

AIRD BERLIS

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March 5, 2024

BY EMAIL

Jessica Braun
City of Toronto Legal Services
Metro Hall
55 John Street, 26th Floor
Toronto ON, M5V 3C6

Dear Ms. Braun:

Re: Without Prejudice Offer to Settle
2402-2418 Dufferin Street and 4-10 Ramsden Road
OLT Lead Case No.: OLT-22-004621
Related OLT Case Nos.: OLT-22-004262 & OLT-22-004263
Municipal File Nos.: 21 235229 NNY 08 OZ & 21 235231 NNY 08 SB

As you are aware, we are counsel to Lindvest (Dufferin) Developments Limited, 2796661 Ontario Inc., and 2404 Dufferin Holdings Limited (collectively, the “**Owners**”) with respect to the lands municipally known as 2402-2418 Dufferin Street and 4-10 Ramsden Road in the City of Toronto (the “**Site**”). The Site is located at the northwest corner of Dufferin Street and Ramsden Road.

Further to the discussions that have taken place between the Owners and City Staff, we are writing to provide for City Council’s consideration a revised proposal for the purpose of settling the Owners’ Official Plan Amendment and Zoning By-law Amendment appeals currently before the Ontario Land Tribunal (the “**OLT**” or “**Tribunal**”).

Please note that this offer is being submitted on a **without prejudice** basis for the purpose of City Council’s consideration at its upcoming meeting on March 20, 2024.

Description of the Site

The Site is approximately 5,330 square metres in size and is currently developed with a mix of 1- and 2-storey residential and commercial buildings. The Site is partially bisected by an existing north-south public laneway.

The Site is designated *Neighbourhoods* and *Mixed Use Areas* on Map 17 of the City of Toronto Official Plan (the “**OP**”) and is located along a designated *Avenue* (Dufferin Street) as shown on Map 2 of the OP. The Site is also subject to Site and Areas Specific Policies 476 and 477 which form part of Official Plan Amendment 256, implementing the findings of the Eglinton Connects Planning Study. Due to its close proximity to the Fairbank LRT Station on the Eglinton Crosstown line, the Site is also located within the Fairbank Protected Major Transit Station Area (“**PMTSA**”) as delineated and adopted by Toronto City Council. The Fairbank PMTSA is delineated in Site

and Area Specific Policy 675 (“**SASP 675**”). SASP 675 was established by Official Plan Amendment No. 570 which was adopted by City Council, and is currently before the Minister of Municipal Affairs and Housing for approval.

The eastern portion of the Site is zoned CR (Commercial Residential) 2.5 (c2.5; r2.5) SS2 (x2572) and western portion of the Site is zoned RM (Residential Multiple) (f12.0; u2;d0.8) (x252) pursuant to Toronto City-wide Zoning By-law 569-2013 and MCR (Main Street Commercial/Residential and R2 (Residential Zone) by Former City of York Zoning By-law 1-83.

Development Application History

On November 5, 2021, the Owners, through their planning consultant MHBC, submitted Official Plan Amendment (“**OPA**”), Zoning By-law Amendment (“**ZBA**”) and Draft Plan of Subdivision (“**DPS**”) applications (collectively, the “**Applications**”) to the City. The Applications were deemed complete on November 10, 2021 and a community consultation meeting was held by the City on February 7, 2022. A related Site Plan Application (“**SPA**”) was also filed on November 10, 2021.

The Applications were filed in order to facilitate the redevelopment of the Site with a 24-storey tower on Block 1 (the “**East Building**”) and a 9-storey mid-rise building on Block 2 (the “**West Building**”).

On July 28, 2022, the Owners appealed the OPA, ZBA, and DPS Applications to the OLT due to Council’s failure to make a decision with respect to the Applications within the timeframe prescribed by the *Planning Act* (the “**Appeals**”). The SPA has not been appealed.

Two (2) Case Management Conferences were held on July 28, 2022 and April 3, 2023 and hearing dates are currently scheduled for April 15-26, 2023. Mediation between the City and the Owners was previously held on February 27 and March 23, 2023.

On November 17, 2023, the Owners submitted revised architectural plans with the parties and the OLT pursuant to Procedural Order for the Appeals. The revised architectural plans showed a reduced 4-storey West Building and an increased 35 storey East Building.

Throughout the appeal process, the Owner and their consultant team have continued to collaborate with City Staff in an attempt to resolve the outstanding issues and in an effort to reach a resolution of the Appeals.

Settlement Offer

In light of the foregoing, we are writing to provide a **without prejudice** settlement offer to resolve the OPA and ZBA appeals (the “**Settlement Offer**”). The revised development proposal for the Site (the “**Revised Proposal**”) which forms the basis of this Settlement Offer is described below and shown on the enclosed Architectural Plans prepared by RAW Design and dated March 5, 2024 (the “**Settlement Plans**”, included as **Attachment 1** to this letter).

The Revised proposal is the result of discussions between City Staff and the Owners. The Owners are now submitting this Settlement Offer for City Council's consideration as the Revised Proposal appropriately responds to and addresses the comments received from City Staff, including Planning, Urban Design, Transportation, and Urban Forestry.

The Settlement Offer is intended to resolve the Appeals with respect to the OPA and ZBA proposed for the Site. As the focus of settlement discussions have been with respect to the OPA and ZBA, the Owner and the City have not yet had the opportunity to determine the best way to address the DPS, which is also under appeal. Therefore, as noted in the conditions of settlement outlined below, the Owner is proposing that the DPS appeal be adjourned *sine die*, to provide the opportunity for the Owner and City Staff to have further discussions in order to determine the most appropriate means of finalizing the DPS as necessary.

The Settlement Offer includes the following key modifications as compared to the Architectural Plans filed with the Tribunal on November 17, 2023:

- The height of the East Building has been decreased from 35 storeys to 34 storeys (110.03 metres plus a 6.7 metre mechanical penthouse). The height of the West Building remains at 4 storeys (14.23 metres plus a 3.3 metre mechanical penthouse), which was previously decreased from 9 storeys in order to be consistent with the height limit of apartment buildings located in the *Neighbourhoods* designation.
- Portions of the 7th and 8th storeys of the East Building have been sculpted to reduce the massing and to eliminate the portions of the podium above the 6th floor, with the tower now starting on Level 7.
- As a result of the changes to the height and massing, the total Gross Floor Area has slightly decreased from 32,588 square metres to 31,816 square metres.
- The existing City-owned laneway that partially bisects the Site is proposed to be extended through the conveyance by the Owners of additional lands to the City, which will bring the laneway to the Site's northern property line. The design of the laneway includes new pedestrian walkways.
- In response to Transportation Staff's request, the trees along the Dufferin Street frontage have been removed and replaced with a landscape buffer. A 2.1-metre pedestrian clearway will be provided within the public Right of Way along Dufferin Street.
- In response to Transportation Staff's request, a 0.3 metre setback will be provided between the Site's eastern property line and the edge of the sidewalk along Dufferin Street.

- In response to Transportation Staff's request, the Owners will agree to include short term parking space(s) within the underground garage of the West Building as determined through an assessment of the pick-up/drop-off needs of said building. Details regarding the short term delivery parking space(s), including appropriate signage and wayfinding, can be finalized through the Site Plan approval process for this development.
- In response to Staff's request, the Owners are proposing to preserve the tree along the Ramsden frontage, with the sidewalk to run adjacent to the park in a linear manner. The Owners and Transportation Staff agree to work cooperatively during the Site Plan stage in order to design an appropriate jog in the sidewalk within the existing available space. This element of the Settlement Offer has not been depicted in the Settlement Plans attached herein as **Attachment 1**.

Terms of Settlement

The Owners are prepared to settle these Appeals with the City, provided that City Council support the approval by the OLT of a revised OPA and ZBA reflecting the Revised Proposal described above and as shown on the Settlement Plans attached herein as **Attachment 1** and in accordance with the following settlement terms:

1. **Rental Housing:** The Owners and the City agree that there is one (1) rental housing unit on the Site. As a result, no replacement is required. However, prior to the issuance of Notice of Approval Conditions for Site Plan Control, the Owners agree to make best efforts to provide a Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning, for the one (1) former tenant. This former tenant vacated the property approximately two years ago and therefore the Owners are not able to confirm that they will be able to make contact with the former tenant. Furthermore, the City agrees to bring forward the Owners' Rental Housing Demolition Application as soon as practical after the issuance of a final order of the OLT on the Zoning and Official Plan amendment applications.
2. **Parkland Conveyance:** The Owner agrees to convey the Park (a 503.2 square metre parcel of land as shown in the enclosed Architectural Plans) to the City, free and clear, above and below grade, of all easements, encumbrances, and encroachments, for a future public park at no cost to the City and in full satisfaction of the City's parkland contribution requirements set out in Article III, Chapter 415 of the Municipal Code in connection with this development.
3. **Laneway Turnaround:** In response to the City's request, the laneway has been designed to accommodate a "hammerhead" at its future northern limit, which is partially located on the privately owned lands on either side of the extended lane. The portions of the hammerhead on the Site will be subject to an access easement in favour of the City, that will be conveyed as a condition of Site Plan Approval to the Satisfaction of the General

Manager, Transportation Services. This configuration is intended to accommodate the turnaround movements of City vehicles that will service the lane on an interim basis, until such time as redevelopment of the neighbouring property to the north allows the laneway to be extended to Bowie Avenue. Vehicle Manoeuvring Diagrams (the “VMDs”) have been enclosed as **Attachment 2** to this Settlement Offer, and demonstrate that the “hammerhead” design is functional for truck turning, including for City vehicles whose dimensions have been provided by City Transportation Staff.

4. **Conditions Related to Easements:** As noted above, the Owners have agreed to Transportation Staff’s request to provide a public easement over the lands adjacent to the “hammerhead” to in order to accommodate truck turning manoeuvres (as shown by “hatching” on the VMDs attached to this letter as **Attachment 2**). Furthermore, the Owners similarly agree to remove the existing pedestrian easement (running along the northern property line of the Site) for the portions of the lands to be conveyed to the City for the extended laneway. As a term of this settlement, the City shall require the provision of the “hammerhead” access easements and the removal of the existing pedestrian easement as conditions of Site Plan Approval to the satisfaction of the General Manager, Transportation Services. Furthermore, the City agrees to release the “hammerhead” access easement shown on Attachment 2 and to its removal from title at such future time that the laneway is fully extended northwards to Bowie Avenue. With respect to the easements to be provided, the Owners agree to the following:
 - a. The Owners assume responsibility for all expenses, upkeep, and liabilities within the designated easement areas.
 - b. Should there be underground parking or other structures beneath the easement area, a design submission from a structural engineer is required. This submission must demonstrate that the future parking structure or other structures are reinforced to meet the applicable provisions of the Canadian Highway Bridge Design Code, ensuring they can support the expected vehicular loading of this public right-of-way, to the satisfaction of Transportation Services.
 - c. Clear differentiation of the easement area using distinct colors or materials is required to facilitate staff recognition of the turning maneuver zone.
 - d. Additional comprehensive safety management programs must be implemented for the turning area located in front of underground parking ramps, alongside the provided lighting, to meet the satisfaction of Transportation Services.
5. **Pre-Conditions to Final Order:** The Owner and the City shall agree to request that the Tribunal approve the OPA and ZBA applications in principle and withholds its Final Order until such time as the parties jointly confirm that the following condition has been fulfilled:
 - a. The Official Plan Amendment and Zoning By-law Amendment are in a final form satisfactory to the Chief Planner and Executive Director, City Planning and the Owner;

- b. The owner has submitted an updated Transportation Impact Study to the satisfaction of the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning;
 - c. the owner has submitted a revised Transportation Demand Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, and that such matters be secured if required;
 - d. the owner has provided financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the acceptable Functional Servicing Report and Stormwater Management Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development. In requiring any off site municipal infrastructure upgrades, the owner is to make satisfactory arrangements with Engineering and Construction Services for Work on the City's Right-of-Way;
 - e. the owner has provided space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10;
 - f. the owner has provided a revised draft Plan of Subdivision to the satisfaction of the Chief Planner and the Executive Director, City Planning, as necessary.
6. **OLT Hearing:** If City Council accepts this Settlement Offer, the City and the Owners agree to jointly request a one-day settlement hearing for the OPA and ZBA appeals during the reserved hearing dates from April 15 to 26, 2024. The City and the Owners agree to adjourn the appeal of the DPS application *sine die*.
7. **Site Plan:** Through the discussions that have resulted in this Settlement Offer and the Revised Proposal, the Owner has agreed to requests from City Staff pertaining to specific designs regarding access, landscaping, laneway configuration, and the location of the pedestrian clearway, all which are reflected on the Settlement Plans and VMDs included here. It is expected that these features will be reflected as agreed to herein through the Site Plan approval process implementing this development. Notwithstanding the foregoing, where relief is required in the underground garage to the City's minimum drive aisle width of 6.0 metres, such relief will be obtained through future applications for minor variances.

8. **Draft Instruments:** The City and the Owners shall work together to prepare an agreed-upon draft of the Official Plan Amendment and Zoning By-law Amendment to permit the Settlement Proposal. The City will not object to the Owners filing the draft instruments as exhibits at the Tribunal settlement hearing.
9. **Timing:** The terms of this Settlement Offer shall remain open until the conclusion of the City Council meeting commencing on March 20, 2024.

In support of the Settlement Offer, we enclose materials which support the Revised Proposal as described above, including the following:

- **Attachment 1:** Architectural Plans prepared by RAW Design dated March 5, 2024; and
- **Attachment 2:** Vehicle Manoeuvring Diagrams for the Laneway prepared by LEA Consulting Ltd., dated February 28, 2024.

Thank you in advance for your consideration of this Settlement Offer. Should you have any questions, do not hesitate to contact the undersigned or my partner Alexander J. Suriano at asuriano@airdberlis.com or 437-880-6108.

Yours truly,

AIRD & BERLIS LLP



Sidonia J. Tomasella
SJT/NM/cb

Cc: Client

16069 Dufferin and Ramsden

Dufferin and Ramsden,
Toronto ON

Lindvest (Dufferin) Developments Limited

Project: 16069
Date: 2024-03-05
Issued for: SETTLEMENT OFFER

ARCHITECTURAL DRAWING LIST	
SHEET NUMBER	SHEET TITLE
A000 - GENERAL	
A001	COVER / DRAWING LIST
A002	SITE STATS AND CONTEXT
A100	SITE PLAN
A200 - FLOOR PLANS	
A101	P1 FLOOR PLAN
A102	P2 FLOOR PLAN
A103	P3 FLOOR PLAN
A201	GROUND FLOOR PLAN
A202	2nd FLOOR PLAN
A203	3rd FLOOR PLAN
A204	4th FLOOR PLAN
A205	5th FLOOR PLAN
A206	6th FLOOR PLAN
A207	7th FLOOR PLAN
A208	8th FLOOR PLAN
A209	9th -34th FLOOR PLAN
A235	MECH PH
A236	TOP ROOF
A400 - ELEVATIONS	
A401	BUILDING ELEVATIONS
A402	BUILDING ELEVATIONS
A403	BUILDING ELEVATIONS
A404	BUILDING ELEVATIONS
A500 - SECTIONS	
A501	BUILDING SECTIONS

PROJECT CONSULTANTS

PLANNING

MHBC PLANNING
540 Bingemans Centre Drive, Suite 200
Kitchener, ON N2B 3X9
(519) 576-3650

SURVEYORS

KRCMAR SURVEYORS LTD.
1137 Centre St
Thornhill, ON L4J 3M6
(905) 738-0053

SITE SERVICING

SCS CONSULTING GROUP LTD.
30 Centurian Drive, Suite 100
Markham, ON L3R 8B8
(905) 475-1900

TRAFFIC

LEA CONSULTING LTD.
425 University Ave #400
Toronto, ON M5G 1T6
(905) 470-0015

LANDSCAPE

NAK DESIGN STRATEGIES.
421 Roncesvalles Ave
Toronto, ON M6R 2N1
(416) 340-8700

WIND & ACOUSTICS

ROWAN WILLIAMS DAIVES & IRWIN INC.
600 Southgate
Guelph, ON N1G 4P6
(519) 823-1311

MECHANICAL AND ELECTRICAL

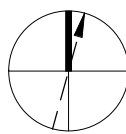
ABLE ENGINEERING INC.
20 Densley Av
North York, ON M6M 2R1
(905) 669-4055

Attachment 1

This drawing is the property of the Architect and may not be reproduced or used without the express consent of the Architect. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

ISSUE RECORD
2021-11-05 Issued for SPA
2023-11-17 OLT Submission

REVISION RECORD
NO. DATE DESCRIPTION



North



405-317 ADELAIDE STREET
WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

16069

16069 Dufferin and
Ramsden

Lindvest (Dufferin)
Developments
Limited

COVER / DRAWING
LIST

A001

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729 WWW.RAWDESIGN.CA

Dufferin Ramsden
Toronto
16069
OS-Max-24
Official Plan
Current Zoning
ROW
Gross Site Area
New Lane
Street Widening
Net Site Area
Park
Net Site Area after Park

Mixed Use and Neighbourhood
27m
5,330
29
5,099
4,996 49,460

EAST BUILDING - HIGH RISE

Level	TH	S	SB	SB-D	SB	SB	Total	GCA			Indoor Amenity	Exclusions	GFA	
								Retail	Residential	Total			Total	SI
P1								1876	20,275	1876	20,275			
P2								1876	20,275	1876	20,275			
P3								1876	20,275	1876	20,275			
TOTAL BELOW								5534	60,825	5534	60,825			
1							0	520	5,597	589	6,037	1,359	14,628	105
2							0	520	5,597	1,227	13,207	70	715	1,897
3							0	520	5,597	1,404	15,113	70	818	1,328
4							0	520	5,597	1,404	15,113	70	715	1,314
5							0	520	5,597	1,404	15,113	70	715	1,314
6							0	520	5,597	1,404	15,113	70	715	1,314
7							0	520	5,597	1,404	15,113	70	715	1,314
8							0	520	5,597	1,404	15,113	70	715	1,314
9							0	520	5,597	1,404	15,113	70	715	1,314
10							0	520	5,597	1,404	15,113	70	715	1,314
11							0	520	5,597	1,404	15,113	70	715	1,314
12							0	520	5,597	1,404	15,113	70	715	1,314
13							0	520	5,597	1,404	15,113	70	715	1,314
14							0	520	5,597	1,404	15,113	70	715	1,314
15							0	520	5,597	1,404	15,113	70	715	1,314
16							0	520	5,597	1,404	15,113	70	715	1,314
17							0	520	5,597	1,404	15,113	70	715	1,314
18							0	520	5,597	1,404	15,113	70	715	1,314
19							0	520	5,597	1,404	15,113	70	715	1,314
20							0	520	5,597	1,404	15,113	70	715	1,314
21							0	520	5,597	1,404	15,113	70	715	1,314
22							0	520	5,597	1,404	15,113	70	715	1,314
23							0	520	5,597	1,404	15,113	70	715	1,314
24							0	520	5,597	1,404	15,113	70	715	1,314
25							0	520	5,597	1,404	15,113	70	715	1,314
26							0	520	5,597	1,404	15,113	70	715	1,314
27							0	520	5,597	1,404	15,113	70	715	1,314
28							0	520	5,597	1,404	15,113	70	715	1,314
29							0	520	5,597	1,404	15,113	70	715	1,314
30							0	520	5,597	1,404	15,113	70	715	1,314
31							0	520	5,597	1,404	15,113	70	715	1,314
32							0	520	5,597	1,404	15,113	70	715	1,314
33							0	520	5,597	1,404	15,113	70	715	1,314
34							0	520	5,597	1,404	15,113	70	715	1,314
TOTAL ABOVE GRADE								520	5,597	589	6,037	1,359	14,628	105
TOTAL								5,534	60,825	5,534	60,825	2,718	29,456	2,010

Waste storage area required

129 ssm

WEST BUILDING - LOW RISE

Level	TH	S	SB	SB-D	SB	SB	Total	GCA			Indoor Amenity	Exclusions	GFA	
								Retail	Residential	Total			Total	SI
P1								2075	22,331	2075	22,331			
P2								2075	22,331	2075	22,331			
P3								2075	22,331	2075	22,331			
TOTAL BELOW								6150	67,000	6150	67,000			
1							0	1382	15,799	1382	15,799	197	2,103	34
2							0	1382	15,799	1382	15,799	41	441	1,325
3							0	1382	15,799	1382	15,799	41	441	1,297
4							0	1382	15,799	1382	15,799	41	441	1,297
5							0	1382	15,799	1382	15,799	41	441	1,297
6							0	1382	15,799	1382	15,799	41	441	1,297
7							0	1382	15,799	1382	15,799	41	441	1,297
8							0	1382	15,799	1382	15,799	41	441	1,297
9							0	1382	15,799	1382	15,799	41	441	1,297
10							0	1382	15,799	1382	15,799	41	441	1,297
11							0	1382	15,799	1382	15,799	41	441	1,297
12							0	1382	15,799	1382	15,799	41	441	1,297
13							0	1382	15,799	1382	15,799	41	441	1,297
14							0	1382	15,799	1382	15,799	41	441	1,297
15							0	1382	15,799	1382	15,799	41	441	1,297
16							0	1382	15,799	1382	15,799	41	441	1,297
17							0	1382	15,799	1382	15,799	41	441	1,297
18							0	1382	15,799	1382	15,799	41	441	1,297
19							0	1382	15,799	1382	15,799	41	441	1,297
20							0	1382	15,799	1382	15,799	41	441	1,297
21							0	1382	15,799	1382	15,799	41	441	1,297
22							0	1382	15,799	1382	15,799	41	441	1,297
23							0	1382	15,799	1382	15,799	41	441	1,297
24							0	1382	15,799	1382	15,799	41	441	1,297
25							0	1382	15,799	1382	15,799	41	441	1,297
26							0	1382	15,799	1382	15,799	41	441	1,297
27							0	1382	15,799	1382	15,799	41	441	1,297
28							0	1382	15,799	1382	15,799	41	441	1,297
29							0	1382	15,799	1382	15,799	41	441	1,297
30							0	1382	15,799	1382	15,799	41	441	1,297
31							0	1382	15,799	1382	15,799	41	441	1,297
32							0	1382	15,799	1382	15,799	41	441	1,297
33							0	1382	15,799	1382	15,799	41	441	1,297
34							0	1382	15,799	1382	15,799	41	441	1,297
TOTAL ABOVE GRADE								1382	15,799	1382	15,799	197	2,103	34
TOTAL								7,532	82,800	7,532	82,800	2,915	31,559	1,344

Waste storage area required

38 ssm

Level	TH	S	SB	SB-D	SB	SB	Total	GCA			Indoor Amenity	Exclusions	GFA	
								Retail	Residential	Total			Total	SI
P1								2075	22,331	2075	22,331			
P2								2075	22,331	2075	22,331			
P3								2075	22,331	2075	22,331			
TOTAL ABOVE GRADE								6150	67,000	6150	67,000			
TOTAL								12,682	136,800	12,682	136,800	2,915	31,559	1,344

Waste storage area required

6.92

AMENITY AREA - WEST

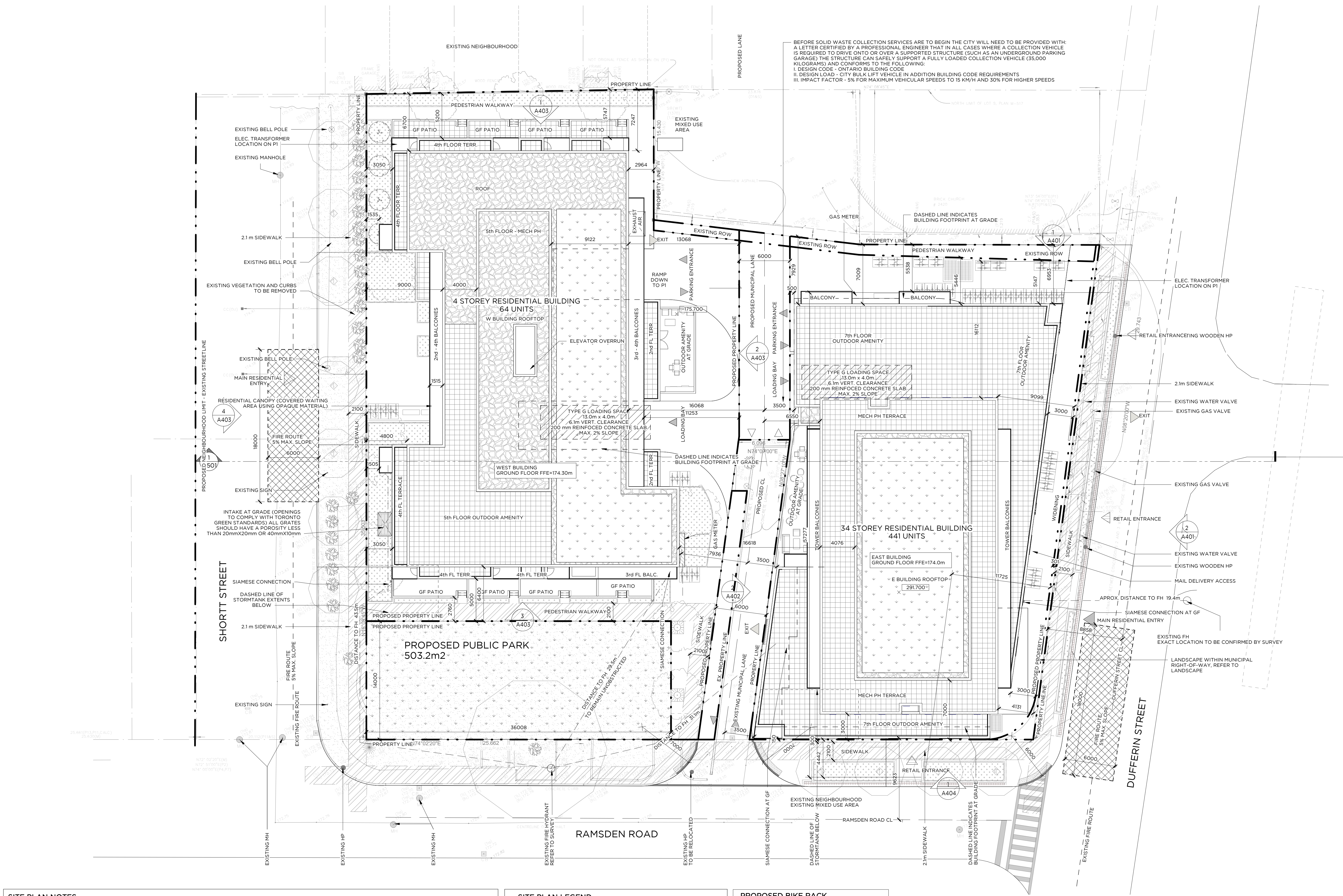
Level	TH	S	SB	SB-D	SB	SB	Total	GCA			Indoor Amenity	Exclusions	GFA	
								Retail	Residential	Total			Total	SI
P1								2075	22,331	2075	22,331			
P2								2075	22,331	2075	22,331			
P3								2075	22,331	2075	22,331			
TOTAL ABOVE GRADE								6150	67,000	6150	67,000			
TOTAL								12,682	136,800	12,682	136,800	2,915	31,559	1,344

Waste storage area required

6.92

AMENITY AREA - EAST

Residents	Ratio	0.3	5	0.5	18	0.8	28	1
			1		16		30	
3.5.2.2	Ratio	1/unit for the first (5) and 0.1/unit for each additional unit						



- SITE PLAN NOTES**
 - THE BUILDING IS TO BE SPRINKLERED.
 - THE SOLID WASTE ROOM ON W BUILDING IS MIN 38 SM AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE (ACCESS AT FLOORS 2-4). ADDITIONAL BULK STORAGE IS PROVIDED AT A MINIMUM OF 100M³ OF SOLID WASTE ROOM ON E BUILDING IS MIN 129 SM AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE (ACCESS AT FLOORS 2-4).
 - COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE ON SITE IN THE LOADING AREA DESIGNATED ON THE GROUND FLOOR PLAN. AN ON-SITE TRAINED STAFF/MAINTENANCE PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE SOLID WASTE ROOM TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIONS TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE CITY, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
 - SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
 - REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.
 - ALL EXISTING ACCESS, CURB CUTS, TRAFFIC CONTROL SIGNS ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATE.
- PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T330-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
 - THIS BUILDING IS DESIGNED WITH A SHARED LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE AT NO COST TO THE CITY. WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE.
 - SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED. ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
 - NO SPEED BUMPS SHALL BE INSTALLED ON ANY MAIN DRIVEWAY AISLE OR DESIGNATED FIRE ROUTE.
 - TYPICAL PARKING SPACES ARE 2.6M X 5.6M. SPACES WITH ADJACENT OBSTRUCTIONS OF A DEPTH GREATER THAN 1M TO HAVE A TYPICAL ALLOWANCE OF 0.3M FROM PARKING SPACE.
 - ALL VISITOR PARKING SPACES TO BE CLEARLY SIGNED AT THE FRONT OF EACH SPACE AS "VISITOR".
 - ALL SMALL CAR PARKING SPACES TO BE CLEARLY SIGNED AT THE FRONT OF EACH SPACE AS "SMALL CAR".
 - ALL ACCESSIBLE PARKING SPACES AT GRADE AND UNDERGROUND TO COMPLY WITH BY-LAW 579-2017.
 - THE POROSITY OF ALL GROUND LEVEL GRATES WILL BE MAX. 20mm X 20mm.

SITE PLAN LEGEND	
NOTES: REFER TO CONSULTANTS DRAWINGS FOR INFORMATION RELATING TO SITE SERVICING, GRADING AND LANDSCAPE. ALL ITEMS NEW CONSTRUCTION UNLESS NOTED OTHERWISE.	SITE PLAN INFORMATION TAKEN FROM: BOUNDARY AND TOPOGRAPHIC SURVEY OF LOTS 5, 6, 7, 8 AND PART OF LOT 9 PLAN M-557 LOT 2, REGISTERED PLAN 2601 LOT 5B AND PART OF LOT 8 REGISTERED PLAN 855 (YORK) CITY OF TORONTO PREPARED BY KIRCHER SURVEYORS LTD. (SEPT 10TH 2004) 174.67m = AVERAGE GRADE 174.00m = ESTABLISHED GRADE 00.0000 = PROPOSED ELEVATION +0000 = EXISTING ELEVATION
Abbreviations: AD CACF CB FD HB HP HLP LIS BP TCC TOS	AREA DRAIN CENTRAL ALARM CONTROL FACILITY CATCH BASIN FLOOR DRAIN HOSE BIB HYDRO LIGHT POLE MAN HOLE TRAFFIC LIGHT STANDARD BELL POLE TOP OF CURB TOP OF STRUCTURE

PROPOSED BIKE RACK

Single Stackable Bike Rack Section
Bike Rack MFG Dist.
416-927-7499

SPEC:
PRODUCT: The Lock-up stackable bike rack
SECTIONS: 4 sections, 4 sections 4 single sections
CAPACITY: 8 bikes, 8 bikes, 8 bikes, 8 bikes
MATERIAL: Steel mesh
FINISH: Hot Dip Galvanized
SPACE: 1000mm (39.37") center to center

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REVISION RECORD
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North

RAW

405-317 ADELAIDE STREET
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+1 416 599 9729
WWW.RAWDESIGN.CA

16069

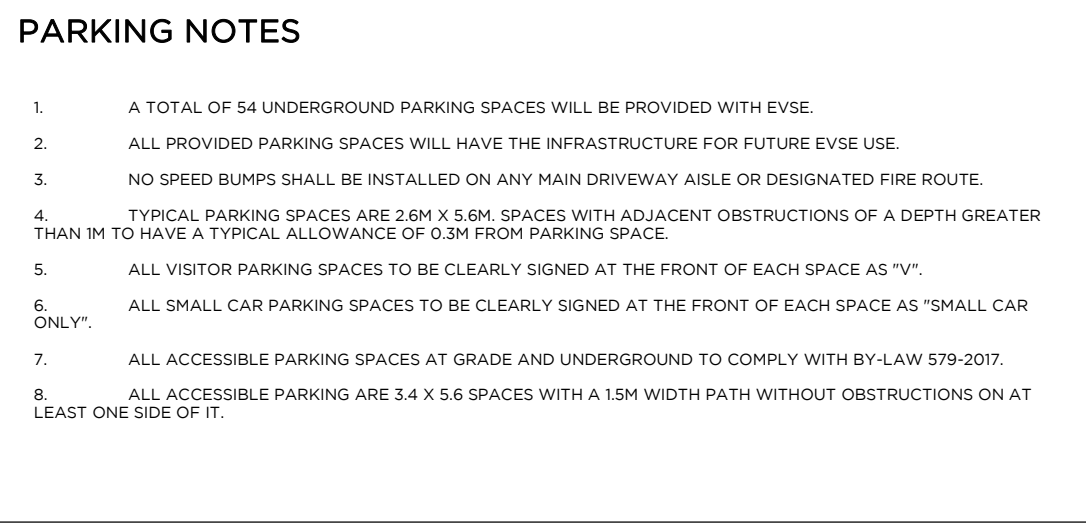
16069 Dufferin and
Ramsden

Linvest (Dufferin)
Developments
Limited

SITE PLAN

As indicated

A100



000011

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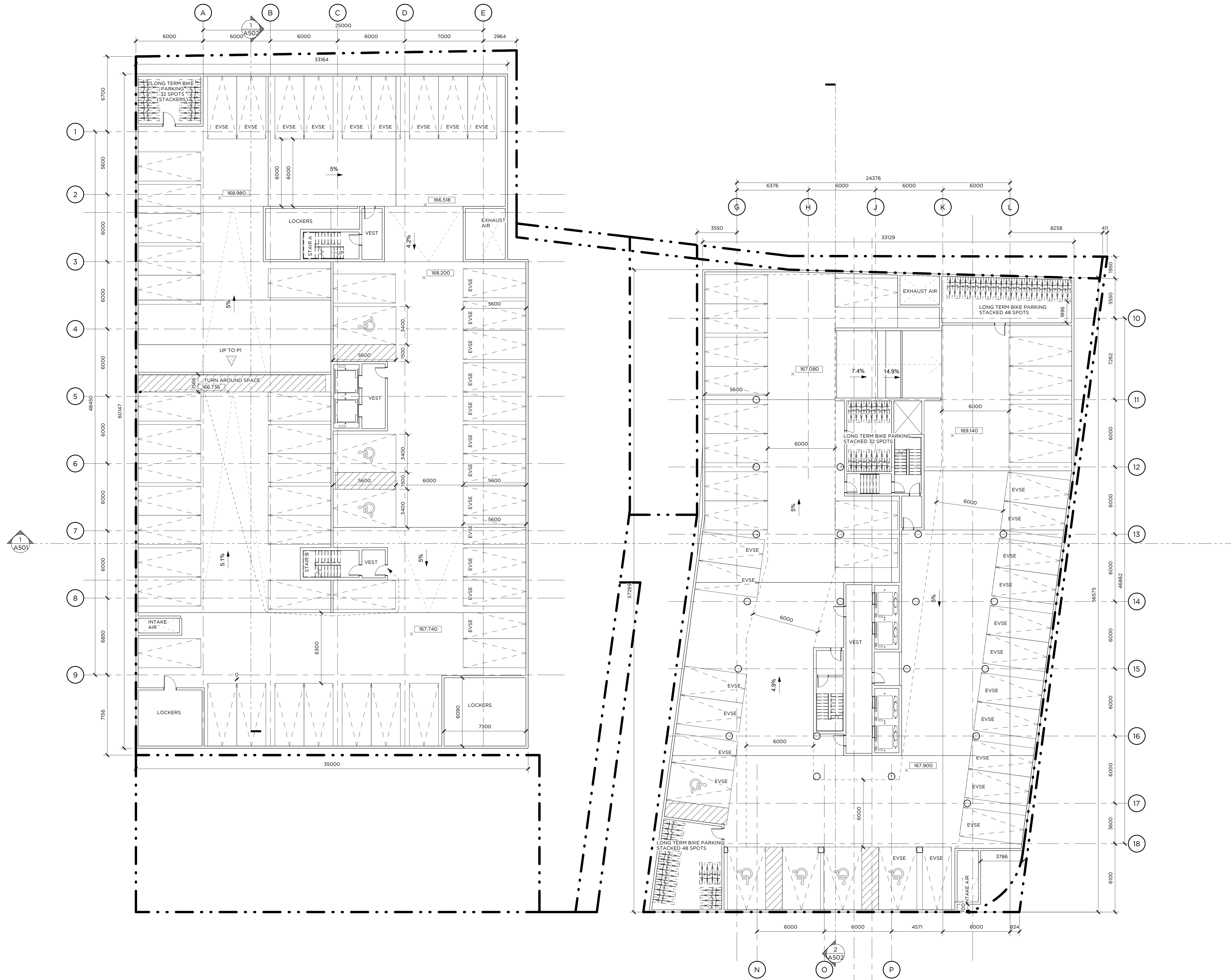
Linvest (Dufferin)
Developments
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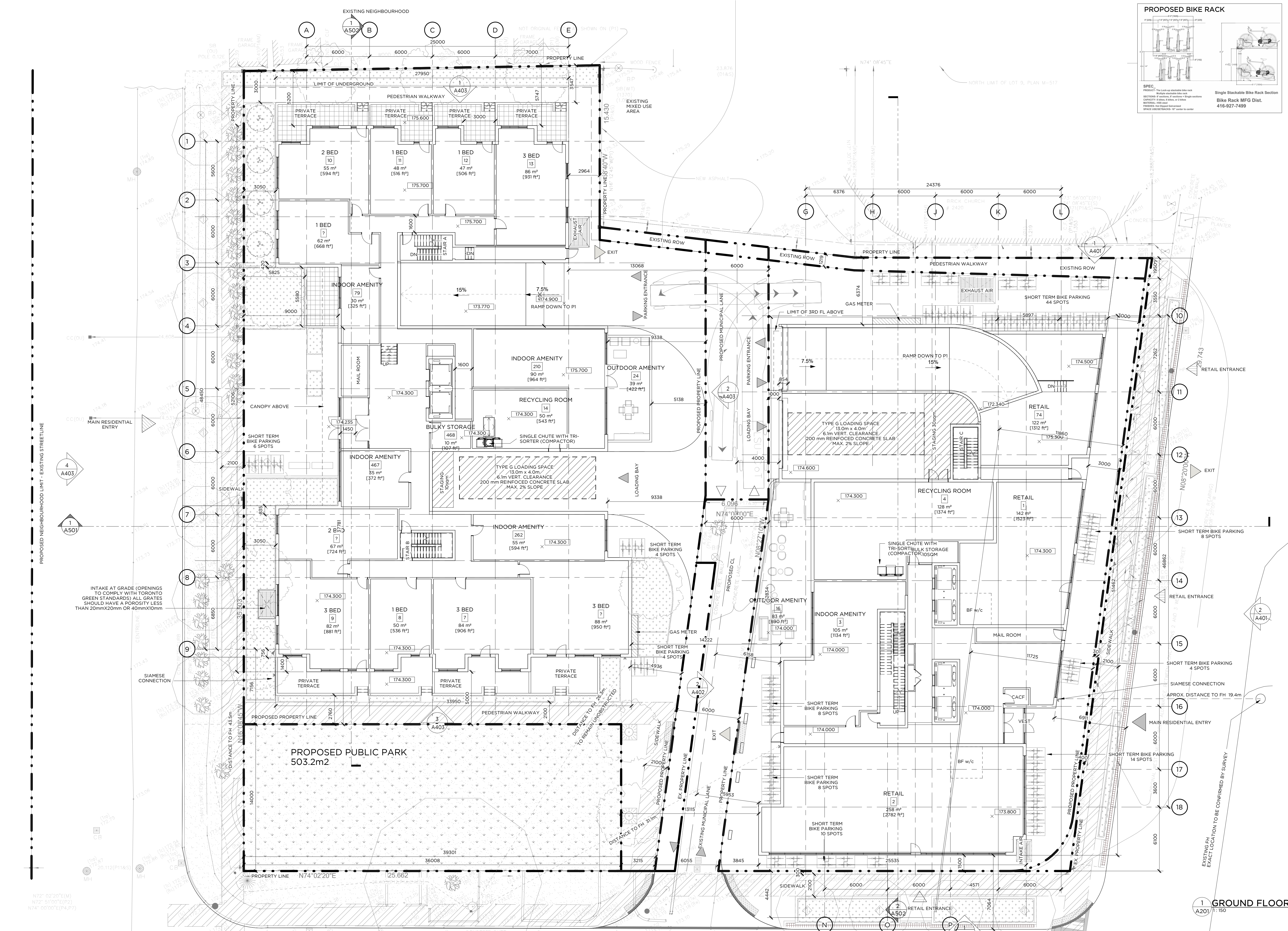
P2 FLOOR PLAN

1:150

A102

000012





PROPOSED BIKE RACK

Single Stackable Bike Rack Section
Bike Rack MFG Dist.
416-927-7499

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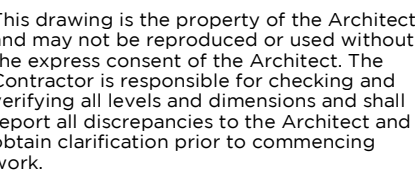
Linvest (Dufferin) Developments Limited

GROUND FLOOR PLAN

As indicated

A201

1 GROUND FLOOR
A201 1:150



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16069
—
16069 Dufferin and
Ramsden

— Lindvest (Dufferin)
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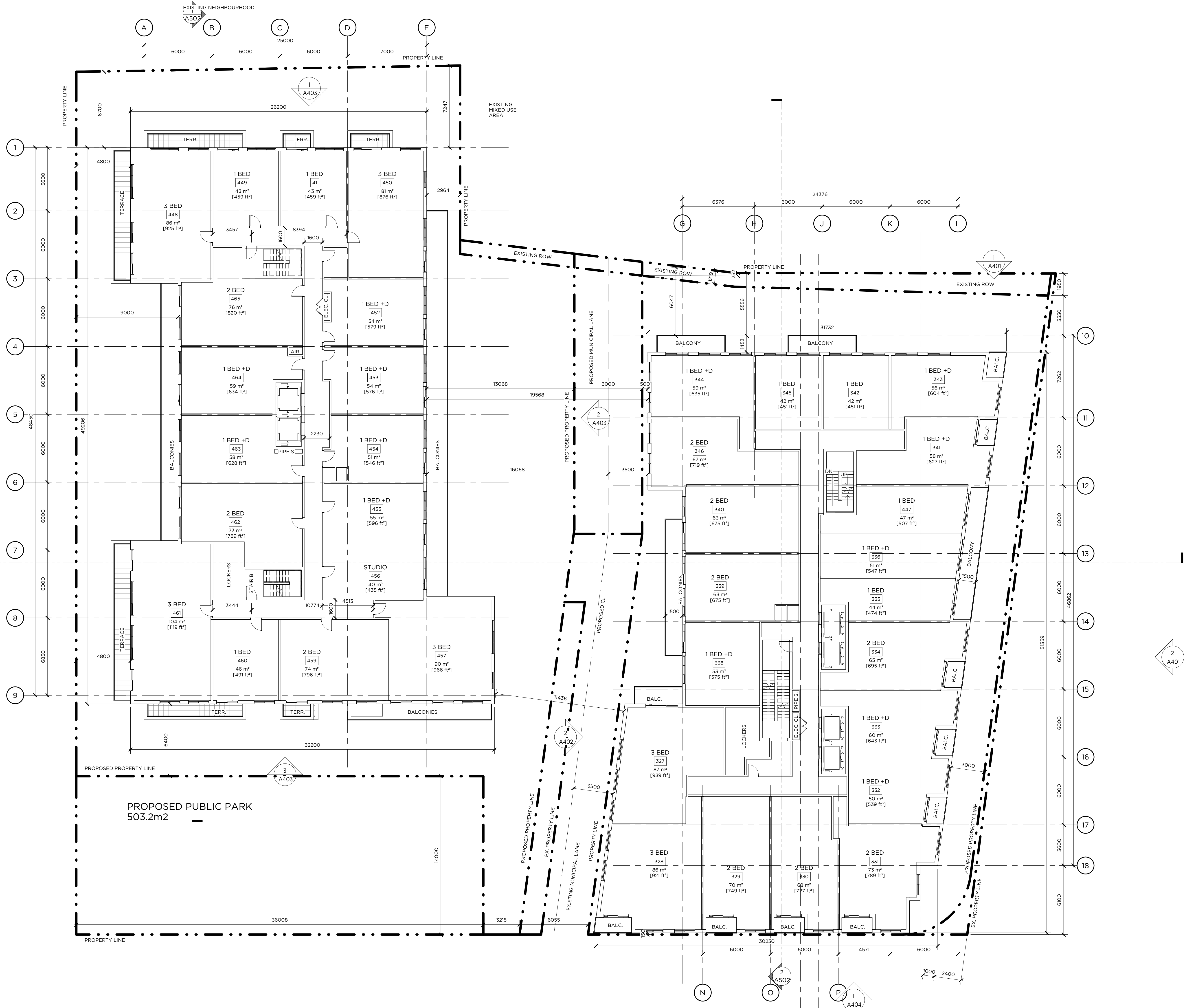
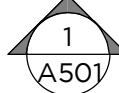
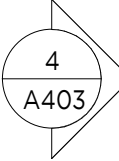
2nd FLOOR PLAN

: 150

A202

000015

PROPOSED NEIGHBOURHOOD LIMIT - EXISTING STREETLINE



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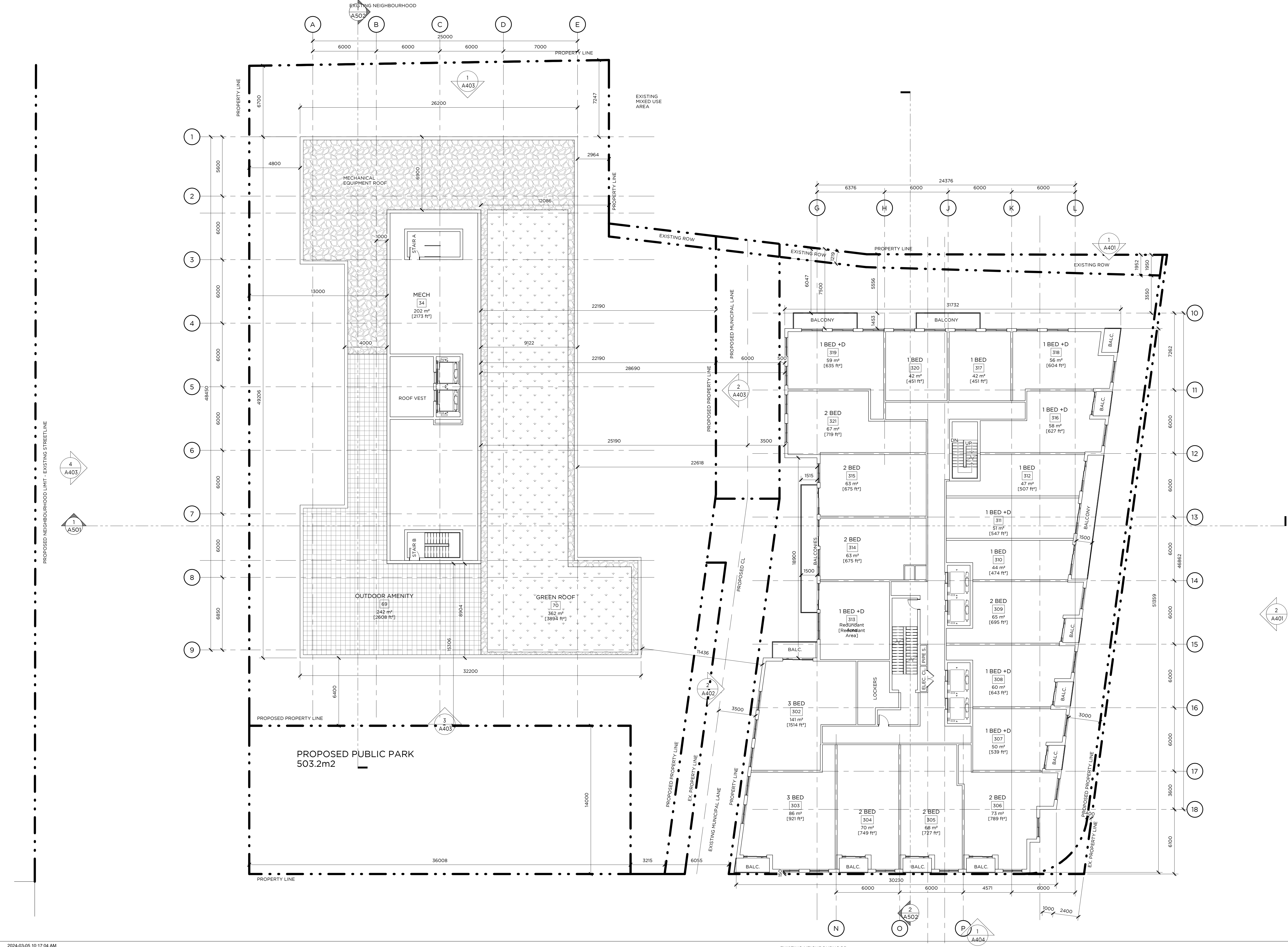
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4th FLOOR PLAN

1:150

A204



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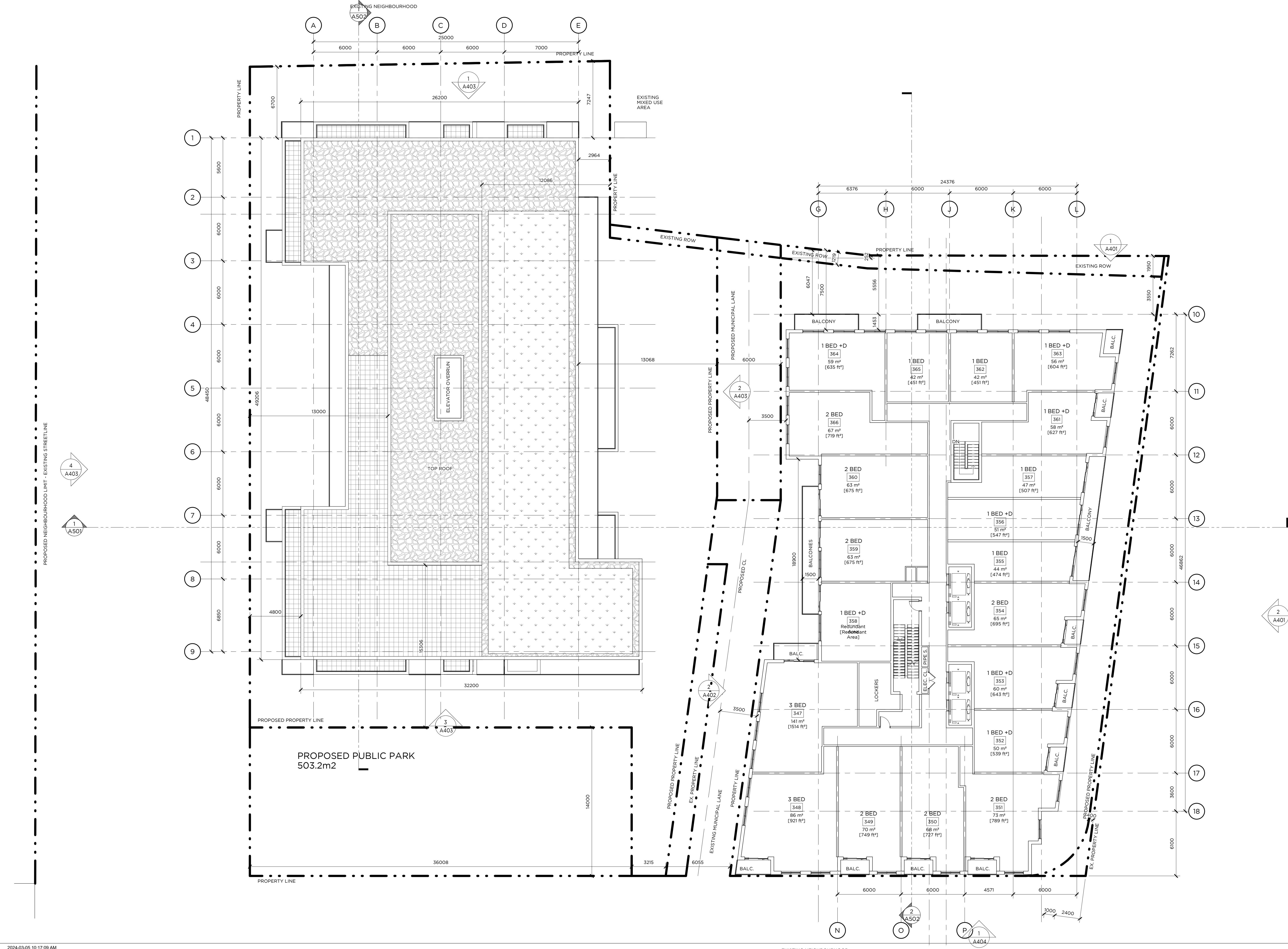
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5th FLOOR PLAN

1 : 150

A205



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6th FLOOR PLAN

1 : 150

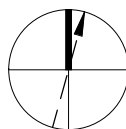
A206



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7th FLOOR PLAN

1 : 150

A207



PROPOSED NEIGHBOURHOOD LIMIT - EXISTING STREETLINE

1
A501

1

2

3

4

5

6

7

8

9

PROPOSED PROPERTY LINE

PROPOSED PUBLIC PARK
503.2m2

PROPERTY LINE

EXISTING NEIGHBOURHOOD
A502

PROPERTY LINE

EXISTING
MIXED USE
AREA

PROPERTY LINE

EXISTING ROW

EXISTING ROW

PROPERTY LINE

EXISTING ROW

2
A402

PROPOSED PROPERTY LINE

EX. PROPERTY LINE

EXISTING MUNICIPAL LANE

PROPERTY LINE

PROPOSED CL

PROPOSED PROPERTY LINE

PROPOSED MUNICIPAL LANE

EXISTING ROW

N

2
A502

P

1
A404

1000

2400

6376 6000 24376 6000 6000

G

H

J

K

L

1
A401

10

11

12

13

14

15

16

17

18

2
A401

North

RAW

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WEST
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9th -34th FLOOR
PLAN

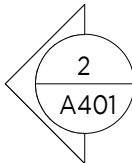
1 : 150

A209

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NO. DATE DESCRIPTION



0002:

EXISTING
MIXED USE
AREA

MECHANICAL EQUIPMENT ROOF

W BUILDING
TOP ROOF

↓ ↓ ↓ ↓

ELEVATOR OVERRUN

OUTDOOR AMENITY

GREEN ROOF

PROPOSED PUBLIC PARK
503.2m2

7th FLOOR

9th FLOOR

PH TERRACE

MECH PH

PH TERRACE

E BUILDING

2nd Floor

13800			
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REVISION RECORD

North

RAW

05-317 ADELAIDE STREET
EST
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5069

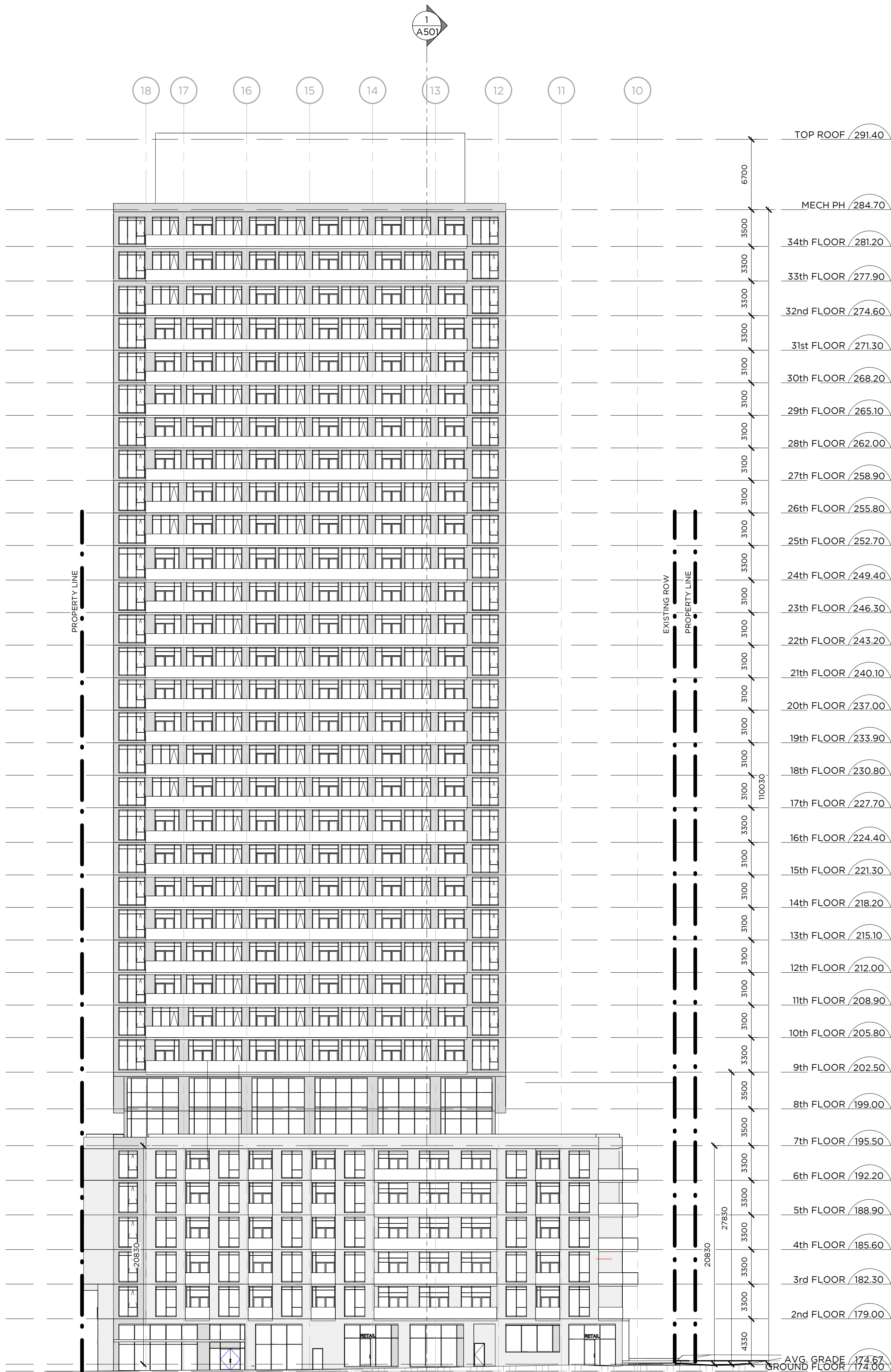
5069 Dufferin and Ramsden

Investment (Dufferin)
Developments
Limited

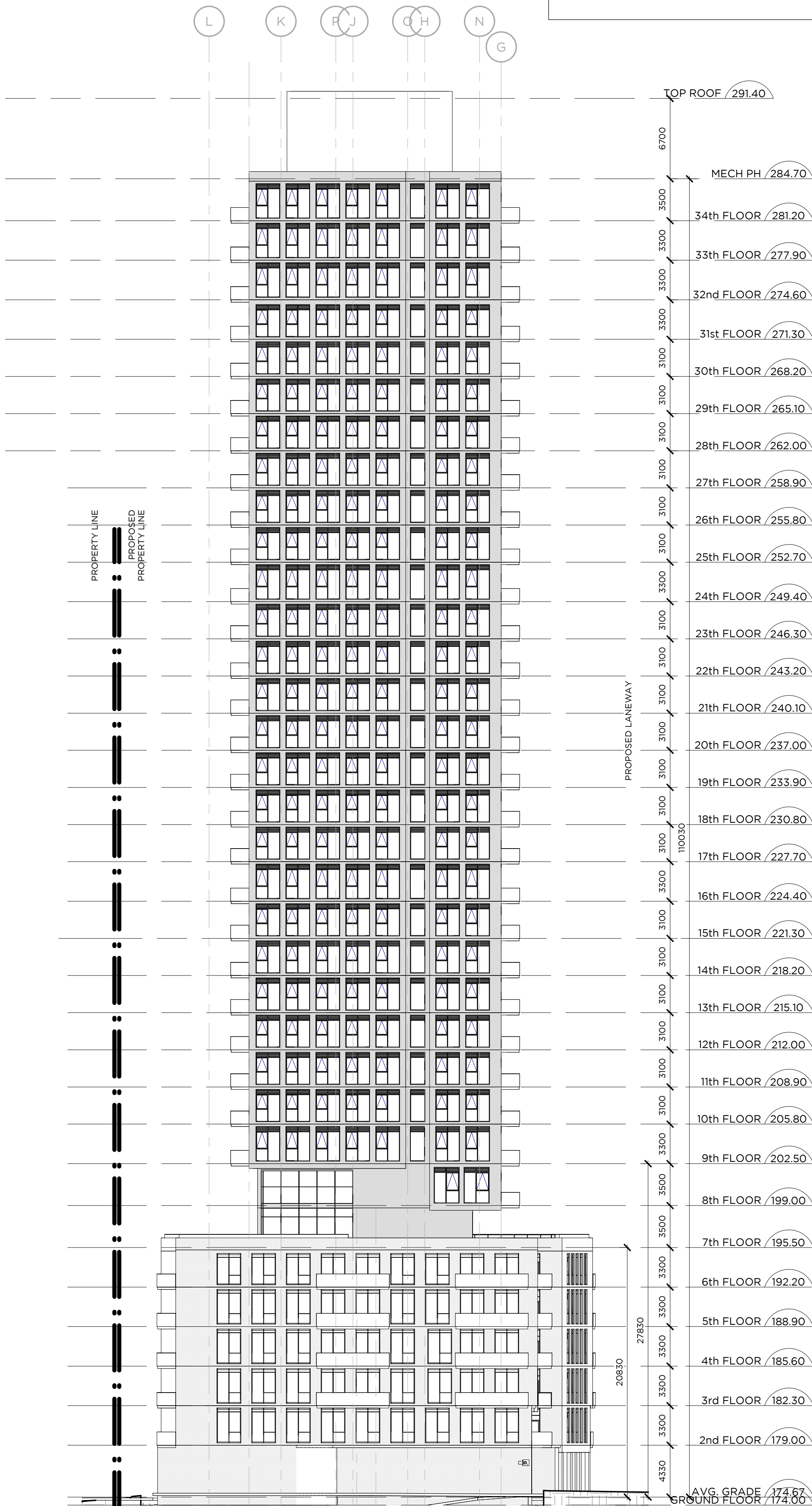
TOP ROOF

: 150

A236



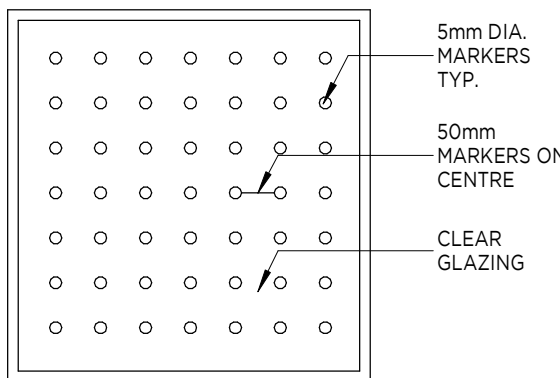
2 East Tower - East Elevation
A401/1:250



1 East Tower - North Elevation
A401/1:250

BIRD FRIENDLY DESIGN

- 100% OF ALL EXTERIOR GLAZING AND GLASS BALCONY GUARDS WITHIN THE FIRST 16m OF THE BUILDING ABOVE GRADE WILL BE TREATED WITH LOW REFLECTANCE/OPAQUE MATERIALS, VISUAL MARKERS OR BUILDING-INTERGATED STRUCTURES. SEE PATTERN BELOW.
- FIRST 4m OF GLAZING AND BALCONY GUARDS ADJACENT TO GREEN ROOF AREAS TO MEET BIRD-FRIENDLY GLAZING REQUIREMENTS AND INCLUDE A BUFFER WIDTH OF AT LEAST 2.5m ON EITHER SIDE OF THE FEATURE. SEE PATTERN ON THE RIGHT.
- ALL GUARDS TO BE ENGINEERED TO MEET OBC REQUIREMENTS TYP.
- BIRD VISUAL MARKERS TO CONFORM TO TORONTO GREEN STANDARD CHECKLIST



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Linvest (Dufferin)
Developments
Limited

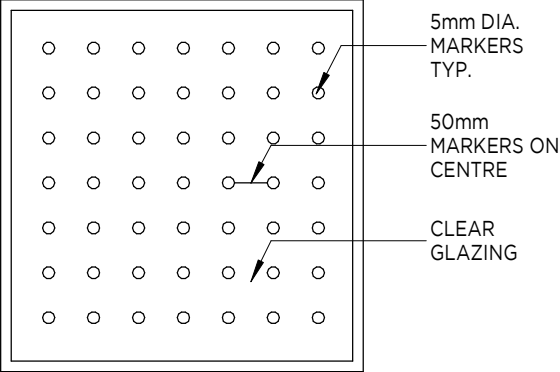
BUILDING
ELEVATIONS

As indicated

A401

BIRD FRIENDLY DESIGN

1. 100% OF ALL EXTERIOR GLAZING AND GLASS BALCONY GUARDS WITHIN THE FIRST 16m OF THE BUILDING ABOVE GRADE WILL BE TREATED WITH LOW REFLECTANCE/ OPAQUE MATERIALS, VISUAL MARKERS OR BUILDING-INTERGATED STRUCTURES. SEE PATTERN BELOW.
2. FIRST 4m OF GLAZING AND BALCONY GUARDS ADJACENT TO GREEN ROOF AREAS TO MEET BIRD-FRIENDLY GLAZING REQUIREMENTS AND INCLUDE A BUFFER WIDTH OF AT LEAST 2.5m ON EITHER SIDE OF THE FEATURE. SEE PATTERN ON THE RIGHT.
3. ALL GUARDS TO BE ENGINEERED TO MEET OBC REQUIREMENTS TYP.
4. BIRD VISUAL MARKERS TO CONFORM TO TORONTO GREEN STANDARD CHECKLIST



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16069 Dufferin and
Ramsden

Linvest (Dufferin)
Developments
Limited

BUILDING
ELEVATIONS

As indicated

A402

000026

1
A501

TOP ROOF / 291.40

6700

MECH PH / 284.70

34th FLOOR / 281.20

33th FLOOR / 277.90

32nd FLOOR / 274.60

31st FLOOR / 271.30

30th FLOOR / 268.20

29th FLOOR / 265.10

28th FLOOR / 262.00

27th FLOOR / 258.90

26th FLOOR / 255.80

25th FLOOR / 252.70

24th FLOOR / 249.40

23th FLOOR / 246.30

22th FLOOR / 243.20

21th FLOOR / 240.10

20th FLOOR / 237.00

19th FLOOR / 233.90

18th FLOOR / 230.80

17th FLOOR / 227.70

16th FLOOR / 224.40

15th FLOOR / 221.30

14th FLOOR / 218.20

13th FLOOR / 215.10

12th FLOOR / 212.00

11th FLOOR / 208.90

10th FLOOR / 205.80

9th FLOOR / 202.50

8th FLOOR / 199.00

7th FLOOR / 195.50

6th FLOOR / 192.20

5th FLOOR / 188.90

4th FLOOR / 185.60

3rd FLOOR / 182.30

2nd FLOOR / 179.00

AVG. GRADE / 174.67

GROUND FLOOR / 174.00

3500

3300

3300

3300

3100

3100

3100

3100

3100

3100

3100

3100

3100

3100

3300

3500

3300

3300

4330

27830

20830

PROPERTY LINE

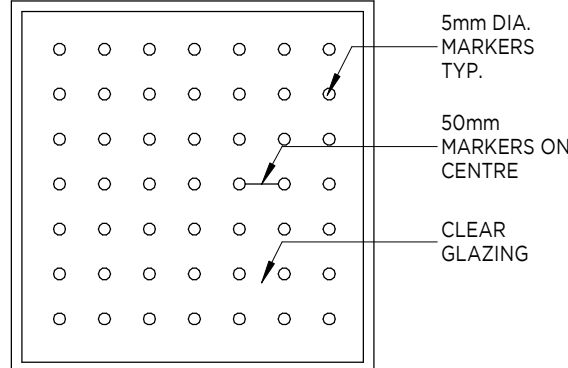
EXISTING ROW

PROPERTY LINE

2 East Tower - West Elevation

A402/ 1:250

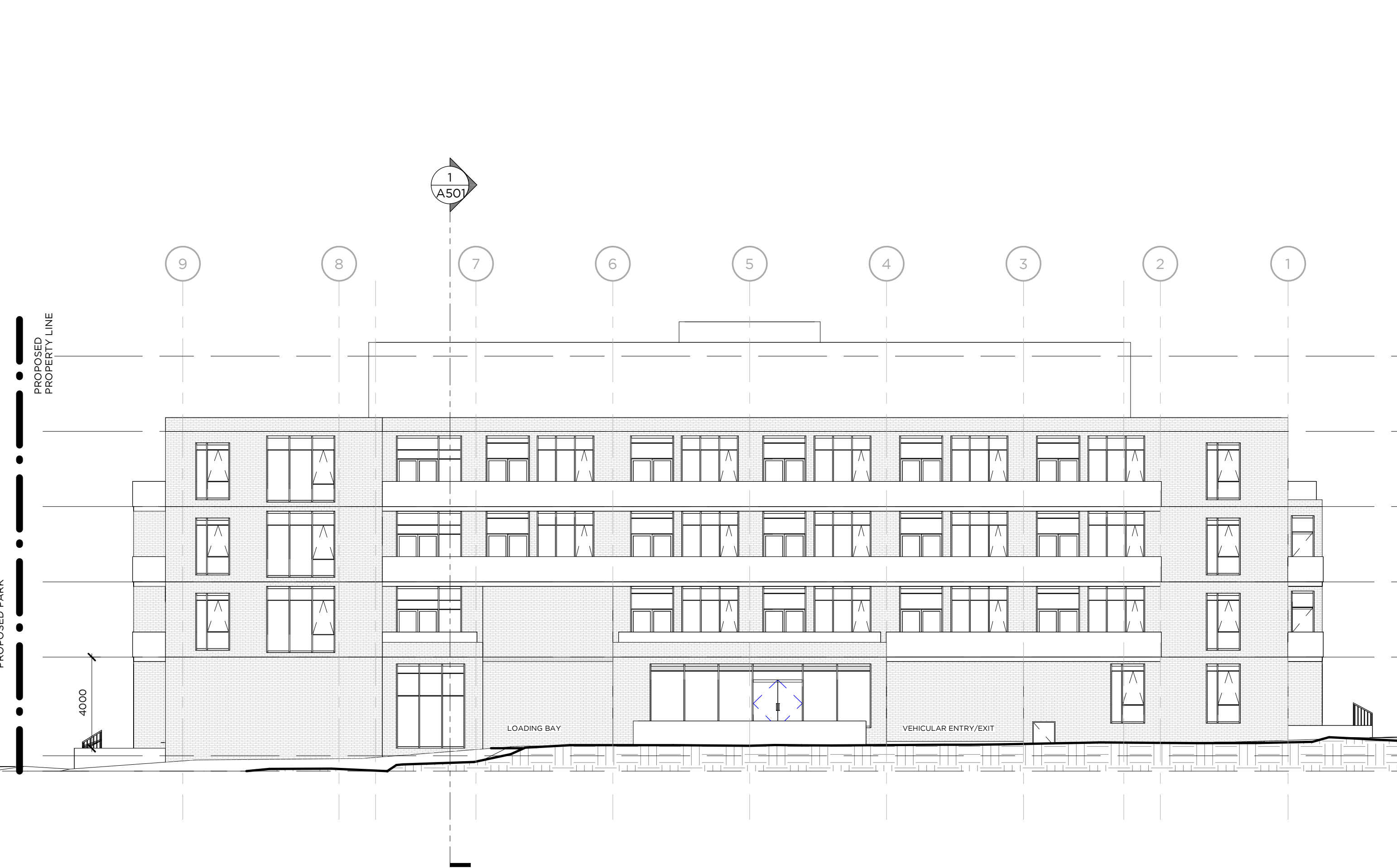
1. 100% OF ALL EXTERIOR GLAZING AND GLASS BALCONY GUARDS WITHIN THE FIRST 16m OF THE BUILDING ABOVE GRADE WILL BE TREATED WITH LOW REFLECTANCE/ OPAQUE MATERIALS, VISUAL MARKERS OR BUILDING- INTEGRATED STRUCTURES. SEE PATTERN BELOW.
2. FIRST 4m OF GLAZING AND BALCONY GUARDS ADJACENT TO GREEN ROO AREAS TO MEET BIRD-FRIENDLY GLAZING REQUIREMENTS AND INCLUDE A BUFFER WIDTH OF AT LEAST 2.5m ON EITHER SIDE OF THE FEATURE. SEE PATTERN ON THE RIGHT.
3. ALL GUARDS TO BE ENGINEERED TO MEET OBC REQUIREMENTS TYP.
4. BIRD VISUAL MARKERS TO CONFORM TO TORONTO GREEN STANDARD CHECKLIST



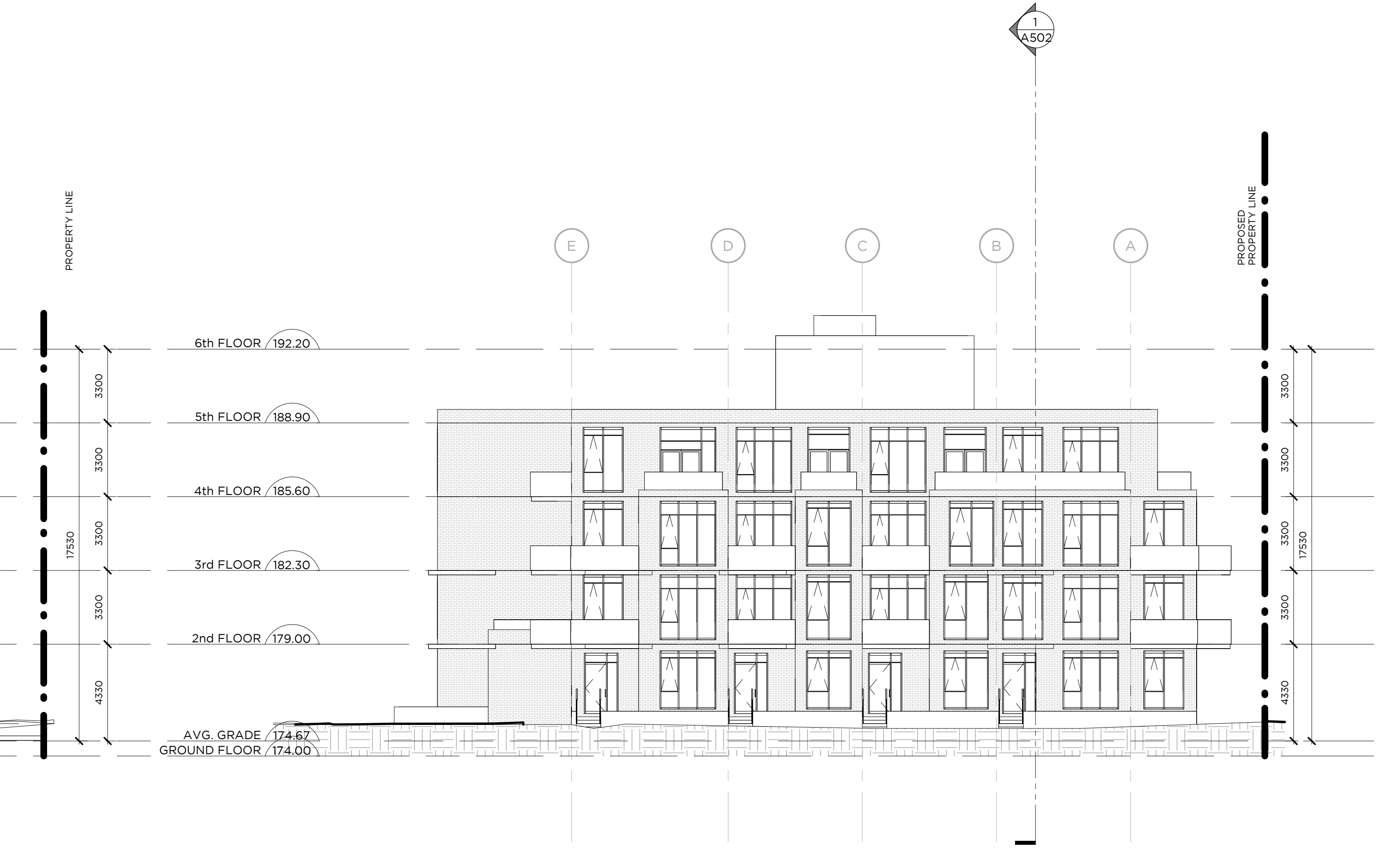
4 West Low-rise - West Elevation
A403 1:150



3 West Low-rise - South Elevation
A403 1:150



2 West Low-rise - East Elevation
A403 1:150



1 West Low-rise - North Elevation
A403 1:150

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[illegible]

North

RAW

305-317 ADELAIDE STREET
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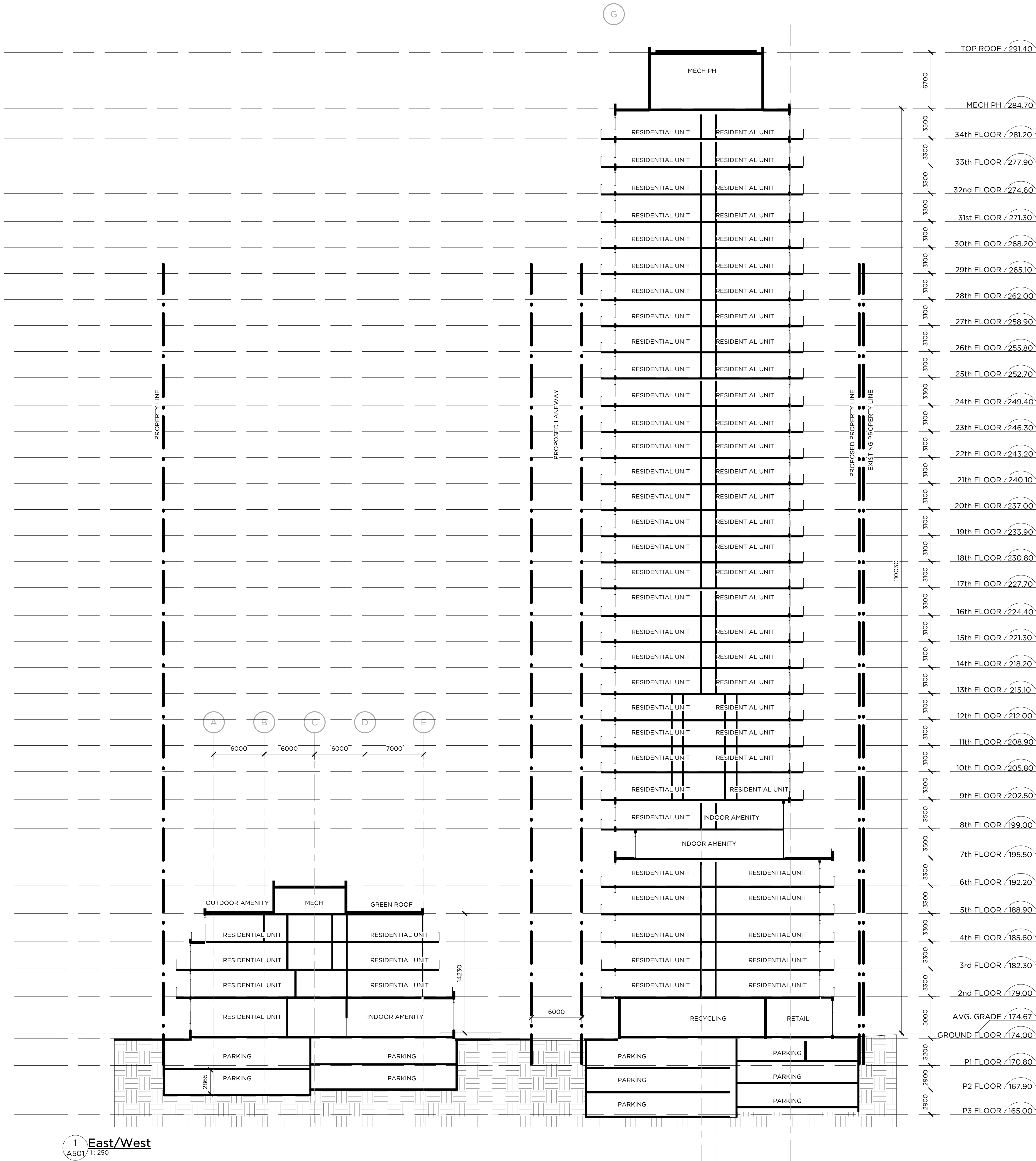
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Developments
Limited

BUILDING ELEVATIONS

As indicated

A403



1 East/West
A501 1:250

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WEST
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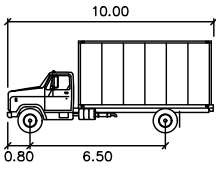
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BUILDING
SECTIONS

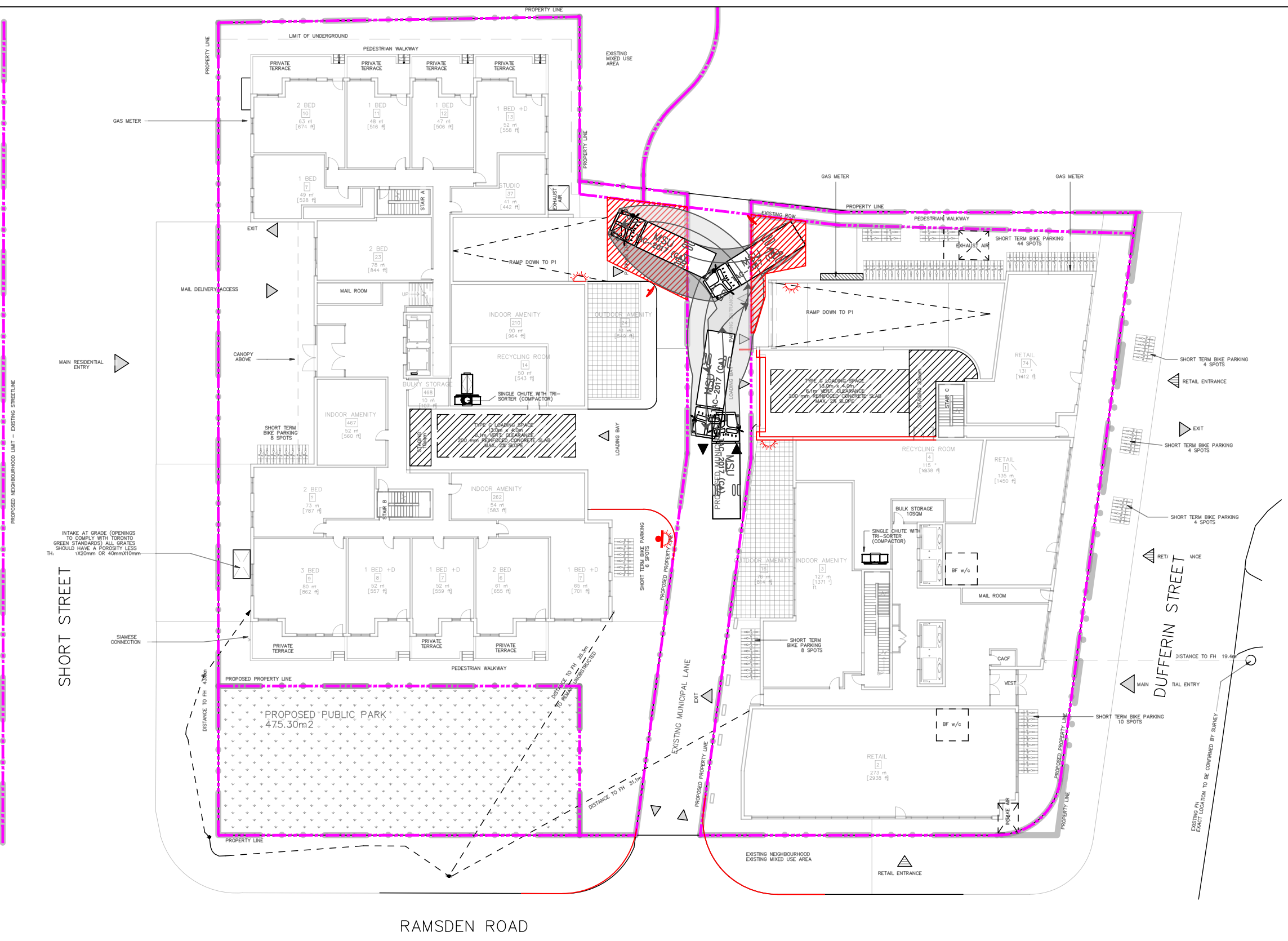
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A501



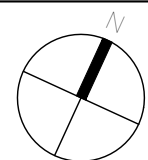
MSU meters
Width : 2.60
Track : 2.60
Lock to Lock Time : 6.0
Steering Angle : 40.1

REVERSE IN
FORWARD OUT



DRAWN BY: L.X.

LEA Consulting Ltd.
Consulting Engineers
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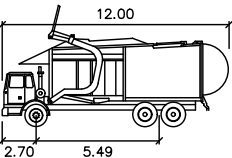
Project No.
22143
Date
FEB 28, 2024

WITHOUT PREJUDICE

DUFFERIN ST AND RAMSDEN RD
TORONTO ONTARIO
4 0 4 8 12m
1: 400

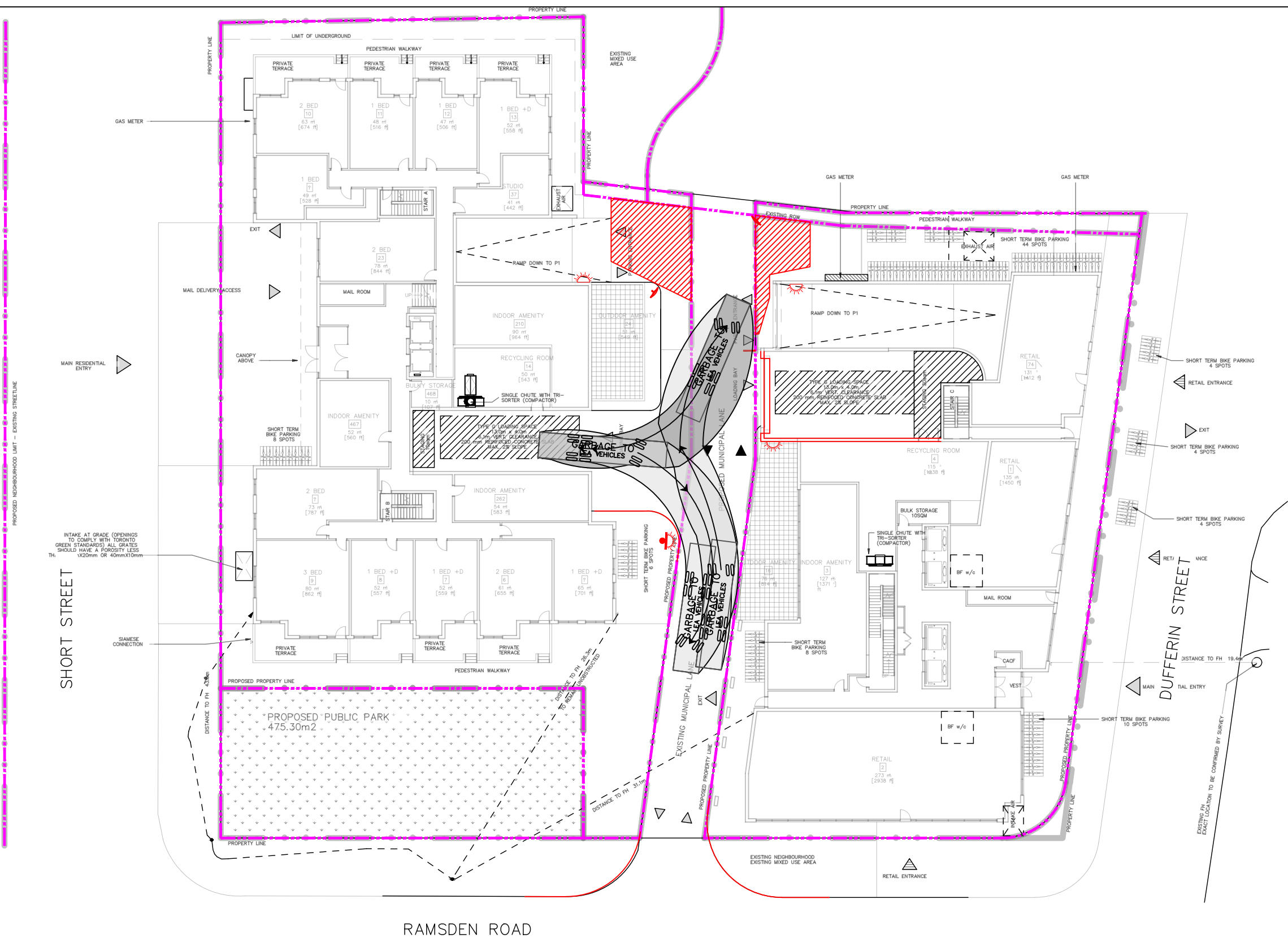
VEHICLE MANEUVER DIAGRAM – MSU

Drawing No.
001



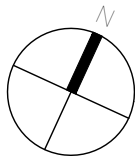
GARBAGE TO meters
Width : 2.40
Track : 2.40
Lock to Lock Time : 6.0
Steering Angle : 27.1

FORWARD IN
REVERSE OUT



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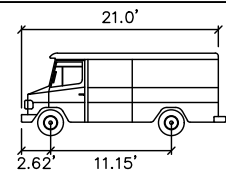
Project No.
22143
Date
FEB 28, 2024

WITHOUT PREJUDICE

DUFFERIN ST AND RAMSDEN RD
TORONTO ONTARIO
4 0 4 8 12m
1: 400

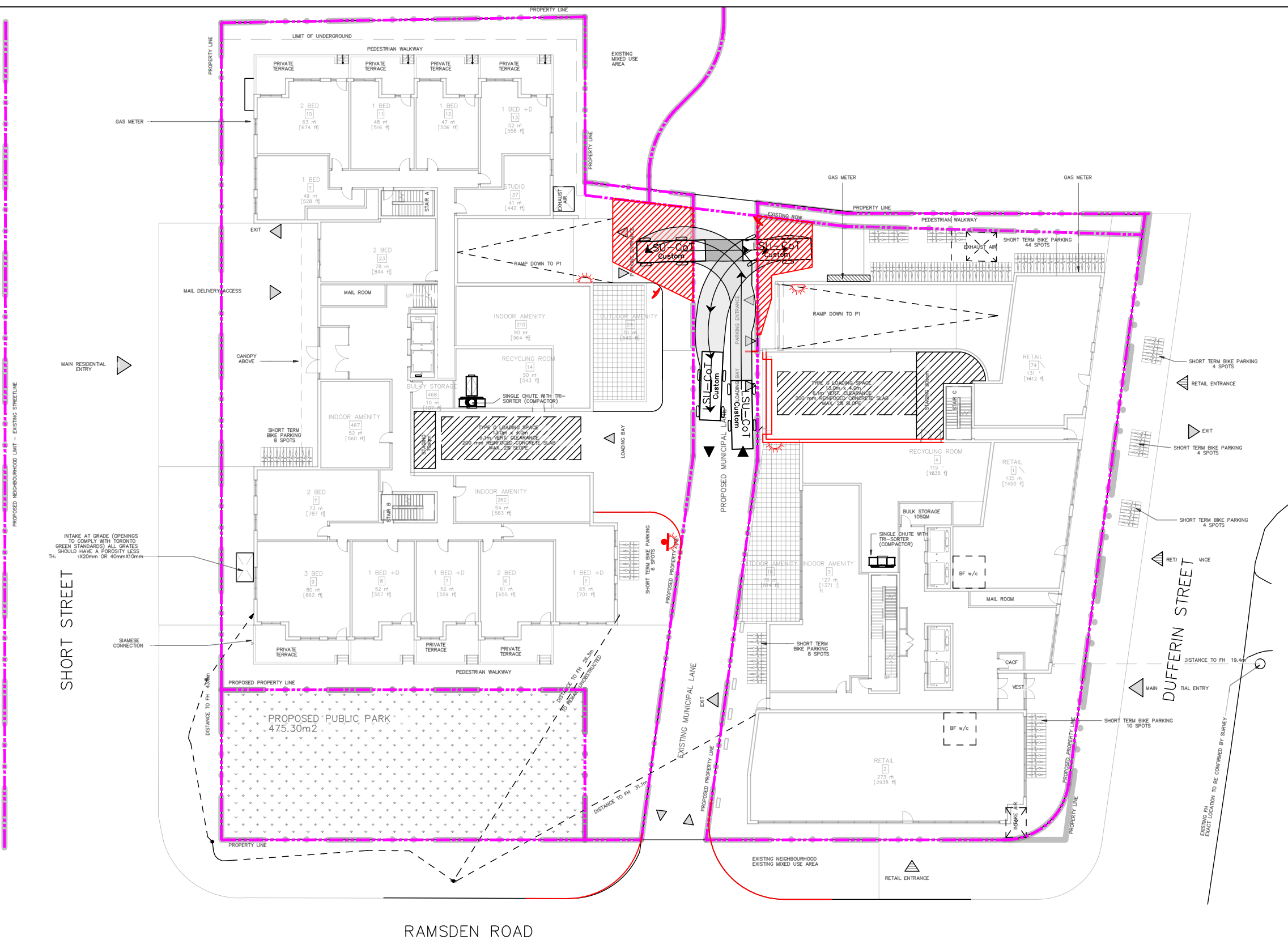
VEHICLE MANEUVER DIAGRAM –
GARBAGE TRUCK

Drawing No.
003



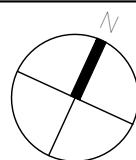
CITY SPECIFIED VEHICLE TYPE			
	meters	inches	feet
Width	: 1.96	: 77	: 6.42
Height	: 2.34	: 92	: 7.67
Length	: 6.40	: 252	: 21.0
Track	: 2.60		
Lock to Lock Time	: 6.0		
Steering Angle	: 40.3		

FORWARD IN
REVERSE OUT



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DUFFERIN ST AND RAMSDEN RD
TORONTO ONTARIO
4 0 4 8 12m
1: 400

VEHICLE MANEUVER DIAGRAM – CITY
SPECIFIED VEHICLE TYPE

Drawing No.
004

000033