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December 1, 2025

Planning and Housing Committee
2025.PH26.6, North York at the Centre
Directions Report for an Updated Secondary Plan

**Re: Recommended Option – North York Centre Secondary Plan (NYCSP)
Preliminary Comments for 120 and 166 Sheppard Ave E & 150 and 163
Maplehurst Ave**

We are writing on behalf of 120 Sheppard Limited Partnership, the owners of the properties municipally known as 120 and 166 Sheppard Avenue East and 150 and 163 Maplehurst Avenue (the “**subject site**”). We are writing with respect to the above noted item to be presented for consideration to Planning and Housing Committee on December 3, 2025, and further to our prior submissions to the City respecting the Emerging Preferred Option for the update to the North York Centre Secondary Plan (NYCSP). Our most recent correspondence to the City, dated June 16th, 2025, is enclosed for reference.

The Recommended Building Heights and Types Map continues to identify the subject site as a mid-rise building area, along a Major Transit/Main Street with a maximum building height equivalent to generally the width of the Sheppard Avenue East right-of-way (36 metres), resulting in height of approximately 11-storeys.

For the reasons outlined in our earlier correspondence, based on a review and analysis of the key policy documents, the review of the subject site and the area context, it is our opinion that a redevelopment of the subject site with a 11-storey building would be an underutilization of the lands. We conclude that given the existing and evolving redevelopment context, the existing transit infrastructure in very close proximity to the site and the legislative and policy changes, that these lands are capable of, and should be contemplated for tall buildings.

Further to this, over the last several months, the owners have been consulting with staff and having a team of consultants prepare a development application for the subject site, proposing two (2) buildings with height ranging from 30 - 40 storeys, which will be submitted shortly.

We would be pleased to meet with the staff and the Local Councillor to discuss the owner’s site-specific development application and its comments on the NYCSP Review in particular. We also request notice of any upcoming report and/or meeting(s) concerning this topic area,

and any decision regarding this matter. Please do not hesitate to contact Clay Janzen at ext. 2104 or the undersigned at ext. 2100.

Yours very truly,

GOLDBERG GROUP

A handwritten signature in blue ink, appearing to read "M. Goldberg", is written over a faint rectangular stamp.

Michael S. Goldberg, MCIP, RPP
Principal

cc. 120 Sheppard Limited Partnership

Enclosure: Emerging Preferred Option of the NYCSP - Preliminary Comments for 120 Sheppard Avenue East (June 16, 2025)



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June 16, 2025

Stephen Gardiner, Senior Planner
Development Review Division
Community Planning
North York Civic Centre
Ground Floor, 5100 Yonge Street
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**Re: Emerging Preferred Option – North York Centre Secondary Plan (NYCSP)
Preliminary Comments for 120 Sheppard Avenue East**

1.0. Background

We are writing on behalf of 120 Sheppard Limited Partnership, the owners of the properties municipally known as 120 Sheppard Avenue East (the “subject site”). This correspondence is in response to the City’s publication of the Emerging Preferred Option for the update to the North York Centre Secondary Plan (NYCSP).

The subject lands are located on the north side of Sheppard Avenue East, east of Kenneth Avenue and approximately 590 m east from Yonge Street. The site is currently vacant and includes properties at 120 and 166 Sheppard Avenue East, 150 and 163 Maplehurst Avenue and 150 and 160 Greenfield Avenue. The site was subject to a previous application for Official Plan and Zoning By-law Amendments, that were approved by the former Ontario Municipal Board (OMB) in 2010. By-law 754-2011 was approved through an Order of the OMB in 2010. The site at 150 and 160 Greenfield Avenue has been developed with two 4 storey apartment buildings.

The prior approval for the vacant portions of the lands was for a 7-storey residential building and a 13-storey mixed use building.

The Property at 163 Maplehurst Avenue is designated *Neighbourhoods* by the City Official Plan (City OP). The westerly portion of the site is identified as part of the Willowdale Park Trail and is designated *Parks* in the City OP. The remainder of the site is designated *Mixed Use Areas*. The site is also subject to the North York Centre Secondary Plan (NYCSP).

The NYCSP identifies the north portion of the site as *Mixed Use Areas D*, allowing 100% residential use. The southerly portion is designated *Mixed Use Areas C* that also permits 100% residential use. (Map 8-3). Map 8-6 identifies the site for an overall maximum base density of 2.5 Floor Space Index

(FSI). Map 8-8c and 8-8d identify the site for maximum permitted heights of 41 m for the southerly portion of the lot, 24 m for the centre portion and 11 m for the northerly portion.

2.0. Description of Area Context

The subject site is in an area characterized by a mix of low, mid-rise and tall residential, mixed-use and office buildings, located along Sheppard Avenue East, east from the Yonge Street. The subject site is located within the current boundaries of the *North York Centre*. In the immediate area of the subject site, the NYCSP area north of Sheppard Avenue East includes the subject lands, while lands abutting the site to the east are not within the current NYCSP. The NYCSP has seen significant development and intensification over the last 2 decades plus, given its location at the intersection of two (2) subway lines, being a *Centre* in City policy terms, and being in proximity to a diverse range of community amenities, retail, commercial and office uses. It has evolved during this time into the 'downtown' of the former City of North York and is today, a Centre in the City OP.

The subject site has excellent surface and rapid transit connectivity. The subject site is located approximately 500 m (approximately 5-6 -minute walk) from the closest entrance of the Sheppard-Yonge subway station. Several TTC and GO bus routes are located near the subject site. At the intersection of two subway lines, together with many surface transit routes converging at a bus terminal of the Sheppard subway station, this subway station is a Major Transit Hub.

3.0. Policy Context

Provincial Policy Statement (PPS 2024)

The Provincial Planning Statement 2024 (PPS 2024) was issued under section 3 of the Planning Act and came into force on October 20, 2024. PPS 2024 emphasizes the promotion of intensification, compact development, and transit-supportive densities as a means to optimize land and infrastructure use, including public transit and pedestrian-friendly design. A key focus of the PPS is the intensification of lands around existing and proposed higher-order transit stations, to enable the provision of a broader range of housing opportunities close to transit stations.

The subject site is by definition in the PPS 2024, within a *Strategic Growth Area* and a *Major Transit Station Area* due to its location well within 800 m of *higher order transit* and *frequent transit* service, including the Sheppard subway station. Many of the surface nearby transit routes operate all day, seven days a week, and in some cases, provide transit service every ten minutes or better. By definition, such transit routes are referred to *Frequent Transit* by the PPS.

City of Toronto Official Plan (City OP)

The majority of the subject site is designated *Mixed Use Areas* on Map 16 - Land Use of the City of Toronto Official Plan (City OP). The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings. Lands at 163 Maplehurst Avenue are designated *Neighbourhoods* along with 160 Greenfield Avenue which has recently been redeveloped with two 4 storey buildings, in accordance with the previous zoning approval. Lands fronting on Maplehurst Avenue and Greenfield Avenue east of the subject lands are

currently designated *Neighbourhoods* by the City OP and remain as *Neighbourhoods* with a low-rise built form and a maximum height of 4 storeys.

Official Plan Amendment No. 570 – Protected Major Transit Station Areas

OPA 570, as adopted by Council on July 19, 20, 21 and 22, 2022, amends the City Official Plan to implement a framework to facilitate transit-supportive development through the delineation of *Major Transit Station Areas* (“MTSAs”) and *Protected Major Transit Station Areas* (“PMTSAs”). This OPA is not yet approved by the Minister.

The subject site is adjacent to the eastern boundary of the Sheppard *PMTSA* (SASP 725), which is planned for a minimum population and employment minimum target of 350 residents and jobs combined per hectare. The subject site is located approximately 510 meters from the entrance to the Sheppard-Yonge subway that is within the 500-800 meters identified by the Provincial Planning Statement 2024 as within a *Major Transit Station Area*.

Emerging Preferred Option – North York Centre Secondary Plan

The NYCSP is currently under review to better reflect current development conditions and trends for a *Centre* in the City OP, to better reflect the establishment of the Sheppard-Yonge, North York Centre and Finch *PMTSAs*, and to implement the new policies of the PPS 2024. The Review has completed Phase 1 - Background Review, which provides a foundation for understanding of existing and planned conditions and to identify opportunities and constraints to guide future planning decisions in the *Centre*. Public Meetings have taken place to discuss the proposed emerging Preferred Option as further described below.

The emerging Preferred Option includes an expanded NYCSP area boundary that would continue to include the subject site, while adding lands further east along Sheppard Avenue East extending to Willowdale Avenue. The emerging Preferred Option also includes permissions for a range of building types with the tallest buildings along Yonge Street and mid-rise building generally toward the east and west portions of the expanded secondary plan area.

Map 1 – Structure identifies the subject site within a mid-rise building area, along a Major Transit/Main Street with a maximum building height equivalent to the width of the Sheppard Avenue East ROW (36 m) as identified on Map 3 of the City OP. Map 3 – Land Use identifies the subject site within the Mixed Use Areas 2 designation. It would accommodate residential uses as well as a wide variety of non-residential uses such as institutions, arts and cultural facilities, community services and office uses. Map 4 – Retail identifies Sheppard Avenue East adjacent to the subject site as a Primary Retail Street where retail is expected to be required on the ground floor of new developments.

Due to the very close proximity of the subject site to Sheppard-Yonge Station and the evolving context of this area close to Yonge Street, it is our opinion, that a height of up to 36 m (11 – 12 storeys) falls short of optimizing the lands and public infrastructure surrounding the subject site. In addition, a number of legislative and policy changes have taken place in the last few years which are germane to the planning considerations of the updated NYCSP, including:

- Legislative changes to the Planning Act, as enacted through Bill 23 (More Homes Built Faster Act (2022)) and Bill 185 (Cutting Red Tape to Build More Homes Act (2024)).
- The new Provincial Planning Statement, 2024 (“2024 PPS”) came into force on October 20, 2024. The 2024 PPS replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The 2024 PPS is intended to be a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility in order to facilitate the development of at least 1.5 million homes by 2031.
- A much greater emphasis in the 2024 PPS directs planning authorities to promote the planning principles of intensification, compact form, transit supportive development forms and densities, that optimize the use of land, housing options and opportunities, and infrastructure, including public transit infrastructure, pedestrian friendly development, and efficient use of land, resources and public infrastructure. A key focus of these documents is for the provision of intensification surrounding existing and proposed *higher order transit* stations as a means to bring on more housing units.
- The 2023 City Council approved Housing Pledge aimed to facilitate the construction of 285,000 new homes by 2031.

It is through this lens that we suggest revisions to the NYCSP, as a means to support Provincial and Local policies aimed at promoting optimized intensification, through redevelopment, and increasing the supply of housing, particularly on lands very well serviced by existing *higher order transit infrastructure*.

4.0 Conclusions and Recommendations

Based on a review and analysis of the key policy documents, the review of the subject site and the area context, it is our opinion that a redevelopment of the subject site with a 11 -12 storey building would be an underutilization of the lands. We conclude that given the existing and evolving redevelopment context, the existing transit infrastructure in very close proximity to the site and the recent legislative and policy changes, that these lands are capable of, and should be contemplated for a tall building with a height in the low to mid 40 storey range. We conclude this for the following reasons:

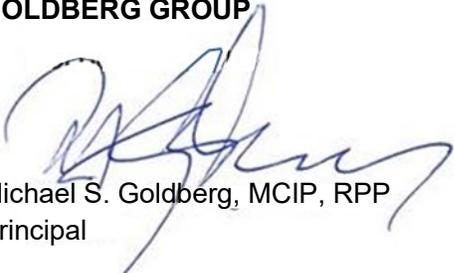
- From height and density perspectives, current and evolving Provincial and City policies related to the increased production of more housing units, strongly suggest support for optimizing the use of the land and infrastructure, as a means to create more housing and population on this site. More than any other time in the last decades, land use policy supports growth, aimed at increasing housing supply. The outcome of this is an approval environment that is increasing conventional site and area heights and densities across the City, in the NYCSP area, and the region. The subject site is capable of accommodating this trend with the utilization of appropriate standards and while accommodating an appropriate relationship with the adjacent *Neighbourhoods* designated land outside of the proposed Secondary Plan Area.
- The history of the NYCSP area has been to incrementally grow and change by demonstrating whether sufficient servicing capacity, transportation and physical infrastructure exists to support an intensified redevelopment. These matters can be addressed on through a private application.

- The subject site is located adjacent to a proposed *Protected Major Transit Station Area*, as identified by OPA 570. By definition of a *MTSA* by the PPS 2024, the subject site is located approximately 510 meters from the closest subway entrance and therefore within a *MTSA*. The Provincial policies, contained in the PPS 2024 promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is transit-supportive, as we are suggesting for the subject site. These documents also promote and encourage an increase in housing and population, particularly in areas well served by public transit.
- A number of policy changes have taken place which are germane to the planning consideration of this potential redevelopment proposal. These changes include:
 - The coming into force of PPS 2024 on October 20, 2024;
 - The coming into force of Bills 23 and 185;
 - The housing initiatives of the Province and the City, including the 2023 City Council approved Housing Pledge, seeking to have 285,000 new homes built by 2031.

We would be pleased to meet with the staff and Local Councillor to discuss our clients plans for this site and its comments on the NYCSP Review in particular. We also request notice of any upcoming report and/or meeting(s) concerning this topic area, and any decision regarding this matter. Please do not hesitate to contact Todd Trudelle at ext. 2103 or the undersigned at ext. 2100.

Yours very truly,

GOLDBERG GROUP



Michael S. Goldberg, MCIP, RPP
Principal

cc. 120 Sheppard Limited Partnership