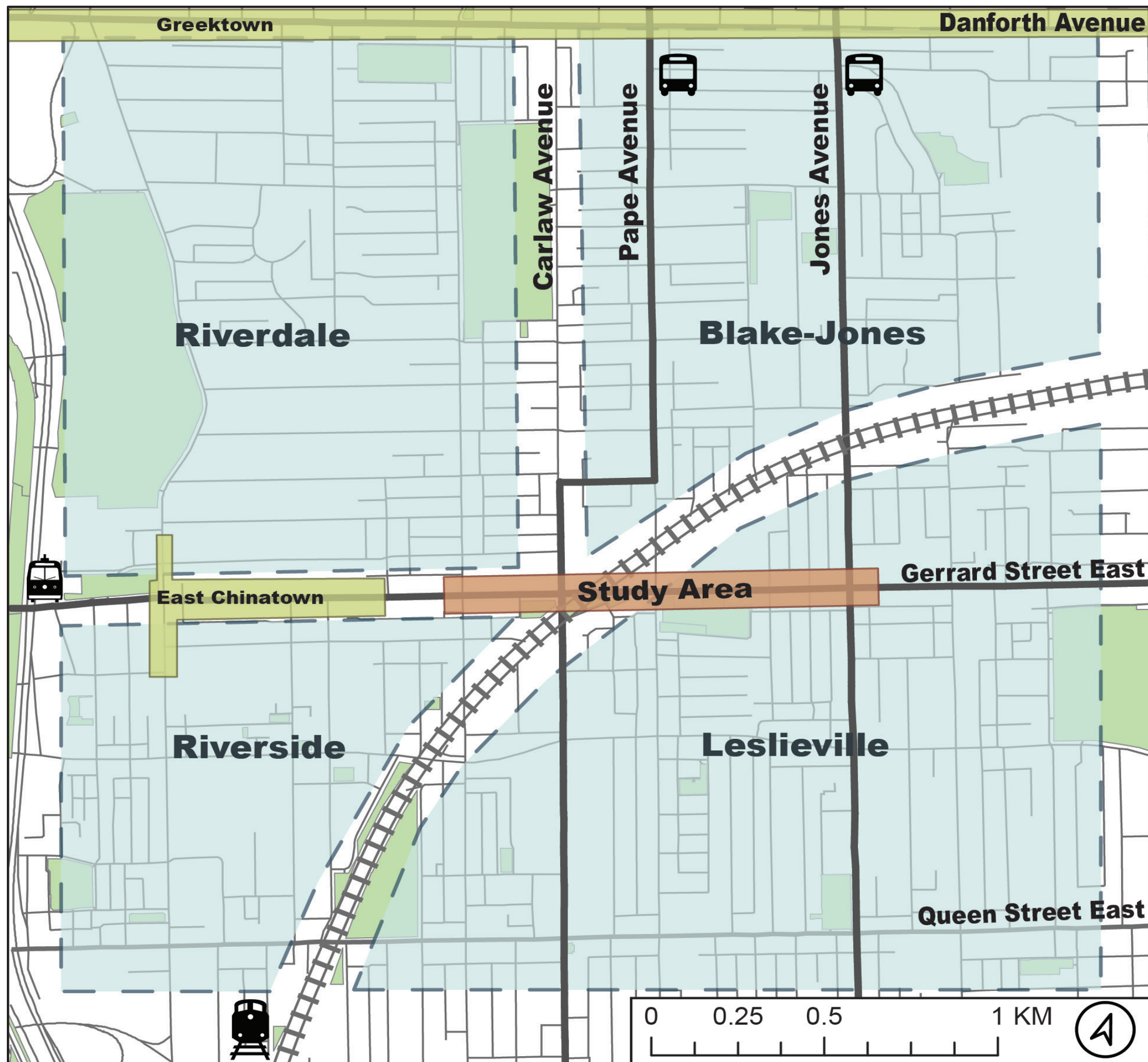


GERRARD EAST

CONTEXT & PLANNING FRAMEWORK

The land use policy context encourages intensification along the Gerrard Street Avenue site. The majority of the lands within the study area are designated Mixed Use Areas within the Official Plan, with some areas designated Parks on the south side of Gerrard Street. The lands surrounding the study area are predominantly designated as Neighbourhoods. Further south are lands designated as Employment Areas



OFFICIAL PLAN SECTIONS

- 2.2.3 Avenues: Reurbanizing Arterial Corridors
- 2.3.1 Healthy Neighbourhoods
- 4.5 Mixed Use Areas
- 4.3 Parks and Open Space Areas
- 4.6 Employment Areas

Site and Area Specific Policy 154 (SASP 154) applies to lands located in the Carlaw-Dundas area. The SASP allows for a mix of employment and residential use with conditions. There are no special policy or secondary plans for the avenue.

ZONING

The majority of the study area is zoned MCR T2.5 C1.0 R2.5 and MCR T2.5 C2.0 R2.0 under the former City of Toronto Zoning By-law No. 438-86. The zone permits a wide range of commercial and residential uses with a maximum density of 2.5 times the area of the lot. The maximum permitted height is 14 metres.

There are some properties within the study area that are zoned G (Parks Zone) and R4 Z1.0 (Residential Zone) under the former City of Toronto Zoning By-law 438-86.

There are some properties within the study area that are zoned O and OR (Open Space Zone) under City-wide Zoning By-law 569-2013.

HISTORICAL USE

City of Toronto Archives, Series 71



Gerrard and Carlaw streetcar tracks curving north, part of the lost Harbord line. The route was abandoned when the Bloor-Danforth line opened in 1966.

City of Toronto Archives, Series 372



The International Varnish Co. complex which used to exist at the NE corner of Carlaw and Gerrard. Today the site serves as a No Frills supermarket.



City of Toronto Archives, Fonds 1231



Google Earth, 2018

Art deco Gerrard St. fire hall (now Toronto Fire Station 324)



City of Toronto Archives, Series 372

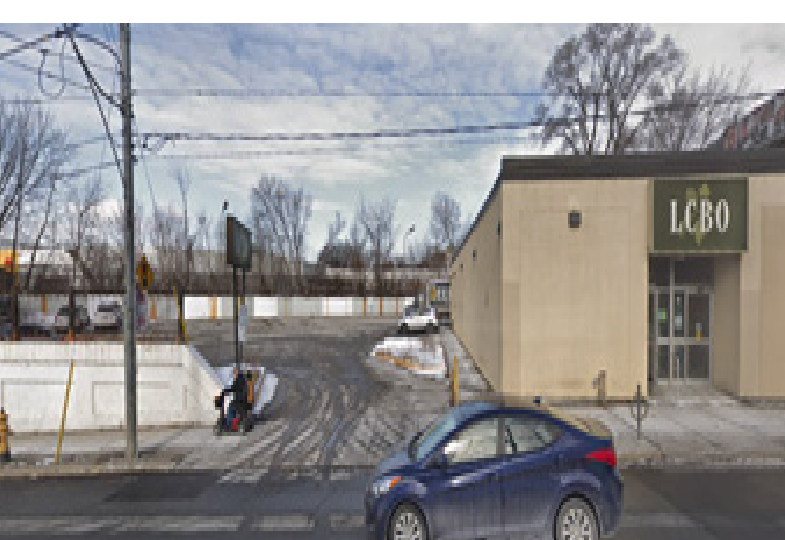


Google Earth,

Underpass at Carlaw



City of Toronto Archives, Series 372

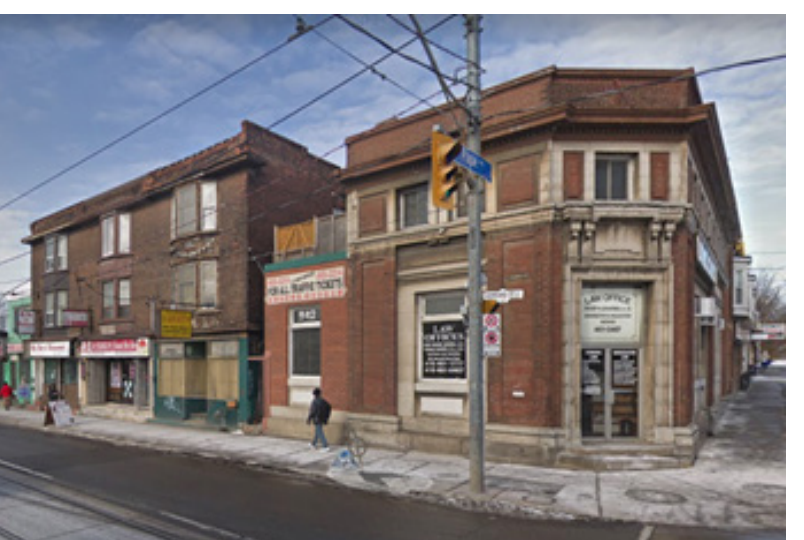


Google Earth, 2018

The Conger Lehigh Coal Co. building; north side of Gerrard, West of Pape



City of Toronto Archives, Series 372



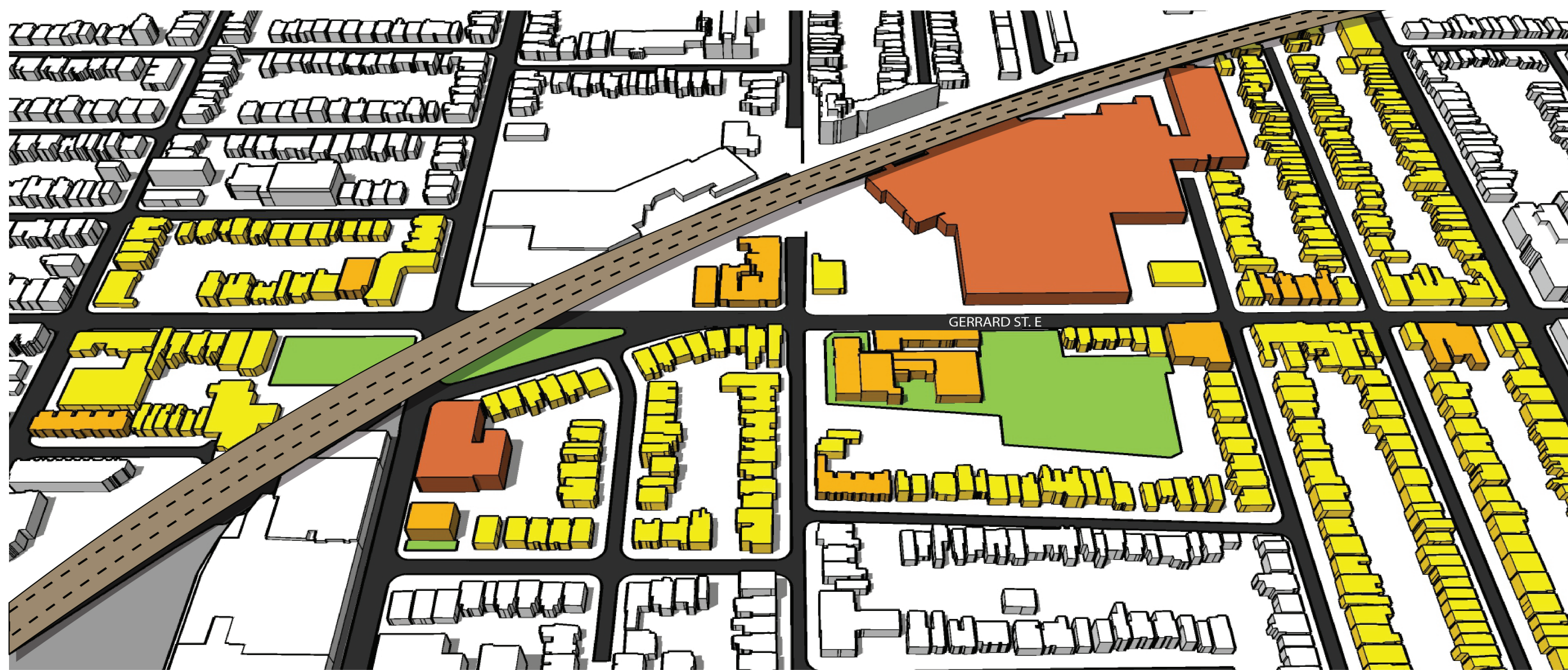
Google Earth,

North side of Gerrard, just west of Pape near present day Gerrard

GERRARD EAST

EXISTING CONDITIONS

HEIGHT



LEGEND

- Commercial-Residential
- Residential
- Institutional
- Green Space
- Open Space
- Public Realm

HEIGHT

- < 7m
- 7 m - 10 m
- 10 m <

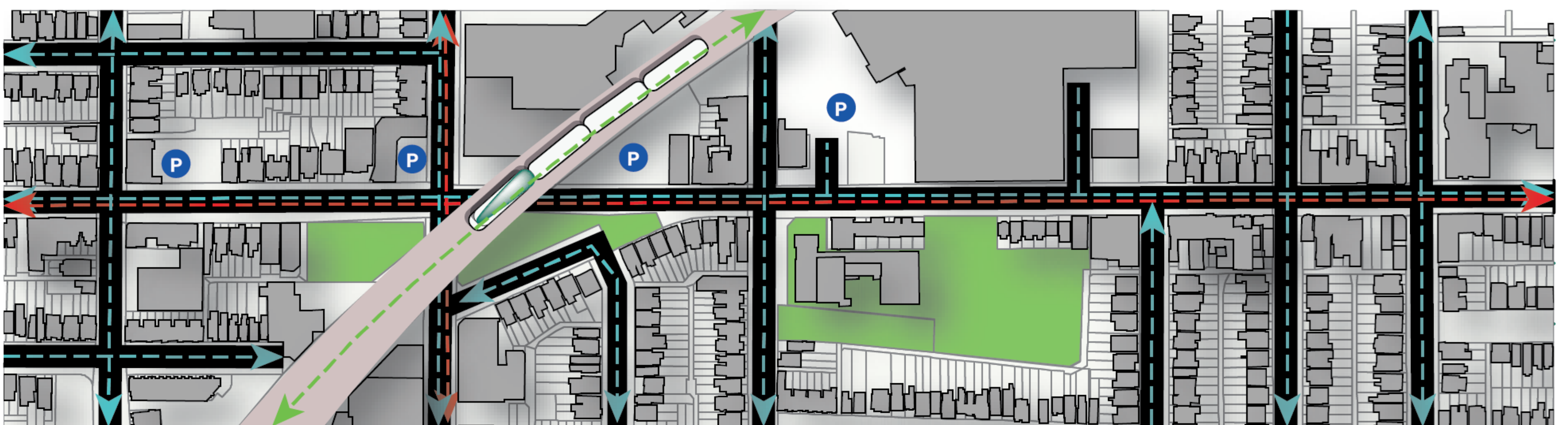
SYMBOLS & LINES

- Vehicle Mobility
- TTC Mobility
- GO Train Mobility
- P Parking

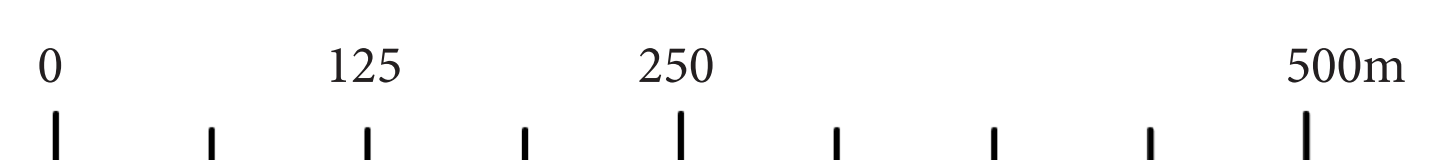
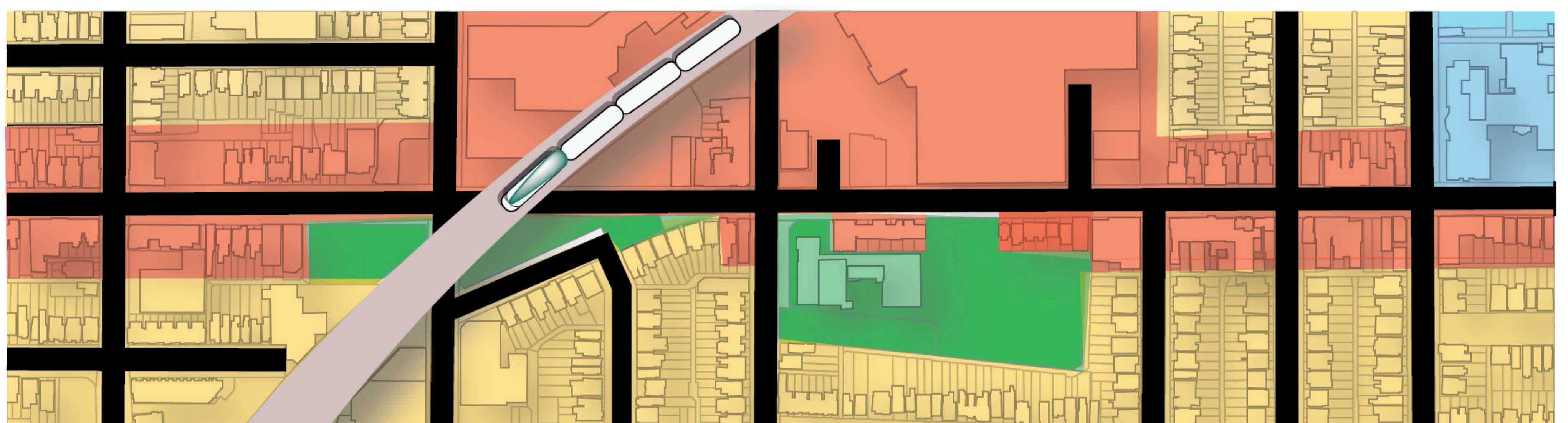
OPEN SPACE & PUBLIC REALM



MOBILITY



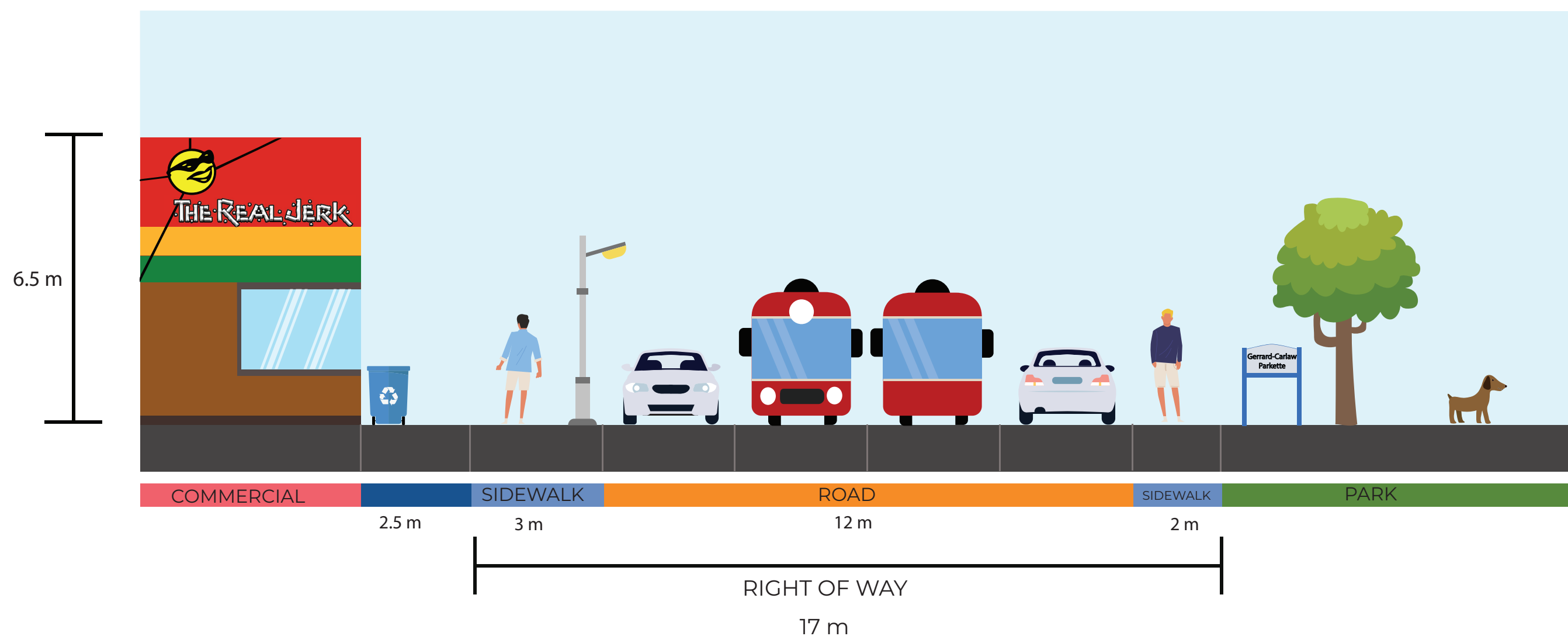
ZONING



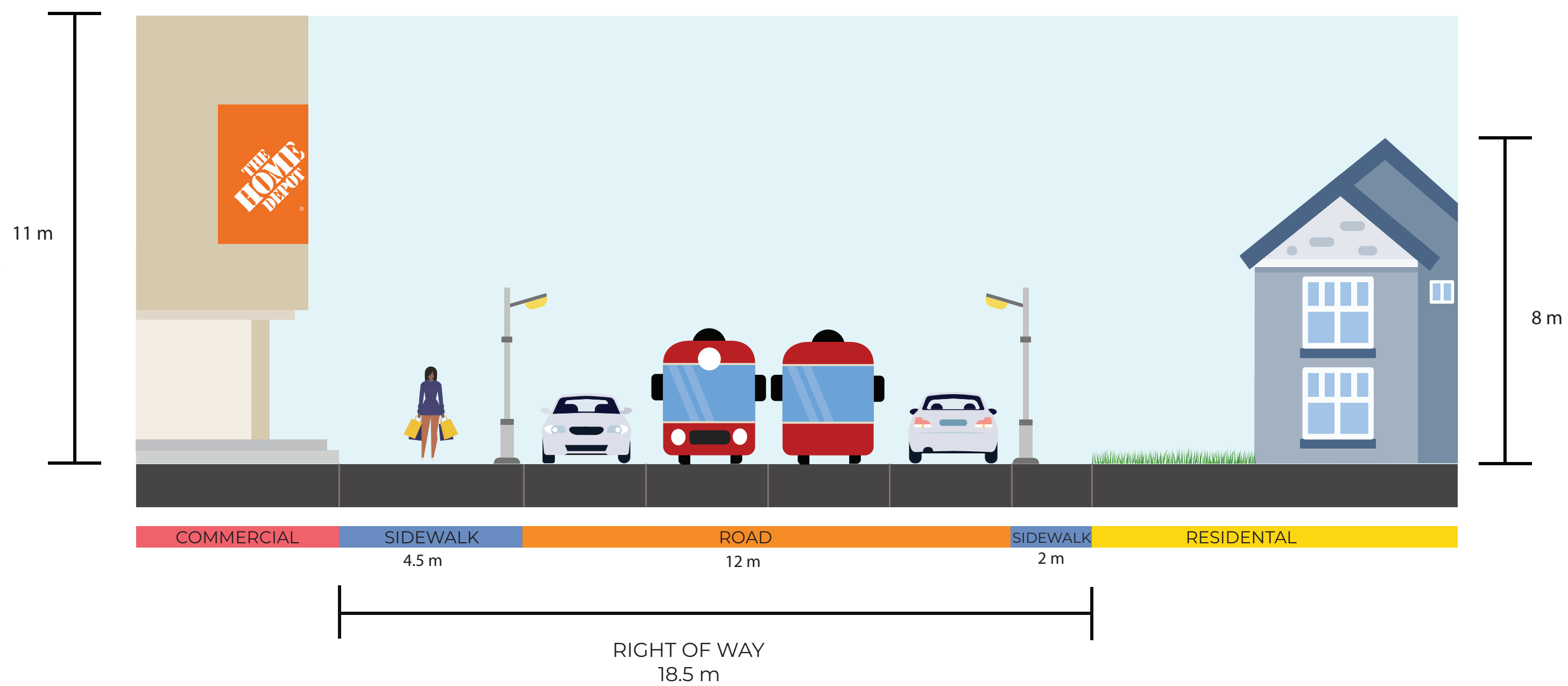
GERRARD EAST

STREET SECTION DIAGRAMS

GERRARD AND CARLAW



GERRARD AND MARJORY



Gerrard and Carlaw

This intersection had a very interesting dynamic with one side that features a famous Toronto restaurant; The Real Jerk. This side of the street includes a wider sidewalk which houses recycling and garage bins on the side of the establishment. The other side of the street features a dog park, that was frequently visited by residents of the area.

Gerrard and Marjory

This intersection had a very strong contrast. With one side dedicated to big boxed stores, a part of Gerrard Square. To accompany the commercial units on this side were wider sidewalks. Facing the big box stores were older single family residential units. They featured small lawns stretching out in front of the properties.

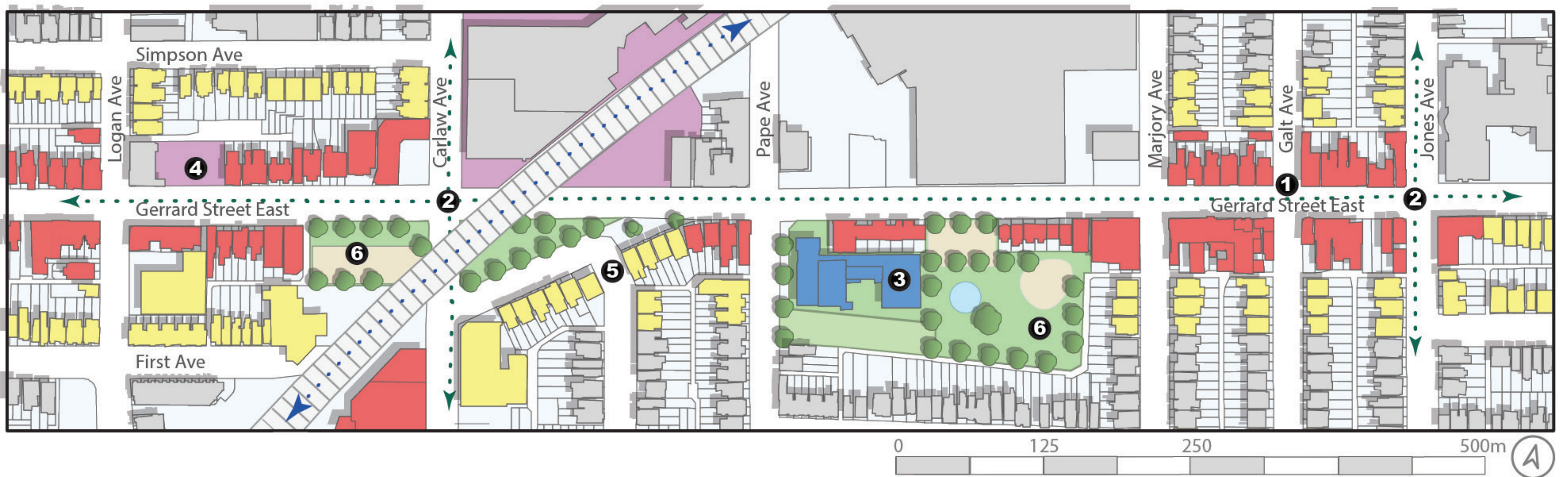


GERRARD EAST

STRENGTHS

Gerrard Street East is becoming an increasingly vibrant corridor. There are various key characteristics that should be recognized and preserved as the neighbourhood evolves over time:

1. Strong built form character reminiscent of neighbourhood history with many structures retaining distinct architectural elements
2. Existing transit routes provide strong connectivity to adjacent neighbourhoods and business areas with future GO and SmartTrack infrastructure development proposed
3. Matty Eckler Community Centre highly valued in the community, offering programs and services for all ages
4. New developments proposed on vacant lots which will increase density while maintaining character of the neighbourhood
5. Proximity of residential and commercial spaces create a walkable, mixed-use neighbourhood
6. Large green space areas including a dog park and the Matty Eckler Playground act as outdoor public gathering spaces

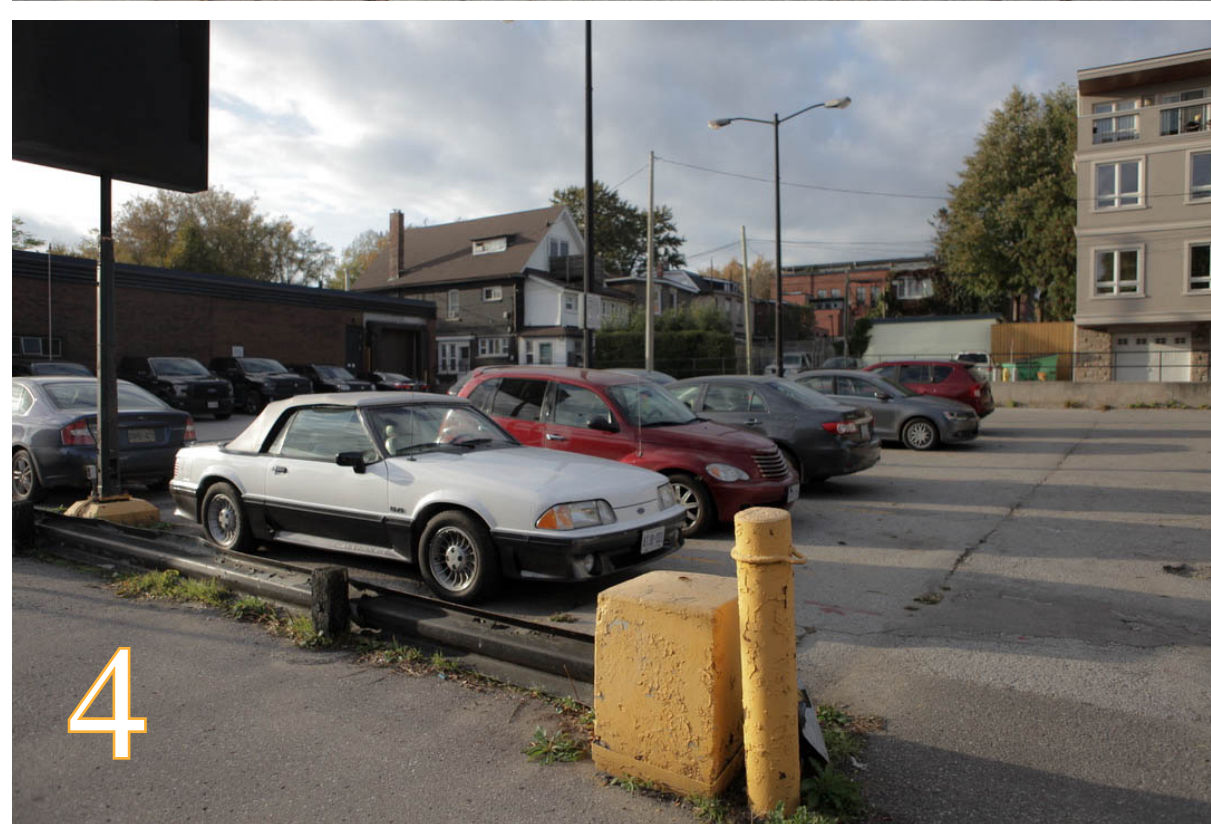
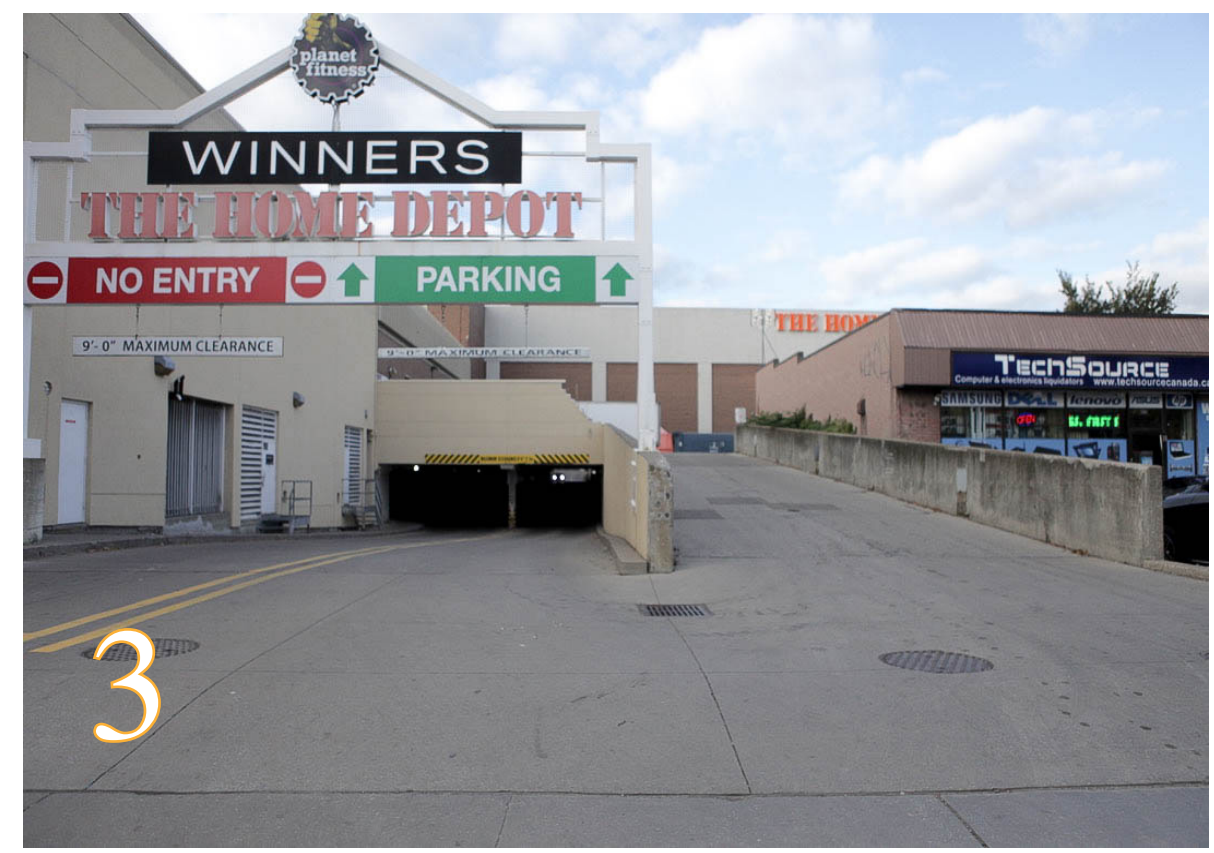


GERRARD EAST

CONSTRAINTS

There are several improvements that can be made in the Gerrard Street East corridor. Below are the challenges and constraints to be reviewed for future consideration:

1. Bicycle transit infrastructure is non-existent, with existing Right-of-Way priority given to vehicle traffic and street parking
2. Vacant commercial spaces along Gerrard Street East in need of improvement
3. Large box stores detract from surrounding neighbourhood character and independent business improvement opportunities
4. Surface parking occupies large lots for singular use creating breaks in the physical and visual flow of the corridor
5. Sidewalk priority given to city utility services which occupy existing pedestrian space and detract from public realm
6. Lack of cohesive neighbourhood identity creates overlooked corridor between two strong Business



MOVING FORWARD

1. Removal of street parking to make way for bicycle transit lanes will create a more complete transit system
2. Surface parking lots hold potential for redevelopment, increasing density along this corridor
3. Updating public utility infrastructure and replacing this space with landscaping will create separation from pedestrian walkways and vehicle traffic lanes
4. Establishment of a Business Improvement Area for this corridor could collaborate with adjacent areas and offer enhanced programming, creating a stronger neighbourhood identity and more complete community
5. Improvements to built form to enhance business opportunity, public realm and street activities in order to bring the neighbourhood into the future