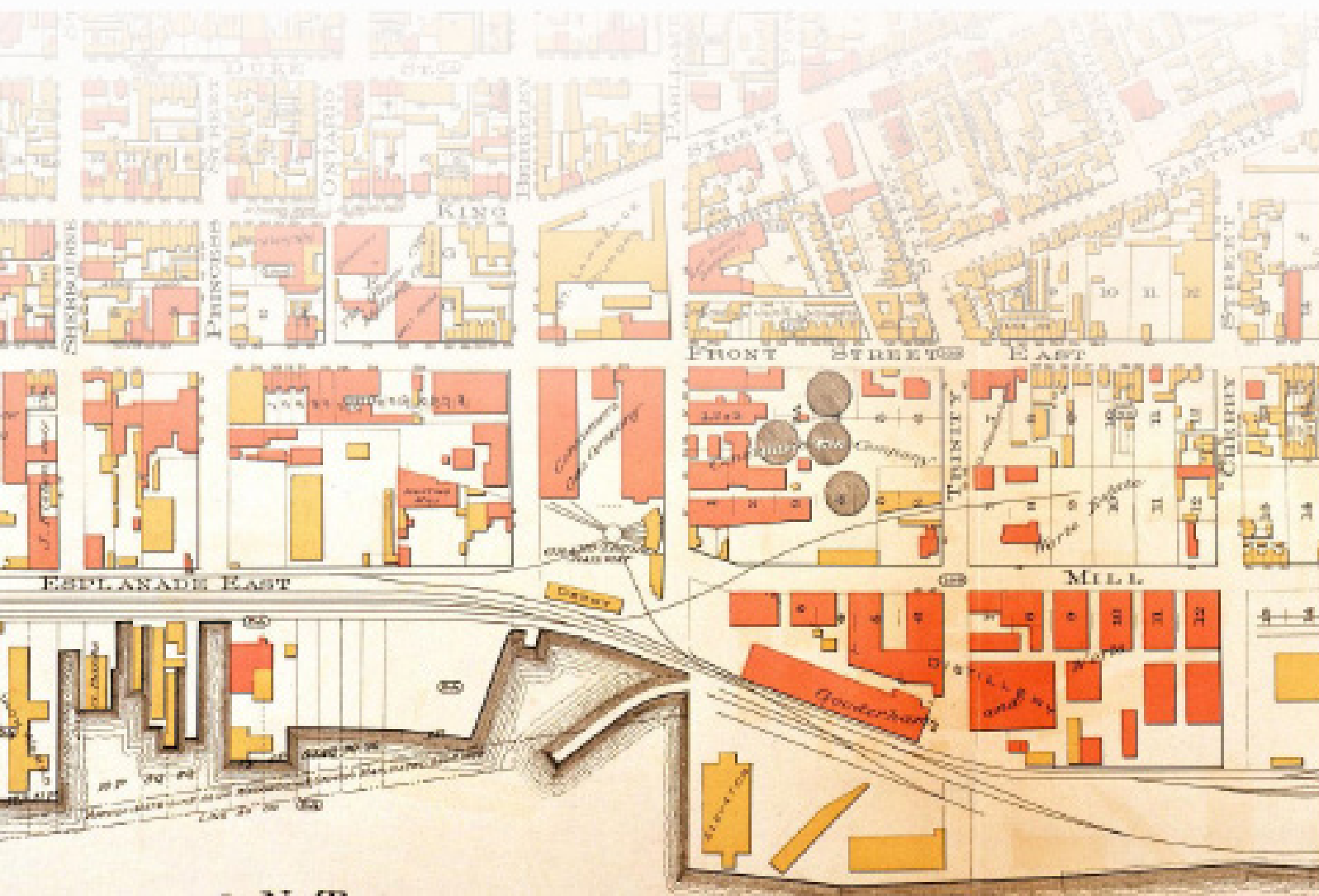


CORKTOWN HERITAGE STUDY

-INTERIM REPORT-





Prepared By:

Shelby Blundell, Kevin Cooper, Nolan Drumm, Victoria Fusz, Jonathan
Henderson, Matthew Hillgren, Ryan Labranche, Rachel Lee, Liam Smythe,
Nathan Van Der Walle

Prepared For:

Instructor Tom Ostler, MCIP, RPP
School of Urban and Regional Planning
Ryerson University
&
Sandra Iskandar, Architect
Corktown Residents & Business Association

June 24th 2013

Table of Contents

I.	EXECUTIVE SUMMARY	4
II.	BOUNDARY JUSTIFICATION	5
III.	DEMOGRAPHICS	7
IV.	TRADITIONAL HERITAGE	11
V.	CULTURAL HERITAGE	19
VI.	LOST STREETS	27
VII.	HIDDEN HERITAGE	31
VIII.	LOST HERITAGE	35
IX.	RECENT HERITAGE	45
X.	MOVING FORWARD	51
XI.	APPENDIX	52
XII.	BIBLIOGRAPHY	58

I. Executive Summary

The intent of this report is to create a detailed inventory of Corktown's heritage. This will be done by outlining Corktown's heritage through five distinct principles: Traditional Heritage, Cultural Heritage, Lost Streets, Hidden Heritage, and Recent Heritage.

Examples in traditional heritage have been selected to illustrate the physical merit of Corktown's heritage and will be shown to have shaped the physical landscape of modern Corktown. Corktown's cultural heritage is arguably the neighbourhood's most defining feature as it comprises the importance of the area's built forms, industrial past, and the influence of Corktown's diverse residents. Toronto's street grid has been constantly evolving since its inception. An analysis of the street network within the study area was undertaken to determine which streets may warrant additional investigation as having heritage value. Hidden heritage can be summarized as being a property or area having heritage value that has been refurbished beyond its original state rendering the original built form characteristics as unrecognizable. The history of the site has been lost or forgotten through these building changes, which can affect the historical identity of an area. With its abundance of Victorian-era architecture and post war influences, Corktown is often thought of as a historic neighbourhood in terms of its traditional heritage, yet the recent heritage of the neighbourhood is almost as significant to Corktown as the 19th and early 20th centuries were. The visual fabric of the modern day Corktown owes as much to the postwar era as it does to the Victorian Era.

This report will act as a valuable document for future reference for the CRBA in understanding and building on Corktown's heritage. The five principles have all been thoroughly explored and we have a wealth of information to draw upon as we work towards our final product. The major questions that will inform the remainder of this project are as follows:

1. Are there 'nodes' of heritage in Corktown? Can the focus of heritage preservation and identification efforts be directed to certain specific areas/locations?
2. What is the final story told by the existing heritage elements in Corktown, and how can this story be communicated to visitors and residents alike?
3. Do any of the specific heritage locations/areas warrant a nomination for a Heritage Conservation District, as determined by City of Toronto Heritage standards? Would such a distinction be a benefit or a hindrance to the area and its residents?

II. Boundary Justification



Figure 1. The Boundary Map of Corktown Neighbourhood

The boundaries for the Corktown neighbourhood are Shuter Street to the north, the Don River to the east, the Gardiner Expressway to the south, and a combination of Berkeley and Parliament Streets on the west side. (See Schedule A) These boundaries were determined by the Corktown Residents & Business Association (henceforth referred to as CRBA).

The southern and eastern boundaries are delineated by clearly visible, strong features. The river and the Gardiner Expressway are dominant physical features and both serve to distinctly separate the neighbourhood from its surroundings. Shuter Street is the defining road separating Corktown from Regent Park to the north.

The building typology and pattern of land use north of Shuter Street are quite different from that witnessed in Corktown itself; many multi-unit buildings, and significantly more open space surrounding the structures than can be found within the Corktown boundaries. The ground-level density of Regent Park at this time is noticeably different from that seen in the study area.

II. Boundary Justification

As for the western boundary, the section of Berkeley Street (for this study area, only the east side of Berkeley Street is to be included) features some row housing and semi-detached homes similar to those seen elsewhere in Corktown. The presence of Moss Park north of Queen Street East neatly caps the north side and the mixture of industrial, commercial, and higher-density residential uses south of Front Street and west of Parliament Street are incongruous with the character of the built form in Corktown proper.

The Distillery District and West Don Lands which occupy much of the southern portion of the study area have traditionally been places of work and residence in Corktown and as such represent an important piece of the neighbourhood's heritage and tradition. Prior to the introduction of the Adelaide Street and Richmond Street on-ramps to the Don Valley Parkway, these areas were very much physically and socially connected to the heart of Corktown. These traditional connections should remain that way as redevelopment proceeds.

III. Demographics

The demographic analysis of the Corktown area will be conducted at the census tract level following the boundaries provided by the CRBA, although this will include areas that are not considered part of Corktown. Dissemination area (DA) statistics for age, gender, population, and housing are available for the 2011 Statistics Canada Census, and would enable a more geographically accurate reading of Corktown's demographic profile. However, these DA statistics are not available for past censuses, therefore the census tract was chosen as the basic unit for analysis. The three census tracts that Corktown are a part of are displayed in the map below.

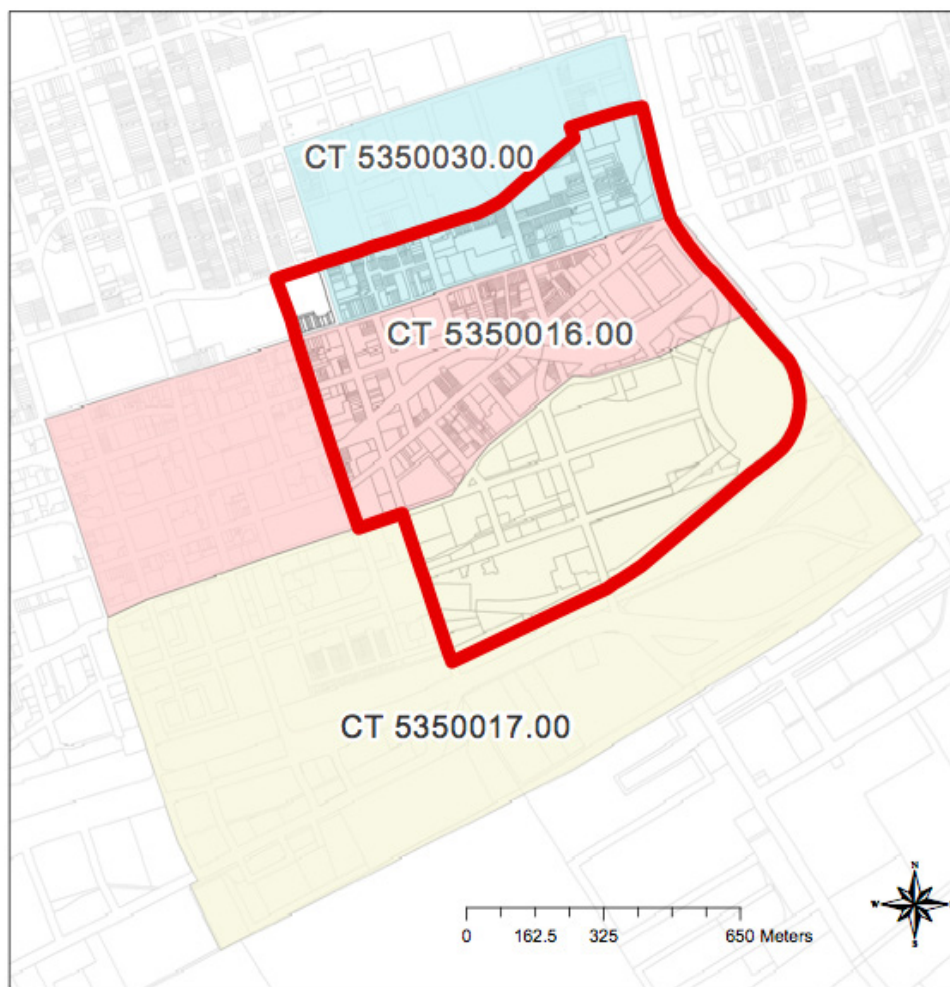


Figure 2. The illustration of Corktown's boundary within three census tracts.

Only age, gender, population, and language statistics have been released for the 2011 Census, although the numbers relating to income, housing, and other social indicators should be available shortly. Thus, for this analysis all income and housing data will be taken from the 2006 Census.

III. Demographics

POPULATION

Below is a graph detailing some of the population figures for the Corktown area, contrasted with those for the Toronto Census Metropolitan Area (CMA).

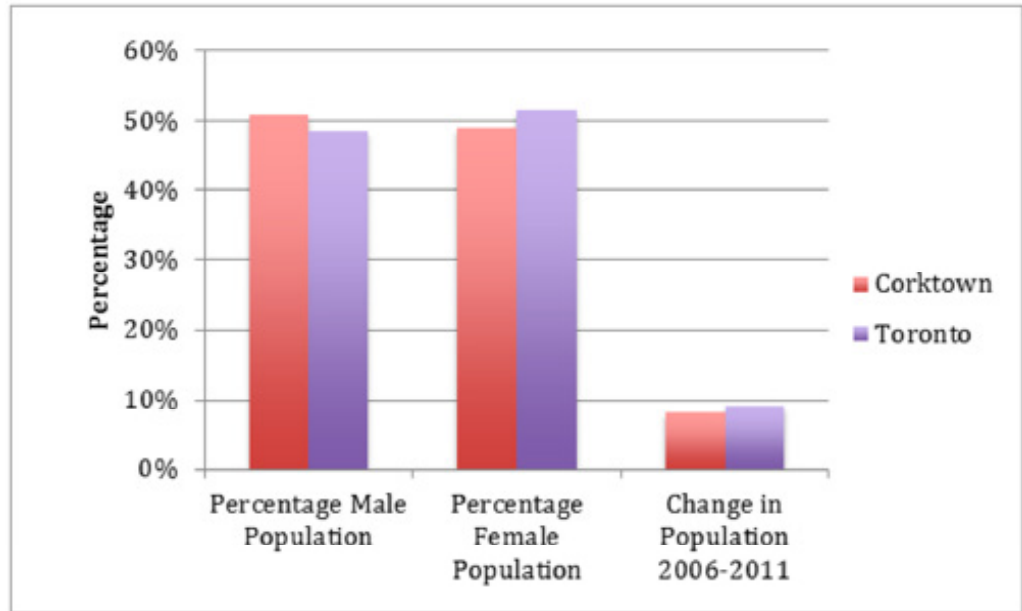


Figure 3. Toronto Census Metropolitan Area vs. Corktown Population in 2011.

These three census tracts contained 16,777 residents as of the 2011 Census. The graph above shows that the area has a proportionally larger male population than the rest of Toronto, and is growing somewhat more slowly. As for age characteristics, the study area has a median age of 36.6 years, while Toronto's median age is 38.6. This area is much more densely populated than the Toronto Metropolitan Area. These tracts have a population density of 7,049 residents per square kilometer, while Toronto has a population density of 945.4 residents/km². In summary, the population of Corktown and the land included in the census tracts study shows there is a younger populace, a higher percentage of males, and a more dense population than Toronto as a whole.

INCOME

In an effort to establish the economic profile of the area, numbers from the 2006 Census will be examined. The Toronto CMA featured a median income (for all private households) of \$64,128. The three census tracts in the study area had a median private household income of \$46,285. This figure could be misleading, as the tracts vary widely. Census Tract 16 has a median income of \$61,260 and Census Tract 30's median income is \$30,451, so it is important to recognize that pockets of affluence co-exist in close proximity with lower income portions of the neighbourhood. These two tracts also feature disparate amounts of residents who are classified as low income before taxes, with Census Tract 16 and Census Tract 30 showing rates of 16.5% and 61.1%. Toronto as a whole showed a rate of 18.4% of residents who were considered to be low income. The area features a variety of income classes, and can serve as an example of successful mixing of social strata in one area. Despite the variation, the overall percentage of low-income residents for the three tracts (33.52% of their population) is quite high compared to Toronto as a whole.

HOUSING

The most recent comprehensive housing statistics that are available for the neighbourhood are also from the 2006 Census. The following chart will show some of the housing statistics for the area compared to those of the Toronto CMA.

Category	Corktown	Toronto (CMA)
Total private dwellings occupied by usual residents	7765	1801255
Single-detached houses - as a % of total occupied private dwellings	0.4%	41.7%
Semi-detached houses - as a % of total occupied private dwellings	0.9%	7.7%
Row houses - as a % of total occupied private dwellings	18.0%	8.3%
Apartments; duplex - as a % of total occupied private dwellings	0.0%	4.3%
Apartments in buildings with fewer than five storeys - as a % of total occupied private dwellings	17.4%	11.2%
Apartments in buildings with five or more storeys - as a % of total occupied private dwellings	50.8%	26.5%
Other dwellings - as a % of total occupied private dwellings	0.4%	1.0%
Number of owned dwellings	3435	1217120
Number of rented dwellings	4325	584125
Number of dwellings constructed before 1986	3925	1172950
Number of dwellings constructed between 1986 and 2006	3835	628305
Dwellings requiring major repair - as a % of total occupied private dwellings	7.5%	6.0%
Average number of rooms per dwelling	4.2	6.3
Average value of owned dwelling (\$)	\$307,264	\$403,112

Figure 4. Toronto CMA VS. Corktown - Housing Statistics in 2006.

III. Demographics

The data shows that Corktown features a much higher percentage of medium and high-density residence typologies than the Toronto CMA and a much lower proportion of single-detached homes. It is also notable that the Corktown area features a higher number of rented dwellings than owned dwellings; a marked contrast to the rest of Toronto. Row houses, one of the most notable heritage features in Corktown, accounts for 18% of the housing stock in the neighbourhood, compared to only 8% in Toronto as a whole. Corktown's area features property values that are roughly 25% lower than the Toronto average, which is most likely due to the large number of rented properties and higher density dwellings. Largely owing to the period in which it was built and the value of centrally located urban land, Corktown's housing characteristics show a tendency toward higher density, lower average value, and rental (rather than owner occupancy) than the Toronto CMA.

IV. Traditional Heritage

The Toronto neighbourhood of Corktown is one of the city's oldest and diverse neighbourhoods. With such a long history, Corktown has a valuable inventory of traditional heritage. Examples in traditional heritage have been selected, to illustrate the physical merit of Corktown's heritage, and will be shown to have shaped the physical landscape of modern Corktown.

ENOCH TURNER



Figure 5. The Enoch Turner School

The Enoch Turner School was Toronto's first free school that educated the neighbourhood's children from the years of 1849-1859 (History of the Enoch Turner School House). While the main schoolhouse building has remained intact throughout its history, the uses have changed drastically over the course of numerous generations. When the Schoolhouse closed in 1859, it was repurposed as a Sunday school and a Parish Hall until the 1960's (History of the Enoch Turner School House).

Other uses include a Boer War recruitment centre in 1899, a serviceman's home away from home for both World Wars, a soup kitchen serving 1,500 people a week in the "Dirty Thirties", a Little Trinity Church neighbourhood youth clubhouse in the 1950's, and a temporary meeting place after Little Trinity's fire (History of the Enoch Turner School House).

The Schoolhouse was threatened to be torn down in the late 1960's as a result of disrepair, however architect Eric Arthur and local Corktown citizens collaborated on a plan to save and restore the Schoolhouse and in 1972 it was proudly reopened as a historic site and museum, enabling the physical building to stand strong as a reminder of Corktown's traditional heritage (History of the Enoch Turner School House).



Figure 6 (Top) & 7 (Bottom). The inside of Enoch Turner School.

SACKVILLE STREET SCHOOL (INGLENOOK COMMUNITY HIGH SCHOOL)

The Sackville Street School, present day Inglenook Community High School opened in the year 1887. The school was the neighbourhood's third school, and was built to replace Palace Street School (1859) and the Enoch Turner School (1848). When the school first opened it had an enrolment of 49 children, and that number soon rose to 269 by 1888 (Sackville Street Public School Historical Plaque). The school's construction has withstood the test of time as its original building is still intact and most notably the separated girls and boys entrances are still visible. The school operates today under the name Inglenook Community High School and is Toronto's oldest school still in use (Sackville Street Public School Historical



Figure 8. The Sackville Street School in present.

LUCIE AND THORNTON BLACKBURN



Figure 9. Lucie and Thornton Blackburn Heritage Plag.

Lucie and Thornton Blackburn were two run away slaves that fled to Canada through the Underground Rail Road. The married couple resided in Corktown and built their home on the grounds of the old Sackville Street School in 1834 (Lucie and Thornton Blackburn, 2006). In 1837, Thornton Blackburn obtained a blueprint from a taxicab company in Montreal and had the cab constructed and painted it red and yellow, calling it “The City”. This is significant to Corktown’s traditional heritage because this was Toronto’s very first taxi service that used a horse to carry up to four passengers at once including the driver who sat in a separate box at the front (Ex Slaves run cities first taxi, 2007).

In 1985 an archaeological study was conducted on the former lot of the Blackburn House (now the Inglenook Community High School). The dig lasted for five months and uncovered foundations of a horse barn where Thornton’s cab was kept, as well as personal belongings such as a pearl handled pocketknife, brass pocket watch and simple jewelry (Lucie and Thornton Blackburn, 2006).

UPPER CANADA’S FIRST PARLIAMENT BUILDINGS

Upper Canada’s first Parliament Buildings were constructed in 1797 in the Town of York (now Toronto). The buildings were moved to York from Niagara as a result of increasing threats of war with the United States and the buildings would be more protected being inland (Ontario Heritage Trust to commemorate site of provinces first parliament buildings and war of 1812, 2011). The Parliament buildings served many purposes in the town such as religious services, court proceedings, and the operation of government. In 1812, the United States declared war on Britain and invaded York in April of 1813. While occupying York the American troops burned down the Parliament buildings and took valuable items that included the Royal Standard from Fort York, and the speakers mace and lions stature (Ontario Heritage Trust to commemorate site of provinces first parliament buildings and war of 1812, 2011). In 1820 the buildings had been rebuilt but were burned down in 1824 as a result of an accidental chimney fire. Following the fire, the district jail took over the land that was later acquired by the Consumers Gas Company. The buildings were historically significant as the birthplace of democratic government in Ontario (Ontario Heritage Trust to commemorate site of provinces first parliament buildings and war of 1812, 2011).

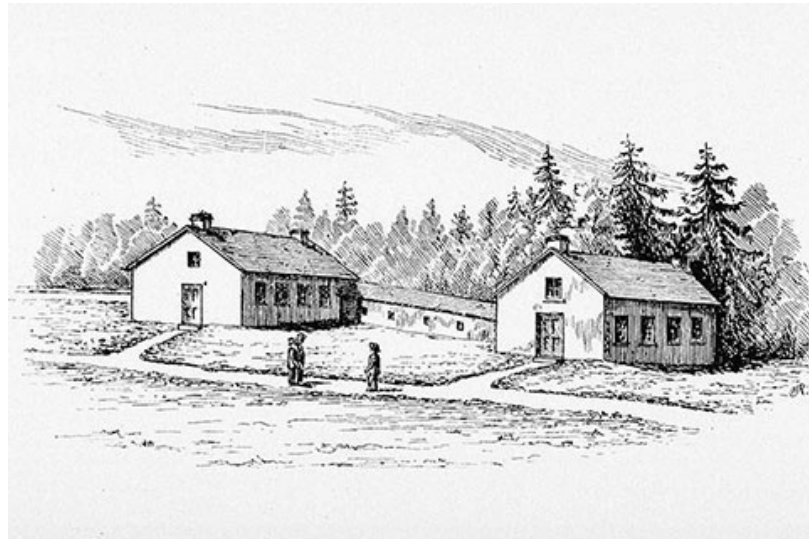


Figure 10. The Drawings of First Parliament Buildings (1796-1813)

LITTLE TRINITY CHURCH

Little Trinity Anglican Church, located at 425 King St. E, is the oldest standing church building in the city of Toronto. The cornerstone was laid on July 20th, 1843, and services began on February 14th, 1844. Many of the Irish immigrants in Corktown did not have the financial means to purchase pew space in St. James Cathedral, and Little Trinity Church was built as a civic service by some of Toronto's wealthier residents. The funding for construction was entirely voluntary; no church endowment was given. Neighbourhood luminaries (including Enoch Turner, William Gooderham, John Worts, and John Shuter) contributed heavily to the church's construction. (Denney, 1996) It is found on the same block as the Enoch Turner Schoolhouse, and used that building as its Sunday school location for a number of years.

These two landmarks form a heritage 'hub' for the neighbourhood, providing a tangible link to the area's past. This link is especially notable as a reminder of the impoverished nature of the surroundings in the mid-19th century and the struggles faced by the original residents. Thankfully, the church is protected by a provincial heritage designation, and is in good condition. Little Trinity Anglican Church has provided hope and comfort to its neighbourhood for 168 years, and should continue to do so for a long time.



Figure 11
(Left) & 12
(Right). Little
Trinity Church

CONSUMERS' GAS CO./51 DIVISION HQ

In 1848, the Consumers' Gas Co. was incorporated, purchased the Toronto Gas, Light and Water Co., and assumed the task of supplying gas to the burgeoning City of Toronto (Rust-D'Eye, 1993). In 1855, the company built new works on a three-acre site on the east side of Parliament St. just north of Mill St. Between 1883-1890, the company embarked on a major expansion of their operations, building a number of new structures over a site that now occupied ten acres (Rust-D'Eye, 1993). These buildings were located on the west side of Berkeley St. south of Front, and on the north-east corner of Parliament and Front. Only four buildings remain from this period.

Within the boundaries established for the purposes of this study, the only extant structure is the former large purifying house on the north-east corner of Parliament and Front St. It was built in 1899 and extended in 1904, and was designed by Bond and Smith (Rust-D'Eye, 1993). After a period where the building fell into disuse in the 1980s, the Toronto Police Service acquired and rehabilitated the building (which had some significant contamination concerns) for use as the headquarters of 51 Division. They moved in to the renovated space in 2004 (Wilson, 2010). The Parliament Street Plant and another building that now house the Canadian Opera Company are both easily recognizable for the unique basilica-style architecture (City of Toronto). The successful re-use of this building in a way that contributes so much to the safety of the contemporary community is an inspiring example of the changing fortunes of Corktown, and a reminder of how much the fortunes of its residents have improved since its early days.



Figure 13. Consumers' Gas Company Station 'A' in 1950.

IV. Traditional Heritage

ASHBY PLACE/PERCY STREET

These two small dead-end streets feature some of the last remaining 19th century row houses from Corktown's industrial and residential past. Both feature 12 row houses in close proximity on one side (in both cases, the east side) of the street. Percy Street is one of Toronto's many private streets, where residents are responsible for snow removal, sidewalks, and some services that the municipality normally provides. The houses on these streets were built between 1880-1890, and all have been listed on Toronto's Heritage Register (although not designated, as of yet). These small row houses originally housed workers from the area's many industrial activities (Denney, 1996, 12). They are characterized by their compact form and small lots (although all feature at least a modicum of outdoor space in their quaint backyards). They are important chiefly because their building typology has very nearly disappeared from the city (there are scattered examples elsewhere), and as such they can provide a glimpse of Corktown's origins to the visitors of today. As an exemplar of Corktown's residential history, the homes on Ashby Place and Percy Street are some of the most significant heritage structures in the neighbourhood.



Figure 14. The existing townhouses on Ashby Place.

Figure 15. The townhouses on 1-15 Percy Street in 1938.



DOMINION BREWERY

The Dominion Brewery was built in 1878 by Robert Davies, a prominent Toronto brewer. It is located on Queen Street East, just west of Sumach Street. The massive building was an active brewery until 1936. An example of successful adaptive re-use (performed by the Sorbara Group, between 1987-1990), it houses a mix of office and commercial uses. This complex is now called Dominion Square. The northern portion of the complex features the Brewery Lofts and a residential condominium development (formerly a CBC prop warehouse. (Wilson, 2010, 33) The former Dominion Hotel, also built by Davies, occupies the northwest corner at the intersection of Queen Street East and Sumach Street. This building is now home to the Dominion on Queen pub. The revitalization of these buildings has rejuvenated the area, and provided quality employment and residential development within the context of historically significant structures. From a uniquely 'Corktown' perspective, the area has a rich tradition of brewing. The preservation of the Dominion Brewery provides a link to that past while providing an example of how large industrial buildings can be adapted to uses better suited to the modern circumstances of the neighbourhood.



Figure 16. The Dominion Brewery in 2013.

Figure 17. The Dominion Hotel in 1945.



PALACE STREET SCHOOL

This structure was built in 1859 as the Palace Street School, at the corner of Palace and Cherry Streets (Palace Street became Front Street). The Toronto Board of Education built this school to supplement the free school built by Enoch Turner in the area in the 1840s. The building was remodeled in 1890 by Robert Irvine for use as a hotel (its first name as a hotel was the Irvine House). (Coopersmith, 1998, 47) An addition to the original building was constructed to aid the use of the structure as a hotel. In 1893, it became the Cherry Street Hotel. With the demise of the hotel in the early part of the 20th century, industrial tenants took over the building. A warehouse was added along Cherry Street on the southern portion of the building to aid these uses. The building has seen a number of uses over the last century and a half. The Canary Restaurant occupied the ground-level space in the hotel addition from 1965 until 2007, when the changing conditions of the neighbourhood prompted the proprietors to close it (Black, 2007). As a reminder of the neighbourhood's formerly thriving industrial and residential character, this structure is an important link to the past. The current circumstances of this intersection (essentially completely cleared for construction related to the 2015 Pan-Am Games) will hopefully drastically improve once construction for the Games is completed. In this new context, the building could provide a reminder of Corktown's past while interacting harmoniously with the area's contemporary development.

Figure 18. Palace Street School in 1954.



Figure 19. Palace Street School in 2011.

The cultural heritage of the neighbourhood of Corktown can be defined in three distinct waves that have significantly shaped and built the neighbourhood. Corktown's cultural heritage is arguably the neighbourhood's most defining feature for it comprises the importance of the area's built forms, industrial past, and the influence of Corktown's diverse residents.

FIRST WAVE IMMIGRATION

Corktown has a long history of being home to new Canadians, and has experienced defined trends in immigration over the past 200 years. The first wave of immigration came mostly from Ireland after the Irish Potato Famine (1845-52). This group of immigrants populated Corktown, giving the small neighbourhood the nickname "Corktown", as newcomers often clustered together to join family and friends that had also recently arrived. (McGowan, 2007) It is estimated that over 38,000 Irish immigrants came to Toronto during the Irish Famine in 1847. (McGowan, 2007)

Irish immigrants settled into the neighbourhood and worked at industries in the area. Services and stores began to appear along King Street East and Queen Street East, serving the labourers who had settled there. Housing was in poor condition for the workers in Corktown, who most often lived in boarding houses with other single men. Most labourers were newcomers to Canada and would work to send money home to their families to later come to Canada. Some employers would even allow workers to live where they worked to ensure steady employment. (Toronto, 1861)

SECOND WAVE OF IMMIGRATION & DEINDUSTRIALIZATION

Coming to the end of the 19th century, Corktown and the nearby Don Lands neighbourhood began to experience a demographic shift as a result of reformed immigration laws. Through the promise of free land and better life, Minister of the Interior, Clifford Sifton, increasingly attracted Central and Eastern European immigrants from 1896 to 1910. These European immigrants, like the Irish, chose to settle along the City's waterfront in order to be in close proximity to the factories. (Toronto, 1861) Corktown remained an attractive location for newcomers up until the mid-20th century. Toronto then experienced a decline in shipping out of Toronto's waterfront. (Stinson, 1990) Corktown provided many new families with their first home in Canada and when their income allowed them to move, many of Corktown's residents left for a better standard of living. As a result, Corktown was continuously transitioning, creating a truly diversified history. (Stinson, 1990)

RECENT CULTURE

The 1960's marked a wave of change for Corktown. The area's industry and shipping began to dissipate, for manufacturing was outsourced overseas or suburbanized. As a result of the disappearing industry, the neighbourhoods of Corktown, Don Lands, and St. Lawrence began to progress beyond their industrialized past. In addition to the once bustling industrial core seemingly vanishing, Corktown fell victim to destructive planning approaches. In 1962, the House of Providence was demolished in order to make way for the Richmond Street ramp to the Don Valley Parkway, the project that would eventually lead to numerous ramps and overpasses scarring what once was a connected community. Hundreds of row houses were also destroyed, or turned into commercial properties. The destruction of the heritage that was once so vast became a concern to Toronto residents. In 1972, the Enoch Turner Schoolhouse was restored by a foundation that saved the old school building from demolition. Victorian row houses on Trinity Street, Bright Street, Wilkens Avenue, Ashby Place, and Gilead Place were modernized into single family homes. The Gooderham & Worts distillery was designated a National Historic Site in 1988, and was later reopened as the Distillery District in 2003.

With heavy industrialization in the neighbourhood's past, Corktown has recently become the home for countless creative type businesses and young families. (Morrow, 2012) Presently, the neighbourhood is on the verge of a population explosion with development occurring throughout the neighbourhood, including the Athletes Village for the 2015 Pan American Games which following the athletic event will be 6,000 residential units.



Figure 20. The Old City Jail, 1849 - 1860.

i) OLD CITY JAIL

Formerly located at the southeast corner of Front and Berkeley Streets. The earlier site of the second Parliament buildings later became the district jail in 1824 after a fire destroyed the Parliament buildings. Architect and engineer John Howard employed designs of “18th century British precedents,” allowing guards to monitor the cell wings from the centre of the building. The home of the working class, in close proximity to the Don River was unsanitary and was highly susceptible to disease; the site was at that time an unattractive location and thus became a fitting, new site of the district jail. (McGowan, 1998) The placing of the jail within Corktown was an indicator of the poor conditions the neighbourhood and its residents suffered during this time. The old city jail only operated from 1849-1860, its brief presence signified governmental organization and the workings of a structured society. (City of Toronto, Arts Heritage & Culture) By bringing structure and governmental intervention through the jail held cultural significance, although this authoritative presence did little to improve the area's conditions. (Dendy, 1978) The jail was later replaced by the Don Jail in 1860, the building was used shortly to house prisoners taken during the Fenian Raid. (City of Toronto, Arts Heritage & Culture) The site later took on new life and was acquired by the Consumers Gas Company.

ii) CONSUMERS' GAS COMPANY

Established in Toronto in 1848 after buying out rival company Toronto Gas Light and Water Company (Canadian Manufacturers & Exporters), Consumers Gas took on ownership of a large portion of land stretching between Front Street and the railway tracks. The Consumers Gas Company buildings are quite distinct for 19th century industrial buildings and were easily identifiable and thus associated to the company's workings. The Company was incorporated into a special act of the parliament of the Province of Canada, issuing a flow of better quality gas. (Canadian Manufacturers & Exporters) Within 5 years of service, Consumers Gas was a great success for it improved energy efficiency. (Enbridge Gas) Throughout Consumers Gas Company's 147 years of service, they built an advanced market and were a consistent and stable industry within both Corktown and the rest of Toronto. A major plant for the Consumer's Gas was on the site of the original Parliament buildings, the company also had a plant located at 51 Parliament Street which has since been renovated as Toronto Police Services, 51 Division station. The Parliament Street Plant and another building that now house the Canadian Opera Company are both easily recognizable for the unique basilica-style architecture. (City of Toronto)



Figure 21. Consumers Gas Company at 51 Parliament Street from 1998 before it was transformed into the Toronto Police Services 51 Division.



Figure 22. Old Consumers' Gas Company plant in present day. 51 Division of the Toronto Police Services located at 51 Parliament Street.

iii) GOODERHAM AND WORTS DISTILLERY

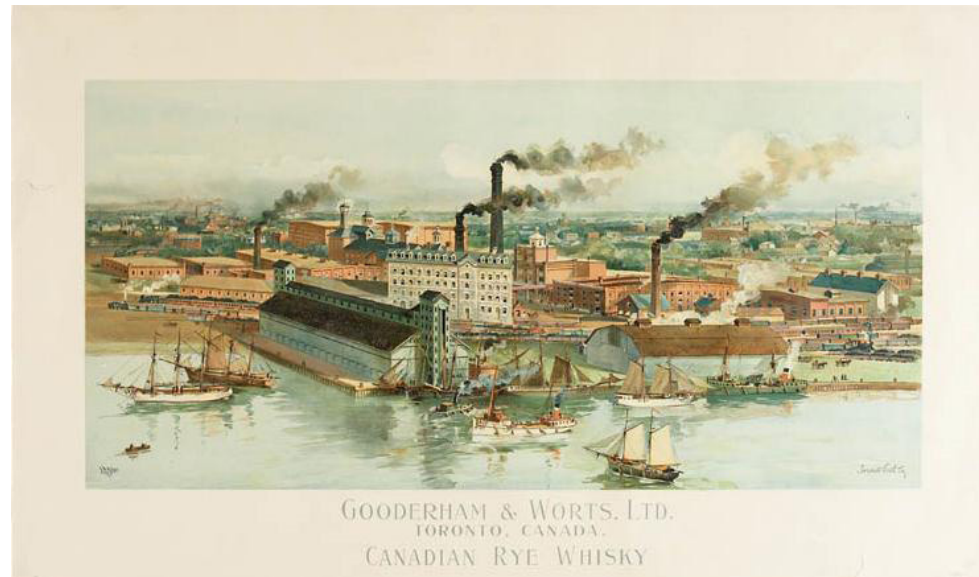


Figure 23. Gooderham & Worts Distillery.

Immigrating from England, James Worts and brother-in-law William Gooderham formed up partnership and established the largest distillery in the British Empire, and for some time, the world. Their Toronto distillery was open in the early 1830s and expanded to eventually comprise of 47 buildings all within what is now referred to as the Distillery District. By the 1850s the distillery was thriving and its facilities involved in the operations continued to expand. Despite a fire in 1869 that caused a slight setback in production, Gooderham and Worts Distillery saw booming exports of millions of gallons of whiskey and spirits world wide in 1871. The distillery was nearly shut down with the comings of war and the prohibition in 1914, but production did eventually pick up six years later due to Canada's relatively short prohibition era.

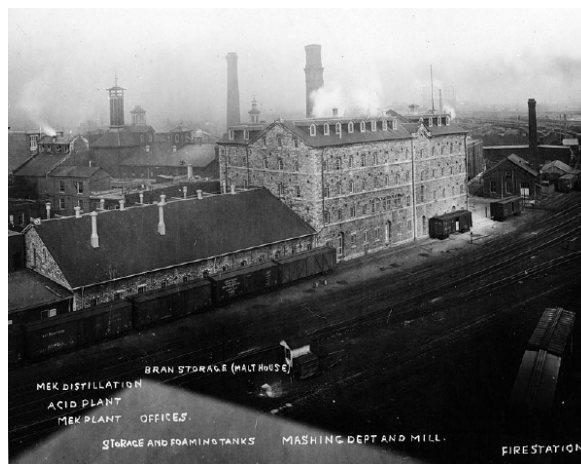


Figure 24. Gooderham & Worts Limited.

Come 1990, the distillery officially closed but was purchased by Cityscape Holdings Inc. and was transformed into a pedestrian-only site dedicated to art, culture, and entertainment. (Distillery Heritage)

Throughout the distillery's 159 years of production, Gooderham and Worts had an extremely significant impact on the development of Corktown.

iv) HOUSE OF PROVIDENCE

The House of Providence was created in a time where the hospitals and charities of Toronto in the 1850s had no experience dealing with the influx of Irish immigrants. (Dendy, 1993) The working classes working in factories were also in need of help as the poor conditions in the dense city created horrible health conditions through poor sanitation and malnutrition. (Dendy, 1993) The Catholic Church was initially best equipped to respond to this plight, as the influx of immigrants from Ireland and Europe were mainly Catholic. (Dendy, 1993) The architect William Hay was commissioned by the Catholic Diocese to design a new general hospital, the House of Providence that would be administered by the Sisters of the Novitiate of St. Vincent de Paul. (Dendy, 1993) Despite this religious backing, the House of Providence helped those regardless of their religion and took in: the poor, sick, destitute, and newcomers to Toronto needing help. The House of Providence was located on Power Street, just south of St. Paul's Roman Catholic Church, which was associated with Providence House. (Dendy, 1993) The House of Providence was an important social aid in Toronto and in Corktown, especially the community functions of orphanage and schools until the 1960's when it was demolished for the on-off ramps to the Don Valley Parkway. (Dendy, 1993)



Figure 25. House of Providence

v) ST. PAUL'S BASILICA

St. Paul's Basilica was founded in 1822 located at Queen Street East and Power Street. (Arthur, 1986) It was the first Catholic Church erected in Toronto, which was at the time the town of York. St. Paul's served the majority of Catholic peoples in the Town of York, both prominent members of the Church and new immigrants from Ireland until the erection of St. Michael's Cathedral in 1848. Despite the creation of St. Michael's Cathedral, St. Paul's was vital in serving the Corktown community and served 3,500 congregants from Toronto and the surrounding area, and opened the St/ Paul's School in 1853. (Toronto Catholic District School Board) St. Paul's Basilica was responsible for opening the House of Providence from 1855-1858. (Arthur, 1986) Alternately, the Little Trinity Anglican Church was founded in 1844 on King Street East to serve the Protestant Irish immigrants, and is today the oldest church structure in Toronto, serving the Protestant residents of Corktown to this day. (Arthur, 1986)



Figure 26. St. Paul's Basilica

vi) ENOCH TURNER SCHOOLHOUSE

The Enoch Turner Schoolhouse was the first free school in Toronto, established in 1848 by Enoch Turner (1792-1866), a wealthy brewer in the area, to educate the children in the poor neighbourhood of Corktown. The Enoch Turner Schoolhouse was a joint creation by the Little Trinity Church, who donated the lands for the schoolhouse, and Enoch Turner, a wealthy brewer and philanthropist, who supplied the funds to construct the schoolhouse. (Ontario Heritage Trust, 2013) The school opened in 1849 with space for 240 pupils and Turner paid for its operation for three years. (Ontario Heritage Trust, 2013) The free school was founded after the Common Schools Act of 1847, which gave municipalities the power to raise funds for public education through taxation. However, city officials were unwilling to introduce such taxes, and as a result, all schools that benefited from any kind of public support were closed for a year. This prompted Turner to establish the Schoolhouse, which was as a critical catalyst in the development of a provincially supported free school system. Free public education officially began in 1851, transferring the school to the City. (Ontario Heritage Trust, 2013) In 1859, the school and property were returned to Little Trinity parish, and from the 1860s to the 1960s the Schoolhouse served as a parish hall and Sunday school for the church. (Ontario Heritage Trust, 2013)



Figure 27. The entrance of the Enoch Turner Schoolhouse

By the late 1960s, the Schoolhouse had fallen into disrepair and was threatened with demolition. The Enoch Turner Schoolhouse Foundation was established in 1971. After extensive interior and exterior renovations, the Schoolhouse opened as a living history site and a site to hold conferences and receptions. (Ontario Heritage Trust, 2013) In March 2008, the ownership and operation of the Schoolhouse were transferred to the Ontario Heritage Trust from the Foundation. The Enoch Turner Schoolhouse Foundation continues as an independent charitable organization, working with the Trust

to support the programming and operation of the Schoolhouse. The Enoch Turner Schoolhouse holds a legacy within the neighbourhood of charitable organizations and individuals aiding the community in providing social and educational services for Corktown's children.

VI. Lost Streets

Toronto's street grid has been constantly evolving since its inception. This section investigates the historic or unusual rights-of-way that have disappeared or been altered, whether the roadway had a certain use, a distinct characteristic or simply a name change, its importance to the neighbourhood is noted in this section.

An analysis of the street network within the study area was undertaken to determine which streets may warrant additional investigation as having heritage value. This analysis was completed using Goad's Fire Insurance Plan's from 1884 and 1924. Current street information was gathered from the City of Toronto open data portal. Schedule B of this report illustrates the evolution of the 1884 street network towards the 1924 fire insurance plan. Schedule C of this report illustrated the evolution on the 1924 street network towards the current layout. Figure 28, 29 and 30 summarizes those evolutions north of Queen St. E, south of Queen St. E and within the West Don Lands respectively.

1884	1924	CURRENT
NORTH OF QUEEN ST E	NORTH OF QUEEN ST E	NORTH OF QUEEN ST E
BERKELEY ST	BERKELEY ST	BERKELEY ST
CREEMORE AVE	CREEMORE AVE	
	DON ESPLANADE W	BAYVIEW AVE
	HANOVER PL	TRACY ST
	LOWETT PL	
PARLIAMENT ST	PARLIAMENT ST	PARLIAMENT ST
POULETT ST	POULETT ST	RAMSAY LANE
QUEEN ST E	QUEEN ST E	QUEEN ST E
RADENHURST ST	RADENHURST ST	LABATT AVE
RIVER ST	RIVER ST	RIVER ST
ROBERTS PL	DANVERS AVE	ANNA HILLIARD LN
ROBERTSON PL	ROBERTSON PL	PATERSON PL
	ROSLIN AVE	
SACKVILLE ST	SACKVILLE ST	SACKVILLE ST
SUMACH ST	SUMACH ST	SUMACH ST
SYDENHAM ST	SYDENHAM ST	SHUTER ST
TREFANN PL	TREFANN PL	TREFANN ST
	WASCANA ST	WASCANA ST
	New	
	Renamed	
	Realigned/Partially Demolished	
	Demolished	

Figure 28. The evolutions north of Queen Street East.

VI. Lost Streets

1884	1924	CURRENT
SOUTH OF QUEEN ST E	SOUTH OF QUEEN ST E	SOUTH OF QUEEN ST E
BERKELEY ST	BERKELEY ST	BERKELEY ST
CHERRY ST	CHERRY ST	CHERRY ST
DUCHESS ST	DUCHESS ST	RICHMOND ST E
DUKE ST	DUKE ST	ADELAIDE ST E
EASTERN AVE	EASTERN AVE	EASTERN AVE
FRONT ST E	FRONT ST E	FRONT ST E
FUNSTON ST	FUNSTON ST	
GURNEY ST	GURNEY ST	GURNEY ST
KING ST E	KING ST E	KING ST E
	LIMA PL	
MILL ST	MILL ST	MILL ST
QUEEN ST E	QUEEN ST E	QUEEN ST E
RAY LN	RAY LN	RAY LN
	SCHMIDT PL	
ST PAUL ST	ST PAUL ST	ST PAUL ST
TRINITY ST	TRINITY ST	TRINITY ST
	WILLIAMSON PL	
	New	
	Renamed	
	Realigned/Partially Demolished	
	Demolished	

Figure 29. The evolutions south of Queen Street East.

1884	1924	CURRENT
WEST DON LANDS	WEST DON LANDS	WEST DON LANDS
BEACHELL ST		
CYPRESS ST	CYPRESS ST	
FRONT ST E	FRONT ST E	FRONT ST E
MARKET ST		
MILL ST	MILL ST	MILL ST
TATE ST	TATE ST	
VINE ST		
WATER ST	WATER ST	
	New	
	Renamed	
	Realigned/Partially Demolished	
	Demolished	

Figure 30. The evolutions within the West Don Lands.

Following this analysis, several streets stand out as warranting further research beyond the scope of this interim report. Those streets are as follows:

Right of Way	Justification
Sackville St	Truncated by Richmond/Adelaide Ramps
Sumach St	Truncated by Richmond/Adelaide Ramps
Shuter St	Renamed/Realigned
Berkeley St	Truncated by TCHC Development
Cherry St	Realigned
Richmond St	Renamed/Ramp Construction
Adelaide St	Renamed/Ramp Construction
Eastern Ave	Realigned/Ramp
St Paul St	Truncated by Richmond/Adelaide Ramps
Cypress St	Demolished
Tate St	Demolished
Water St	Demolished
Market St	Demolished

Figure 31. Interim Focus Streets.

This list is not final, nor exhaustive. As research progresses, the heritage value of these identified streets will continue to be evaluated as further information regarding their development and disappearance is uncovered.

THE BENT STREETS BETWEEN KING STREET EAST AND QUEEN STREET EAST

Due to the diagonal jog of King Street East up to Queen Street East starting at Berkeley Street, there were many streets in between that had a slight bend. This unusual characteristic was created so that each street in this area would intersect with King and Queen at a ninety-degree angle. These streets were Sackville Street, Bright Street and River Street. The rise of automobile usage and dependency during the mid-20th century brought significant change to Corktown and its street grid pattern. With the construction of the Gardiner Expressway and the Don Valley Parkway taking place in the 1950s and 60s, on the southern and eastern boundary of the neighbourhood, Metro Toronto wanted a direct connection from the Don Valley Parkway to downtown Toronto (Globe and Mail, 1964). The location for this access point was right through the heart of Corktown. Taking over what was named Duke and Duchess Street at the time, the Duke-Duchess Interchange connected the southbound Don Valley Parkway with Richmond and Adelaide Streets, leaving a path of demolition in their wake. This was viewed as a way of urban renewal by Metro, as the Duke-Duchess area was listed as by far the worst of 12 blight areas identified by the city, listing the area as “a class by itself.” (Toronto Daily Star, 1963) Several streets in this area were severed. Now only one angled street remains in Corktown – Bright Street. Being one of the few streets unaffected by the construction of the interchange, and the only one with the signature bend, Bright Street can be a tribute to the past street grid of Corktown.

VI. Lost Streets

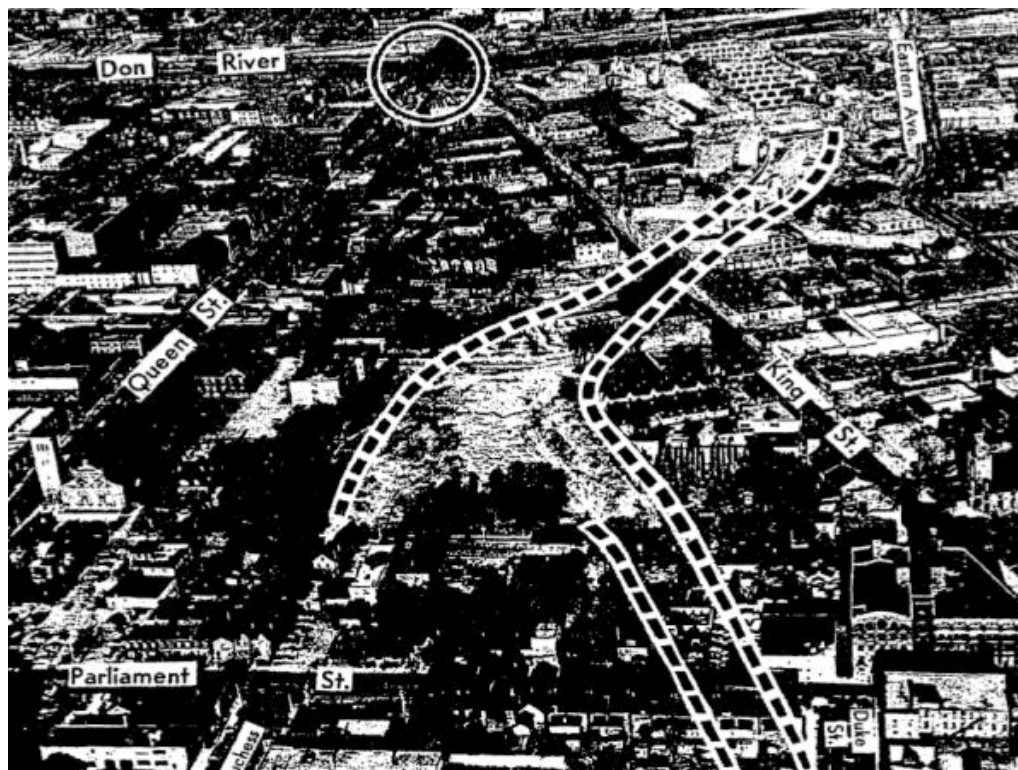


Figure 32. Richmond and Adelaide Ramp Construction in 1963 (1).



Figure 33. Richmond and Adelaide Ramp Construction in 1964 (2).

VII. Hidden Heritage

Hidden heritage can be summarized as being a property or area having heritage value that has been refurbished beyond its original state rendering the original built form characteristics as unrecognisable. The history of the site has been lost or forgotten through these building changes, which can affect the historical identity of an area. Hidden heritage can be summarized as a site that once held significant historical context that has been demolished or changed so dramatically that its history is no longer present. The removal and lack of recognition of these properties covers up a vibrant history that once existed in an area.

INVENTORY OF POTENTIAL HIDDEN HERITAGE SITES & BACKGROUNDS

i) MARTY MILLIONAIRE LTD.

The building located on 345 Queen Street East has identified as a potential hidden heritage. The building was build in between 1903 to 1913 according to the aerial photographs in the City of Toronto Archives' database. The building is currently being used as a furniture business which is called Marty Millionaire Limited since 1968. From 1908 to 1967, there was an another furniture business which was called the Home Furniture Company Limited prior to Marty Millionaire Limited for nearly 70 years. This property has been a part of building Corktown's identity in the history since the property stayed there for a local furniture business for almost over 100 years.



Figure 34. The Northwest corner of Parliament and Queent Street E in 1959.



Figure 35. Marty Millionaire Limited Building in 2013.

The figure 34 on the left was taken in 1959 which shows the northwest corner of Parliament and Queen Street South. In this picture, the proposed hidden heritage building is in the left side of the picture. On the right, the figure 35 shows the building's exterior in the present. From 1959 to present, the physical structure of the building has not been changed and the heritage characteristic of an old Victorian architectural style still remains which makes the building blend into the rest of neighbourhood's characteristic. However, the entire building has been painted in aqua blue in present and this gives the building more hidden heritage look.

ii) CAM'S AUTO SERVICE - THRUWAY MUFFLER

The second potential hidden heritage site is located on 475 King Street East at the intersection of King Street East and Sackville Avenue. The place is called Cam's Auto Service - Thruway Muffler which is owned by a local business owner, Cameron Young. This business opened in 1987 and has operated as an auto repair shop for over 25 years in the neighbourhood. In the previous year before Cameron opened up his business, there was another auto repair business called Dynamic Engine Rebuilders, Limited.



Figure 36. Cam's Auto Service building on 475 King Street East in 2013.

According to the series of aerial photograph maps in the City of Toronto Archives' database, the building was approximately built in 1950s. Ever since then, the building has been used as an auto machine shop until now. In 1950s, there was a big transformation at the southern part of the neighbourhood because of the construction of the Gardiner Expressway. After the construction, the neighbourhood attracted many of car dealerships and mechanics in the community. Therefore, the use of the place shows a contextual value of the hidden heritage characteristic in the community because it was a part of the industrial transformation that happened in Corktown.

iii) GOOD SHEPHERD CENTRE

The Good Shepherd Centre located on 412 Queen Street East, can be identified as a hidden heritage site in the community. The place opened in 1963 to provide the basic necessities of life such as food, shelter and clothing for people who are experiencing homelessness (Good Shepherd Refuge, 2013). The place still provides the necessities as well as the services to help people overcome addictions, find health care and find housing for free of charge. The figures 37 (Left) and 38 (Right) shows the Good Shepherd Centre in 1919 and in 2013. The use of the building has changed over time as well as the exterior of the building. The exterior of bottom part of the building are covered up with plaster and stucco. The top part of the building still exhibits some historical design value.



Figure 37. 412 Queen Street East in 1919.



Figure 38. Good Shepherd Refuge in 2013.

iv. DOMINION ON QUEEN - 500 QUEEN STREET EAST

Dominion on Queen is also a potential hidden heritage site. The place is located on 500 Queen Street East which is next to the Dominion Square. The building was operated as Dominion Hotel as a part of Dominion Brewery since 1889, founded by Robert Davies and became a landmark in Corktown. Figures 39 and 40 illustrate the Dominion hotel in 1945. In comparison to the current look of the building (Figure 41 & 42), the front of the building is now cover up with plaster and stucco and the top part of the building has been completely removed.



Figure 39 (Left) & 40 (Right). Dominion on Queen in 1945.

VII. Hidden Heritage

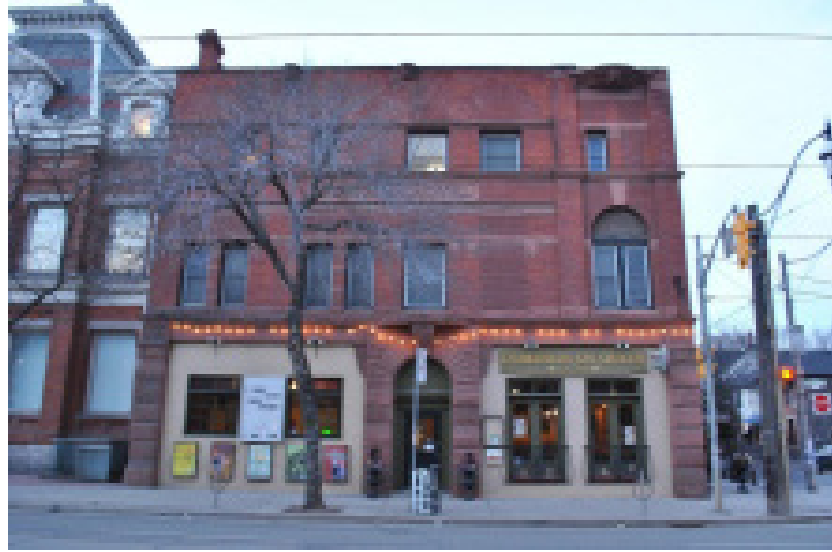


Figure 41. Dominion on Queen in 2013.

In the past, the pub used to be called as “the bucket of blood” because many of the factory workers, brawls, bikers and prostitutes were regular drinkers at the bar in the hotel and created an unwelcome atmosphere (Yelaja, 2005). Also, the area’s poor living conditions and infrastructure made the neighbourhood more isolated. However, the building has been changed to a neighbourhood’s pub with warm and welcoming atmosphere after the building underwent a big alteration. The owner of the pub modified the building to make the place more inviting and friendly. Now, the place attracts many local residents as well as the people from the outside of neighbourhood and represents the continuing transformation of the community’s character.

INVESTIGATE LOST HERITAGE

i) HOUSE OF PROVIDENCE

The House of Providence, an integral hospital and social care centre, was removed in 1962 so the Richmond Street Exit from the Don Valley Parkway could be established. By this time, the House was a facility for elderly residents who all moved with the Sisters of St Joseph to a new facility located at St Clair and Warden Avenues, known today was Providence Healthcare. (Brown 2008)



Figure 42. House of Providence

ii) ST. LAWRENCE FOUNDRY

This foundry was important for its role in the manufacture of rolling stock for pioneer railway systems and castings and sewer pipes for municipal services and the construction industry.

William J. Hamilton worked for a stove-top company before leasing his property in 1851 to begin developing the St Lawrence Foundry on Front Street East. In 1856 he was joined by his son, William M., in a partnership called William Hamilton and Son. In 1870 the business was booming with orders to construct 88 passenger and freight cars, and the following year 100 cars were to be constructed. By 1871, the foundry comprised of the entire block of land.

By 1873, an economic reassessment forced the stop of car production and the car wheel division was sold. A fire in 1876 destroyed most of the foundry. In 1878, the company was turned over to the son who reorganized the firm as the St Lawrence Foundry Company of Toronto Limited and concentrated on the manufacturing of castings, sewer pipes and other such products. The company was sold in 1900 to become an arm of the Canadian Electric General who would then manufacture cast iron pipes. The plant was closed and vacated by 1917 and then demolished entirely (Lost Rivers, 2002).

ST. LAWRENCE FOUNDRY!

STEAM ENGINE & MACHINE WORKS.

Car Shop,

Spike Shop,

Bolt Shop,

Manufacturers of

Brick Machines, Drain Tile Machines,

TOBACCO MACHINES,

HYDRAULIC RAMS & STEAM HAMMERS.

ALSO

Repairs and all Sorts of Jobbing Work

Carefully attended, from the largest to the smallest order.

WM. HAMILTON & SON,

PROPRIETORS.

—o—

N. B.—Sole Manufacturers in Canada of

HAMILTON'S BALANCED ROTARY ENGINE.

Figure 43. St. Lawrence Foundry Advertisement.

iii) COULTER COPPER & BRASS COMPANY

This company began in 1853 as Booth & Sons as a Coppersmith Company. In 1860, the firm moved to Yonge and Richmond and operated as Booth & Son. It was in 1886, master coppersmith William Coulter who worked for Booth & Sons, joined with another coppersmith, Septimus Campbell, founded to company of Coulter and Campbell which continued in operation until 1906. Campbell sold his share in the company that year to his eldest son and eldest brother joined the firm, which now operated under the name William Coulter and Sons. In 1909, William Coulter and Sons joined with Booth Copper Company Ltd to form Booth Coulter Copper and Brass Company Ltd. In 1928, the company's name was changed to Coulter Copper and Brass Company Ltd, after the sale of Booth's family's interest in the company. In time, technological advancements caused coppersmithing to become 'metalsmithing', which led to the reduction in the need for copper. In 1965, the foundry's operations were shifted to Shorncliffe Street (Western Libraries, 2013).



Figure 44. Coulter Copper & Brass Company

iv) WILLIAM DAVIES COMPANY (TORONTO PORK PACKING HOUSE)

This company began when William Davies rented a building on the corner of Front and Frederick Streets in 1875. In 1879, Davies constructed a new facility on the south side of Front Street at the Don River, which would soon become the second largest pork processing facility in North America. It is believed that Davies was responsible for establishing the modern Canadian Pork Industry. Davies' company led to the establishment of the Canadian Board of Agriculture. Becoming the first Canadian food producing facility to establish its own retail and grocery chain and operated 84 retail outlets across Ontario by the 1880s.

The company merged with Gunns Ltd and Harris Abattoir Co. in 1927, and eventually the Canada Packers operations were consolidated and the abattoirs were relocated to Toronto's union stockyards. The original buildings housing the William Davies Company on the Don River were converted to cold storage and soap works before eventually being sold off.

William Davies passed in 1921 and is thought to be responsible for gracing Toronto with the nickname 'Hogtown'. Davies also introduced the concept of peameal bacon, a food item that continues to be popular across Canada.



Figure 45. William Davies Company.

WHAT HAS REPLACED LOST HERITAGE AND WHY

i) HOUSE OF PROVIDENCE

The House of Providence was removed in 1962 so the Richmond Street Exit from the Don Valley Parkway could be established. By this time, the House was a place for elderly residents who all moved with the Sisters of St Joseph to a new facility located at St Clair and Warden Avenues, known today was Providence Healthcare (Brown 2008).

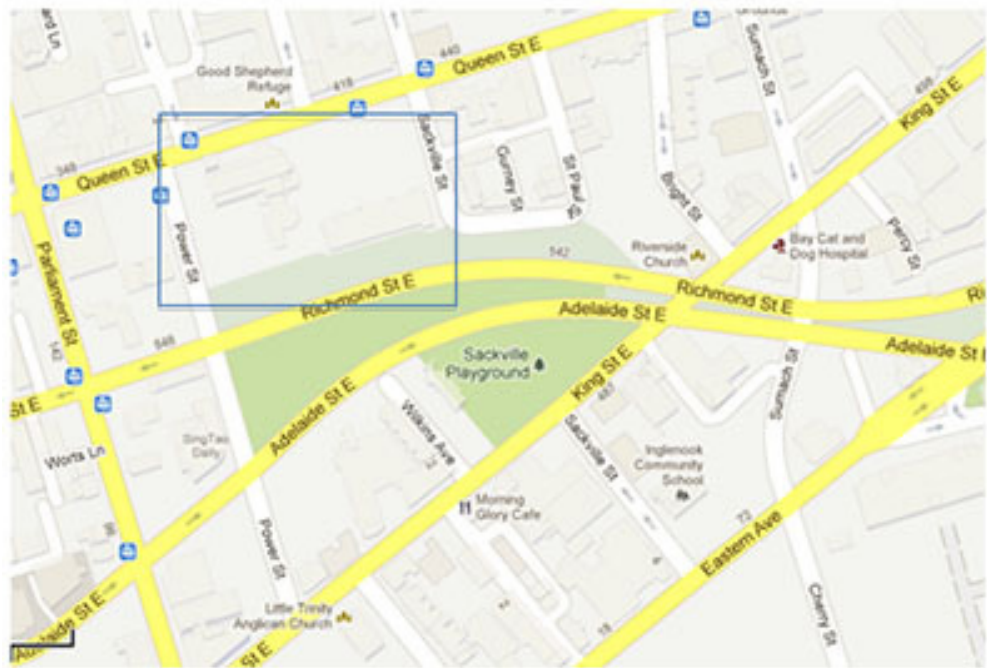


Figure 46. Previous location of House of Providence in the past.

ii) CONSUMERS' GAS COMPANY

Consumers' Gas Company took up a majority of land south of Front Street at Parliament Street, both sides.

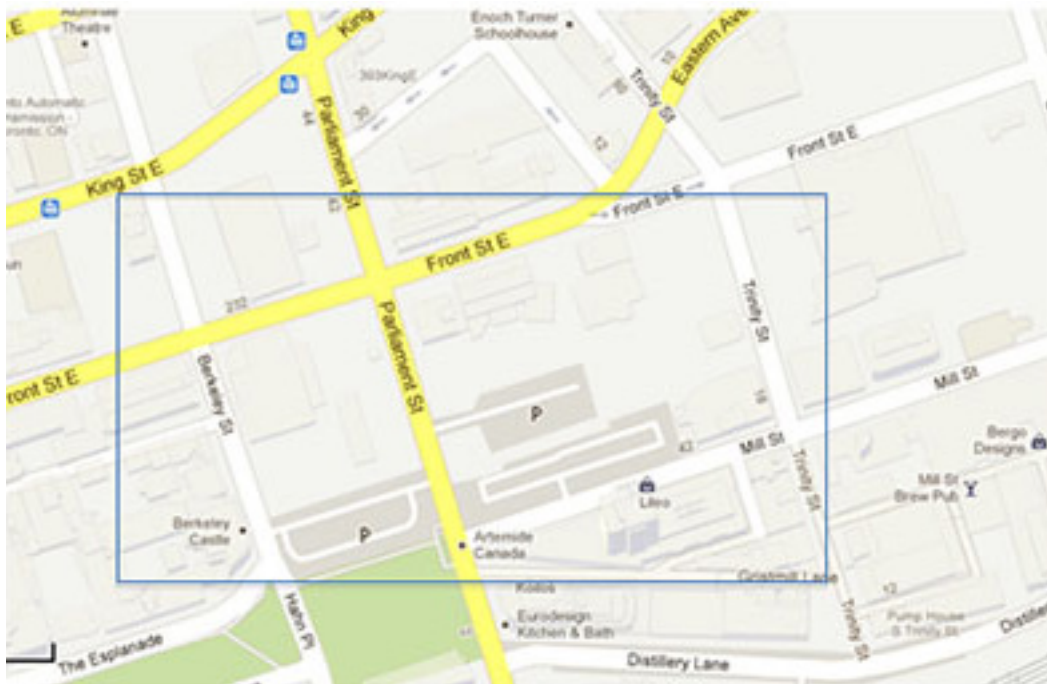


Figure 47. Previous location of Consumers' Gas Company in the past.

iii) ST. LAWRENCE FOUNDRY

The site is now occupied by a Porsche Showroom and a Staples Store.

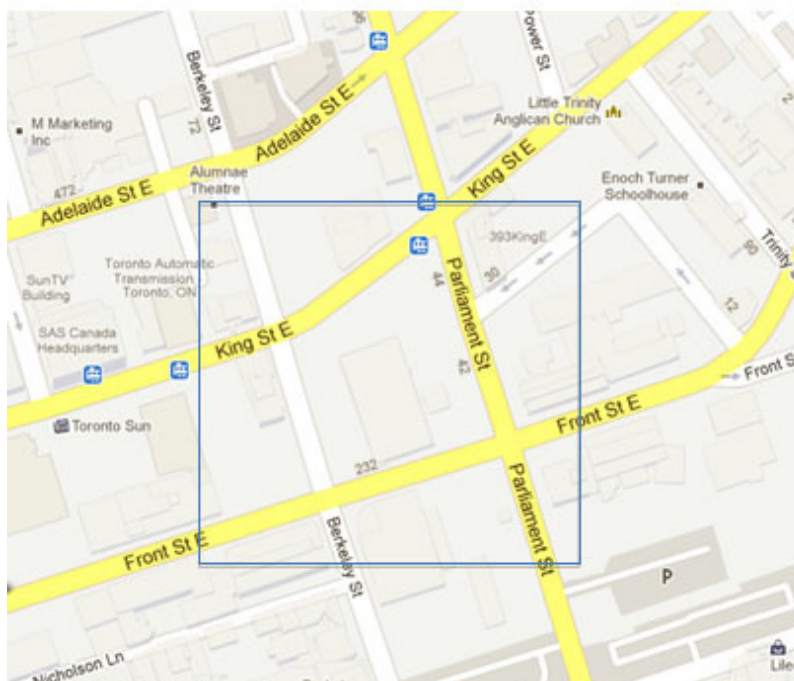


Figure 48. Previous location of St. Lawrence Foundry.

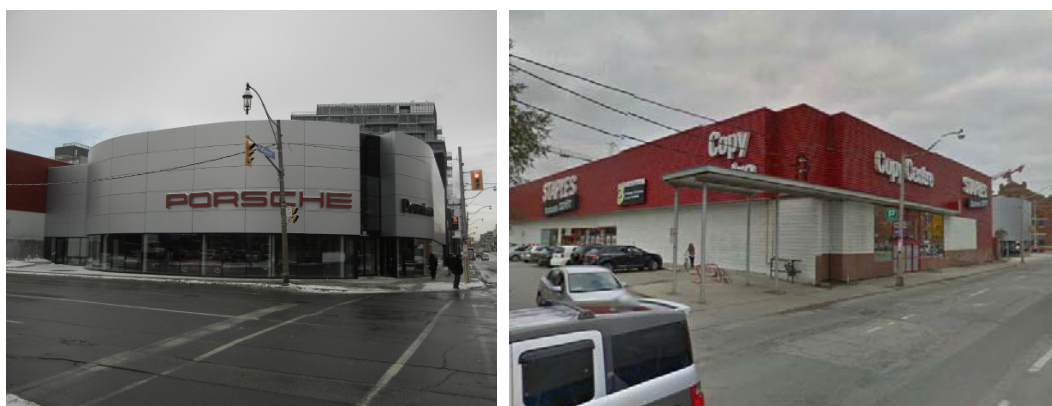


Figure 49 (Left) & 50 (Right). The current uses of the St. Lawrence Foundry site in 2013.

iv) COULTER COPPER AND BRASS COMPANY

Today, a park is where the Coulter Company's operations buildings used to stand.

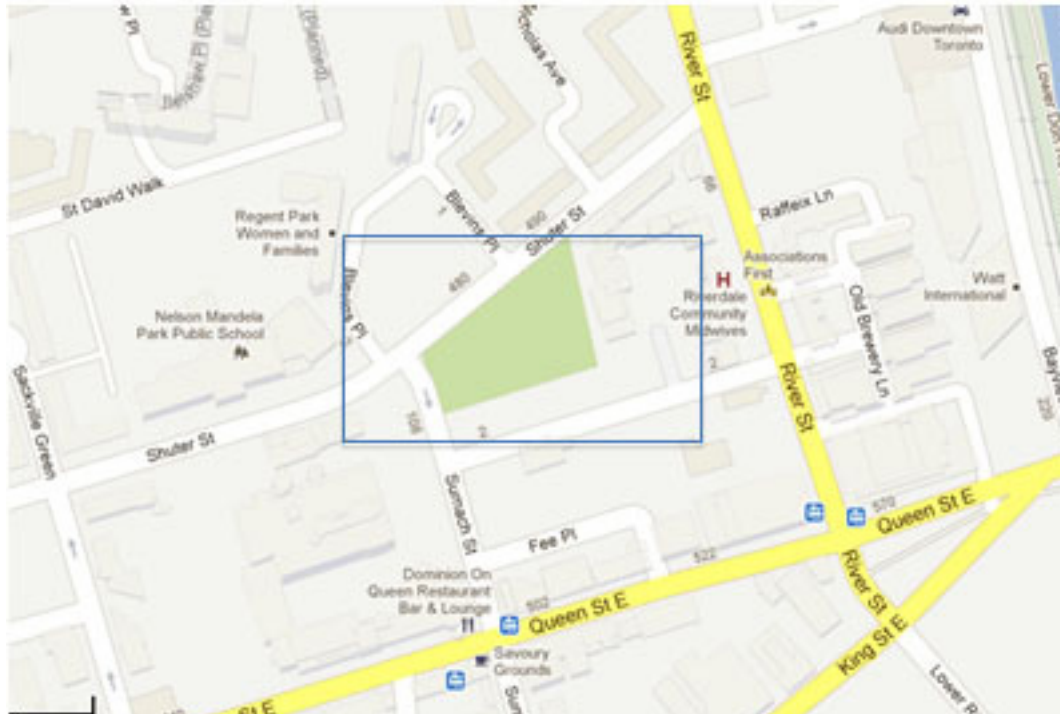


Figure 51. Previous location of Coulter Copper and Brass Company.



Figure 52. Existing Park on the previous location of Coulter Copper and Brass Company.

v) WILLIAM DAVIES COMPANY (WEST DON LANDS)

The William Davies Company was previously in West Don Lands. The entire site has been demolished and is currently undergoing development. Access to the site is not permitted to the public.

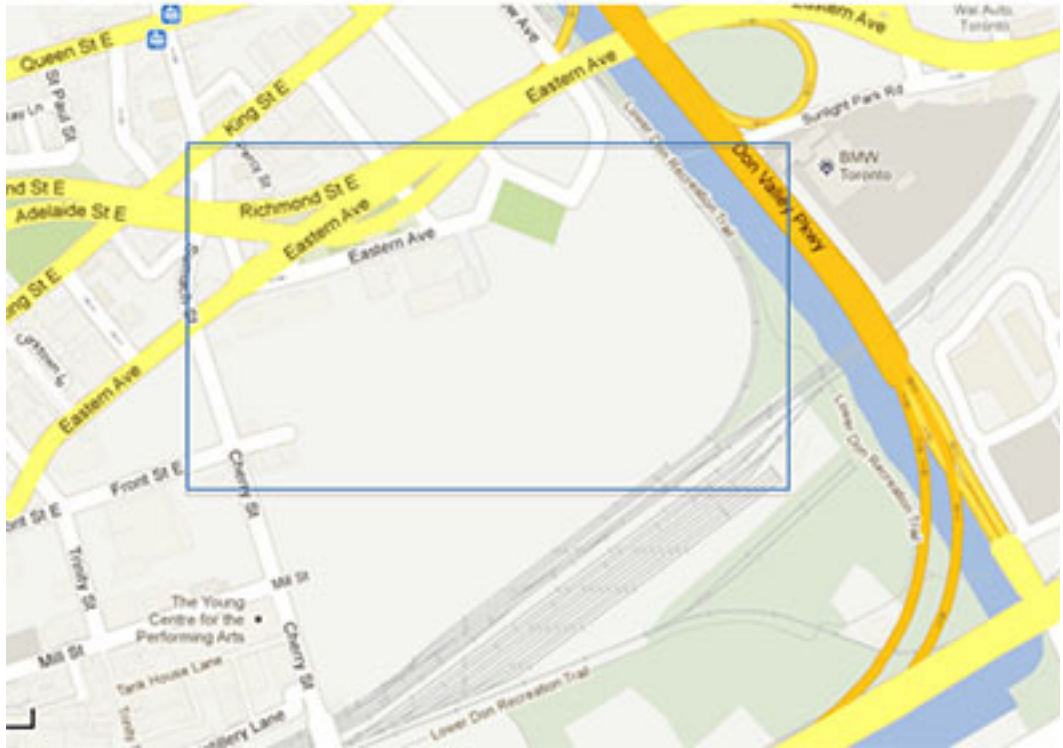


Figure 53. Previous location of William Davies Company. (West Don Lands)

IMPACT OF LOST HERITAGE ON CORKTOWN IDENTITY

Historically, Corktown was a mostly working class suburb, characterized by cramped Victorian row houses of poor quality. No planning regulations and less than strict building regulations allowed houses to be built very close to one another making conditions quite uncomfortable.

The Distillery District in Corktown employed a majority of the working class population in the area, a district that still exists and is well known today. The Distillery District site is rich in history and is of historical significance to Corktown and the City of Toronto. To this day, the district represents arguably one of the largest and one of the best preserved collection of Victorian Industrial Architecture in North America.

The Distillery District, as well as the other companies noted above, played important roles in the economic growth of Corktown and Toronto. They provided the population with employment and allowed for future development to occur. Corktown's industrial economic activity contributed to wealth of the overall city of Toronto and the nation of Canada.

The Distillery District has been preserved and its history has been attempted to be kept alive by the buildings' preservation; however, other buildings that housed Corktown's historic industries have faded away into the streetscape, either demolished or completely refurbished beyond recognition. With the removal of these buildings, Corktown loses a part of its identity that recognizes this area for its achievements. Particular parts of the area's history will go ahead untold, with no landscape features present to celebrate what was once there.

The Distillery District's tourist area along Mill Street is a good example of how to keep the rich history of Corktown alive. It has fast become a top tourist attraction for the downtown area of Toronto. Those who visit gain knowledge about what was once the heart of Corktown and what contributed to the areas growth and how it has had a dramatic effect on Toronto's development.

The removal of these other places of heritage that have been mentioned hides the history that occurred in this historic part of the city. Corktown's identity has been masked by new commercial buildings that give no recognition to the history that took place on that particular parcel of land (Distillery District Website, 2013).

With its abundance of Victorian-era architecture and post war influences, Corktown is often thought of as an historic neighbourhood in terms of its traditional heritage. With the construction of the Don Valley Parkway in the early 1960s, the Eastern Avenue overpass ramps destroyed a large section of the neighbourhood and removed a number of buildings and streets. The decline of industry in downtown Toronto during the mid 20th century reshaped the neighbourhood even further. While some lament the loss of traditionally historic Victorian structures during this period of renewal, the reshaping of the neighbourhood has brought both immense positive and unique change.

This period constitutes the recent heritage of the neighbourhood and is almost as significant to Corktown as the 19th and early 20th centuries were. The visual fabric of the modern day Corktown owes as much to the postwar era as it does to the Victorian Era. Such projects as the Eastern Avenue Overpass have become symbols of the area, however they have largely been considered unattractive and intrusive by many residents, and have been accused of damaging the fabric of the neighbourhood.

A number of buildings and other large-scale projects have recently made very creative uses of this otherwise negative period. Former industrial sites, deteriorating houses, and highway infrastructure have been repurposed to bring vibrancy and livability back to the once down-and-out neighbourhood. From the 1970s onward, and particularly within the last few years, a great deal of large-scale projects have come to dominate the area. Those listed below are a selection of some of the noteworthy structures and projects.

THE CORKTOWN CUBES

The Corktown Cubes have been deemed one of the more mysterious structures within the neighbourhood, these structures remain relatively unknown to those outside of the area, and few people realize that they are actually an occupied residence. Partially hidden under the Adelaide Street overpass, The Cubes were constructed in 1996 by Ottawa-based architects Ben Kutner and Jeff Brown. They drew their inspiration from Piet Blom's 1984 Kubuswoningen development in Rotterdam (Trainor, 2011).

The original concept behind the cubes was to demonstrate that affordable housing could be constructed on derelict lands. Kutner and Brown's original concept was to establish a housing community of 100 plus cubic structures in Toronto. The existing structure was intended to be a model composed of seven cubes, however only the three were ever built. Once the Portlands were redeveloped, the complex was to be dismantled and moved in order to be incorporated into the larger community (Trainor, 2011).

IX. Recent Heritage

The structure is completely unique within the City of Toronto, and is one of the few examples in the world. The structure is composed of three modular, prefabricated cubes, and supported by a single steel pole running through the centre of the cube. Each cube is a residential unit, providing up to 1500 square feet each. Two of the cubes are two level structures, while the other cube on the Sumach Street frontage of the complex has a small third storey. Each cube has a kitchen, living room, dining room, two bedrooms, two bathrooms and there is a shared balcony among the three of them. At the present time, a single occupant resides in two of the units, the third remains vacant (Trainor, 2011).

The biggest issue with the cubes today is the apparent lack of maintenance. The structures are clad in mismatched aluminum siding, faded advertisements, and some of the windows have been boarded up with plywood, leading many to believe that the complex is abandoned. With some renovation, the cubes could be repurposed as a landmark in the community. One of the cubes in the Rotterdam structure is open to visitors and attracts 35,000 of them annually. With some renovation, it has been suggested that a similar situation could be developed in Toronto (Leblanc, 2011).



Figure 54. The Corktown Cubes on 1 Sumach Street.

UNDERPASS PARK

During the early 1960s, construction of the Eastern Avenue overpass and the Richmond and Adelaide Street ramps to the Don Valley Parkway proved highly destructive to the Corktown community. For most of their existence, the space under the ramps was occupied by parking lots, or just vacant property, creating an unattractive and uninviting environment.

The first phase of Underpass Park was constructed under the Eastern Avenue section of the overpass. Ground was broken in the fall of 2011, and the park was officially dedicated in August of 2012. The project includes a skateboard park, basketball courts, and a playground. Mirage, a public art installation by artist Paul Raff consists of 57 octagonal shaped mirrors covering the underside of the bridge, not only adding visual interest to the area, but also obscuring what might be considered to be the least attractive aspect of the park. The overpass location provides an interesting solution to a problem with traditional open parks; by sheltering the majority of the site, the park can still be used even in periods of inclement weather (Alcoba, 2012).



Figure 55 (Left), 56 (Top) & 57 (Bottom). Underpass Park in the community.

The second phase of the park is currently under construction and is expected to be finished by the spring of this year. With the completion of the West Don Lands and Canary District projects over the next few years, it is expected that the park will become one of the major focal points of the community (Agrell, 2012). Residents of the Toronto Community Housing complex under construction on River Street will undoubtedly make use of the park. While there have been some criticisms of the project, mostly focusing on the federal government's funding of the project, the volumes of people using the park show that the project has generally been a success. With space becoming increasingly rare in downtown Toronto, Underpass Park makes creative use of what little space is available.

SYDENHAM AND TREFANN STREET TOWNHOUSES



Figure 58. Traditional Housing Style in the past.

The townhouses at the intersections of Trefann, Creemore/Paterson Avenue and Tracy Street along Sydenham Street have been identified for their recent heritage value because these properties are one of the few examples of complete 1970s to 1980s architecture in the Corktown community. These townhouses invoke a sense of continuity along Sydenham Street because of a consistent architectural and streetscape style.

Any demolitions or redevelopment would significantly disrupt the continuity of architecture in this community and would especially disrupt the continuity of the built form along Sydenham and Trefann Street.



Figure 59. The townhouses on Trefann Street.

The townhouses along the west side of Trefann Street (Left side of figure 59) were built between 1973 and 1975 (City of Toronto Aerial Maps, 1973 & 1975), and were developed separately of the 1980s townhouses along the North side of Sydenham Street (Right side of figure 59). Since the townhouses were built by a limited number of developers in the same time period this area has a distinctive architectural style in the Community of Corktown. These developments replaced the traditional housing stock in the area as seen in figure 58, but have successfully maintained a sense of architectural completeness because both developments are from the same era and complement each other.

90 SUMACH STREET



The original courtyard of the Dominion Brewery located at 90 Sumach Street, was used for the shipping and receiving of the Dominion's products. Since the property was built in the centre of the courtyard; the property has a large setback from Sumach Street. The property was later developed into the CBC prop warehouse (Figure 60) between 1956-1957 (City of Toronto Aerial Maps, 1956 & 1957). In 1998, 90 Sumach Street was converted into lofts by the Sobara Group, which continues to be the use of the property (Brewery Lofts, 2013).

Figure 60. 90 Sumach Street.

The site of 90 Sumach has a distinctive place in the Corktown community as this massive building acts as a local landmark and effectively portrays one of the few examples of the modernist architectural era of the 1950s within Corktown's boundaries.

TREFANN COURT AND SACKVILLE STREET

These townhouses can be found along the East side of Sackville Street between Shuter and Queen Street. The townhouses were built between 1977 and 1985, and are currently managed by Toronto Community Housing Corporation (City of Toronto Aerial Maps, 1977 & 1985). The Sackville townhouses present a planning paradigm shift away from urban renewal to community revitalization through redeveloping or repairing houses while maintaining the character of the community. Furthermore, they have maintained unique and consistent architectural, landscape and streetscape features since a sole property manager has managed these properties. While these properties may not be as unique as other townhouses in the area; it is important to note that these houses eventually replaced deteriorating and condemned houses (figure 61 & 62) since the decline of industry in the 1910s to the early 1960s when similar projects like these townhouses began to revive the community. Furthermore, the protection of these townhouses is critical because of an increasing demand for affordable housing in various sizes to accommodate growing households. Currently, these townhouses have the capability of housing families affordably, but have a waiting list in the thousands (Housing Connections, 2013). If these townhouses are not preserved into the future then Corktown's affordability and 20th century history will continue to degrade and disappear.



Figure 61 (Left). Sackville Townhouses in 1917.



Figure 62 (Right). Sackville Townhouses in 1936.

TORONTO PUBLIC LIBRARY AND ADMINISTRATION BUILDING

The Toronto Public Library and Administration Building has potential of being considered for recent heritage value because of the buildings distinctive twist of 20th century architectural features and visually coherent historical feel. While the building resembles many historical buildings in the area, the library administration building was actually built between 1985 and 1987 (City of Toronto Aerial Maps, 1985 & 1987). Even though the building was recently constructed; the site has significant historical significance. The most significant historical piece of the property is the fact that the library administration rests on the original site of the Consumers Gas Company Ltd processing and distributing site (City of Toronto Directory, 1960). The Consumers Gas Company Ltd played an important role in Corktown's history from the 19th century and onwards to the mid 20th century until the site was demolished and replaced with parking for several decades. Since then, the parking on the site has been developed into the current Toronto Public Library and Administration Building, which has become a distinctive landmark along side the 51st Police Division on the North side of Front Street.



Figure 63. Toronto Public Library and Administration Building on Front and Parliament Street.

X. Looking Forward

With primary research largely completed (pending recommendations and ideas stemming from this interim report and the interim presentation), our group's focus will now transition to more fully synthesizing this information into thematic groupings. The five areas of focus (traditional heritage, cultural heritage, lost streets, hidden heritage, and recent heritage) have all been thoroughly explored, and we have a wealth of information to draw upon as we work towards our final product. The major questions that will inform the remainder of this project are as follows:

1. Are there 'nodes' of heritage in Corktown? Can the focus of heritage preservation and identification efforts be directed to certain specific areas/locations?
2. What is the final story told by the existing heritage elements in Corktown, and how can this story be communicated to visitors and residents alike?
3. Do any of the specific heritage locations/areas warrant a nomination for a Heritage Conservation District, as determined by City of Toronto Heritage standards? Would such a distinction be a benefit or a hindrance to the area and its residents?

Given the amount of Corktown's built heritage that has already been lost (to the Adelaide St. and Richmond St. on-ramps to the Don Valley Parkway, to redevelopment in the West Don Lands, and to the general march of time and 'progress' in Toronto's urban core), it is paramount that the remaining heritage elements be evaluated for significance and preservability. With this analysis completed, our group will be able to provide recommendations on which elements are central to communicating Corktown's history and identity, and how best to go about incorporating them into a framework that succinctly expresses the unique story of the area.



Figure 64. Timeline Map

XI. Appendix

- Schedule A. Corktown Heritage Study Boundary Map
- Schedule B. Corktown Road Network, 1884 vs. 1924
- Schedule C. Corktown Road Network, 1924 vs. Current
- Schedule D. Properties with Heritage Status in Corktown

XI. Appendix

LIST OF FIGURES

Figure 1	Corktown Residents & Business Association, www.corktown.ca
Figures 2-4	Matthew Hillgren, 2013. Data retrieved from Statistics Canada.
Figure 5	Enoch Turner Schoolhouse, www.enochturnerschoolhouse.ca
Figure 6 -7	Kevin Cooper, 2013
Figure 8-9	Toronto's Historical Plaques, www.torontoplaques.com
Figure 10	Toronto in Time, www.citiesintime.ca
Figure 11	J.V. Salmon
Figure 12	Scott Snider
Figure 13	Urban Toronto
Figure 14	Flickr
Figure 15	City of Toronto Archives
Figure 16	Rachel Lee, 2013
Figure 17	City of Toronto Archives
Figure 18-19	Lost Toronto
Figure 20	Toronto Reference Library
Figure 21	www.flickr.com
Figure 22	www.skyscrapercity.com
Figure 23	Library and Archives Canada, 2008
Figure 24	www.distilleryheritage.com
Figure 25	City of Toronto Archives
Figure 26	Toronto Public Library
Figure 27	Enoch Turner Schoolhouse Archives
Figure 28-31	Jonathon Henderson, 2013
Figure 32	Globe and Mail, 1963
Figure 33	Globe and Mail, 1964
Figure 34	City of Toronto Archives
Figure 35-36	Rachel Lee, 2013
Figure 37	City of Toronto Archives
Figure 38	Rachel Lee, 2013
Figure 39-40	City of Toronto Archives
Figure 41	Rachel Lee, 2013
Figure 42	Alan Brown, 2008
Figure 43	Canadian Fire Hydrant and Waterworks Museum, 2012
Figure 44	Western Libraries, 2013
Figure 45	Harris History, 2012
Figure 46-48	Google Maps, 2013
Figure 49	Ryan Labranche, 2013
Figure 50-53	Google Maps, 2013
Figure 54	Kevin Cooper, 2013
Figure 55-57	Rachel Lee, 2013
Figure 58	City of Toronto Archives
Figure 59	Kevin Cooper, 2013
Figure 61-62	City of Toronto Archives
Figure 63	Kevin Cooper, 2013
Figure 64	Sandra Iskandar

XII. Bibliography

- Agrell, S. (2012, August 02). Toronto's underpass park aims to turn neglected space into community hub. The globe and mail. Retrieved from <http://www.theglobeandmail.com/news/toronto/torontos-underpass-park-aims-to-turn-neglected-space-into-community-hub/article4458594/>
- Alcoba, N. (2012, August 03). Waterfront eyesore comes to life as underpass park officially opens. National post. Retrieved from <http://news.nationalpost.com/2012/08/03/waterfront-eyesore-comes-to-life-as-underpass-park-officially-opens/>
- Arthur, Eric. Toronto: No Mean City. Toronto: University of Toronto Press, 1986.
- Brewery Lofts. (2013). Description of 90 sumach street: brewery lofts. Retrieved from <http://www.mrloft.ca/Loft-Buildings/Brewery-Lofts-90-Sumach-St-Toronto>
- Brown, A. (2008). Toronto's Historical Plaques: House of Providence. Toronto Plaques. Toronto, Ontario. Retrieved from http://www.torontoplaques.com/Pages_GHI/House_of_Providence.html
- Canadian Manufacturers & Exporters. (n.d.). The Consumers Gas Company. Retrieved 2013 February from Western Libraries: <http://www.lib.uwo.ca/programs/companyinformationcanada/ccc-consumers.html>
- City of Toronto Aerial Maps. (1956 & 1957). Aerial photography. City of Toronto: Research Hall Computers. Retrieved from <http://www.toronto.ca/archives/aerial.htm>
- City of Toronto Aerial Maps. (1973 & 1975). Aerial photography. City of Toronto: Research Hall Computers. Retrieved from <http://www.toronto.ca/archives/aerial.htm>
- City of Toronto Aerial Maps (1977 & 1985). Aerial photography. City of Toronto: Research Hall Computers. Retrieved from <http://www.toronto.ca/archives/aerial.htm>
- City of Toronto Aerial Maps. (1985 & 1987). Aerial photography. City of Toronto: Research Hall Computers. Retrieved from <http://www.toronto.ca/archives/aerial.htm>
- City of Toronto, Arts Heritage & Culture. (n.d.). Institutional Toronto. Retrieved February 2013 from http://www.toronto.ca/culture/howard_institutionalto.htm
- City of Toronto Archives. (1960). City of Toronto Directory, Names: from tucker to zzylich. Streets: abby to Sherwood. Location: 264732-100. Reel: 176

XII. Bibliography

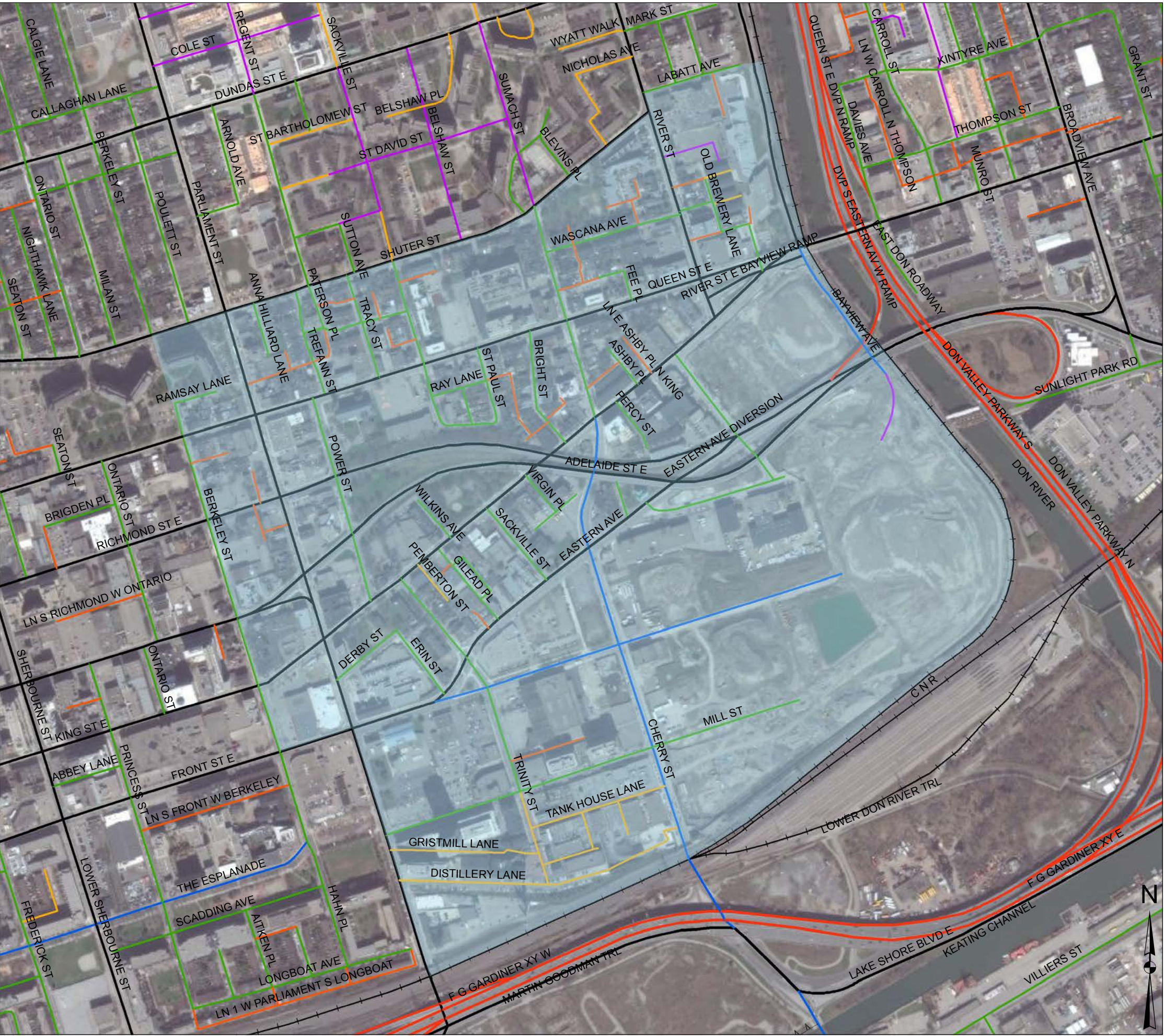
- City of Toronto. "St. Lawrence Ward Division Four." Census Records, 1861.
- City of Toronto. (n.d.). Toronto Walking Tours: Old Town Toronto East. Retrieved February 2013 from http://wx.toronto.ca/inter/trans/towalktours.nsf/Toronto_Walking_Tour-OTTE.pdf
- Coopersmith, P. (1998). Cabbagetown: The Story of a Victorian Neighbourhood. Toronto, ON: J. Lorimer.
- Dendy, W. (1978). Lost Toronto. Oxford: Oxford University Press.
- Dendy, W. Lost Toronto: Images of the City's Past. Toronto: McClelland & Stewart Inc., 1993.
- Denney, M., Hare, K., & Iorio, D. (1996). Corktown: A Community Profile. York University, Faculty of Environmental Studies, Toronto.
- Distillery District (2013). History of the Distillery District. The Distillery District Website, Toronto, Ontario. Retrieved from <http://www.thedistillerydistrict.com/history.php>
- Distillery Heritage. (n.d.). The History of the Distillery District. Retrieved 2013 February from <http://www.thedistillerydistrict.com/history.php>
- Duke-Duchess Access Route from Don Valley Parkway to Downtown to Open in December. (1964, April 14). The Globe and Mail, p.33.
- Enbridge Gas. (n.d.). Our History. Retrieved 2013 February from Enbridge Gas: <https://www.enbridgegas.com/about/our-history.aspx>
- Ex-slaves ran city's first taxi. (2007, February 10). Toronto Star [Toronto]. Retrieved from http://www.thestar.com/news/2007/02/10/exslaves_ran_citys_first_taxi.html
- History of the Enoch Turner Schoolhouse. (n.d.). Enoch Turner Schoolhouse Foundation. Retrieved February 28, 2013, from http://www.enochturnerschoolhouse.ca/index.php?option=com_content&view=article&id=49&Itemid=29
- Housing Connections. (2013). Property housing listings. Zone 9. Properties 510 & 249 Retrieved from <http://www.housingconnections.ca/Zones/allzones.asp>
- Leblanc, D. (2011, September 22). Toronto's quirky cube home is in need of a little cosmic energy. The globe and mail. Retrieved from <http://www.theglobeandmail.com/life/home-and-garden/architecture/torontos-quirky-cube-home-is-in-need-of-a-littlecosmic-energy/article627420/>

XII. Bibliography

- Lost Rivers. (2013). Toronto Pork Packing Plant. Lost Rivers Website (Points of Interest), Toronto, Ontario. Retrieved from <http://www.lostrivers.ca/points/porkpacking.htm>
- Lost River Walks, Points of Interest along Lost Streams, - St Lawrence Foundry. Retrieved from <http://www.lostrivers.ca/points/StLawrencefoundry.htm>
- McGowan, Mark. The Arrival. 2007. Retrieved February 20, 2013, from http://www.irelandparkfoundation.com/index.php?p=2_2
- McGowan, M. (1998). The waning of the green: Catholics, the Irish and the identity in Toronto, 1887-1922. Kingston: McGill-Queen's University Press.
- Morrow, A. (2012, December 29). Prudent gentrification keeps corktown a small village . Globe and mail. Retrieved from <http://m.theglobeandmail.com/news/toronto/prudent-gentrification-keeps-corktown-a-small-village/article6762266/?service=mobile>
- Ontario Heritage Trust. Enoch Turner Schoolhouse. 2013. Retrieved February 20, 2013, from <http://www.heritagetrust.on.ca/Conservation/Buildings/Enoch-Turner-Schoolhouse.aspx>
- Ontario Heritage Trust. (2011, June 23). Ontario Heritage Trust to commemorate site of province's first parliament buildings and War of 1812. Retrieved February 28, 2013, from <http://www.heritagetrust.on.ca/News-and-Events/2011/Jun/Ontario-Heritage-Trust-to-commemorate-site-of-prov.aspx>
- Providence Healthcare. (2012). History, Providence Healthcare. Toronto, Ontario. Retrieved from <https://www.providence.on.ca/about/history>
- Raps Planners: Pinpoint Slum Areas – Mayor. (1963, October 8). Toronto Daily Star, p.29.
- Rust-D'Eye, G. (1984). Cabbagetown Remembered. Toronto, ON: Stoddart.
- Sackville Street Public School Historical Plaque. (n.d.). Toronto's Historical plaques. Retrieved February 28, 2013, from http://www.torontoplaques.com/Pages_STU/Sackville_Street_Public_School.html
- Stinson, J. (1990). The Heritage of the Port Industrial District Vol. 1 (Vol. 1). Toronto: Toronto Harbour Commissioners.

XI. Bibliography

- Thornton and Lucie Blackburn. (2006, June 3). Ottawa Citizen [Ottawa]. Retrieved from <http://www.canada.com/story.html?id=d47ac069-bdc0-4096-8f4d-fd234503e2fd>
- Toronto Catholic District School Board. St. Paul Catholic School. Retrieved from <http://www.tcdsb.org/SCHOOLS/STPAUL/Pages/default.aspx>
- Trainor, M. (2011, June 01). It's all about the cubes. The Corktownner. Retrieved from <http://corktown.ca/wp-content/uploads/2012/03/2011-summer->
- Western Libraries. (2013). Business and History – Coulter Copper and Brass Company Limited. Western Libraries. Retrieved from <http://www.lib.uwo.ca/programs/companyinformationcanada/ccc-consumers.html>
- Western Libraries. (2013). Business and History – The Consumers Gas Company, Western Libraries. Toronto, Ontario. Retrieved from <http://www.lib.uwo.ca/programs/companyinformationcanada/ccc-consumers.html>
- Wilson, C. A. (2010 Jan). Adaptive Re-Use of Industrial Buildings in Toronto Ontario:Evaluating Criteria for Determining Building Selection. 1-77. Kingston, ON.
- Yelaja, P. (2005, February 1). Cleaning Up the 'Bucket of Blood'. The Toronto Star.



SCHEDULE A CORKTOWN HERITAGE STUDY BOUNDARY

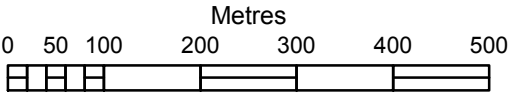
Legend

- Boundary
- Highway/Ramp
- Arterial Road/Ramp
- Collector Road/Ramp
- Local Road
- Private Road
- Laneways
- Pending
- Railway
- Shoreline

NOTE:
This Schedule illustrates the boundaries of the Corktown Heritage Study

If necessary, reference should be made to the City of Toronto Planning Department or the Town Clerk for confirmation of current Minister approved policies

Base Data Source: City of Toronto Open Data Service, City of Toronto Archives



Created: 02/22/13	Drawn by: JHenderson
Revised: 02/26/13 02/27/13 02/28/13	Archive: sch_A_corktown_boundary.mxd

SCHEDULE B
CORKTOWN
ROAD NETWORK
1884 v. 1924

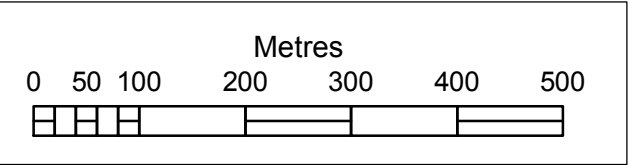
Legend

- Study Area
- Streets 1924

NOTE:
This Schedule illustrates the relationship between the 1884
Goad's Fire Insurance Plan and the 1924 street network

If necessary, reference should be made to the City of Toronto
Planning Department or the Town Clerk for
confirmation of current Minister approved policies

Base Data Source: City of Toronto Open Data Service, City of
Toronto Archives



Created: 02/22/13	Drawn by: JHenderson
Revised: 02/26/13 02/27/13 02/28/13 03/06/13	Archive: corktown_1884.mxd





SCHEDULE C CORKTOWN ROAD NETWORK 1924 v. CURRENT

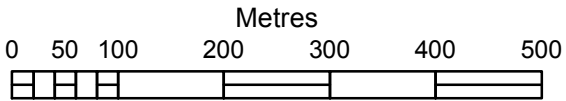
Legend

- Study Area
- Highway/Ramp
- Arterial Road/Ramp
- Collector Road/Ramp
- Local Road
- Private Road
- Laneways
- Pending
- Railway
- Shoreline

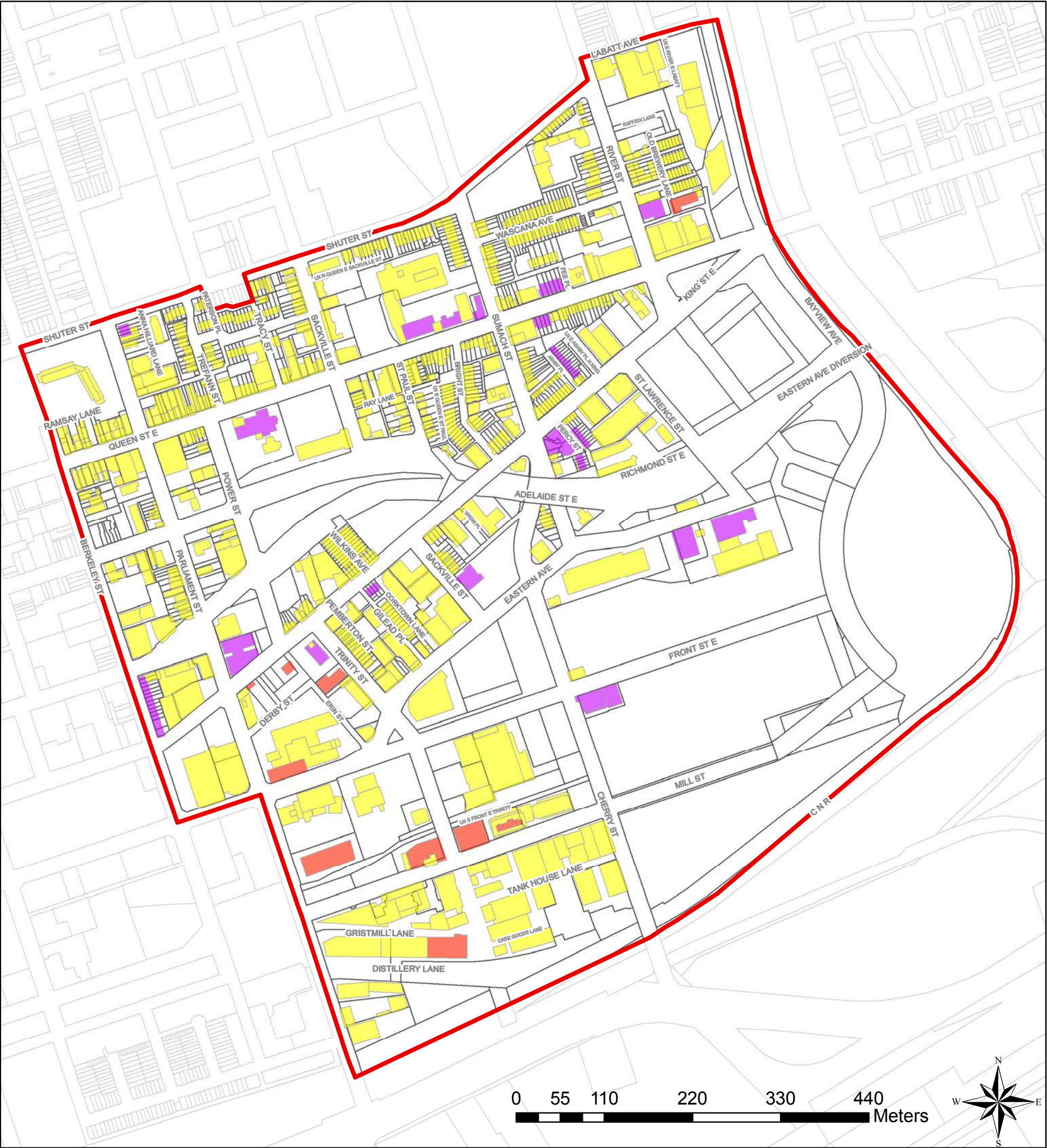
NOTE:
This Schedule illustrates the relationship between the 1924 Goad's Fire Insurance Plan and the modern street network

If necessary, reference should be made to the City of Toronto Planning Department or the Town Clerk for confirmation of current Minister approved policies

Base Data Source: City of Toronto Open Data Service, City of Toronto Archives



Created: 02/22/13	Drawn by: JHenderson
Revised: 02/26/13 02/27/13 02/28/13 03/06/13	Archive: corktown_1924.mxd



Properties with Heritage Status in Corktown

Legend

Study Boundary

Property Lines (Subject site)

Property Lines (Toronto)

Buildings

Heritage Status

No heritage status

Listed

Designated