



REPORT FOR ACTION

Elm Street Streetscape Vision - Final Report

Date: November 10, 2025

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District, and Director of Urban Design

Ward: 11 - University-Rosedale

Planning Application Number: 24 232644 STE 11 OZ

SUMMARY

This report recommends that City Council adopt the Elm Street Streetscape Vision (the Vision) for Elm Street between Yonge Street and Bay Street. The Vision aims to preserve, maintain, and enhance the existing character of Elm Street and will inform the review of development applications.

The Vision illustrates pedestrian oriented design standards for the street, including improvements for pedestrians, public and café outdoor seating, planting areas, a potential mid-block crossing opportunity, and road safety enhancements.

The Vision was developed with community input, including three public engagement sessions and additional correspondence with the Downtown Yonge Business Improvement Area (DYBIA) and the public.

Implementation of the Vision is proposed to occur incrementally over time with each phase contributing to the completion of the overall streetscape concept.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District and Director of Urban Design recommend that:

1. City Council adopt the Elm Street Streetscape Vision, included as Attachment 2 to this report.
2. City Council direct City staff to use the Elm Street Streetscape Vision in the review of all current and future development applications; and,
3. City Council direct City staff, including staff from, Environment, Climate and Forestry, and Community Planning, City Planning, Transportation Review, Parks and Recreation

and Transportation Services, among other relevant divisions, to review relevant capital and operational planning projects against the Elm Street Streetscape Vision document.

FINANCIAL IMPACT

All proposed improvements within the City Right-Of-Way including widening the sidewalks, retrofit planting areas of existing street trees to improve growing conditions, new tree installations, planters, seat walls and intersections enhancements will be primarily completed as part of the adjacent development approvals streetscape requirements. Other funding may include Community Benefits Charge (CBC) in-kind contributions.

Transportation Services' Capital Works Program currently includes planned capital work on Bay Street in 2031, encompassing local geometric safety improvements at the intersection of Bay Street and Elm Street. Coordination with Transportation Services will be required to align these initiatives.

The Elm Street Streetscape Vision proposes a phased approach of a gradual increase in sidewalk width over time. Associated with this is the gradual decrease in parking spaces as the various phases of the plan are implemented. Based on 2025 revenue estimates, the removal of a parking space will cost \$9,376 per space. The first phase of the streetscape will be built in front of 8 Elm Street. This phase will maintain the number of on-street parking spaces with the exception of the entrance to loading/parking. If the entire streetscape is completed according to the Vision, a total of 19 on-street paid parking spaces and one parking machine operated by the Toronto Parking Authority are proposed to be removed, resulting in an estimated annual revenue loss of approximately \$179,653 (before HST).

The Chief Financial Officer and Treasurer have reviewed this report and agree with the financial impact information.

DECISION HISTORY

On July 24, 2024, City Council requested the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services, to prepare a Streetscape Vision for Elm Street between Bay Street and Yonge Street. The decision can be found here: [Agenda Item History - 2024.MM20.15](#)

STUDY BACKGROUND

Area Context

The study area includes Elm Street between Bay Street and Yonge Street. It is within University-Rosedale Ward 11 and in the Downtown Yonge Business Improvement Area (DYBIA). A map of the study area can be found in Attachment 1.

Elm Street between Yonge Street and Bay Street is home to many long-established businesses, primarily in the hospitality, dining, and retail sectors. The street includes two residential towers and one office tower, and its character is largely defined by a concentrated grouping of 2 to 4-storey heritage properties, mature trees, sidewalk cafes, patios, and seating areas.

The study area contains a significant collection of heritage properties located on Elm Street between Yonge and Bay that is recognized for its cultural heritage value, including 5 properties designated under Part IV of the Ontario Heritage Act and 11 properties listed on the Heritage Register. Collectively, these 16 heritage properties within the study area represent the largest remaining collection of properties associated with 'The Ward', Toronto's earliest significant immigrant enclave and contribute to its unique sense of place.

Physical defining features of the block's established heritage character include: its materiality with its red sandstone and red brick; the variety of mid-late 19th century architectural styles including Georgian Vernacular, Second Empire, Richardsonian Romanesque and Gothic Revival; and, the unique historic condition within 'The Ward' of its typologies with 2 to 3-storey house-form buildings of similar setback (with later commercial alterations at grade) on the south side of the street, and grander 3 to 4-storey, institutional buildings directly opposite on the north side.

The street is further enhanced by 28 existing mature trees that contribute to the City's tree canopy cover, along with patios, seating areas, and planters that reinforce the pedestrian experience and support the street's inviting atmosphere. Elm Street also functions as a key access point for loading and deliveries that support local businesses and residents. Seven curb cuts provide access but frequently overlap with sidewalks. The 20-metre right-of-way functions as a two-way street with on-street parking on both sides. A jog in the middle of the block creates pinch points, resulting in narrower sidewalks at the northwest and southeast corners.

An existing mid-block connection runs south of Elm Street to Edward Street, linking to a Privately Owned Publicly-Accessible Space (POPS) adjacent to Panda Condos at 20 Edward Street. The approved development at 33 Gerrard Street West will continue the mid-block connection north to Gerrard Street through a combination of new parkland and POPS.

Development Activity

Elm Street is undergoing significant transformation with several major developments at various stages of review and construction. Recent activity includes:

- At 8 Elm Street there is a development currently under construction, with its streetscape design approved through Site Plan Control.
- At 18 Elm Street there is a Zoning By-law Amendment application for a 44-storey mixed-use building currently under review.
- At 15-17 Elm Street there is a Zoning By-law Amendment application for a 30-storey mixed-use building currently under appeal at the Ontario Land Tribunal.
- At 33 Gerrard Street West there is an approved development that includes a new public park fronting onto Elm Street. The park design will undergo a separate design process.

The approved and proposed developments were taken into consideration as part of the preparation of the Vision.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council with respect to the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to provincial plans. The provisions of the Ontario Heritage Act also apply to any listed or designated heritage properties.

Toronto Official Plan

The Official Plan policies envision streets as significant open spaces that connect people and places and support the development of sustainable, economically vibrant, and complete communities. The street should have wide sidewalks and boulevards designed to provide safe, attractive, and comfortable space for users of all ages and abilities. Streetscape design should allow for tree planting, appropriate building setbacks, green infrastructure, pedestrian scale lighting, street furniture and decorative paving.

Properties along Elm Street are designated *Mixed Use Areas*, permitting a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities.

Downtown Secondary Plan

Elm Street is identified as a *Priority Retail Street* in the Downtown Secondary Plan (Downtown Plan) linking Yonge Street and Bay Street. The Downtown Secondary Plan designates the lands adjacent to Elm Street as *Mixed-Use Area 1 - Growth*, and *Mixed-Use Area 2 - Intermediate*.

Priority Retail Street policies aim to create a vibrant, walkable downtown by providing retail opportunities, encouraging economic activity, animating the public realm while serving residents and accommodating city growth. New development along a Priority Retail Street is required to provide flexible ground-floor retail stores, service commercial, and small offices designed with generous floor-to-ceiling heights, appropriate setbacks at grade, and space for public realm and pedestrian enhancement.

Where fine-grained retail patterns already exist at grade, new development should be compatible with the existing character and feature high-quality design.

Site and Area Specific Policy (SASP) 174

The eastern end of Elm Street adjacent to Yonge Street is within SASP 174, which recognizes Downtown Yonge Street as a prominent area in the City and promotes streetscape improvements to enhance a pedestrian-oriented retail and entertainment area along Yonge Street.

City-Wide Tall Building Guidelines

The City-Wide Tall Building Guidelines promote well-designed, vibrant streetscapes and provide guidance for future tall building development to ensure safe and comfortable pedestrian movement. Guidelines recommend incorporating street furniture, lighting, bicycle parking, landscaping, and active ground-floor uses to animate the street and enhance the pedestrian experience. High-quality, sustainable streetscape and landscape design is strongly encouraged.

COMMUNITY CONSULTATION

Staff conducted three engagement sessions as part of the development of the Vision and had frequent meetings and communication with the DYBIA to gather feedback on proposed design options for streetscape improvements.

The first engagement session was a workshop with members of the Arts and Letters Club on March 14, 2025. Approximately 25 members of the club attended and participated in roundtable discussions focused on shaping the vision and identifying public realm improvement opportunities. Key feedback included support for reducing on-street parking to provide more sidewalk space and providing designated areas for drop-off, deliveries, and loading along Elm Street.

The second engagement session was a virtual Community Consultation Meeting on April 29, 2025. It was attended by the Ward Councillor and 25 participants, including representatives from the development industry, residents, members of the Arts and Letters Club, and the DYBIA.

The following comments were raised through the engagement:

- Increased greenery and new landscaping, and suggestions to include planting elm trees as a symbolic gesture to the street's name;
- Clarifications regarding tree planting feasibility, conflicts with utilities, and the need for adequate soil volume to support healthy growth;
- The need for traffic calming measures, including studying crossings and re-aligning the street and eliminating the jog in the road;
- Improve pedestrian safety and connectivity through features like a mid-block crossing;
- Concerns about potential laneway blockages and the need to ensure continuous access for businesses and services;
- Requests for clear drop-off, delivery, and loading zones to support businesses and residents;
- Consideration of seasonal design functionality, including how the street can accommodate winter activities;
- Concerns over loss of on-street parking and loss of patio space;
- Questions about how servicing, loading, and operational needs have been integrated into the design;
- Requests for more detailed cost analysis and clarification of implementation timelines and phasing;
- Desire for continued engagement with stakeholders and businesses; and
- Clarification on how the Streetscape Vision aligns with active development applications and broader planning objectives.

Staff also met with members of the DYBIA to discuss issues affecting business operations, including emergency vehicle access, service alleys, roadway space, pedestrian clearance, planting maintenance, and mid-block connections. These and other concerns were considered by staff in preparing the Vision.

Consultations with City Staff and the Ward Councillor were held during the preparation of the draft Vision. City staff regularly met with the inter-divisional Technical Advisory Committee, which included experts from Urban Forestry, Transportation Planning, Transportation Review, Urban Design, Heritage Planning, and Community Planning, as well as the Toronto Parking Authority. These stakeholders' input addressed the technical and functional aspects of the proposed streetscape improvements, which informed the final version of the Vision.

ELM STREET STREETSCAPE VISION

Purpose

The Elm Street Streetscape Vision outlines a long-term planning framework to guide public realm improvements and inform the review of development applications between Yonge Street and Bay Street. The Vision seeks to maintain Elm Street's distinct character, shaped by its heritage buildings, sidewalk cafes, and landscaping, while

enhancing its function as a safe, accessible, and vibrant public space. The Elm Street Streetscape Vision is provided in Attachment 2.

The Vision

Elm Street has a well-established heritage character, shaped by its commercial and retail past and enriched by many local businesses. Its collection of low-rise heritage-listed and designated properties, along with a mature tree canopy, contributes to its distinct identity as a place of pedestrian interest for both residents and visitors.

The Vision for Elm Street is to reinforce its role as a welcoming and walkable retail street featuring a mix of uses and mid- and late-19th-century architectural styles. As a dining destination and tranquil retreat from the bustle of Yonge Street, the street will be enhanced through improved public realm design, preservation of historic character, and expansion of its tree canopy.

The Vision is a public realm design strategy that prioritizes pedestrians while balancing vehicular needs. It promotes a cohesive, high-quality environment that is safe, comfortable, and accessible while advancing sustainability, resiliency and connectivity. Key elements include new green infrastructure, adding new trees and improving growing conditions for existing mature trees, and initiating the review of a new mid-block pedestrian crossing to strengthen neighbourhood connectivity and walkability.

The Elm Street Streetscape Master Plan and renderings can be found in Attachment 3 and 4.

Public Realm Guiding Principles

The Vision is rooted in the following guiding principles:

- **Greening of the Street:** Add new trees, and enhance existing trees and planters to provide better growing environments.
- **Support local businesses:** Create a destination with vibrant commercial activity.
- **Safety and accessibility:** Create a safe, accessible, and well-connected pedestrian-oriented environment.
- **Unique Character:** Enhance identity that showcases cultural heritage resources and landscape character.
- **Street Experience:** Create a pleasant and comfortable experience for all users.

Public Realm Opportunities and Challenges

The study identified opportunities and challenges that helped guide the Vision. Together, these insights provide a foundation for practical and transformative streetscape improvements.

Opportunities:

- Enhance the street's established heritage character.
- Explore a potential mid-block pedestrian crossing opportunity on Elm Street, aligning with the existing mid-block connection on the south side that links Elm Street to Edward Street, the small POPS at Panda Condos (20 Edwards Street), and a future park planned on the north side of Elm Street at the Chelsea hotel (33 Gerrard Street West) site.
- Widen sidewalks by reallocating roadway space on the western portion of the street.
- Protect existing trees by retrofitting tree pits to create healthier growing environments.
- Add new trees and planters with seating walls, where room permits.
- Activate the street in the evenings and wintertime through additional programming.

Challenges:

- Narrow sidewalk space limiting pedestrian experience.
- Poor tree pit conditions and a lack of protection such as low fences and tree grates negatively affecting the health of trees.
- Utilities underground and above ground creating obstructions for improvements including new tree planting and streetscape improvements.
- Wide pedestrian crossing distances.
- Necessary vehicle access points, and curb cuts.
- Courier delivery and loading zones occupying public realm.

Transportation and Parking

In the long term, a total of 19 on-street paid parking spaces and one parking machine operated by Toronto Parking Authority are proposed to be removed, resulting in an estimated annual revenue loss of approximately \$179,653 (before HST). The Vision, developed in coordination with Transportation Services and the Toronto Parking Authority, proposes phased sidewalk widening, with parking gradually reduced as each phase is implemented. The first phase of implementation is associated with the construction of 8 Elm, which will restore on street parking with the exception of its required loading access.

IMPLEMENTATION AND NEXT STEPS

The proposed streetscape improvements will be delivered incrementally over time through a combination of private development and City capital projects. Implementation will be phased based on available funding, development timelines and coordination with City Initiatives.

The streetscape improvements implemented through Capital Works Program (CWP) in Transportation Services may include road safety elements consistent with the Vision Zero Road Safety Plan or programmed through the City-wide roadway state-of-good-repair process. The proposed improvements would need to be evaluated by Transportation Services to be considered as a part of the CWP. The roadway safety enhancements such as curb extension could be delivered through coordination with the yongeTomorrow initiative.

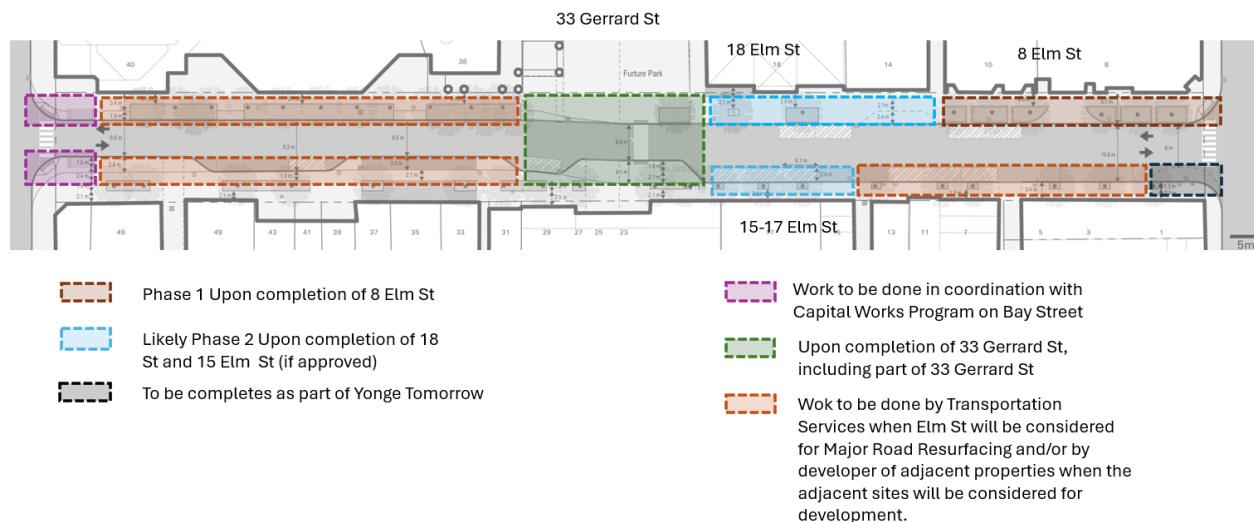
Public realm improvements can also be advanced by the City where funding has been secured through Section 37, the Community Benefits Charge (CBC) or other development approval instruments. The Vision will inform the review of active development applications within the study boundary, and will help guide future projects, including the streetscape adjacent to the proposed park as part of the approved application at 33 Gerrard Street West.

The Vision is intended to support both the development community and City staff in reviewing and delivering high-quality public realm improvements along Elm Street. Key implementation tools include:

- **Development Applications:** Through the development review process, the City can secure public realm and streetscape improvements as part of the development.
- **Community Benefits Charges (CBC):** Replacing most Section 37 contributions, CBC funds (capped at 4% of land value by provincial legislation) can be allocated to public realm improvements such as streetscaping, public art, and urban design enhancements. Contributions may be in cash or in-kind (e.g., land, facilities, or services) and are applied through the budget process or Notices of Motion to address local needs.
- **Section 37 Funds:** Contributions previously secured under Section 37, such as from the development at 8 Elm Street, may be directed toward streetscape improvements. Allocation is determined by the local Councillor in consultation with Development Review, City Planning, and other relevant City divisions.
- **Site Plan Control:** Enables the City to require improvements both on-site and within the adjacent public right-of-way as a condition of approval.
- **Capital Works Program:** Although no public realm projects are currently identified for Elm Street in the city's capital project list, there is potential for road safety measures such as curb extensions or curb radii reductions, at the intersection of Bay Street and Elm Street. This work could be advanced as part of Transportation Services' future Capital Works Program (CWP) on Bay Street, currently scheduled for 2031, subject to coordination with Transportation Services. In addition, future streetscape improvements through the yongeTOmorrow initiative may provide opportunities for curb extensions and curb radii reductions at the Yonge Street and Elm Street intersection.

- Partnership: Partnership with the Downtown Yonge Business Improvement Area (DYBIA) through cost-sharing agreements can help deliver streetscaping initiatives. The use of city standards will minimize additional costs to partners such as the BIA

Diagram 1: Potential Implementation Phasing



Maintenance and operation

The Vision is aspirational and represents a long-term vision for Elm Street. Maintenance and operational responsibilities will be determined at the detailed design stage, which is beyond the scope of this exercise.

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ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Study Area

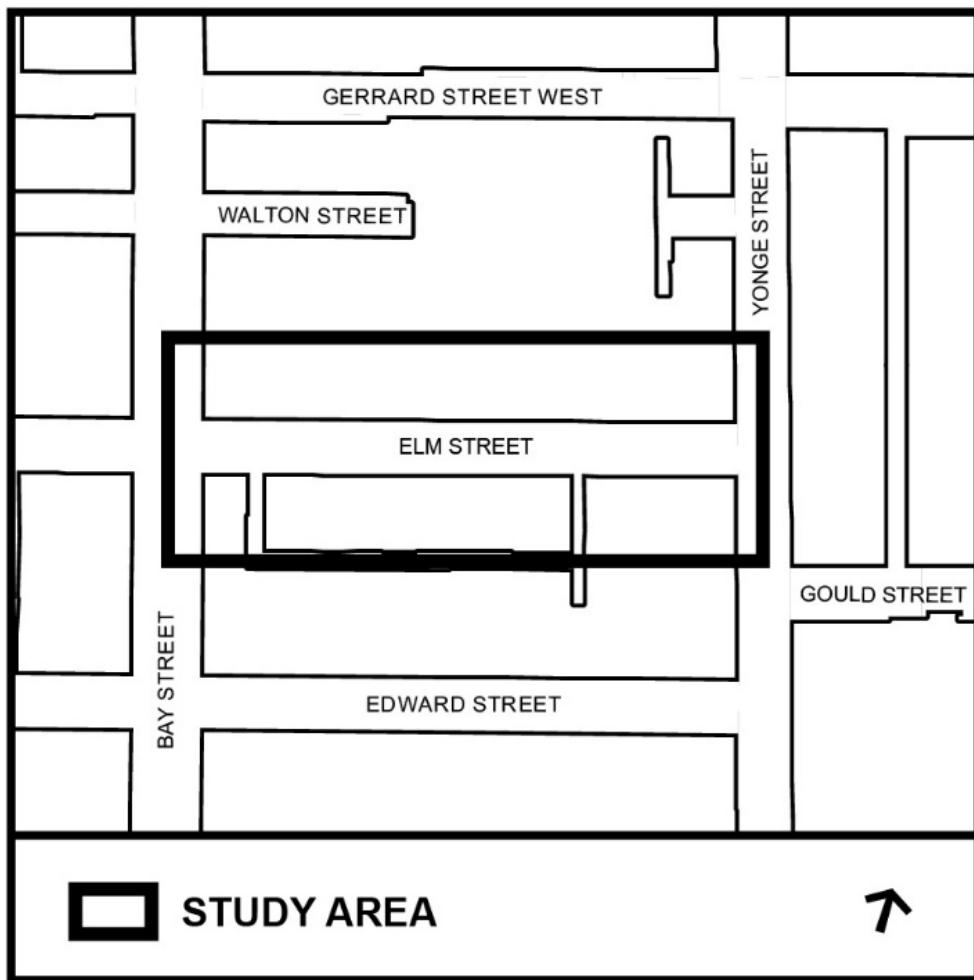
Attachment 2: Elm Street Streetscape Vision

Attachment 3: Elm Street Streetscape Master Plan

Attachment 4: Elm Street Streetscape - Renderings

Attachment 5: Elm Street Streetscape - Background

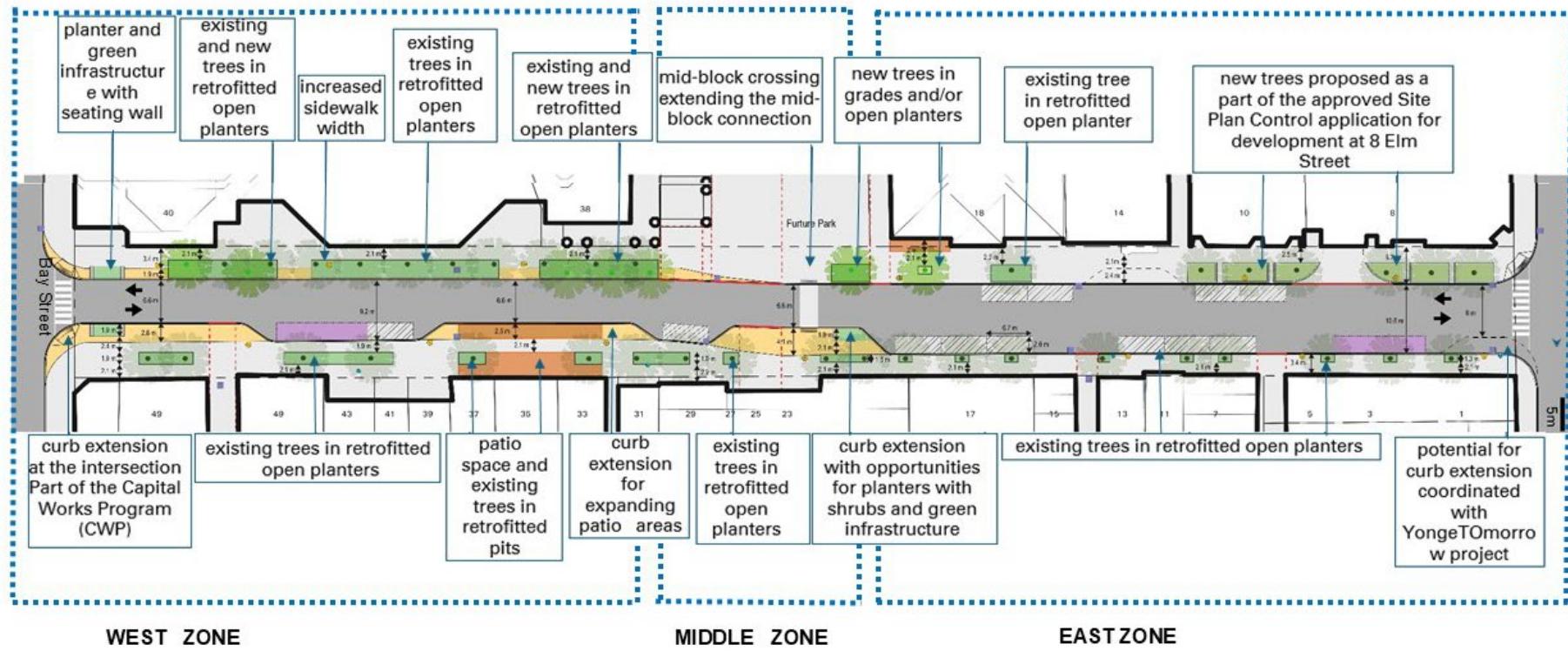
Attachment 1: Study Area



Attachment 2: Elm Street Streetscape Vision

To be provided under separate cover.

Attachment 3: Elm Street Streetscape Masterplan



Attachment 4: Elm Street Streetscape - Renderings

Bay Street Intersection



Figure 1. Existing Intersection



Figure 2. Intersection planned condition



Figure 3. Existing Intersection



Figure 4. Intersection Planned Condition

South Side of Elm Street Looking East



Figure 5. Existing Condition



Figure 6. Future Planned Condition

South Side of Elm Street Looking North



Figure 7. Existing Condition



Figure 8. Future Planned Condition

North Side of Elm Street Looking East



Figure 9. Future planned summer condition



Figure 10. Future Planned Winter Condition

Attachment 5: Elm Street Streetscape Background

Elm Street Evolution

Elm Street, between Yonge and Bay streets, forms a unique and intact concentration of 19th-century heritage buildings located in the city's historic St. John's Ward. This significant collection includes the grand Romanesque Revival institutional buildings located on the north side of the street and directly across from 2-3 storey brick house-form buildings on the south. Together, they provide this block of Elm Street with its unique sense of place and represent the largest remaining collection of properties associated with The Ward neighbourhood.

Shortly after the incorporation of the Town of York as the City of Toronto in 1834, the Study Area location became part of the city's new St. John's Ward with the ward boundaries at present-day Bloor Street, Yonge Street, Queen Street, and University Avenue. The area south of College St became known as "The Ward" – which was Toronto's first immigrant neighbourhood (1840s-1950s). Today, much of the built fabric from the era of "The Ward" has been lost to redevelopment and Elm Street alone retains the most intact collection of surviving properties associated with that time and place.

According to 1850s historic mapping, the block of Elm Street between Yonge and Bay streets remained largely undeveloped, aside from a large swath of property on the north side of the street which was the location of the nursery and gardens of gardener, James Fleming, who owned all of the land in the area from 1837 to the 1860s. Reportedly, the Elm Street got its name from a single large Elm tree that stood at the street's eastern end at Yonge Street.

From the 1880s through the 1920s, the north side of Elm Street was developed with institutional and charitable organizations, including the YWCA (at the location of the present-day Elmwood Club at 18 Elm Street) and the St. George's Society (at the present-day Arts & Letters Club at 14 Elm Street). The south side of the street, by contrast to those grander institutional buildings, was largely built out with house-form structures dating as far back as 1868.

Starting in the 1920s, those house-form buildings on the south side of Elm Street between Yonge and Bay streets were adapted through storefront alterations into mixed commercial and residential use properties, to serve the needs of successive waves of immigrants to The Ward neighbourhood and is a condition that continues to reflect much of the existing character on the south side of this portion of Elm Street today.

Existing Heritage Character

The significant cultural heritage value of this single block of Elm Street is recognized through its collection of 16 heritage properties. There are 11 properties listed on the City of Toronto's Heritage Register and 5 properties designated under Part IV of the Ontario Heritage Act (OHA). Beyond the municipal register and the OHA, this block of Elm Street also contains three heritage plaques, including an explanation of the origins of the street name as part of the City's Yonge Corridor Improvement Project (1980); recognition of the importance of St. George's Hall at 14 Elm Street by the Toronto

Historical Board (1991), both architecturally and socially as a local benevolent society; and a 2005 National Historic Person plaque commemorating the renowned painter, designer and poet, JEH MacDonald of the Group of Seven, who was also a founding member of the Arts & Letters Club located at St. George's Hall since the 1920s.

Physical defining features of the block's established heritage character include its materiality, particularly its red sandstone and brick cladding; the unique condition of its typologies with 2-3 storey house-form buildings of similar setback with commercial alterations on the south side and grander, 3-4 storey, larger footprint institutional buildings directly opposite; and finally, the variety of 19th-century architectural styles represented on the block, including Georgian vernacular, Second Empire, Richardsonian Romanesque and Gothic Revival. Together, this 19th-century collection of various historic building types and uses speaks to the uniqueness of Elm Street – which remains a destination in the city for locals and visitors alike.



Figure 11. Fleming Nursery on Elm Street, looking northwest c.1865 (City of Toronto Archives)



Figure 12. St. George's Hall, constructed on the former Fleming nursery lands at 14 Elm St, 1919 (City of Toronto Archives)

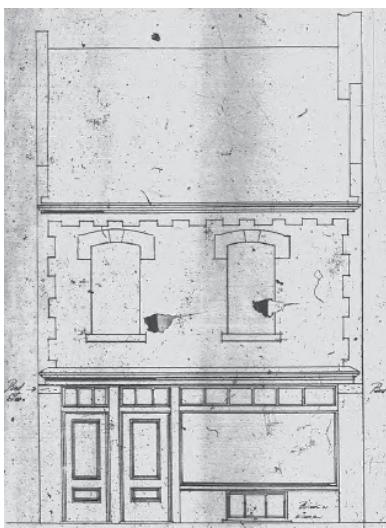


Figure 13. Street level storefront alteration, 15 Elm Street, 1922 (City of Toronto Archives)



Figure 14. Looking east on Elm Street from Bay, 1952 (City of Toronto Archives)



Figure 15. Historic mapping (clockwise from top left): 1858, 1880, 1924 and 2024



Figure 16. Map of Study Area along Elm Street between Bay and Yonge streets, showing all 16 listed and Part IV designated heritage properties.



Figure 17. Elm Street Plaque



Figure 18. E.H. MacDonald Plaque



Figure 19. St. George's Hall Plaque

Elm Street Today – Food Destination

Over the past 50 years, the block of Elm Street between Yonge Street and Bay Street has enjoyed a renowned restaurant scene and popular destination for dining, becoming affectionately known since the 1970s as “restaurant row”.

Today, the late -19th century collection of grand Romanesque Revival sandstone buildings (8-18 Elm Street) located on the north side of the street and directly across from the numerous 2-3 storey brick house-form buildings on the south, collectively create a distinctive sense of place that defines this block of Elm Street.

The uniqueness of the street is further enhanced by existing mature trees that contribute to the City's tree canopy cover. Sidewalks, framed by patios, seating areas and planters further enhance the pedestrian experience and support the street's inviting atmosphere. Despite these features, the street remains dominated by cars and service vehicles, as it functions as a key access point for loading and deliveries that support local businesses and residents. Many curb-cuts resulting from the servicing, frequently overlap with sidewalks. Elm Street operates as a two-way street with on-street parking on both sides adjacent to the sidewalks. A jog in the middle of the street results in narrower sidewalks at the northwest and southeast part of the street, limiting space for pedestrians to allow for on-street parking and delivery zones. The shops, restaurants, businesses, and residential units along Elm Street are all within a short walking distance of both Dundas and College subway stations, supporting a vibrant, transit-connected community.



Figure 20. North Side of the Street looking east toward Yonge

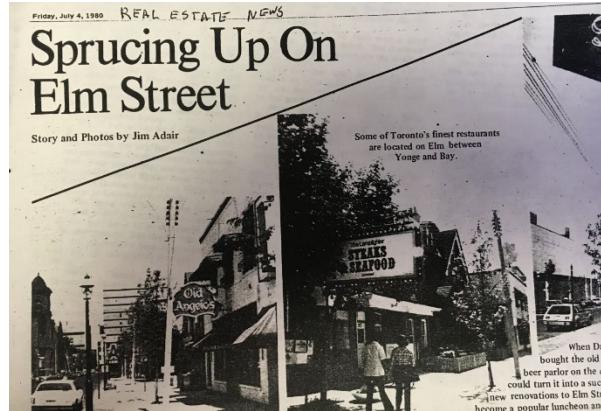


Figure 21. Article on " Restaurant Row" (Real Estate News, 1980)



Figure 22. Looking west along Elm Street from the Ryerson Student Union Building on Yonge



Figure 23. South Side of Elm Street looking east toward Yonge

Elm Street New Development

Recent redevelopment proposals along Elm Street reflect growing interest in investment and present opportunities for streetscape improvements and the overall beautification of the area.

Four new developments are planned along the eastern portion of the street, indicating possible urban transformation. Among them, the mixed-use development at 8 Elm Street is currently under construction. This project includes a 68-storey residential tower rising above the retained and integrated three-storey heritage-designated base buildings, with retail uses at ground level to support street vitality.

Another development includes a 44-storey residential tower above the heritage designated building at 18 Elm Street. At the time of writing this document, this proposal is currently undergoing the development review process.

Adjacent to this property is the Chelsea Hotel site at 33 Gerrard Street, which is slated for mixed-use development. The proposal includes three towers and a significantly expanded public realm, featuring a new park fronting onto Elm Street, a Privately Owned Publicly-Accessible Space (POPS), and a future mid-block connection linking Elm Street to Gerrard Street – enhancing pedestrian connectivity and access to open space.

Across Elm Street to the south, a 30-storey mixed-use development is proposed, incorporating a residential tower that will partially integrate the heritage-designated two-storey building at 15 Elm Street. The development proposal is also under review through the rezoning and site plan application process.



Figure 24. 8 Elm Street under construction



Figure 25. 18 Elm Street conceptual rendering under review

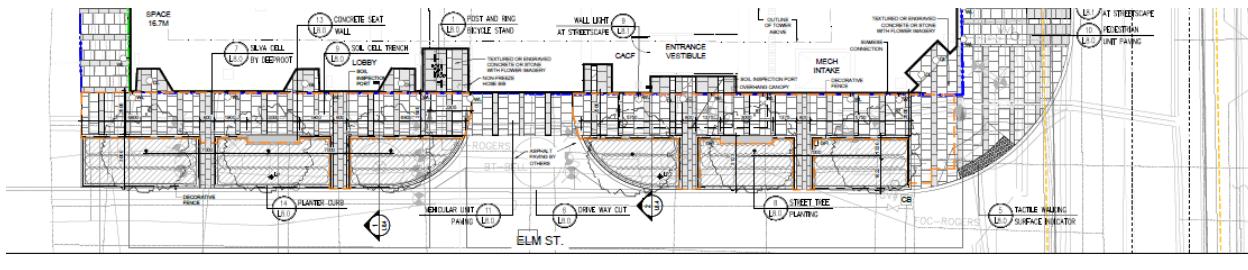


Figure 26. Site Plan approved streetscape at 8 Em Street



Figure 27. Pinus/Mugo Pine



Figure 28. *Baptisia Australis*/False Indigo



Figure 29. *Pennisetum Alopecuroides* "Hameln" / Dwarf Fountain Grass

Shrubs proposed and approved for 8 Elm Street

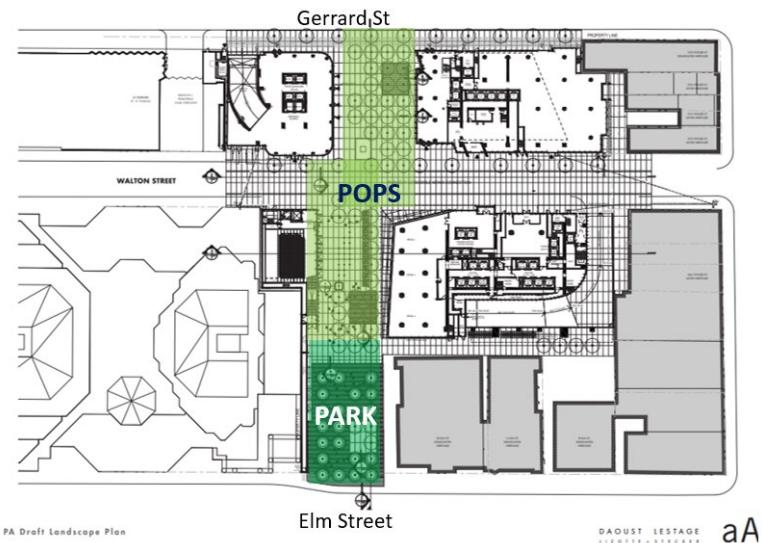


Figure 30. 33 Gerrard Street under review



Figure 31. 15-17 Elm Street under review

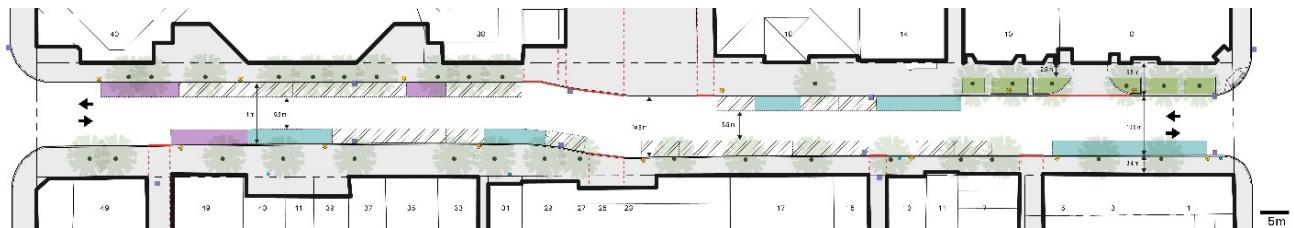


Figure 4. Existing Layout of Elm Street