would request that the proposed LREC OPA explicitly acknowledge this to be the case.

With respect to the LREC OPA document as proposed, our client wishes to go on record as being opposed to it for reasons which include the following:

1. The proposed OPA has been drafted as an amendment to the Lakeview Local Area Plan but is essentially an urban design policy document that is narrow in scope and applies only to a small portion of one of many designated “Corridors” in the Official Plan with planned or funded Bus Rapid Transit lines. In our view, it is a reactionary response to a transitional area that is experiencing growth pressures. Standards such as those being proposed should only result after a comprehensive City wide policy study of all designated midrise corridors in the City of Mississauga has been undertaken, much the way that the Toronto Mid-Rise Guidelines for Avenues were reviewed and established.
2. In the case of our client’s site, the proposed LREC OPA would recommend a maximum building height limit of 8 storeys. We find this unacceptable for a site on a funded future

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BRT line at a major intersection that is also within a Regional MTSA and is further within 800 m walking distance of the Long Branch GO station. In our opinion, the proposed LREC OPA is not in conformity with the Provincial Growth Plan and the Region's Official Plan.

3. The City held Community Workshops in May, 2021 and brought in Urban Design Expert Harold Madi, who was instrumental in developing the City of Toronto Avenues Mid-Rise Guidelines. These guidelines are well accepted and establish heights not only on the depths of properties but also on the width of rights-of-way that such properties front onto. The proposed OPA does not appear to appropriately weigh both determinants and has simply established a maximum height of 2-8 storeys for all potential midrise properties based solely on their depth. There is little justification provided for this maximum height threshold which appears to totally disregard the significance and consequence of the existing and planned width of Lakeshore Road East on which the subject lands front.
4. The Mississauga Official Plan defines a "tall building" as a building with a height that exceeds the width of the right-of-way it fronts upon. The proposed LREC OPA establishes a midrise height threshold without actually defining what a mid-rise building is. This result, untethered to contextual facts and planning principles, conflicts with the City's in force Official Plan.

For these reasons amongst others, we believe that the proposed LREC OPA is flawed and that further study of other midrise conditions both within and outside of Mississauga are needed to more fairly and accurately establish height thresholds on designated corridors in the City of Mississauga.

Thank you for your consideration of this submission.

Yours truly,

AIRD & BERLIS LLP



Leo F. Longo

LFL/ly

- c. City Park (Lakeshore) Inc.
Jim Levac/Bruce McCall-Richmond, GSAI

46570394.1

Reply to the Attention of: Mary Flynn-Guglietti
Direct Line: 416.865.7256
Email Address: Mary.flynn@mcmillan.ca
Our File No.: 237032
Date: November 15, 2021

BY EMAIL (*megan.piercey@mississauga.ca*)

City of Mississauga
Planning and Development Committee
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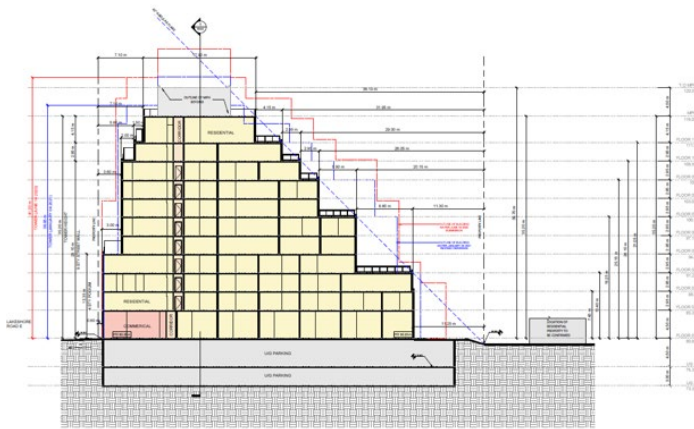
**Attention: Ms. Megan Piercey,
Legislative Co-ordinator**

Dear Chair & Members of the Planning and Development
Committee:

**Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor**

We are the solicitors retained on behalf of 2828778 Ontario Inc., the owner of the 0.91 acre beer store site located at the southwest corner of Lakeshore Road East and Enola Avenue, known municipally as 420 Lakeshore Road East (the "**Subject Lands**"), in the City of Mississauga (the "**City**"). The City is processing an application for an Official Plan and Zoning amendment of the Subject Lands under file OZ 20/018 W1 for a midrise condominium apartment building. The Subject Lands are located within the boundaries of the Lakeshore Road East Corridor (the "**Proposed OPA**").

Similar to other applications within the study area boundary, this application was deemed complete and circulated prior to commencement of the Lakeshore Road East Corridor Study. Both our client and our planning consultants, GSAI have registered and participated in all of the online meetings and community workshops held during the course of the study. Our application was originally proposed at 12 storeys and a subsequent resubmission was made at 11 storeys. As this lot is just over 60 m in depth, at 11 storeys we were able to address appropriate stepping and meet the 45 degree rear yard angular plane concerns, as illustrated in the sketch below, that City staff expressed in their initial comments.



Further dialogue had taken place with staff regarding a 10 storey alternative, as the City was concerned that the building would fall under the “Tall Building” definition wherein the height of the building exceeds the right-of-way width of the road it fronts onto. In this particular portion of Lakeshore Road East, the right-of-way width is 30 m. At 11 storeys, the proposed building is approximately 35 m in height.

The approach taken by the City is similar to what is used for designated Avenues in the City of Toronto where Midrise Guidelines are typically utilized to recommend appropriate heights based on the depth of the lot and the width of the right-of-way it fronts upon. While our application has been appealed to the OLT, we are optimistic that future mediation could take place with the City as we are seemingly only 5 m apart on height based on the Toronto Midrise Guideline approach. We further note that the City staff undertaking this study actually retained Harold Madi, a professional urban designer, to present the Toronto Mid-Rise Guidelines to area residents and stakeholders during the May, 2021 Community Workshops.

We were disappointed to now hear that a maximum height range of 2-8 storeys is now being proposed in the Study and is recommended in the Proposed OPA for lots over 60 m in depth.

We respectfully submit that the height of a proposed development should not be based on lot depth alone, but also on the width of the right-of-way of the public road a site has frontage upon. In considering the ultimate height of a proposed development it is appropriate to determine not only the depth of the lot but the width of the right of way and also whether appropriate stepping and angular planes can be met.

It is our submission that the proposed OPA should be amended to provide further consideration to existing guidelines in practice, such as the Toronto Midrise Guidelines that apply to new redevelopment proposals along Toronto’s designated Avenues, which are similar in character and function with Mississauga’s designated “Corridors”.

We thank you for the opportunity to comment on the proposed OPA and we trust that further consideration be given to our submission. Kindly ensure that we are provided with notice of any and all matters related to this item.

Yours truly,



Mary Flynn-Guglietti

Encl.

cc: Jim Levac/Stephanie Matveeve, GSAI
Dung Lam, Starbank Developments