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Toronto

RECEIVED
MAY 28 2007
CONSERVATION REVIEW
BOARD

IN THE MATTER OF THE ONTARIO HERITAGE ACT
R.S.O. 1990, CHAPTER O.18 AND
126 JOHN STREET
CITY OF TORONTO, PROVINCE OF ONTARIO

NOTICE OF PASSING OF BY-LAW

To: Dover Corporation (Canada) Limited
1551 Caterpillar Road
Mississauga, Ontario
L4X 2Z6

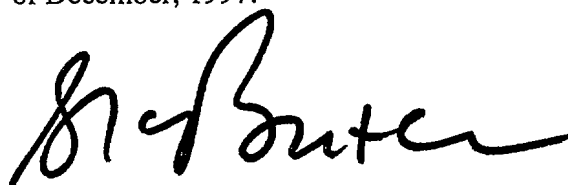
Ontario Heritage Foundation
10 Adelaide Street East
Toronto, Ontario
M5C 1J3

Festival Hall Developments Limited
347 Bay Street
Suite 301
Toronto, Ontario
M5H 2R7
Attn: [REDACTED]

Borden & Elliot
Scotia Plaza, 40 King Street West
Suite 4100
Toronto, Ontario
M5H 3Y4
Attn: [REDACTED]
Solicitor for Dover Corporation
(Canada) Limited

Take notice that the Council of the Corporation of the City of Toronto has passed
By-law No. 1997-0667 to designate 126 John Street as being of architectural value or interest.

Dated at Toronto this 19th day of December, 1997.



Sydney K. Baxter
City Clerk

No. 1997-0667. A BY-LAW

*To designate the property at 126 John Street as
being of architectural value or interest.*

(Passed December 8, 1997.)

WHEREAS by Clause 9 of Executive Committee Report No. 25, adopted by Council at its meeting held on December 8, 1997, authority was granted, at the request of the representative of the owner, to designate the property at 126 John Street as being of architectural value or interest;

AND WHEREAS the *Ontario Heritage Act* authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of historical or architectural value or interest;

AND WHEREAS the Council of The Corporation of the City of Toronto has caused to be served upon the owners of the land and premises known as No. 126 John Street and upon the Ontario Heritage Foundation Notice of Intention to designate the property and has caused the Notice of Intention to be published in a newspaper having a general circulation in the municipality as required by the *Ontario Heritage Act*;

AND WHEREAS the reasons for designation are set out in Schedule "B" to this by-law;

AND WHEREAS no notice of objection to the proposed designation has been served upon the Clerk of the municipality;

THEREFORE the Council of The Corporation of the City of Toronto enacts as follows:

1. The property at 126 John Street, more particularly described and shown on Schedule "A" to this by-law, is being designated as being of architectural value or interest.
2. The City Solicitor is authorized to cause a copy of this by-law to be registered against the property described in Schedules "A" and "C" to this by-law in the proper Land Registry Office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the property at 126 John Street and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Toronto as required by the *Ontario Heritage Act*.

BARBARA HALL,
Mayor.

SYDNEY K. BAXTER
City Clerk.

Council Chamber,
Toronto, December 8, 1997.
(L.S.)

SCHEDULE "A"

In the City of Toronto, in the Municipality of Metropolitan Toronto and Province of Ontario, being composed of parts of Blocks A and C on Plan 538E, designated as PART 1 on Plan 64R-15265, both said Plans being in the Land Registry Office for the Metropolitan Toronto Registry Division (No. 64).

The hereinbefore described land being delineated by heavy outline on Plan SYE2879 dated December 3, 1997, as set out in Schedule C.

SCHEDULE "B"

Toronto Historical Board

Heritage Property Report

Basic Building Data:

Address:	126 John Street (west side of John Street, between Adelaide and Richmond Streets, facing Nelson Street)
Ward:	5
Current Name:	Turnbull Elevator Building
Historical Name:	John Burns Carriage Manufacturers Building (south end, fronting on John Street)
Construction Date:	1886
Architect:	none found
Contractor/Builder:	none found
Additions/Alterations:	1905-1906, addition, Wickson and Gregg, architects; Marsh and Company, contractors, for Turnbull Elevator Company; 1909, addition (architects and/or contractors not found); on east facade, main entrance altered and window boarded up; brick painted; flagpole removed from parapet; damaged by fire, March 1996
Original Owner:	John Burns, carriage manufacturer
Original Use:	industrial (factory)
Current Use*:	vacant
Heritage Category:	Neighbourhood Heritage Property
Recording Date:	January 1994; revised March 1996
Recorder:	HPD:KA

* this does not refer to permitted use(s) as defined in the Zoning By-law

Historical Background:

1. Development of John Street;

The prosperity and growth that followed the founding of the Town of York (Toronto) in 1793 led to the rapid westward expansion of the community. In 1797, a "New Town" was created north of Front Street between Victoria and Peter Streets. The street pattern continued the grid established in Old Town, with the extension of King Street as the main east/west thoroughfare. The new roads included John and Simcoe Streets, whose names honoured the first Lieutenant Governor of Upper Canada.

New Town began as a select enclave where community leaders established their residences. The composition of the area changed after the War of 1812 with the introduction near the intersection of King and Simcoe Streets of a cluster of institutional buildings, among them the third Parliament Buildings and the first Upper Canada College campus. Following the extension of the street railway along King Street West in 1862, cohesive groups of single, double and row houses filled the streets of New Town. Many of the occupants of these dwellings toiled in the factories of Toronto's industrial sector between New Town and Yonge Street. In the late 1800s, with the arrival of the steam railways and the creation of the "railway lands" south of Front Street, industrial uses were slowly introduced into the neighbourhood. After the Great Fire of 1904 destroyed the central industrial core of the City, New Town was absorbed at the east end of the new manufacturing district.

2. 126 John Street:

Fire insurance maps dating to the late-19th century illustrate the prevailing residential character of the portion of New Town situated north of King Street West and east of Peter Street (Attachment IV). By the 1880s, the west side of John Street contained single and semi-detached houses, one of which survives at #122 John.

In 1886, portions of the property now known as #126 John were acquired by John Burns (born in 1828), formerly the co-owner of a carriage works at Simcoe and Nelson Streets. Burns replaced three existing residential units on John Street with a factory where he and his sons, James and Edward, manufactured carriages until the turn of the 20th century. In 1900, the property was sold to Henry C. Turnbull, Michael Turnbull and John Russell, proprietors of the Turnbull and Russell Company which manufactured, inspected and repaired passenger and freight elevators, ranging from electric and hydraulic lifts to dumb waiters. The company was purportedly established in the United States in 1878, the same year that the hydraulic elevator appeared. This development followed the invention of the first successful steam-powered passenger elevator by Elisha Graves Otis in 1857. The electric elevator was unveiled in 1889.

In 1902, the Turnbull and Russell Company, now renamed the Turnbull Elevator Manufacturing Company, shared the John Street premises with a piano manufacturer. In 1905, building permit number 2511 was issued to Wickson and Gregg, Architects, for the construction of a factory on John Street for the Turnbull Elevator Manufacturing Company. This was one of the first commissions undertaken by the newly-formed partnership of Frank Wickson and Alfred H. Gregg, which lasted from 1904 until 1936. Among the best known works executed by the firm are the Berkeley Street Fire Hall (1905), Toronto Central Library (1907, with A. H. Chapman, and now the Koffler Student Centre at the University of Toronto), and Timothy Eaton Memorial Church (1914). Their residential projects included houses and auxiliary buildings for Sir John Craig Eaton and David A. Dunlop. The completion of the additions to the Turnbull factory site in 1906 and 1909 is confirmed by the tax assessments for the period.

Plans for the sale of the Turnbull Elevator Manufacturing Company, described as a Canadian subsidiary of the American-based Turnbull Company, were finalized in 1967. The elevator division was acquired by the Dover Corporation, a diversified manufacturing holding company incorporated in 1955 and based in New York City. In 1991, Dover was the largest producer of new elevators in the United States, the second largest in Canada, and the third largest in the United Kingdom. In Toronto, the Dover Company produced hydraulic lifts and elevators, sharing the premises with the Turnbull Company until their relocation to Mississauga in the early 1990s.

Architectural Description: The two adjoining four-storey buildings located at the south end of the John Street elevation of the property are included in the Reasons for Designation.

1. John Burns Carriage Manufacturers Building:

The building located at the south end of the complex fronting on John Street (built 1886) exhibits features associated with Renaissance Revival architecture, a style adopted for commercial buildings during the closing decades of the 19th century. Featuring a rectangular plan with the narrow end wall facing east onto John Street, the building extends four stories above a raised basement. The factory is constructed of brick, wood and stone and decorated with brick, stone and metal. The principal (east) facade is organized into three bays by piers with moulded capitals which extend in tiers from the base to the roof. At street level, a rock-faced plinth is broken by a central entrance (now altered) and two multi-paned basement openings. Oversized multi-paned commercial windows flank the doorway. Above the entrance, a metal cornice with brackets and an extended name band divide the first storey from the upper levels. Attention is focused on the centre bay, which projects slightly in the second through the fourth floors. The window shapes vary from flat-headed to segmental to round-arched in each successive storey. The openings display continuous sills and moulded band courses follow the contours of the window heads. The east facade terminates in an arched parapet containing a metal trefoil. The parapet is topped by a flag standard (the pole has been removed) and supported by a metal and brick cornice with dentils, corbelled brickwork, and monumental paired brackets. On the south wall, the openings are organized according to the interior arrangement between two narrow brick chimneys. The north and rear (west) walls are concealed by additions to the building.

2. Turnbull Elevator Building:

The adjoining building to the north (1905-1906) displays features typical of early 20th century commercial architecture. Rising four stories above a raised basement, the building is constructed of brick and steel and trimmed with brick and stone. The east facade is divided into four bays by brick piers with caps. Above the basement, each storey contains three large segmental-headed window openings with multi-paned steel sash. The narrow north (right) bay has rectangular window openings in four stories. The south wall abuts the 1886 factory. Above the adjoining 2-storey building on the north (not included in the Reasons for Designation), the north wall is devoid of openings. The rear (west) facade is concealed by additions to the building.

Context:

The property at 126 John Street is located on the west side of John Street between Adelaide and Richmond Streets. The two adjoining buildings fronting on John Street are part of the complex that anchors the southwest corner of John and Richmond Street and extends through to Widmer Street on the west (only the two buildings described above are included in the Reasons for Designation). To the south, a lane separates the John Burns Manufacturing Building (1886) from the property at 122 John Street, which contains a surviving house form building dating to the late 1800s. The two buildings identified at 126 John Street terminate the vista looking west from Nelson Street.

The two buildings located at 126 John Street are found in one of the oldest areas of the City of Toronto. Adjacent properties of note are the 1890s rowhouses at 109-129 John Street and 266-270 Adelaide Street West, and the Wesley Building (now known as the City-TV Building) at 299 Queen Street West. All are designated under Part IV of the Ontario Heritage Act.

Summary: The property at 126 John Street is identified for architectural reasons. The building at the south end of the complex fronting on John Street was constructed in 1886 for the John Burns Carriage Manufacturers and was occupied for nearly a century by the Turnbull Elevator Manufacturing Company and its successors. This building displays features of the Renaissance Revival style, with Classical details applied in brick, stone and metal. The adjoining building to the north of the 1886 factory was built in 1905-1906 for the elevator company. It is distinguished by Classical detailing and large segmental-headed window openings on the east wall. These carefully-detailed factory buildings terminate the vista looking west from Nelson Street.

Sources Consulted:

Architects' Cards. Historical Preservation Division, Toronto Historical Board.

Architects' Index. Archindont. n.d.

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Blumenson, John J.-G. *Ontario Architecture. A Guide to Styles and Building Terms 1784 to the Present*. Toronto: Fitzhenry and Whiteside, 1990.

Building Permits #2511 (15 November 1905) and #14658 (10 April 1909). City of Toronto Archives.

City of Toronto Directories. 1886 ff.

Gowans, Alan. *Styles and Building Types of North American Architecture*. New York: Harper Collins, 1992.

Hast, Adele, ed. "Dover Corporation." *International Directory of Company Histories*. Vol. III. Chicago and London: St. James' Press, 1991.

King-Spadina Area Survey. Toronto Historical Board. 1991.

"Programming of data system blamed for Turnbull trouble." *Financial Times of Canada*. 20 December 1965.

"Turnbull Elevator Company: 75th anniversary." *Industrial Canada*, 58: 150 (November 1953).

CITY OF TORONTO BY-LAW
No. 1997-0667

SCHEDULE "C"

MAP AREA 50C22

