

CONFIDENTIAL APPENDIX B
WITHOUT PREJUDICE AND CONFIDENTIAL ~ (April 28, 2022)
Draft Site and Area Specific Policy (SASP) for Starlight in Golden Mile

City of Toronto By-law No. ~~-20~

AMENDMENT NO. XXX TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2021 AS 9, 15, 19, 23, 32, AND 40 CRAIGTON DRIVE, 1 RANNOCK STREET AND 860 PHARMACY AVENUE

The Official Plan of the City of Toronto is amended as follows:

1. Map 31 – Site and Area Specific Policies of the Official Plan of the City of Toronto – is revised by adding lands known municipally in the year 2021 as 9, 15, 19, 23, 32, and 40 Craigton Drive, 1 Rannock Street and 860 Pharmacy Avenue, shown as Site and Area Specific Policy No. **XXX**.
2. Chapter 7, Site and Area Specific Policies, is amended by adding the following policy and associated maps:

XXX. 9, 15, 19, 23, 32, And 40 Craigton Drive, 1 Rannock Street and 860 Pharmacy Avenue

A. INTERPRETATION

- 1) Site and Area Specific Policy No. **XXX** is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In case of conflict, the policies of SASP No. **XXX** will prevail.

B. LAND USE AND DENSITY

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply.
- 2) The permitted maximum gross floor area on the Site will not exceed 124,602 square metres, inclusive of the gross floor area for any required rental housing replacement, and residential uses on the Site will be developed exclusively as rental housing.
- 3) Despite B. 2), if residential uses on the Site are not developed exclusively as rental housing, the maximum gross floor area on the Site will not exceed 67,312 square metres, excluding the gross floor area for any required rental housing replacement of the 248 existing rental housing units on the Site.

C. TRANSPORTATION NETWORK

- 1) The planned street network is identified on Map 1, and will be comprised of the following:
 - i. Public Street A will have a minimum right-of-way width of 23 metres extending south from the east-west segment of Craigton Drive; and
 - ii. A 1.5-metre right-of-way widening will be required along the east-west segment of Craigton Drive to contribute to the achievement of a minimum right-of-way width of 23.0 metres.
- 2) The lands required for the potential reconfiguration and alignment of Rannock Street connecting to Ashtonbee Road will be protected ("**Protected Area**"). No above or below grade encumbrances, except as related to any Privately Owned Publicly-Accessible Space, shall be permitted in the Protected Area. A Privately Owned Publicly-Accessible Space will be provided on the Protected Area until such time as the lands may be required by the City for the Rannock Street reconfiguration and alignment, as determined through the Municipal Class Environmental Assessment.
- 3) The exact location, alignment and design of public streets will be refined through the development approval process for the Site, which will be informed by any completed Municipal Class Environmental Assessment.
- 4) Mid-block pedestrian connections are pedestrian connections with or without vehicular access through an individual block connecting the streets, or parks adjacent to the block. Safe, generously-scaled and comfortable midblock pedestrian connections on individual blocks extend the mobility network and may be provided at potential locations as generally identified on Map 1.
- 5) Cycling infrastructure and facilities will be planned and provided through Site development with bicycle parking along cycling routes and bike-share facilities. Bicycle boxes and/or other infrastructure designs will be provided at cycling interchanges to secure safer turning movements for cyclists.
- 6) Shared Mobility Hubs are defined as single service points for bike-share, ride-share and/or car-share facilities at locations as may be determined and will be integrated in development or accessible on adjacent blocks, where appropriate.

D. PARKLAND

- 1) New public parkland will be required to support and meet the needs of residents and employees of the Site and broader community. There will be one public park on the Site

with a minimum size of 3,432 square metres having generous street frontage on both Public Street A and Craigton Drive, generally provided in the location identified as Block A1 "Public Park" on Map 1.

E. PUBLIC REALM

- 1) Privately Owned Publicly-Accessible Spaces ("POPS") will be provided generally in accordance with Map 1.
- 2) Public Art will be provided, generally in some or all locations identified on Map 1 and will be secured, at the owner's expense, as part of a Zoning By-law Amendment and/or Site Plan Control application process.

F. BUILT FORM

- 1) A maximum of four tall buildings may be permitted on the Site, and the maximum tall building heights will be distributed as identified on Map 2.
- 2) Mid-rise buildings with maximum heights of 8 storeys may be permitted generally in the Mid-Rise Building Zones as identified on Map 2.
- 3) Development will provide minimum building setbacks from streets and public parks as follows:
 - i. A minimum of 3 metres from all public streets; and
 - ii. A minimum of 5 metres from all public parks.
- 4) Minimum and maximum base building heights will be provided as identified on Map 2.
- 5) Development of tall buildings will:
 - i. Ensure that tall buildings on the Site will be predominantly designed with a minimum 5-metre tower stepback from the base building for a minimum of 2/3 of each tower frontage facing public streets and public parks, and will be organized to provide variation in tower placement and stepbacks along public streets and public parks to create and support interesting streetscapes, views, and vistas;
 - ii. Maintain floor plate sizes that will not exceed 750 square metres for residential tall buildings and the residential portion of mixed use tall buildings;
 - iii. Provide a minimum separation distance of 25 metres between the main walls of the tower portions of the tall buildings.

- 6) Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on 100 per cent of the existing parks and open space areas on March 21st and September 21st, including The Meadoway, Craigton Court Tot Lot and the functional recreation area of Ashtonbee Reservoir Park.
- 7) Development will achieve a minimum of 5 consecutive hours of sunlight between 9:18 a.m. to 4:18 p.m. on a minimum 75 per cent of park area for the new park generally provided in the location identified as "Public Park" on Map 1 on March 21st and September 21st.

Context Plan

- 8) Development of the Site will be consistent with the Context Plan for the Site. An updated Context Plan will be submitted concurrently with the Draft Plan of Subdivision and any Zoning By-law Amendment application(s) for the Site and is intended to be endorsed concurrently with any such approval(s).

G. HOUSING

- 1) To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include larger units, as follows:
 - i. A minimum of 10 per cent of the total number of the new residential units will be 3-bedroom units; and
 - ii. An additional minimum of 25 per cent of the total number of the new residential units will have at least 2-bedrooms.

H. IMPLEMENTATION

Draft Plan of Subdivision

- 1) Prior to any development proceeding for all or any part of the Site, a Draft Plan of Subdivision will be required to be approved for the entirety of the Site subject of this SASP.
- 2) A Subdivision Agreement will be entered into and registered on the entirety of the Site to implement the structure plan contained in this Site and Area Specific Policy, and other related matters. The Draft Plan of Subdivision may be registered in phases, where determined appropriate.
- 3) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, including off-site cycling network improvements, streetscape along Pharmacy Avenue

and Craigton Drive and parkland, will be addressed and secured through a Draft Plan of Subdivision and Zoning By-law Amendment.

- 4) The implementation of the street network on the Site will occur incrementally over time.
- 5) The phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement, and such Subdivision Agreement may provide for phasing of the transportation system over time.
- 6) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new and improved municipal infrastructure, and new and improved transportation (streets, transit, cycling, pedestrian) infrastructure where required to support development. This may also include cost-sharing agreements between landowners, where appropriate.
- 7) In accordance with subsection 51(18) of the *Planning Act*, the City may require that:
 - i. A Municipal Class Environmental Assessment Study, or such study satisfactory to the City, being a Transit Corridor Study, for Victoria Park Avenue and/or Warden Avenue, has commenced; and
 - ii. A Municipal Class Environmental Assessment Study including the street network on the Site has commenced.

These above-noted studies may be conducted and funded by the City and/or jointly with the owner of the Site, and/or other landowners. Should the owner of the Site proceed in advance of the commencement of the Transit Corridor Study identified in I. 7) i), funding will be provided by the owner of the Site and secured in a manner satisfactory to the City in support of such study. For greater certainty, commencement does not mean the Municipal Class Environmental Assessment Studies, where applicable, has been completed.

Zoning By-law Amendment(s)

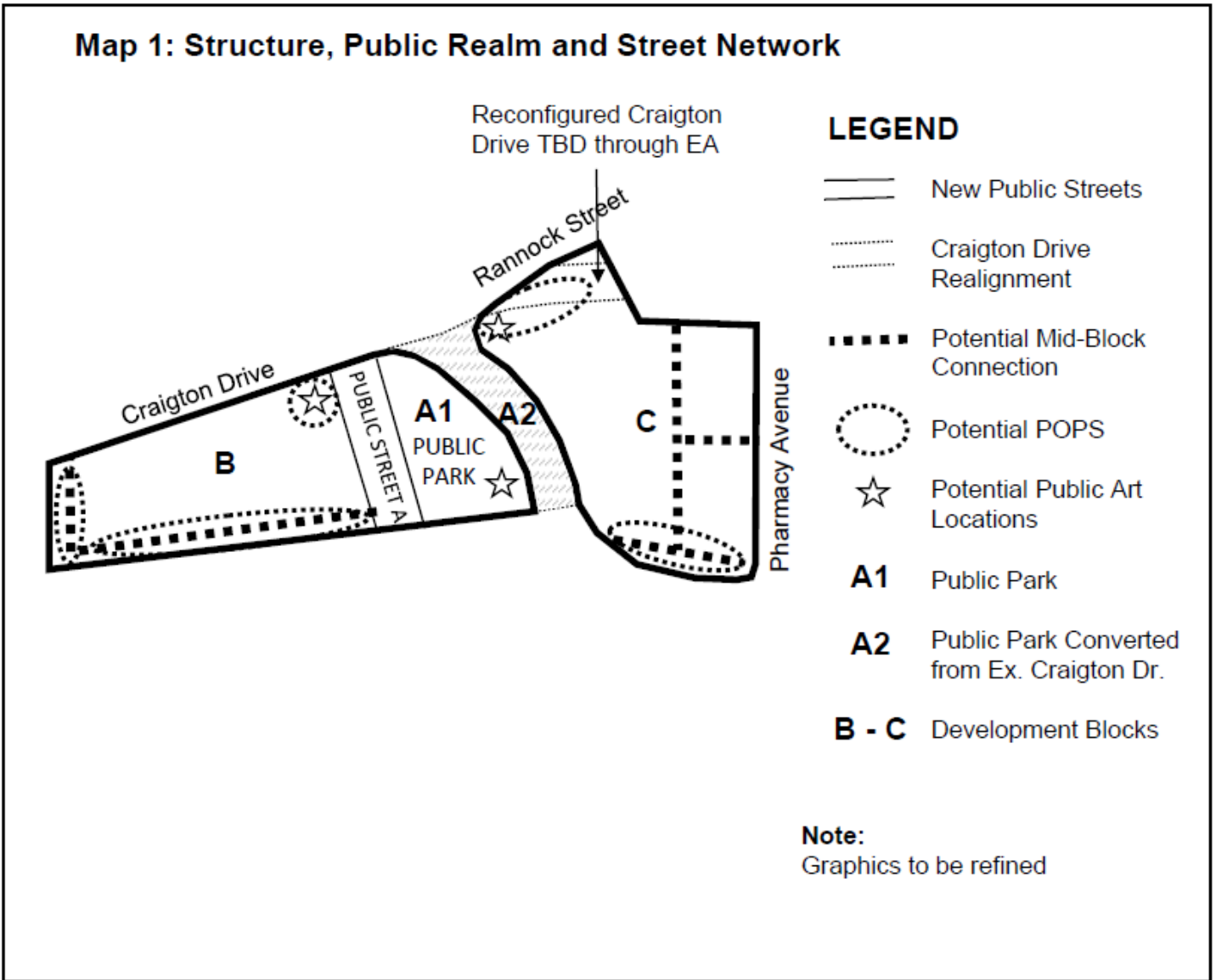
- 8) Zoning By-law Amendment(s) will include provisions dedicated to community services and facilities, where required, for the Site.
- 9) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate proposed development on the Site.

- 10) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following are required for any Zoning By-law Amendment application:
- i. A Context Plan for the Site which addresses the phasing of the development blocks and Parks shown on Map 1, the layout and design of existing and proposed public realm elements, built form elements and their impact, and relationship with the existing and potential future development in the areas adjacent to the Context Plan area for endorsement by City Council as an Implementation Plan for the Site under Policy 5.3.2.1. of the Official Plan; and
 - ii. A Multi-Modal Transportation Impact Study (MMTIS), which will identify the demands and impacts of development and include a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. The MMTIS will include reporting on monitoring outcomes of earlier phases on transit, cycling, pedestrian, and vehicular traffic patterns, and any recommended refinements to TDM strategies and transportation system. The MMTIS must demonstrate prior to the approval of any Zoning By-law Amendment, that there will be sufficient transportation capacity available to accommodate additional site generated trips for all modes of travel or measures that can be undertaken to accommodate the additional trips through TDM strategies or off- site infrastructure improvements, including the potential for higher order transit along Victoria Park Avenue or Warden Avenue.
- 11) Where transportation improvements and/or new transportation infrastructure are identified as part of the MMTIS, the Zoning By-law Amendment(s) may include a holding provision for all or part of the Site until those matters are implemented in a manner satisfactory to the City or such arrangements are secured in a manner satisfactory to the City to permit development to proceed concurrent with the identified transportation improvements and/or new transportation infrastructure.

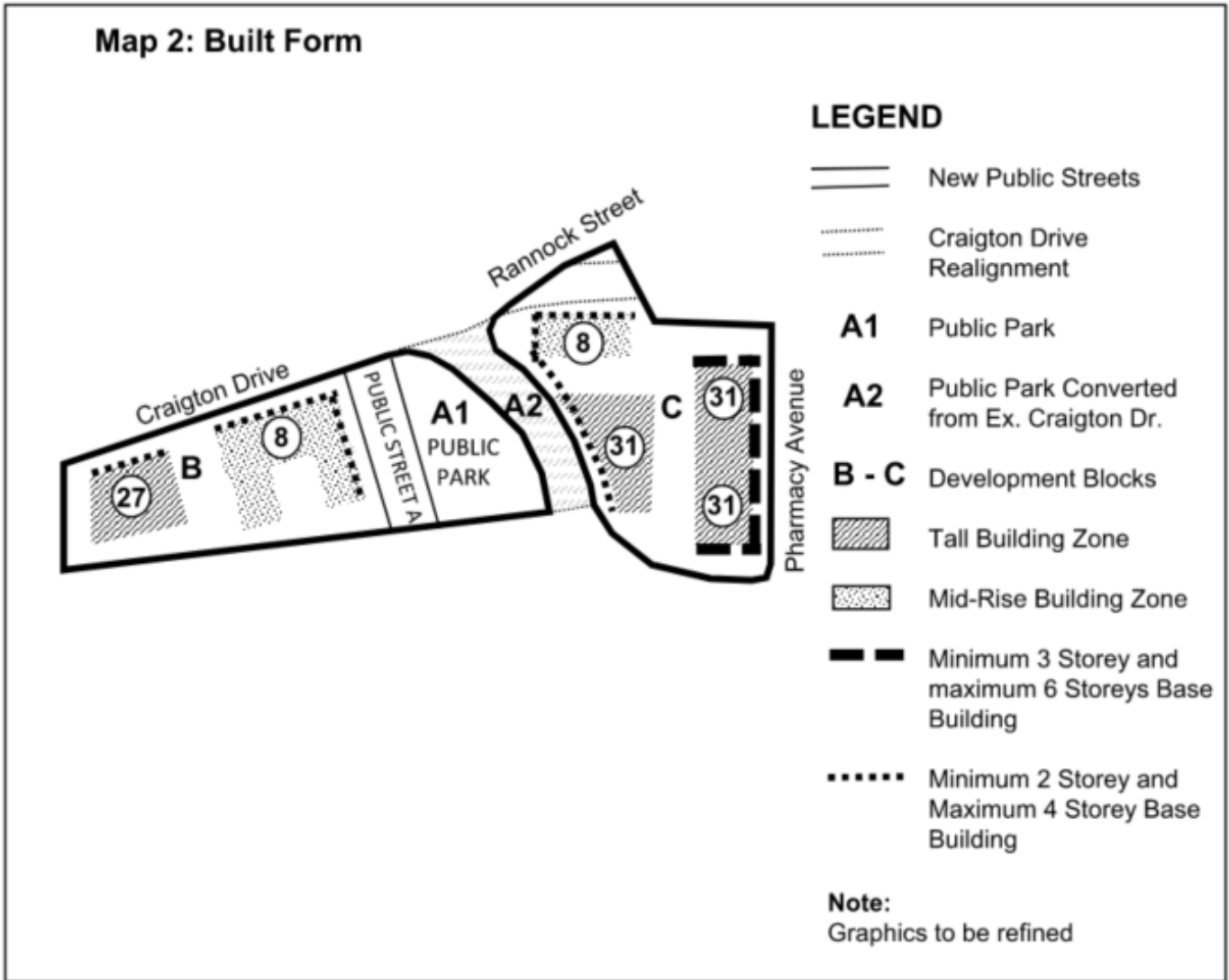
ATTACHMENTS

Map 1: Structure, Public Realm and Street Network

Map 2: Built Form



City Draft SASP Map 1: Structure, Public Realm, and Street Network



City Draft SASP Map 2: Built Form