



Johanna Shapira | B.A., J.D.

T. 416.203.5631
E. jshapira@woodbull.ca

File No. 1305

March 7, 2025

**By Email
Without Prejudice and Confidential**

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

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

Dear Counsel:

**Re: Final Without Prejudice Settlement Offer
6212-6600 Yonge Street, City of Toronto
OLT-23-000091 (Heard together with OLT-22-004346)
Official Plan Amendment Application 21 246686 NNY 18 OZ**

We represent Revenue Properties Company Ltd. and Morguard Investments Limited (together referred to as "**Morguard**"), the applicant and appellant in respect of the proposed development of the property municipally known as 6212-6600 Yonge Street (the "**Site**"), which is the subject of the above-noted Official Plan amendment application (the "**Application**").

We write to present our client's settlement offer with respect to the Application and its appeal of the Application to the Ontario Land Tribunal (the "**Appeal**"). The within settlement offer is based upon a revised official plan amendment for the Site, which is in the form of a site and area specific policy (the "**Settlement SASP**"), a copy of which is attached. The changes to the originally-proposed SASP were arrived at through many months of consultation with City staff and have been agreed upon as part of a full resolution of the Appeal.

It is our understanding that the Settlement SASP will be the subject of an *in camera* report to City Council at its meeting commencing on March 26, 2025; this offer remains open until the conclusion of that meeting.

Background

The Site is located south of Steeles Avenue West on the west side of Yonge Street, within the Newtonbrook West neighbourhood. The Site is approximately 14.6 hectares in size and is currently developed with a shopping centre known as Centerpoint Mall. The shopping centre is enclosed, with heights of one to two storeys, and is surrounded by



WOOD BULL LLP

65 Queen Street West, Suite 1400, Toronto, Ontario M5H 2M5

T. 416.203.7160

woodbull.ca

approximately 2,250 surface parking spaces. The Site has significant frontage along both Yonge Street and Steeles Avenue West.

There are significant higher order transit infrastructure improvements planned for the area and potentially for the Site itself. Planned transit improvements in the area include an extension of the Yonge Street subway (TTC Line 1) to Steeles Avenue, as well as a new Bus Rapid Transit system along Steeles Avenue. Given the size and location of the Site, as well as these planned transit improvements, the Site is far from optimized and represents a unique opportunity for redevelopment.

To support the optimization of the Site, Morguard developed a conceptual master plan for its future redevelopment. The conceptual master plan included structural elements such as a new block layout, a new public street network, and a large, centralized park. It also included a variety of low-rise, mid-rise and high-rise built forms throughout the Site, peaking at the intersection on Yonge Street and Steeles Avenue West. The conceptual master plan formed the basis of the Application, which was filed with the City on or about December 9, 2021. As noted earlier, the Application is for a site-specific official plan amendment (the “**SASP**”). Presently, no zoning applications have been filed with the City.

Concurrent with the processing of the Application, the City processed and adopted its Yonge Street North Secondary Plan (the “**Secondary Plan**”), which forms part of Official Plan Amendment No. 615 (“**OPA 615**”). The Site is the single largest land holding within the Secondary Plan area. Although the Secondary Plan also includes policies respecting the future intensification of the Site, including a road network and centralized park, the Application was made with a view that there would be distinguishing circumstances best suited to be included in a SASP rather than within the broader Secondary Plan policy framework.

Given the importance of the Secondary Plan as it applies to the Site, Morguard actively participated in the processing of OPA 615. Although many of its concerns were resolved prior to the adoption of OPA 615, other concerns of alignment between the Secondary Plan and SASP were not. As a result, Morguard appealed OPA 615 and, separately, the SASP to the Tribunal. Given the similarity of the subject matter as between the two instruments, the Tribunal ordered that the Appeal be heard together with the appeals of OPA 615.

Many months of consultation occurred between our client and City staff respecting OPA 615 and the SASP, and through that process, Morguard was able to resolve most of its concerns with OPA 615. Accordingly, in December 2024, the Tribunal approved OPA 615 as it applies to the Site subject to certain policies being held for determination at the hearing of the SASP. Following the approval of OPA 615, our client entered into further consultation with City staff regarding the form of the SASP. We are pleased that those consultations resulted in a form of SASP that is satisfactory to both parties, being the enclosed Settlement SASP.

Summary of the Settlement SASP

Key features of the Settlement SASP are as follows:

1. A large, centralized park which will serve as a focal point for the community, consistent with the Secondary Plan;
2. A network of new public and private streets and pedestrian routes, including the extension of Lariviere Road, consistent with the Secondary Plan;
3. An acknowledgement of potential future infrastructure improvements on the Site, and built-in flexibility where appropriate to manage built form around that infrastructure;
4. Public realm policies that support a safe, comfortable and connected environment for pedestrians, cyclists and vehicles;
5. Areas for tall, mid-rise and low-rise built form, which areas align with the Character Areas depicted in the Secondary Plan;
6. Policies implementing minimum non-residential gross floor area requirements; and
7. Phasing and implementation policies to guide the future redevelopment of the Site through draft plan of subdivision and zoning.

Conclusion

On behalf of our client and its consultant team, please accept our thanks and appreciation of the efforts that you and City staff have undertaken to reach a resolution of this matter. Please do not hesitate to contact the undersigned if you have any questions.

Yours very truly,

WOOD BULL LLP

A handwritten signature in black ink, appearing to read "JS" or "JSh", written in a cursive style.

Johanna Shapira

JRS

Enclosures

cc. Client

CITY OF TORONTO

BY-LAW ####-####

To adopt an amendment to the Official Plan for the City of Toronto with respect to the lands municipally known in the year 2025 as 6212-6600 Yonge Street.

Whereas authority is given to Council under the *Planning Act*, R.S.O 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment ### to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and passed on _____.

Frances Nunziata,
Speaker

John D. Elvidge
City Clerk

(Seal of the City)

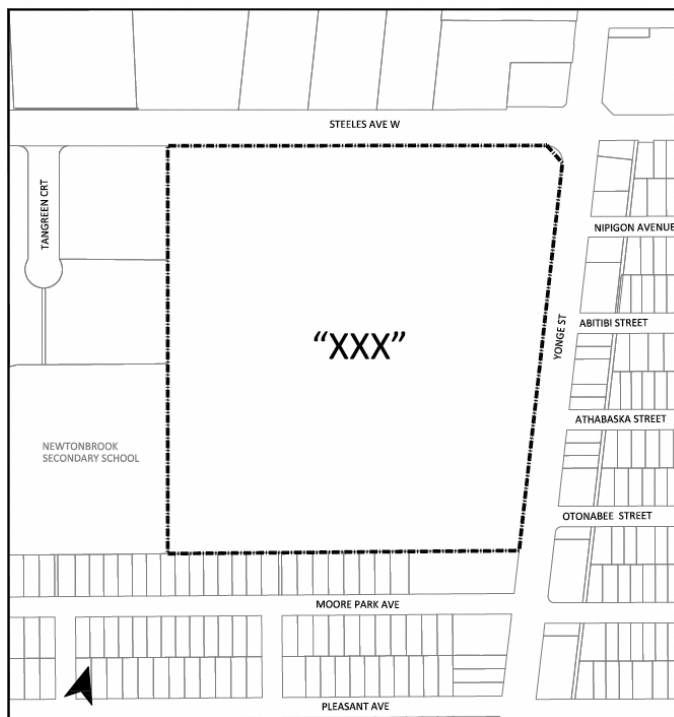
AMENDMENT XXX TO THE OFFICIAL PLAN

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 6, Section 49, Yonge Street North, 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 the it's 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 and 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.
- 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, 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 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. Policy 9.10 (a) of the Secondary Plan, will be addressed through the completion of the PSIP.
53. 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

54. 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.

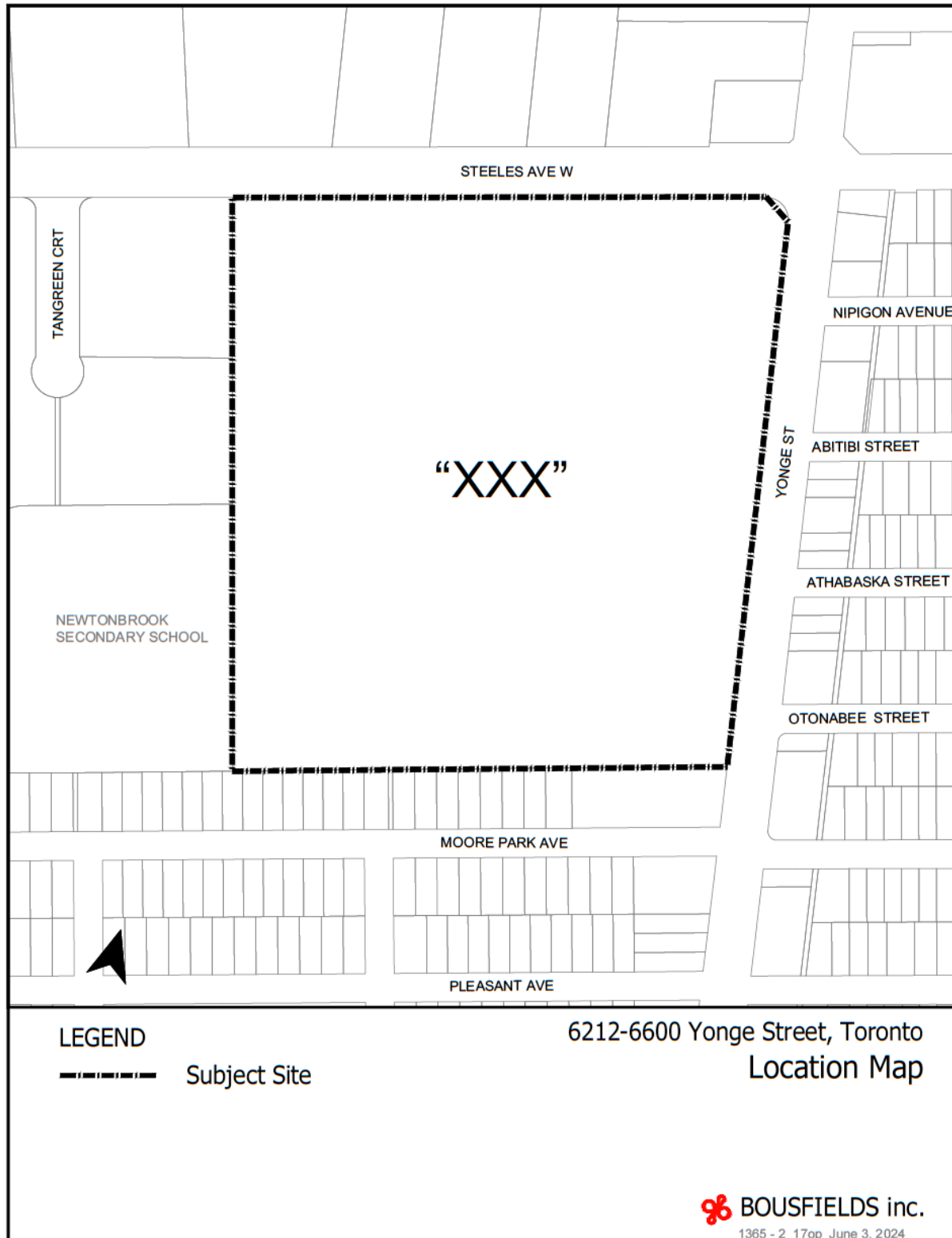
Draft Plan of Subdivision

55. 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.
56. 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)

57. 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



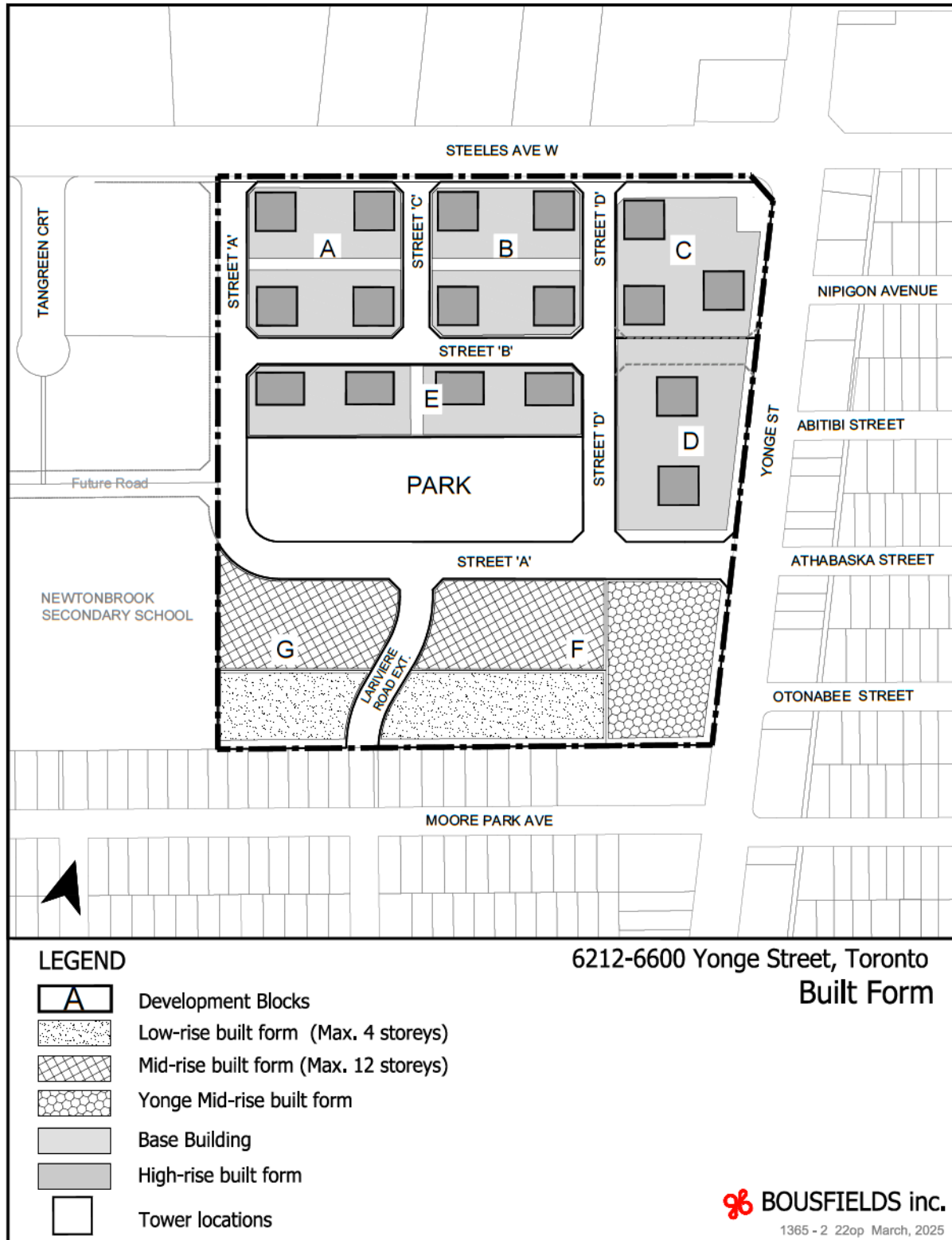
LEGEND

- Development Blocks
- Proposed Public Streets
- Proposed Private Streets
- Refer to Policy 5.22 of Yonge Street North Secondary Plan
- Proposed Signalized Intersection
- Existing Signalized Intersection
- Potential Bus Terminal
- Conceptual Location for POPS
- Potential Locations for Public Art

6212-6600 Yonge Street, Toronto Structure

BOUSFIELDS inc.
1365 - 2 22op March, 2025

Map 3 – Built Form



Map 4 – Pedestrian Network

