

# 2026 Heritage Planning Guidance for Railtown



Prepared for the City of Vancouver  
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## **This is a living document and a draft in progress**

We would like to acknowledge that Urban Indigenous cultural heritage content is currently under development and will include future opportunities for input, review, and response.

Furthermore, we have begun consulting with certain community groups to inform and review this document. The timing of this current draft did not allow for them to review and digest the current state of the document and we expect that it will be adjusted and revised to accommodate this future and crucial feedback. These groups include but are not limited to:

The Japanese Language School  
Japanese-Canadian Legacies Society

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## Truth-Telling Statement\*

*\*adapted from the Vancouver Heritage Register opening Statement (2024)*

Since its inception in the 1970s the field of heritage conservation in Vancouver has been focused on identifying and preserving settler-oriented narratives, buildings, and monuments, thus enabling Eurocentric, colonial practices. These actions directly contribute to the elimination, displacement, and dispossession of xʷməθkʷəyʹ əm (Musqueam), Skwx̱ wú7mesh (Squamish), and səliłwətaɫ (Tsleil-Waututh) presence, and later Urban Indigenous presence, by minimizing their stewardship of these lands since time immemorial. Heritage conservation initiatives and narratives continue to perpetuate the erasure of Indigenous cultural heritage.

This document acknowledges and recognizes the continued harm of the heritage conservation field and is committed to reckoning with the history of heritage by-laws, policies, and programs that uphold and perpetuate colonial violence and erasure of xʷməθkʷəyʹ əm (Musqueam), Skwx̱ wú7mesh (Squamish), and səliłwətaɫ (Tsleil-Waututh) people on unceded territories.

The Vancouver Heritage Program today applies a range of policies and tools to what is still a primarily Eurocentric and colonial inventory of cultural assets. When reading this document, note that the places and resources listed reflect a very limited and biased understanding of history, and do not embrace the full understanding of cultural heritage and the many diverse experiences and perspectives of the past, present, and future.

The City of Vancouver is committed to continuous learning and partnership with xʷməθkʷəyʹ əm (Musqueam), Skwx̱ wú7mesh (Squamish), and səliłwətaɫ (Tsleil-Waututh) Nations, and is working towards new tools for the identification and protection of cultural heritage that uphold their knowledge and experiences. When deemed culturally appropriate, these tools may also be applied to Urban Indigenous cultural heritage.

To learn more about the culture and history of the Indigenous peoples of these lands since time immemorial, see the following resources:

xʷməθkʷəyʹ əm Musqueam Indian Band  
<https://www.musqueam.bc.ca/>

Skwx̱ wú7mesh Úxwumixw Squamish Nation  
<https://www.squamish.net/>

səliłwətaɫ Tsleil-Waututh Nation  
<https://twnation.ca/>

## Introduction

### Orientation to Railtown

Situated on the unceded homelands of the x<sup>w</sup>məθk<sup>w</sup>əyəm (Musqueam), Skwx̣ wú7mesh (Squamish), and səliłwətaɬ (Tsleil-Waututh), Railtown is a place of continued cultural practice, commerce and connection at the intersection of key Indigenous routes that lead to and from sites of use and habitation on Burrard Inlet (səliłwət is the həŋqəmiŋəm name for Burrard Inlet), today's Stanley Park, False Creek and east along the inlet and south to the Fraser River.

Between Main and Heatley, north of Alexander, Railtown today is a cultural landscape of a distinct character defined by its turn of the 20th century brick and timber warehouses at its northern edge, with later low-rise cast-in-place concrete industrial facilities set along side newer developments. The above ground power lines, minimal street trees and a variety of road surfaces add to its distinctiveness.

Railtown as an industrial neighbourhood has its origins in the development of the resource economy, the growth of the port as shaped by the needs and aspirations of the Canadian Pacific Railway, and the application of municipal Heavy Industrial zoning in 1927. New forms of production, a result of pioneering artist live-work regulations and zoning developed for the neighbourhood, co-exist with the district's traditional industrial base.

Railtown has been a place of employment and residence for a diverse population of Indigenous people as well as immigrants of Japanese, Black, Chinese, native Hawaiians and European heritage among many others.

Please note that the new municipal definition of Railtown as a bordered district, is a result of zoning decisions in recent decades (details below), and from a heritage and historic context perspective, this excludes many places and stories strongly associated with the cultural landscape of Railtown that now remain outside of its boundaries. Especially important to this observation is the artificial detachment of lands, places, and even buildings associated with two communities strongly connected to this place, Indigenous peoples and the Japanese-Canadian community. These two communities have and continue to experience significant loss from the formal boundaries assigned to Railtown.

### Background to this document

The history of land use planning in the Railtown area is captured in detail in the Historic Context Statement section, however the first formal municipal land designation to the area was in 1927, when a zoning schedule was established in Vancouver. The area identified as Railtown today was included in the larger "Heavy Industrial" zone assigned to Vancouver's most northern blocks from Cambie Street to Semlin Drive.

55 years later a new zoning district, the Downtown-Eastside/Oppenheimer District (DEOD), was carved out of the above mentioned zone in April 1982. The DEOD zoning essentially created the southern boundary for what we know as Railtown today, separating out over a dozen city blocks from a previously integrated neighbourhood, and transforming their character to become a very distinct

place. The DEOD introduced new supportive housing and services, while highlighting the need to conserve Japanese-Canadian and other heritage sites.

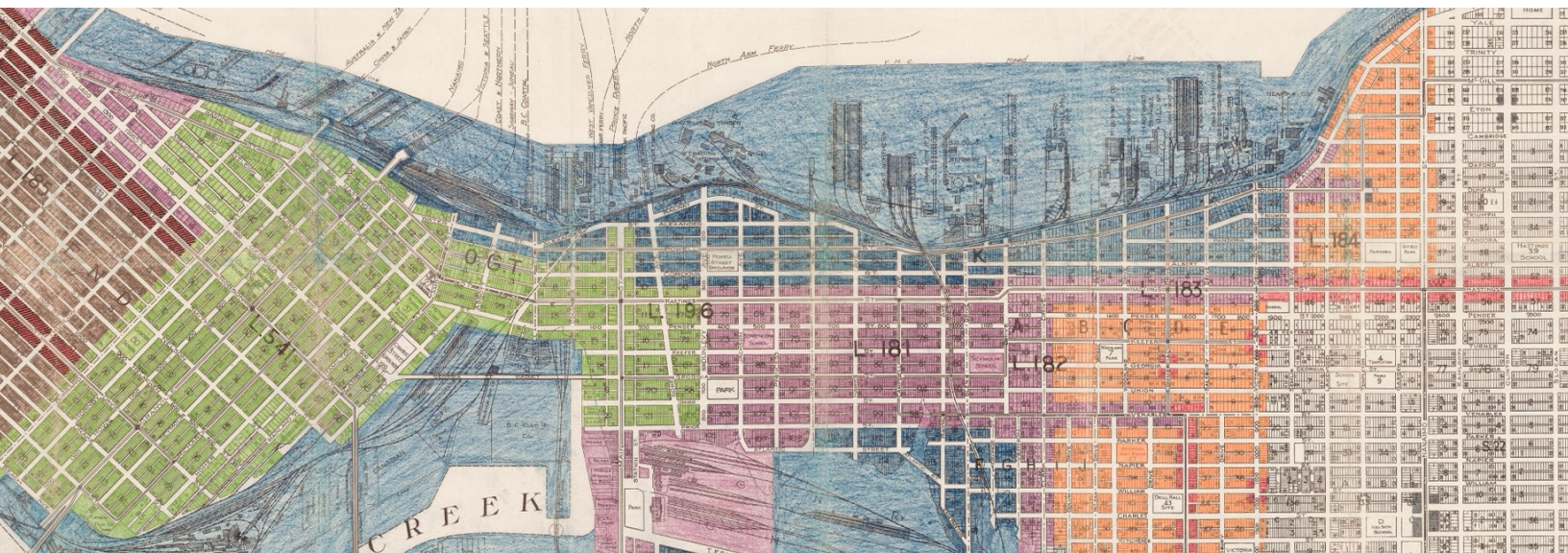
In 2013, as the City was developing Local Area Plans for various Vancouver neighbourhoods, including the Downtown Eastside (DTES), the district of Railtown was formally named and identified as a distinct area within the large, industrial-zoned waterfront area that still extends to Clark Drive.

In 2015, as a result of the municipal identification of Railtown in the DTES Local Area Plan, a Historic Context Statement for Railtown was commissioned to begin to identify its unique story and heritage resources.

In March 2020, Council approved the Vancouver Heritage Program broadening the definition of heritage to include both tangible and intangible values and embedding principles of diversity, equity, and inclusion. In 2024, the upgraded Vancouver Heritage Register (VHR) introduced a new Heritage Evaluation Methodology to put the program’s vision into practice.

In July 2025, as part of ongoing local area planning for Railtown, Council made a motion to direct staff to review potential zoning changes and options for mixed use development in Railtown including considerations for “Heritage protection of Railtown’s continuous streetscape of pre-1930s buildings not currently protected under the City’s Heritage Conservation By-laws and consideration of compatible uses in heritage buildings such as live/work spaces including the possibility of transferring density to other zones in the city and incentives for the preservation of heritage buildings.”

The recent updates to Vancouver’s heritage program and evaluation approaches, as well as the Council motion to consider protection and creative adaptive reuse mechanisms for heritage buildings, sparked the commissioning of this work.



1928 map of Vancouver’s first zoning schedule showing the Railtown area included in the larger “Heavy Industrial” zone (in blue) assigned to Vancouver’s most northern blocks from Cambie Street to Semlin Drive.  
Source: Vancouver Archives LEG2281.046

## Railtown Thematic Framework

What is a thematic framework and how could this tool benefit future planning in Railtown?

Thematic frameworks are a well-established planning tool, used by the American National Park Service as far back as the 1930s. They have been used in Canada since we switched to values-based conservation in the early 2000s. The organizing of a community or a district's heritage values into themes, is an excellent fit for values-based conservation and heritage management in that it can support a broad, layered and inclusive perspective on heritage areas and resources.

Values-based conservation, which is considered best practices today and is the current methodology applied to the evaluation of properties for the Vancouver Heritage Register, is not limited to physical sites, nor is it based solely on aesthetics or age, but involves a more broad, layered and deep understanding of our heritage, including social and cultural values and even the consideration of stories or places that we sometimes remember as dark or negative. Organizing a community or a district's heritage into over-arching themes is a helpful, inclusive and robust tool which is used all over the world today.

Thematic frameworks seek to succinctly encapsulate the history, physical character and central stories of a community. They articulate a web of relationships and storylines linking the community's history, identity, heritage values and heritage resources. They also examine the question of 'representativeness' and draw attention to gaps in existing histories.

The themes themselves are key ideas for describing major historical forces or processes which have contributed to the history and evolution of a place. They help to conceptualize past events, and to place sites, people and events into their historical context. A well-developed theme resonates with all periods of a district's history, and with all of the inhabitants of that community over time including the past, the present and the future.

A link between a heritage resource and one or more of the themes in the framework, helps to determine a site's comparative significance in a local, regional, national and international context. This aids the process of determining which sites should be conserved or even protected. For example we can ask: is this the last site in the district that represents this theme? Is this a site that is linked to all or the majority of the themes? By using the thematic framework as a sounding board for evaluating heritage resources regarding their specific significance to a district, we are able to make values-based, consistent and justified conservation decisions.

## Railtown Heritage Themes

The five Railtown themes all align with Vancouver's recent updated Heritage Evaluation Methodology that calls for a values-based, equitable, people-centred approach to heritage evaluation and which considers association with the cultural heritage of xwməθkwəy̓əm (Musqueam Indian Band), Skwxwú7mesh (Squamish Nation), səlilwətaɫ (Tsleil-Waututh Nation), of equity-denied community(s), Urban Indigenous Peoples and of the living cultural heritage of a particular community.

Aspects of Railtown's heritage are organized under the following five themes. Together, the themes seek to succinctly encapsulate the history, physical character and central stories found in the district's heritage to create a web of relationships and storylines connecting history, heritage values and historical resources.

Theme 1: Waterfront Setting

Theme 2: A maker's district: from ironworks to prom dresses

Theme 3: A worker's community: gathering, organization and services

Theme 4: Camps and homes

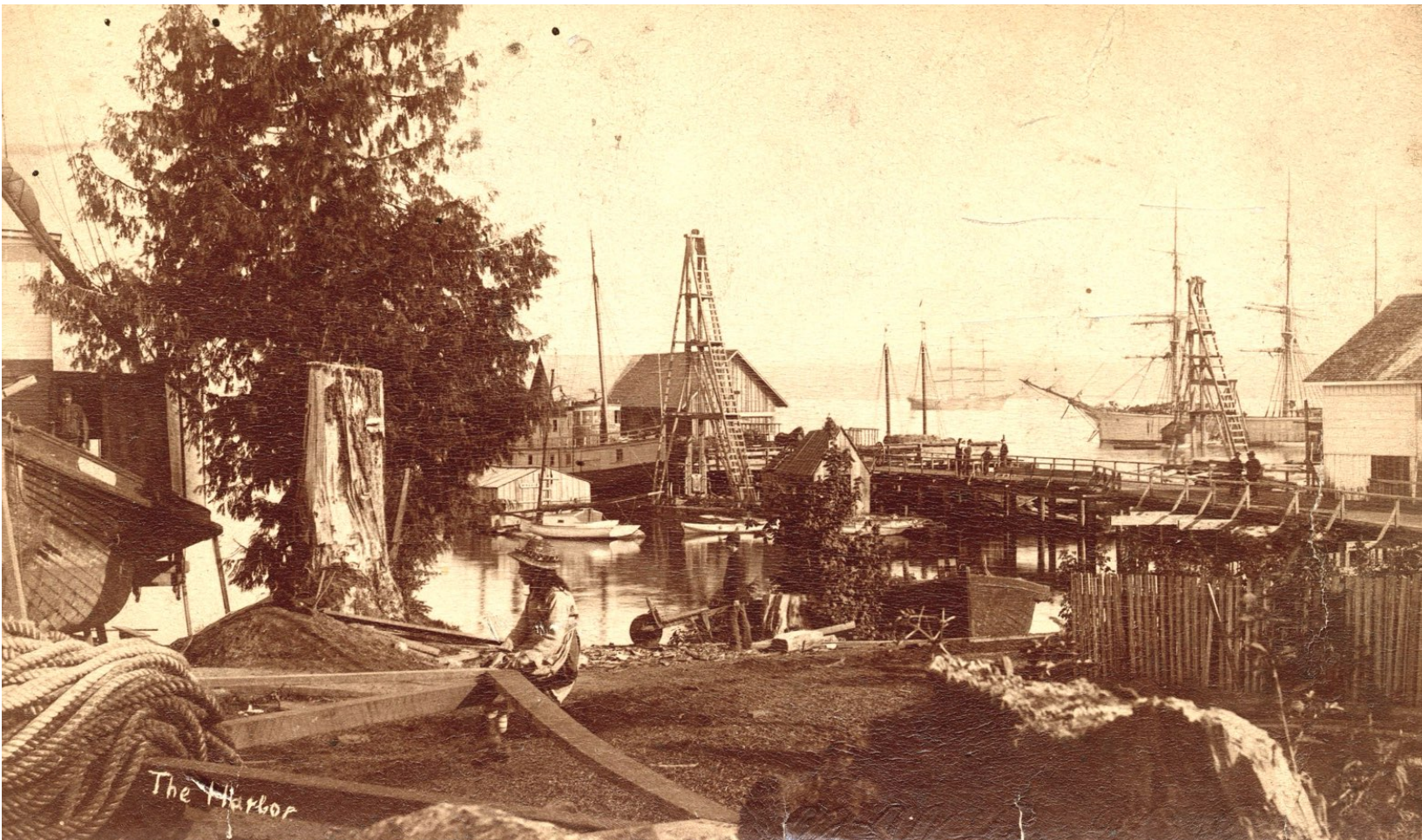
Theme 5: Art & Culture

The Railtown district between Main and Heatley north of Alexander is valued for 1.) its waterfront setting, an area of pre-contact settlement known as K'emk'emelá'y (Squamish), qəmǵé mələɫp (Musqueam) and the origins of the place we call Vancouver; 2.) as a maker's district, a place of creation, innovation and production from local resources used by Indigenous peoples for millennia to 19th century sawmill products and machinery, to art and prom dresses; 3.) a place of organization, community and services where unions, hiring halls, schools, and social clubs provided a strong sense of community for a diverse working population; 4) a place of alternative and creative housing, as rapid development disrupted established settlement patterns of the area's Indigenous peoples and left many of the working population at the fringes of the area. Apart from one historic rooming house and a social housing project serving marginalized, at-risk residents, Railtown's residential components today are exclusively live-work spaces. 5.) as a place of arts and culture, the timeless and evolving cultural practices of Indigenous peoples, is embedded in the legacy of Railtown, as is the continuity found with the Japanese-Canadian community and its institutions.

## Waterfront Setting

For many thousands of years there have been Indigenous peoples' seasonal camps in the protected coves along the waterfront that Railtown is part of. Prior to colonization and the subsequent reshaping of the shoreline, the area was known as Lek'lekí (Skwxwú7mesh for "beautiful grove") and served as a portage route for Indigenous communities that connected the Burrard Inlet to False Creek via today's Carrall Street.

K'emk'emeláy' (or qəmçəmələp), meaning place of maple trees, was a notable landmark (roughly at the foot of Dunlevy) seen from the waters of the inlet. The marine and shoreline resources and the inlet's function as a transportation route are only a few of the many reasons Indigenous peoples hold strong practical and spiritual connections to this area, as well as why it was and remains so appealing to subsequent immigrants from away.



Railtown harbour showing Hastings Mill Store wharf and an Indigenous worker working, seated in 1886.  
Source: Vancouver Archives CVA 30-2

The Railtown area is important for its association with the Burrard Inlet waterway, a tidal salt-water inlet that is one of Canada's most productive marine and terrestrial ecosystems. Burrard Inlet has scientific

value for its contribution to Railtown’s geographic character, including its flat topography, hydrology, and most importantly, for its marine ecology.

The waterfront setting is important for its influence on the colonial development of Railtown by naturally providing a deep water port for shipping products manufactured along its shores. The earliest and seminal company that ultimately made Railtown the core manufacturing and commerce centre of Vancouver in the 1860s, Hastings Mill, chose the flat, strategic, projecting point where K’emk’emelá’y was located to build a massive operation that would attract many other industrial companies, investors and workers, including Indigenous workers, to line the Railtown shores. The waterfront setting, the resources it offered and the working waterfront industry sparked by Hastings Mill (mill, fishing, port, rail, warehouses etc) are also the main reason the Japanese-Canadian community settled in this area starting in the 1880s.

Construction at the edge of, and over the water, man-made wharves and docks gradually shifted the location of the shoreline to the north. The waterfront also created the unique Railtown pattern of street grids, which encounters the anomalous Railway Street curve that follows from the Canadian Pacific Railway right-of-way along the 1880s shoreline below the bluff, and the skewed Gore Avenue that was the logging skid road path connecting the waters of False Creek to the Hastings Mill shoreline.

Despite various policies of exclusion and control, such as curfews and a pass system for Indigenous peoples, and the inability to buy or own property for Indigenous, Chinese, African and Indo-Canadians - the lure of prolific work opportunities in the Railtown waterfront economy, especially in the longshoring and lumber industries, meant that representatives of all these communities were actively present in the district and engaged in work here.



1922 View of Burrard Inlet and waterfront, Hastings Sawmill and Ballantyne pier under construction.  
Source: Vancouver Archives PAN N228C

### **Character-Defining Elements of this theme:**

- Status as unceded Tsleil-Waututh, Squamish, and Musqueam territory, along with place names, and current Urban Indigenous presence and culture in the area

- The presence of Burrard Inlet, its hydrology and associated ecosystems
- Indigenous marine plant and animal communities
- Change in the location of the Inlet's shoreline
- Features associated with the use of the Inlet for travel and industry and the manipulation of its banks and landforms
- The unique Railtown pattern of street grids
- Historical beaches and reconstructed Crab Park beach
- Views to the Inlet and the North Shore mountains
- Past and present waterfront-related businesses, activities, transportation, infrastructure, sounds, dwellings, associations, organizations, events and products (both artistic and functional)
- Ongoing presence of port activity
- Pre WWI brick and timber-frame industrial structures
- 1920s-1950s cast-in-place, board-form concrete industrial structures



First Nations people camped on Alexander Street beach at foot of Columbia Street c.1898.  
Source: Vancouver Archives A09221

### **A Maker's District: From Ironworks to Prom Dresses**

From local native resources used by Indigenous peoples for millennia to make shelters, canoes, tools and art, through late 19th century sawmill products, to machines, motors and metal work that would service ships, trains, trucks, factories and other local manufacturers, Railtown is a true and enduring maker's district.

Railtown as an industrial district stems from Hastings Mill's choice of this location in 1860. Native timber to the Railtown area was harvested and skidded along corduroy roads to the Inlet-based mill for processing and transport. The deep waters here enabled industry to thrive by providing the means to transport goods by ship and train.

The area is thus important for its link to the beginnings of the city's working waterfront, the economy and culture that developed in support of waterfront activity, and the ongoing influence of the waterfront economy. Railtown's distinct character and boundaries illustrate early land use and land planning decisions. The north side of Railway Street consists of lots surveyed with 50-foot frontages, laid out specifically for the construction of warehouses adjacent to the docklands and shipping piers.

Railtown's endurance as a maker's district is in large part due to being the place of the meeting of two major transportation initiatives - the end of the Canadian Pacific Railway and the port centred on the deep waters of Burrard Inlet. The CPR arrived in Vancouver in 1887, with its terminus near Railtown. Building on the early port activities that supported Railtown industries, the area became home to many shipping and passenger transportation companies, including the Canadian National Steamships Pier, eventually resulting in Port Metro Vancouver. Foundries, warehouses, manufacturing and fishing-related services were attracted to this early transportation infrastructure, and when Vancouver established its first zoning bylaws in 1927, they were further encouraged to set roots here as a "Heavy Industrial" zoning was allocated to the neighbourhood. The Japanese-Canadian's commercial district may have been mostly centred around Powell Street, but many of the community's industrial businesses dominated Alexander Street before they were forcefully removed in 1942.

The area is also considered a centre of innovation, design and adaptive reuse. The 1927 Heavy Industrial zoning attracted existing companies from other areas of Vancouver to establish new, cutting edge facilities for their operations. This often resulted in the development or implementation of what at the time were innovative and leading technologies in industrial manufacturing such as machinery automation and chemical research.

Railtown continues to be notable for innovation and transformation, today a thriving hub for creative professionals, entrepreneurs, and other light manufacturing new businesses. The conversion and adaptation of old warehouses and factories has been happening in Railtown since the 1970s. The converted spaces offer shared work spaces, smaller business spaces, restaurants, workshops, studios, showrooms, and offices for digital, design and film firms. Railtown today is evocative of the new vitality brought about by post-industrial changes and the approval of live-work zoning for artists and crafts people. Creative entrepreneurs who first moved into the area for economic reasons set an example for

other design-based businesses to follow, creating the base for an emerging design district, another contribution to the original distinctiveness of the area.

The existing industrial activities and surviving industrial buildings (even those that have changed use) help the area retain its historic character as a “rough”, noisy working waterfront district. The existing industrial zoning continues to support new and enterprising uses and provides a sense of place that contributes to Railtown’s current vitality. Evidence of past industrial activity, such as the remains of sawmills, wharves, and buildings that housed former warehouses and machine shops are important to the character of the place, as is the continued industrial activity in the area.



300 block Railway Street in 1970-1980. source: Vancouver Archives CVA 780-327

### Character-Defining Elements of this theme:

- Status as unceded Tsleil-Waututh, Squamish, and Musqueam territory, along with place names, and current Urban Indigenous presence and culture in the area
- Past and present industrial, design, manufacturing and commercial buildings, businesses, spaces, activities, transportation, infrastructure, sounds, dwellings, associations, organizations, events and products (both artistic and functional)
- Association with past and present innovative and leading technologies in industrial manufacturing, design, art, culture, development and zoning (including live-work zoning which was born here).
- Lack of street trees and intentional beautification features
- Social spaces – coffee shops, wine bars, restaurants
- Places that represent an emerging multi-cultural society
- Pre WWI brick and timber-frame industrial structures
- 1920s-1950s cast-in-place, board-form concrete industrial structures
- Adapted and converted buildings or sites for new uses
- Shared production and work spaces
- Multi-use spaces
- The neighbourhood name “Railtown”



Interior of Park & Fifth at 439 Railway Street. Source: Wheree

### **A Worker's Community: Gathering, Organization and Services**

The area known as Lek'lekí (Skwxwú7mesh for "beautiful grove"), and which served as a portage route that connected the Burrard Inlet to False Creek via today's Carrall Street, is documented to have been frequented by different Indigenous communities. Newspaper mentions in the 1890s of the Alexander Street Rancherie in which many of Railtown's Indigenous men lived while working at the mills or other employers in the neighbourhood, describe the people in these shacks as being from various nations and often of mixed races.

The ethnic and religious origins of Railtown's manufacturers, millworkers, cannery workers, fishers, longshoremen, metal workers, warehouse workers, mariners, train & port employees, machinists and sex workers is also documented to include representatives of many different communities - Indigenous, African, Japanese, Chinese, East Indian, Scandinavian, Italian, Jewish, Eastern European, American and more.

The identity of Railtown's community can be described as consistently diverse, and often equity-denied. It is mostly an adult community of workers or artists, with elders and children of the Japanese-Canadian community being the local anomaly as regular frequenters of the Japanese Language School & Hall (and the former Girls College of Practical Arts at the corner of Alexander and Gore).



Alexander Street and Gore Avenue - Alexander Street Café in 1968. Source: Vancouver Archives CVA 1095-10443

It is important as an area which was and remains a socially and culturally lively community, with economically less advantaged and often equity-denied groups. It has and continues to offer locally relevant services such as the Japanese Language School, the Mission to Seafarers and others continuously developing to serve the diverse community. Historic and recent strikes, protests, demonstrations and activism are all part of Railtown's story and have influenced the landscape of the neighbourhood and the uses in it - including the the reopening of the Japanese Language School, the legalization of live-work zoning, the creation of CRAB Park.

Of significance in Railtown is the historic and current presence of formal and informal social services that supported and organized various groups within the community from historic associations such as the Shipping Federation of BC (now the BC Maritime Employers Association), the Waterfront Veterans Association, the Waterfront Hockey Club and Longshoremen Union Locals, to current organizations such as Doctors Without Borders Canada, Oxfam and Amnesty International, Cineworks Independent Filmmakers Society and including many informal social clubs and gathering places. Some of these gatherings places were makeshift soup kitchens or food distributions points during encampment eras and others are more permanent spaces such as hiring or gathering halls for events, meetings and shared work spaces, drinking halls, lunch halls and cafeterias. Some of Railtown's buildings and institutions, such as the former hiring hall at 49 Dunlevy, served many members of the waterfront transient work force as their personal address as seen in historic classified ads and obituary notices. Past and current uses for recreation such as boating, dog-walking, jogging, cycling and enjoying the beach, playground and park along the Inlet, emphasize the importance of social and recreational opportunities and spaces for the Railtown community - whether for those who only work here, or for those who also live here.

The historic dominance of blue-collar workers in Railtown has shifted in recent decades as more resident artists, creative professionals and entrepreneurs are now an integral and growing part of the Railtown community. Additionally, civic policies related to displacement, criminalization, housing, and sex work have had disproportionate impacts on Indigenous women and gender-diverse people living in and around Railtown.



Mona Woodward (left) and Michele Pineault (centre), pictured at CRAB Park in May 2014, are organizers of that year's Women's Memorial March\* in the Downtown Eastside.

Source: Georgia Straight

\* The Women's Memorial March began in 1992 after an Indigenous woman, Cheryl Ann Joe (shishálh Nation), was found murdered on Powell Street. The march takes place annually every Valentine's Day in the DTES and has grown considerably in size since its inception.

**Character-Defining Elements of this theme:**

- Status as unceded Tsleil-Waututh, Squamish, and Musqueam territory, along with place names, and current Urban Indigenous presence and culture in the area
- Past and present businesses, work spaces, work activities, work-place sounds, workers unions, associations, organizations and events
- Social spaces – coffee shops, wine bars, restaurants
- Places associated with social and community services in the area
- Places that represent an emerging multi-cultural society
- Pre WWI brick and timber-frame industrial structures
- 1920s-1950s cast-in-place, board-form concrete industrial structures

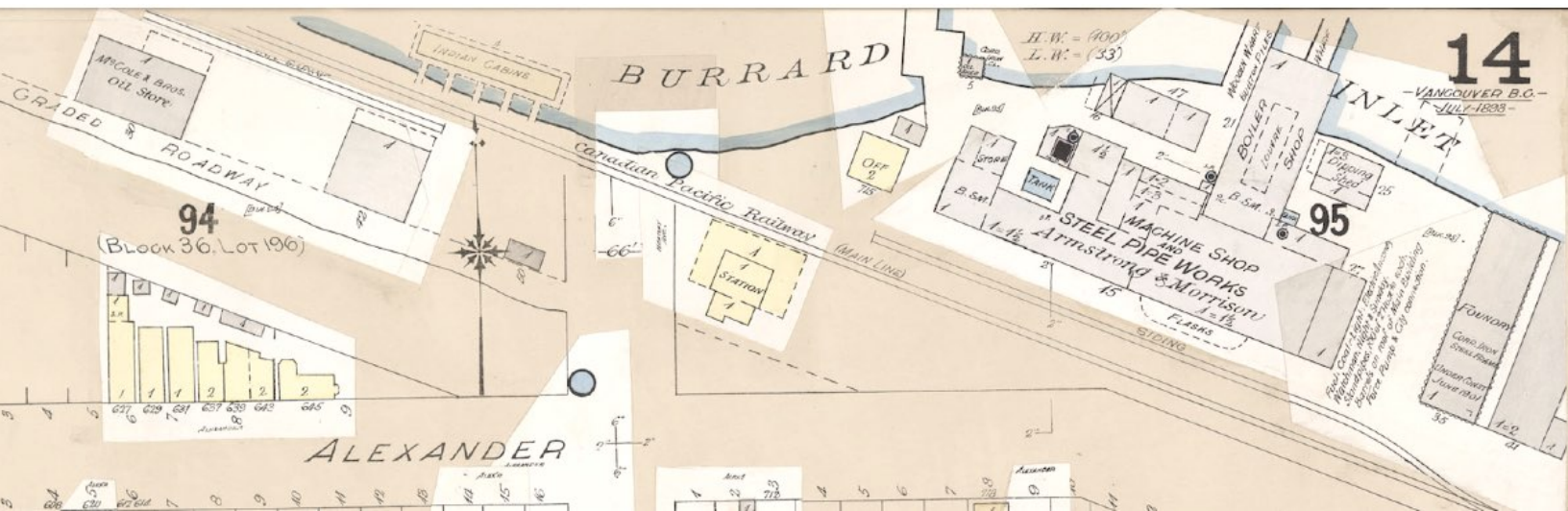


Inside of lunch room with women workers, 1965. Source: Vancouver Archives 2009-001.063

## Camps and Homes

The once-vegetated slopes of Railtown were home to forests of cedar, hemlock, pine and Douglas fir, with timber of outstanding quality that was used by Indigenous peoples for houses, canoes and welcome poles. For many thousands of years there have been seasonal camps in the protected coves along the waterfront that Railtown is part of, including K'emk'emelá'y of the Skwxwú7mesh peoples.

Railtown is an important reminder of the dislocation of Indigenous peoples from this area once it was earmarked by European immigrants and developed as industrial district beginning in the 1860s. The colonization of Railtown has denied Indigenous peoples the free, traditional access they held for millennia to the area and limited their engagement with the district only as segregated workers with extremely low pay. In clearing the land to establish an industrial waterfront and a rail terminus, salmon streams, hunting grounds, and places where berries and other food had grown in this area were destroyed. Indigenous peoples' seasonal habitation here evolved into isolated settlement clusters for a limited number of mostly Skwxwú7mesh men when the sawmills began employing Indigenous people as labourers. Documented Indigenous housing in the area, occupied mainly by Skwxwú7mesh speakers from about 1881 until about 1903, included "The Alexander Street Rancherie," a grouping of rudimentary shacks on the water immediately east of Hastings Mills.



Crop from plate 14 of the fire insurance plan for the Railtown area dates 1893-1901. At the shoreline are outlined wood "indian cabins", the location of what was known as the Alexander Street rancherie. Source: Vancouver Archives

As a waterfront industrial area, there were actually few strictly residential buildings in Railtown. From shacks along the waterfront, bunk houses on mill properties to rooming houses for single men (the majority of which were run by and for Japanese-Canadian workers), all early residential development was tied to the waterfront industries in the area.

The neighbourhood is significant for being a location of historic encampments in Vancouver. Railtown was temporarily home to at least one depression-era encampment from 1930-1938 when unemployed men from all over the country arrived in Vancouver by train to seek work, and found themselves

sleeping in "hobo jungles" around the city. One such "jungle" was along the waterfront between Dunlevy and Princess, likely because of the proximity to the train stations and the potential work at the port or other waterfront industries. These "jungle" communities were temporary, rudimentary camps for men of diverse ethnicities, ages and backgrounds, forced to leave their home communities in a desperate attempt to survive during an economic crisis. More recently in CRAB Park, just at the edge of Railtown's boundary and profoundly associated with the neighbourhood as its only significant green space and beach, another such encampment occurred. In April 2021, CRAB Park was transformed into a tent encampment for unsheltered people who were struggling with increasing homelessness during the COVID-19 Pandemic. This site became Canada's only sanctioned daytime encampment following a March 2022 provincial ruling. The encampment was systematically vacated in 2024 as residents were offered housing solutions.

Railtown's residential component is distinct as it exclusively involves live-work spaces, with the anomaly of one surviving historic rooming house and one social housing development that both serve marginalized, at-risk residents. The story of Railtown's live-work artist studios is important as the catalyst for the existence of this zoning type in Vancouver and Canada. In the 1970s, several underused and vacant warehouse buildings in Railtown were being informally used and repurposed as



"Jungle" of the unemployed on the shoreline behind the American Can Company in 1931. Source: Vancouver Archives A09595

artist studios and residences. City authorities had taken notice of this, and on one memorable evening in 1986 had the fire department evict dozens of artists living in the 300 block of Railway Street for violating a number of safety and building code regulations. As a result of the raid, and thanks to the organized advocacy of this local artist community, the City developed ground-breaking legislation which created policies for live-work studios within converted buildings, and later allowed new purpose-built live-work buildings to be developed in Railtown. Railtown is thus significant as the first Vancouver neighbourhood (and likely the first in Canada) where live-work spaces were formally introduced. The handful of historic warehouse conversions to live-work artists studios from the 1990s are important reminders of this story, one of which gave its name to the neighbourhood - Railtown Studios.

### Character-Defining Elements of this theme:

- Status as unceded Tsleil-Waututh, Squamish, and Musqueam territory, along with place names, and current Urban Indigenous presence and culture in the area
- Buildings or sites that represent purpose-built settlement, such as the tenement at 313 Alexander Street and the Edge/Core
- Sites that functioned as temporary encampments such as the waterfront and CRAB Park
- Live-work zoning in the district
- Live-work buildings and spaces - purpose built or converted



Art exhibit at Railtown Studios in 2014, a live-work rental building. Source: Railtown Studios Facebook page

## Art & Culture

The timeless and evolving cultural practices of Indigenous peoples, from both before the arrival of immigrants settlers and since, is embedded in the legacy of Railtown both as a landscape and a place. Enduring is also the presence and survival of the Japanese Language School in Railtown since 1906, even when during World War II there were political and administrative efforts to uproot all aspects of the Japanese-Canadian community. The one building and institution that almost miraculously was returned to the community was that of the school on Alexander Street. The art of the Japanese language and culture were ultimately never extinguished in Railtown, and today remain a cultural touchstone recognized as a National Historic Site.



Sean Mills, helped by fellow artist Christopher Rodriguez, moves out of his second floor studio at 339 Railway in 2016.  
Source: Vancouver Sun

Starting in the 1970s, many artists were informally living and creating in vacant warehouses in the Downtown Eastside especially along Main Street at Powell, at Main and Cordova and in several buildings on Railway Street. This local community of artists often gathered and organized at the former New Age Social Club (on Powell Street) and at the Western Front. Three historic warehouses on the 300 block of Railway Street were one of the largest concentrations of informal artists studios and residences at the time, ultimately sparking a September 1986 Fire & Police Department raid and evacuation of dozens of artists. This event sparked the creation of ACE (Artists for Creative Environments) - an advocacy group founded by mostly Railtown-area artists that successfully petitioned the City in the late 1980s to formalize city-wide live-work zoning. The initial live-work policy was approved in July 1987, enabling certain building and fire code relaxations when converting older buildings such as warehouses, for these purposes. This live-work zoning, created for Railtown initially, was the first of its kind in Canada, and inspired other Canadian arts organizations to advocate for similar solutions in their own cities, and like ACE, to engage in development planning. Artscape Toronto, also formed in 1986 for similar reasons as ACE, sent representatives to Vancouver to consult with ACE founding members about their successes in Vancouver, and this resulted in similar solutions in Toronto as well as Artscape becoming involved in housing development for artists.

Railtown was an important part of a general cultural renaissance in the Downtown Eastside that saw the emergence of festivals, museums, theatres and other multi-cultural activities and institutions. It is strongly connected to festivals such as the Powell Street Festival, the East Side Cultural Crawl, the Heart of the City Festival and others, which all to varying degrees embrace the diverse expressions of art in the neighbourhood including Indigenous and Japanese-Canadian art and culture.

The age of the place, the older character buildings, wood blocks under wide paved streets, low buildings that admit light, and the views of the port and the water are key aspects that attract people from the design, arts and cultural communities, as well offering the setting that makes Railtown an important and regular filming location for the city.

### **Character-Defining Elements of this theme:**

- Status as unceded Tsleil-Waututh, Squamish, and Musqueam territory, along with place names, and current Urban Indigenous presence and culture in the area
- Intangible attributes related to Indigenous culture such as the recollection of past uses of Burrard Inlet for transportation, and the Inlet and its foreshore for food and material collection
- Places and features of creativity and artistic endeavours
- Places where industrial activities still occur
- Commercial enterprises that individually and collectively are unique to Railtown
- Places that represent the multi-cultural and mixed-use nature of Railtown
- Art and culture organizations, associations, events and products (both artistic and functional)
- Converted pre-WWI brick and timber-frame industrial structures
- Converted 1920s-1950s cast-in-place, board-form concrete industrial structures
- The neighbourhood name "Railtown"

## Evaluation Methodology and Criteria for Railtown Heritage Resources

As Railtown is valued as a district of unique characteristics and heritage value, the significance of many of its properties and public realm elements is anchored to their surrounding context, and to their contribution to the district's overall unique character. In some cases the value lies in the the relationship between a site and its streetscape, a grouping of sites, or surrounding views and infrastructure, and not just in the stand-alone building or property itself.

The Railtown Thematic Framework, a customized organization of the district's history, community, culture, heritage, associations and current uses, functions as a sounding board for evaluating all potential heritage resources in the neighbourhood.

Knowing that all five Railtown themes have been developed to align with Vancouver's recent updated Heritage Evaluation Methodology, allows us to now evaluate Railtown sites by their association with one or more Railtown themes.

The criteria thus involves evaluating each local site with:

- its age - must be 20 years or older
- its current heritage status (VHR listed, heritage bylaw-designated, or neither)
- its alignment with the five Railtown themes
- its alignment with the VHR 3 "opening considerations":
  - Cultural heritage of x̣ṃəθḳ'əỵ' əṃ (Musqueam), Sḳwx̣\_ wú7mesh (Squamish), and sə̣lilwətạɬ (Tsleil-Waututh) Nations
  - Cultural heritage of equity-denied community(s), and Urban Indigenous Peoples
  - Living heritage of a particular community(s)
- its meeting the requirements for the VHR 3 Categories:
  - Cultural Heritage: traditions, ways of life, and memories
  - Historical Association: person, community, or organization
  - Architecture: design, materials, and technology
- its contextual heritage value (how import is its conservation to the overall district?)
- its level of risk

All Railtown properties that were developed over 20 years ago or properties that retain remnants of historic development, and that are assessed to be heritage resources based on the above methodology and criteria, have been listed below on two separate maps/lists - individual properties and public realm elements. The following sections illustrate the identified heritage resources. A outlining the alignment of each resource with the above criteria is appended at the end of the document.

## Railtown Cultural Asset Map

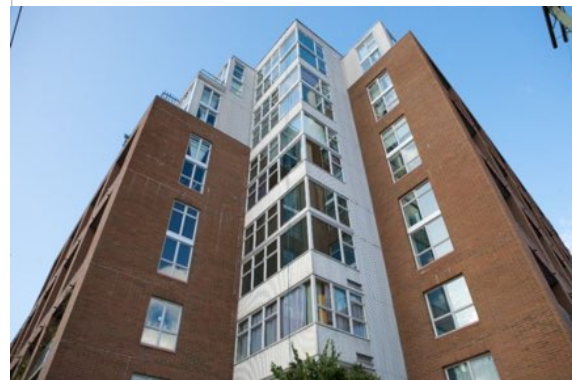


The above Railtown area aerial is marked with 28 sites that are considered cultural assets. Yellow-numbered sites are within the Railtown Neighbourhood Plan boundaries while red-numbered sites are outside of it. The details for each site are listed in a table below.

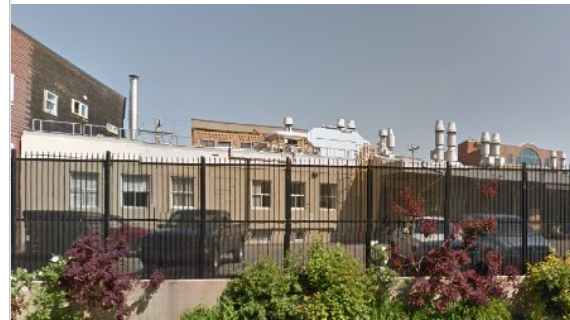
## Railtown Cultural Asset List

Map #	Address/name/ date/VHR-listed	Description
1	199 Alexander St. Wendy Poole Park 2001	Wendy Poole Park is a small triangular plot of parkland, named by the Vancouver Parks Board for a young Indigenous (Tsay Keh Dene) woman who was murdered in a DTES housing complex nearby in 1989. A coalition of First Nations, community groups, and individuals from the DTES campaigned, along with Roslyn Cassells, the then Party Commissioner of the Green Party of Canada, to name this small waterfront park after Wendy Poole. They envisioned the park would bring awareness to the unsolved cases of the missing women in the Downtown Eastside, and contribute to a healing process with First Nations people in the city. The park was dedicated in Feb 2001 and contains a memorial boulder inscribed with information about Poole.
2	235 Alexander St. Burrard Ironworks 1923	This landmark building with its ghost sign and high-visibility location, stands as an iconic gateway to Railtown. Built in 1923, this facility manufactured, supplied and serviced engine room and deck machinery for the shipping industry. The company, Burrard Ironworks, has been present on Alexander Street since 1912, first in the 100 block and now across the street at 220 Alexander. Today the building is a vibrant, multi-purpose facility providing a range of rental services; is a film, television and photography location, the Cineworks Independent Filmmakers Society office, an acting studio, and a performance and events venue.
3	289 Alexander St. The Core/The Edge 1999	Previous to its development in 1999, there was a large, brick corner building here that housed a variety of businesses including a Japanese confectioner, sawmill offices, the Vancouver Ice Offices, and a lunch room. After live-work zoning was created and allowed in Railtown, an ACE (Artists for Creative Environments) initiative helped to design and negotiate this unique artist live/work development integrating a housing cooperative with market condos. The Core is a 30-studio live/work co-op leased to members by the City, involving manageable, subsidized monthly rates combined with maintenance obligations. The Edge condos, are 165 units made up of mostly two-level condominium lofts. The residents have access to a common roof deck and a 7,000-square-foot amenity building with Bike Room, Club House, Exercise Centre, Ceramics Room, Wood and Steel Workshops, Band Room, Print Shop, and Dark Room.

Photo

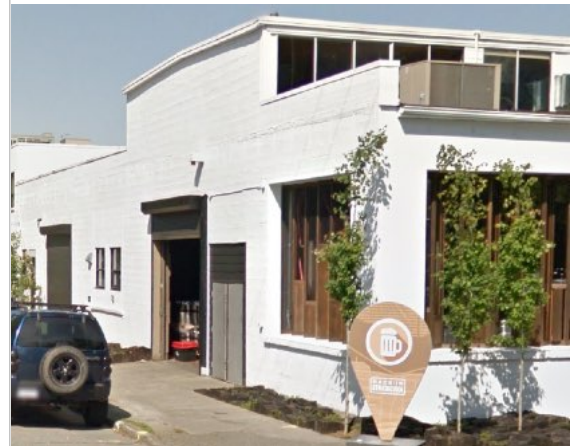



Map #	Address/name/ date/VHR-Isted	Decription
4	305 Alexander St. Marine Lunch 1951	Built in 1951, this eatery (under a variety of names) has been serving local workers from the port and rail industries to office workers and artists in later decades. Today, it is one of Railtown’s culinary destinations.
5	313 Alexander St. Aoki-Ross House 1906	Built in 1906 this tenement building is typical of those built by early Japanese settlers in Vancouver. The owner, Yonekichi Aoki, started out as a logger and then worked at the Hastings Sawmill at the foot of Dunlevy. He moved up in the world by working as a CPR railway contractor. Beginning in the late 1800s up until World War II and the internment of Japanese-Canadians, Alexander Street was part of a bustling Japantown district that was centred on Powell Street. Today known as Aoki-Ross House, this Single Room Accommodation (SRA) was named as a tribute to the owner’s son who died of a drug overdose in 2000. Aoki-Ross House has 24 rented rooms measuring an average of 12’x10’. Since 2021, the building is City-owned, and Atira-operated, prioritizing residents who are trans, gender diverse, and two-spirit people.
6	321- 323 Alexander St. CoV Ornamental Street Lighting Department & Workshops 1903, 1947, 1956	Originally built in 1903 for the City of Vancouver as City Water Works yards & workshops, today this is the only surviving civic works site from the era of smaller neighbourhood-based civic works yards once found across the city. The site became home to the Ornamental Street Lighting Department in 1927 and functioned as such throughout the 1930s and 1940s. Vancouver’s street lamps were designed, manufactured and repaired here. This department was also responsible for inspection Vancouver’s businesses’ 2000 electric signs in 1944. After a renovation with a new, concrete building introduced, it functioned as a civic storage facility for street and infrastructure related items starting in 1947. This site retains the 1947 Townley and Matheson-designed workshop and a 1956 extension. The building was always set back deep on the property, backing onto Railway Street but addressed on Alexander. In recent decades the building has served as offices and today, this is speciality food wholesaler and a motorcycle repair and dealership shop



Map #	Address/name/date/VHR-Isted	Decription
7	369 Alexander St. Ideal Iron Works 1923	This business existed at this location for 80 years from 1923 to 2003 (established earlier on Powell Street in 1919) run by the same family. They serviced fishing vessels, steam tugboats and grain elevators. They supplied valves for the Liberty Ships being built in North Vancouver during World War II. They grew to become an expert in the gearing industry, supplying to various sectors, including marine, cement and aggregate, mining, oil and gas, pulp and paper, and power generation. The business moved to the banks of the Fraser River in Delta and changed its name to Ideal Gear and Machine Works Inc. where it remains active today. Today, 369 Alexander is a versatile event space.
8	395 Alexander St. Reliance Motor and Machine Works 1928	This company was founded in 1918 and had been located in two different downtown locations before building this 1928 premise in response to the 1927 heavy industrial zoning of Railtown. Here, they built, sold, and serviced equipment and key machine parts for British Columbia's marine and resource industries. By the 1930s they employed between 30 to 35 men and were the only firm west of Ontario to operate an automatic machine for cutting continuous-tooth double helical ("herringbone") gears. During the Second World War, Reliance produced airplane parts for the British Mosquito aircraft. Today, 395 Alexander houses a coffee shop and an furniture showroom. The corner building at 55 Dunlevy Avenue has recently been converted into a brewery and restaurant.
9	415 Alexander St. Jim Green Residence 1996	Previous to its development in 1996, this portion of the block was the location for the Richmond Transfer Trucking Company, as well as several Japanese-Canadian businesses - two rooming houses, a box company and a rice mill. Built in 1996 after a rezoning process, these residences are amongst the first purpose-built housing complexes in Railtown, named for the Downtown Eastside advocate, activist and past City Councillor, Jim Green. This housing complex is run by the Lookout Emergency Aid Society and provides homes for 68 low-income individuals with a history of homelessness. In 2022, it was amongst the first three in BC to be upgraded to "complex-care housing", which provides residents with 24/7 wrap-around supports including mental health services.

Photo



Map #	Address/name/date/VHR-listed	Description	Photo
10	475-487 Alexander St. Vancouver Japanese Language School & Hall 1928 & 2000  VHR	The Vancouver Japanese Language School was founded in 1906 at 439 Alexander Street, in the heart of Japantown which was centred around Powell Street since the late 1880s. In 1928, 475 Alexander was built to replace the first school building, and to accommodate the growing needs of the Japanese-Canadian community. When the community was forcefully removed during World War II, this building was confiscated by the Canadian government, along with all Japanese property. This site was the only property to ever be returned to the local Japanese-Canadian community after the war. The hall was built in the year 2000 and recently, an award-winning daycare facility has been introduced to the site as well. The property was recognized as a National Historic Site by Parks Canada in 2019.	
11	505-507 Alexander St. Richard-Wilcox Co. & Hart Battery Co. 1951	A concrete warehouse structure with several bays and warehouse sections was constructed on an empty lot here in 1951. Initially a local Hart Battery Co. Ltd. manufacturer relocated here from the West End into unit 505 and its neighbour at 507 was a hardware and door manufacturer. Other warehouses and business here over the decades were Pressed Metal Products, Adanac Construction, and ESB Canada.	

Map #	Address/name/date/VHR-Isted	Decription
12	611 Alexander St. American Can Company 1925 & 1988  VHR	This large, odd-shaped property extends to the north of Railway Street, but historically was made up of several smaller lots as well as water-front cabins. The area now used as a parking structure was the location of a half a dozen early homes, four of which housed brothels from about 1908 until 1914. The current factory building was where early premises for McColl Bros. & Co. Oil and later for a McLennan & McFeely & Co. warehouse stood. Additionally, behind the site on the shoreline, was the Alexander Street Rancherie - workers cabins for Indigenous men, and in the 1930s, this was the location for Railtown's depression-era encampment. The American Can Company (ACC) built an initial facility here in 1913, expanded in 1916, and added the 363,000 square-foot can manufacturing plant in 1925. Architect and engineer Carl G. Preis designed the Art-Deco structure, which was for many years, one of the largest reinforced concrete structures in the city. During World War II, women accounted for half of the work force at the ACC, where incredibly loud machinery necessitated the use of signals, lip-reading, and carefully observed routines. The can factory operated into the mid-1970s. In 1988, head architect for Expo86 Bruno Freschi, designed the conversion of the plant into multiple office spaces and introduced additions and parking to the property. Today it is the location for many local architectural, design and textile firms as well as other types of offices.
13	711 Alexander St. Former site of the CPR Heatley Station 1887	This is the former site of the CPR Heatley Station, originally built at the foot of Howe Street as Vancouver's first CPR train station and relocated to this property, 10 Heatley Avenue, in 1899 just 12 years after it was constructed. In Railtown, the building served as a train stop close to the port, the industrial area, the nearby Japanese-Canadian neighbourhood known as Paueru-gai and Strathcona until the late 1940s when it was cancelled as a station and then demolished. The need for a station in Railtown for the first half of the 20th century speaks to the centrality and utility of the district and the surrounding neighbourhoods.



Map #	Address/name/ date/VHR-Isted	Decription
14	49 Dunlevy Ave. Shipping Federation of BC 1927	Built in 1927, this was the headquarters for the Shipping Federation of BC which promoted shipping interests in British Columbia by selecting, training, despatching and supervising longshoremen, wharf and dock operators. In the mid 1960s, the Federation was re-organized into the British Columbia Maritime Employers' Association. Today, the BCEA headquarters is still located in Railtown, at 349 Railway Street. Today home to Railtown Pursuits - a women-owned co-working space, events venue and studio space, Monstercat - independent record label, women-owned Wolf Circus Jewellery designers and manufacturers.
15	321 Railway St. Railtown Studios 1935 & 1998	Built in 1935 as an ice plant, cold storage and housing an ice-cream factory at times over the decades, this building was one of two on this block converted into artist live-work studios in 1998. The development name "Railtown Studios" coined the name for the neighbourhood, based on an informal nickname, that has since become official. In this case the conversion involved the addition of the top floor, an extension at the back, a rooftop deck and the introduction of 'industrial style' windows to what was originally a closed concrete box. It is important as a direct result of the September 1986 eviction of dozens of artists who were illegally living in abandoned warehouses on this block, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/ work zoning. The first live/work buildings, mostly in converted warehouses, began to appear in Vancouver in the early 1990s. This building is strictly a live/work rental building for artists, participates on the annual East Side Culture Crawl and houses the Ice-Box Gallery in its interior.
16	329 Railway St. Martin & Robertson Warehouse 1910 & 1998	Built in 1910 as a second Vancouver premises for Martin & Robertson - 'Klondike Outfitters', rice millers, importers, manufacturer's agents and suppliers of dried goods. The building was used as warehouses and offices over the decades by various companies until it became partially vacant like several others on this block in the 1970s. This building is one of two which was converted in 1998 into a mixed use live/ work and commercial building housing offices for design firms and other businesses as well as two floors of live/work residences.

Photo




Map #	Address/name/ date/VHR-Isted	Decription
17	339 Railway St. Imperial Rice Milling Co. Ltd. 1909	Built in 1909, this two-storey warehouse was designed by local architectural firm Honeyman & Curtis. It functioned as a rice milling warehouse for many decades until mid-century when it became partially vacant like several others on this block in the 1970s. It is important as the well-documented location for the September 1986 eviction of dozens of artists who were illegally living and creating in this warehouse, and in the two immediate buildings to its east, which led to the creation of ACE (Artists for Creative Environments) - an advocacy group that successfully petitioned the City in the late 1980s to formalize city-wide live/work zoning, the first of its kind on Canada. Today it is the location for a few retail shops and offices.
18	343 Railway St. Imperial Rice Milling Co. Ltd. 1911	This building owned by Imperial Rice Milling Co. and designed by Honeyman & Curtis was an extension to the business at 339 Railway. It was used as a temporary police station and court house in 1912-1914. The Employment Relief Association occupied part of the building in 1914. It functioned as a rice milling warehouse combined with offices on the ground floor for many decades. According to newspaper reports during WWII a large amount of the mill's output was sent to internment camps in the interior to feed the Japanese-Canadian residents living there. This building became partially vacant like several others on this block in the 1970s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings on either side, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. Today it is the location for a few retail shops, offices as well as photography and framing studios.



Map #	Address/name/ date/VHR-listed	Description
19	349 Railway St. G.H. Cottrell Storage Building 1910	This tall building was built in 1910 for G.H.Cottrell who offered produce storage and had a strong presence on this block for decades, eventually expanding into wholesale in the 30s and 40s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings on either side, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. In 1989 an extensive renovation substantially altered the building and added the huge arched window on the top floor. Since 1992 it is an office building and headquarters for the British Columbia Maritime Employers' Association (BCMEA), founded in 1911 as the Shipping Federation of BC and always headquartered in this neighbourhood with its previous location at 49 Dunlevy.
20	365 Railway St. Fleck Bros. Warehouse 1948  VHR	This utilitarian concrete structure was built in 1949 as an extra warehouse for the Fleck Brothers Ltd., who were major industrial suppliers in BC from 1907 until 1970 with headquarters and main warehouses at 110 Alexander Street. Since 1998, this is the headquarters and factory for Bensen, a design and manufacturing group founded in 1981 by Niels Bendtsen. This business is important as the first design oriented business to locate in the Railtown area in the last two decades, inspiring many others to follow and create the core for what is considered today a design district. Niels Bendtsen is a Danish-born designer known for his Inform Interiors furniture and design located nearby on Water Street in Gastown since 1970.
21	395 Railway St. Empire Stevedoring Building 1941	Built in 1941 for the Empire Stevedoring Co. Ltd., this Moderne design by architects Watson & Blackadder, stands out with its fluted facade and art deco typography. A historic Canadian company with its Vancouver office still located in this building, Empire Stevedoring is a major international port logistics and operations firm since 1910 which has historically been BC's largest waterfront employer. The building has a Vancouver Centennial Plaque on it. Refurbished and divided into office suites in 2000, the building's tenants include businesses in the movie industry, design, media and marketing alongside Empire Stevedoring. On the ground floor is the original location of Railtown Café & Catering, one of the neighbourhood's most popular lunch spots.


Photo



Map #	Address/name/ date/VHR-Isted	Decription	Photo
22	439 Railway St. McCull Bros. & Co. Oil Building 1913	Although its exterior has been cosmetically modernized, this is the second oldest building on the block, built in 1913 as the McColl Bros. Oil shop. This company was present here in Railtown since the late 1880s, with an early store on the current site of the American Can Company. McColl Bros. operated from this building until the late 1940s after which it was a cartage and trucking depot. Today it is the showroom and retail location for Park & Fifth, a local “modern dresses and bridesmaid attire” design and manufacturing company.	
23	430 Railway St. 1931	Originally the site of an early ironworks facility, the current 2-storey concrete structure was erected in 1931 as a chemical testing and research plant which amongst other things studied crude oil and petrol processing led by Dr. John A. Porter. In 1945 this became the first premise for Segal's Furniture until 1950 (a strong representative of dozens of furniture manufacturing companies started by Jewish families in Vancouver in the 1940s on the east side of the city) followed by other local furniture manufacturers for decades to come. Today the space is shared by Spawts - ceramics pet paw imprinters, and Tokyo Foods - a Japanese food products manufacturer and wholesaler.	
24	495 Railway St. A.R. Williams Machinery Company of Vancouver 1910	The A.R. Williams Machinery Company of Vancouver built these premises in 1909 designed by architect Frederick Mellish. The company renovated/expanded in 1913 and stayed at this location well into the late 1950s. Today the building is home to the local Bocci lighting design and manufacturing company.	
25	20 -28 Jackson Ave. Maple Leaf Pattern Works 1935	Built in 1935, this was a wood & metal pattern making shop for Maple Leaf Pattern Works. Owner Fred Coltart was one of the founders of BC's Chapter of American Foundrymen's Association in 1947. The business was operating at this location well into the late 1950s and was still operating in the late 1960s. In subsequent decades it's been the machine shop for local food companies.	

Map #	Address/name/ date/VHR-Isted	Decription
26	101 Waterfront Rd. CRAB Park 1987	<p>The Burrard Inlet has been home to Squamish, Musqueam and Tsleil-Waututh peoples for thousands of years. Indigenous people would traverse the Burrard Inlet in canoes, travelling to fishing, clamming and hunting sites on both shores, especially around what is now called CRAB Park. Once the north shore was settled by Europeans, there was demand for an easy way to cross the Burrard inlet. The first ferry to operate in the inlet was run by John Thomas, known as "Navy Jack," a gravel merchant from the North Shore, who began his for-hire service in 1866, with a Vancouver stop at what is today CRAB Park. In 1982, a group of Downtown Eastside residents, got together to advocate for a local public park, calling themselves Create A Real Available Beach committee, or CRAB. They chose an unused tract of land leased to the Vancouver Port Authority from the federal government on Waterfront Road as the site for their proposed park. That year, they organized a community music event, taking over the land and advocating for it to be turned into a park. Two years later campers in 60 tents spent 75 days on the land as a protest and, with pressure from local politicians, the port and government gave in and transferred seven acres to the City of Vancouver as a long term lease for a public, waterfront park in 1987. In 2004, the City of Vancouver changed the park's name to CRAB Park at Portside, to recognize the efforts of the community group that made it possible. In 2011 CRAB Park was successfully nominated for a Vancouver Heritage Foundation Places That Matter Plaque. From 2021-2024 the park was a homeless encampment.</p>
27	401 E Waterfront Rd. B. C. Mills Timber and Trading Co. Ltd. Offices & Showroom 1906  VHR	<p>Built in 1906 as the B. C. Mills Timber and Trading Co. Ltd. offices and showroom, the original address was 50 North Dunlevy. It is thought to be the most well-preserved specimen of Vancouver's remaining B.C. Mills inventory. The technical innovation of this building rests in the use of insulated prefabricated panels, which were linked together by moulded weather-tight joints and then bolted into place. The Hastings Mill site and this building were purchased in 1925 by the Vancouver Harbour Commissioners which used it as their quarters from 1930 until 1973 when it became home to the Mission to Seafarers. Today, this Mission cares for the spiritual, physical and emotional needs of all seafarers and their families.</p>







Map #	Address/name/date/VHR-listed	Description	Photo
28	1 Gore Ave. Canfisco Headquarters 1918	The Canadian Fishing Company built their first large freezing, cold storage and ice-making plant in Vancouver in 1910. This Home Plant cannery was built in 1918 and today is also the CanFisCo headquarters.	


## Public Realm Cultural Asset Map



The above Railtown area aerial is marked with 9 aspects that are considered public realm cultural assets of the neighbourhood. Yellow-numbered sites are within the Railtown Neighbourhood Plan boundaries while red-numbered sites are outside of it. The details for each are listed in a table below.

## Public Realm Cultural Asset List

Map #	Address/name/ date	Description	Photo
1	Rear of 313 Alexander and the parking lot to its west Original topography	The original topography of the 300 block of Alexander Street, a bluff which was higher than Railway Street below, can be seen at this location. All the other lots have since been developed and excavated to Railway Street level.	
2	Entire study area; visible on Alexander and Railway Streets Early 1900s wood block street paving	From about 1910 onwards, Vancouver's streets were made up of wooden bricks of Norway Pine which typically measured 4" x 8" and were 6" to 9" deep. The road was first layered with gravel, followed by the wooden bricks, filled in with ground cement and then a final layer of coarse sand or other covering material. This paving method was popular in many North American cities as it was considered sanitary, noiseless, low maintenance and the best platform for horse travel, which until the mid-1920s, represented the most common form of personal transportation in Vancouver. To accommodate automobiles and trucks in later decades, the wooden streets were consequently repaved in asphalt, but not removed. Pavement deterioration and weather have exposed patches of the original paving blocks in various places on Alexander, and Railway Streets.	
3	Alexander and Jackson Early 1900s granite block intersection stop lines	In early road infrastructure, instead of painting to denote the stop lines, contrasting materials to the street paving blocks were used. As most early streets were paved in wood blocks or bricks, the use of grey granite sets for stop lines at intersections was a common and durable practice.	
4	Heatley Avenue north of Railway Street Granite block street paving	Early streets were mostly paved with wood blocks or bricks with the use of granite blocks for markings and special features. On sloped streets, hard blocks (stone or brick) were a better choice than wood so the horses' hoofs could grip on the stones. This sloped area at the foot of Heatley near Railway was entirely paved in granite blocks for this reason. It is exposed here due to asphalt deterioration and lack of use, but it is assumed that the steeply pitched northern tips of Gore and Dunlevy Avenues were originally paved in granite as well.	

Map #	Address/name/ date	Description	Photo
5	Dunlevy Avenue looking north View of industrial waterfront	The proximity of Railtown to waterfront industry and the port is not easily apparent because of the dense built environment, but Railtown's industrial waterfront location is crucial to the neighbourhood's history and to its surviving industrial uses today. The best, unobstructed view of the water, the port and its apparatus is along Dunlevy Avenue.	
	Natural slope of the district from Alexander down towards the shoreline		
6	Unique streetscape improvements to the 300 block of Alexander Street - "Heritage" Street lamps, street trees etc.		
7	Main Street Overpass Pedestrian stairway and accessible ramp		
8	Foot of Main Street (GPS coordinates 49.287112, -123.099510) Canadian National Steamships Pier - foundation	This rectangular, concrete on pilings foundation, is the only surviving evidence/remnant of numerous man made piers and wharfs that once dominated the shoreline of the Railtown area	
9	Between Railway Street and East Waterfront Road - CPR main line rails 1886	Running along the shoreline, between Railway Street and the industrial waterfront, the railway tracks defined the curve of Railway Street when it was laid in the late 1880s and are still in use today.	
10	Port of Vancouver (Parts of which span the entire shoreline of Railtown)	A projecting point at the shoreline which was the former K'emk'emelá'y village (until 1865) and Hastings Mill site (1867-1920s). This natural point has been expanded and reclaimed over the years both by the mill and the port to its current man made outline.	

## Recommended Railtown Sites for Addition to VHR and Justification

Although Railtown has unquestionably become a valued district of historic, industrial and cultural significance in Vancouver, it is surprising to note that only four individual sites in the neighbourhood are listed on the Vancouver Heritage Register. The VHR listed properties are:

1. 475 Alexander St. - Vancouver Japanese Language School (protected by a heritage designation bylaw)
2. 611 Alexander St. - American Can Company (not protected)
3. 365 Railway St. - Fleck Bros. Warehouse (protected by a heritage designation bylaw)
4. 401 E Waterfront Rd. - B. C. Mills Timber and Trading Co. Ltd. Offices & Showroom (protected by a heritage designation bylaw)

The majority of the heritage properties identified in Railtown are utilitarian buildings, vernacular in character, and are valuable on an individual level for their story, but more importantly in their grouping as a waterfront industrial district.

As described in the methodology section that outlines a clear criteria matrix for assessing and evaluating heritage resources in the neighbourhood, all Railtown properties have been assessed for their individual and relative importance. This exercise can be viewed in the appendix: Railtown Heritage Resources Table, and results in a list of twenty three individual properties that are deemed eligible for addition to the Vancouver Heritage Register. These properties represent, together and individually, the character-defining, historic built inventory of this very small but unique district.

Of the twenty three properties (see full list on next page), we are recommending the below five to be prioritized for immediate nomination to the VHR and to have Statements of Significance (SOSs) written for them for this purpose:

1. 235 Alexander Street - Burrard Iron Works building
2. 395 Alexander Street - Reliance Motor and Machine Works buildings
3. 49 Dunlevy Avenue - BC Shipping Federation building
4. 329, 339, 343 and 349 Railway Street - Historic Railway Street warehouses grouping
5. 395 Railway Street - Empire Stevedoring building

We are also recommending that a Statement of Significance be written for 611 Alexander Street, the American Can Company site, which is already listed on the Heritage Register but does not yet have an SOS.

The six SOSs can be found in the appendices sections of this document.

**Properties eligible for addition to the Vancouver Heritage Register**

1	199 Alexander St.	Wendy Poole Park	2001
2	235 Alexander St.	Burrard Ironworks	1923
3	289 Alexander St.	The Core/The Edge	1999
4	305 Alexander St.	Marine Lunch	1951
5	313 Alexander St.	Aoki-Ross House	1906
6	321- 323 Alexander St.	CoV Ornamental Street Lighting Dep & Workshops	1903, 1947, 1956
7	369 Alexander St.	Ideal Iron Works	1923
8	395 Alexander St.	Reliance Motor and Machine Works	1928
9	415 Alexander St.	Jim Green Residence	1996
10	505-507 Alexander St.	Alexander Richard-Wilcox Co. & Hart Battery Co.	1951
11	49 Dunlevy Ave.	Shipping Federation of BC	1927
12	321 Railway St.	Railtown Studios	1935 & 1998
13	329 Railway St.	Martin & Robertson Warehouse	1910 & 1998
14	339 Railway St.	Imperial Rice Milling Co. Ltd.	1909
15	343 Railway St.	Imperial Rice Milling Co. Ltd.	1911
16	349 Railway St.	G.H. Cottrell Storage Building	1910
17	395 Railway St.	Empire Stevedoring Building	1941
18	439 Railway St.	McColl Bros. & Co. Oil Building	1913
19	430 Railway St.	Segal Furniture	1931
20	495 Railway St.	A.R. Williams Machinery Company of Vancouver	1910
21	20-28 Jackson Ave.	Maple Leaf Pattern Works	1935
22	101 Waterfront Rd.	CRAB Park at Portside	1987
23	1 Gore Ave.	Canfisco Headquarters	1918

## Statement of Desired Future Character for Railtown

*A Statement of Desired Future Character provides a framework, context and guiding principles for development within the Railtown district. Unlike typical design guidelines the Statement is intended to stimulate creative design responses, rather than limit development flexibility or prescribe specific design solutions.*

### Building Upon A Distinct Character

Railtown has a distinct character. Formed by its geography and its proximity to the industrial waterfront, the built form is reflective of distinct periods of activity set within a public realm that retains a straight forward, hard-worn quality with minimal beautification.

The grouping of brick and timber warehouses on the north side of Railway between Gore and Dunlevy recall the Canadian Pacific Railway's initial plans for a warehouse district however, outside of this small grouping, the overall character of the area is defined by a haphazard development pattern illustrative of shifting zoning, economic, and manufacturing priorities over time.

The simple massing, generous floor plates, large openings and materiality of the early 20th Century structures set close to the street speak to the history and continuity of production and goods movement. Newer developments highlight the evolution of what constitutes industry as the district increasingly becomes a home to creative space, studios, design offices and digital media enterprises yet side by side with existing traditional manufacturing and production.

### The special character of Railtown will be preserved, celebrated and maintained through:

- As Railtown evolves as an industrial creative hub, new development should reinforce this inherited character, favouring adaptable, production-oriented spaces and contemporary architecture that acknowledges the area's industrial origins in its scale, materiality and relationship to the street, ensuring that the district remains recognizably a place of work, manufacture and innovation.
- The existing built form should provide inspiration for future development within the district. Given its piecemeal and relatively low rise nature, an opportunity exists for a more relaxed retention, for instance an existing single storey concrete structure might be incorporated as the base of a larger mixed use project. Or just introducing the use of a board marked surface at street level would acknowledge and speak to the patterns and form found in the area.
- A key consideration is that building pattern is not about architectural style. It is about relationships between buildings, both to the street and to each other. It's about façade articulation and presentation to the street.
- The character should continue to draw on the area's industrial origins and outside of the built form, the urban realm should retain and preserve the area's hard-worn quality and think of non-traditional enhancements while improving safety, comfort and accessibility.
- Yaletown offers a local example of adapting and leaving older infrastructure such as the loading docks in place, while on the street where train tracks were removed the surface was patch but not replaced. And the iconic canopies over the loading docks are required but can and do take many forms and material yet contribute to a strong sense of place.

## Comparable Industrial & Creative Districts

The idea of artist live-work space was pioneered in Railtown which led to the adaptive reuse of existing warehouses on Railway Street and the creation of purpose built live-work buildings. Creating space for art production in all forms is a challenge. Often the intent is genuine but the very nature of the space made for art makes it equally and sometimes more desirable as housing.

Creating space for art and creative production along with new industry is a balancing act. For legacy cities former industrial centres, largely in the Northeast and Midwest of the United States, which have seen a loss of industry and a population decline, the establishment of creative districts have led to successful regeneration efforts. Many jurisdictions formulated policy and zoning to create art production space.

### CMHC-Granville Island - Vancouver, BC

Here in Vancouver, albeit on a smaller scale, one of the earliest examples of a creative district is Granville Island. Built into the planning of the Island was art and culture along with food. Part of the mandate of the Island's governance was the creation and maintenance of affordable creative space which in turn has given the Island a key component of its character and is a big draw for visitors and residents.

CMHC-Granville Island administers a funding program that supports non-profit arts organizations such as the Art Club, Ballet BC, and Arts Umbrella among others and there are favourable rents for creative spaces in parts of the Island such as Railspur Alley that supports a number of artisans, crafts people and galleries.



Photo source: <https://www.artsumbrella.com/granville-island/>

### San Francisco industrial districts (SOMA, Bayview) - California, USA

San Francisco unveiled their Live/Work Ordinance in 1988 which permitted the creation of live work spaces within industrial areas. However, it was noted that without strong definitions of use within the ordinance, coupled with weak enforcement, brought speculative loft housing that resulted in the loss of industrial uses and actual arts spaces. Subsequently, the City has brought forward “Industrial Protection Zones” with the aim to stop further live/work encroachment, prioritizing industrial employment. Similar measures have been implemented in other North American Cities.

<https://www.sfheritage.org/heritage-in-the-neighborhoods/the-rise-of-modern-soma/>

### City of Victoria’s IAI District - Victoria, BC

The City of Victoria has unveiled a 10-year action plan that establishes the Industry, Arts and Innovation district (IAI District) in the Rock Bay area north of downtown. The focus is facilitating light industry, arts production, and innovation uses with the aim “to secure affordable production space and cultural infrastructure while maintaining industrial employment.” The IAI District will utilize zoning along with capital investment and partnerships to create a clearly branded district, rather than “leaving it to ad-hoc conversions”. The plan also envisages the potential for live work space.



Photo source: <https://engage.victoria.ca/iai-district>

### **Creative Industries Strategy - Hamilton, ON**

Hamilton’s Creative Industries Sector Profile maps clusters of creative production in former industrial districts (e.g. near the waterfront and rail corridors) and recommends land-use and economic-development tools to retain affordable studio and production space. While not a single “district” like Railtown, the report is structured as a comparative profile of areas and policy options for safeguarding creative production in industrial contexts.

<https://investinhamilton.ca/wp-content/uploads/2022/01/Creative-Industries-Full-Sector-Report.pdf>

### **Creative Enterprise Zones (CEZs) - London, UK**

The Mayor of London designates Creative Enterprise Zones where artists and creative businesses can access permanent, affordable workspace and live-work spaces at below-market rents, with a requirement of “no net loss” of creative space. The CEZs support the ‘meanwhile’ use of buildings that have no current use or redevelopment plans.

The Greater London Authority’s “Creating Artists’ Workspace” study and guide documents how artists’ studios have clustered on hard-to-let industrial land and offers models for embedding affordable workspace into regeneration schemes and masterplans. Case examples show long-term studio providers leasing industrial buildings, providing hundreds of studios at modest rents and using planning obligations to secure new artist workspace in mixed-use developments. The study notes that “CEZs have transformed London’s culture scene from grassroots level, protecting local artists, making workspaces more sustainable and creating more jobs.”

<https://www.london.gov.uk/programmes-strategies/arts-and-culture/space-culture/creative-enterprise-zones/about-creative-enterprise-zones>



An event in the Acton and Park Royal Creative Enterprise Zone. Source: <https://ukpropertyforums.com/acton-creativity-zone-a-barnstorming-success/>

## Hackney Wick & Fish Island - London, UK

Designated as one of London's first Creative Enterprise Zones in 2018, this former Victorian industrial estate on the Lea Navigation canals retains a remarkable cluster of late 19th-century rubber works, warehousing, and factory buildings now occupied by approximately 700 artists' and makers' studios. The area's planning guidance, developed by muf architecture/art, explicitly aimed to "cater for greater expected densities while retaining the under-determined character of the existing area". The Fish Island Conservation Area protects the industrial fabric as heritage, while the CEZ designation secures affordable creative workspace.



Swan Wharf on Fish Island. Source: <https://studioegretwest.com/places/hackney-wick>

## DUMBO - Brooklyn NY, USA

Once a shipping and manufacturing hub, DUMBO (Down Under the Manhattan Bridge Overpass) was colonized by artists in the late 1990s and is formally designated as a New York City Design District with over 150 architecture and design firms. However, the lack of protective industrial zoning meant that residential conversion and luxury development followed the creative uses, substantially displacing the very manufacturing and studio uses that gave the area its character. Railtown's I-4 zoning is designed to prevent this displacement.

<https://dumbo.nyc/design/>



27,000 sq ft offices of Frog Design in DUMBO Heights. Source: <https://dumbo.nyc/design/>

### Central Eastside Industrial District - Portland OR, USA

A close parallel albeit on a substantially bigger scale and ambition, the 708-acre district along the Willamette River has been zoned as an "Industrial Sanctuary" since 1988. The district houses over 1,100 businesses and 17,000 jobs. Existing warehouses have been adapted for design firms, digital media, food producers, and craft manufacturers, while the Sanctuary policy explicitly prohibits residential conversion preventing land-value escalation and displacement. Portland refined this in 1999 with a "digital production" provision — allowing office uses in industrially zoned land if at least 33% of floor area is devoted to manufacturing or digital production — a direct precursor to Vancouver's "creative products manufacturing" concept in the I-4 schedule.

<https://www.portland.gov/esd/enhanced-services-districts-overview/central-eastside-together>



Central Eastside neighbourhood. Source: <https://www.pdxmonthly.com/home-and-real-estate/2010/09/east-side-1010>

## Recommendations for Public Realm Heritage Resources

## Redevelopment Scenarios for Priority Sites

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Yoshi Sugiyama - Vancouver Japanese Language School & Hall General Manager

Linda Kawamoto Reid - BC Heritage Sites Program Coordinator, Japanese Canadian Legacies Society

## Appendix 1- Railtown Historic Context Statement

## Railtown Historic Context Statement

Railtown is situated on the unceded, ancestral territories of the x<sup>w</sup>məθk<sup>w</sup>əy̓əm (Musqueam), Sk̓wx̓wú7mesh (Squamish), and səliwətaʔ (Tsleil-Waututh) Nations, whose relationships to these lands and waters continue today. This area forms part of a much older Indigenous landscape of governance, trade, and cultural life along Burrard Inlet and beyond.

It remains a place of cultural practice, commerce, and connection at the intersection of key Indigenous routes leading to and from sites of use and habitation on Burrard Inlet, today's Stanley Park, False Creek, east along the inlet, and south to the Fraser River. Today the surrounding area is home to a diverse urban indigenous population representing at least ten nations across British Columbia along with members from across the country.



Indigenous people camped on Alexander Street Beach, circa 1898. Source: Vancouver Archives In P3

Historically, Railtown has been a place of residence and employment for a diverse population, including Indigenous, Japanese, Black, Chinese, and Native Hawaiian communities, among many others. Today the area continues to be a culturally significant centre for the Japanese-Canadian community.

## Creating Railtown

Railtown has always been a maker's district, a place of creation, innovation and production across a range of industry and craft. The gradual relocation of traditional heavy industry away from the inner city to more modern and accessible suburban locations, along with the dominance of container shipping over traditional warehousing in the latter half of the 20th Century, created the space for the district to evolve as new forms of production and creativity found a place in Railtown.

*The name Railtown appears for the first time in the context of the area in the 1990s upon the completion of Railtown Studios, the live-work conversion at the corner of Dunlevy Avenue and Railway Street*

Within the surrounding area a renewed sense of community saw the creation of the annual Powell Street Festival, a celebration of Japanese-Canadian heritage, in 1977. The Heart of the City Festival has celebrated the Downtown Eastside community through music, theatre, performance and tours since 2002 and from the beginning in 1994 the annual Eastside Culture Crawl has included numerous studios in Railtown and the surrounding neighbourhoods.

Those artist studios often occupied informally converted Railtown warehouses, a compatible use for the robust high-ceilinged masonry and timber structures. Other parts of industrial Vancouver – most notably Yaletown – saw formal conversion of warehouse buildings to residential or office use following changes to their zoning to support new non-industrial uses. For Railtown, the area's industrial zoning created a different opportunity.



Railtown. Source: Scout Magazine

City authorities had taken notice of the informal re-purposing of the warehouse space on Railway Street and on one memorable evening in 1986 directed the fire department to evict artists living at 339 Railway for violating a number of safety and building code regulations. As a result of the raid the city ended up working with arts organizations to develop ground-breaking legislation which created policies for artist live-work studios within converted and new buildings. It was the first of its kind in Canada.

The new regulations facilitated renovations that enabled the artists to remain and prompted the conversion of a former cold storage building into artists live-work space and the construction of a new live-work building across the street.

Just as accommodation was found for art and artists, in 2017 the City replaced the district's M-2 industrial zoning, in place in one form or another since 1927, with a new I-4 schedule which introduce a unique "Creative Products Manufacturing" category with the stated intent to keep and attract industrial employment. The Bylaw's Intent notes that "within the District Schedule, there are a number of outright uses that are meant to meet the land use objectives for Railtown, including the continued evolution of creative uses that contribute to this growing creative hub."

The Strathcona BIA notes that Railtown is the only area in Vancouver with a "Creative Products Manufacturing" designation, which has attracted a cluster of design-driven manufacturers, studios, and creative businesses. The I-4 zoning is intended to support Railtown's evolving creative economy, particularly firms focused on the creation, development, prototyping, and production of design products in both physical and digital form. Railtown's distinctive character is further reinforced by its early brick and heavy timber warehouses, low-rise vernacular concrete industrial buildings, and newer creative-industrial projects, all set within a network of streets with mixed paving materials and a notable lack of formal streetscape beautification or street trees.

## Changing Landscape

Coast Salish contact with non-native culture was minimal until the Hudson's Bay Company established Fort Langley in 1827 and the British government created the colony of British Columbia in 1858. While the coming of immigrants offered new trading opportunities for the Indigenous population – who initially retained control of local resources and their own political economy – their dislocation began once the colonial officials surveyed the area and declared it a government reserve without consultation or the consent the Coast Salish peoples.

Non-native settlement and the development of the place we call Vancouver has its origins on the southern shore of Burrard Inlet, below the bluff at the foot of today's Dunlevy Street with the establishment in the early 1860s of the British Columbia and Vancouver Island Spar, Lumber and Sawmill Company, popularly known as the Hasting Mill, on a point of land known as K'emk'emeł áy (Squamish), ḡəmḡé mələp (Musqueam) an area rich with forest resources of cedar, Douglas fir, hemlock and pine, wildlife and a shoreline with abundant food sources.

Early industrial sites like Hastings Mill drew Squamish and other Indigenous workers into the colonial economy, but they did not sever long-standing ties to territory or ceremony; work on the inlet coexisted with continued cultural practices and community obligations, including those associated with potlatch and other cultural practice.

The Mill's output was exported around the world and as a result it attracted a diverse work force including the local Indigenous population, Japanese, Chinese, Hawaiian, Chilean, Blacks among others to the Burrard shore. The Mill was an important and active recruiter of Japanese men to work at the mill which gave rise to the Japanese district centred on Powell Street known as Paueru Gai.

The immediate area was shaped by the mill and its activities. Timber was skidded to the mill along a corduroy road that would eventually become Gore Avenue while the right-of-way for Dunlevy Street had been cleared for the pipe delivering water to the mill's steam plant from Trout Lake.



The evolution of the Railtown shoreline in an expanding and changing city. The Hastings Road shown in grey connected the early town of Granville (Gastown) with the Hastings Townsite and farther east to New Westminster. Graphic rendition: John Atkin

## An Industrial Neighbourhood

The arrival of the Canadian Pacific Railway (CPR) in 1887 brought a focus to the harbour and its role in the growth of the city. The Mayor and Council were keen to see industrial development and offered inducements to encourage its establishment. The Vancouver Foundry, Boiler and Machine Works, erected in 1888 at the foot of Heatley Avenue, was one of the first industries to locate in what is now Railtown. The BC Iron Works occupied the north west corner of Gore and Alexander while the Vancouver Granite and Sandstone Works was situated at the foot of Main and Alexander.

In 1891, the future form of Railway Street was set in part when the CPR's land commissioner presented a scheme to create a warehouse district on their property between Gore and Heatley along Railway Street subdivided into 40 lots, each with a 50 foot frontage facing both Railway Street and the tracks. The new lots were set aside by the company exclusively for warehouse purposes.

Industrial development continued with the construction of the International Ice and Storage Company at the foot of Gore Avenue; the City of Vancouver moved its Ornamental Street Lighting Department to the 300 block of Alexander in 1901 and the Imperial Rice Mill opened on Railway Street in 1909.

Despite this activity Railtown was never completely built out in part because the CPR developed their property below Homer Street – today's Yaletown: a purpose-built infrastructure for the warehouse district creating excellent access for both rail and vehicles. The property south of Railway Street couldn't compete.

Heavy industry continued to locate in the area, including foundries, boiler works, and metalwork and machine shops. The largest enterprise was the Chicago-based American Can Company which acquired the lots between Jackson and Heatley on the north side of Railway for a new factory in 1912, expanded in 1916 with a large reinforced concrete addition in 1926.



Aerial photo of the Railtown area in 1952. Source: Vintage Air Photos BO-52-275

## Paueru Gai

Railtown and the surrounding area was known to the Japanese-Canadian community as Paueru Gai (Powell Street) a centre of pre-war Japanese-Canadian life in Vancouver. From the late 19th century until 1942, Japanese-Canadians were served by over 500 businesses—grocers, restaurants, bathhouses, boarding houses, and offices.

In 1906 the Japanese school opened in the 400 block of Alexander offering Japanese language courses along with a general curriculum of subjects. By the 1920s the community was large enough to warrant the construction of a new building. Finished in 1928, the renamed Japanese Language School and Hall quickly became a centre of the community. Across the street at 402 Alexander Japanese-Canadian seamstress and artist Sada Shinobu opened the Girls College of Practical Arts in 1937.



The former Girls College of Practical Arts at 300-302 Alexander Street as captured in 1973 when it functioned as United Gear Machine Works and Leo Hall Filter Service. Source: Vancouver Archives CVA 1095-08875

The area's rooming houses, and hotels served the resource workers and others who came to Vancouver in the off seasons. Indigenous men stayed in the area and Chinatown as unlike other parts of the city they were welcome guests.

In Railtown the residential accommodation was limited with only three rooming houses along with four residences on the north side of Alexander. All but one of the buildings had been torn down by the 1950s. The surviving 1906 tenement at 313 Alexander is notable for being built by Yonekichi Aoki, a logging contractor, employing 45 Japanese men at his operations in Indian Arm. He was later involved in real estate, selling lots across the city. Aoki's narrow rooming house was sandwiched between the Mainland Iron Foundry and the City's Works Yard.

The four houses became part of the Alexander Street “Restricted District” where a relative blind eye was turned to the brothels between Princess and Heatley. The madams in the district operated with strict discipline providing safety and for the most part the women were accepted in the neighbourhood. Just like the surrounding neighbourhood they were an ethnically diverse group.

Paueru Gai was profoundly disrupted by the 1907 anti-anti-Asian riot and the uprooting, internment, and dispossession in 1942, transferring homes and businesses out of Japanese-Canadian hands. After restrictions were lifted in 1949 there was little to return to however key institutions such as the Vancouver Japanese Language School and the Buddhist Church of Vancouver remained, providing a renewed focus for the community. Since 1977, the annual Powell Street Festival has brought thousands back each summer, underscoring Paueru Gai’s cultural importance the shared space with Indigenous and other communities in the Downtown Eastside.

### **Zoning for Industry**

When the new Japanese Language School opened in 1928 it had industry as its neighbours and this was reinforced by the city’s new zoning bylaws that designated an area along the waterfront between Cambie Street and Semlin Drive in Grandview as heavy industry.

Foundries and machine shops, some of the original industry in the area, continued to flourish along with woodworking shops, hardware merchants, a few food processors and the cold storage facilities. Despite the heavy industry focus there were a number of offices in Railtown including the BC Shipping Federation, the predecessor to the British Columbia Maritime Employers’ Association, at the south west corner of Railway and Dunlevy while across the street on Railway, the Empire Stevedoring Company incorporated in 1910 by Walter Dockrill constructed their Streamline Deco offices in 1941. The Vegetable Marketing Board could be found at 405 Railway along with the Employment Relief Association.

The BC Shipping Federation was a group of employers who had come together to oversee the despatch and supervision of the port’s longshoremen. The hiring hall on Dunlevy saw over 1000 men represented by five unions sent off to the docks each day. The hiring hall moved further east to Franklin Street in 1968.

The industrial focus for Railtown was further emphasized with the creation of the Downtown Eastside Oppenheimer District (DEOD). By the 1970s residential accommodation conditions in the Downtown Eastside were bad and the community began to advocate for inspections and bylaw enforcement, fight for better and secure housing and worked to remove the stigma of ‘Skid Row.’ The newly formed Downtown Eastside Residents Association led by Bruce Eriksen scored a number of significant victories including forcing the city to require sprinklers in all single room occupancy hotels and prompting the creation of the Downtown Eastside Oppenheimer District (DEOD) zoning schedule which for the first time focussed on retaining and providing affordable housing for the community’s population.

The new DEOD boundary was Alexander Street and on the southern edge. A number of housing and social services projects were built including Roddan Place, the Evelyn Saller Centre and Maria Gomez Place. The Jim Green Residence is the only purpose built facility within the Railtown boundary.

## Appendix 2 - Statements of Significance for Top Priority Railtown Sites

# 235 Alexander Street



## Statement of Significance

### Description of Historic Place

The Burrard Iron Works building is a simple unadorned two storey brick and hollow tile structure, situated on the north side of Alexander Street next to the Main Street overpass in the Railtown neighbourhood of Vancouver, BC.

### Heritage Values

Built in 1922, the Burrard Iron Works building is valued as the second Vancouver facility for the Burrard Iron Works company that since 1913 and till this day manufactures, supplies, and services engine room and deck machinery for the shipping industry. The company's first location was in the 100 block of Alexander Street. The Burrard Iron Works company continues to operate across the street in their third location at 220 Alexander (since 1964) where they manufacture, repair and service heavy duty winches, windlasses and capstans.

Burrard Iron Works Ltd., founded by New Brunswick-born Robert Brown, is important for its continuous presence in Railtown since 1913, and for its historic and ongoing industrial operations and contributions to the local shippings industry, including supplying the engines for the City of North Vancouver's earliest ferries and the engine for the famous RCMP St. Roch schooner (1928), the

first ship to completely circumnavigate North America, and the second vessel to transit the Northwest Passages, now a National Historic Site held at the Vancouver Maritime Museum.

The subject building at 235 Alexander is further valued for its evolution into a cultural and creative hub under the name The Ironworks since around 2000, offering studios and production spaces for film, television (including productions such as The L Word, The X-Files, iZombie and Fifty Shades of Grey), photography, and venues for live music and other events.

In its prominent, corner location on the boundary of Gastown Historic Area, and with its painted ghost sign along the west roofline, the subject building stands as a gateway to Railtown, representing in name, form and use, both the heavy industrial and the more recent cultural uses that are typical of the neighbourhood. The interior retains some fixtures and remnants of its former heavy industrial use.

### **Character Defining Elements**

The key elements that define the heritage character of 235 Alexander Street are:

- Original location on Alexander Street at the corner of Main Street
- Continuous industrial use since 1922
- Siting on industrial waterfront and backing onto rail lines
- Industrial form and massing in its 2-lot, 2-storey, flat roof form with large windows and siting right at the property lines and rail lines
- Original openings and windows
- Shallow, metal roofline cornice
- Clerestory windows across the front facade roofline
- Painted ghost sign on west wall roofline with original company name

## Research Findings

**Street Address:** 235 Alexander Street

**Historic Address:** 229-231 Alexander Street

**Legal Address:** District Lot 196 Block 1 Lots 49-50

**Date of Construction:** 1922

**Architect:** N/A

**Builder:** A D Snider

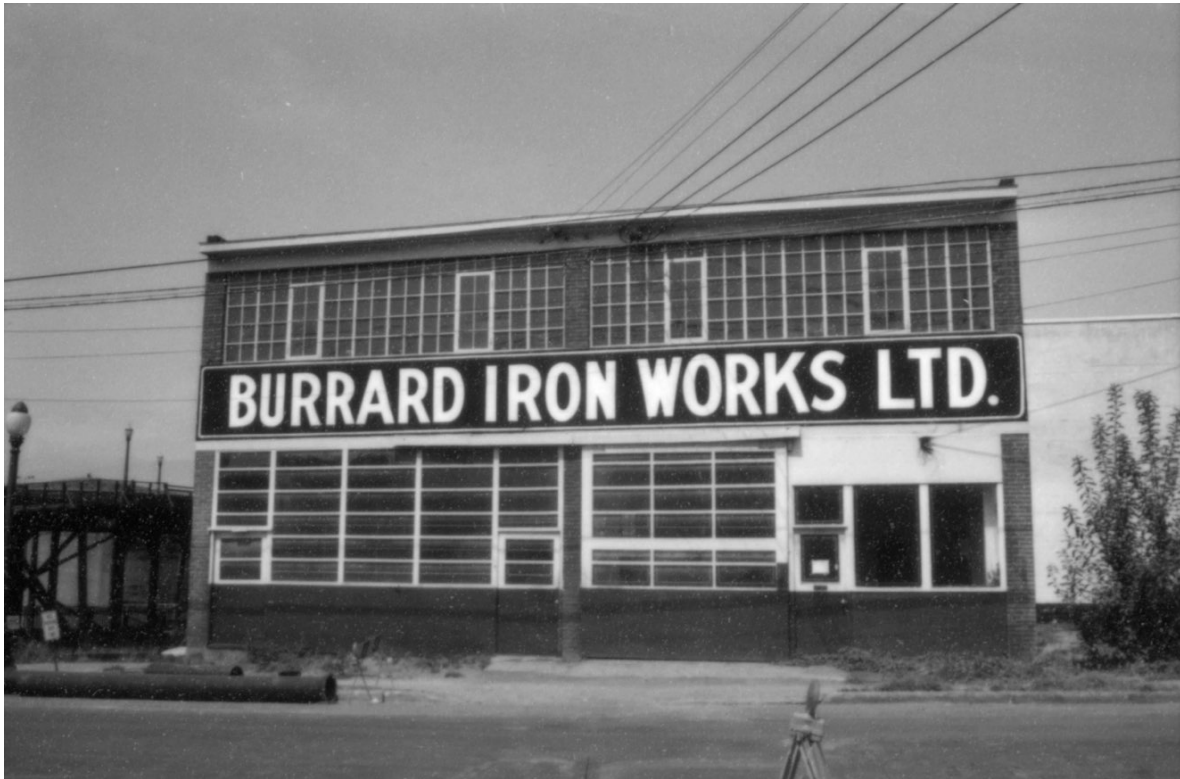
**Original Owner:** Burrard Iron Works Ltd.

### Occupants:

1922- early 1990s Burrard Iron Works Ltd.

1994 - current Ironworks Studio & Gallery or The Ironworks

## Archival Photographs



**Above:** The building c. 1968 CVA 1095-10447

**Below:** The building in 1972-1973 CVA 1095-09887



# 395-397 Alexander Street



## Statement of Significance

### Description of Historic Place

The Reliance Motor and Machine Works buildings are: a single storey board-marked cast concrete structure with a timber frame roof and clerestory lights, and a two storey, flat-roofed extension to the west, situated at the northwest corner of Alexander and Dunlevy Streets in the Railtown neighbourhood of Vancouver, BC.

### Heritage Values

Reliance Motor and Machine Works Ltd., founded by George R. Murphy and Bert Matheson in 1918 in a garage on Alberni Street, is valued as a representative of the eastward shift of heavy industrial businesses from downtown Vancouver to the Railtown area prompted by the institution of the City's first zoning plan of 1927 that earmarked much of northeast Vancouver for industrial uses.

The 1928 cast in place concrete structure erected by Dominion Construction represents a purpose-built facility for the company, where they built, sold, and serviced equipment and key machine parts for British Columbia's marine and resource industries with specialization in marine cylinder grinding. Reliance Motor and Machine Works Ltd. is valued as a representative of the businesses directly connected to the port and the Province's resource industries.

During the 75 years Reliance Motor and Machine Works Ltd. operated in this building, as well as in the additional building they erected in 1942, this place is also valued for having accepted up to two apprentices from the Vancouver Technical School each year, many of which would then continue on with the company after high-school graduation, thus playing a part in training and building the local industrial skill and labour-force capacity specifically for waterfront industry.

This historic place is also valued as a representative of the innovative nature of many of Railtown's industrial firms - by the 1930s Reliance employed over 30 men and was the only firm west of Ontario to operate an automatic machine for cutting continuous-tooth double helical ("herringbone") gears, and during the Second World War, Reliance launched a metal spraying shop and also produced airplane parts for the British Mosquito aircraft. In keeping with the innovative technologies that were present in this building since 1928, the Vancouver Urban Winery launched here in 2012 was the first enterprise in Canada to 'keg' bulk wines for bars, hotels, and restaurants (including the company's own wines) - a new concept involving storing finished wines in kegs and nitrogen guards to protect against oxygenation. Since 2012, the occupancy patterns and uses in these buildings represent the adaptive reuse that characterizes much of Railtown in the last few decades, as winemaking, brewing, distilling and coffee roasting remain aligned with the industrial zoning, but with interior space adaptations for restaurant, rental venue and cafe.

Architecturally, aesthetically and historically, this building represents the typical typology of Railtown's 1920s to 1950s industrial and office buildings in its concrete-built, one to two-storey utilitarian form, a typology that dominates the neighbourhood and represents the most important development period for the neighbourhood sparked by the formalization of the heavy industrial zoning applied here in 1927.

### **Character-Defining Elements**

The key elements that define the heritage character of 395-397 Alexander Street are:

1928 building:

- Continuous industrial use from 1928
- Original corner location built right to the property lines
- Industrial form and massing in its four-lot, single storey board-marked cast concrete structure with a timber frame roof and clerestory lights
- Loading doors on Alexander and at the bottom of the Dunlevy elevation
- Evidence of adaptive reuse for restaurant and public access

1942 building:

- Continuous industrial use from 1942
- Original location attached to the 1928 building, built right to the property lines
- Industrial form and massing in its double-lot, two storey, flat-roofed concrete structure
- Loading bay and office entrance
- Triple assembly windows on both levels



Above: The Dunlevy elevation in 2012 when the Vancouver Urban Winery first opened. Source: Google Streetview

Below: The Dunlevy elevation today as Vancouver Urban Collective. Source: Google Streetview



## Research Findings

**Street Addresses:** 395 and 397 Alexander and 55 Dunlevy

**Historic Addresses:** 385 & 395 Alexander

**Legal Address:** District Lot 196 Block 39 Lots 22 to 27

**Date of Construction:** 1928 and 1942

**Architect:** n/a

**Builder:** Dominion Construction

**Original Owner:** Reliance Motor and Machine Works

### Occupants:

#### 1928 building (lots 22-25)

1928 - 2003 Reliance Motor and Machine Works (lots 22-25)

2008-2012 Suquet Interiors

2012 - 2014 Vancouver Urban Winery (address change to 55 Dunlevy)

2014 - 2019 the space was rebranded as the Settlement Building and the winery space was expanded to include Belgard Kitchen and Postmark Brewing..

2019 - current - Vancouver Urban Collective: home to Vancouver Urban Winery, Belgard Kitchen, the Van Urban Beer Co. (previously Postmark Brewing)

#### 1942 building (lots 26-27):

1942 - 1980 Metalspray of BC Ltd. (a subsidiary company)

1980 - 2008 Connection Couriers Ltd. (tenant)

2008-2012 Los Beans coffee brokers

2019 - current - Palette Coffee Roasters

## Archival Photographs



The 1928 building in 1973. Source: Vancouver Archives CVA 1095-08870



The 1942 extension building in 1973, location of Metalspray of BC Ltd. Source: Vancouver Archives CVA 1095-08871

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**RELIANCE MOTOR & MACHINE WORKS LTD.**

**395 ALEXANDER STREET** **Pacific 3345**  
**VANCOUVER, B.C.**

Advertisement in the Vancouver Sun newspaper, May 22, 1943.  
Source: [newspapers.com](http://newspapers.com)

# 49 Dunlevy Avenue



## Statement of Significance

### Description of Historic Place

The former Shipping Federation building is a two-storey concrete building with a stucco finish capped by a metal cornice. It is situated on the south west corner of Railway Street and Dunlevy Avenue in the Railtown neighbourhood of Vancouver, BC.

### Heritage Values

Built in 1927, this building designed and constructed by Dominion Construction for the Shipping Federation of British Columbia is valued as the original employers' organization representing shippers and waterfront companies on Vancouver's docks, and as the headquarters for the Shipping Federation of BC (now the BC Maritime Employers Association) from 1927-1992.

Architecturally, aesthetically and historically, this building represents the typical typology of Railtown's 1920s to 1950s industrial and office buildings in its concrete-built, two-storey utilitarian form, a typology that dominates the neighbourhood and represents the most important development period for the neighbourhood sparked by the formalization of the heavy industrial zoning applied here in 1927.

This structure also provided the first permanent and formal hiring hall to replace the previous chaotic hiring practices at shipping piers and at the Orange Hall at Hastings and Gore. It is important as a long-term hiring hall (1927-1968) crucial to the operation of the port with up to 1000 union members being dispatched from this building each day. To these often transient waterfront workers,

the hall address was frequently listed as their personal mailing address as seen in classified ads and obituary notices of that era.

This historic place that contained meeting and lunch rooms, was also an important meeting place for a number of labour related organizations including the Longshoremen's & Warehousemen's Union locals, the Waterfront Veterans Association, the Waterfront Hockey Club and various Canadian Legion branches.

Although the hiring hall was moved further east to the current Franklin Street facility in 1968, the BC Maritime Employers Association (formerly known as Shipping Federation of BC) remained here until 1992 when they took over another Railtown building - 349 Railway Street - their headquarters until this day.

This historic place is valued for its adaptive reuse as offices for community and service groups in the early 2000s, including the Vancouver offices of Doctors Without Borders Canada, BC Children's Hospital, Oxfam and Amnesty International, for design and art spaces and most recently - jewelry manufacture, record label offices, sound studio, co-working space, events & studio rental spaces space and marketing firms.

### **Character-Defining Elements**

The key elements that define the heritage character of 49 Dunlevy Avenue are:

- Continuous office use since 1927
- Continuous Non-Profit use from 1927 until about 2006
- Original prominent location situated at the south west corner of Dunlevy and Railway
- Commercial form and massing in its four-lot, two storey, flat-roofed concrete structure
- Stucco-faced, cast in place concrete construction with punched windows, shallow sills, and a simple sheet metal cornice
- Original door and window openings
- Proximity to and association with BC Maritime Employers Association current headquarters at 349 railway, across the street.

## Research Findings

**Street Addresses:** 49 Dunlevy

**Historic Addresses:** 45 Dunlevy

**Legal Address:** DL 196 Block 39 Lots 18, 19, 20, 21

**Date of Construction:** 1927

**Historic name:** aka Confederation Hall

**Architect:** n/a

**Builder:** Dominion Construction

**Original Owner:** Shipping Federation of British Columbia

### Occupants:

1927-1968 Shipping Federation of British Columbia, Federation Hall Lunch Counter

1930 -1940 Vancouver & District Longshoremen's Association

1940 - 1944 Canadian Waterfront Workers Association & cigar stand, Vancouver Longshoremen's Association, Burrard Coastwise Longshoremen's Association

1945- 1968 Longshoremen's & Warehousemen's Union (locals 501, 507, 509, 501), Marine Checkers' & Weighers' Association, Waterfront Employers of BC

1968-1991 BC Maritime Employers Association, Waterfront Foremen's Welfare Plan

1969 - unknown Casco Terminals

2005-2006 Doctors without Borders

Currently - Railtown Pursuits - co-working space, events, studio space, Monstercat - independent record label and Wolf Circus Jewellery


## Archival Photographs



**Above:** The building in 1973. Source: Vancouver Archives CVA 1095-12546

**Below:** The Dunlevy elevation on the 1927 architectural plans. Source: Vancouver Archives File AP-0908





**ATTENTION**  
**Stevedores and Longshoremen**

*Effective April 1, 1948*

STEVEDORES AND LONGSHOREMEN  
 WILL BE INSURABLE UNDER THE UN-  
 EMPLOYMENT INSURANCE ACT, 1940.

All Stevedores and Longshoremen are re-  
 quired to register with

**THE NATIONAL EMPLOYMENT SERVICE**  
 SHIPPING FEDERATION HALL  
 45 DUNLEVY STREET, VANCOUVER  
 HOURS: 7 A.M. TO 5 P.M.  
 Commencing March 17, 1948

If you already have an Insurance Book and  
 an Insurance Number you must still register  
 as a Stevedore.

No stevedoring company will hire you  
 after March 31st unless you are registered  
 for Unemployment Insurance.

Published by authority of

**UNEMPLOYMENT INSURANCE  
 COMMISSION**

G. A. L. MURCHISON, J. G. BISSON, R. J. TALLON,  
 Commissioner. Chief Commissioner. Commissioner.

U.I.C.-1

Notice in the Vancouver Sun March 15, 1948. Source: newspapers.com

**GORDON—Passed away sud-**  
**denly, Sept. 10, 1954, James Tul-**  
**lock Gordon of 45 Dunlevy Ave.**  
 Deceased was born in Helmsdale,  
 Scotland 69 years ago, a resident  
 of Vancouver for 32 years, work-  
 ing as a longshoreman. No known  
 relatives in Canada. Funeral serv-  
 ice Wednesday, Sept. 15 at 1:30  
 p.m. in Armstrong Co. Chapel of  
 Flowers, 304 Dunlevy Ave., Rev.  
 George Turpin officiating. Inter-  
 ment Returned Soldiers' Plot,  
 Mountain View Cemetery.

Death notice in the Province newspaper September 14, 1954 showing an example of many longshoremen whose mailing address was the Shipping Federation of BC headquarters.

Source: newspapers.com

# 329 - 349 Railway Street



## Statement of Significance

### Description of Historic Place

This attached grouping of four early 1900s timber-framed, brick, flat-roofed warehouses ranging from two to five storeys in height, is located on the north side of the 300 block of Railway Street in the Railtown neighbourhood of Vancouver, BC.

### Heritage Values

Built between 1909 and 1912, this warehouse grouping illustrates the early industrial development forms and uses on the Canadian Pacific Railway's property along the north side of the street, which was comprised of 50' lots that all back onto the rail lines.

This historic grouping is formed by utilitarian buildings that stored and processed typical port and rail-related products that came through Railtown in the first half the 20th century: The Martin & Robertson Ltd. five-storey warehouse at 329 Railway built in 1911 - Klondike Outfitters, rice millers, importers, manufacturer's agents and suppliers of dried goods that had operated in the city since the 1890s; The Imperial Rice Mill Co.'s two-storey warehouse at 339 Railway built in 1909 - rice importers and millers of rice shipped to Vancouver from the rice fields of California, Arkansas, Louisiana and Texas, along with India and China; An additional Imperial Rice Mill Co. four-storey warehouse at 343 Railway built in 1912, but leased in the first few years to the Vancouver Police Department; and the 1911 G.H. Cortell five-storey warehouse at 349 Railway - storage and freight agents.

Architecturally, this grouping is significant for illustrating the preferred warehouse building design and materials of the early 1900s (heavy timber-framed masonry buildings) which is typical in neighbourhoods like Gastown and Yaletown but rare in Railtown, a district mostly characterized by one to two storey, 1920s to 1950s concrete structures. The two rice mill warehouses are valued for their association with prolific Vancouver-based architectural firm, Honeyman & Curtis that designed many of Vancouver's early churches, banks, hotels and high-end homes. The warehouse at 349 Railway is associated with architect A. A. Cox, best known for designing many of Vancouver General Hospital's early buildings.

Although the attached buildings represent individual developments, their story is connected through business, affiliations and partnerships at various times over the history of this block. For example, there was a business affiliation between 329, 339 and 343 Railway from their construction all the way through to the 1970s, as Martin & Robertson Ltd. and the rice milling company which evolved to be Canada Rice Mills Ltd. in the late 1920s, worked in partnership. While by the 1940s Canada Rice Mills Ltd. was no longer working out of Railtown, the neighbourhood they started out in, they were the rice suppliers for the internment camps in the BC Interior and western Canada that were holding the Japanese-Canadian community during World War II, thus partially feeding residents of this area (and others) that were forcibly removed, and connecting this building grouping to the Japanese-Canadian community internment from 1942-1949.

The occupancy pattern in these adjacent buildings over the decades illustrates the specific waterfront economy, stories and evolution of Railtown and Vancouver at-large as they housed various businesses and uses such as rice milling, storage, manufacturing, distributor depots, and brokerage firms. Hardware wholesalers like F.C. Myers Ltd., liquidators like Paramount Salvage Co. Ltd. and cartage companies like Traders Transport Services Ltd. each operating out of these premises for decades, and the second Railtown headquarters for the BC Maritime Employers Association since 1992, are all characteristic of long-term occupants in these buildings. Very importantly however, is the role this grouping played in pioneering the initiation of artist studios in Railtown from the 1970s when industrial warehouse spaces began to relocate further east, and the vacated units here posed an opportunity for adaptation as creative live and work spaces.

These historic warehouses are important as one of the largest concentrations of informal artists studios and residences in the 1980s, ultimately sparking a September 1986 Fire & Police Department raid and evacuation of dozens of artists. This event sparked the creation of ACE (Artists for Creative Environments) - an advocacy group founded by mostly Railtown-area artists that successfully

petitioned the City in the late 1980s to formalize city-wide live-work zoning. The initial live-work policy was approved in July 1987, enabling certain building and fire code relaxations when converting older buildings such as warehouses, for these purposes. This live-work zoning, created for Railtown initially, was the first of its kind in Canada, and inspired other Canadian arts organizations to advocate for similar solutions in their own cities, and like ACE, to engage in development planning.

Today, this grouping houses a diversity of businesses and even homes. 329 Railway is one of the first two Railtown buildings converted in 1998 into mixed use/live-work buildings, today housing offices for design firms and other businesses, as well as two floors of live/work residences; 339 and 343 Railway are now the location for a few retail shops, photography and framing studios and business offices while 349 Railway is an office building, and since 1992, the headquarters for the British Columbia Maritime Employers' Association (BCMEA).

### Character-Defining Elements

The key elements that define the heritage character of 329-349 Railway Street are:

- Original location on an industrial waterfront street, backing onto the rail lines
- Continuous warehouse and offices use since 1909 - 1912
- Live-work/mixed uses at 329 Railway since 1998
- Historic warehouse form and massing in their 50' lot, flat roof forms with large windows, filling the lots from property lines to rail lines
- Typical pre-WWI historic warehouse design comprising of heavy timber frame and brick structures ranging from 2 to 5 storeys
- The sawtooth, flat roofline of the grouping
- Original door and window openings including evidence of loading bays at the front and rear of the buildings. Arched window openings on 349 Railway.
- Surviving painted signs on 329 Railway (west elevation at roofline) with the wording Storage Martin & Robertson Ltd. and on the rear of 339 Railway (above the loading bay) with the wording T.J. Pounder & Company Ltd.
- Brick corbelling at the roof line on 329 Railway and below the top row of windows.
- Modest metal cornice and name sign at roofline on 339 Railway with the words Imperial Rice Milling Co.
- Metal cornice at roofline on 343 Railway

## Research Findings

**Street Addresses:** 329, 339, 343 and 349 Railway Street

**Historic Addresses:** 343 which was built as 335

**Legal Addresses:** District Lot 196 Block A Lots 1, 2, 3 and 4

**Dates of Construction:** 1909-1912

- building permit database, water connection applications, historic directories, fire insurance maps

**Architect:** Honeyman & Curtis

**Builder:** Baynes and Horie

**Original Owners:** Martin & Robertson Ltd. ; Imperial Rice Mills Ltd.; G.H. Cortell

### Occupants:

#### 329 Railway

1956-1965: Martin & Robertson mdse brokers

1970-1975: Babcock Fisheries Ltd.

1980: Astra Cold Storage

#### 339 Railway

1956: T.J. Pounder & Co. industrial asphalt

1960-1980: Paramount Salvage Co.

#### 343 Railway

1956:

- Factory Distributors manufacturers agents
- Garcy Co lighting and hardware manufacturers
- W.E. Iredale & Co mfrs agents
- Magnus Chemicals Ltd industrial chemicals
- Garden City Plating & Mfg hardware
- Maytag Co washing machines
- Traders' Serv labelling and stge
- Traders' Transp Serv
- Davco Trading Co
- Van Fire Prevention extinguishers
- A.C. Horn Co construction materials
- Muir Sales Food products distributors
- Ideal Insulation & Roof

1960:

Factory Distributors manufacturers agents  
W.E. Iredale & Co mfrs agents  
Magnus Chemicals Ltd  
Traders' Serv stge  
Traders' Transp Serv  
Madison Products hdw mfrs  
Roxalin of Canada whol paints  
Marshall-Curwen Brokerage food brokers  
Beardmore & Co plastic pipe  
Scythes & Co oakum distributors

1965:

Borden Co Ltd  
Jim Brown Brokerage  
Facelle Co Ltd  
Factory Distributors Ltd  
Marshall-Curwen-Roux Brokerage Ltd  
Roxalin of Canada  
Scythes & Co Ltd  
Traders' Service Ltd

1970:

Borden Co Ltd  
Jim Brown Brokerage  
R.T. Lough  
Pacific Rim Industries  
Reckitt & Coleman (Canada)  
G.W. Roux Agencies  
Scythes & Co  
Spartan Agencies  
Stange Canada  
Traders' Service  
Wallacebury Brass

1975:

A&A Sales Agency

Amercoat of Canada Ltd  
Jim Brown Brokerage  
A.R. Gellman & Co  
Pyramid Storage & Warehousing Ltd  
Reckitt & Colman (Canada) Ltd  
Stange Canada  
Superior Coatings Distributors Ltd  
Tioxide of Canada Ltd

1980:

Beverage Services Unlimited  
Custom Lock & Safe Ltd  
Dominion Theatre Equip Co Ltd  
Robert Harvey

### **349 Railway**

1956-1960: F.C. Myers Ltd. wholesale hardware

1965: N/A

1970: N/A

1975: Vacant

1980: Interstyle Warehousing

## Archival Photographs



**Left:** 329 Railway in 1973.  
Source: Vancouver Archives CVA  
1095-12439

**Below:** 339 Railway in 1973.  
Source: Vancouver Archives CVA  
1095-12438





**Above:** 343 Railway in 1973. Source: Vancouver Archives CVA 1095-12437

**Below:** The grouping in 1978. Source: Vancouver Archives CVA 786-43.01





The grouping between 1970 and 1980. Source: Vancouver Archives CVA 780-327

# Mill Here Working to Cope With Late Rice Shipments

A shortage of supplies of rice in Vancouver which has been felt in many stores recently is being overcome, according to officials of Canada Rice Mills Ltd., here.

Supplies were made short by early rains in the rice fields of California, Arkansas, Louisiana and Texas and the crop was delayed but rice is coming into Vancouver in increasing quantities now and the rice mill is working overtime to cope with the rush.

There are only two rice mills in Canada, the other being in the east, and Canada Rice Mills supplies the market from here to Winnipeg under an agreement with the Wartime Prices and Trade Board.

Officials of the company say that demand for rice has been heavy in the west with additional people moving here for war work and a large amount of rice is used to feed the Japanese in the internment camps. However, they expect that the supply situation will be eased considerably in the near future as the mill here rushes treatment of the raw rice now arriving.

Article in the Vancouver Sun newspaper on December 16, 1942 noting that Canada Rice Mills Ltd., with headquarters at 343 Railway Street, was the supplier of rice for the internment camps in the BC Interior and western Canada that were holding the Japanese-Canadian community during World War II. Source: [newspapers.com](http://newspapers.com)

# 395 Railway Street



## Statement of Significance

### Description of Historic Place

The Empire Stevedoring Company building is a cast in place streamlined Art Deco office and warehouse structure situated on the north side of the 300 block of Railway Street at the corner of Dunlevy Avenue in the Railtown district of Vancouver, BC.

### Heritage Values

This building is valued for its association with the enduring Vancouver-based Empire Stevedoring Company founded in 1907 and still operating today. This bulk vessel loading company was awarded the CPR contract in 1911 for handling the CPR's transpacific steamer's cargo. By 1925 the company had offices in Victoria, New Westminster, Port Alberni and Prince Rupert with extensive facilities in Port Mann. Their early offices were in buildings on Hastings and then Howe Street until they built their own premises here in 1941 on what was at the time a vacant site.

This site represents Railtown's own adaptation over the decades to the booms and busts of the shipping economy as the company adapted and to changes in loading technology, evolved, endured and expanded including to operating on Canada's east coast and to become a world-serving company. In 1999 the company started a grain division now known as Empire Grain Stevedoring Ltd. which continues to be Western Canada's top grain stevedore expertly overseeing the loading of various commodities and leading the industry in service and expertise.

Completed and opened in August 1941 the Empire Stevedoring company's purpose-built facility speaks to the importance of port growth and development, and the eastward shift of the port facilities. It was designed to accommodate the company's offices, storerooms, equipment repair and maintenance facilities along with a garage and drying loft in the basement for the tarpaulins used during rainy weather. The design by the Vancouver firm of Watson and Blackadder is a crisp streamline Art Deco composition of stripped down classical elements with the company's cast in place name serving as the cornice.

Historically, this structure is important for representing the World War II-era developments in Railtown, exemplifying the ongoing and even expanding economic activity and industrial viability of this neighbourhood during the war and into the postwar era.

Since 2012, the street-level space has been rented out to the Railtown Cafe Company, a now multi-location brand founded in, and named for the neighbourhood.

### **Character-Defining Elements**

The key elements that define the heritage character of 395 Railway Street are:

- Original location on Alexander Street at the corner of Dunlevy
- Continuous industrial and office use since 1941
- Siting on industrial waterfront and backing onto rail lines
- Industrial form and massing in its 2-lot, 3-4 storey, flat roof form with large windows and siting right at the property lines and rail lines, taking advantage of the natural slop of the bluff (3 floors at railway, 4 floors at the rear)
- Original window arrangement and sizes - function expressed in the facade with warehouse floor clearly marked with the narrow band of windows
- Concrete construction with cast in place ornamentation and name plate at roofline

## Research Findings

**Street Address:** 395 Railway

**Historic Address:** 335 Railway

**Legal Address:** District Lot 196 Block 39A Lot E

**Date of Construction:** 1911

- building permit database

**Architect:** Watson and Blackadder

**Builder:** Baynes and Horie

**Original Owner:** Imperial Rice Mills Ltd.

### Occupants:

#### 1941-1980:

- Empire Stevedoring Co
- Victoria & Vancouver Stevedoring Co Ltd

## Archival Photographs



The building in 1950. Source: Jewish Museum and Archives of British Columbia 1985.001-1-28-LF.00625



**Above:** The building in 1973. Source: Vancouver Archives CVA 1095-12417

**Below:** The building in 1978. Source: Vancouver Archives CVA 786-43.02



# 611 Alexander Street

## Statement of Significance

### Description of Historic Place

The former American Can Company (ACC) site comprises of two city blocks extending from the rail lines in the north, Alexander Street in the south, Jackson Avenue on the west and Heatley Avenue on the east, located in the Railtown neighbourhood of Vancouver, BC. It contains four attached historic buildings totalling 375,000 square feet and a detached parkade structure. The two earlier the buildings (1913, 1916) are masonry and heavy timber, and the other two (1926) are constructed of reinforced concrete. A tall post-modern metal elevator tower (1988) projects above the rooflines of the complex.

### Heritage Values

This large historic property is valued for its layered stories of use and development which begin decades before the American Can Company's ownership of these lands. The earliest documented settlement on the property involved waterfront cabins occupied mainly by Indigenous Skwxwú7mesh speakers from about 1881 until 1903. Known as "the Alexander Street rancherie," this grouping of rudimentary shacks on the water edge of the subject property connect this site both to Skwxwú7mesh lands and to the adjacent Hastings Mill which since its establishment in 1865, regularly employed Indigenous workers. Before its more permanent development began in 1913, the property housed both a row of brothels along its Alexander Street edge and three individual industrial facilities on the north edge - a McCall Bros. oil store later replaced by a R. Hamilton machinery warehouse and one of McLennan and McFeeley's warehouses. The two latter businesses and their buildings co-existed with the initial ACC development from 1913 to 1926.

The choice of the New-York based ACC to purchase land in Vancouver and build a massive facility in Railtown in 1913 speaks to the perceived extent and growth of the Pacific coast cannery industry, and to recent advancements and patents in can manufacturing automation. The 375,000 sq ft facility, developed in coordination with and on Canadian Pacific Railway lands, was built in three stages in 1913, 1916 and 1926, resulting in one of the largest reinforced concrete buildings in Vancouver at the time. The structures have historical and architectural value for their association with ACC architects Neil McIntyre Loney (1913 and 1916 buildings) and Carl Preis (1926 buildings). The latter, larger structures are also valued for their industrial, Moderne design and as a surviving cohort of similar ACC facilities of the period in Ontario, Quebec and all over the US.

The site is significant for being a location of a historically significant event, when a depression-era encampment was located on the water-facing lands of the property from 1930-1938 temporarily housing unemployed men from all over the country. This was one of several "hobo jungles" around

the city, for men of diverse ethnicities, ages and backgrounds, forced to leave their home communities in a desperate attempt to survive during an economic crisis.

Valued as one of the largest industrial organizations and employers in Vancouver for many decades, this can factory manufactured containers for BC's salmon and fruit, as well as containers for tea, coffee, spices, jams, syrups, preserves, condensed milk, butter, lard, carbonated beverages, gasoline and oil for local companies but that were also shipped all over Canada and the world. During World War II, women accounted for half of the work force at the ACC, and they remained a permanent demographic at the company as demand for canned products increased steadily post war.

This historic place is today valued as one of Vancouver's most successful, large-scale adaptive reuse projects. When operations at the Vancouver ACC dwindled in the 1970s and ceased in 1986, Expo 86' architect, Bruno Freschi was hired in 1988 to refurbish and upgrade the abandoned plant and transform it into a modern business centre for both manufacturing and office uses. Having gained heritage status in 1986, the 1988 interventions were guided by a preservation intent which included for example the sensitive approach to seismic upgrades and the replica windows, and distinguishable additions such as the tower and the parkade, ultimately winning the project a 1989 City of Vancouver Heritage Award.

Early occupants in the adapted complex's first decade were local fashion designers & manufacturers, port-related firms, a coffee shop, design and architectural firms, various furniture galleries and the SFU Visual Arts program that remains an important tenant in the building until this day. In recent years, high-profile, local design and manufacturing firms including Dialog, Aritzia and Herschel Supply Company have brought renewed attention to the uniqueness and potential of this site and neighbourhood.

### **Character-Defining Elements**

The key elements that define the heritage character of 611 Alexander Street are:

- Continuous industrial, manufacturing and office use since 1913
- Industrial form as expressed in its utilitarian design and regular window openings
- Original, historic siting backing onto the train tracks
- Two attached masonry and heavy timber buildings (1913, 1916) with vertical divided-light windows and clerestory lights in their original locations
- Two attached reinforced-concrete buildings (1926), moderne in design with large, horizontal divided-light steel windows and sawtooth clerestory lights in their original locations
- Distinct form/structure of the former lunch-room/coffee shop
- Tall post-modern metal elevator tower (1988) with spire

## Research Findings

**Street Address:** 611 Alexander

**Historic Address:** 561 and or 535 Railway

**Legal Address:** District Lot 196 Block 36

**Date of Construction:** 1913, 1916, 1926 and 1988

**Architects:** Neil McIntyre Loney and Carl Preis

**Builder:** Carver, Jones & Carver, Dominion Construction

**Original Owner:** American Can Company

### Occupants:

Roughly 1881-1903 "Indian cabins" - the Alexander Street Rancherie

Roughly 1895-1916 seven homes on the north side of the 600 block of Alexander (627, 629, 631, 637, 639, 643 and 645 Alexander), four of which were documented brothels.

Roughly 1895-1911 McCall Bros. oil store

1912-1926 McLennan and McFeeley warehouse

1910-1926 R. Hamilton sawmill machinery warehouse

1913-1986 American Can Company - Vancouver facility

Roughly 1989-2000 Mr. Jax Fashion Inc. (principal tenant and part owner later known as Koret), RivTow Straits Ltd, Marine View Coffee Shop, Karo Design Resources, Select Home Designs, Christopher Bozyk Architect, Cornerstone Architects, Ideal Furniture, R. Phillips & Associates, SFU Visual Arts program, Canadian Mental Health Association of BC

In the year 2000:

51 Street Fabric Warehouse

Andaru Interior

Christopher Bozyk Architect

Pace Fabric and Design Products

Robert B Harris Yacht Design and Consulting Limited

William Switzer and Associates Limited

William Switzer Decorative Fabrics

Tritex Fabrics Limited

West Coast Apparel Inc.

Western Designers Upholstery

L'Hospital Christian

Annestarr Agencies

Carmel Design Upholstery Company

Marine View Coffee Shop

Aritzia Clothing

Art Design Screen Work

AutoShip System Corp.

Empire Shipping Agency Limited

General Steamship Limited  
Tony Hurley Photography  
Karo Design Resources Inc.  
M5 Design Group Inc  
Perfection Rug  
Priority Project Limited  
Robert Allen Fabrics Limited  
SDS Software Inc.  
Select Home Designs  
West Rim Investment Limited  
Absolute Light  
Bayliss Richards Inc.  
Cornerstone Architects  
Emerge Online Inc.  
Hatfield Peter S Limited  
Hudson Bakker Architects  
Judith Latowski Associates Limited  
Latowski Design Consultants  
Matthew Reine Design Consultants  
New Vision Strategic Communications Inc.  
Vintage Consultants

Archival Photographs



Above: Panorama of American Can Co. Ltd. in 1926. Source: VPL # 48515

Below: Province newspaper spread announcing ACC 1926 expansion on April 18, 1926. Source: newspapers.com

THE SUNDAY PROVINCE, VANCOUVER, BRITISH COLUMBIA, APRIL 18, 1926.

## American Can Company Enlarges Plant

**Marshall-Wells**  
E. C. LIMITED  
Wholesale Hardware and Supplies  
Supplied  
Builders' Hardware  
Door Closers, Lock Sets, etc.  
Richard Wilcox Sliding Door  
Outfits  
Finishing Hardware

**We Fabricated and Installed**  
In The American Can Co. New Factory

The Following Iron Work:  
Fire Escapes, Area Gratings,  
Steel and Wire Partitions in  
Garage, Outside Steel Fencing,  
Steel Framing for Gates, Breast  
Door Saddles, Elevator Shaft  
Gratings, Platforms and Ladders  
to Sprinkler System Valves.

**Westminster Iron Works**  
LIMITED  
New Westminster, B. C. Phone 53

The Coal Burning Equipment under each of the three boilers that provide steam for this company was installed by

**P. A. Goepel**  
525 Pender West Phone Seymour 4305

AGENCY FOR—  
SHAW, GREEN & CO. ENGINEERS, OILY  
GASOLINE, UNDERGROUND CONDENSER, STEAM  
TRAP, VALVES, AIR COMPRESSORS, FEED  
WATER HEATERS, STEAM SEPARATORS.

**DAYLIGHT SAVING**  
"FENESTRA STEEL WINDOWS"  
of various types developed, making the largest in-  
stallation of Steel Windows in Western Canada.  
Supplied and Installed by  
**Canadian Metal Window & Steel Products**  
LIMITED  
TORONTO, CANADA

**T. M. GRINDLEY COMPANY**  
LIMITED  
Incorporated in British Columbia  
1140 HOMER STREET VANCOUVER, B. C.  
Phone 499, 292, 300, 309

**WE GLAZED**  
52,000 Square Feet of Glass  
Using 18,000 lbs. of Putty  
in The American Can Factory

**Bogardus-Wickens**  
LIMITED  
Glass and Paint Merchants

**CEMENT**

Used in this building  
manufactured  
by  
**BRITISH COLUMBIA CEMENT COMPANY**

Supplied through  
**Evans, Coleman & Evans**  
LIMITED

This wash-room equipment for factory employees is of the most modern and up-to-date type, and displays but one unit of the many sanitary features installed by us throughout this factory.

**Murray Bros. Limited**  
ESTABLISHED 1901  
PLUMBING AND HEATING CONTRACTORS  
137 Powell Street Phone, Seymour 8614

THE ELECTRICAL WORK  
IN THE  
**AMERICAN CAN COMPANY'S  
NEW FACTORY BUILDING**  
INSTALLED BY  
**C. H. E. WILLIAMS CO. LIMITED**  
ELECTRICAL CONTRACTORS  
309 Richards Street SEYMOUR 712 Vancouver, B. C.

THE SUNDAY PROVINCE, VANCOUVER, BRITISH COLUMBIA, APRIL 18, 1926.

## Plant Enlargement to Accommodate Growing Business

The following equipment:  
**Kalamain Doors**  
**Underwriters**  
**Doors, Skylights**  
**Ventilating**  
**Sheet Metal**  
**Work**

Were Supplied and Installed by  
**CAMPBELL & GRILL**  
Phone Seymour 3341  
1236-1238 Seymour Street

All Excavating  
FOR THE  
Erection of the New Addition  
to the American Can Company  
MAN DOWNS UNDER BY STREET FRONT.

**Nick Cosco**  
EXCAVATING, CONCRETE WORK,  
SEWERS, GRADING ROADS AND  
LAND CLEARING.  
1174 Broadway West Bayview 4987

**Simson Balkwill and Co. Limited**  
Heavy Hardware  
Engineers' and Mechanics'  
Tools and Supplies  
Pipe, Valves and Fittings  
101-107 Powell Street  
VANCOUVER, B. C.

THE NEW PLANT OF THE  
AMERICAN CAN COMPANY LIMITED  
By 125 Feet Wide, and An Office and Service Building 125 Feet  
Long By 40 Feet  
Stories and Basement

**Spraying & Painting COMPANY**  
Phone—Fair.—3388

Ask the Man who KNOWS  
We offer you our 20 years experience in solving your  
Painting, Lining, Staining and Graining problems.  
We have the opportunity of quoting you on our  
"contractors".

All the lumber and wood blocks used in the  
erection of THE NEW AMERICAN CAN  
FACTORY was manufactured in Vancouver

**J. Hanbury & Co.**  
LIMITED  
New Mills, Milling Mill and Sawmills, Forest  
200 Avenue and Granville Street Phone Bayview 120

We Supplied 98%  
of the  
Conveying Castings  
FOR THE AMERICAN  
CAN CO.'S NEW PLANT

**Mainland Foundry Co.**  
MILL AND MACHINE BROTHERS  
ALFRED'S CASTINGS  
363 Pender Street Phone High 402

We Did the Entire  
Painting On The  
American Can  
Co.'s Buildings

Factory and Mill  
Lime Washing  
Stucco Tinting  
and Painting

**COFFEY & BROWN**  
211 Broadway West Vancouver, B. C.

**The Lamson Company**  
Pneumatic Dispatch Tubes, Cash and  
Parcel Carriers, Automatic and Special  
Daily Conveyors

LAMSON PNEUMATIC TUBE AND CONVEYOR SYSTEMS  
INCORPORATED  
NEW YORK, U.S.A.  
SOLE CANADIAN AGENTS  
VANCOUVER, B.C.  
1174 BROADWAY WEST  
PHONE BAYVIEW 4987

All Big Jobs Use  
**BAPCO**  
Paints and Varnishes

When it comes to a proposition like  
the painting of the new American  
Can Company building at the  
Corner of 21st and the  
Broadway, you know that you  
need the best.

**British America Paint Co.**  
CALGARY VANCOUVER REGINA



A rear view of the buildings post 1926 showing two women workers walking across the train tracks at the back of the site. Source: Vancouver Archives CVA 447-38



A front view of the buildings post 1926 from the corner of Jackson Avenue showing the next door business' scrapyard (Simpson & Balkwill Co. Ltd pipe iron warehouse). Source: Vancouver Archives CVA 447-38



Detailed view of the 1926 building in the late 1920s. Source: Vancouver Archives CVA 447-37



Above: Vancouver Sun newspaper article featuring the company on March 1, 1930. Source: [newspapers.com](http://newspapers.com)

Below: Unemployed encampment behind the ACC, summer of 1931. Source: Vancouver Archives Re N10.07.

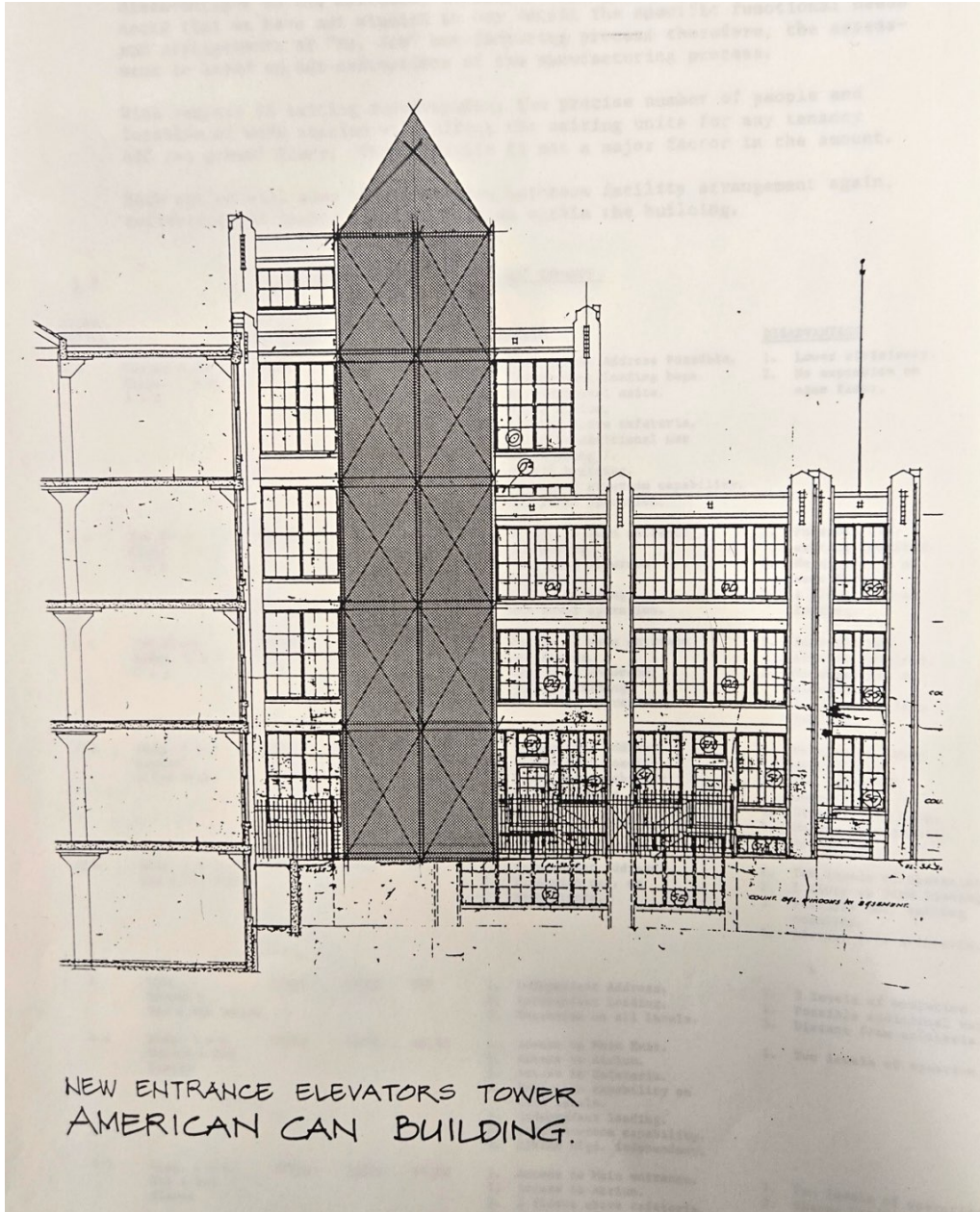




Rear view of the ACC with track loading area in 1978. Source: Vancouver Archives CVA 786-43.19



Front view of the ACC in 1985. Source: Vancouver Archives CVA 790-1079



Bruno Freschi sketch of the proposed new ACC entrance in 1987. Source: Vancouver Archives American Can Building Fonds AM1672-S1 1987

**Appendix - Railtown Cultural Assets Table**

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
199 Alexander	Wendy Poole Park	2001	no	no	Wendy Poole Park is a small triangular plot of parkland, named by the Vancouver Parks Board for a young Indigenous (Tsay Keh Dene) woman who was murdered in a DTES housing complex nearby in 1989. A coalition of First Nations, community groups, and individuals from the DTES campaigned, along with Roslyn Cassells, the then Party Commissioner of the Green Party of Canada, to name this small waterfront park after Wendy Poole. They envisioned the park would bring awareness to the unsolved cases of the missing women in the Downtown Eastside, and contribute to a healing process with First Nations people in the city. The park was dedicated in Feb 2001 and contains a memorial boulder inscribed with information about Poole.	yes	An Indigenous woman and women of the DTES	Urban Indigenous community , DTES community	x		x	x	x				high	low (part of the overpass right of way)	yes
235 Alexander	Burrard Ironworks	1923	no	no	This landmark building with its authentic condition, ghost sign and high-visibility location, stands as a an iconic gateway to Railtown. Built in 1923, this facility manufactured, supplied and serviced engine room and deck machinery for the shipping industry. The company, Burrard Ironworks, has been present on Alexander Street since 1912, first in the 100 block and now across the street at 220 Alexander. Today the building is a vibrant, multi-purpose facility providing a range of rental services as a film, television and photography location, Cineworks Independent Filmmakers Society office, an acting studio, and a performance and events venue.			Local industrial (shipping) community , blue-collar workers in industrial areas, Local film community .	x	x	x		x				high (landmark and gateway to Railtown)	medium (continues to be viable space)	yes
289 Alexander	The Core/The Edge	1999	no	no	An unique, integrated artist live/work co-op with market condos, this development was an ACE (Artists for Creative Environments) initiative that helped to design and negotiate the unique balance of an artists' co-op with artist condominiums. The Core co-op is a 30-studio live/work portions the development leased to co-op members by the City, involving manageable, subsidized monthly rates combined with maintenance obligations. The Edge condos, is a 165 portion made up of mostly two-level condominium lofts. The residents have access to a common roof deck and a 7,000-square-foot amenity building with Bike Room, Club House, Exercise Centre, Ceramics Room, Wood and Steel Workshops, Band Room, Print Shop, and Dark Room.		artists including women, low-income coop members	Local art & culture community		x	x	x	x				medium	low	yes
305 Alexander	Marine Lunch	1951	no	no	Built in 1951, this eatery has been serving local workers, from the port and rail industries to office workers and artists in later decades. Today, it is one of Railtown's culinary destinations.		women workers, artists	local blue-collar workers, local culinary community	x	x	x		x				high (unique but crucial typology)	high (very underbuilt and small)	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
313 Alexander	Ross House	1906	no	no	Built in 1906 this tenement building is typical of those built by early Japanese settlers in Vancouver. The owner, Yonekichi Aoki, started out as a logger and then worked at the Hastings Sawmill at the foot of Dunlevy. He moved up in the world by working as a CPR railway contractor. Beginning in the late 1800s up until World War II and the internment of Japanese Canadians, Alexander Street was part of a bustling Japantown district that was centred on Powell Street. Today known as Ross House, this privately owned Single Room Accommodation (SRA) is a tribute to the owner's son who died of a drug overdose in 2000. Ross House has 24 rented rooms measuring an average of 12'x10'. Since 2021 the building is City-owned, and Atira-operated, prioritizing residents who are trans, gender diverse, and two-spirit people.		Japanese-Canadians, marginalized, low-income people struggling with addictions and homelessness, and today transgender diverse, and two-spirit people	marginalized, low-income people struggling with addictions and homelessness, and today transgender diverse, and two-spirit people	x	x	x	x					high (unique but crucial typology)	medium (under built)	yes
321- 323 Alexander	CoV Ornamental Street Lighting Department & Workshops	1903 , 1947 , 1956	no	no	Originally built in 1903 for the City of Vancouver as City Water Works yards & workshops, today this is the only surviving civic works site from the era of smaller neighbourhood-based civic works yards once found across the city. The site became home to the Ornamental Street Lighting Department in 1927 and functioned as such throughout the 1930s and 1940s. Vancouver's street lamps were designed, manufactured and repaired here. This department was also responsible for inspection Vancouver's businesses' 2000 electric signs in 1944. After a renovation with a new, concrete building introduced, it functioned as a civic storage facility for street and infrastructure related items starting in 1947. This site retains the 1947 Townley and Matheson-designed workshop and a 1956 extension. The building was always set back deep on the property, backing onto Railway Street but addressed on Alexander. In recent decades the building has served as offices and today, this is speciality food wholesaler and a motorcycle repair and dealership shop.			blue-collar workers in industrial areas	x	x	x						low (buildings not visible nor integral to original design) and the historic use is not crucial to the neighbourhood's identity)	high (very underbuilt and small and development of the frontage would qualities of the site)	yes
369 Alexander	Ideal Iron Works	1923	no	no	This business existed at this location for 80 years from 1923 to 2003 (established earlier on Powell Street in 1919) run by the same family. They serviced fishing vessels, steam tugboats and grain elevators. They supplied valves for the Liberty Ships being built in North Vancouver during World War II. They grew to become an expert in the gearing industry, supplying to various sectors, including marine, cement and aggregate, mining, oil and gas, pulp and paper, and power generation. The business moved to the banks of the Fraser River in Delta and changed its name to Ideal Gear and Machine Works Inc. where it remains active today. Today, 369 Alexander is a versatile event space.			blue-collar workers in industrial areas, Local industrial (shipping) community ,	x	x	x		x				high	medium (continues to be viable space)	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
395 Alexander	Reliance Motor and Machine Works	1928	no	no	This company was founded in 1918 and had been located in two different downtown locations before building this 1928 premise in response to the 1927 heavy industrial zoning of Railtown. Here, they built, sold, and serviced equipment and key machine parts for British Columbia's marine and resource industries. By the 1930s they employed between 30 to 35 men and were the only firm west of Ontario to operate an automatic machine for cutting continuous-tooth double helical ("herringbone") gears. During the Second World War, Reliance produced airplane parts for the British Mosquito aircraft. Today, 395 Alexander houses a coffee shop and an furniture showroom. The corner building at 55 Dunlevy Avenue has recently been converted into a brewery and restaurant.			blue-collar workers in industrial areas, local brewers, coffee roasters and culinary community	x	x	x		x				high	medium (continues to be viable space)	yes
415 Alexander	Jim Green Residence	1996	no	no	Built in 1996, these residences are amongst the first purpose built housing complexes in Railtown. A self-contained, independent, permanent housing complex run by Lookout Emergency Aid Society that provides homes for 68 low-income individuals with a history of homelessness. Named for the Downtown Eastside advocate, activist and past City Councillor, Jim Green. In 2022, this complex was amongst the first three in BC to be upgraded to "complex-care housing", which provides residents with 24/7 wrap-around supports including mental health services.		marginalized, low-income seniors struggling with homelessness	DTES community, Downtown Eastside Residents Association, DTES activism			x	x					low	low	yes
475 Alexander & 487 Alexander	Vancouver Japanese Language School & Hall	1928 & 2000	yes	yes NHS	The Vancouver Japanese Language School was founded in 1906 at 439 Alexander Street, in the heart of Japantown which was centred around Powell Street since the late 1880s. In 1928, 475 Alexander was built to replace the first school building, and to accommodate the growing needs of the Japanese-Canadian community. When the community was forcefully removed during World War II, this building was confiscated by the Canadian government, along with all Japanese property. This site was the only property to ever be returned to the local Japanese-Canadian community after the war. The hall was built in the year 2000 and recently an award-winning daycare facility has been introduced to the site as well. The property was recognized as a National Historic Site by Parks Canada in 2019.		Japanese-Canadian community, seniors, children	Japanese-Canadian community	x		x	x	x				high	low	n/a
505-507 Alexander	Alexander Richard-Wilcox Co. & Hart Battery Co.	1951	no	no	A concrete warehouse structure with several bays and warehouse sections was constructed on an empty lot here in 1951. Initially a local Hart Battery Co. Ltd. manufacturer relocated here from the West End into unit 505 and its neighbour at 507 was a hardware and door manufacturer. Other warehouses and business here over the decades were Pressed Metal Products, Adanac Construction, and ESB Canada.			blue-collar workers in industrial areas	x	x	x						high	high (vacant, for sale and development sign)	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility	
611 Alexander	American Can Company Building	1925 & 1988	yes	no	This large, odd-shaped property extends to the north of Railway Street, but historically was made up of several smaller lots as well as water-front cabins. The area now used as a parking structure was the location of a half a dozen early homes, four of which housed brothels from about 1908 until 1914. The current factory building was where early premises for McColl Bros. & Co. Oil and later for a McLennan & McFeely & Co. warehouse stood. Additionally, behind the site on the shoreline, was the Alexander Street Rancherie - workers cabins for Indigenous men, and in the 1930s, this was the location for Railtown's depression-era encampment. The American Can Company (ACC) built an initial facility here in 1913, expanded in 1916, and added the 363,000 square-foot can manufacturing plant in 1925. Architect and engineer Carl G. Preis designed the Art-Deco structure, which was for many years, one of the largest reinforced concrete structures in the city. During World War II, women accounted for half of the work force at the ACC, where incredibly loud machinery necessitated the use of signals, lip-reading, and carefully observed routines. The can factory operated into the mid-1970s. In 1988, head architect for Expo86 Bruno Freschi, designed the conversion of the plant into multiple office spaces and introduced additions and parking to the property. Today it is the location for many local architectural, design and textile firms as well as other types of offices.		women, sex workers	blue-collar workers in industrial areas, design and manufacturing community, local culinary community	x	x			x					high	medium (recent redevelopment interests)	n/a
711 Alexander	Former site of the CPR Heatley Station	1899	no	no	This is the former site of the CPR Heatley Station, originally built at the foot of Howe Street as Vancouver's first CPR train station and relocated to this property, 10 Heatley Avenue, in 1899 just 12 years after it was constructed. In Railtown, the building served as a train stop close to the port, the industrial area, the nearby Japanese-Canadian neighbourhood known as Paueru-gai and Strathcona until the late 1940s when it was cancelled as a station and then demolished. The need for a station in Railtown for the first half of the 20th century speaks to the centrality and utility of the district and the surrounding neighbourhoods. Functioned as one station master's family home for 60 years.		Japanese-Canadian community, seniors, children,		x	x	x	x					low	low	n/a (place of interpretation)	
49 Dunlevy	Shipping Federation of BC	1927	no	no	Built in 1927, this was the headquarters for the Shipping Federation of BC which promoted shipping interests in British Columbia by selecting, training, despatching and supervising longshoremen, wharf and dock operators. In the mid 1960s, the Federation was re-organized into the British Columbia Maritime Employers' Association. Today, the BCEA headquarters is still located in Railtown, at 349 Railway Street. Today home to Railtown Pursuits - a women-owned co-working space, events venue and studio space, Monstercat - independent record label, women-owned Wolf Circus Jewellery designers and manufacturers.		workers with no fixed employment (casual and transient worker)	blue-collar workers in industrial areas, design and manufacturing community, women	x	x	x		x				high	medium (continues to be viable space)	yes	

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321 Railway	Railtown Studios	1935 & 1998	no	no	Built in 1935 as an ice plant, cold storage and housing an ice-cream factory at times over the decades, this building was one of two on this block converted into artist live-work studios in 1998. The development name "Railtown Studios" coined the name for the neighbourhood based on an informal nickname, that has since become official. In this case the conversion involved the addition of the top floor, an extension at the back, a rooftop deck and the introduction of 'industrial style' windows to what was originally a closed concrete box. It is important as a direct result of the September 1986 eviction of dozens of artists who were illegally living in abandoned warehouses on this block, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/ work zoning. The first live/work buildings, mostly in converted warehouses, began to appear in Vancouver in the early 1990s. This building is strictly a live/work rental building for artists, participates on the annual East Side Culture Crawl and houses the Ice-Box Gallery in its interior.		women workers, artists	Local art & culture community , design and manufacturing community	x	x	x	x	x				high	low	yes
329 Railway	Martin & Robertson Warehouse	1910 & 1998	no	no	Built in 1910 as a second Vancouver premises for Martin & Robertson - 'Klondike Outfitters', rice millers, importers, manufacturer's agents and suppliers of dried goods. The building was used as warehouses and offices over the decades by various companies until it became partially vacant like several others on this block in the 1970s. This building is one of two which was converted in 1998 into a mixed use live/work and commercial building housing offices for design firms and other businesses as well as two floors of live/work residences.		women workers, artists	Local art & culture community , design and manufacturing community	x	x	x	x	x				high (part of a grouping)	low	yes
339 Railway	Imperial Rice Milling Co. Ltd.	1909	no	no	Built in 1909, this two-storey warehouse was designed by local architectural firm Honeyman & Curtis. It functioned as a rice milling warehouse for many decades until mid-century when it became partially vacant like several others on this block in the 1970s. It is important as the well-documented location for the September 1986 eviction of dozens of artists who were illegally living and creating in this warehouse, and in the two immediate buildings to its east, which led to the creation of ACE (Artists for Creative Environments) - an advocacy group that successfully petitioned the City in the late 1980s to formalize city-wide live/work zoning, the first of its kind on Canada. Today it is the location for a few retail shops and offices.		women workers, artists	Local art & culture community , design and manufacturing community	x	x	x	x	x				high (part of a grouping)	medium	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
343 Railway	Imperial Rice Milling Co. Ltd.	1911	no	no	This building owned by Imperial Rice Milling Co. and designed by Honeyman & Curtis was an extension to the business at 339 Railway. It was used as a temporary police station and court house in 1912-1914. The Employment Relief Association occupied part of the building in 1914. It functioned as a rice milling warehouse combined with offices on the ground floor for many decades. According to newspaper reports during WWII a large amount of the mill's output was sent to internment camps in the interior to feed the Japanese-Canadian residents living there. This building became partially vacant like several others on this block in the 1970s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings on either side, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. Today it is the location for a few retail shops, offices as well as photography and framing studios.		women workers, Japanese-Canadians, artists	Local art & culture community , design and manufacturing community	x	x	x	x	x				high (part of a grouping)	low	yes
349 Railway	G.H. Cottrell Storage Building	1910	no	no	This tall building was built in 1910 for G.H.Cottrell who offered produce storage and had a strong presence on this block for decades, eventually expanding into wholesale in the 30s and 40s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings on either side, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. In 1989 an extensive renovation substantially altered the building and added the huge arched window on the top floor. Since 1992 it is an office building and headquarters for the British Columbia Maritime Employers' Association (BCMEA), founded in 1911 as the Shipping Federation of BC and always headquartered in this neighbourhood with its previous location at 49 Dunlevy.		women workers, artists	Local art & culture community , design and manufacturing community	x	x	x	x	x				high (part of a grouping)	low	yes
365 Railway	Fleck Bros. Warehouse	1948	yes	yes	This utilitarian concrete structure was built in 1949 as an extra warehouse for the Fleck Brothers Ltd., who were major industrial suppliers in BC from 1907 until 1970 with headquarters and main warehouses at 110 Alexander Street. Since 1998, this is the headquarters and factory for Bensen, a design and manufacturing group founded in 1981 by Niels Bendtsen. This business is important as the first design oriented business to locate in the Raitown area in the last two decades, inspiring many others to follow and create the core for what is considered today a design district. Niels Bendtsen is a Danish-born designer known for his Inform Interiors furniture and design located nearby on Water Street in Gastown since 1970.		artists	Local art & culture community , design and manufacturing community	x	x	x		x				high	low, protected by heritage designation bylaw (approved development plan?)	n/a

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395 Railway	Empire Stevedoring Building	1941	no	no	Built in 1941 for the Empire Stevedoring Co. Ltd., this Moderne design by architects Watson & Blackadder, stands out with its fluted facade and art deco typography. A historic Canadian company with its Vancouver office still located in this building, Empire Stevedoring is a major international port logistics and operations firm since 1910 which has historically been BC's largest waterfront employer. The building has a Vancouver Centennial Plaque on it commemorating the close proximity of Hastings Mills. Refurbished and divided into office suites in 2000, the building's tenants include businesses in the movie industry, design, media and marketing alongside Empire Stevedoring. On the ground floor is the original location of Raitown Café & Catering, one of the neighbourhood's most popular lunch spots.		artists	Local art & culture community , design and manufacturing community , local coffee roasters and culinary community	x	x	x		x				high	medium (continues to be viable space)	yes
439 Railway	McColl Bros. & Co. Oil Building	1913	no	no	Although its exterior has been cosmetically modernized, this is the second oldest building on the block, built in 1913 as the McColl Bros. Oil shop. This company was present here in Raitown since the late 1880s, with an early store on the current site of the American Can Company. McColl Bros. operated from this building until the late 1940s after which it was a cartage and trucking depot. Today it is the showroom and retail location for Park & Fifth, a local "modern dresses and bridesmaid attire" design and manufacturing company.		women workers, artists	blue-collar workers in industrial areas, Local art & culture community , design and manufacturing community	x	x	x		x				high	high (small underbuilt)	yes
430 Railway	Segal Furniture	1931	no	no	Originally the site of an early ironworks facility, the current 2-storey concrete structure was erected in 1931 as a chemical testing and research plant which amongst other things studied crude oil and petrol processing led by Dr. John A. Porter. In 1945 this became the first premise for Segal's Furniture until 1950 (a strong representative of dozens of furniture manufacturing companies started by Jewish families in Vancouver in the 1940s on the east side of the city) followed by other local furniture manufacturers for decades to come. Today the space is shared by Spawts - ceramics pet paw imprinters, and Tokyo Foods - a Japanese food products manufacturer and wholesaler.		Jewish community , Japanese-Canadians, artists	blue-collar workers in industrial areas, Local art & culture community , design and manufacturing community , Japanese-Canadians, local culinary community	x	x	x		x				high	high	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
495 Railway	A.R. Williams Machinery Company of Vancouver	1910	no	no	The A.R. Williams Machinery Company of Vancouver built these premises in 1909 designed by architect Frederick Mellish. The company renovated/expanded in 1913 and stayed at this location well into the late 1950s. Today the building is home to the local Bocci lighting design and manufacturing company.		artists	blue-collar workers in industrial areas, Local art & culture community , design and manufacturing community	x	x	x		x				high	high	yes
20 -28 Jackson	Maple Leaf Pattern Works	1935	no	no	Built in 1935, this was a wood & metal pattern making shop for Maple Leaf Pattern Works. Owner Fred Coltart was one of the founders of BC's Chapter of American Foundrymen's Association in 1947. The business was operating at this location well into the late 1950s and was still operating in the late 1960s. In subsequent decades it's been the machine shop for local food companies.		artists	blue-collar workers in industrial areas, local culinary community , design and manufacturing community ,	x	x	x		x				high	high	yes

Address	Name	year	VHR	M	Description	VHR 3 nations	VHR equity-denied or urban indigenous	VHR living heritage of certain community	THEME: Waterfront Setting	THEME: A maker's district: from ironworks to prom dresses	THEME A worker's community gathering, organization and services	THEME Camps and homes	THEME Arts & Culture	VHR Category 1	VHR Category 2	VHR Category 3	Contextual Value	Level of Risk	VHR addition eligibility
101 Waterfront	CRAB Park at Portside	1987	no	no	The Burrard Inlet has been home to Squamish, Musqueam and Tsleil-Waututh peoples for thousands of years. Indigenous people would traverse the Burrard Inlet in canoes, travelling to fishing, clamming and hunting sites on both shores, especially around what is now called CRAB Park. Once the north shore was settled by Europeans, there was demand for an easy way to cross the Burrard inlet. The first ferry to operate in the inlet was run by John Thomas, known as "Navy Jack," a gravel merchant from the North Shore, who began his for-hire service in 1866, with a Vancouver stop at what is today CRAB Park. In 1982, a group of Downtown Eastside residents, got together to advocate for a local public park, calling themselves Create A Real Available Beach committee, or CRAB. They chose an unused tract of land leased to the Vancouver Port Authority from the federal government on Waterfront Road as the site for their proposed park. That year, they organized a community music event, taking over the land and advocating for it to be turned into a park. Two years later campers in 60 tents spent 75 days on the land as a protest and, with pressure from local politicians, the port and government gave in and transferred seven acres to the City of Vancouver as a long term lease for a public, waterfront park in 1987. In 2004, the City of Vancouver changed the park's name to CRAB Park at Portside, to recognize the efforts of the community group that made it possible. In 2011 CRAB Park was successfully nominated for a Vancouver Heritage Foundation Places That Matter Plaque. From 2021-2024 the park was a homeless encampment.	yes	Urban Indigenous community , DTES community , women, artists, marginalized, low-income people struggling with addictions and homelessness	Urban Indigenous community , DTES community , women, artists, marginalized, low-income people struggling with addictions and homelessness, Railtown residents and visitors	x	x	x	x	x				high	low	yes
401 E Waterfront	B. C. Mills Timber and Trading Co. Ltd. Offices & Showroom	1906	yes	yes	Built in 1906 as the B.C. Mills Timber and Trading Co. Ltd. offices and showroom, the original address was 50 North Dunlevy. It is thought to be the most well-preserved specimen of Vancouver's remaining B.C. Mills inventory. The technical innovation of this building rests in the use of insulated prefabricated panels, which were linked together by moulded weather-tight joints and then bolted into place. The Hastings Mill site and this building were purchased in 1925 by the Vancouver Harbour Commissioners which used it as their quarters from 1930 until 1973 when it became home to the Mission to Seafarers. Today, this Mission cares for the spiritual, physical and emotional needs of all seafarers and their families.	yes	Urban Indigenous community	Mariners, Anglican missionaries	x	x	x	x	x				high	low	n/a
1 Gore	Canfisco Headquarters	1918	no	no	The Canadian Fishing Company built their first large freezing, cold storage and ice-making plant in Vancouver in 1910. This Home Plant cannery was built in 1918 and today is also the CanFisCo headquarters.	yes	Urban Indigenous community ,	blue-collar workers in industrial areas,	x	x	x						high	medium (continues to be viable space)	yes

MAIN STREET

Table with 10 columns and 10 rows listing addresses and occupants on Main Street between East Hastings and East Cordova.

Table with 10 columns and 10 rows listing addresses and occupants on Main Street between East Cordova and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Main Street between Powell and Gore.

Table with 10 columns and 10 rows listing addresses and occupants on Main Street between Gore and Burrard Inlet.

EAST HASTINGS STREET

Table with 10 columns and 10 rows listing addresses and occupants on East Hastings Street between Main and East Cordova.

Table with 10 columns and 10 rows listing addresses and occupants on East Hastings Street between East Cordova and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on East Hastings Street between Powell and Gore.

Table with 10 columns and 10 rows listing addresses and occupants on East Hastings Street between Gore and Burrard Inlet.

EAST CORDOVA STREET

POWELL STREET

ALEXANDER STREET

GORE AVENUE

GORE AVENUE

RAILWAY STREET

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between East Hastings and East Cordova.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between East Cordova and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Powell and Gore.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Gore and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Powell and Alexander.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Alexander and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Gore Avenue between Powell and Alexander.

DUNLEVY AVENUE

DUNLEVY AVENUE

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between East Hastings and East Cordova.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between East Cordova and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Powell and Gore.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Gore and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Powell and Alexander.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Alexander and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Dunlevy Avenue between Powell and Alexander.

EAST HASTINGS STREET

EAST CORDOVA STREET

POWELL STREET

ALEXANDER STREET

RAILWAY STREET

JACKSON AVENUE

JACKSON AVENUE

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between East Hastings and East Cordova.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between East Cordova and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Powell and Gore.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Gore and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Powell and Alexander.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Alexander and Burrard Inlet.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Burrard Inlet and Powell.

Table with 10 columns and 10 rows listing addresses and occupants on Jackson Avenue between Powell and Alexander.

PRINCESS AVENUE

PAUERUGAI, 1941 RESIDENCES & BUSINESSES POWELL STREET, VANCOUVER BC



LEGEND: 501 STREET ADDRESS, (B) BASEMENT, (R) REAR, (C) OWNER, (U) UPSTAIRS. SOURCE: CITY OF VANCOUVER ARCHIVES, REVISED: JULY 1995, DESIGN: RAY OTA, DRAWING: SHIGUHIKATA, JOSEPH FRY, UPDATED: JULY 2015.