

## **Attachment 4. YESP Decision History & Status Update on Past Council Motions**

### **Yonge-Eglinton Secondary Plan (OPA 405)**

At its July 23, 2018 meeting, City Council adopted the Yonge-Eglinton Secondary Plan (OPA 405) pursuant to Section 26 of the *Planning Act*. As part of its decision on the final report associated with OPA 405, City Council also endorsed the Midtown Parks and Public Realm Plan and Community Services and Facilities Strategy, and directed City Staff to coordinate and prepare Infrastructure Implementation Strategies for parks and public realm, community services and facilities, transportation and municipal servicing. City Council requested an interim report on the Infrastructure Implementation Strategies, and directed staff to undertake a zoning review of Midtown's 22 Character Areas, and apply holding provisions, where applicable, as part of the Midtown zoning review and/or the review of development applications.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG31.7>

### **Minister's Decision on OPA 405**

On June 5, 2019, the Minister of Municipal Affairs and Housing issued its decision on the Midtown Official Plan Amendment (OPA 405). The Official Plan Amendment, as modified by the Minister, is now in force. The decision retained policy directions associated with the provision of infrastructure, Public Realm Moves, the Midtown Mobility Network, and the need for Infrastructure Implementation Strategies.

City staff reported to City Council on the Minister's modifications to OPA 405 and the Downtown Official Plan Amendment (OPA 406) at its July 16, 2019 meeting. City Council directed staff to complete the Midtown Zoning Review in coordination with the City Planning Division's Midtown Multi-Modal Access Study and the Toronto Transit Commission's Surface Transit Operational Improvement Study as part of its decision on the report, and to expedite the Midtown Zoning Review.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM8.16>

### **Interim Report on the Midtown Infrastructure Implementation Strategies**

At its July 14, 2021 meeting City Council received an Interim Report on the Midtown Infrastructure Implementation Strategies, and requested the Chief Planner and Executive Director, City Planning to report back in the second quarter of 2022 to the Planning and Housing Committee on the status of the Midtown Zoning Review and to the Infrastructure and Environment Committee on the status the Midtown Infrastructure Implementation Strategy.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH24.8>

## **Midtown Zoning Review**

At its meeting on November 25, 2021, the Planning and Housing Committee received the Midtown Zoning Review – Status Report and requested City Planning to continue consultation with the public and key stakeholders and report back to Council in the second quarter of 2022 with a recommended Zoning By-Law.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.11>

The Zoning By-Law amendments for Midtown are proceeding in phases, with the first pertaining to the Midtown Village Character Areas to be brought forward with a statutory public meeting at Planning and Housing Committee in May 2022.

**Table 1. Status Update on Past Council Motions Regarding Midtown**

No.	Motion	Lead	Status
1-8	Various motions related to the amendment, adoption and Provincial approval of the recommended Secondary Plan	Council and Staff	Undertaken in 2018; Provincial approval of OPA 405 in July, 2019.
9	City Council direct the Chief Planner and Executive Director, City Planning, to initiate a zoning review for the lands identified on Map 21-2 of Attachment 1 to the report (May 24, 2018) Chief Planner and Executive Director, City Planning.	City Planning	Midtown Zoning Review initiated in 2018, including the preparation of a Zoning Background Report (2020), public and stakeholder consultation (2020-2022), Built Form Study (2021), and Phase 1 zoning by-law for Midtown Village Character Areas (Q2 2022).
10	City Council direct the Chief Planner and Executive Director, City Planning, to undertake a study of the Glebe Manor Estates from Yonge Street to Bayview and from Millwood Road to Manor Road as a potential Heritage Conservation District under Section 40.(1) of the Ontario Heritage Act.	City Planning	Glebe Manor Estates Heritage Conservation District Study is identified as "on hold" in City Planning's Study Work Program Update report (PH30.10). Items on hold can be activated over time as capacity becomes available with the completion of prioritized items, or circumstances arise that lend a new urgency to advancing the item.
11	City Council direct the Chief Planner and Executive Director, City Planning, to prepare heritage guidelines and/or best practices for development on a main street property listed on the City's Heritage Register or properties with potential cultural heritage value located in the Midtown Villages and identified on Map 21-11 of Attachment 1 to the report (May 24, 2018) Chief Planner and Executive Director, City Planning.	City Planning	Historic Main Street Properties - Guidelines / Best Practices for Conserving and Enhancing is identified as "on hold" in City Planning's Study Work Program Update report (PH30.10). Items on hold can be activated over time as capacity becomes available with the completion of prioritized items, or circumstances arise that lend a new urgency to advancing the item.

No.	Motion	Lead	Status
12	City Council endorse the Midtown Parks and Public Realm Plan, dated May 2018, attached as Attachment 2 to the report (May 24, 2018) Chief Planner and Executive Director, City Planning, to guide parkland acquisitions and improvements in Midtown.	NA	The Midtown Parks and Public Realm (PPR) Strategy has provided the basis for ongoing improvement, expansion and acquisition of parkland in Midtown, and informed the development of detailed concept designs for the Public Realm Moves contained in the Midtown Public Realm Implementation Strategy.
13	<p>City Council request the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation, the Chief Executive Officer, Toronto Transit Commission and the Transition Lead, CreateTO, in consultation with the Chief Financial Officer to undertake a Technical Feasibility Review of decking over the open subway trench located between Chaplin Crescent and Berwick Avenue for a new, major linear park space, which will address the following:</p> <ul style="list-style-type: none"> <li>a) engineering feasibility of decking over the subway trench;</li> <li>b) Class 4 cost estimates for construction of the Subway Trench Park;</li> <li>c) funding options, with an emphasis on growth-related revenue sources that minimize debt-financing requirements for the potential park; and</li> <li>d) partnership strategy to encourage corporate and community partners to participate in the planning and funding for the construction, programming, operations and maintenance of the Subway Trench Park.</li> </ul>	PF&R CP TTC CreateTO	PFR, in consultation with the TTC, other City divisions and community stakeholders, will lead a Technical Feasibility Review evaluating opportunities to deck the TTC Trench between Imperial Street and Berwick Avenue. The review will explore engineering feasibility considerations, design and programming opportunities, applicable funding and partnership opportunities and will outline a proposed conceptual design, costing estimates and phasing and project delivery recommendations. The review will be initiated in the near-term (2021-2026) and informed by the Midtown Parks and Public Realm Plan and directions established through the Davisville Yard study.

No.	Motion	Lead	Status
14	<p>City Council request the Chief Planner and Executive Director, City Planning, the Chief Executive Officer, Toronto Transit Commission and the Transition Lead, CreateTO to undertake a Special Study to explore decking over the Davisville Yard, which will address the following:</p> <ul style="list-style-type: none"> <li>a) engineering review, including functional servicing, decking feasibility, load bearing capability, storm water management and vibration of decking;</li> <li>b) review of on-site Toronto Transit Commission facility requirements;</li> <li>c) land use and built form review that prioritizes office, institutional and cultural uses and delivers a new signature public park; and</li> <li>d) development of a business plan that will include a review of potential revenue generated by the introduction of new uses and other tools that may be needed to finance decking over the Yard.</li> </ul>	<p>CP CreateTO TTC</p>	<p>The Davisville Yard and McBrien Site Study Stage 1 was launched in 2021. Stakeholder and public consultation will commence in Q2 2022 to inform the Vision and the Guiding Principles. Development of a business plan for financing decking over the Yard will occur in Stage 2, starting in Q1 2023.</p>

No.	Motion	Lead	Status
15	City Council direct the Chief Planner and Executive Director, City Planning, and the General Manager, Parks, Forestry and Recreation, to advance the preparation of a by-law by the second quarter of 2019 that will amend the Municipal Code (Chapter 415) to enact an alternative requirement for parkland provision for the Yonge-Eglinton Secondary Plan area in accordance with Section 42 of the Planning Act and in consultation with the development industry and other stakeholders.	PF&R	City staff will present a new recommended city-wide alternative parkland dedication framework (Alternative Parkland Dedication By-law and Official Plan policies) to City Council in June 2022.
16	City Council endorse the Midtown Community Services and Facilities Strategy, in Attachment 3 to the report (May 24, 2018) from the Chief Planner and Executive Director, City Planning, to inform the development application review process and to guide the development of an Implementation Strategy and provision of community service facilities in Midtown.	NA	The Community Services & Facilities (CS&F) Strategy has informed ongoing development application reviews, and formed the basis of the community infrastructure needs assessment included as part of the Midtown Infrastructure Implementation Strategy, brought forward to Council in 2022.

17	<p>City Council request the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Toronto Transit Commission to study multi-modal access between Midtown and Downtown, including identifying north-south corridors for improved surface transit priority routes and for dedicated cycling facilities, and bring forward recommended additions to the Midtown cycling network, including the feasibility, timing and cost of dedicated cycling facilities, as part of the 10 Year Cycling Network Plan update.</p>	<p>TS TTC</p>	<p><i>Surface Transit Prioritization</i></p> <p>The application of surface transit priority measures on roadways between Midtown and Downtown was assessed as part of the RapidTO: Bus &amp; Streetcar Priority Plan, including for Yonge Street, Bayview Avenue, Mount Pleasant Road, and Avenue Road. Based on the evaluation criteria used to identify candidate roadways for surface transit improvement, the subject roadways were not were not identified as priority corridors for initial consideration as part of the RapidTO: Bus &amp; Streetcar Priority Plan. These findings were confirmed through public engagement and survey responses received through the RapidTO study.</p> <p><a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.1">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.1</a>  <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX22.3">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX22.3</a></p> <p><i>Cycling</i></p> <p>On July 17, 2019, City Council approved the Cycling Network Plan Update, identified the need for a feasibility study of Avenue Road, Yonge Street and Mount Pleasant Road, the three key corridors that link Midtown and Downtown, to identify an optimal corridor(s) for dedicated (physically separated) cycling infrastructure. Subsequently, the three corridors (Avenue Road, Yonge Street and Mount Pleasant) were evaluated as part of ActiveTO, and a temporary cycling facility was approved by Council on April 7, 2021. The ActiveTO project was installed on Yonge Street in 2021, from Davisville Avenue to 100 metres south of Bloor Street. On April 6, 2022, City Council adopted a motion to provisionally continue the temporary ActiveTO Yonge Street facility in order for Transportation Services to undertake additional data collection and sharing, consultation, monitoring and evaluation, and to report back with recommendations to Council by no later than January 2023. Council also directed Transportation Services to make any changes deemed necessary to address traffic congestion, transit service, business, and accessibility issues arising from the project on an expedited basis and in coordination with CaféTO.</p> <p><a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11</a>  <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12</a>  <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE28.7">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE28.7</a></p>
----	--	-------------------	--

No.	Motion	Lead	Status
			<p>The Cycling Network Plan (2022-2024 Near-Term Cycling Program) also includes a parallel corridor study of Yonge Street and Duplex Avenue, extending north from the existing ActiveTO bikeway on Yonge Street. This study is scheduled to commence in 2023.</p> <p><a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9</a></p>
18	<p>City Council request the Toronto Parking Authority to undertake an on-street parking review in conjunction with the multi-modal access study and Transportation Infrastructure Implementation Strategy.</p>	TPA	<p>In 2019 TPA staff commenced the parking study and the balance of the work was scheduled to be completed in 2020. Due to COVID (March 2020 to current), undertaking a parking study was not recommended as it would not be reflective of “normal” parking conditions. Both the multi-modal access study and implementation strategy have now been completed, and the study of on-street parking in Midtown is no longer required to support transportation planning in Midtown, at this time. A parking study may be undertaken in the future to support replacement parking, active transportation and/or public realm improvements scheduled for implementation in the medium and/or long-term.</p>



No.	Motion	Lead	Status
19	<p>City Council request the Deputy City Manager, Cluster B, the Deputy City Manager, Cluster A, the Chief Financial Officer, the Director, Real Estate Services, and the Toronto Public Library, in consultation with other appropriate Divisions and Agencies to coordinate and prepare Infrastructure Implementation Strategies for:</p> <ul style="list-style-type: none"> <li>a) the Midtown Parks and Public Realm Plan;</li> <li>b) the Midtown Community Services and Facilities Strategy;</li> <li>c) municipal servicing (water, wastewater and stormwater) capital upgrades in coordination with improvements required to the public street network; and</li> <li>d) transportation-related infrastructure upgrades required to support continued growth and intensification in Midtown.</li> </ul>	CP PF&R TW TS	Midtown Infrastructure Implementation Strategy will be brought forward to the Infrastructure and Environment Committee in May 2022 and Council in June 2022.
20	<p>City Council request the Deputy City Manager, Cluster B, the Deputy City Manager, Cluster A and the Chief Financial Officer, in consultation with other appropriate Divisions and Agencies, to provide an interim report to City Council through the Planning and Growth Management Committee in the second quarter of 2019 on the Infrastructure Implementation Strategies that addresses:</p>	CP	Midtown Infrastructure Implementation Strategies - Interim Report (PH24.8) was brought to the Planning and Housing Committee in May 2021 and to Council in July 2021.

No.	Motion	Lead	Status
20 (a)	priority parkland acquisitions and improvements to existing public parks in the near-term and identification of planning and financial tools to secure the new parkland and estimated costs to develop or improve the parkland;	PF&R	<p>The Midtown Infrastructure Implementation Strategy provides an update on the priority parkland acquisitions identified in the 2018 Parks and Public Realm Plan, and identifies additional parkland improvement opportunities. It also discusses the funding tools and delivery methods for new and improved parks. The estimated costs for capital projects to improve or develop a park can vary widely depending on a number of factors, such as size and other physical characteristics of the property, existing condition, types of new facilities and finishes, and changes in construction costs. The costs for each project will be reviewed as part of the annual Capital Budget process and are subject to Council approval.</p> <p>Currently, there is approximately \$41 million allocated specifically to projects in Midtown as part of the Council-approved 2022-2031 10-Year Capital Plan. There is also additional funding that may be applied to Midtown as part of broader City-wide projects, such as parkland acquisition funding and recommended facilities from the Facilities Master Plan. This number is a "snapshot" in time of the current Capital Plan, which is subject to change as part of the annual Capital Budget process and is subject to Council approval, and does not include all improvement priorities identified in the Infrastructure Implementation Strategy.</p>
20 (b)	scope of work required and providing an update on advancing the feasibility study associated with decking over the open-cut subway trench and proposed study framework for the Davisville Yard Special Study with the prioritization of the Davisville Yard for a signature public park;	PF&R CP CreateTO TTC	See items 13 and 14 above.

No.	Motion	Lead	Status
20 (c)	<p>an initial phasing plan, in five-year increments, for the new child care spaces identified in Attachment 3 to the report (May 24, 2018) from the Chief Planner and Executive Director, City Planning, the Midtown Community Services and Facilities Strategy to support future demand (forecasted number of children aged 0-4) and estimated cost and approach for securing new child care centres and/or retrofitting existing facilities;</p>	CS	<p>The Midtown Infrastructure Implementation Strategy includes updates on child care centres that have been secured and/or delivered from 2018 to 2021, and identifies the need for 1,390-1,842 new licensed child care spaces (23-30 additional facilities) across Midtown by 2051.</p> <p>The capital costs for new child care facilities currently fall within the \$7 million to \$9 million range, depending on the building type and child care program size, among other variables. An additional \$500,000 is also required to cover fit-out costs and a cash reserve fund for each facility. These costs do not reflect the requirements to achieve net-zero emissions for all City-owned facilities. Whether the recent construction premiums observed during the COVID-19 pandemic continue remains to be seen.</p> <p>Phasing for the delivery of additional growth-related child care facilities in Midtown will be contingent on the rate of development over time and informed by current and future work related to the National Child Care Strategy, Development Charge By-law updates and implementation of the City's Community Benefits Charge By-law. City Planning staff will continue to monitor development in the area to identify opportunities to secure additional facilities or funding as development occurs in order to maintain the provision level target of providing licensed child care spaces for 50% of children aged 0 to 4, as identified in Toronto's Child Care Growth Strategy.</p>
20 (d)	<p>the projected capacity of new and/or improved surface transit priority route options associated with the multi-modal access study between Midtown and Downtown and initial cost estimates and capital works required to implement the options; and</p>	TS	<p>See item 17 above.</p>

No.	Motion	Lead	Status
20 (e)	whether any of the required infrastructure identified in the Midtown infrastructure plans, strategies or assessments are identified projects in the current 10-year Capital Plan and/or Development Charges Background Study and process for including new infrastructure projects required to support growth in the Development Charges By-law.	CP PF&R TS TW	<p>The funding status for required infrastructure is documented in Sections 5.2 to 5.6 of the Midtown Infrastructure Strategy, and summarized in Section 5.8. For those projects that fall within the current 10-year capital budget and plan horizon (2022-2031), 71% have funding identified, 21% have partial funding identified, and 8% currently have no funding identified. A small portion of these projects are covered by external capital programs, including the Toronto Public Library, Toronto District School Board and the Toronto Catholic District School Board. Of the projects with no funding identified currently, most are related to new parks, park upgrades, and public realm improvements, which may be supported through future development approvals.</p> <p>The Development Charges By-law update is ongoing. Growth-related Midtown infrastructure projects that are, a) funded within the 10-year capital budget and plan, and, b) identified as eligible services under the <i>Development Charges Act</i>, are captured in the Development Charges Background Study.</p> <p>New infrastructure projects (i.e. those identified for the long-term – 2032-2051) will undergo further evaluation by the relevant Divisions through the annual capital planning process and other long-term strategies. Long-term projects that are advanced by the implementing Divisions, and are growth-related, will be brought forward through updates to the Development Charges By-Law over time.</p>

No.	Motion	Lead	Status
21	21. City Council request the Director, Affordable Housing, the Director, Real Estate Services and the Transition Lead, Create TO to examine and support opportunities for affordable and market rental housing developments in the Yonge-Eglinton Secondary Plan area and report to the Affordable Housing Committee in the first half of 2019.	HS CREM CT	<p>In December 2019, City Council adopted the HousingTO 2020-2030 Action Plan, which provides a blueprint for action across the full housing spectrum – from homelessness to rental and ownership housing to long-term care for seniors.</p> <p>The City's Housing Now Initiative is a key program under the HousingTO 2020-2030 Action Plan and is central to enabling the City to meet its target of approving 40,000 new affordable rental homes by 2030. Of the overall 40,000 new affordable rental homes, the City has committed to delivering 10,000 using its own land and financial incentives.</p> <p>At its December 2019 meeting, Council approved final report for the City-owned property at 140 Merton Street, as part of the Housing Now Initiative, to facilitate the development of approximately 180 new rental units on the site, with a minimum of 50% affordable rental units, heritage preservation, 2,150 square metres of community space, and mid-block connection and outdoor social spaces.</p> <p>Housing Secretariat and partner divisions continue to deliver federal and provincial affordable housing programs and city programs by working with the private and non-profit sectors to develop and maintain affordable rental and ownership housing across the city.</p>
22	City Council direct the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation and the Director, Real Estate Services to identify a site or sites which may be appropriate for acquisition as a new local park within the northeast quadrant of the Yonge-Eglinton Secondary Plan area.	PF&R	<p>Since 2018, six new parks have been acquired and/or secured in the northeast quadrant of the Yonge-Eglinton Secondary Plan area: 85 Keewatin Ave Park (completed and in service), 66 Broadway Ave (completed and in service), 174-180 Broadway Ave (currently in detailed design), 44 Broadway Ave (secured), 100 Broadway Ave (secured) and 55 Erskine Ave (secured).</p> <p>PF&amp;R staff are continuing to pursue new local parkland through parkland dedication and other methods of acquisition in priority park areas identified in the 2018 Parks and Public Realm Plan, including an expansion to the Redpath Avenue Parkette and the block northeast of Mount Pleasant Rd and Broadway Ave, across from Northern Secondary School.</p>

No.	Motion	Lead	Status
23	City Council request senior City Staff to meet with senior staff in the Ministry of Education and the Ministry of Municipal Affairs to explore a funding strategy to meet the capital requirements of the Toronto District School Board in areas approved for growth which advance the Provincial objectives for growth within Urban Growth Centres to support local and timely provision of school facilities.	CP	City staff initiated discussions to meet with the Toronto District School Board and Ministry of Education regarding capital funding for schools in growth areas, but no meeting has been held as of this time. City staff and the School Boards continue to collaborate on opportunities for expanding elementary pupil space capacity in Midtown, including through the Board's involvement in the Midtown Infrastructure Implementation Strategy, ongoing annual coordination on long-term accommodation needs, and through site-specific projects such as the expansion of Davisville Junior Public School.
24	City Council request City Staff and the Toronto District School Board to identify potential sites to accommodate 800 pupils including near term opportunities to increase capacity north of Eglinton Avenue and report to City Council in the first quarter of 2019.	CP	The Midtown Infrastructure Implementation Strategy identifies 866 new pupil spaces that will be delivered by the TDSB in the near term (2021-2026), including at Davisville Jr PS (completed), Hodgson Middle School, and John Fisher Jr PS.
25	City Council direct the City Solicitor to support requests of the Toronto District School Board for Party Status in Local Planning Appeal Tribunal hearings associated with development applications in the Yonge-Eglinton Secondary Plan area.	City Solicitor	The City Solicitor has supported the TDSB's requests for party status when the School Board has made such requests on site specific appeals.
26	City Council direct City staff to work together with the Toronto District School Board, as appropriate, in the context of Local Planning Appeal Tribunal hearings for development applications in the Yonge-Eglinton Secondary Plan area and the Toronto District School Board's ongoing accommodation review in order to secure appropriate conditions of approval regarding the provision of educational facilities on a site by site basis.	CP City Solicitor TDSB	The City Solicitor continues to work with the TDSB and consider any proposals regarding conditions related to the provision of educational facilities.

No.	Motion	Lead	Status
27	City Council direct the Chief Planner and Executive Director, City Planning in partnership with the Chief Executive Officer, Toronto Transit Commission, to undertake an additional assessment of the impact of increased growth within the Yonge-Eglinton Secondary Plan Area and along the Yonge Street corridor, in conjunction with City Council's previous decision on Item EX25.1 from the City Council meeting on May 24, 25 and 26, 2017 pertaining to Line 1 capacity, and report back in the fourth quarter of 2019 with short and long term service improvements to ease crowding on Line 1 and consider delivering the Relief Line North and South as one undertaking.	CP TTC	<p>City Planning continues to assess the impacts of cumulative growth within the Yonge-Eglinton Secondary Plan Area and along the Yonge Street corridor, within the context of the planned transit network, including but not limited to GO Expansion projects, the Ontario Line, and the Yonge North Subway Expansion.</p> <p>Line 1 Capacity Enhancements are being advanced by the TTC. The Implementation Strategy Report and Stage Gate 1 deliverables (preliminary business case, cost estimate and schedule) have been completed. Stage 2 – Feasibility and Conceptual Design for each selected enhancement option (projects) has commenced.</p> <p><a href="https://www.ttc.ca/about-the-ttc/projects-and-plans/Major-Projects/Line-1-Capacity-Enhancement-Program">https://www.ttc.ca/about-the-ttc/projects-and-plans/Major-Projects/Line-1-Capacity-Enhancement-Program</a></p>
28	City Council direct the Chief Planner and Executive Director, City Planning to consider applying holding provisions for the provision of physical infrastructure and community service facilities where necessary as part of the Zoning review for the lands identified on Map 21-2 of Attachment 1 to the report (May 24, 2018) from the Chief Planner and Executive Director, City Planning.	CP	The Midtown Zoning Review is on-going. The first phase, focussed on the Secondary Plan 'Villages', will be brought forward in a recommended by-law to May 31, 2022 Planning and Housing Committee. The zoning is advancing under the <a href="#">framework presented in</a> Ready, Set, Midtown: Zoning Review - Status Report <a href="#">(PH29.11) to Planning and Housing Committee</a> , using city-wide zoning by-law 569-2013 as a basis.
29	City Council direct the Chief Planner and Executive Director, City Planning to consider applying holding provisions for the provision of physical infrastructure and community service facilities where necessary as part of any final reports or request for directions reports on rezoning applications submitted to the City for review prior to completion of the zoning review.	CP	See item 28 above. Further, the need for holding provisions will only be triggered if and when the updated zoning is adopted as part of the Midtown Zoning Review. While holding provisions are not required on applications submitted prior to the new zoning taking effect, proposals to amend the zoning by-law will continue to be evaluated based on plans, reports and studies required for a Rezoning application and/or Official Plan Amendment.

No.	Motion	Lead	Status
30	City Council direct the Chief Planner and Executive Director, City Planning, and the General Manager, Parks, Forestry and Recreation to report in the second quarter of 2019 on the allocation of cash-in-lieu payments as part of the preparation of the alternative parkland dedication by-law for the Yonge-Eglinton Secondary Plan area.	PF&R	In June 2021, City Council considered the annual Section 42 reserve funds statement report (BU32.5). Further, up-to-date information on cash-in-lieu payments, allocations and reserve fund balances will be provided as part of reporting planned for June 2022 on the alternative parkland dedication framework and other growth funding tools. Analysis of available and secured funding informed the development of recommendations in the Midtown Infrastructure Implementation Strategy.

**END**