

2.0 SITE EVOLUTION

This section of the report provides an overview of the evolutionary stages of site development as recorded by record drawings and photographs. The development stages are presented chronologically and are followed by a mapping overlay of shoreline changes. An interpretation of the source plan is provided at a common scale at each development stage.

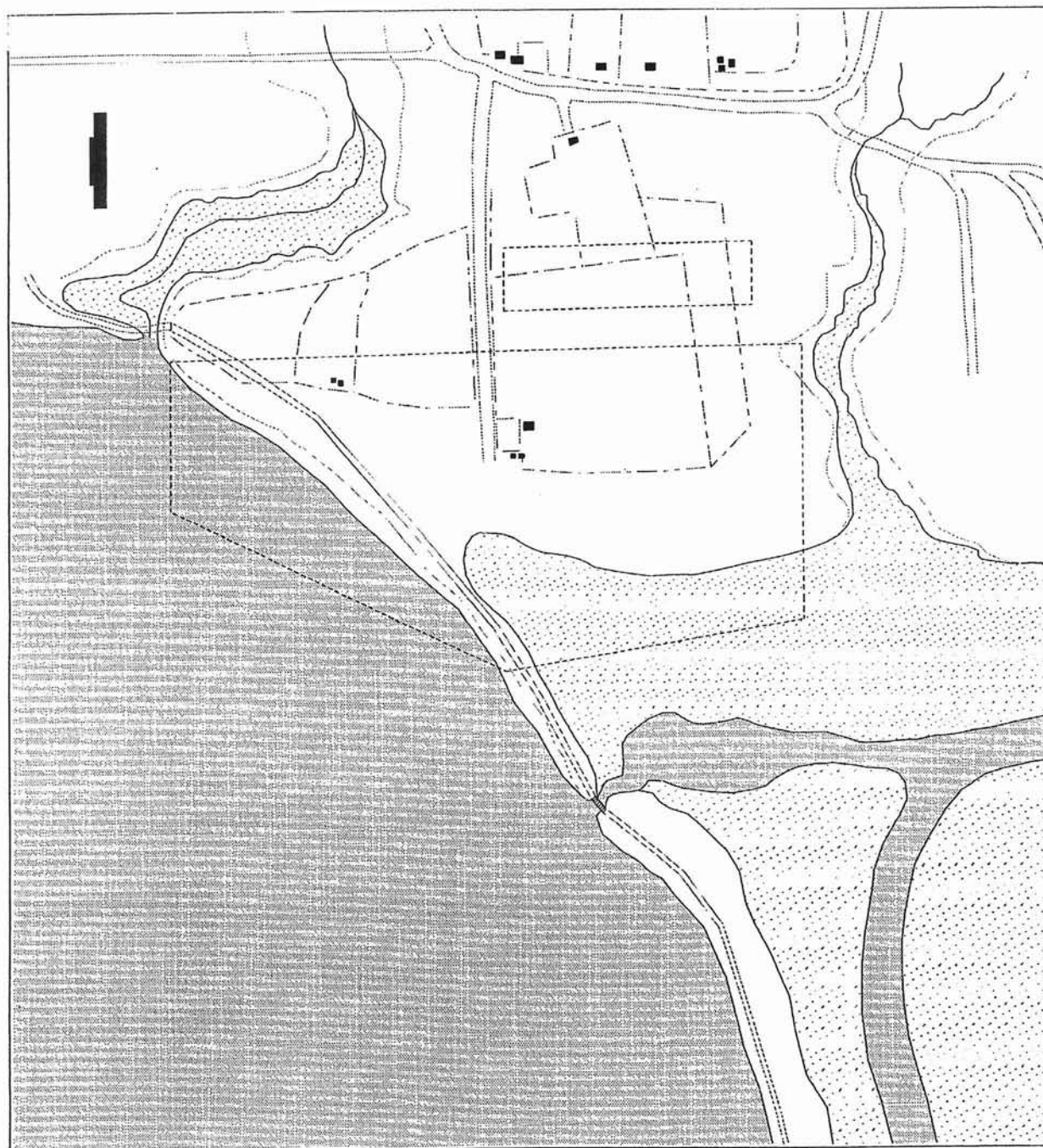


Fig. 1 1830

1830

- the site is surveyed with road alignments for Mill Street and Trinity Street laid out
- the water's edge runs diagonally northwest to southeast to the mouth of the Don River which is spanned by a small bridge
- an embankment, close to the water's edge near Parliament Street diverges to form a beach near the foot of Trinity Street and widens into a meadow in the lower Don flood plain
- two small ice storage houses appear on the westerly portion of the site near Mill Street
- a brickyard is shown on the east side of Trinity Street
- fencing subdivides the site

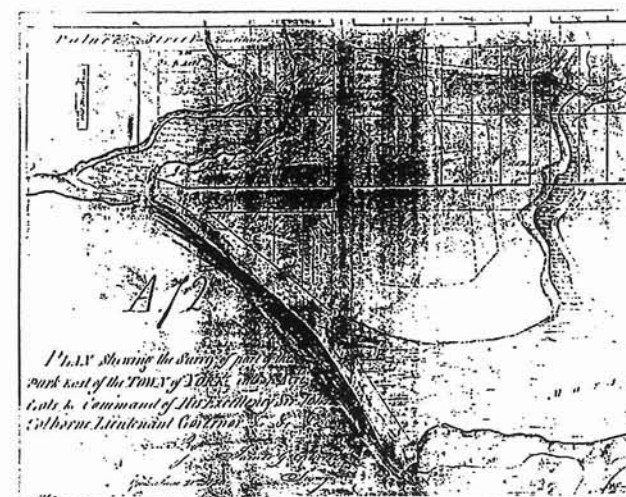


Fig. 2 James G. Chewett, Part of Survey, June 21, 1830

1835

- the windmill is constructed west of the Trinity Street at the top of the embankment
- a subdivision of the block on the east side of Trinity Street shows three lots
- a log house is built east of Trinity Street straddling the street alignment survey line
- a log house appears on Mill Street at Trinity Street

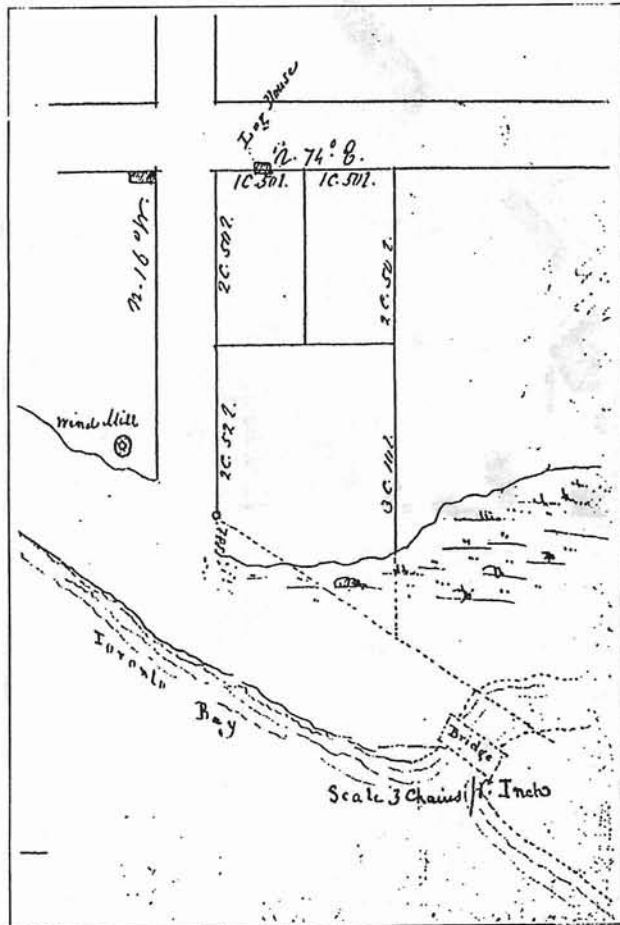


Fig. 3 William Hawking, Twp. of York, May 11, 1835, Detail

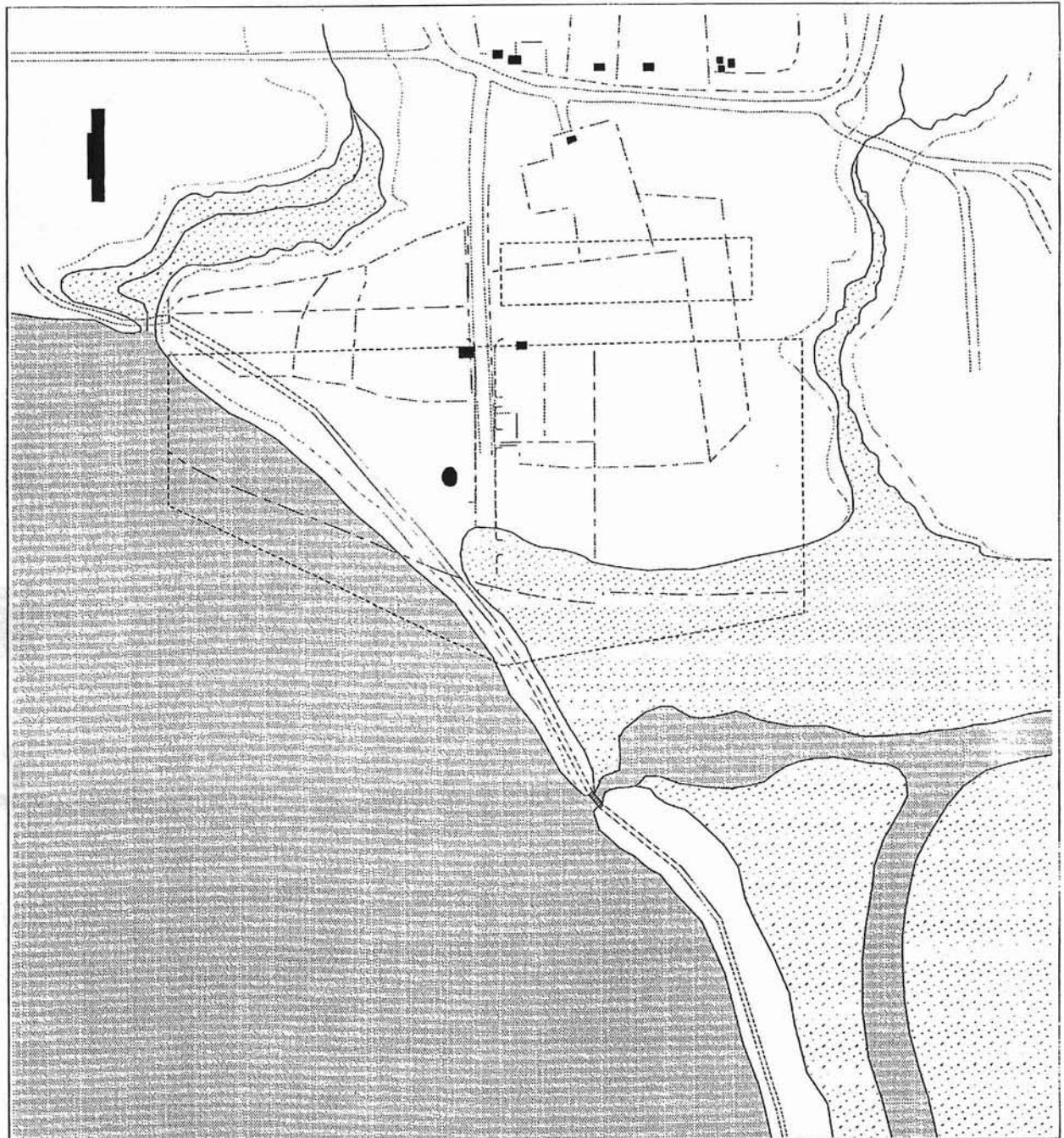


Fig. 4 1835

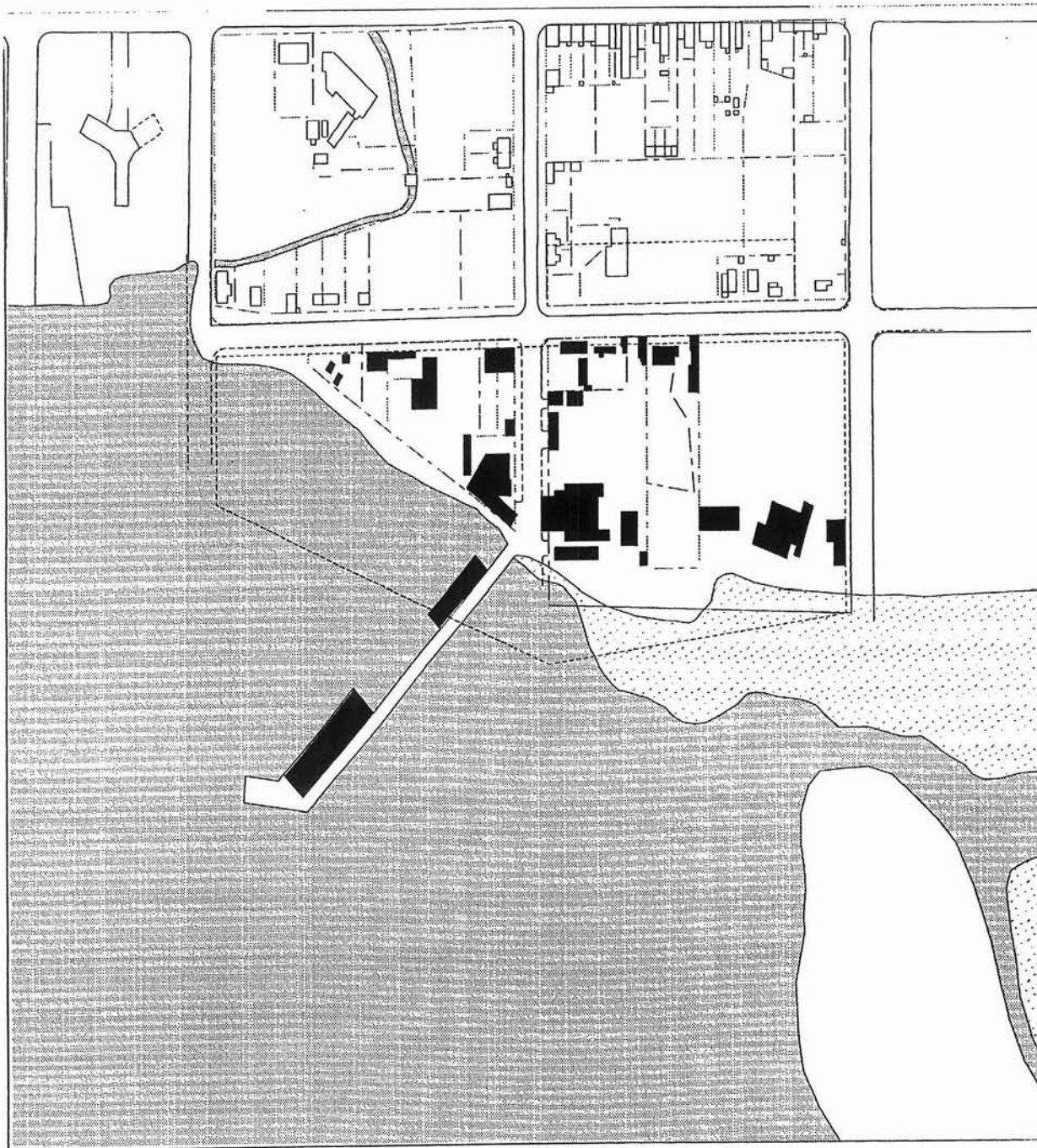


Fig. 5 1855

1855

- the windmill is surrounded by additional mill buildings
- the Gooderham's wharf projects into Toronto bay (drawings of the period show the wharf to be wood crib and stone construction)
- the block west of Trinity Street is subdivided with small agricultural and residential buildings
- cattle byres have been built on the east of Trinity Street to use the waste grain from the milling process
- the top of bank has shifted with what appears to be the first sign of landfill jutting out into the Don River meadow
- this map was prepared for a proposed route of the Grand Trunk Railway running on the Mill Street alignment (this alignment was discarded in favour of an alignment which ran diagonally across the front of the Gooderham & Worts site)

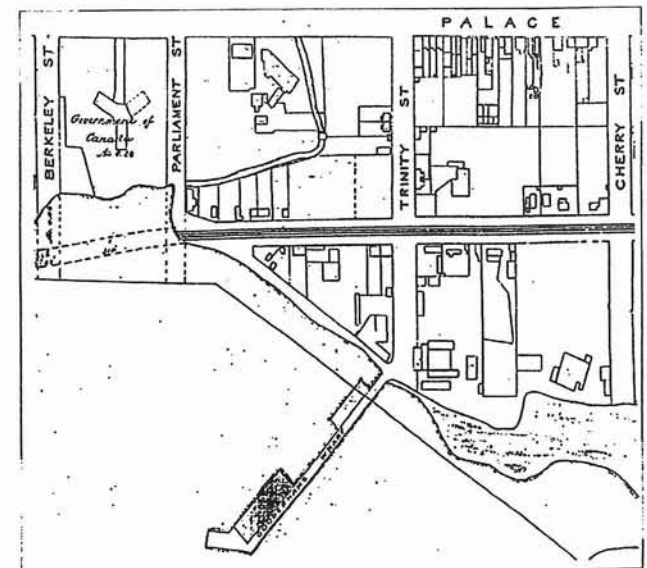


Fig. 6 William Kingsford, Nov. 13, 1855, Detail

1858

- the windmill has fallen into disuse and imbedded in newer construction (shown in drawings of the time with the sails removed)
- the Gooderham house occupies a prominent location in the middle of the westerly parcel of the site
- large rectangular cattle byres occupy the lower east side of Trinity Street
- small buildings face onto Mill Street, west of Trinity Street
- the water's edge appears to be cribbed to support the first railway line across the front of the site
- the Gooderham's wharf expands with coal and grain handling facilities
- Consumers Gas site to the north expands with gas holder towers
- lower Don meadow appears to be dredged for a dock, east of Trinity St.

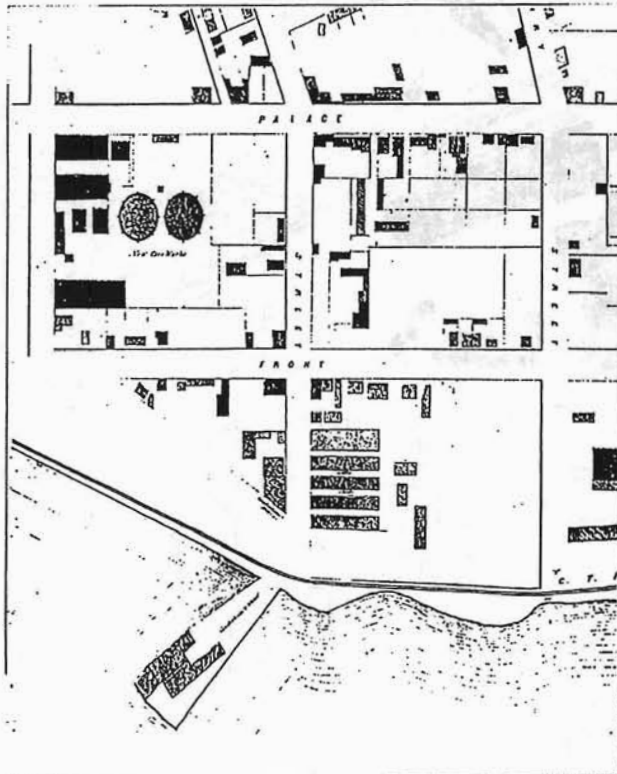


Fig. 7 Atlas of the City of Toronto, W.S. & H.C. Boulton, Detail

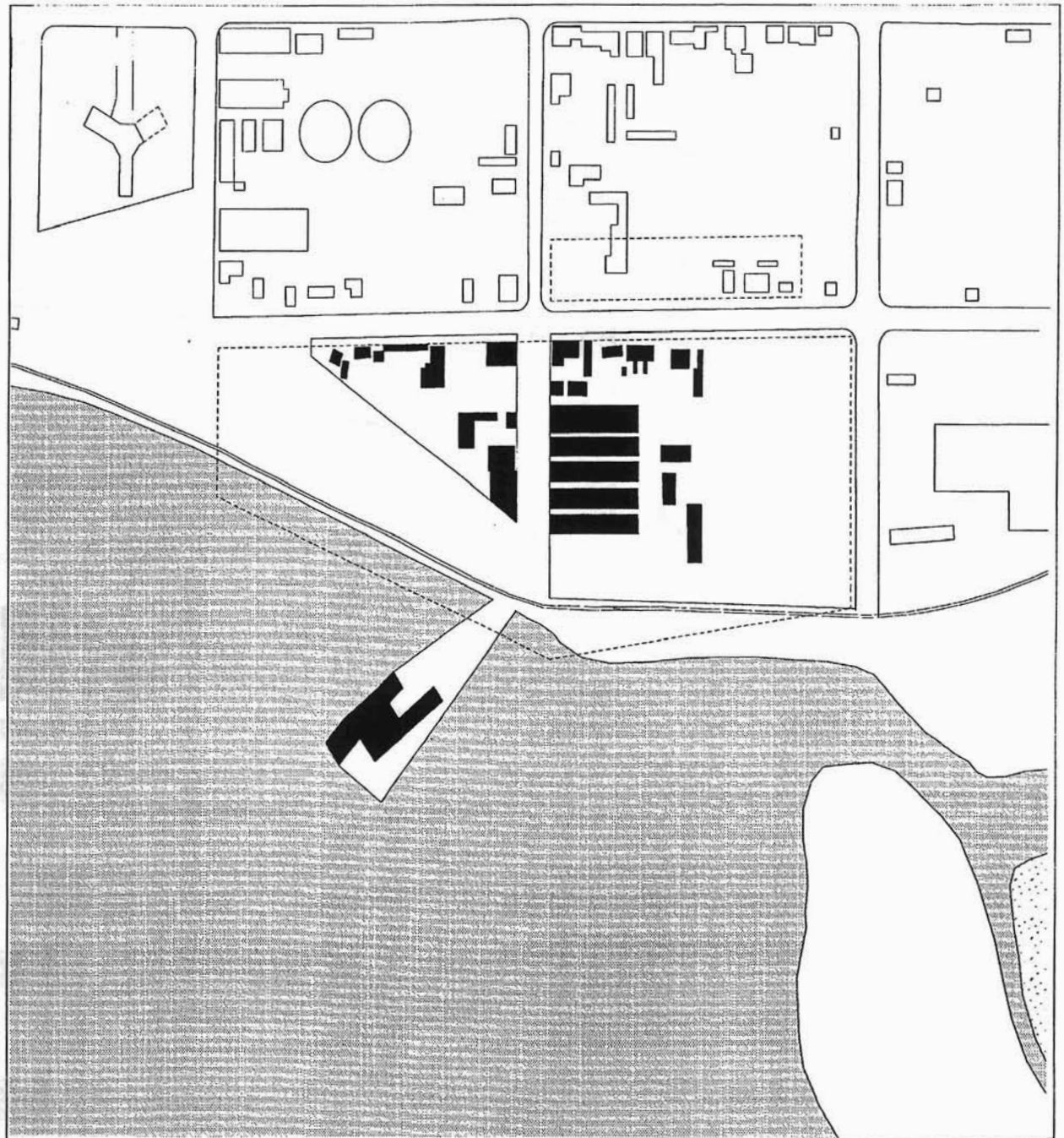


Fig. 8 1858

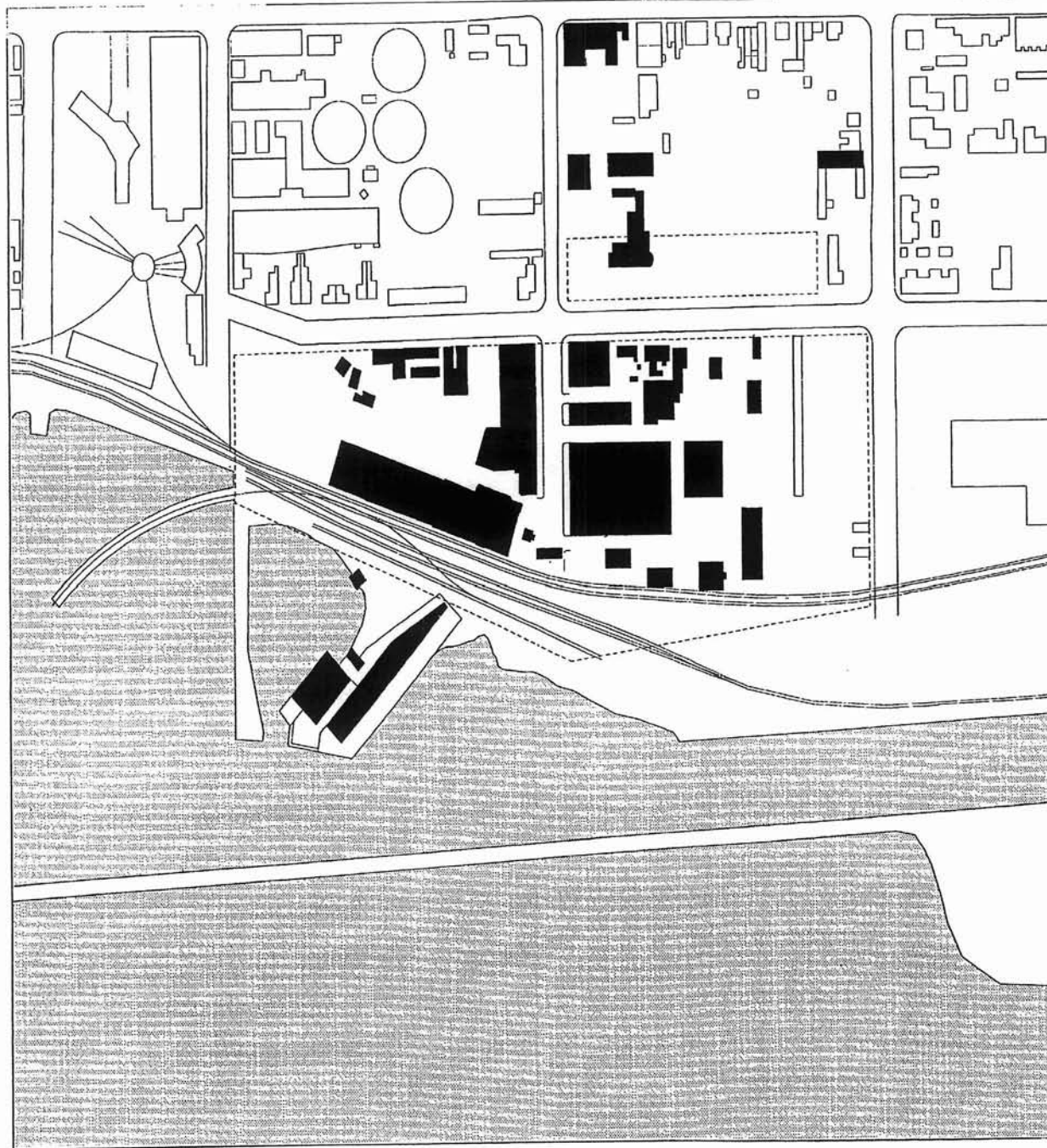


Fig. 9 1884

1884

- 1859-60: the Stone Distillery is built south of the windmill on a line parallel to the embankment
- 1863-64: the Maltings and Gooderham & Worts offices are expanded with the Cooperage and Barrel Wash House
- the Maltings buildings are built on the west side of Trinity Street
- residential buildings remain on the Mill St. frontage, west of Trinity St.
- 1873: the cattle byres have been replaced by the Bottling Plant of the Pure Spirits complex, a Tankhouse, Ice House and Coopersmith Shop
- 1877-80: the Cart House is built facing Trinity Street, north of the Pure Spirits complex
- 1867: the Worts residence is built on the northeast corner of Mill and Trinity Streets
- the harbor facilities continue to expand with a larger coal facility and grain elevator
- the Parliament Street jetty forms an enclosure for the Gooderham's harbour
- the Don River has been straightened into a channel and protected by a jetty
- 1877-80: the Stone Distillery group of buildings is extended with the fermenting buildings at the westerly end

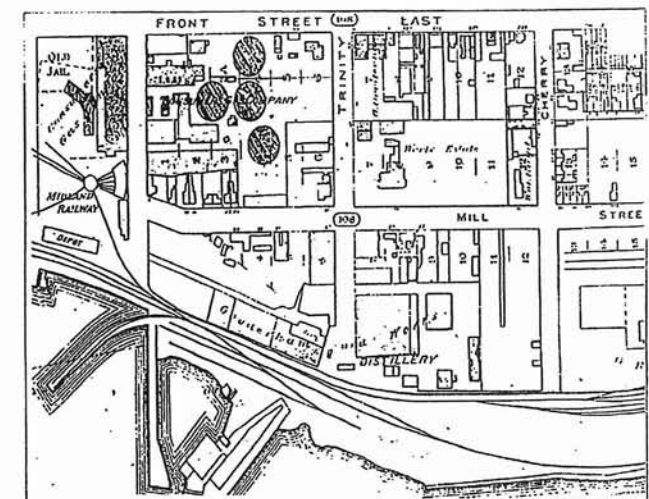


Fig. 10 Good Insurance Plan of Toronto

1889

- 1886: a new boiler house is constructed east of Trinity Street along with a carpentry and pipe fitters shop
- 1888: rack and tank buildings fill out the site to the north and east corners of the block
- 1890-91: the Worts residence north of Trinity Street is taken down and replaced by Rack House 'D', 'H' and 'I'
- the rail corridor continues to expand
- a large new elevator is built on the southwest corner and coal shed parallel to the water's edge
- the land filling extends to a square headline
- a "slop house" appears at the foot of Trinity Street to provide a retail outlet in addition to the cattle barns
- lake filling appears south and east of the site
- two tank houses occupy frontage on Mill Street west of Trinity Street

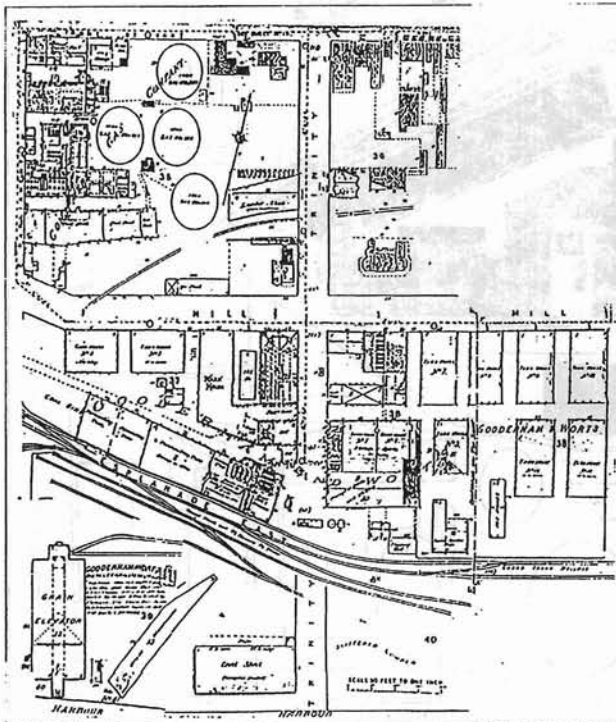


Fig. 11 Goad Insurance Plan of Toronto

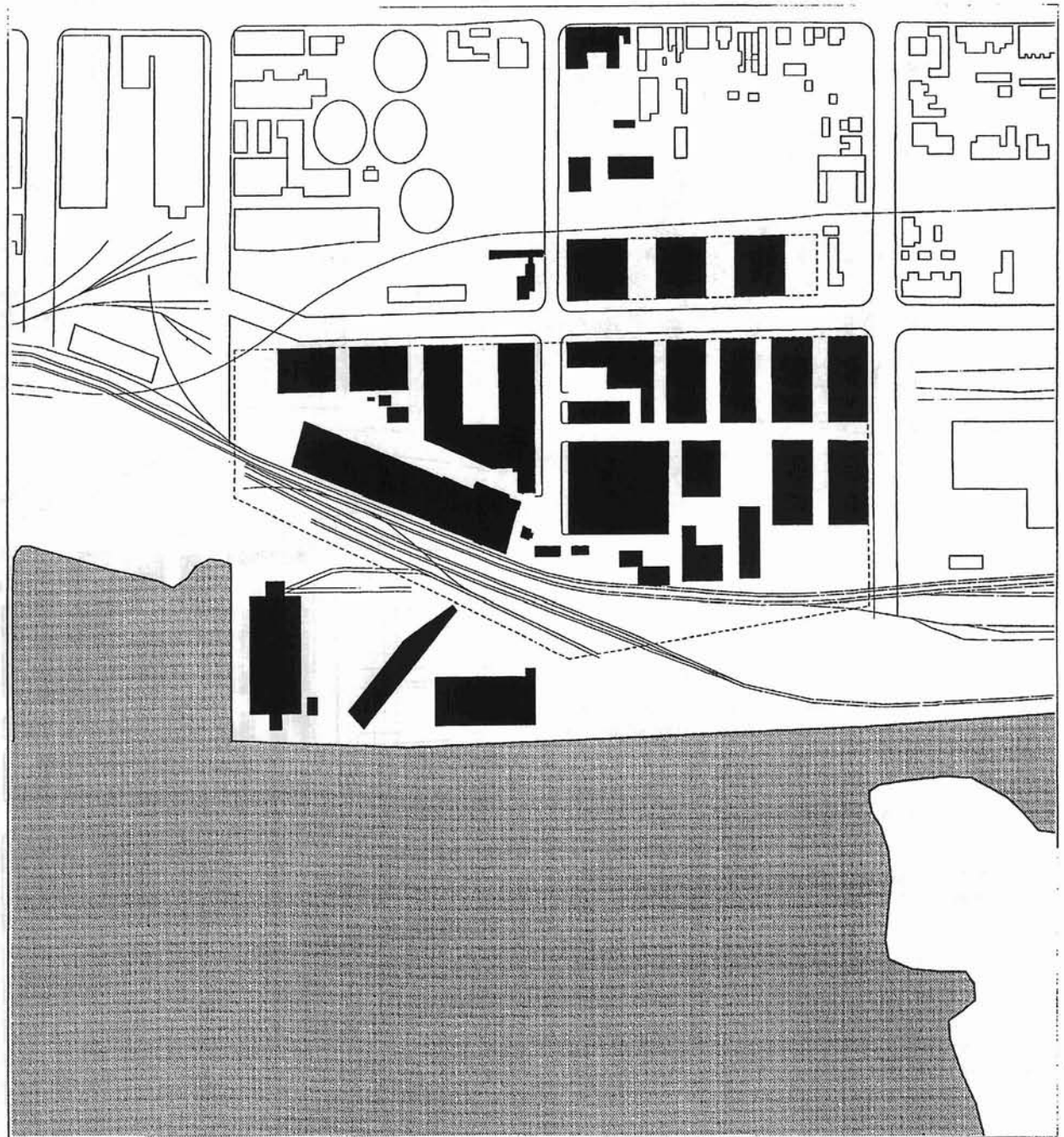


Fig. 12 1889

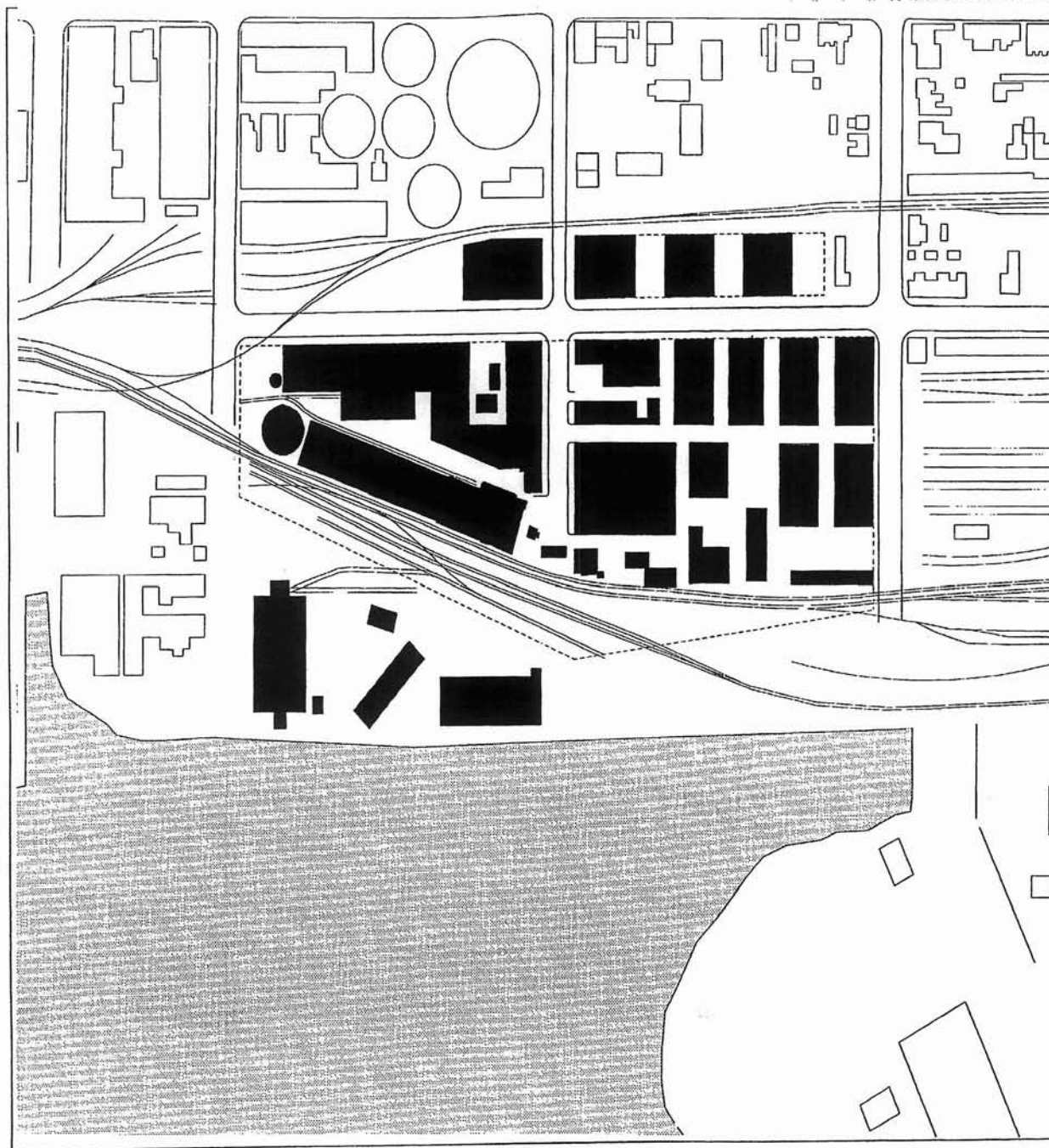


Fig. 13 1917

1917

- 1902: the General Distilling Company infills buildings on the west side of Trinity Street including the round molasses tank, a power house, a still house, a rectifying room and the fermenting buildings
- 1916: this complex as well as Gooderham & Worts Distillery was taken over by the British Acetones Company; this coincided with the prohibition
- British Acetones also built a new still building on the northwest corner of Mill and Trinity Streets and take over the barrel wash house for the manufacture of sulfuric acid
- there appears to be little new construction east of Trinity Street between 1899 and 1917
- 1913: closure of the Don River channel which has been relocated to the Keating Channel formed south of the Dominion Steel Corporation the harbour configuration shows some lake filling west of Parliament Street
- the 1917 plan is the first reference to the present day numbering system

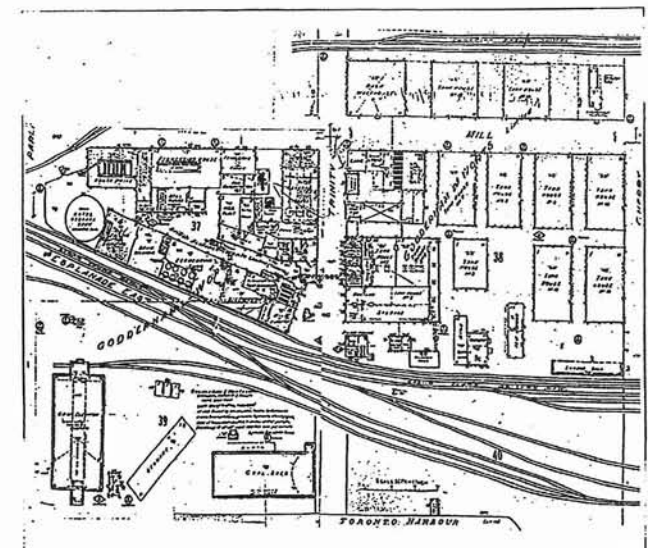


Fig. 14 1917 Insurance Underwriters

1923

- 1918: a small lumber shed is built at the southeast corner of the site
- after 1918: the following British Acetones buildings are demolished:
 - Bldg. No. 15, Machine Shop
 - Bldg. No. 16, Tin Smith
 - Bldg. No. 17, Fermenting House
 - Bldg. No. 18, Still House
 - Bldg. No. 19, Fermenting Tank
 - Bldg. No. 20, Laboratory
 - Bldg. No. 21, Acid Concentration
 - Bldg. No. 23, Methyl Ethyl Keytone Plant
 - Bldg. No. 24, Catalytic Room
 - Bldg. No. 26, Furnace Room
 - Bldg. No. 29, Switch House
- the British Acetones and General Distilling Company complex has been demolished on the west side of Trinity Street leaving only the westerly Building No. 14 Boiler House standing
- the buildings on the east side of Trinity Street remain largely unchanged

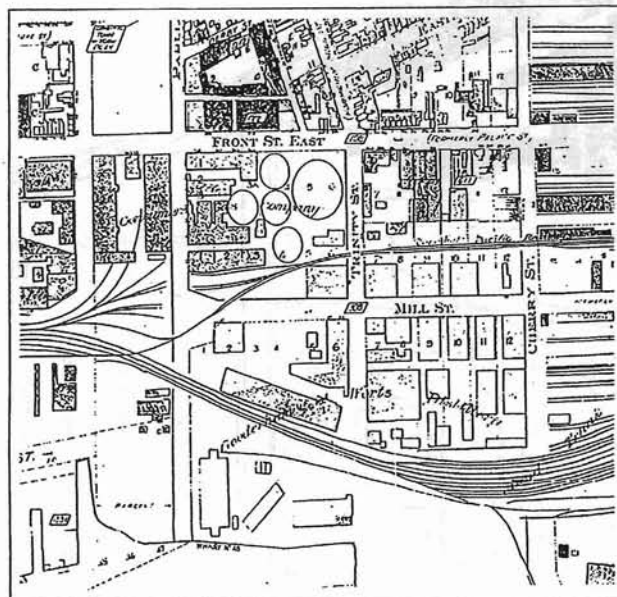


Fig. 15 Good Insurance Plan of Toronto

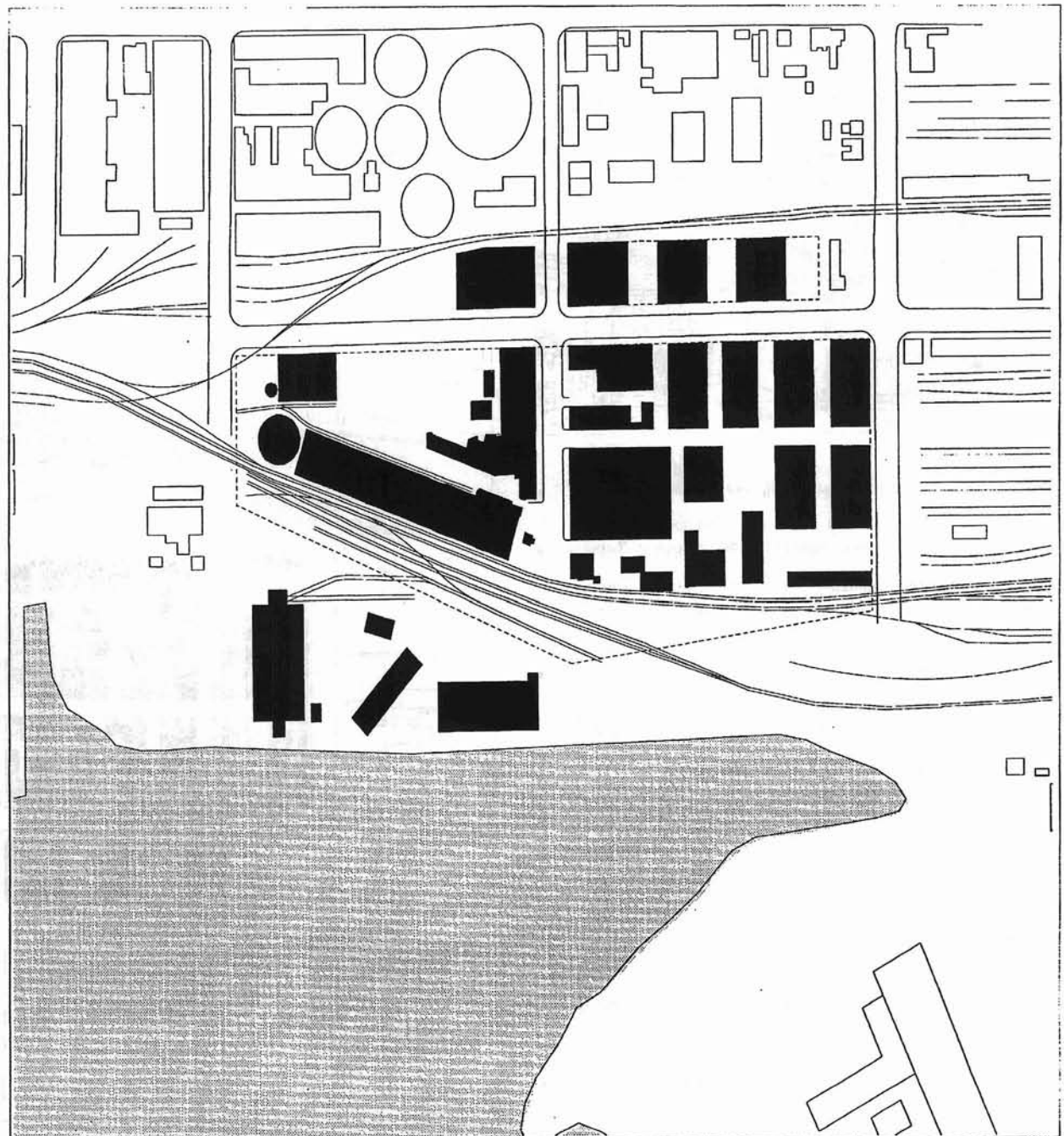


Fig. 16 1923

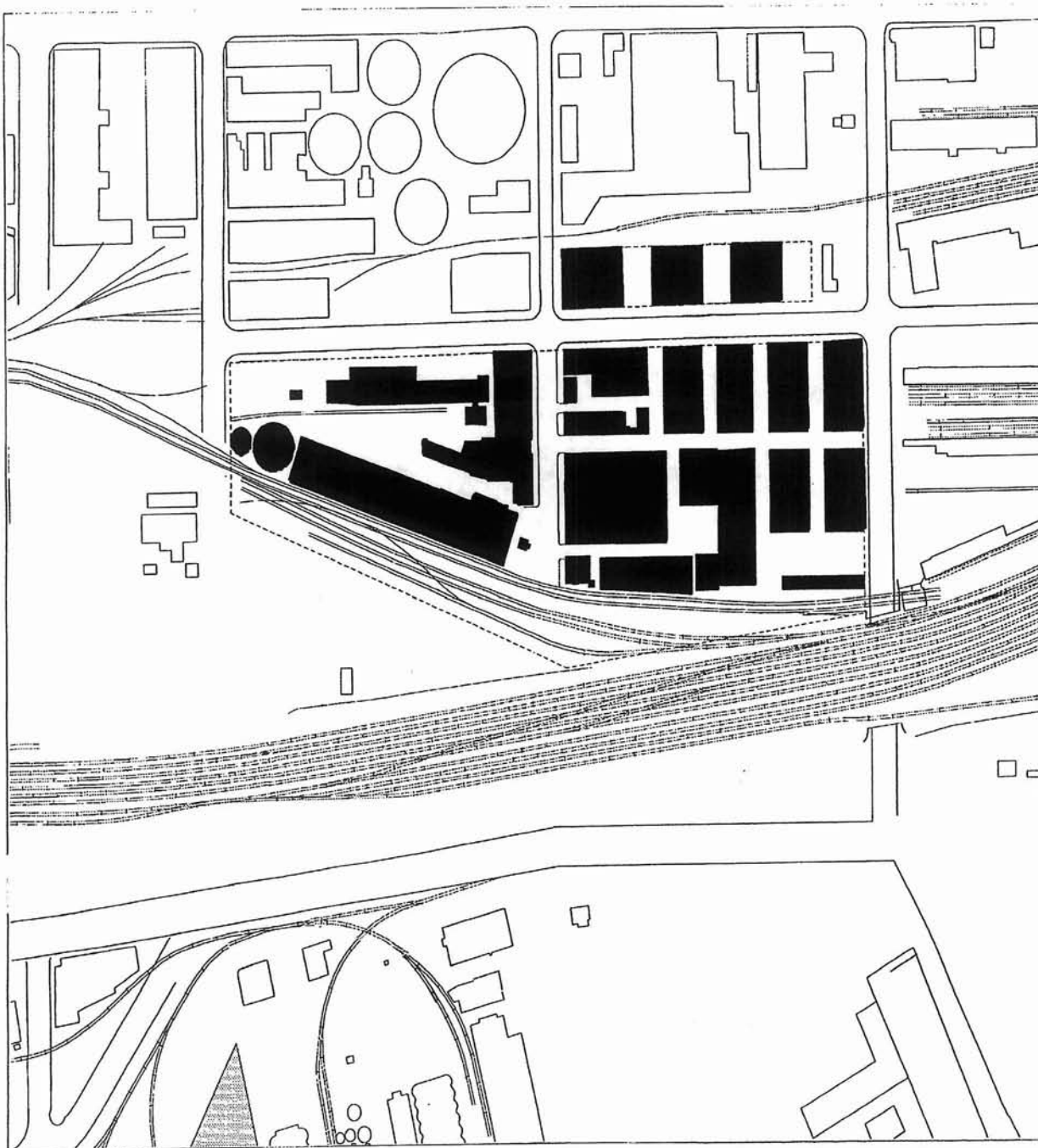


Fig. 17 1954

1954

- 1923 -1927: the railway viaduct is constructed across the south of the site
- the harbour has been filled to the current harbour headline
- Gooderham & Worts maintained wharfage on the Parliament Street slip for the supply of molasses by pipeline to the site
- the glycol tank for the storage of anti-freeze appears on the southwest corner of the site
- Rack House 'M' is built on the east side of Trinity Street in a north-south alignment in the middle of the block
- 1926: Building 66 the Ice House, Building 67 the Tool House, Storage Building 68, Shipping Building 69, and the Coppersmith Storage Building 70 are all demolished to make way for Buildings 74 and 75
- 1926: the Gooderham Elevator Building 10, Grain Stable Bldg 12 and Coal Shed Bldg are demolished to make room for the railway viaduct
- 1927: a new Case Goods warehouse parallels the railway corridor just to the east of Trinity Street
- 1932: the Liquid Carbonic Corp. builds a plant for processing carbon dioxide which is a by-product of the fermentation process
- Building 22 Acid Storage is demolished and Building 30 Transformer House is incorporated into the Liquid Carbonic Plant
- 1945: the Parliament Street slip is finished with the construction of the Victory Soya Mills

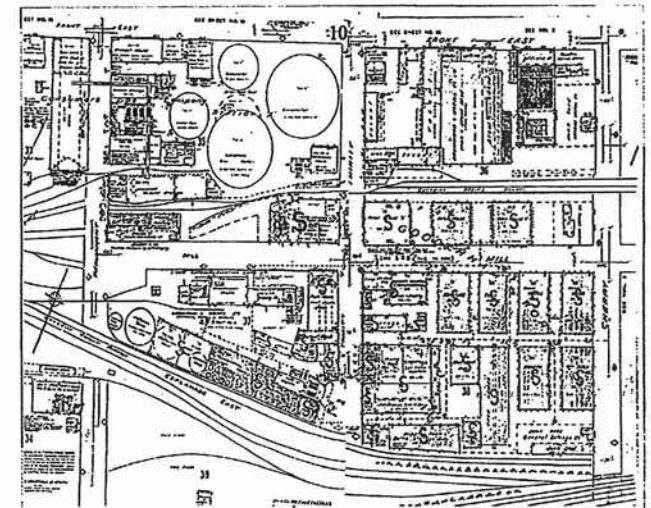


Fig. 18 Underwriters Survey Bureau

1990 (SHUTDOWN)

- 1964: Gardiner Expressway is completed
- St. Lawrence neighbourhood extends to Parliament Street
- the Liquid Carbonic plant along with Building 30 were demolished in 1968, west of Trinity Street
- the Weigh Scales Building 1 is removed along with the archway joining the Stone Distillery to the Gooderham & Worts offices to facilitate turning tank trucks
- the lumber shed Building 73 which had become the General Salvage Company is demolished at the south-east corner of the site
- 1977: the Copper shops Building No. 72 in the middle of the block at the south property line are demolished
- the St. Lawrence residential neighbourhood is completed to Parliament Street replacing industrial uses
- 1986: the Gooderham & Worts offices and Cart Shop Stables are renovated

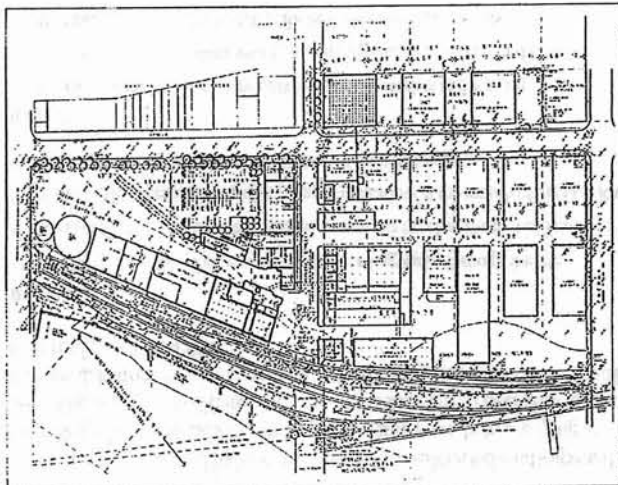


Fig. 19 Speight Van Nostrand Survey, 1988 and 1993

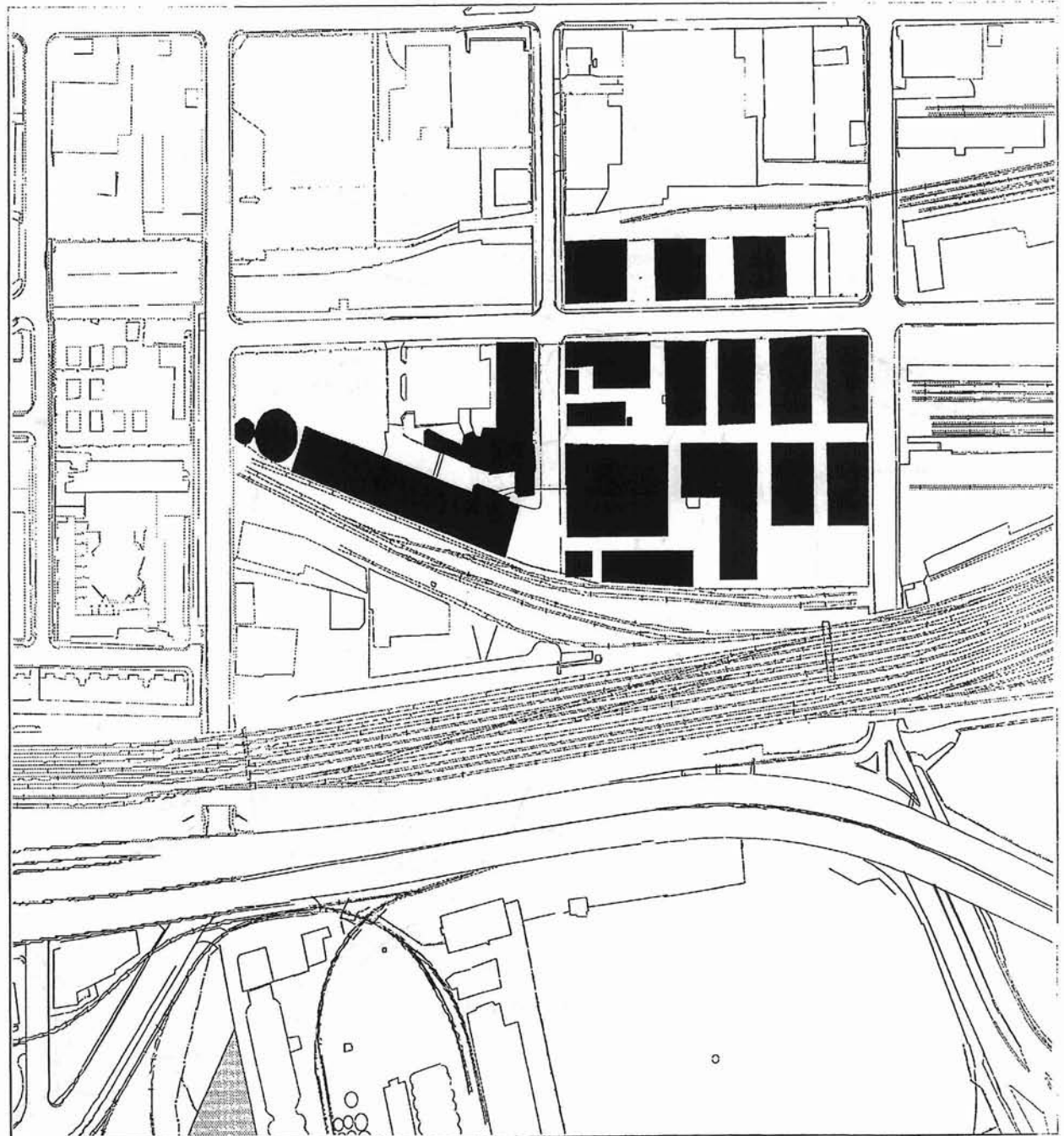


Fig. 20 1990

CONSOLIDATED SHORELINES PLAN

Shorelines were changed by both dredging, which subtracted landscape and lakefilling which extended the landscape. In some years, both dredging and lakefilling occurred on different portions of the shoreline. The earliest known changes date from 1835 and continue to the completion of the harbour headline to its configuration in 1955.

By 1835

- a 15-20 ft. natural earthen embankment runs diagonally through the site
- the shoreline and bank diverge easterly, to form a beach at the foot of Trinity St.
- the bank diverges further forming a grassy meadow at the mouth of the Don River
- the windmill was built south of Mill St. just west of Trinity St.

By 1855

- the embankment becomes the survey line for waterlots to the south
- a wood cribbing and stone jetty is built for a granary at the end of the pier
- the beach area is dredged back to the embankment for dock space

By 1884

- the Stone Distillery is built on the former beach at the foot of Trinity St.
- a new crib wall is built in front of the Stone Distillery
- in 1856 Toronto's Grand Trunk Railway line is built across this crib wall
- the Gooderham's wharf is expanded with storage and grain elevators
- the harbour is built with a small jetty on the Parliament St. alignment
- the lower Don meadow area is dredged and the Don River channelized

By 1894

- the slip west of the site and the Gooderham's wharf and harbour are filled in
- a narrow jetty is built to protect the Don Channel
- south of the jetty, the Don Marsh is dredged to a new headline further east
- additional rail lines are built south of G&W
- lakefilling is extended beyond the National Iron Works site southeast of G&W

By 1897

- the new Keating Channel is begun south of the old Don River Channel
- further lakefilling is extended out beyond the National Iron Works site

By 1910

- further lakefilling occurs in the Parliament St. slip
- large scale lakefilling extends west of the National Iron Works

By 1939

- the Keating Channel and the new Parliament St. slip are completed

By 1955

- west of Parliament St. docking facilities are started for the St. Lawrence Seaway
- Canada Malting and the Victory Soya Mills are built east of the Parliament St. slip
- G&W maintains space on the Parliament St. slip for molasses shipments

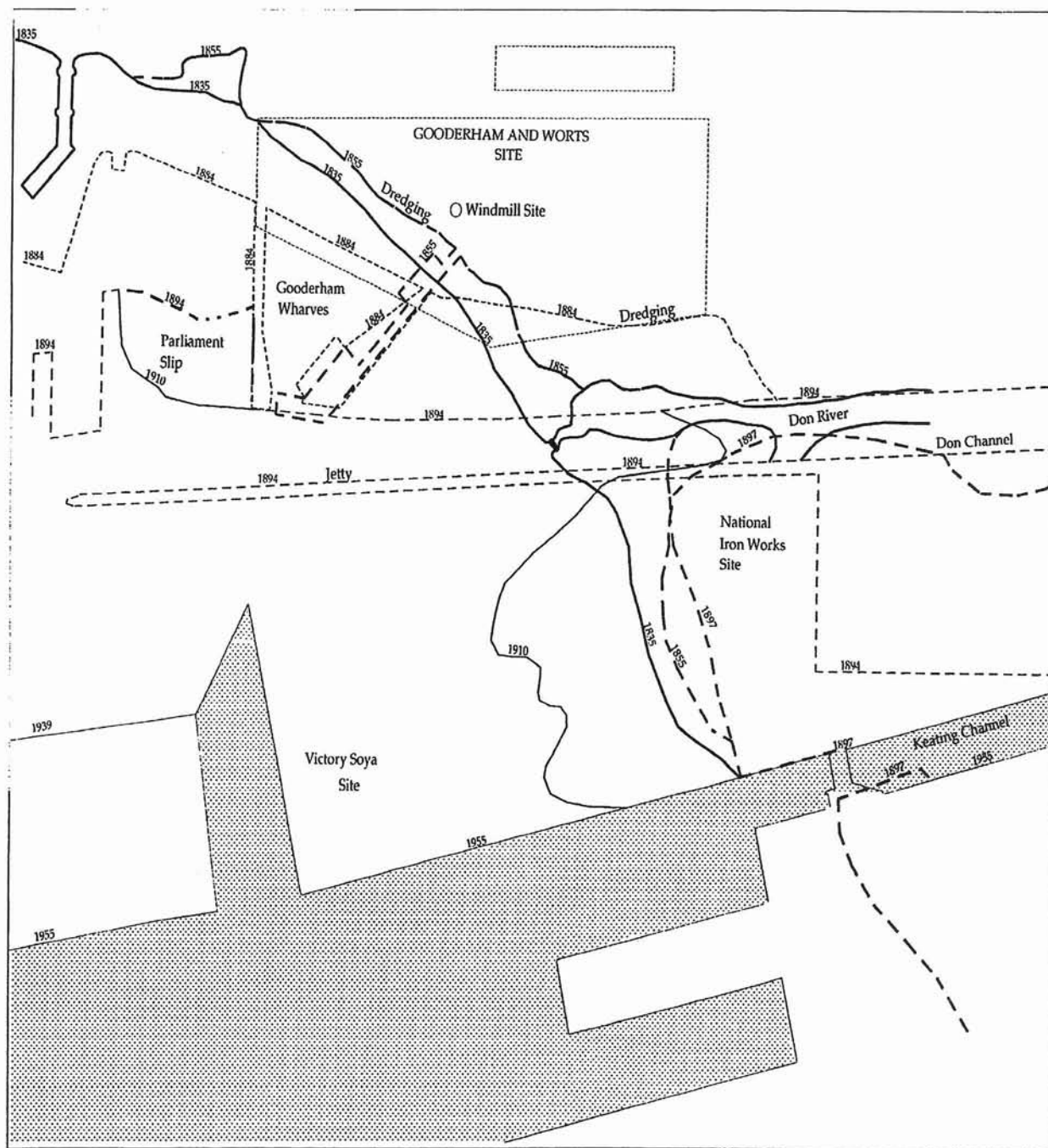


Fig. 21 Consolidated Shorelines