

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: November 21, 2025

CASE NO(S).:

OLT-23-000091
OLT-22-004346

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant/Appellant: Revenue Properties Company Ltd. and
Morguard Investments Limited
Subject: Request to amend the Official Plan – Failure to
adopt the requested amendment
Description: To establish a Site and Area Specific Policy to
guide the future development of the Centrepoint
Mall proposed mixed-use development
Reference Number: 21 246686 NNY 18 OZ
Property Address: 6212-6600 Yonge Street
Municipality/UT: Toronto/Toronto
OLT Case No.: OLT-23-000091
OLT Lead Case No.: OLT-23-000091
OLT Case Name: Revenue Properties Company Ltd v. Toronto
(City)

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: 1018429 Ontario Inc.
Appellant: 480 Steeles West Limited et al.
Appellant: 6200 Yonge GP Inc.
Appellant: Augend Investment Ltd. and others
Subject: Proposed Official Plan Amendment
Description: To guide future growth along the Yonge Street
corridor in the area bounded by Steeles
Avenue, Willowdale Avenue, Cummer and
Drewry Avenues, and Lariviere Road
Reference Number: OPA 615

Property Address: Area bounded by Steeles Avenue, Willowdale Avenue, Cummer and Drewry Avenues, and Lariviere Road

Municipality/UT: Toronto/Toronto

OLT Case No.: OLT-22-004346

OLT Lead Case No.: OLT-22-004346

OLT Case Name: Augend Investment Ltd. v. Toronto (City)

Heard: April 23, 2025 by Video Hearing and June 16, 2025 In Writing

APPEARANCES:

Parties

Counsel/Representative*

Revenue Properties Company Ltd.
and Morguard Investments Limited

Johanna Shapira

City of Toronto

Jessica Braun
Ray Kallio

Yonge Steeles Landowners Group
Inc.

Sarah R. Kagan
Ira Kagan (*in absentia*)
Jason Park (*in absentia*)

Toronto Catholic District School
Board

Julie Lesage
Andrew Baker (*in absentia*)

Development Group (100 SAW) Inc.

Noami Mares (*in absentia*)
Tom Halinski (*in absentia*)
Sidonia Tomasella (*in absentia*)

1306497 Ontario Inc.

Matthew W. Rutledge
Joel Farber (*in absentia*)

Longevity Properties Limited

Jonathan S. Cheng (*in absentia*)
Calvin Lantz (*in absentia*)

City of Vaughan

Laurence Esposito* (Student-at-law)
Colin Dougherty (*in absentia*)
Bruce Engell (*in absentia*)

**MEMORANDUM OF ORAL DECISION DELIVERED BY BITA M. RAJAEI ON
APRIL 23, 2025 AND ORDER OF THE TRIBUNAL**

[Link to Order](#)

INTRODUCTION

[1] This was a Hearing to consider a settlement proposal with respect to an appeal under subsection 22(7) of the *Planning Act* (“Act”) by Revenue Properties Company Ltd. and Morguard Investments Limited (“Applicants”) from the failure of the City of Toronto (“City”) to make a decision within the statutory timeframes on an application for an Official Plan Amendment (“OPA”) with respect to lands located at 6212-6600 Yonge Street, in the City (“Subject Site”). The purpose of the OPA application is to establish a Site and Area Specific Policy (“SASP”) to guide the future development of the Subject Site (“SASP Appeal”).

[2] Prior Case Management Conferences have taken place on this matter on June 29, 2023 (“First CMC”) and January 13, 2025 (“Second CMC”). At the First CMC, it was confirmed that Notice had been adequately served, and a number of Parties and one Participant (Medi Shams) were added. Since the First CMC, W Mandel Developments Limited and Mandross Holdings Inc., and Augend Investment Ltd. have withdrawn their Party status. At the Second CMC, the Procedural Order was ratified and a 10-day Merit Hearing was scheduled to commence on April 14, 2025.

[3] In advance of the Hearing, the Parties advised the Tribunal that they had reached a settlement agreement. This Hearing took place to consider the settlement proposal.

[4] Of note, this matter has been Ordered to be heard together with Tribunal file OLT-22-004346, which relates to the City-initiated Official Plan Amendment 615 (“OPA 615 Appeal”). This is discussed in greater detail below, specifically at paragraphs [11] to [15] of this Decision. However, it is notable at this stage to clarify that the settlement in

the SASP Appeal constitutes the inclusion of the SASP in the currently approved OPA 615. In other words, if approved, the SASP will form part of the Yonge Street North Secondary Plan (“Secondary Plan”). There is an outstanding issue in the OPA 615 Appeal that the Parties were not in a position to present to the Tribunal at this Hearing. The implications of this are also discussed at paragraphs [11] to [15] of this Decision. Thus, at this Hearing, the Tribunal only considered and decided on the SASP Appeal and adjourned the portion of the OPA 615 Appeal that relates to this matter. This Member remains seized for the purpose of reviewing the remaining issue in the OPA 615 Appeal.

HEARING

[5] In support of the settlement proposal, the Parties presented written and oral testimony from Antonio Volpentesta. The *Curriculum Vitae* and signed Acknowledgement of Expert Duty form for Mr. Volpentesta were provided, confirming his expertise in the area of Land Use Planning, and Mr. Volpentesta was qualified by the Tribunal, without objection, to provide expert opinion evidence in that field.

Subject Site

[6] Mr. Volpentesta described that the Subject Site is located at the southwest corner of Yonge Street and Steeles Avenue West and is bounded by four major arterial roads. It is approximately 14.6 hectares in size and has two primary frontages of 374 metres (“m”) and 384 m along Steeles Avenue West and Yonge Street, respectively, a depth from Yonge Street of approximately 345 m, and a depth from Steeles Avenue West of approximately 400 m. The Subject Site is currently developed with a shopping centre known as Centerpoint Mall that contains a large area of surface parking with 2,200 parking spaces.

[7] Regarding the area context, Mr. Volpentesta explained that the Subject Site is located within the Newtonbrook West Neighbourhood of the City. The interior of the

Newtonbrook Neighbourhood is comprised predominantly of detached residential dwellings, schools, and parks, while the boundary roads contain a mix of residential, commercial, and institutional uses in a variety of built forms, scales, and densities. A cluster of high-rise development is located along Yonge Street at the north end of the North York Centre Secondary Plan and the existing terminus of the Yonge-University-Spadina Line 1 subway. There is significant development along the remaining perimeter arterial roads of Steeles Avenue, Bayview Avenue, and Bathurst Street. Moreover, there are several approved and proposed high-density development applications within the area around the Subject Site and along Yonge Street and Steeles Avenue corridors in each of Toronto, Vaughan, and Markham. This is largely due to the planned extension of the subway along Yonge Street to Richmond Hill.

[8] Mr. Volpentesta further explained that a significant aspect of the area around the Subject Site is the multijurisdictional context, particularly at the intersection of Yonge Street and Steeles Avenue. Steeles Avenue separates the City of Toronto from the Region of York. Furthermore, Yonge Street separates the City of Vaughan on the west side of Yonge Street and the City of Markham on the east side of Yonge Street. This makes the Yonge Street and Steeles Avenue intersection (“Yonge-Steeles Intersection”) a tripoint between the Cities of Toronto, Vaughan, and Markham.

[9] With respect to the transportation context, Mr. Volpentesta explained that Yonge Street runs in a north-south direction and is identified as a Major Street with a nonuniform width, as per the City’s Official Plan (“OP”). Steeles Avenue runs in an east-west direction and is also identified as a Major Street in the OP. From a transit perspective, the Subject Site is well served by existing surface transit routes that generally operate every 10 minutes or better, in both directions, throughout the day and into the evening. Furthermore, Finch Subway Station, the current terminus of Line 1, is located about 1.5 kilometres south of the Subject Site, on Yonge Street. A significant transit network expansion is underway to the Toronto Transit Commission Line 1 subway (“Line 1”). Metrolinx is planning the Yonge North Subway Extension of the Line 1 from Finch Station to the Richmond Hill Centre, located north of Highway 7 on

the east side of Yonge Street. The extension is planned to include five additional subway stops, including a station at the intersection of Yonge Street and Steeles Avenue. The expansion will bring rapid transit to the Yonge Street Corridor in the Cities of Vaughan, Markham, and Richmond Hill.

The Official Plan Amendment – SASP

[10] Mr. Volpentesta testified that, on December 2, 2021, the Applicants filed the SASP application to implement a master plan for the future redevelopment of the Subject Site, which contemplates demolition of the existing mall over several years. If the SASP is implemented into the OP, it would guide the future redevelopment of the Subject Site through the introduction of new structural elements including a new public street network, a large centralized public park, and resulting block layout that would contain a mix of uses including residential, retail, and office uses, as well as community service uses. The SASP would also establish the built form for the Subject Site, including a variety of low-rise, mid-rise and high-rise buildings ranging in height from 4- to 55- storeys, peaking at the Yonge-Steeles Intersection.

OPA 615 Appeal

[11] Mr. Volpentesta explained that, in 2011, the City initiated the Yonge Street North Planning Study with a view to implementing a new secondary plan for the planned Line 1 extension along Yonge Street, from Finch Avenue in the south to Steeles Avenue in the north. The Yonge Street North Planning Study and related Transportation Master Plan take into consideration the planned Line 1 extension, including a new station stop at the Yonge-Steeles Intersection. The Subject Site is the single largest landholding within the study area (approximately 14.6 hectares), and was planned to accommodate a significant portion of the new infrastructure for the area, including most of the new street network and a large, centralized park. At its meeting from July 19-22, 2022, City Council adopted OPA 615 (By-law No. 1016-2022) that includes the Secondary Plan. The Secondary Plan establishes much of the new infrastructure on the Subject Site.

[12] OPA 615 was appealed by a number of Parties, including the Applicants. By Tribunal Order dated January 15, 2024, and as mentioned above, the subject SASP Appeal was ordered to be heard together with the OPA 615 Appeal.

[13] In response to mediation efforts, the City brought forward a modified version of the Secondary Plan that was endorsed by City Council in July 2024. Updated policies in the Secondary Plan relate to the public realm, transportation, community services and facilities, built form, and the range and mix of housing. The greatest heights and development intensities are planned to be concentrated along Yonge Street and in the Yonge-Steeles Transit Station Area. A hearing to consider a settlement proposal for OPA 615 was held by the Tribunal, and by way of Order dated December 23, 2024, the Tribunal approved the modified Secondary Plan in principle, except as it relates to ongoing appeals by five appellants, which will be addressed on a site-specific basis.

[14] The Applicants settled their appeal of OPA 615 and its associated maps, as it relates to the Subject Site, save for one issue. At the Hearing, the Parties advised that, while OPA 615 had been approved in principle, there is an outstanding road issue that needed to be determined. The Parties asked that, while both appeals were to be heard together at the Hearing, the OPA 615 portion be adjourned so that the City could bring this matter to City Council and amend the westerly boundary of OPA 615.

[15] The Tribunal asked Mr. Volpentesta whether this outstanding matter would impact its ability to make a decision on the SASP before it, and specifically, whether this outstanding matter impacted Mr. Volpentesta's opinions regarding the SASP. He testified that his opinion was not impacted and the Tribunal would be able to make a decision on the SASP, independent of the OPA 615 outstanding road issue. Of note, at the Hearing, the Tribunal was not provided with evidence regarding the road sharing issue. Subsequent to the Hearing, the City advised that an agreement has been reached on this issue between the Parties and evidence is to be provided to the Tribunal by way of an Affidavit to explain this issue and the agreement.

Settlement Agreement

[16] The SASP, arrived at by way of settlement agreement, and attached to this Decision as **Schedule A** (“Revised SASP”), contains certain modifications, which Mr. Volpentesta described in his written and oral testimony. The Revised SASP provides additional guidance (along with OPA 615) regarding the future redevelopment of the Subject Site, which is the largest landholding within the Secondary Plan area. Specifically, the Revised SASP provides guidance on matters that are established in the Secondary Plan, such as the new road network on site and the large, centralized park. The Revised SASP also provides more specificity beyond the policies of the Secondary Plan, which will help guide the redevelopment of the Subject Site in accordance with the Applicants’ vision, as demonstrated through the Master Concept Plan prepared by Turner Fleischer Architects (“Concept Plan”). This includes elements related to built form, street design, Privately Owned Publicly-Accessible Spaces (“POPS”), public art, and pedestrian connectivity.

[17] Mr. Volpentesta explained that the Concept Plan depicts a master planned mixed-use development that includes seven development blocks, a central park, and a new network of public and private streets connecting to Steeles Avenue West, Yonge Street, and the lands to the west. It also plans for the integration of the public transit improvements underway in the area and within the Subject Site, to the extent possible. The Concept Plan includes multiple high-rise buildings (up to 55 storeys) at the Yonge-Steeles Intersection, generally stepping down in height towards the south along Yonge Street and towards the west along Steeles Avenue. A large public park is central to the Concept Plan and separates the high-rise built form to the north from the mid- and low-rise buildings to the south of the park.

[18] The Revised SASP, Mr. Volpentesta opined, was formulated in collaboration with City staff and implements the direction of the approved-in-principle OPA 615. The Revised SASP was updated based on the modifications to OPA 615 and was designed to address key issues identified by the City through mediation related to, among others,

non-residential uses, road network, pedestrian connections, and phasing. The Revised SASP is structured in multiple sections. The first three sections provide overarching policies related to the interpretation of the SASP in relation to the Secondary Plan and the OP, the vision and major objectives of the redevelopment of the Subject Site, and policies outlining the structural components of the plan. The remaining sections of the Revised SASP provide site-specific policies related to the transportation network, public realm, built form, parks, housing, non-residential uses, phasing, and implementation to guide development of the Subject Site.

[19] Due to the nature and relationship between the Revised SASP and the parent plans, matters such as building height and other built form considerations that were part of the originally proposed SASP were removed and are now guided by the Secondary Plan. The general location and type of building is identified on Map – 3 of the Revised SASP, but the specific design criteria are to be enforced by the applicable parent plans (i.e., the Secondary Plan). Overall, the Revised SASP will implement the policies of the Secondary Plan, except where greater specificity is provided related to the Subject Site through the Revised SASP.

[20] Mr. Volpentesta explained that the Revised SASP will be incorporated into Chapter 6, Section 49 (the Secondary Plan) of the OP. This approach ensures that the SASP and the Secondary Plan would read as one document, and that the ultimate redevelopment of the Subject Site would implement the policies of the Secondary Plan and the SASP. The SASP, or amendments thereto, could be made within Chapter 7 in the future, or transitioned into Chapter 6, if appropriate. In short, the Revised SASP will be incorporated into the Secondary Plan as a site and area specific policy applicable to the Subject Site. Therefore, the Secondary Plan ultimately will be the policy document that guides the redevelopment of the Subject Site.

Planning Policy

[21] Mr. Volpentesta explained that the planning documents affecting this matter include:

- a. The *Planning Act*, R.S.O. 1990, c.P.13, as amended;
- b. The Provincial Planning Statement, 2024 (“PPS”);
- c. The City of Toronto Official Plan, including the Yonge Street North Secondary Plan (OPA 615) and Official Plan Amendment 570; and
- d. The City of Toronto Plans and Guidelines, including:
 - i. The Metrolinx Regional Transportation Plan;
 - ii. The Tall Building Design Guidelines;
 - iii. The Mall Redevelopment Guide (draft);
 - iv. The Pet-Friendly Design Guidelines for High Density Communities; and
 - v. The Growing Up: Planning for Children in New Vertical Communities Guidelines.

[22] Citing numerous policies in his comprehensive Affidavit and oral testimony, Mr. Volpentesta opined that the Revised SASP meets the legislative requirements outlined in the policy documents. He testified that the Revised SASP has regard for matters of provincial interest indicated in the Act, is consistent with the PPS, conforms with the OP, and represents good planning. Moreover, it is supportive of policy directions set out in the documents noted above, as all promote: a range of housing options, a mix of uses,

and the optimization and efficient use of land and infrastructure within built-up areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit and existing mall sites. For example, he opined as follows:

- a. The Revised SASP will support the orderly development of a complete community that efficiently uses existing and planned infrastructure in the Secondary Plan area. Furthermore, the Revised SASP will deliver a mix of uses to support a range of new housing, employment opportunities, and community infrastructure. The Subject Site is an appropriate location for growth and development and will help to optimize the use of land and investment in planned infrastructure, particularly public transit. The Revised SASP has regard for the relevant matters of provincial interest identified in section 2 of the Act.
- b. The Revised SASP is consistent with the PPS, in particular, the policies promoting the creation of complete communities and optimizing the use of land and infrastructure. It provides the necessary structure needed for a future complete community that will include tall buildings, community infrastructure, and non-residential uses, all within short walking distance to higher-order transit. Furthermore:
 - i. Mixed-use intensification on the Subject Site is supported by policy directions articulated in the PPS, which promotes intensification on sites that are well served by municipal infrastructure. In particular, the Subject Site is a shopping mall, which the PPS identifies as an example of an underutilized site.
 - ii. The Subject Site forms part of a strategic growth area ("SGA") and a major transit station area ("MTSA") on a higher order transit corridor, as defined by the PPS, given that MTSA's are defined as the area within an approximate 500- to 800-m radius of a transit

station (the future Yonge-Steeles subway station). The PPS directs that boundaries of MTSAAs are to be delineated to maximize the number of potential transit users that are within walking distance of the station. In fact, MTSAAs on higher order transit corridors that are served by subways are to be planned with a minimum of 200 residents and jobs combined per hectare.

- iii. The Revised SASP is consistent with the intensification policies of the PPS, which includes policies that support a mix of uses and increased residential and employment densities to support the viability of existing and planned service levels, with a focus on strategic growth areas, including MTSAAs. Residential and mixed-use intensification on the Subject Site will efficiently use land and infrastructure by providing new housing and employment in transit supportive built forms.
 - iv. The optimization of land and infrastructure on the Subject Site is consistent with both good planning practice and overarching provincial and municipal policy direction, subject to achieving appropriate built form relationships. Residential intensification will contribute to accommodating the growth being experienced by the region and it will also promote the ongoing revitalization of the Yonge-Steeles area.
- c. The Revised SASP appropriately plans for the future transit improvements within the Subject Site, as contemplated by the Metrolinx Regional Transportation Plan.
 - d. The redevelopment of the Subject Site with an intensified, mixed-use form of development, that includes a mix of residential, commercial, office, community, and parks space, is part of a desirable revitalization and

reinvestment process, which is anticipated and supported by the OP. The proposed mixed-use intensification on the Subject Site would support increased transit ridership that would contribute to the achievement of population and job forecasts in the OP and would also allow residents to take advantage of the wide array of shops, services, restaurants, and other facilities onsite and in the surrounding area.

- e. The Revised SASP will ensure a mix of uses are provided that achieve the objectives of the OP's 'Mixed Use Areas' designation. Retail uses at grade will contribute to the urbanization of the Yonge-Steeles area and animation of the streetscape. Residential intensification will add population density which will help to support transit ridership and commercial uses.
- f. From a built form perspective, the Subject Site is appropriate for a mix of tall, mid-rise, and low-rise buildings, and the proposed height and massing are appropriate and compatible with the surrounding context, based on a number of contextual and urban design considerations.
- g. From an urban design perspective, the Revised SASP is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the OP. The Revised SASP will guide the redevelopment of a substantial block of underused land, taking advantage of the adjacent planned high-order transit station and increasing the connectivity and porosity of the Subject Site. New public and private streets, an enhanced public realm, and pedestrian connections will be established throughout the entire block structure, as indicated in the policies and maps of the Revised SASP and the Secondary Plan.
- h. The Subject Site is the largest consolidated land holding in proximity to the proposed Yonge-Steeles subway station that will become a transit hub that serves the central Greater Toronto Area.

- i. With respect to the Subject Site, Policy 2.7 of OPA 615 states that its redevelopment will deliver the Secondary Plan's largest proportion of non-residential uses, including office and large-format retail uses within the tall and mid-rise buildings. Furthermore, a street network will support connectivity and the creation of smaller sized development blocks. To further support connectivity and the creation of a vibrant public realm, opportunities for POPS, mid-block, and below-grade connections to the subway will be secured. Development will be appropriately designed and massed to frame a large centralized public park and minimize shadow and wind impacts on the park and public realm.
- j. The Revised SASP conforms with the Secondary Plan and provides appropriate site-specific policies to guide the future redevelopment of the Subject Site. The Revised SASP outlines built form areas (Map 3) in a manner that conforms with the building types and heights identified on the Subject Site in the Secondary Plan. In particular, the Revised SASP provides a variety of built forms such as low-, mid-, and high-rise buildings, locating the most intense heights and densities at the Yonge-Steeles Intersection, gradually transitioning in height and density towards the peripheral areas of the plan area. The Revised SASP also requires a minimum amount of gross floor area for non-residential uses, in appropriate locations throughout the Subject Site, with regard for the prime pedestrian areas (identified in the Secondary Plan) and the interface with the proposed central public park. The Revised SASP will create a street network that will support connectivity throughout the Subject Site and create an extension of the existing surrounding urban fabric in a manner consistent with the Secondary Plan. A pedestrian network will also be created to promote a vibrant public realm, with consideration for destinations such as the central public park, proposed POPS, and the planned subway station entrance.

[23] Mr. Volpentesta stated that the Revised SASP requires the preparation of a phasing strategy and implementation plan which, among other matters, will address and identify the physical infrastructure needed to support each phase of development. Additionally, any amendments to the City's zoning by-law will have a holding symbol to ensure that physical infrastructure are appropriately phased and conveyed with the development or redevelopment of the Subject Site (Policy 54, Revised SASP).

[24] Mr. Volpentesta went through the issues raised by the added Parties, as well, and confirmed that they were addressed by the Revised SASP.

[25] The Revised SASP, Mr. Volpentesta concluded, has regard for matters of provincial interest as set out in section 2 of the Act, is consistent with the PPS, conforms with the OP, conforms to the, approved in principle, Secondary Plan, and has regard for relevant City guidelines. For the foregoing reasons, he recommended that the Tribunal should allow the Applicants' appeal, in part, and approve the Revised SASP.

FINDINGS

[26] The Tribunal accepted the uncontested opinion evidence of Mr. Volpentesta and found that the Revised SASP, as modified by the settlement agreement, meets the required legislative tests. Specifically, the Tribunal was persuaded by the evidence of Mr. Volpentesta that the Revised SASP is appropriate and would promote the policies of the OP by establishing an appropriate mix of residential and commercial uses and height and density to meet the overarching provincial policy directives. Furthermore, it conforms with the OP policies, and specifically policies which apply to lands designated 'Mixed Use Areas' and along 'Avenues'. The Revised SASP also conforms to the Secondary Plan policies. It is consistent with the PPS and has regard for matters outlined in section 2 of the Act. Thus, the Tribunal found that the SASP, as revised by the settlement agreement, warrants approval.

[27] As discussed, with respect to the OPA 615 Appeal, the Tribunal adjourned that matter to allow the Parties to finalize their settlement agreement regarding the road issue. The Tribunal directs that the Parties provide the Tribunal with evidence in support of the settlement agreement in writing, in order to allow the Tribunal to make a Final Order in that matter, if warranted. This Member remains seized for the purpose of reviewing that evidence, and if satisfied, issuing the Final Order for the outstanding portion of the OPA 615 Appeal. The Tribunal directs that the Parties provide this evidence, or a status update to the Tribunal by **Tuesday, March 31, 2026**.

ORDER

[28] **THE TRIBUNAL ORDERS** that:

- a. The appeal by Revenue Properties Company Ltd. and Morguard Investments Limited pursuant to subsection 22(7) of the *Planning Act*, R.S.O. c. P.13, as amended, is hereby allowed in part; and
- b. Chapter 7 of the City of Toronto Official Plan is hereby modified in accordance with **Schedule A** to this Order, such modifications comprising of the addition of a site and area-specific policy for the lands municipally known as 6212-6600 Yonge Street in the City of Toronto ("SASP"), and that the SASP is hereby in full force and effect.

[29] **THE TRIBUNAL FURTHER ORDERS THAT**, in accordance with Rule 24.3 of the Tribunal's *Rules of Practice and Procedure*, this Order is effective as of April 23, 2025.

[30] The outstanding portion of the OPA 615 Appeal, namely Tribunal file number OLT-22-004346, is adjourned. This Tribunal Member remains seized for the purpose of addressing the outstanding issue in the OPA 615 Appeal. The Parties are directed to provide the Tribunal's Case Coordinator with information required to allow the Tribunal to consider making a Final Order, or a status update, by **Tuesday, March 31, 2026**.

"Bita M. Rajaee"

BITA M. RAJAE
MEMBER

Ontario Land Tribunal

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The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

SCHEDULE A

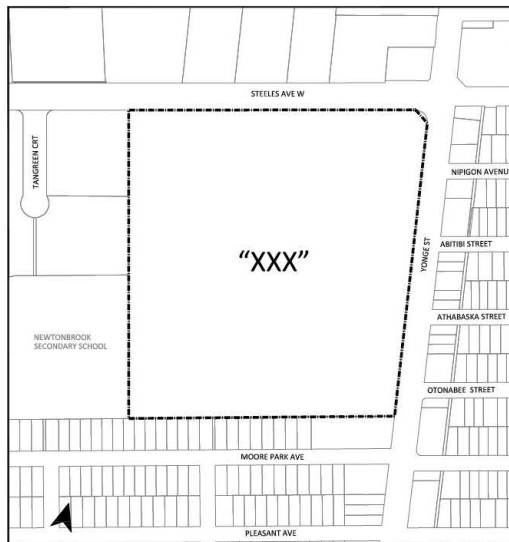
AMENDMENT XXX TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS 6212-6600 YONGE STREET

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

- a) Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy XXX for the lands known municipally in 2025 as 6212-6600 Yonge Street, as follows:

XXX. 6212-6600 YONGE STREET



INTERPRETATION

1. Site and Area Specific Policy No. XXX is intended to be read with the policies of the Official Plan and the Yonge Street North Secondary Plan, except where provided otherwise. Where there is a conflict between the policies or maps of the SASP and the Official Plan or Yonge Street North Secondary Plan, the policies and maps of this SASP will prevail.
2. The lands subject to this Site and Area Specific Policy shall be referred to as the "Subject Lands".

VISION AND MAJOR OBJECTIVES

3. Centerpoint Mall is located at the southwest corner of the intersection of Yonge Street and Steeles Avenue in the former City of North York. The Subject Lands (6212-6600 Yonge Street) is a 14.6-hectare parcel that was developed as a 1- and 2-storey enclosed shopping centre in the 1960s to serve as a regional shopping destination in the northern part of Metropolitan Toronto. It is appropriate for the Subject Lands to be redeveloped in phases as the predominantly low-intensity, retail function of the Subject Lands transitions to a more intensive, mixed use typology with a residential function.
4. The Subject Lands present a unique redevelopment opportunity not found elsewhere within the Yonge Street North corridor, as it is the largest single property in terms of land area with frontage on two major arterial roads. The intensification of the Subject Lands will take advantage of its strategic location and its abundance of land presently used for surface parking. It presents an ideal opportunity to integrate intensification with planned higher order transit along Yonge Street and Steeles Avenue, recognizing its location at the northern gateway to the City of Toronto.
5. Redevelopment of the Subject Lands over a number of years will create a complete and sustainable new community with a range of residential typologies and densities; retail, commercial and service facilities; office uses; community services and facilities; and parks and open space, with a focus on a large, central park, publicly accessible open spaces, as well as a network of multi-modal connections within the Subject Lands which link to existing surrounding networks.

REDEVELOPMENT CONCEPT

6. Redevelopment will generally proceed in accordance with the Redevelopment Concept as identified on Map 2 – Structure.
7. The Subject Lands will be developed based on the following principles:
 - a. A large, centrally located public park will serve as a focal point, gathering place and location for active recreation programming for this new community;
 - b. A network of new public and private streets and pedestrian routes, including the northern extension of Lariviere Road will be delivered throughout the Subject Lands, as shown on Map 2 – Structure and Map 4 – Pedestrian Network;
 - c. A fine grain network of interconnected public and private streets, and pedestrian and cycling routes that define and frame development blocks will provide access throughout the Subject Lands, as well as vehicular access for the buildings within the Subject Lands;

- d. The network of streets and pedestrian routes will be designed to promote walking and cycling in a comfortable and safe environment;
- e. The overall pedestrian network enhances and supports the proposed built form, uses, and connections being delivered as part of the Yonge Street North Secondary Plan.

TRANSPORTATION NETWORK

- 8. Street A will have a right-of-way width of 26.0 metres, of which 20.5 metres will be on the Subject Lands for the north-south portion of the street. The right-of-way will include dedicated cycling lanes on both sides of the street as well as lay-by parking on one side of the street. At its intersection with Steeles Avenue West, Street A will align with the existing signalized intersection.
- 9. Streets A, B, C, D and E will be provided through a draft plan of subdivision. The exact location, alignment and design of public streets will be refined through a draft plan of subdivision for the Subject Lands.
- 10. The planned street network will comprise private road components generally in the locations shown on Map 2 – Structure. Private roads may be added or adjusted to service the development as necessary.
- 11. Redevelopment on the Subject Lands will be planned and designed to support all modes of transportation, with a focus on walking, cycling, and public transit use.
- 12. Redevelopment on the Subject Lands will be integrated with future transit improvements, including the planned Yonge North Subway Extension, the Yonge-Steeles Subway Station and a potential bus terminal as shown on Map 2.
- 13. Where feasible and appropriate, new development will provide connections between buildings and the planned subway station to support improved access.
- 14. The exact location, alignment, and design of the planned street network identified on Map 2 and any required transit infrastructure will be refined through the development application review process (including the Plan of Subdivision process, a Municipal Class Environmental Assessment as required, or other implementation mechanisms). Minor adjustments to the location of these features do not require an amendment to the Official Plan, the Yonge Street North Secondary Plan, or this SASP provided the intent of the planned street network is maintained.

PUBLIC REALM

15. A high-quality public realm will be established throughout the Subject Lands.
16. Public and private streets will be designed to provide safe, comfortable and amenable environments for pedestrians, cyclists and vehicles. Public streets will include pedestrian sidewalks, tree planting, street furniture and street lighting. Private streets may include pedestrian sidewalks, tree planting, street furniture and street lighting, where appropriate.
17. Redevelopment should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will generally be located parallel to public streets with main building entrances on the street facing facades.
18. The streetscapes along Yonge Street and Steeles Avenue West will be designed to define and support the streets' roles as a Prime Pedestrian Area and a vibrant urban place.
19. Privately Owned Publicly-Accessible Spaces ("POPS") will generally be provided in accordance with Map 2 – Structure.
20. The Enhanced Pedestrian Routes to Parks as shown on Map 4 – Pedestrian Network, should be designed with a generous pedestrian sidewalk and landscape treatment.
21. Proposed Mid-block Connections are shown on Map 4 – Pedestrian Network.
Notwithstanding Policy 3.36 of the Yonge Street North Secondary Plan, the total width of the Proposed Mid-block Connection in the Low-rise built-form area on Block F will be 10 metres wide, inclusive of a generous pedestrian walkway and landscape treatment. Where the Proposed Mid-block Connection terminates in Block F, it will connect to the Proposed Pedestrian Linkages. The Proposed Mid-block Connection on Block C can be within a building and not clear to the sky. No building setbacks are required from the Proposed Mid-block Connections.
22. Proposed Pedestrian Linkages, as shown on Map 4 – Pedestrian Network, are intended to provide additional pedestrian connections throughout the Subject Lands. Proposed Pedestrian Linkages may be located on or along private streets and may be partially or wholly enclosed within a building.

Public Art

23. Public Art is encouraged on the Subject Lands. Public Art can be designed to enhance the quality of the public spaces and other spaces that are publicly accessible and visible.

24. Potential locations for Public Art will be the subject of consideration through the development review process and in consultation with the City and landowner.
25. Public Art will be considered as an in-kind contribution for the purpose of calculating a Community Benefit Charge ("CBC") payment.

Retail and Community Uses

26. Notwithstanding policy 3.22 of the Yonge Street North Secondary Plan, where transit infrastructure is located that impedes the practical incorporation of non-transit related uses, street-related retail will not be required at grade.
27. Retail, community-related, or service commercial uses are encouraged to wrap around from Yonge Street or Steeles Avenue West onto side streets and maintain their grade related orientation.

BUILT FORM

Building Type & Height

28. Buildings with the greatest heights will be located closest to the northeast corner of the Subject Lands, at the intersection of Yonge Street and Steeles Avenue West, and along the Yonge Street and Steeles Avenue corridors, decreasing in height with increasing distance from the intersection.
29. Tall buildings will generally be developed as identified on Map 3 – Built Form, provided the applicable setbacks, step backs, and separation distances can be achieved. The location and number of Tall buildings within each block is conceptual and may be modified without amendment to this SASP.
30. Mid-rise buildings will be developed at the locations identified on Map 3 – Built Form with the identified height ranges.
31. Low-rise buildings, including but not limited to all forms of townhouses, will be developed at the locations identified on Map 3 – Built Form with the identified height ranges.

Base Building Heights

32. Base buildings will generally be located within the area identified on Map 3 – Built Form, and will define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and support an overall pedestrian friendly environment. Notwithstanding Policy 8.18 of the Yonge Street North Secondary Plan, Block D may have a base building height lower than 3 storeys, if impeded by transit infrastructure.

PARK

33. The dedication of land for one unencumbered public park to meet the needs of residents and employees of the Subject Lands is required by the City to satisfy the parkland dedication requirement.
34. The parkland dedication will be a minimum of 15 percent of the development site, net of any conveyances for public road allowances, the location of which is conceptually shown on Map 2 – Structure.
35. All public parkland must have frontage on a public street, with all public infrastructure and servicing required for the parkland to be located within a public right-of-way.
36. The public park will be fronted by active uses and will be screened or separated from servicing and loading infrastructure by incorporating such infrastructure into the built form where possible, through the use of appropriate setbacks, architectural and landscape elements.
37. A minimum setback of 5 metres will be provided between all public parkland boundaries and any adjacent building face.

HOUSING

38. Notwithstanding Policy 6.1 of the Yonge Street North Secondary Plan, the minimum requirements for two- and three-bedroom units may be reduced where the redevelopment of the Subject Lands includes:
 - a. Social housing or other publicly-funded housing; or
 - b. Specialized housing such as residences owned or operated by a post-secondary institution or a healthcare institution or other entities that provide housing for seniors, students, patients or employees, or people with special needs.

NON-RESIDENTIAL USES

39. The redevelopment of the Subject Lands will deliver the largest proportion of non-residential uses in the Yonge Street North Secondary Plan area, including office and large-format retail uses within the base of tall buildings or within mid-rise buildings.

Permitted Uses

40. Within the Subject Lands, permitted non-residential uses include, but are not limited to, the following:
- a. retail uses, including large format retail, supermarket, and restaurant;
 - b. service commercial including professional services, private recreation facility (profit and non-profit), personal service shop, educational and learning services;
 - c. office uses including professional offices and medical offices;
 - d. entertainment uses including movie theatre, entertainment place of assembly, amusement arcade, art gallery, performing arts studio; and
 - e. institutional uses including places of worship, publicly funded schools, private schools, and private daycares.

Non-Residential Use Requirements

41. All buildings which front Yonge Street or Steeles Avenue West shall include non-residential uses framing the public realm, consistent with the following:
- a. A combined minimum of 18,650 square metres is required, upon completion of the last Block of the redevelopment, of which a minimum of 10,500 square metres will be located within Block C; and
 - b. A minimum 60% of the ground floor gross floor area of each building will be provided for non-residential uses. However, where transit infrastructure and transit related infrastructure impedes the reasonable delivery of the identified proportion required, a minimum 60% of the ground floor gross floor area for non-residential uses is not required; the minimum portion will instead consider the extent to which the Yonge Street and/or Steeles Avenue West frontages can reasonably be animated, minimizing blank façades to the greatest extent possible.
42. Buildings which front Street D, and which do not have frontage on Steeles Avenue West, shall include a combined minimum of 700 square metres of non-residential uses within the ground floor.
43. For the purposes of providing the minimum non-residential gross floor area required in Policies 41 and 42, community uses, including publicly funded schools, shall be excluded from the calculation of non-residential uses.

44. Additional non-residential uses are encouraged to locate above the ground floor of all buildings within the Subject Lands.
45. The ground floor of tall and mid-rise buildings, which do not front Yonge Street or Steeles Avenue West, are encouraged to include 25% of the ground floor gross floor area of each building for non-residential uses to frame the public realm.
46. The park located central to the Subject Lands will be the primary placemaking element of the redevelopment. Development adjacent to the park is encouraged to provide non-residential uses and ground floor animation, consistent with the following:
 - a. Community and institutional uses such as daycares, libraries, and schools, are strongly encouraged throughout the Subject Lands, particularly in locations facing and/or adjacent to the park; and
 - b. The ground floor of buildings which face the park (including buildings on the south side of Street A) will animate the public realm and are prohibited from locating back of house activities, such as garbage and loading, adjacent to the park. This requirement does not apply to development of transit infrastructure and transit related infrastructure where unavoidable; however, it will consider the extent to which the public realm can reasonably be animated, minimizing blank façades to the greatest extent possible.
47. The identification and location of community uses will be considered through each phase of development, in accordance with the Phasing policies of this SASP. Community uses will be identified or confirmed at the time of rezoning.
48. Yonge Street, Steeles Avenue West, and Street "D" are encouraged to be the preeminent pedestrian-oriented corridors external and internal to the Subject Lands, and the primary spines for retail and restaurant activity, consistent with the following:
 - a. Retail and restaurant uses are encouraged to locate along Yonge Street, Steeles Avenue West, and Street D; and
 - b. Retail and restaurant uses are encouraged to wrap around the corner of buildings onto adjacent public and private streets, and POPS.

PHASING

49. Redevelopment of the Subject Lands is anticipated to occur in phases. The existing Centerpoint Mall will remain in operation, or in partial operation, throughout the phased redevelopment of the Subject Lands. Additions or alterations to the existing Centerpoint

Mall will be permitted without requiring amendment to this SASP or the Yonge Street North Secondary Plan.

50. Development or redevelopment of the Subject Lands (excluding additions or alterations to the existing Centerpoint Mall) will require the submission of a phasing strategy and implementation plan (the "PSIP") outlining the physical infrastructure (i.e., transportation network, servicing), community services and facilities, and public parkland dedication necessary to support each phase of development. The PSIP will:
- a. Identify an approximate residential unit count, which includes the provision of units by number of bedrooms, and non-residential gross floor area, as may be applicable, for the lands in each phase of development;
 - b. Identify physical infrastructure (i.e., transportation network, servicing) improvements, community services and facilities, and public parkland dedication that will be required to be implemented prior to completion of any phase of development in order to support the phases of development; and,
 - c. Identify physical infrastructure (i.e., transportation network, servicing) improvements, community services and facilities, and public parkland dedication required to be conveyed into public ownership through each phase of development.
51. Phasing shall be executed through Zoning By-law(s), Plan(s) of Subdivision, and/or Site Plan(s) and secured through appropriate legal agreements, including but not limited to public easements where required.
52. As part of any Zoning By-law Amendment application, the Toronto Catholic District School Board will be consulted by the applicant regarding whether or not a school will be located on the block or blocks that are the subject of the application.
53. Policy 9.10 (a) of the Secondary Plan, will be addressed through the completion of the PSIP.
54. Any amendments to the in-force zoning by-law for the Subject Lands shall have a Holding Symbol "(H)" included in the amending zoning by-law(s) to ensure that physical infrastructure (i.e., transportation network, servicing) improvements, community services and facilities, public parkland dedication are appropriately phased and conveyed with the development or redevelopment of the Subject Lands.

IMPLEMENTATION

55. It is expected that the exact location of any transit related infrastructure such as, but not limited to, bus terminals, rapid transit stations, and associated infrastructure such as but not limited to the traction power substations ("TPPS") will be refined through the provincial process. Any modification to the specific development and/or impacted area that is associated with the transit infrastructure may be made without amendment to the Yonge Street North Secondary Plan or this SASP.

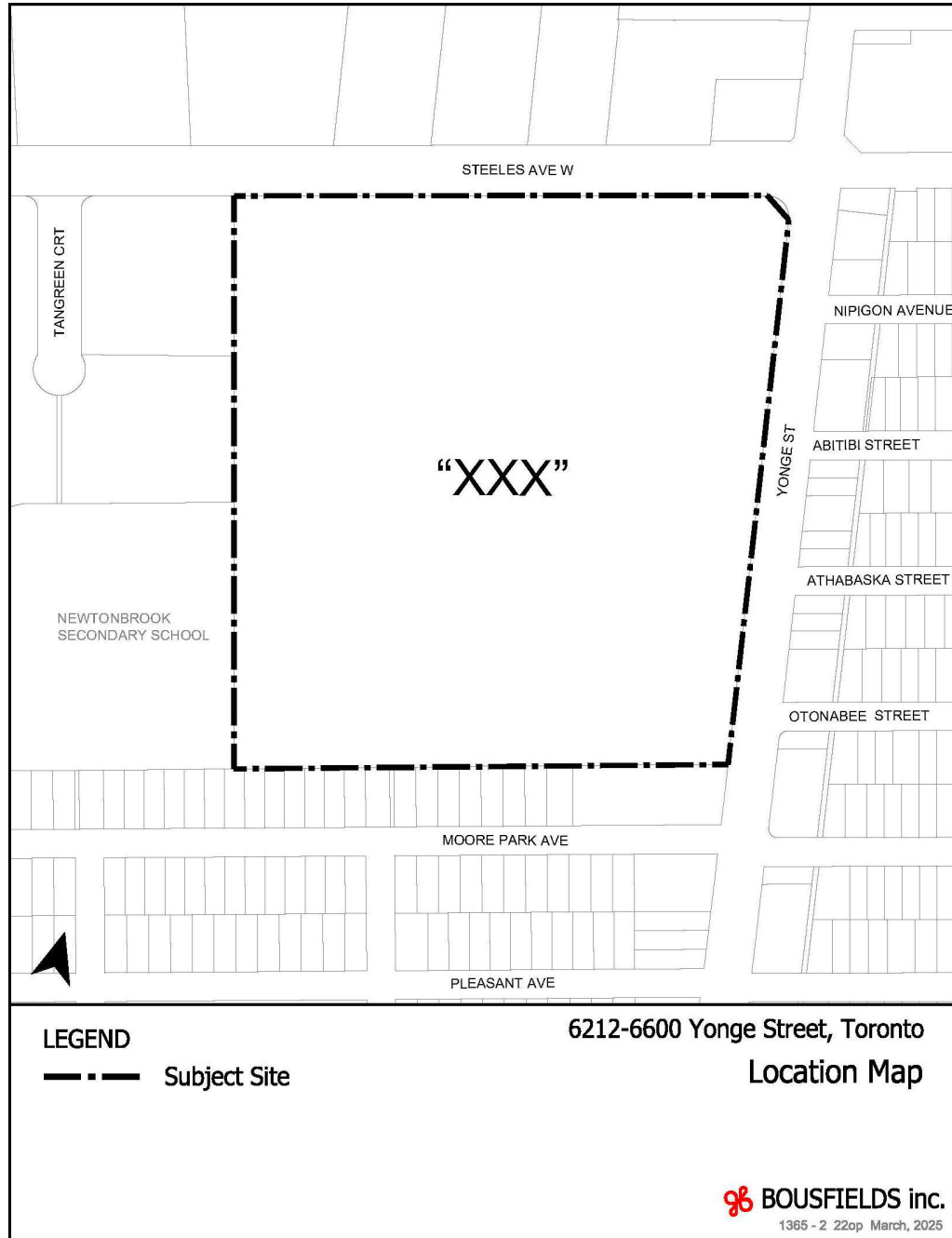
Draft Plan of Subdivision

56. Except as provided in this SASP, prior to any redevelopment of all or any part of the Subject Lands and prior to or coincident with the enactment of any zoning by-law amendment, for all or part of the Subject Lands, a draft plan of subdivision will be required to be approved for the entirety of the Subject Lands to implement the SASP. The draft plan of subdivision for the Subject Lands may be registered in phases.
57. The phasing of development and required infrastructure for the Subject Lands, including the provision of all new public streets, municipal services, transportation infrastructure, and parkland which will occur incrementally in phases over time in an integrated manner, will be secured in a subdivision or other agreement(s).

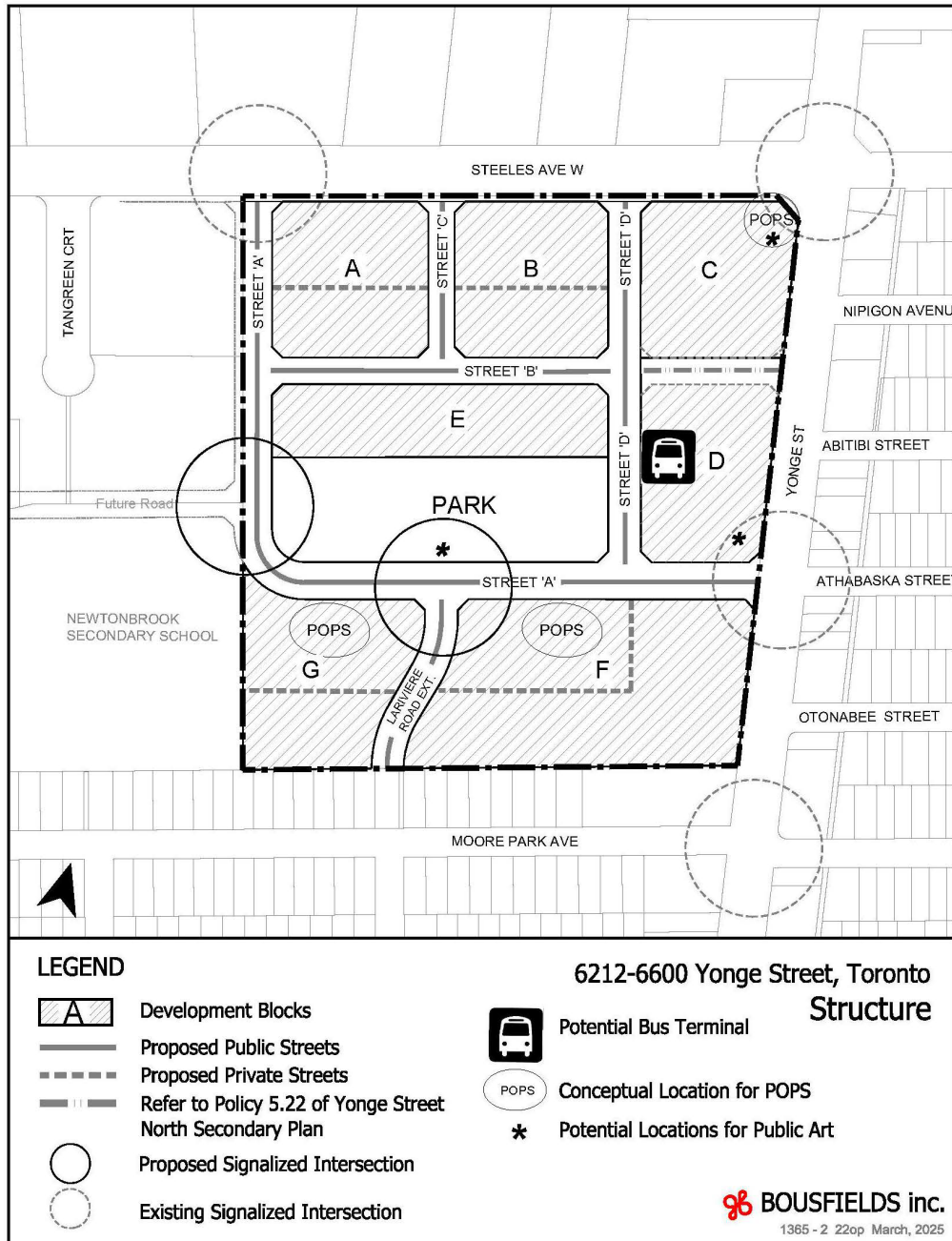
Zoning By-law Amendment(s)

58. 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 is required for any Zoning By-law Amendment application:
- a. A Multi-Modal Transportation Impact Study ("MMTIS"), which will identify the transportation demands and impacts of the redevelopment proposed by the application;
 - b. Except as otherwise noted in this SASP, the MMTIS must demonstrate, prior to the enactment of any zoning by-law amendment, that:
 - i. there will be sufficient transportation capacity available to accommodate trips generated by the application; or
 - ii. there are measures that can be undertaken to accommodate trips generated by a development application through TDM strategies or off-Site infrastructure improvements.
 - c. Where transportation improvements and/or new transportation infrastructure are identified by the MMTIS as being required to facilitate the proposed development, the Zoning By-law Amendment(s) may include holding provisions which would not be lifted until those matters are secured in a manner satisfactory to the City.

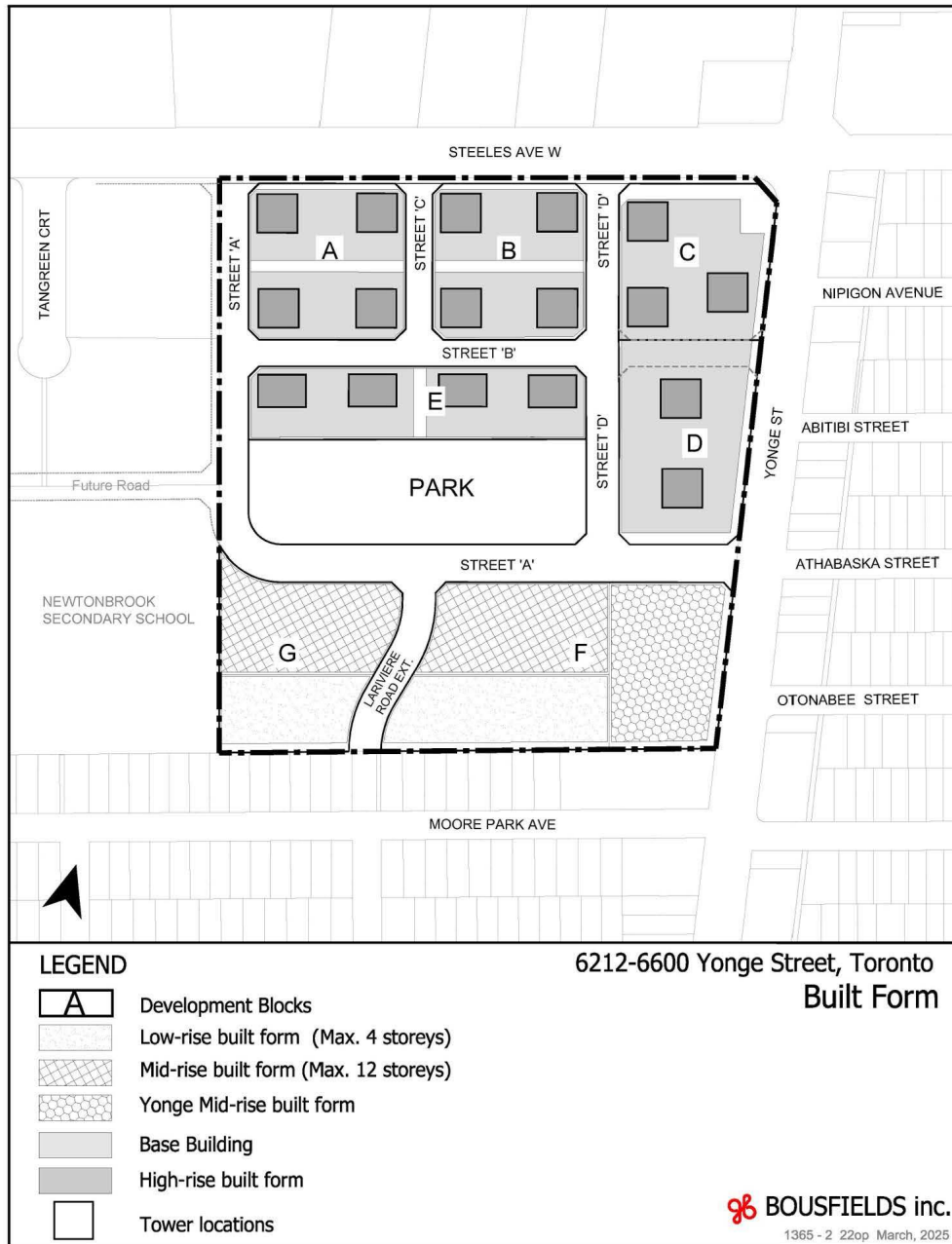
Map 1 – Location Map



Map 2 – Structure



Map 3 – Built Form



Map 4 – Pedestrian Network

