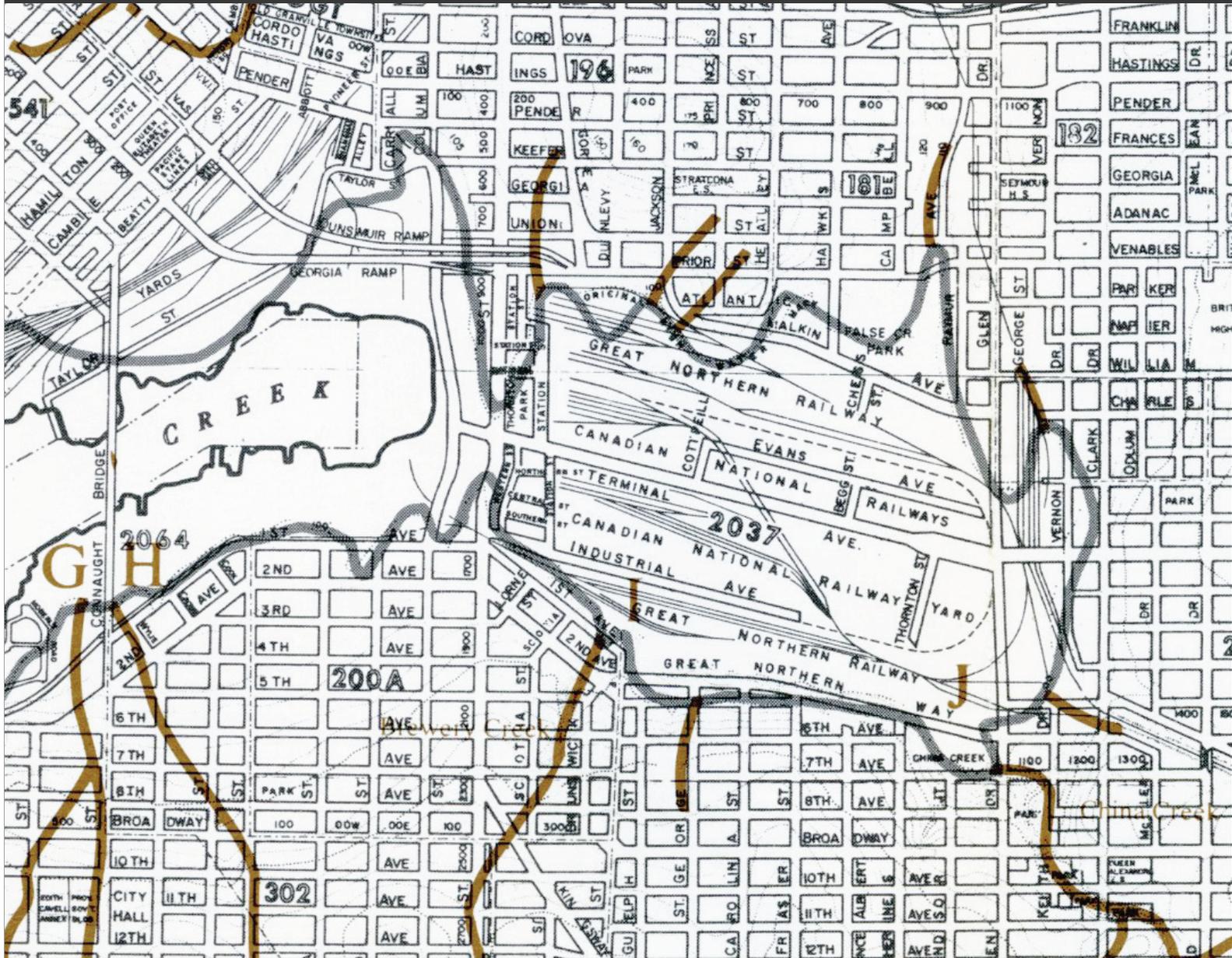


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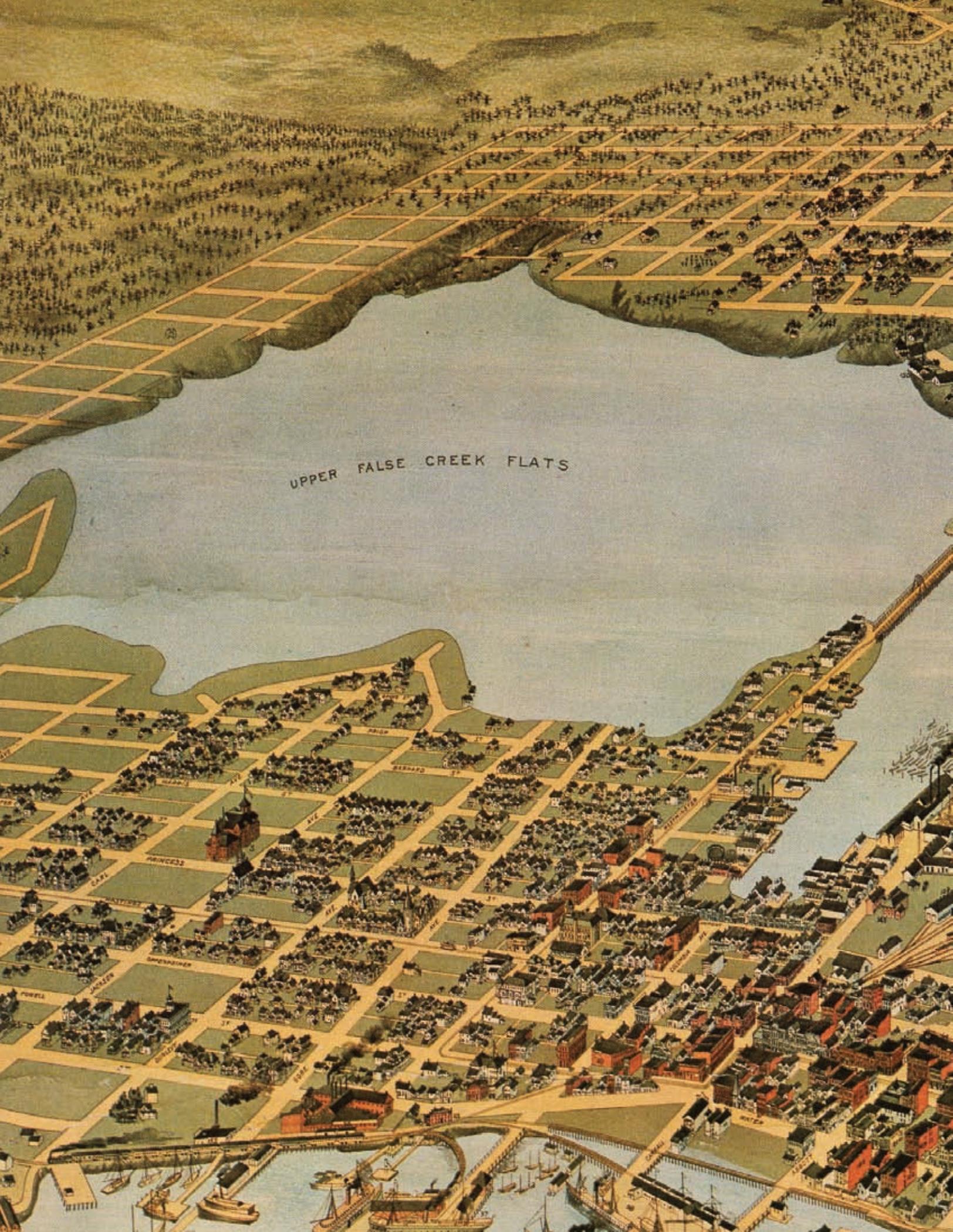
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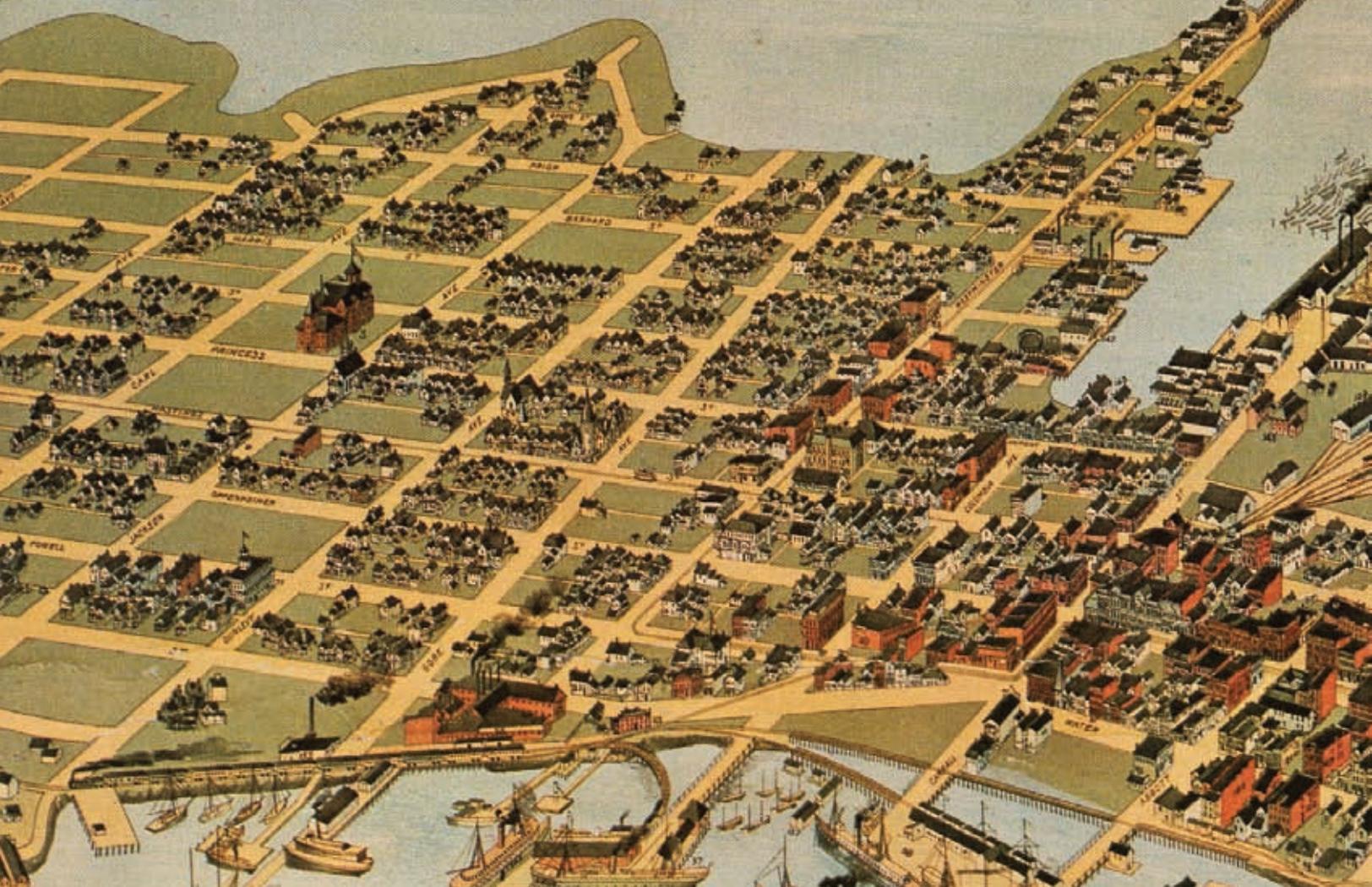
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UPPER FALSE CREEK FLATS



EASTERN CORE

STATEMENT OF SIGNIFICANCE

TABLE OF CONTENTS

1.0 INTRODUCTION	6
2.0 HISTORIC CONTEXT STATEMENT	7
2.1 First Nations and the False Creek Environment	7
2.2 Perimeter Development	10
2.2.1 Industry	10
2.2.2 Residential	16
2.2.3 The Main Street Corridor	20
2.2.4 Social Places: “On the Edge”	24
2.3 Rail and the Transformation of the Landscape.....	26
2.3.1 The Canadian Pacific Railway and the Establishment of Vancouver	26
2.3.2 Filling the Flats	30
2.3.3 From Rail to Road.....	42
2.4 Industrial Development and Modern Evolution.....	47
2.4.1 The Development of Industry in the Eastern Core ..	47
2.4.2 Labour & Employment	51
2.4.3 Modern Evolution	51
2.4.4 Cultural Spaces	51
3.0 THEMATIC FRAMEWORK.....	52
3.1 National Themes.....	52
3.2 Eastern Core Themes	52
4.0 EASTERN CORE SITES	56
4.1 Eastern Core Heritage Register Sites	58
4.2 Methodology	62
4.3 Places of Interest List	62
5.0 EASTERN CORE HERITAGE VALUE STATEMENT.....	69
6.0 LIST OF SURVEYED EASTERN CORE SITES.....	71
ACKNOWLEDGEMENTS	74
ENDNOTES	75
PUBLISHED REFERENCES	77

THE EASTERN CORE





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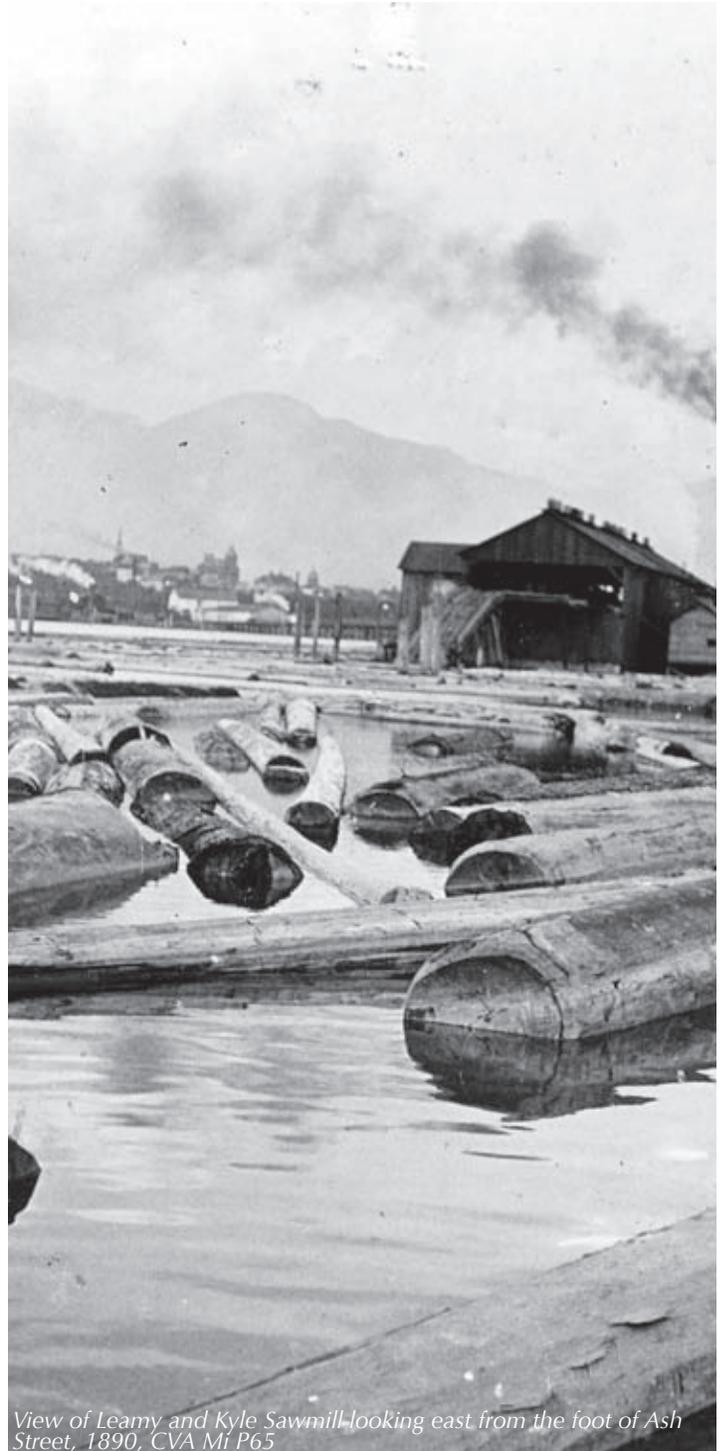
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1.0 INTRODUCTION

The Eastern Core area of Vancouver is characterized by its complex and unique history. Except for Main Street and southern sections of Strathcona, the majority of the area was originally the False Creek tidal flats. Established through the City's desire for additional rail yards and rail facilities, the Eastern Core is a prime example of the human aspiration to 'tame' the land and create something useful (productive land) out of something otherwise considered fallow or undesirable (the tidal flats). The area's post-fill history, which is intrinsically tied to that of the railway, has ensured that the area has been well served by rail (including the British Columbia Electric Railway, Canadian National Railway, Great Northern Railway, and, later, SkyTrain) since the early days of Vancouver's incorporation. As the importance of passenger and freight rail declined, cars and trucks became the more ubiquitous transportation modes in the city, converting the once rail-dominated composition of the Eastern Core into a mix of railway and roadway-based facilities. The present landscape features an eclectic mix of residential, commercial and industrial zones; educational and institutional facilities; warehouses; and artist spaces. Despite the area's newfound diversity, rail and transit remain as the literal and figurative centre of the area.

The Historic Context Statement, Thematic Framework, Places of Interest List, and Heritage Value Statement for the Eastern Core provide a foundation for the current and future planning for the Eastern Core. This document is an integrated planning tool that defines the Eastern Core's broad patterns of historic development, and promotes a sense of identity and stewardship of its historic places. In order to develop the historic context statement, the team reviewed existing historic documentation and community stories, as well as analyzing other indicators of the area's historic evolution. The historic context statement helps distill the major themes of the Eastern Core's history, which were developed with City Staff. The historic themes that emerged are those that represent the development of the Eastern Core up to the present day and continuing into the future.



View of Leamy and Kyle Sawmill looking east from the foot of Ash Street, 1890, CVA Mi P65

2.0 HISTORIC CONTEXT STATEMENT

2.1 FIRST NATIONS AND THE FALSE CREEK ENVIRONMENT

Thousands of years into the past, and continuing through the late 1800s, when the European settlement of Vancouver began in earnest, Canada's original people were inhabiting the False Creek area, utilizing the abundant natural resources in order to sustain a rich cultural heritage. The natural geography of False Creek provided ideal fishing grounds for the First Nations people of the area, as it featured a convenient sandbar (which would later transform into present-day Granville Island), allowing for the trapping of fish, including salmon, trout, flounder, perch, sole, sturgeon, and smelt, and the hunting of other native animals¹:

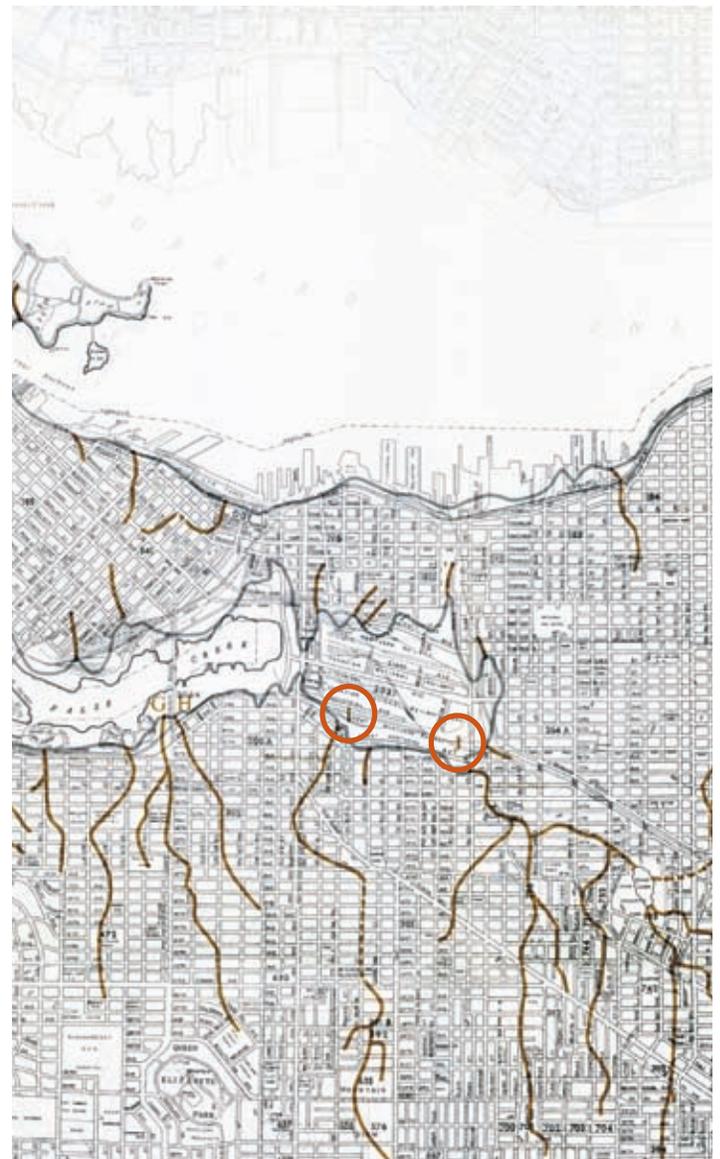
[People encircled the sandbar] with converging fences of twisted brush sunk into the sand. Rope nets were made from cedar and spruce roots, and fine netting from stinging nettle fibre. The flounders and smelt which blundered in were cut into strips and smoked over hemlock fires².

Due to its shape and its coastal location, the area teemed with life, including deer, elk, beaver, bears, cougars, and a variety of bird and insect life. The western half of False Creek, which meandered its way into English Bay, was once surrounded by large growth forests of fir, cedar and hemlock, while the eastern half of the Creek, impeded by the 'pinch' at modern day Main Street, was more stagnant, allowing for the growth of grasses, willow, and crabapple trees. The marshy, muddy beaches of eastern False Creek provided the original inhabitants with a variety of shellfish, including clams and crab; the 'Great Swamp' of False Creek was also essential in the salmon lifecycle, providing the ideal conditions for the rearing of young salmonids. Evidence of native camps has been found in the Grove Crescent area (south of Prior Street in Strathcona)³, along the northern edge of the eastern half of False Creek, as the peninsular projection of the Crescent would have provided an ideal and secure place to camp, allowing for greater sightlines and convenient access to water and fish. The Eastern Core area was also part of the territory used by the Musqueam, Squamish and Tsleil'waututh peoples⁴.

Creeks and streams ran down the southern escarpment of the Eastern Core (through present day Mount Pleasant) draining the forests into the salt waters of False Creek. The creeks and streams provided the necessary supply of fresh water to the people of the False Creek area. One of the creeks, later known as Brewery Creek, formed a ravine up to 40 feet deep as it cascaded down

the hillside and was home to one of the largest salmon and trout runs in Vancouver.

About the trout, you could get all you wanted. It cannot be explained to anyone now what it was like; they would not believe you. I do not think there was any place in B.C. where there were so many; ... Every one of the little creeks along the shore here was just full of trout⁵.



False Creek Map, Old Streams of Vancouver, 1978, 'I' is Brewery Creek (circled) and 'J' is China Creek (circled)



China Creek (also known as Jones Creek) was one of the largest streams, as it included over 16 kilometres of creeks that came together and comprised a wide, fast-flowing stream. The stream formed a steep canyon below what is now East Broadway, before it entered False Creek. The network of streams entering eastern False Creek (primarily Brewery Creek and China Creek) would have provided vital transportation access to both the south, where the different ecology of swamps provided more useful flora and fauna, and to the north and west to Burrard Inlet and eventually, the Pacific Ocean.

While an old growth forest normally supports few if any plants at the sunlight-deprived ground level, a creek's ravine and its swampy areas were typically open to the sky, allowing a variety of useful plants to grow there and providing the First Nations people with an important source of medicines and other resources. Brewery Creek was lined with deer fern, licorice fern and spirea, as well as the more challenging, but useful, devil's club, skunk cabbage and stinging nettle. The creeks would have been a natural congregating point going back thousands of years as First Nations peoples harvested its abundance.

In the spring, small flowers such as yellow violets, twinflowers, mayflowers and pigeonberry blossoms would appear. In the summer, a succession of berries provided a harvest, including: blueberries, blackberries, red huckleberries, salal berries, thimbleberries, black caps, and red and yellow salmonberries. In the eastern shallows, known by the local Squamish people as Skwahchays, flocks of mallard, teal, butterball and pintail ducks and other birds using the Pacific Flyway between Central America and the Arctic would stop to feed. Grouse, partridges, swans and some ducks preferred the fresh water ponds and swamps behind the local beaver dams.

The First Nations population, which thrived for so long in the area that would one day become the Eastern Core, began to decline significantly as European exploration activity increased, starting with Captain George Richards' hydrographic survey of the northwest coast shoreline, which he conducted for the Royal Navy in 1859. European settlement followed and in 1867, Julius Voight preempted the 180-acre District Lot 200A, which consisted of land immediately south of False Creek. Voight built the first cabin in the area near present-day Main Street and 1st Avenue and was one of the first non-Native settlers in Vancouver⁶. By 1870, only forty-four native people would be recorded as living in the original habitat surrounding False Creek, as the European settlement of the area accelerated.



1933 map of Vancouver titled: Sko-Mish-Oath: The Territory of the Squamish Indian Peoples, compiled by Major J.S. Matthews with the help of Chief August Khahtsahlano. The spelling of places names was approved by the Squamish Indian Council on January 13, 1933, CVA MAP351a



False Creek, First Nation and European fishermen, CVA P 1.2 Private records



Children in a canoe, CVA Dist N15.1



Bird's eye view of Burrard Inlet, 1792. Painted by Jim Mackenzie, in Historical Atlas of Vancouver and the Lower Fraser Valley, by Derek Hayes, page 9



Fairview looking west across False Creek, ca. 1890, CVA 1376-204

2.2 PERIMETER DEVELOPMENT

The Eastern Core, primarily covered by water through the first twenty-seven years of Vancouver's incorporation, was heavily influenced by the development unfolding around it, as Vancouver transitioned from forest to industrial centre.

The earliest explorations by Europeans of the waters surrounding the present City of Vancouver revealed no hint of the future importance of False Creek. In fact, for nearly seven decades after Burrard Inlet was first entered in 1792 by a European, Captain George Vancouver, False Creek went unnoticed. Then, in the twenty-seven years between its discovery by Captain George Richards in 1859 and the incorporation of the City of Vancouver in 1886, interest in "the Creek" gradually began to be aroused. Coal, timber and the convergence of overland trails brought European activity to its shores, but it was not until 1886 that dramatic changes to the waterway and its shores began to take place⁷.

2.2.1 INDUSTRY

Industry first established itself in the area that would become Vancouver in 1865, with Captain Edward Stamp's construction of a sawmill on the south side of Burrard Inlet, near the foot of present day Dunlevy Street. Lumber began passing through Stamp's Mill in 1867 and by 1870, through a change of ownership, the plant was known as the Hastings Saw Mill, a company whose activities would have a major impact on the future of Vancouver. The more successful the Hastings Mill became, the more timber leases it obtained, eventually owning the rights to more than forty percent of the area of present day Vancouver. Lumberman Jeremiah Rogers established another logging camp at Greer's Beach (present day Kitsilano Beach) by 1868, and by 1875, had started to log the eastern slopes of False Creek. By the mid to late 1800s, British Columbia had established itself in the international marketplace for prime lumber; customers importing B.C. lumber hailed from the distant locales of Australia, South America, and China.

The continued growth of the timber industry encouraged the formation of transportation routes to and from the already established communities of the Lower Mainland, including New Westminster and Moodyville. One of the most important transportation developments in pre-incorporation Vancouver was the 1872 construction of a bridge over False Creek at present day Main Street (which was originally known as Westminster Avenue). This new bridge not only provided easier access to the Granville settlement and the mills of False Creek and Burrard Inlet but, with the establishment of a wagon road along North

Arm Road (present day Fraser Street) in 1875, farmers travelling from both Lulu and Sea Island could more easily supply the mills and camps with food and provisions. The combination of the False Creek bridge and the North Arm Road wagon trail also facilitated the establishment of George Black's slaughterhouse in 1879; located at the north end of the False Creek bridge. The slaughterhouse is recognized as the first 'industrial plant' to establish itself on False Creek⁸. Despite the success of the lumber mills and the beginning of industrial development along False Creek, the "village that would be Vancouver remained a two-bit, hard-drinking, one-road town surrounded by bog and blackberry brambles⁹." However, Vancouver's position as a remote industrial backwater changed entirely in 1881, when a Canadian Pacific Railway (CPR) engineer arrived to survey the area. Suggesting that Port Moody, which had originally been selected as the western terminus for the railway was too confined and lacked the deep waterfront required for a large port, the engineer instead recommended an area further to the west. The CPR concurred, but strategically delayed any public announcement, allowing the Port Moody speculation to play out so that the company could be "enticed" to extend the line to Burrard Inlet, much to its financial advantage.

The CPR had already come to the conclusion that their needs would best be served by the establishment of a deep-water port, and Burrard Inlet was the obvious choice. In exchange for extending the line to the tiny settlement of Granville, the province gave the CPR a generous and wholly unnecessary land subsidy of 6,000 acres. To gild the lily, private land-owners along the waterfront donated a one-third interest in their property to ensure that the CPR would build railway docks on Burrard Inlet¹⁰.

The False Creek area was seen as an ideal location for the establishment of industry due to its easy access to English Bay and the shipping routes of the Georgia Strait, and as a result, competition for waterside property in False Creek became intense. However, it was the CPR who laid claim to the entire False Creek shore. The CPR was the most powerful force in the shaping of the new town; president Sir William Van Horne even provided the coastal settlement with its name, 'Vancouver' (as opposed to the more publicly favoured Gas Town or Granville), strategically suggesting a closer link to Vancouver Island, which had been settled and populated for years prior, than actually existed¹¹. As the primary local landowner, the CPR made the decisions as to which businesses would be located where, all deliberately related to the promotion of and benefit to the railway corporation itself.

The Canadian Pacific Railway was the largest single employer and owner of shore land but sawmills and related wood industries predominated on the Creek ... The rapid growth of milling on False Creek was, unlike the pre-1886 growth on Burrard Inlet, largely due to local rather than export demand. There was a growing export trade with the Prairies after the completion of the railway, but the explosive rate of building in the new City of Vancouver consumed most of the wood products and encouraged the location of producers and suppliers of other building materials such as bricks, cement, lime, sand and gravel on False Creek ... After 1900, wood products manufacturing still dominated but increasingly iron works, machine shops and manufacturing plants of other metal products were located on False Creek¹².

Businesses gravitated to the False Creek area, quickly filling the shoreline with industries ranging from sawmills to brick plants; the topography of the Creek was used to full advantage, providing a convenient area to float log booms, to dump waste (both industrial and raw sewage), and to transport finished products. Some of the early companies located along False Creek included the Royal City Planing Mills (who began to fill in part of False Creek for their uses), Sweeney Cooperage, and various shipbuilders. The CPR itself built extensive rail yards on the north shore of False Creek, establishing the warehouse district of Yaletown in the process.



Log boom in False Creek, 1923, J. Hanbury and Company, VPL 3704



Man on large Spruce log, in False Creek, 1919, VPL 6255

Vancouver City Council, however, wanted more control over its own future and applied, on many occasions over a twenty-year period, to the federal Department of Marine and Fisheries for foreshore rights of False Creek. Following the Great Fire of June 13, 1886, which destroyed over 1,000 wooden buildings (effectively the entire city), Council turned its attention to the False Creek sandbars, sponsoring the construction of a bridge across the inlet. Providing a vital connection between the industrial north and south shores of False Creek, the bridge also strategically cut several hours off the journey between Vancouver and the Fraser River and established Granville Street as the heart of the new city; the CPR also seeded its holdings on Granville Street with prominent buildings, including the first Hotel Vancouver. Construction of the bridge was completed on January 4, 1889 and, by the 1890s, False Creek was covered by a network of

bridges. The Leamy & Kyle lumber company, desiring a direct connection to the city, built a skid bridge at False Creek's east end; the narrow crossing was the location of the first Cambie Bridge. The once quiet False Creek basin was soon "clogged with log booms, raw sewage, industrial waste, barges. Its banks were littered with smoke-belching sawmills, greasy wharves, rats and finally, in the Depression, with squatters¹³."

The west side of False Creek, with its deep waters and immediate access to English Bay, provided the ideal support for industry, facilitating the route to the Georgia Strait for the many tugs and barges moving endless loads of timber, bricks and lime. However, the shallow, swampy and stagnant waters of east False Creek, unsuitable for navigation, filled with debris and waste and became a blight on the city; CPR president Van Horne declared it useless and suggested it be filled. Soon after the turn of the twentieth century, there was a proposal to dredge a channel, aligning with Raymur Avenue, between False Creek and Burrard Inlet. This would have dramatically increased the value and necessity of navigable water (and the associated waterfront industrial land) in the Eastern Core, however, the plan never transpired. The first full-scale survey of the city's waterfront, including False Creek, was ordered in 1912.



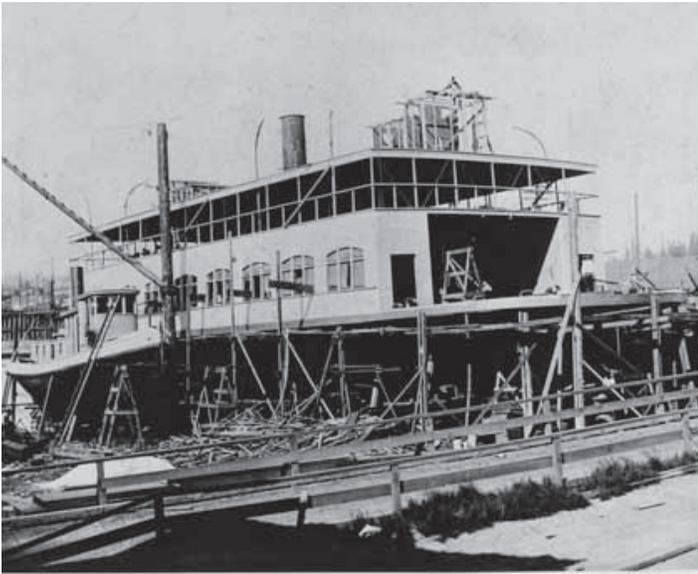
Chinese mill workers, Royal City Planing Mill, 190-, VPL 78362



Spruce Products Company, False Creek, 1918, VPL 20545



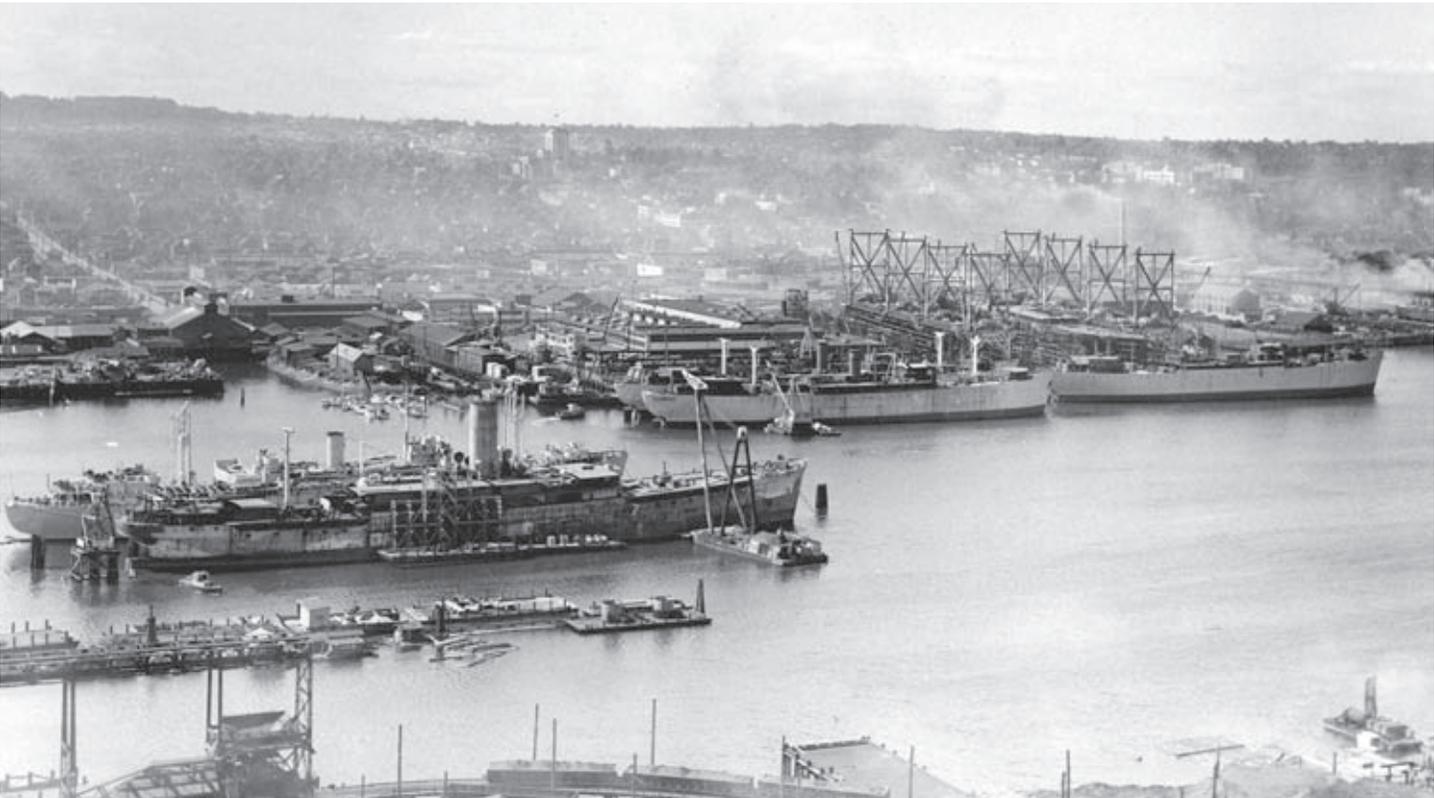
Sweeney Cooperage, ca. 1960s, CVA A59354



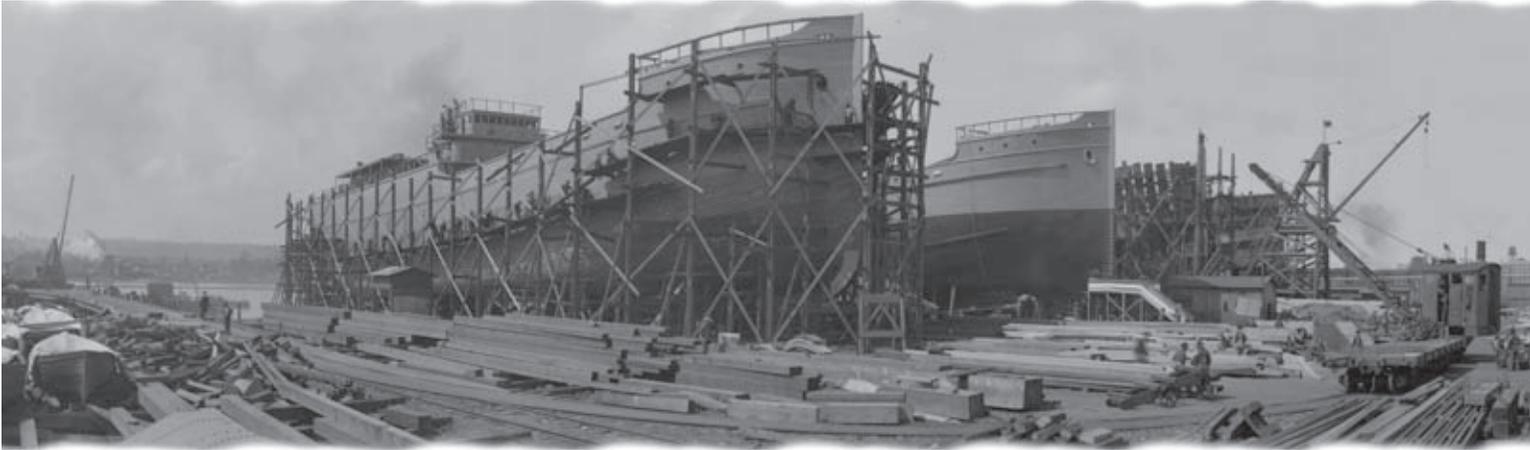
SS St. George, built at Wallace Shipyard; later became North Vancouver Ferry No. 2, ca. 190-, VPL 8687



Robertson and Hackett Sawmill and Wallace boat yard at the south foot of Granville Street in False Creek, 1902, CVA A08378



West Coast Shipbuilders southeast shore of False Creek, ca. 1943-44, CVA A46301



Western Canada Shipyards, launching of the SS War Talta, May 23, 1918, CVA A63959



J. Coughlan & Sons, Ship yards, Vancouver, May 9, 1918, CVA A63463



2.2.2 RESIDENTIAL

Strathcona: ‘home of the working man’

Located directly to the north of the Eastern Core, Strathcona was first known as the “East End” and has the distinction of being one of Vancouver’s oldest and most intact neighbourhoods. Strathcona originated near the first Hastings Mill, which was established in 1865 on Burrard Inlet, north of the contemporary boundaries of the neighbourhood. The Mill spurred development in the area, which would not be incorporated as part of the City of Vancouver for another two decades. After civic incorporation in 1886 and the subsequent Great Fire, Strathcona began to establish itself as a thriving mixed-use neighbourhood. It was well established by the turn of the twentieth century, as new houses provided shelter for the growing community. The area known as Grove Crescent, south of Prior Street along the Princess Avenue axis, originally existed as a small peninsula of land that extended into the eastern reaches of False Creek, prior to it being filled. Today, the Grove Crescent area remains the primary residential component within the boundaries of the Eastern Core.



Strathcona from Mt. Pleasant (Panorama view) [from Scotia Street and Sixth Avenue, 1891, CVA A26630]

Located in immediate proximity to the surrounding industries, Strathcona was the ideal location for the establishment of a working-class neighbourhood. Land was inexpensive, construction materials were bountiful and many of the workers had arrived in Vancouver with the necessary skills to construct solid, quality homes. As forestry was one of Vancouver’s first and

primary industries, workers often had access to scrap materials, which they were permitted to cart away for their own uses, albeit at their own expense and on their own time. Many of the first residents of Strathcona and the Grove Crescent area were working-class immigrants, the backbone of the many industries located along False Creek and the Burrard Inlet. The area was also home to many Chinese workers, who had moved to Vancouver from San Francisco after working on the treacherous rail lines through the mountains. In addition to living in and around Strathcona, the Chinese workers established a thriving Chinatown, near the intersection of Carrall Street and Pender Street, consisting of a number of apartments, businesses and institutions, which supplied a variety of home comforts and daily provisions to the growing community. However, other, less fortunate, Chinese workers had no choice but to live in execrable shacks, which occupied the False Creek mud flats on the eastern edge of Carrall Street, beside the Royal City Mills¹⁴. Many of these hovels were propped-up on stilts due to the tidal nature of the flats, ensuring the most deplorable of conditions.

Following the incorporation of Vancouver, a committee made up of City Aldermen was established to scout locations for the creation of Vancouver parks. The area of Grove Crescent was of interest to them due to its unique shape and location on False Creek, however, the area was rejected in favour of the Cambie Street grounds, located at the intersection of Cambie and Georgia (the current locale of the Post Office, Queen Elizabeth Theatre, CBC building, and the Central Branch of the Vancouver Public Library). Instead of parkland, the Grove Crescent area developed with houses, beginning with the Sentell brothers, contractors who had built Vancouver’s first City Hall. In 1892, on the site of what was once a First Nation camp, the Sentells constructed a large family home, which was located on the south side of Atlantic Street (originally Grove Avenue) facing south toward False Creek. The Sentell house, which would have been one of the first houses constructed in Strathcona, “stood alone [on the south side of Atlantic Street] until 1909, when the Great Northern Railway (GNR) received permission to begin filling half of the upper creek for a rail yard. The idea was copied by the Canadian Northern Railway, a forerunner to Canadian National, which soon received the go-ahead to use the other half. By 1918, the upper creek, except for some open water at the foot of Heatley Avenue, had been filled. Grove Crescent, the Sentell home and the homes on the south side of Grove Avenue were all purchased by the GNR in 1912 and destroyed¹⁵.”



Sentell family home, Grove Crescent, ca. 1902, CVA AM54-54-: Bu P70.1

Strathcona was largely settled by the 1890s. The Grove Crescent area in particular was home to many Italian, Portuguese, and Chinese immigrants, many of whom were employees of the nearby industries and the British Columbia Electric Railway (BCER). Immigrant families were responsible for the construction of many of the area's original houses; the residents represented a variety of nationalities. Many of these early houses remain as a testament to their solid construction, the commitment of their owners to maintain them, the skill of the craftsmen, and the pride people possessed for their community. The neighbourhood continued to develop through the first few decades of the century, however, as the False Creek flats were filled, the nature of Grove Crescent began to change. No longer overlooking the quiet, east end of False Creek (which was becoming a stagnant pond filled with waste), the people living in Grove Crescent would have seen the water become land, and would have watched as railcars, freight, and people moved continuously in and out of the area. Grove Crescent's pastoral character persisted, even as the Great Depression set in, as evidenced by the cows that were kept in backyard barns; their surrounding grazing lands represented the agricultural heritage of this fringe area.



Rooming and single-family houses on the north side of Prior Street at Gore Avenue, 1918, CVA A17681

By the end of World War II, residential living conditions in Strathcona had deteriorated, due to the long hiatus of new investment in the area. In the 1950s, the neighbourhood was targeted as Vancouver's quintessential "slum." The dense, tightly constructed area was seen as chaotic, dilapidated, unsanitary, dangerous and ripe for redevelopment into a more genteel, Modern, master-planned neighbourhood. In order to rebuild the area into a more 'respectable' place, the entire neighbourhood was slated for demolition: it was deemed easier and less costly to simply start over. However, Strathcona residents were not informed of the City's intent. When the true scope of the demolition plan was understood, residents fought back, but it was too late and crews began to demolish entire city blocks, replacing them with Modern-style residential developments. In 1968, the final phase of neighbourhood redevelopment, which would destroy the remainder of Strathcona, was announced. This was tied to the development of a freeway through the area that would have linked to a Third Crossing to the North Shore.

Neighbourhood residents, inspired to save what was left of Strathcona, organized and mobilized, forming the Strathcona Property Owners and Tenants Association (SPOTA). This unified voice fought the demolition plan and the next year, federal funds for urban renewal schemes (including the final plan proposed for Strathcona) were frozen after Pierre Trudeau had been elected and all government renewal plans reassessed. The demolition plan was eventually scrapped in favour of a community-based plan, with the involvement of SPOTA, which would see the infrastructure and amenities of the neighbourhood upgraded. Even though the remainder of the neighbourhood was spared, fifteen blocks had already been demolished and rebuilt in the name of progress. The freeway was halted after concerted neighbourhood opposition, with only one section, the Georgia and Dunsmuir Viaducts, ever being constructed.



200-block Prior Street and 200-block Union Street, prior to the construction of the Georgia Viaduct, 1969, CVA A59028

Today, the Grove Crescent area of the Eastern Core remains a residential enclave, amid the bustle of transportation, warehousing, and industrial activity that persists. Consisting of some of the city's oldest houses, the area represents a unique part of Vancouver's development as the original home of Vancouver's industrial workers, which were some of the first residents of the city.

Mount Pleasant and Fairview

In addition to Strathcona, Mount Pleasant and Fairview began to develop in close proximity to the False Creek area in the late 1800s, as the extension of the BCER allowed for the fast and efficient travel between downtown and the new neighbourhoods. Like Strathcona, the neighbourhoods are among Vancouver's oldest and most diverse areas; both were settled early in Vancouver's history and have played important roles in the city's development. Established as one of Vancouver's first suburbs and subdivided in the 1880s by real estate agent Henry Valentine Edmonds, Mount Pleasant became renowned for its breweries and as an affordable, accessible residential community. The Canadian Pacific Railway (CPR) established Fairview in the late 1880s, as the area was granted to the company as part of the western terminus agreement.

The Canadian Pacific Railway did not begin selling lots in Fairview until July, 1890, but anticipated that settlement of the area would proceed rapidly after 1891 because

the B.C. Electric Railway Company had been induced that year by an offer of sixty-eight building lots to bring its tracks across the Granville Street Bridge through Fairview and Mount Pleasant, and back into the city via Westminster Avenue Bridge. However, its plans were frustrated for at least a decade. In 1891 there were 186 households in the two districts, with the vast majority in Mount Pleasant. The economic downturn of the mid-1890's kept Fairview thinly settled until after the turn of the century. The city's explosive population growth then ensured rapid settlement of the area and a number of substantial homes were built by well-to-do families on its slopes. The emergence of the industrial area on the south shore of False Creek at the bottom of the hill and the 1909 opening of the exclusive Shaughnessy Heights development further back from the Creek meant, however, that it would not remain a high-class residential area for long¹⁶.

Both areas were well served by the streetcar and would have been among the most desirable locations for workers of the industries of False Creek to settle, due to the proximity to the work and the connection, via the streetcar and interurban network, to the rest of the city. So successful were the industrial enterprises of the area that industrial expansion led to the demolition of many of the original homes, morphing the residential landscape of the communities. Many of the original houses in Mount Pleasant were again targeted for redevelopment in the 1950s and 1960s, making way for warehouses and low-rise apartments.



Mount Pleasant, 1907, CVA A25991

Grandview-Woodland

As Vancouver expanded and various railways moved in to develop the city, the residential neighbourhoods also grew. The Grandview neighbourhood was developed at the time of Vancouver's early twentieth century residential boom (between 1908 and 1912); its growth was fuelled by the expansion of the streetcar lines into the area. One of the most popular and important streetcar lines ran down Park Drive (later Commercial Drive), encouraging the surrounding residential development as well as the establishment of businesses along the busy main road. The area would have been an ideal home for the area's working professionals, as the railway provided direct access to the major areas of industry throughout Vancouver, including the industries on the far east side of False Creek. Such industries included companies like Restmore Manufacturing, which built a factory and warehouse at 1000 Parker Street in 1913. Grandview was promoted as a middle-class alternative to the West End and Shaughnessy Heights and appealed to buyers because of its accessibility, affordability and panoramic views. The construction boom in the neighbourhood and throughout the city continued until a general financial depression in 1913 effectively curtailed further development of the area until the 1920s.



View looking north along Commercial Drive at 2nd Avenue from an apartment on the southwest corner, 1927, CVA A50028



Grandview-Woodland, looking west toward False Creek, ca. 1912, CVA A64965



2.2.3 THE MAIN STREET CORRIDOR

Originally known as Westminster Avenue, as it connected Vancouver with New Westminster, Main Street was a primary, early transportation corridor. Crossing False Creek at a narrow point enabled by the land's protrusion from the northern and southern shores, the first Main Street bridge was constructed in 1872, well before the incorporation of Vancouver. The bridge was rebuilt four years later after its predecessor's pilings had been consumed by teredo worms. In addition to its transportation function, Main Street also spurred industrial and commercial development and some of the area's first industrial facilities – such as a slaughterhouse – were established on the north end of the bridge across False Creek. On the south side of the Creek, at the opposite end of the bridge, a small collection of industrial and commercial institutions, such as the Guernev Cab Company headquarters on Main Street at First Avenue and eventually the City Market, were constructed. The market building (constructed 1906-08) was a “full blown fantasy of glass and turned wood that sat on pilings on the edge of False Creek. Its entrance with its twin towers and large arched glass window was reminiscent of either a Victorian train station or exhibition hall. The building wasn't the success it was meant to be, but lasted until the 1920s when it was consumed by fire¹⁷.” Despite its short-lived existence, the City Market's location on Main Street represents the corridor's early and strategic importance, linking Vancouver with agricultural lands to the south and the well-established New Westminster to the east.



Mount Pleasant from Westminster Avenue (Main Street), July 1, 1890, CVA Str P427



Exterior of Guernev Cab Co., southwest corner of Westminster Ave. (Main Street) and Front Street (1st Avenue), ca. 1892, CVA Bu P180



1897 Fire Insurance Map, showing the Main Street bridge across False Creek



1912 Fire Insurance Map showing the City Market's location on Main Street



City Market, 1908, VPL 4990

British Columbia Electric Railway (BCER): Connecting the City to its Hinterland

After early attempts to establish a comprehensive transit system in the recently-incorporated city, the Vancouver Street Railway Company was ultimately successful, as its merger with the Vancouver Electric Illuminating Company ensured electricity would power the vehicles, and not horses, as had originally been planned. The plans for a horse-drawn fleet have an early connection to the Eastern Core, as a horse barn was constructed where Main Street and Terminal Avenue intersect today. Initially, beginning in 1890, cars operated by the Vancouver Street Railway Company “ran from the horse barn site north on Westminster Avenue (today Main Street), then via Powell, Carrall, Cordova, Cambie, Hastings and Granville to Drake. Plans were immediately unveiled to extend up Granville, across Broadway through the Fairview district, and back down Westminster Avenue again¹⁸.” The modern infrastructure development of the young city prompted many to consider Vancouver a futuristic and forward-thinking municipality.

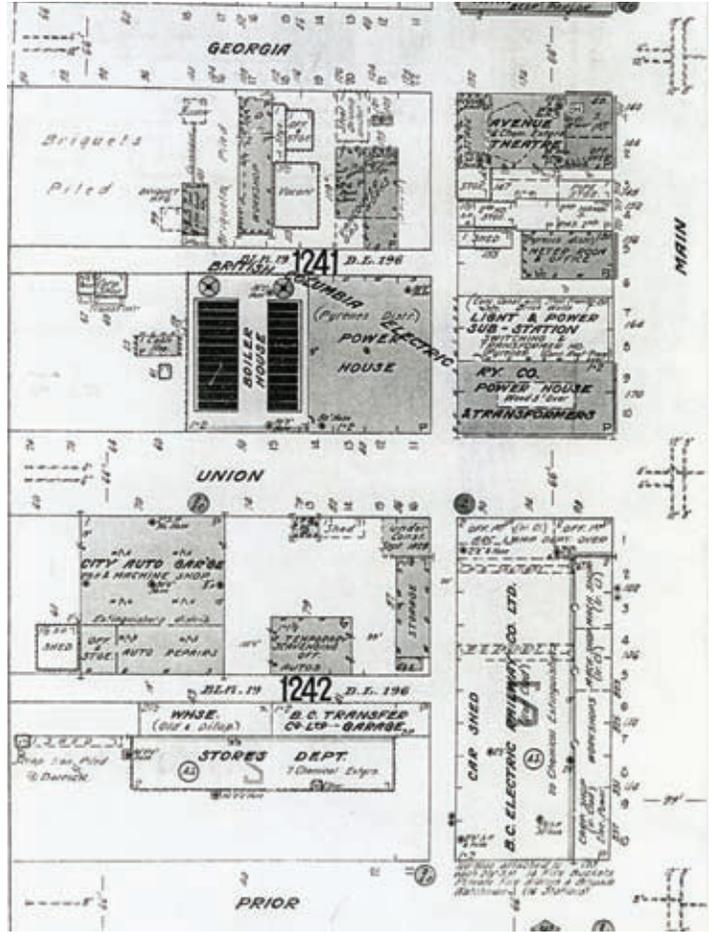
This was a progressive city, now with electric lights and streetcars. Visitors climbing off the Canadian Pacific Railway's ships or trains and stepping out to see a streetcar with a number like No. 14 go sparking past couldn't help but marvel at the size of this magnificent city and its large transit system¹⁹.

Due to this new and impressive streetcar system, entrepreneurs in New Westminster began considering how better to link to the quickly growing Vancouver. Forming the Westminster and Vancouver Tramway Company, developers and brothers-in-law John Webster and Henry Edmonds, with the help of Benjamin Douglas and Vancouver's mayor David Oppenheimer, were able to capture, via new interurbans, the freight and passenger transit market between the two cities, thereby encouraging industrial, commercial and residential development along the new corridor. On October 8, 1891, the system was officially inaugurated and was regarded as North America's first true interurban railway. The company's bright opportunity was soon troubled, however, as recession, an accident and its ensuing bankruptcy quickly brought this venture to a halt. After fresh capital was raised, a new company was formed in its place on April 15, 1897, this time named the B.C. Electric Railway (BCER).

Under B.C. Electric the street railway grew rapidly. New routes were opened in Victoria and New Westminster, but it was Vancouver and its neighbouring municipalities of South Vancouver and Point Grey that saw the greatest growth. New settlers were arriving daily, and the B.C. Electric was pushing streetcar tracks into the forests, clearing the land for subdivision, and offering reduced

power rates and car fares to new home buyers ... City streetcars were not the only arm of B.C. Electric's transportation division that was growing. The interurban line from Vancouver to New Westminster was double-tracked and officially entitled the "Central Park Line." Newer and larger cars or "trams" as most people called them, as large and ornate as railway passenger coaches, were built in the New Westminster shops²⁰.

Eventually, trolley buses replaced the streetcars and interurban trams, but the early and continued existence of the BCER transit spine along Main Street had a profound impact on the future development of the Eastern Core. The interurban connected Vancouver to New Westminster, thereby establishing Main Street, across False Creek, and Kingsway as the critical link between the two urban centres. The company also built significant facilities along Union Street, just east of Main, including a car shed, boiler house/power house (the site was later home to the Murrin Substation), as well as transformers. These facilities, in addition to its major gas plant, further west along False Creek, combined to highlight the BCER's integral role in connecting the Eastern Core to the remainder of the Lower Mainland.



1927 Fire Insurance Map showing BCER properties along Main Street and Union Street



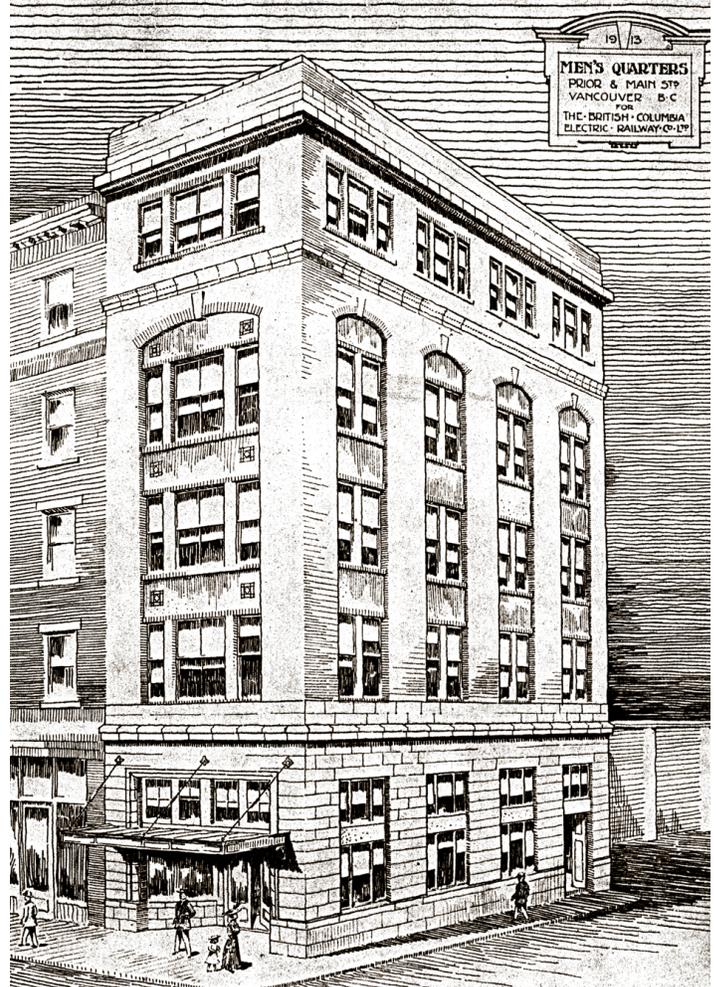
BCER Car Barns, Main Street at Prior Street, 1899, A24698



1962 False Creek interim harbour headline, showing the BCER Gas Plant on the north side (right of centre) CVA MAP 756

Hotels

One of the first hotels to service the False Creek area was the 'Bridge Hotel', which was built in 1885 near the foot of the 1872 False Creek bridge (at Westminster Avenue). By the early 1900s, residential hotels, including the Ivanhoe and Cobalt, as well as the BCER Men's Quarters, each located on Main Street between Prior Street and National Street, were constructed to serve the workers employed by the surrounding industrial and transportation companies. Designed by Robert Lyon in 1913, the tall and narrow BCER Men's Quarters building at 901 Main Street/190 Prior Street was located "across the street from the company's car barns, and provided dormitory accommodation for unmarried streetcar motormen and conductors; it was considered an experiment to house them nearby, so that they would be more likely to show up for work on a regular basis²¹." The five-storey Ivanhoe Hotel, located at 1030 Main Street, was originally named the Hotel Cunningham and enjoyed a waterfront position that is no longer evident today. The five-storey Cobalt Hotel at 915-917 Main Street was first named the Royal George Hotel and was also situated near the False Creek shore. The location of these hotels, as well as other residential facilities along Main Street, near the original shoreline of the tidal flats, established their 'edge' reputation and contributed to the eventual development of the Eastern Core, as the new area was a natural, southern extension of existing city life.



BCER Mens Quarters, 901 Main Street/190 Prior Street, Robert Lyon Architect, Building the West, page 385



Ivanhoe Hotel, on the edge of development, 1916, CVA A63167



2.2.4 SOCIAL PLACES: “ON THE EDGE”

In addition to the hotels along Main Street, the restaurants, pubs and theatres along the perimeter of the Eastern Core constituted a strong social component of the urban development along the northern shore of False Creek. Social and recreational institutions were established to serve not only the residents of Strathcona, but more importantly the area’s industrial workers and those living in the residential hotels along Main Street. As Main Street, extending from the northern shoreline of False Creek, already possessed a peripheral character, the development of the less-than-salubrious Hogan’s Alley and Park Lane reinforced the strong working-class identity of the area.

Restaurants and Pubs

The rooms of the Ivanhoe, Cobalt and BCER Men’s Quarters did not provide kitchens or living spaces, thereby encouraging residents to eat in dining and drinking establishments located along Main Street and in Hogan’s Alley. Additional workers from the various mills on False Creek, as well as the surrounding BCER facilities, would have also frequented the restaurants and pubs in the immediate area. These spaces provided gathering places for the many local workers.

Theatres

Main Street north of Prior was home to theatres that appealed to both residents of Strathcona and area industrial and transportation workers. The Avenue Theatre operated at 711 Main Street before it was demolished for the construction of the Murrin Substation, and the Imperial Theatre operated across the street after its opening in 1912. Other venues, including the Bijou, Star, Maple Leaf and Princess theatres were known for their Saturday morning serials, which were frequented by children living in the area.

Hogan’s Alley and Park Lane

Hogan’s Alley was located on the block bounded by Main Street, Union Street, Gore Avenue and Prior Street. Consisting of horse stables and small cottages (Figure 35), local entrepreneurs capitalized on the demand for liquor during the years of Prohibition (1916-1920), and established the “Alley” as an easy place to circumvent the dry government policy. The popularity of Hogan’s Alley was fuelled by its illegal alcohol trade network and, after a series of well-publicized crimes were committed in the small area in the 1920s and 1930s, the seedy character of the Alley was cemented. The “block-long dirt lane was called ‘a street of mystery to Vancouver’s gentledred’ and ‘a breeding place for crime’²².”



Avenue Theatre, 7111 Main Street, Strathcona: Vancouver’s First Neighbourhood, page 64

A newspaper report in the mid-Thirties described Hogan’s Alley as “tumble-down shacks, squalid tenements, a stable and the odd trim cottage.” Carl Marchi, the self-styled mayor of Hogan’s Alley, had a trim cottage on 251 ½, beside the stable, and an income allegedly based on bootlegging and loan-sharking. Kathleen Moore, the Queen of Hogan’s Alley who was regularly arrested for intoxication, claimed that there was a man named Hogan who “was the shining light of the social side of the alley.” According to Moore, he had a shack on the alley, more money than his neighbours, and a habit of hosting boozy parties²³.

The Alley became a primary subject of Mayor McGeer’s anti-vice mayoral campaign of the 1930s and the general Vancouver population began to call for its demolition, along with other areas of the East End, which had deteriorated. Urban renewal plans for Hogan’s Alley and other parts of Strathcona were put

on hold due to the Second World War, but the Alley's days were numbered as the block was eventually cleared to make way for the on/off ramps for the new Georgia and Dunsmuir Viaducts.

Hogan's Alley was not the only centre of questionable commerce in the area. Located immediately south of Prior Street, Station

Street (originally known as Park Lane) was also known for its bootlegging and gambling activity, before the tidal flats were filled and rail sheds built in their place. These two dark vortices of Vancouver society illustrate the infamous social persona of the Eastern Core's edge position.

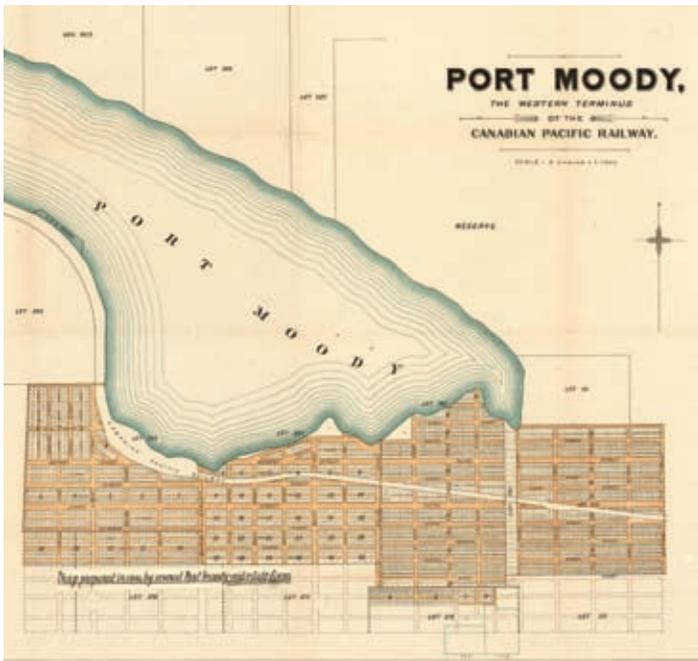


Hogan's Alley, 1958, CVA A25040

2.3 RAIL AND THE TRANSFORMATION OF THE LANDSCAPE

The Eastern Core of Vancouver cannot be fully discussed without acknowledging the early history of rail in the city. Dominated for so many years by one company, Vancouver's evolution has been intimately tied to that of the Canadian Pacific Railway (CPR).

The announcement of January 14, 1885 that the western terminus of the Canadian Pacific Railway's transcontinental line would be moved from Port Moody, at the head of Burrard Inlet, to Coal Harbour and English Bay ushered in a dramatic phase of growth for what soon became the City of Vancouver. The coming of the Canadian Pacific Railway brought about extremely rapid changes to the False Creek area and catapulted it into the forefront of the province's transportation and industrial activity²⁴.



Port Moody, "The Western Terminus of the Canadian Pacific Railway", 1884, CVA MAP316

2.3.1 THE CANADIAN PACIFIC RAILWAY AND THE ESTABLISHMENT OF VANCOUVER

The Canadian Pacific Railway exacted a heavy price from the town of Vancouver for agreeing, in 1884, to move its yards 14 miles west from Port Moody. In exchange for this guarantee of prosperity, called "the miracle wrought by transportation" ... the railway was given enough prime land to ensure its dominance of civic development for much of the ensuing century²⁵.

'Granville' was incorporated as the City of Vancouver on April 6, 1886; the first passenger train, pulled in by Engine #374, arrived on May 23, 1887 from Montréal, the eve of the celebration of Queen Victoria's Golden Jubilee. British Columbia's economy, and interest in the new 'Vancouver', increased in the 1890s, when the news of gold strikes on Bonanza Creek in the Yukon triggered excitement and economic impetus. The Klondike gold rush was on, fuelled by exaggerated and misleading stories about the fantastic wealth lying on the ground, just waiting to be picked up. The truth was much less glamorous, but this did not prevent an estimated 100,000 people from travelling to and through Vancouver, seeking their fortune.

By 1903, immigrants started moving west on the railway and streamed in by ship in earnest. Vancouver was now firmly established as Canada's premier seaport on the Pacific. The city's growth was explosive, and it was nicknamed "the City which is outgrowing its clothes." The Canadian Pacific Railway developed, in addition to extensive facilities along Burrard Inlet, the exclusive Shaughnessy Heights subdivision, a 250-acre suburb south of False Creek, to accommodate the City's affluent, who were finding the West End no longer sufficiently haughty, and who were being driven out of Fairview Slopes by an odious sewer outfall.

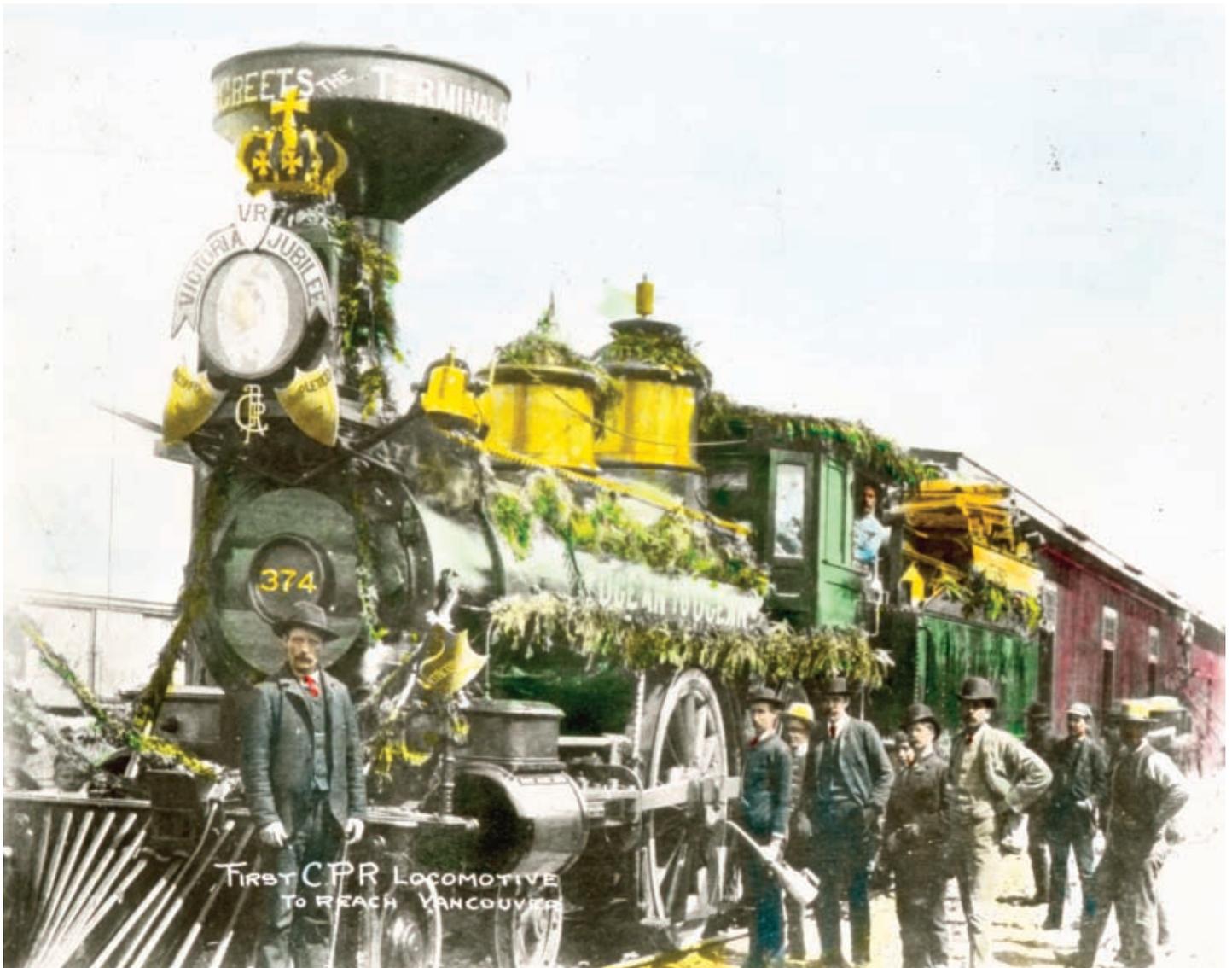
The influence of the CPR was everywhere evident. In addition to holding a monopoly on the city's rail connections with the rest of the continent, the CPR passenger station dominated the waterfront. The original Hotel Vancouver, the city's first opera house and a number of other edifices and amenities were built and owned by the railway company, which was by far the city's largest employer. A CPR land agent laid out the streets of downtown Vancouver in the 1880s, with several of them named after railway officials such as Abbott, Cambie, Hamilton and Beatty. The CPR earned a good return on all of its investments, including railways, shipping services, telegraphs, hotels and real estate. It is no wonder that early residents of the city were reputed to have remarked: "The government? The CPR's the government here!"²⁶

However, by the early twentieth century, Vancouver was becoming known as less of an industrial, CPR company town and more as a West Coast conurbation, boasting a diverse economy. With a population of 38,000 in 1904, growing to over 65,000 by 1907, Vancouver was now the largest city in British Columbia. With a growing populace, consisting of businessmen, engineers, architects, and other professionals, Vancouverites no longer felt an appreciation for the stronghold the CPR had over their city; indeed, "with a near monopoly of

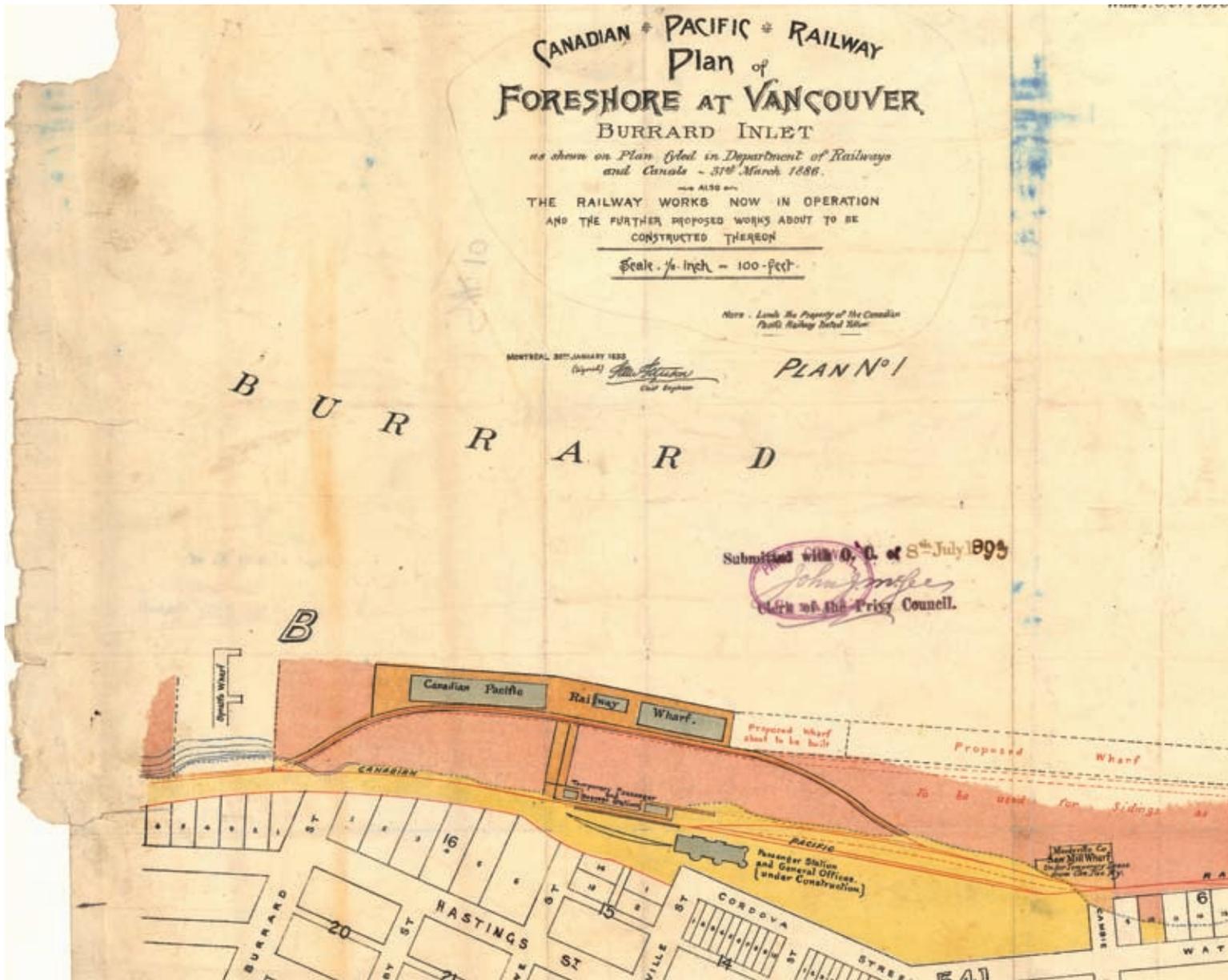
rail transportation, [the CPR] had become highly unpopular²⁷." It was this support from the Vancouver population that provided the local and provincial government with the incentive to finally encourage competition for the CPR.

The first rail company to break the CPR's transcontinental monopoly was the Vancouver, Westminster and Yukon Railway (V,W&Y) in 1904. By constructing a bridge over the Fraser River at New Westminster, the V,W&Y entered Vancouver north of the BCER's New Westminster interurban line, crossed False Creek on the Westminster (now known as Main Street) trestle, and terminated in Chinatown.

By 1908, the Great Northern Railway (GNR) had reached Vancouver and in 1909, the province was electrified by the announcement that a third transcontinental railway line, the Canadian Northern Railway, would be built to the coast. Also in 1909, the GNR first conceived the idea of skirting the CPR entirely, by creating new land where once there was only water: thus began the first significant phase of the filling of the False Creek flats.



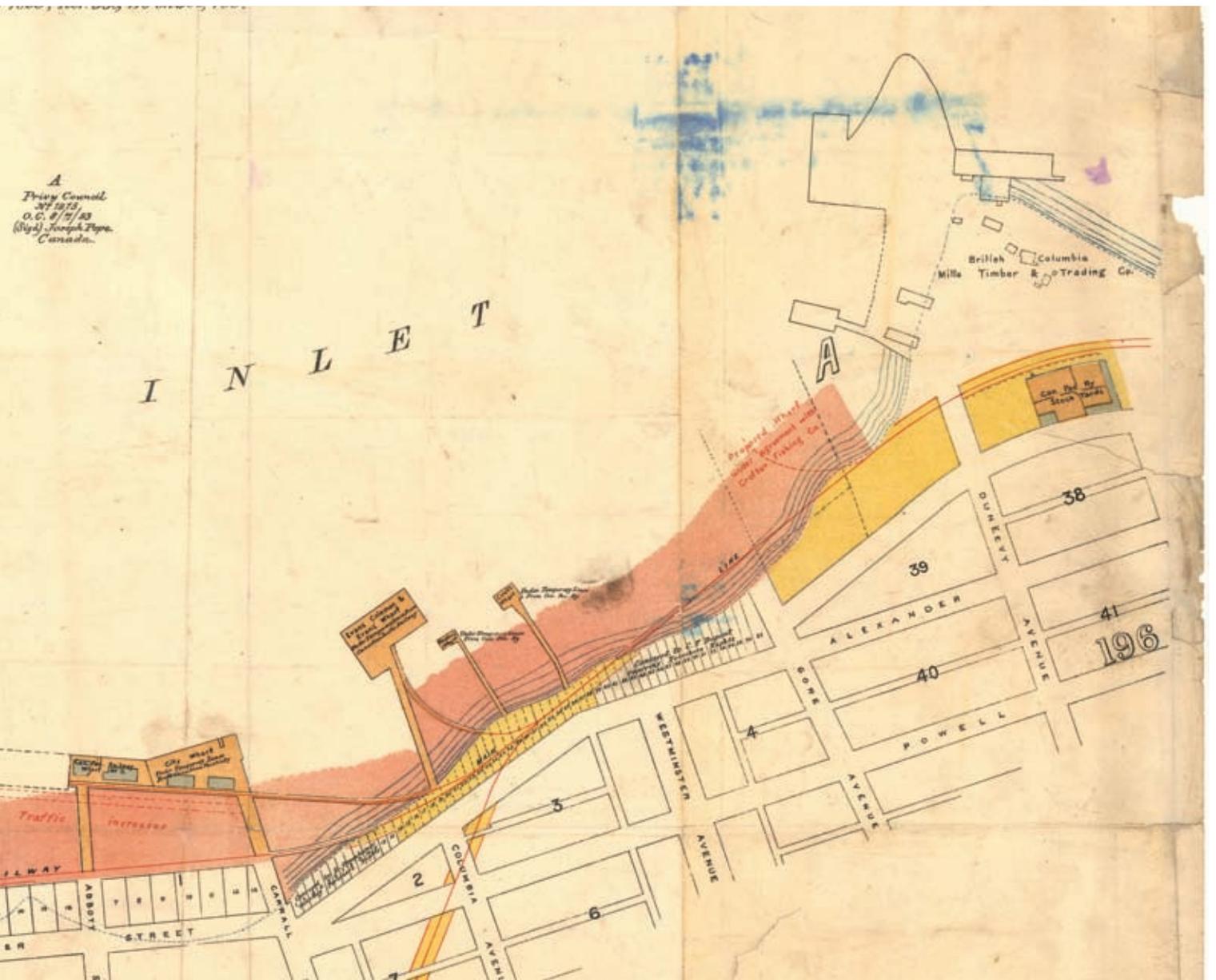
First C.P.R. Locomotive to reach Vancouver, May 23, 1887, CVA A63337



Canadian Pacific Railway plan of foreshore at Vancouver, Burrard Inlet as shown on plan filed in Department of Railways and Canals, 1893, CVA MAP648



CPR trains and tracks along Burrard Inlet, Pier D, 1916, CVA A63442



2.3.2 FILLING THE FLATS

Filling in water to create developable land was not a new concept at the time Vancouver was considering ‘paving’ the eastern part of False Creek. In 1904, the City of Victoria undertook a similar project, filling in the eastern portion of the ‘stinking’ James Bay mudflats, which enabled the 1908 completion of the Empress Hotel for the CPR. The filling of the False Creek flats, located east of Main Street, was not undertaken all at once, but began in pieces as various industries and railways filled in areas to suit their individual needs. Discussions of the largest fill to date, which would see the significant area between Main Street and Clark Drive filled in, began following the 1912 survey of the city’s waterfront areas. Long seen as fallow, useless land, the City entered into talks with the Canadian Northern Railway (CNoR), who, along with the GNR, wanted to circumvent the CPR by creating new land for their yards. The City, eager to get out from under the thumb of the all-powerful CPR, was willing to entertain the idea, eventually holding a plebiscite on Saturday, March 15, 1913. After serious campaigning on both sides of the issue, the referendum resulted in an overwhelming majority: the flats would be filled and most of the land would be given to the CNoR and GNR for use as their rail yards and terminals. The plethora of media coverage by the Vancouver Sun surrounding the lead-up to the plebiscite offers a unique glimpse into the thoughts and priorities of the people of Vancouver at the time. Selections and headlines from relevant articles have been included below:

*CNR Fight Grows Keen as End Nears: Arguments For and Against False Creek Deal Threshed Out in Four Big City Meetings*²⁸.

*[The Mayor] read an advertisement inserted a few months ago in a local newspaper which read something to this effect: ‘Invest in Port Mann, the coming terminus of the C.N.R. ‘ Now, said the mayor, is your opportunity to show whether you will fight for Port Mann or Vancouver’*²⁹.

78 Percent Vote Favor C.N.R. Bylaw: Like Flodden Field to Opponents of False Creek Agreement Was the Result of the Saturday Ballot

*If you are honestly in doubt as to which way to vote, turn the agreement down. If defeated this time, the Canadian Northern will come back, offering to buy a piece of False Creek – and they will come back with the money in their hands to pay for it. Their charter provides that they MUST come into Vancouver whether they like it or not – or else the bond guarantee of the Government will be lost. Further than that, they MUST come into Vancouver for business reasons, for half the population of the province is in Vancouver. Freight and passenger business are not to be secured out in the wilds – they come from the centres of population. Any talk of the CNR staying away from Vancouver out of spite is pure and simple bunkum – and as a reasoning man you know it*³⁰.

To All Ratepayers: why should we give away needlessly to the CNR our natural heritage of industrial sites in False Creek? Vancouver needs

*factories and payrolls and the False Creek fill is the place for them*³¹.

*Mr. Ratepayer owning property at the head of False Creek or adjacent, do not look for imaginary immediate increase in the value of your property because of the prospect of having a lot of empty box cars to look at, but to the near future, natural and immense increased actual values by having good, stable, labor-employing industries stationed all over the restored creek bed*³².

*City Council and CNoR are asking people to vote away Vancouver’s last remaining waterfront heritage for industries and payrolls – to give away our only remaining waterfront acreage on the flimsy pretext that the CNoR needs all this property for passenger terminals and is not willing to buy and pay for what it needs*³³.

According to coverage by the Vancouver Sun in March 1913, the deal between the City of Vancouver and the Canadian Northern Railway, if accepted by the people of Vancouver in the March 15 referendum, would result in the following actions. The Railway would:

- Reclaim 157 acres of False Creek by filling the water to create land, and give the City 44 of those acres;
- Purchase Lots 46-51, Block 25, DL 198, and Lots 1-13, Block 3, DL 200 “A” and present the land to the City (at a value of approximately \$800,000);
- Not spend less than four million dollars to fill in the flats;
- Erect two hotels, “one on the flats and the other, a modern hotel of at least 250 rooms, in the City’s downtown (the Hotel Vancouver was the eventual result) ”
- Erect a union depot, which was expected to cost several million dollars;
- Build a seawall west of Main Street;
- Commence to pay taxes on three-fifths value of the completed fill in three years;
- Take care of all sewerage, water-courses, and required overhead bridges in the False Creek basin; and
- Extend First Avenue to Main Street.
- In addition, it was reported that the CNoR would receive a guarantee by the province to receive \$35,000 a mile with interest at 4%; a bonus of \$12,000/mile by the Dominion; and a further guarantee of \$10,000,000 in 1913 by the Province for constructing the terminals in Vancouver and elsewhere.

The many arguments for and against the CNoR and GNR agreement were compelling and the implications on either side of the issue were numerous. According to the media attention garnered in March 1913 regarding the impending plebiscite, the following were the main arguments both ‘for’ and ‘against’ the deal:

ARGUMENTS “FOR” THE CNOR DEAL	ARGUMENTS “AGAINST” THE CNOR DEAL
<ul style="list-style-type: none"> • The False Creek flats were a useless eyesore • The CPR was running a citywide railway monopoly • The establishment of Thornton Park was heralded as one of the great civic benefits of the deal • Though the land was seen as useless in its natural state, it was believed to be too valuable for manufacturing concerns • Vancouver should reap the benefits of being the western terminus for several of the country’s largest railway companies, not Port Mann • “With regard to the statement that the city was getting practically nothing for the bed of the creek, Mr. Beattie declared that it had been nothing during the twenty-seven years he had been in the city. The fact that taxes would be paid on the property at the end of three years, and that the city would get forty-four acres filled in, one lot of which would be more valuable than fifty at present, would answer that argument³⁵.” • There may be a thousand good cities on a railway line, but there can only be one Western terminus • Transportation means business, growth, enhanced real estate values, prosperity • A Canadian transcontinental system means easier access to the prairie markets and easier entry to this market for prairie farm products • It means when the Panama Canal opens the additional carrying power of one more Canadian transcontinental railway to bring the prairie grain to this port • False Creek, as it stands now, will never be of any value to Vancouver • As part of the deal, the railways were required to operate a trans-Pacific steamship line, befitting of a transcontinental railway • The more convenient it is for the travelling and shipping public, the more business will it be enabled to do and the more prosperity will it contribute to the city • The deal would bring down hampering high freight rates • The deal will bring immense profit, and positively inestimable advantage for Vancouver in tying down forever for railway terminal purposes, the splendid central location at the head of False Creek 	<ul style="list-style-type: none"> • The Railways were receiving far too much as part of the deal (money, land, power, incentives) • Too much land was being offered as compared to other large cities: New York Central only needed 70 acres, and the Pennsylvania Railroad (also in New York City) only needed 44 acres, both which moved significantly more people and more freight than Vancouver; In Canada, Montréal only required 14 acres of land, and Winnipeg only 72 • In Vancouver’s agreement, the City only received 18 acres out of 164 for parks and streets (12 acres of which were located in the east end of the site – which people believed were of little value) • Many believed the City should conserve its own assets for the future, as opposed to giving them away to a company • It was felt the deal would result in the cutting off of the western sections of the city from the east by a “vast wilderness of railway yards” • The deal was seen as having the inevitable effect of reducing the values of all surrounding property • The creek should be filled, but the area should become the hub for industrial and harbour growth – which will make it one of the most important revenue producers for the city • “Or we could, as shown in the first plans of False Creek, leave the deep water channel in the centre leading to the basin at the head of the creek. Then build miles of wharves for the use of our citizens – as all other water frontage owners have done – charging, as Montréal does, say four cents per ton, instead of fifty cents and more, that we now have to pay to corporations to handle our produce and merchandise ... Would this not be the most judicious and practical way to reduce the high cost of living?³⁶” • Vancouver should encourage industries, not turn them away • What will the value of 157 acres of land in the heart of the city be in twenty, fifty, one hundred years from now? • The CNR is bound anyway by triple government guarantees to come into Vancouver and develop terminals permanently here • Why is Vancouver not getting something substantial in cash from the CNR for the False Creek area? Why give a valuable municipal asset for nothing?



The results of the March 15, 1913 plebiscite resulted in a resounding 'yes' to the CNoR deal:

- 1,385 people voted to refuse the request – overwhelmed by the 5,032 in favour (the vote required at least 60% support)
- Every Ward in the city was in favour
- Voter turnout set a new record

Port Mann (originally known as Bon Accord) was originally intended to become the CNoR terminus, resulting in millions of dollars of speculative building and buying, as well as extensive planning and design work. Many opponents to the CNoR deal in Vancouver fought vehemently because of their investments in Port Mann. Advertisements like the one below were aimed at convincing people that Port Mann was the ideal location for the western terminus:

When you look into the future of Port Mann, Pacific freight and ocean terminus of the Canadian Northern Railway, not one thing has to be taken for granted – you have the experience of six other terminal cities to guide you. Think of Los Angeles – of San Francisco – of Portland – of Seattle – of Vancouver – of Prince Rupert. If these cities have become great and important and wealthy because they are the terminal of big railway systems, can you give one solitary reason why Port Mann should not do the same? Of course you can't. History has repeated itself six times – nothing on earth can prevent the seventh repetition³⁷.

However, the CNoR Railway ultimately terminated in Vancouver and the dream city of Port Mann never materialized.

Work did not begin on filling the False Creek flats until 1915, when official permission was given to the CNoR. The same year, the first Georgia Viaduct was constructed, consisting of a single-bridge structure travelling along the Georgia Street axis from Main Street to the escarpment near Beatty Street. The flats were filled with a variety of materials, including: landfill removed from development projects in other parts of the city; scrap lumber and bricks from the surrounding mills; and general industrial waste. By 1919, both the GNR (1917) and CNoR (1919) had completed their terminals and rail yards. The CNoR, which had fallen bankrupt during World War I, had merged with the Grant Trunk Pacific, and a number of smaller railways, to become the new federal government-owned 'Canadian National Railway' (CNR). The impressive new terminals were built on piles due



Filling the flats, 1917, CVA Bu N540.038



Original Georgia Street Viaduct, ca. 1921, CVA PAN N221

to the nature of the filled land and the surrounding, concurrent construction and filling that took place.

The False Creek flats had finally become a 'useful' and productive part of the city. Railcars moved through the area, transporting raw materials into and out of the city and bringing in the goods that the people of Vancouver demanded. The expansive area was covered in large rail sheds, and, although the land was originally considered too valuable for industrial uses, industrial and warehouse operations were eventually constructed on the land, as the close proximity to the railway offered an ideal partnership, similar to what had developed in Yaletown.



Filling the flats and constructing the CNoR Terminal, 1918, CVA Bu N540.094



False Creek. July 2, 1917
Filling the flats, 1917, CVA Bu N540.040



False Creek Aug. 31, 1917
Constructing the CNoR Terminal, August 1917, CVA BuN540.051





The Eastern Core, July 1913, pre-fill, CVA PAN N161A



View of False Creek Flats east of Main Street, during fill, August 19, 1916, CVA PAN N86

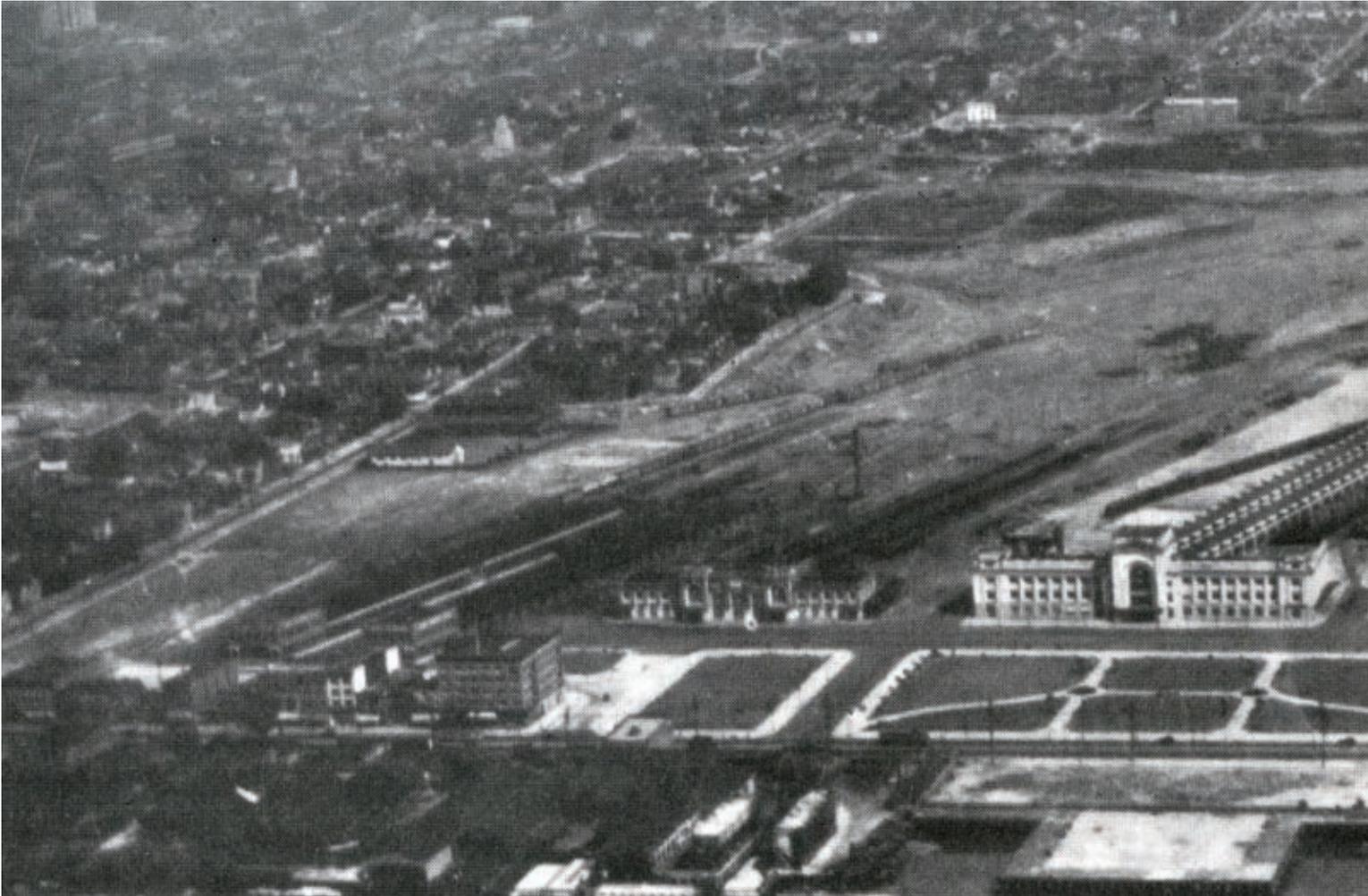


View of False Creek Flats east of Main Street, 1917, during fill, showing completed GNR Terminal and beginning of the CNoR Terminal, CVA PAN N87

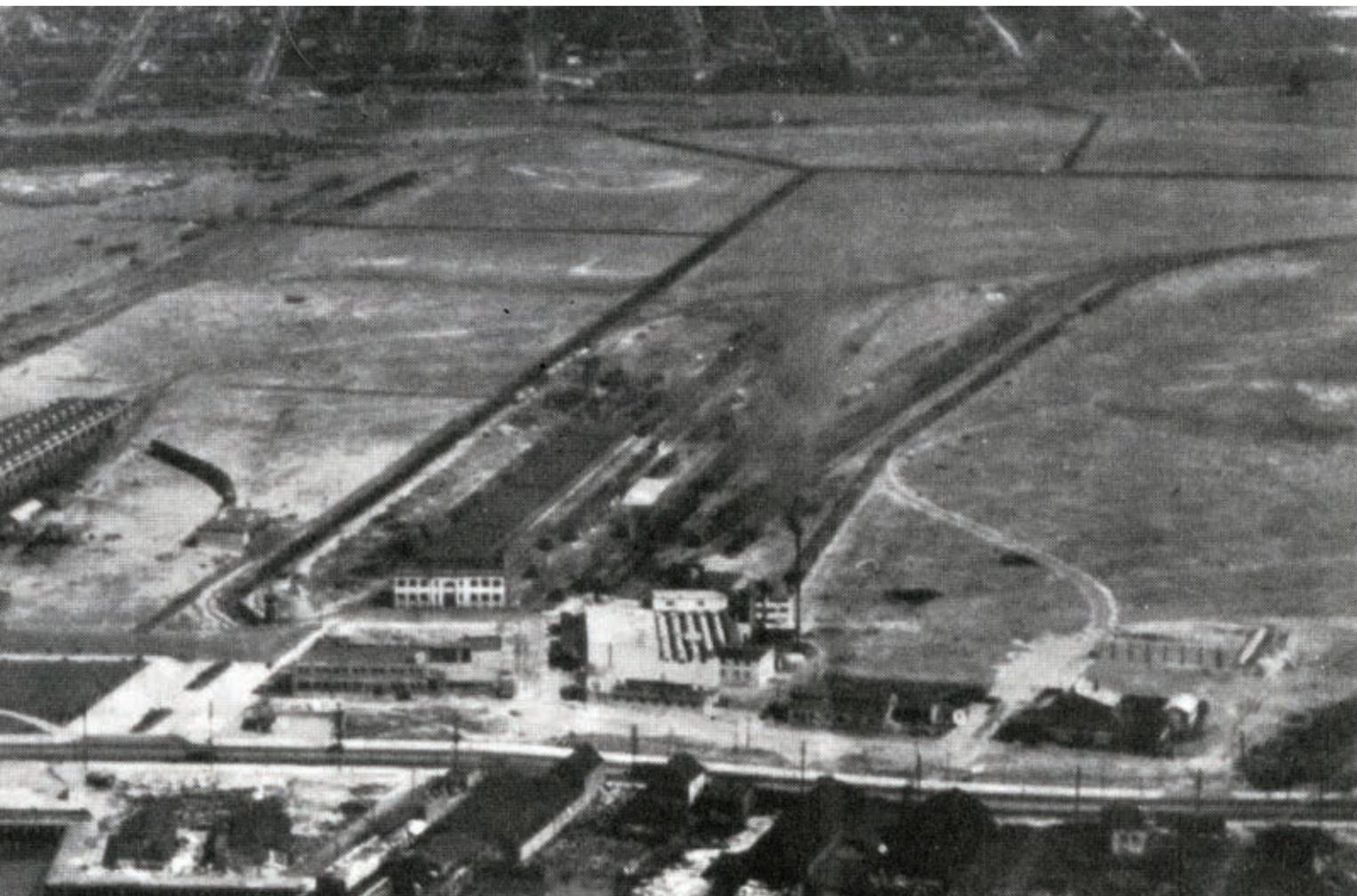




False Creek following the completion of the two rail Terminals, 1921, CVA PAN N221



Two completed rail Terminals and rail yards, Vancouver: The Way it Was, page 93





View of the Canadian National and Great Northern (Union) Terminals and Thornton Park, 1924, VPL 12185



View of the Great Northern (Union) and Canadian National Terminals and Thornton Park, 1924, CVA A63485





Canadian National Terminal and Thornton Park, 1937, VPL 24137

The 'Heatley Avenue' peninsular projection, which later became Strathcona Park, maintained a portion of water at the far reaches of the Creek, separating the land from the rail yards. Originally subdivided as part of the regular Vancouver street grid, the area was instead converted for use as the City Dump, a function that it retained until its closure in 1939. During the 1930s, the Heatley Avenue landfill site became one of three city 'jungles'³⁸, providing areas of temporary shelter for the city's unemployed men, who had been severely affected by the stock market crash of 1929 and the subsequent years of economic depression. The dump at Heatley Avenue "had a population of over four hundred men who lived in board and tin shacks with a view across the remaining water of False Creek and the contents of the dump. Those men received food and assistance from the First United Church at Hastings and Gore³⁹." Make-work projects during the Great Depression relied on the skilled labour found at the city jungles, and city officials would travel to the areas to hire the men for various jobs. A number of men living at the Heatley dump site were hired to construct the Lions Gate Bridge.

However, due to the central location of the Heatley Avenue landfill and its proximity to residential neighbourhoods, tolerance for the sight and odours of the dump was short lived:

Jim Dyer of the Sun wrote on September 20, 1938 (Page 2) that Vancouver's business men had been challenged to get behind the "Clean-up False Creek" movement.

The challenge came from G.G. McGeer, K.C., M.P. It was received with enthusiasm by his immediate audiences—members of the advertising and sales bureau of the Board of Trade at a meeting in the Hotel Georgia.

Mr. McGeer injected the drama of the European crisis into his talk, declaring that 'even if war does come,' Canada, while doing its part in Empire defense, must not neglect essential tasks at home. He said he had been struck by the fact that while Hitler and Mussolini spent billions building up war machines without parallel, they still had vision, still found means, the one to build the world's greatest stadium, the other a new university.

If Germany and Italy can do these things in the midst of war-like preparations, Canada, with its resources almost unscratched can likewise go forward to build and restore, he insisted.

'No citizen can travel over the False Creek area without feeling that the city dump there is Public Enemy No. 1 of



City Dump along Heatley Avenue, one of Vancouver's 'Jungles', 1931, CVA A09577



City Dump, United Church distributing food, 1931, CVA A09582



Debris beneath the original Georgia Street Viaduct, 1961, Vancouver Sun

this city,' he said. 'It is your job and mine to mold public opinion to demand the cleaning up of this cess-pool, to demand the building up of our city parks, to light up Stanley Park, build that highway to Garibaldi and to make the Capilano Canyon the real tourist attraction it ought to be,' he declared⁴⁰.

By the late 1930s, people were calling for the removal of the landfill to a less-populated area of the Lower Mainland, and by 1939 the dump had officially closed. The former landfill was covered with fill from City-owned lots in the East Hastings area. The area was seeded for park use in 1947, and in 1948, site drainage was established and trees and shrubs planted. Officially opening as 'False Creek Park' the name was changed to 'Strathcona Park' in 1976 in recognition of the surrounding neighbourhood [note: the location of Vancouver City Hall was originally known as Strathcona Park, but had no connection to the Strathcona neighbourhood].

It was not only the dump area that was attracting negative attention. By the late 1920s, portions of the reclaimed flats that were not used by the rail companies or industries were unsanitary and rat infested. Surrounding residential and business areas saw property values decline as conditions in the unused portions of the flats worsened. The Bartholomew Plan of 1928 addressed some of the False Creek problems, headlining the section with "The False Creek Industrial District Has Been Permitted To Become an Eyesore And A Menace To Health. It's Regeneration Is Essential To Normal Civic Development⁴¹."

As the identity of the Eastern Core area shifted from water to rail yards, along with industry and warehousing, so too did the nature of transportation in the city. Once dominated by the railway, Vancouver began to transition to an era of private automobile dependence.

2.3.3 FROM RAIL TO ROAD

Since World War II the revolution in trucking – and the taxpayers’ willingness to pay for major road infrastructure – has spread industrial Vancouver away from the watercourses and rail lines⁴².



Mixture of trains, cars, and buses in the Eastern Core area, 1982, CVA A59369

Beginning in the 1930s and culminating in the personal automobile era between 1945 and 1964, Vancouver began to experience a decline in the use and success of the railway. The low costs and personal freedom offered by the car prompted many Vancouverites to purchase one. The 1950s saw the closure of the BCER streetcars and the replacement of the lines with buses. The transformation from rail to road dependence changed not only the mode of travel in the city, but the nature of work, residential life, shopping and entertainment.



Anglo-Canadian Warehouse truck by Union Station, 1924, VPL 11139

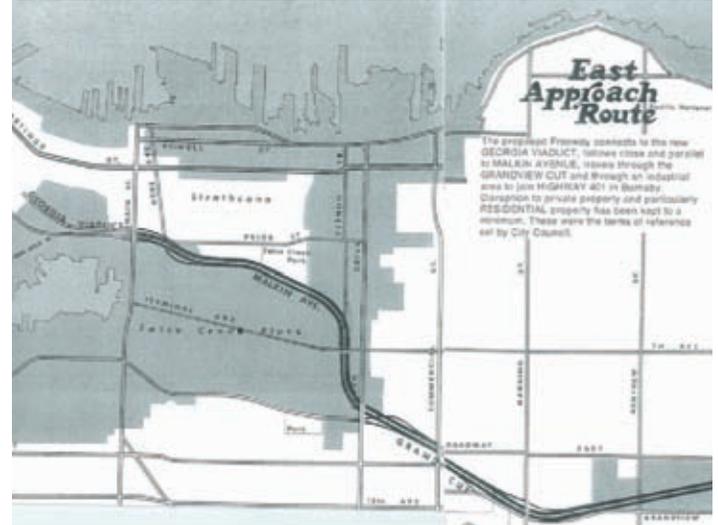


Looking east on Terminal, circa 1980 - 1997, CVA A44030

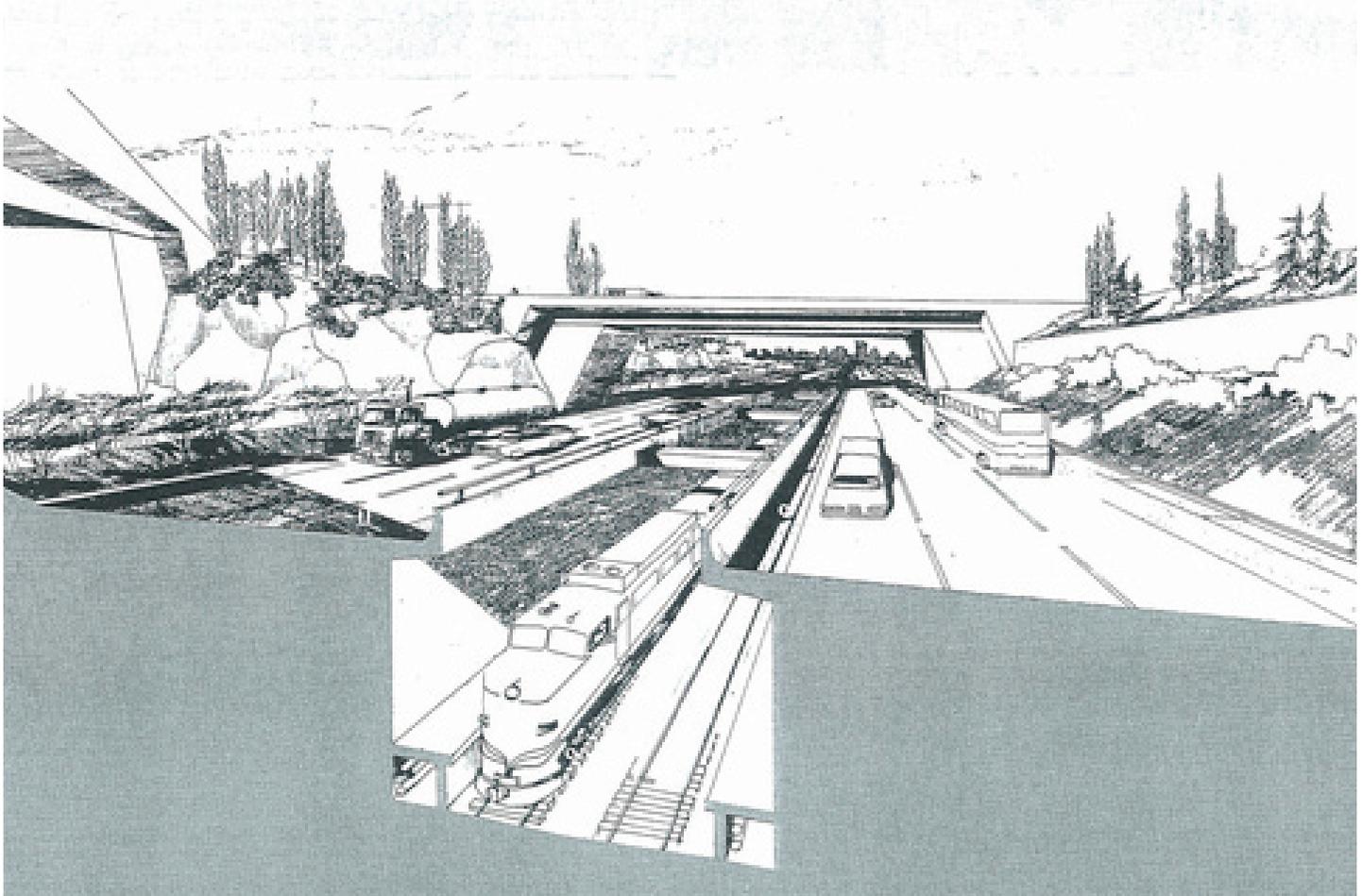
Prior to the Second World War, Vancouver’s growing urban population was starting to expand into Kerrisdale, Marpole and Renfrew-Collingwood, areas which were originally considered ‘streetcar suburbs,’ due to their dependence on the streetcar for their connection to other parts of Vancouver. However, the advent of the automobile era allowed areas with no streetcar service to flourish, despite their apparent disconnection from the rest of the city.

The automobile had a significant impact on the Eastern Core area, as truck transport replaced rail as the go-to form of shipping and inter/intra-city delivery. The Grandview Viaduct, carrying Terminal Avenue (which was created in 1922) across the north-south railway tracks parallel to Vernon Drive, was completed in 1938 and its continued presence signifies the road infrastructure that helped support the transition of the Eastern Core into an accessible area for the emerging truck and automobile era. The area was carved up with additional roadways, and warehouses designed for truck access were constructed along Terminal Avenue and in the area bounded by Main Street, Terminal Avenue, Station Street, and Industrial Avenue. As a result of the changing transportation demands, businesses that once needed railway access now gravitated toward areas easily accessible by truck and located near highways. The Eastern Core’s industrial facilities and warehouses were buoyed by the area’s proximity to Hastings Street at its northern end (then functioning as the main highway to/from Vancouver) and Great Northern Way, East Broadway, and the Grandview Highway at its southern end. The area also saw several garage buildings constructed

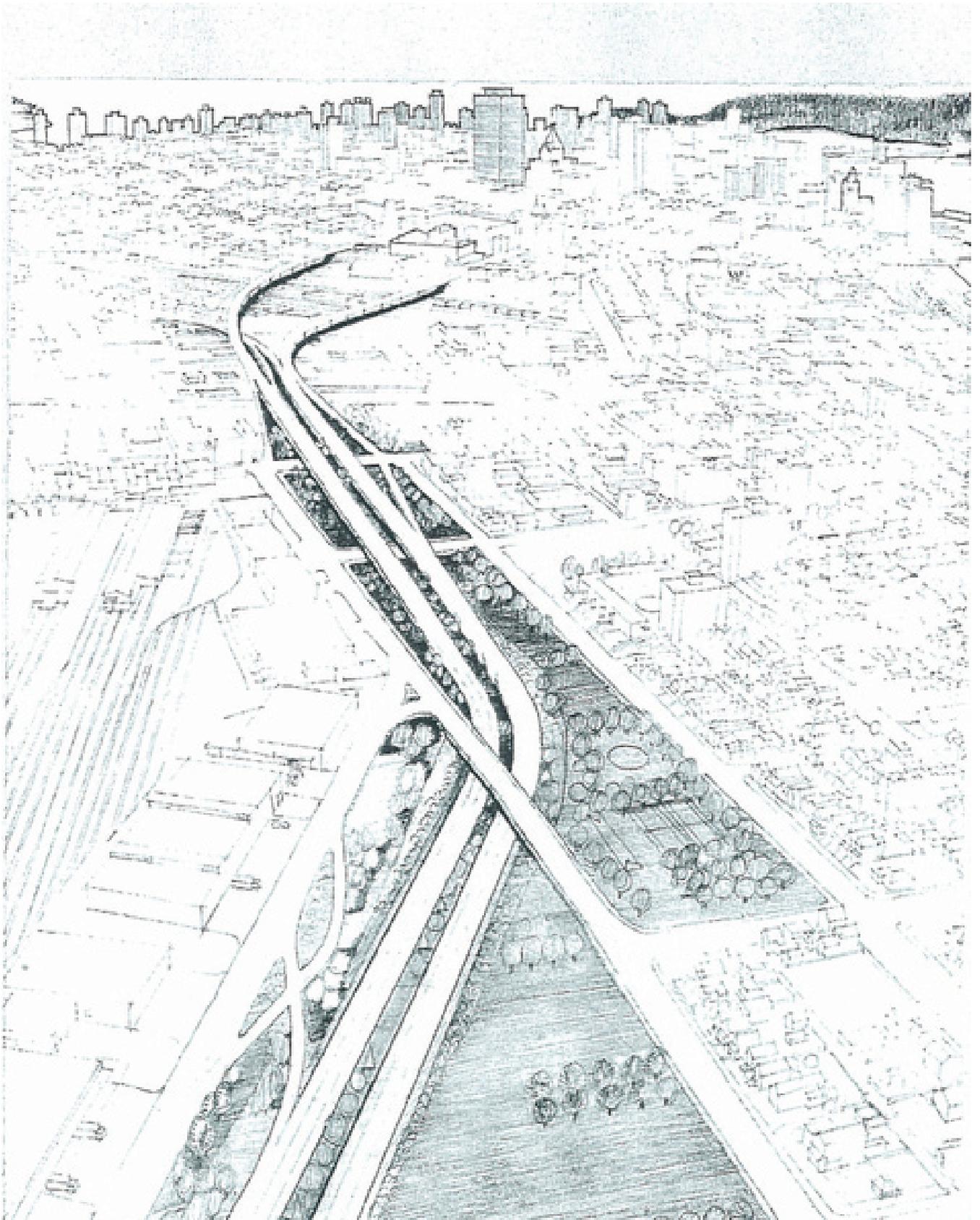
for the repair and maintenance of the city's growing number of automobiles, such as the Kal Tire building at 1670 Main Street, which was built in 1947. The government helped the transition along as it collected taxes from the railways on company assets, including increasingly unused terminals; the Great Northern Railway terminal, once located next to the Canadian National terminal on Station Street, was demolished in 1965, after several unoccupied years. During the planning stage of the freeway network, there was a proposal to construct a new highway through the 'Grandview Cut', thereby overriding the existing rail infrastructure with new road capacity, and symbolically representing the ultimate shift in transportation preference. The extent of the Eastern Core's rail yards has indeed diminished over time, but rail infrastructure remains a central fixture of the area, even as the roadway network has superseded their former preeminence.



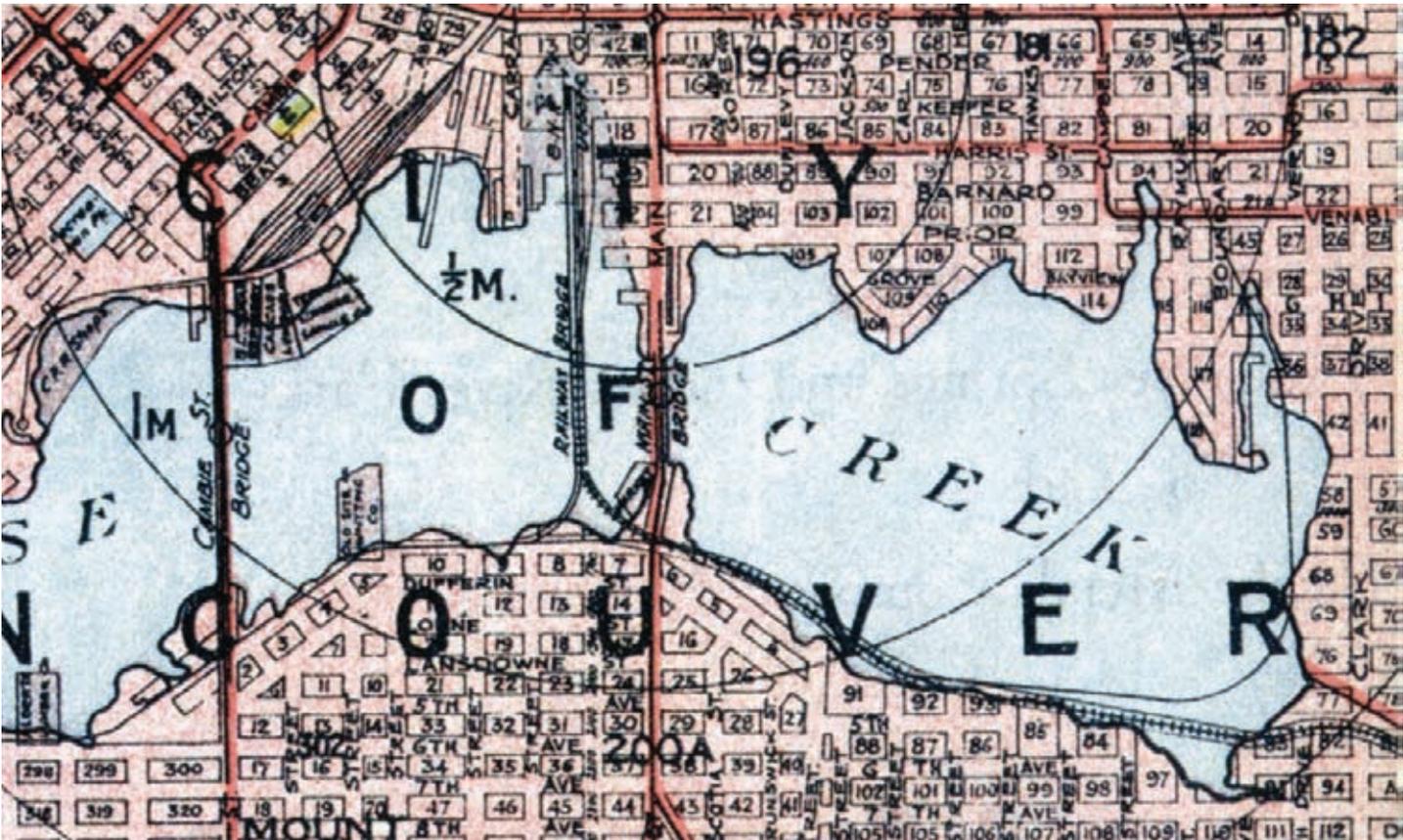
Proposed highway through Grandview Cut, City of Vancouver



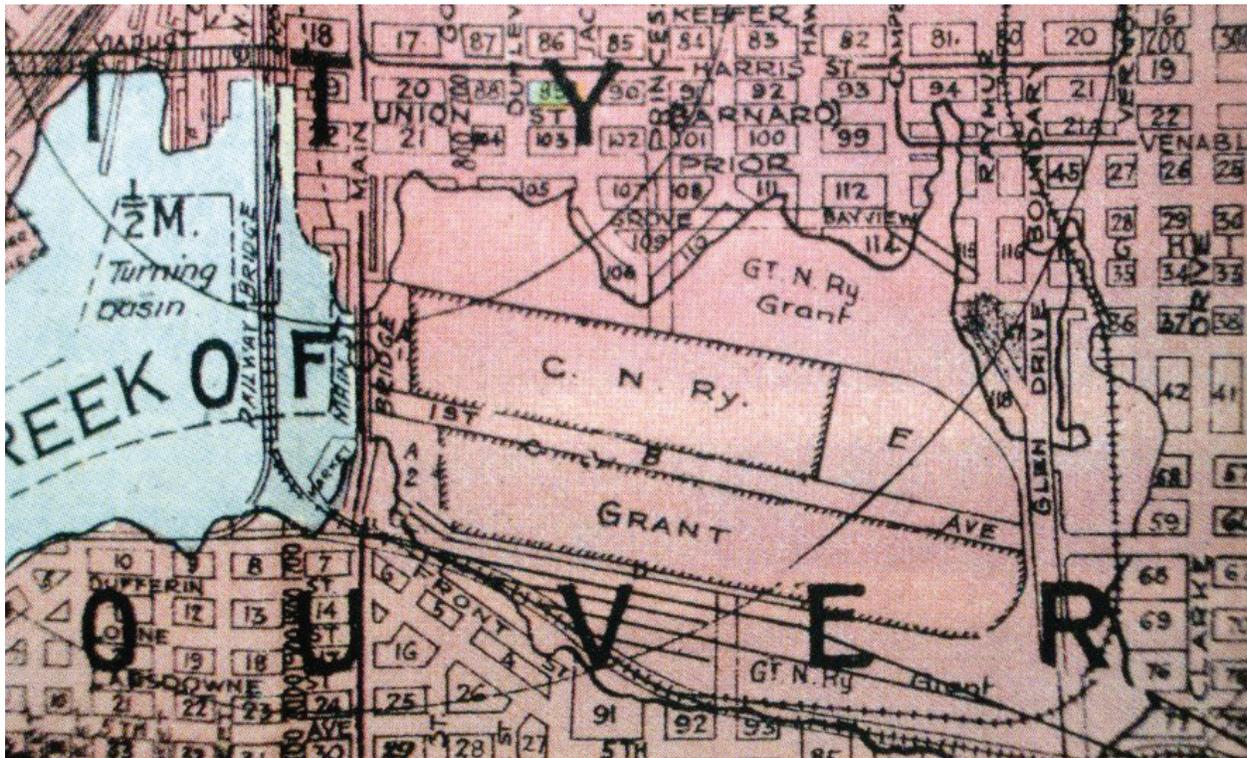
Proposed highway through Grandview Cut, City of Vancouver



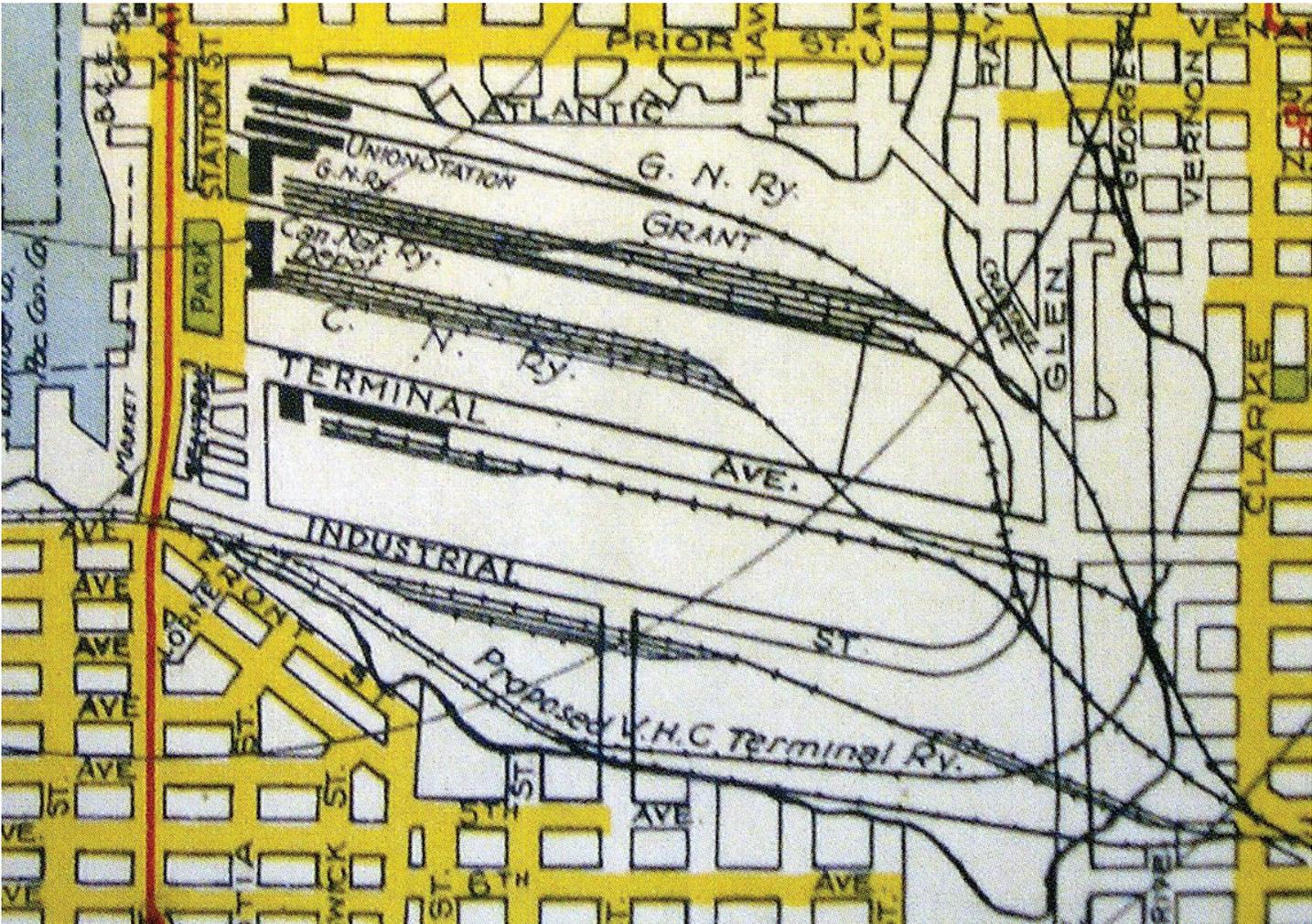
Proposed highway through Grandview Cut, City of Vancouver



Map of False Creek, Indexed Guide Map of the City of Vancouver and Suburbs, 1911, in Historical Atlas of Vancouver and the Lower Fraser Valley, page 101



Proposed Post-Fill Map of False Creek, Indexed Guide Map of the City of Vancouver and Suburbs, 1914, in Historical Atlas of Vancouver and the Lower Fraser Valley, page 101



Map of False Creek, 1930, in Historical Atlas of Vancouver and the Lower Fraser Valley, page 103, CVA MAP429



2013 Bing Map, showing railyards

2.4 INDUSTRIAL DEVELOPMENT AND MODERN EVOLUTION

The transportation facilities constructed in the Eastern Core effectively provided the necessary infrastructure for industrial development. Railway and roadway networks through and to the area have helped foster a wide assortment of companies operating in the Eastern Core from the days following the filling of the tidal flats through the present day. Even as the local economy has shifted from heavy manufacturing to lighter production and service sectors, the Eastern Core continues to deliver an attractive location to organizations hoping to operate in an area that offers convenient access and large parcels that are suited to a range of industrial uses. There have also been post-industrial users moving into the area and the Eastern Core today is home to an increasingly diverse mix of uses, including educational, civic, cultural and recreational facilities.

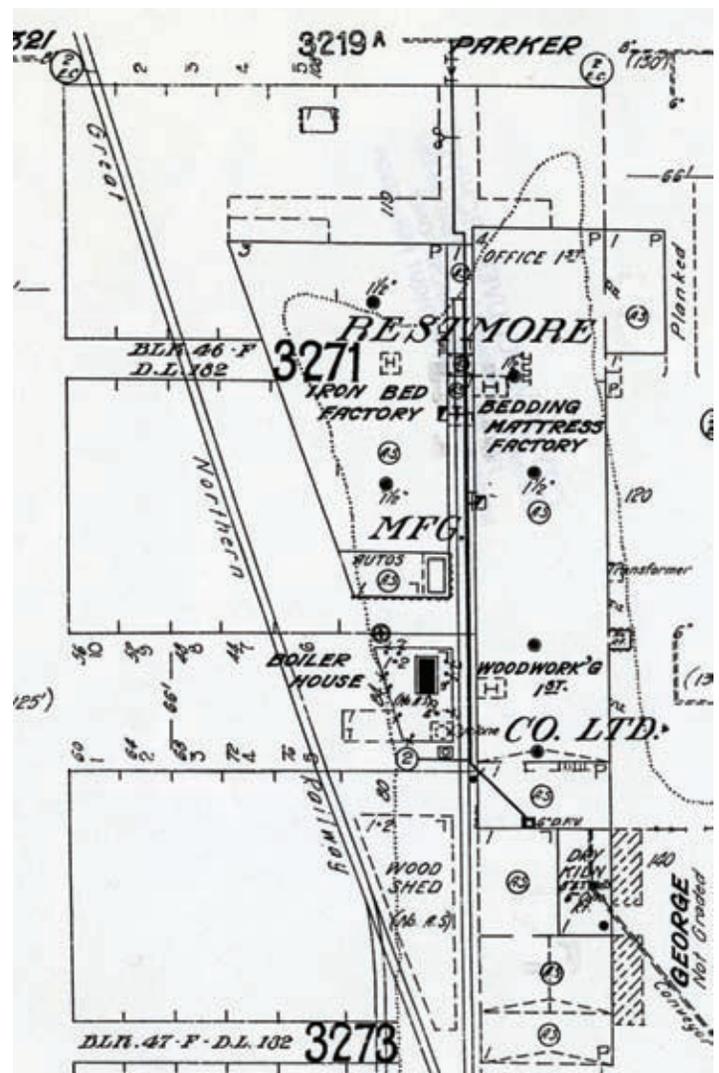
2.4.1 THE DEVELOPMENT OF INDUSTRY IN THE EASTERN CORE

Industrial companies were initially drawn to the Eastern Core by the area's large, flat parcels of land and its convenient access to transportation facilities, which could quickly process and deliver both raw materials and finished products. The new rail yards, spurs, sheds and stations constructed on the newly filled False Creek tidal flats combined to form the western terminus of two railway companies, highlighting the hegemony of railway transportation through the first decades of the twentieth century. However, as the railway era eroded in favour of the motor vehicle, industries in the area were able to capitalize on the Eastern Core's connection to the rest of the City and region via its arterial roadway network, including Main Street, Terminal Avenue, Clark Drive and the viaducts. Transportation infrastructure and the physical layout of the land helped encourage the construction of large industrial facilities for a variety of companies operating in the Eastern Core over the past century.

Manufacturing, Processing and Warehousing

The Eastern Core was home, and continues to be home to, a variety of industrial facilities, engaging in manufacturing, processing, warehousing and transportation. One of the earliest enterprises to construct a factory and warehouse within the new, railway-accessible Eastern Core boundaries was the Restmore Manufacturing Company, located at 1000 Parker Street. On June 30, 1913, Restmore Manufacturing received a building permit to construct a four-storey brick factory, to be designed and built by local contractor, Alex Moir, at a cost of \$150,000. The following year, on January 28, 1914, Restmore received another building permit to expand their operations; Alex Moir once again constructed a factory/

warehouse attached to the extant brick building. The new, larger, wooden building was built for \$7,000. The Restmore Manufacturing Company, which later possessed warehouses in both Edmonton and Calgary, remained in the 1000 Parker Street building until 1957. The company was renowned for its feather mattresses, iron bed frames, and various other bedroom furnishings and upholstery. The Restmore building was constructed with the railway at the centre of its operations; between the brick and wooden buildings, there is a narrow corridor with a rail spur running up the middle. Both sides of the corridor featured large warehouse doors and loading areas where the Company's goods could be easily loaded into waiting railcars.



1927 Fire Insurance Map showing Restmore Manufacturing Company Ltd. Building



Restmore Manufacturing Building, 1000 Parker Street, ca. 1940s, CVA 1184-1699

Another Eastern Core industrial property of note was a neon products facility, which was located by 1930 at 260 Terminal Avenue. By the 1950s, the facility had expanded into the two buildings next door, 268 and 270 Terminal Avenue. This facility contributed to the prolific amount of neon signs along Vancouver's commercial streets, a signature of the city through the middle of the twentieth century. While the neon facility no longer exists, the collection of industrial buildings south of

Terminal Avenue and immediately east of Main Street serve as a reminder of the unique industrial output of the Eastern Core. Other companies historically operating in the Eastern Core included the Massey-Harris Company (242 Terminal Avenue), the BC Valve Company (250 Terminal Avenue), a CNR Freight House, Johnston Storage, National Cart and Warehouse Company, the Pembina Coal Company, and the Corry Coal Company Sheds.



Warehouses along Terminal Avenue, including 242 to 268 Terminal Avenue, 1937, VPL 24137



Main Street at Industrial Avenue, looking north, showing NEON sign and billboard for Restmore (far right), 1942, CVA A11596

The industrial capacity and function of the Eastern Core is still active today. For instance, a produce delivery hub, known as “Produce Row” exists along Malkin Avenue and remains one of the largest concentrations of produce companies in the Lower Mainland. This vital industry was established beginning in 1951 when companies like the T.P. Scott Ltd., Chess Brothers, and Early Fruit Ltd. opened along the newly named Malkin Avenue⁴³. The industry historically relied upon access to the adjacent rail yards and today relies upon the easy access to the roadway network to and from the area. The warehouses along the row continue to operate as a hub.

Larger parcels of land for use by heavier industries

The Eastern Core provided space for companies that could not otherwise locate near downtown; adjacency to rail yards and spurs further increased the prospect of industrial operations and the utility of the land. As the industrial districts of Gastown and Yaletown were mostly built out by the time the Eastern Core was prepared for industrial development, the area provided new opportunities for companies that desired to

operate near the centre of the city, but were unable to fit on the downtown peninsula. Parcels in Gastown and Yaletown were also much smaller than what could be offered in the Eastern Core, as the former were scaled to downtown’s much finer urban grain. Companies requiring larger footprint buildings, such as Canada Packers at 750 Terminal Avenue, General Paint at 900-950 Raymur Avenue and companies which built along Great Northern Way, could therefore be accommodated within the Eastern Core.

Limited conflicts with residential uses

The development of industrial properties in the Eastern Core facilitated more intense industrial activities than could otherwise occur in close proximity to residential neighbourhoods. Although established neighbourhoods bound the area on each side, the majority of industrial activity was concentrated in locations near the centre of the Eastern Core, far away from immediate residential districts.



Canada Packers under construction, September 1937, VPL 12239



Canada Packers under construction, September 1937, VPL 12240



Canada Packers under construction, December 1937, VPL 14710



Canada Packers, January 1938, VPL 14711



Looking north from Great Northern Way, 1968, CVA A38744

2.4.2 LABOUR & EMPLOYMENT

The Eastern Core's central location has ensured a high level of accessibility for workers. The nearby populations in Strathcona, Mount Pleasant and Grandview-Woodland have always been able to easily access the Eastern Core's centres of employment, while people further afield could transit to the area via the BCER and later, road networks. The diversity of companies that have operated in the area reflects the industrial zoning and relatively lower land values, which have characterized the Eastern Core as one of the few remaining industrial areas in the City of Vancouver. One of the most historically influential companies to operate in the area was Finning.

Finning has been associated with the industrial development of Greater Vancouver and the resource growth of British Columbia since 1933, when it was established as the Finning Tractor & Equipment Company Ltd. From a five-person sales office in downtown Vancouver, Mr. Finning relocated to Station Street [with offices at 1296 Station Street] and began to expand a network of facilities throughout the province ... In 1966, company headquarters moved to the 36-acre site on Great Northern Way and became a publicly-held company three years later. In 1987 the company's name changed to Finning Ltd. to better reflect its growing product and support capabilities⁴⁴.

In 2001, 18 acres of the Finning lands were donated in order to establish the joint Great Northern Way Campus for the largest educational institutions in the city. Finning represents one of the defining companies of the Eastern Core, as it found the area's ample, flat land conducive to its large operation.

2.4.3 MODERN EVOLUTION

In recent years, the transportation and industrial usages of the Eastern Core have been augmented by a variety of new economic sectors. The area's transportation and industrial character remains key, however, a more diverse set of establishments have since moved in, echoing the continued importance and desirability of the area's central location.

Educational institutions, namely the Great Northern Way Campus, which is jointly operated by the University of British Columbia, Simon Fraser University, Emily Carr University of Art + Design and the British Columbia Institute of Technology, are one of the most recent additions to the Eastern Core. The 18-acre campus was donated by the former site owner, Finning, and the area will soon be home to the main campus of Emily Carr University of Art + Design.

Civic facilities, including the recently opened Vancouver Police Department Tactical Training Centre, the Vancouver Firefighting Training Academy, as well as the National Works Yard, solidify the municipal interests in the Eastern Core. Office buildings, primarily located along Terminal Avenue and Great Northern Way, are another relatively new iteration of the economic development of the Eastern Core.

2.4.4 CULTURAL SPACES

A cultural sector has sprung to life in the Eastern Core, focused on the 1000 Parker building, which has been home to artist's studios since the mid-1980s and is a major part of the well-known, annual 'Eastside Culture Crawl', which started in 1997. The Mergatroid Building, located at 975 Vernon Drive, also provides artist studio space. Public art pieces, whether produced by internationally recognized artists such as Ken Lum, or developed as part of civic anti-graffiti programs, also contribute to the contemporary image of the Eastern Core, as it strengthens its cultural image.

Community gardens form another component of the social and cultural spaces in the Eastern Core. The Strathcona Community Gardens, dating to 1985, are located adjacent to Strathcona Park, near the intersection of Prior Street and Hawks Avenue. The Cottonwood Community Gardens, located in the southeastern corner of Strathcona Park, near the intersection of Malkin Avenue and Raymur Avenue, were established in 1991, as gardeners responded to the proposed Malkin Connector by planting on the street right-of-way. These community gardens are known as the largest in the city.

These recent developments point to the continuing evolution of the Eastern Core. As a nexus of transportation and industry, the area has, over the past century, already accommodated many economic and technological shifts. Located at the heart of Vancouver's urban fabric, the Eastern Core appears poised to further evolve over the next century of its life.



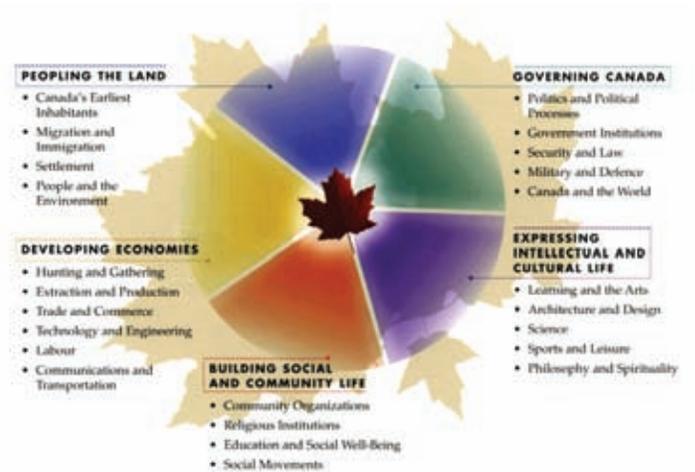
3.0 THEMATIC FRAMEWORK

3.1 NATIONAL THEMES

In the Standards & Guidelines for the Conservation of Historic Places in Canada, Heritage Value is defined as:

The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations.

Parks Canada, as part of its National Historic Sites System Plan, has developed a thematic framework. This framework is a way to organize or define history and to identify and place sites, persons and events in context. The thematic framework for National Historic Sites provides a comprehensive way of looking at Canadian history. This framework responds to evolving concerns and interests, and reflects recent scholarship on the evolution of Canadian historiography. The categories of this broad thematic framework have been used as an overarching organizing element for the development of the Eastern Core historic themes.



3.2 EASTERN CORE THEMES

Broad historic themes were extracted from the Historic Context Statement, defining those forces that shaped the physical and community development of the Eastern Core. These were then articulated into sub-themes related specifically to neighbourhood and sub-area development. These themes provided the context for the selection of heritage resources that best illustrate the heritage values of the Eastern Core.

It is important to consider that values are multivalent, and that a theme or a historic place can illustrate more than one value.

EASTERN CORE HISTORIC THEMES

THEME 1: First Nations and the False Creek Environment

THEME 2: Perimeter Development

- 2.1 Industry
- 2.2 Residential
- 2.3 The Main Street Corridor
- 2.4 Social Places: "On The Edge"

THEME 3: Rail and the Transformation of the Landscape

- 3.1 The Canadian Pacific Railway and the Establishment of Vancouver
- 3.2 Filling the Flats
- 3.3 From Rail to Road

THEME 4: Industrial Development and Modern Evolution

- 4.1 The Development of Industry in the Eastern Core
- 4.2 Labour & Employment
- 4.3 Modern Evolution
- 4.4 Cultural Spaces



Rail Shed Construction on the False Creek Flats, March 1917, CVA A09081

THEME 1. FIRST NATIONS AND THE FALSE CREEK ENVIRONMENT

Thousands of years into the past, Canada's original people inhabited the False Creek area, utilizing the topography and abundant natural resources to sustain a rich cultural heritage. The natural geography of False Creek provided ideal fishing grounds for Musqueam, Squamish and Tsleil'waututh peoples. The Eastern Core is notable for its early water-based transportation routes and resource extraction, as well as its natural features, including escarpments, which surround the former extent of the False Creek tidal flats. Land protruding from the north and south shore of the Creek, along the axis of present-day Main Street, facilitated a short crossing for canoe travel. Streams, such as Brewery Creek and China Creek, formerly flowed into the Eastern Core, and provided ideal grounds for the rearing of young salmon, creating a critical ecosystem component for area First Nations. The majority of the Eastern Core's natural features, notably any traces of water, have been lost, however the escarpments remain, as an indication of the historic reaches of False Creek.

Examples of Heritage Resources:

- Brewery Creek
- China Creek
- Escarpment along Great Northern Way

THEME 2. PERIMETER DEVELOPMENT

The majority of the Eastern Core area was originally a tidal basin, which composed the eastern end of False Creek. During the early years of Vancouver's settlement, the area was defined by the diversity of activities occurring around its perimeter. The Eastern Core is located in the heart of the City, surrounded by the established residential neighbourhoods of Strathcona, Grandview-Woodland and Mount Pleasant. The residential development of these neighbourhoods, among the oldest of the City, provided a base of local workers and customers that would support the industrial and commercial operations of the Eastern Core. The perimeter development of the area also included large industrial concerns along the northern shore of False Creek, as well as the establishment of entertainment districts, including Hogan's Alley and the hotels, restaurants and pubs along Main Street. Main Street forms the western edge of the Eastern Core and the corridor, in addition to its commercial profile, quickly

became a key transportation route for the young Vancouver, as it connected downtown, via the streetcars and interurban of the British Columbia Electric Railway Company (BCER), to Mount Pleasant and New Westminster. The BCER also maintained significant operational and accommodation facilities along Main Street in the Eastern Core and was an important early force in the infrastructure development of the area. While the streetcars and interurban trams have disappeared from the Vancouver landscape, the Eastern Core's legacy as a transit hub remains intact, as evidenced by the Main Street Station and SkyTrain guideway along Terminal Avenue.

Examples of Heritage Resources:

Industrial:

- Atlantic Street escarpment (behind Malkin Avenue industrial properties)

Residential:

- 507 Malkin Avenue
- 503 Atlantic Street
- 519 Atlantic Street
- 523 Atlantic Street
- 527 Atlantic Street
- 531 Atlantic Street
- 541 Atlantic Street
- 551 Atlantic Street
- 603 Atlantic Street
- 607 Atlantic Street
- 623 Atlantic Street
- 629 Atlantic Street
- 633 Atlantic Street
- 647 Atlantic Street
- 653 Atlantic Street
- 656 Atlantic Street
- 914 Princess Avenue
- 921 Princess Avenue
- 921 Princess Avenue
- 922 Princess Avenue
- 927-945 Princess Avenue
- 220 Prior Street
- 310 Prior Street
- 456 Prior Street



- 496 Prior Street
- 512 Prior Street
- 516 Prior Street
- 520 Prior Street
- 532 Prior Street
- 544 Prior Street
- 570 Prior Street
- 608 Prior Street
- 610 Prior Street
- 614-616 Prior Street
- 620 Prior Street
- 626 Prior Street
- 630 Prior Street
- 636 Prior Street
- 660 Prior Street

The Main Street Corridor:

- 901 Main Street (also known as 190 Prior Street; former BCER Men’s Quarters)
- 906 Main Street
- 915-917 Main Street (Cobalt Hotel)
- 925-927 Main Street
- 928 Main Street
- 936 Main Street
- 956 Main Street
- 1012 Main Street
- 1020-1022 Main Street
- 1024 Main Street
- 1038 Main Street (Ivanhoe Hotel)

Social Places:

- 915-917 Main Street
- 1038 Main Street
- Hogan’s Alley (location)

THEME 3. RAIL AND THE TRANSFORMATION OF THE LANDSCAPE

The Eastern Core is significant for the vast rail yards, sheds and passenger stations that were constructed on the site as part of the filling of the tidal flats of False Creek, representing the human conquest for productive land, as well as the role of corporations in shaping the development of a large part of Vancouver. In 1913, a plebiscite was held to determine the level of civic support for the filling of the Creek in exchange for the new land’s usage by the Canadian Northern Railway (later, Canadian National Railway) and Great Northern Railway; the

measure was successful and filling of the tidal flats commenced in 1915. The First World War slowed the progression of the fill project, yet the most important rail facilities in the Eastern Core were completed upon the conclusion of the War, or soon afterwards, and dominated the transportation demands of the area for the next two decades, before roadways assumed their preeminent status as the preferred mode of transportation.

Examples of Heritage Resources:

Filling the Flats:

- 1150 Station Street (Pacific Central Station)
- Thornton Park
- 1000 Parker Street (former Restmore Manufacturing Company Building)
- 900-950 Raymur Avenue (General Paint Warehouses)

Transition from Rail to Road:

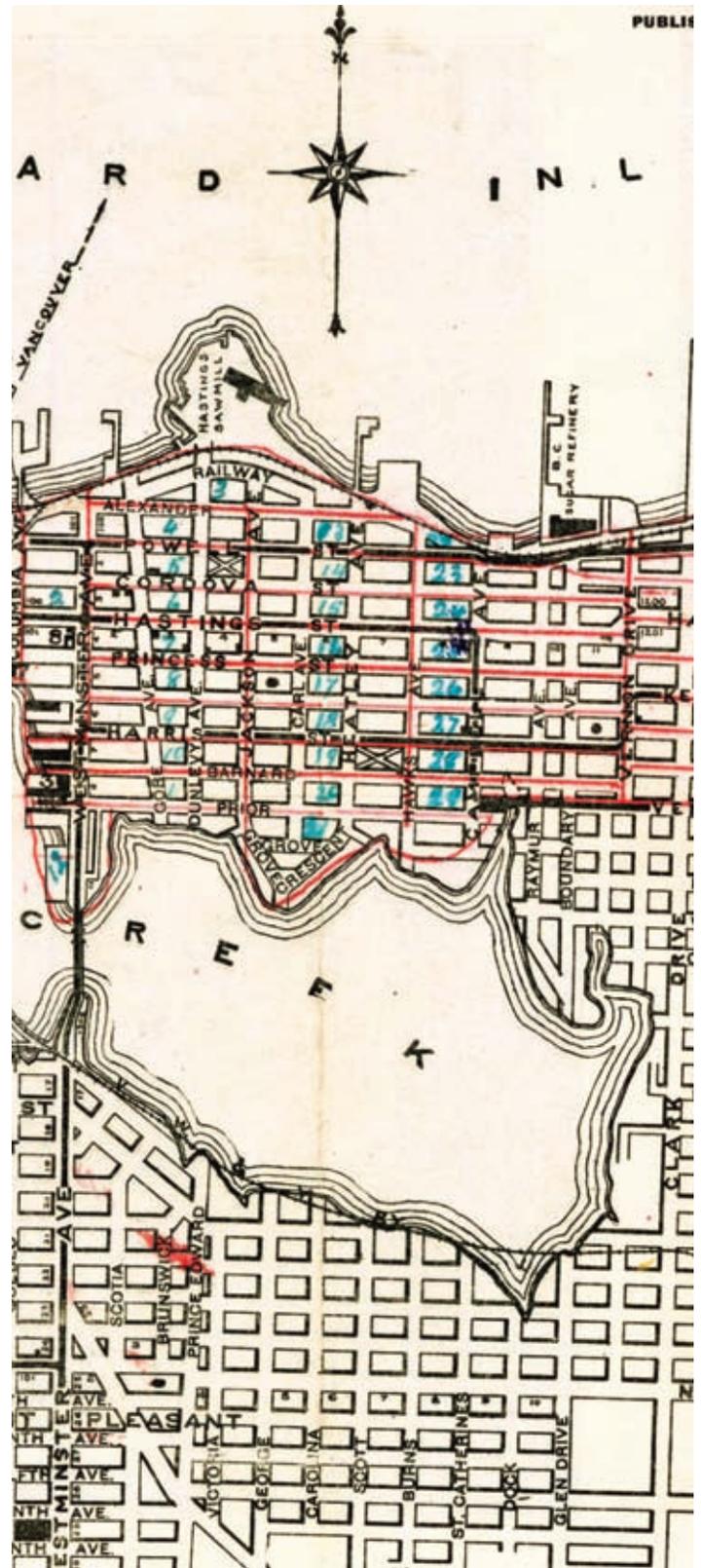
- Grandview Viaduct
- 750 Terminal Avenue (Canada Packers)
- 703 Terminal Avenue (Flea Market)
- 242 Terminal Avenue
- 250 Terminal Avenue
- 260 Terminal Avenue
- 268 Terminal Avenue
- 270 Terminal Avenue
- 1600-1602 Western Street (The Welding Shop)
- 237 Southern Street
- 281 Industrial Avenue
- 302 Industrial Avenue
- 220 East 1st Avenue
- 246 East 1st Avenue
- 215 East 2nd Avenue
- 291 East 2nd Avenue
- 1670 Main Street (Kal Tire)
- 1755 Cottrell Street (Rocky Mountaineer Station)
- 1725 Cottrell Street (rail shed)
- 1296 Station Street
- 246 Central Street
- 279 Central Street
- 900-950 Raymur Avenue
- 1050 Glen Drive
- 1055 Vernon Drive
- 1292 Venables Street
- 1549 Clark Drive (VSB Workshop)
- 1100 Grant Street

THEME 4. INDUSTRIAL DEVELOPMENT AND MODERN EVOLUTION

The Eastern Core is also significant for the variety of industrial uses established in the area, which took advantage of the efficient connections to the adjacent railways and roadways, as well as the large parcels of flat land, located near the centre of the city. The newly opened rail yards, spurs, sheds and stations combined to form the western terminus of two major railway companies, thereby providing quick shipment abilities, both to and from the industrial companies in the Eastern Core. Roadway networks were paved following the railway development and, as the railway lost its supremacy to the motor vehicle, the industries in the area were able to capitalize on the Eastern Core's connection to the remainder of Vancouver and the Lower Mainland via its arterial roadway network, including Main Street, Terminal Avenue, Clark Drive and the viaducts. The diversity of companies that have operated in the area reflect the unique placement of the industrial properties of the Eastern Core, as they are located near downtown, yet far enough from residential neighbourhoods to avoid conflicts. In recent years, the transportation and industrial usages of the Eastern Core have been supplemented by a variety of new sectors. The area's transportation and industrial character remains key, however, educational institutions, including the Great Northern Way Campus; civic facilities, including police and firefighting training centres, as well as the National Works Yard; and office buildings, located along Terminal Avenue and Great Northern Way, now contribute to the built fabric of the Eastern Core, echoing the continued importance and desirability of the area's central location.

Examples of Heritage Resources:

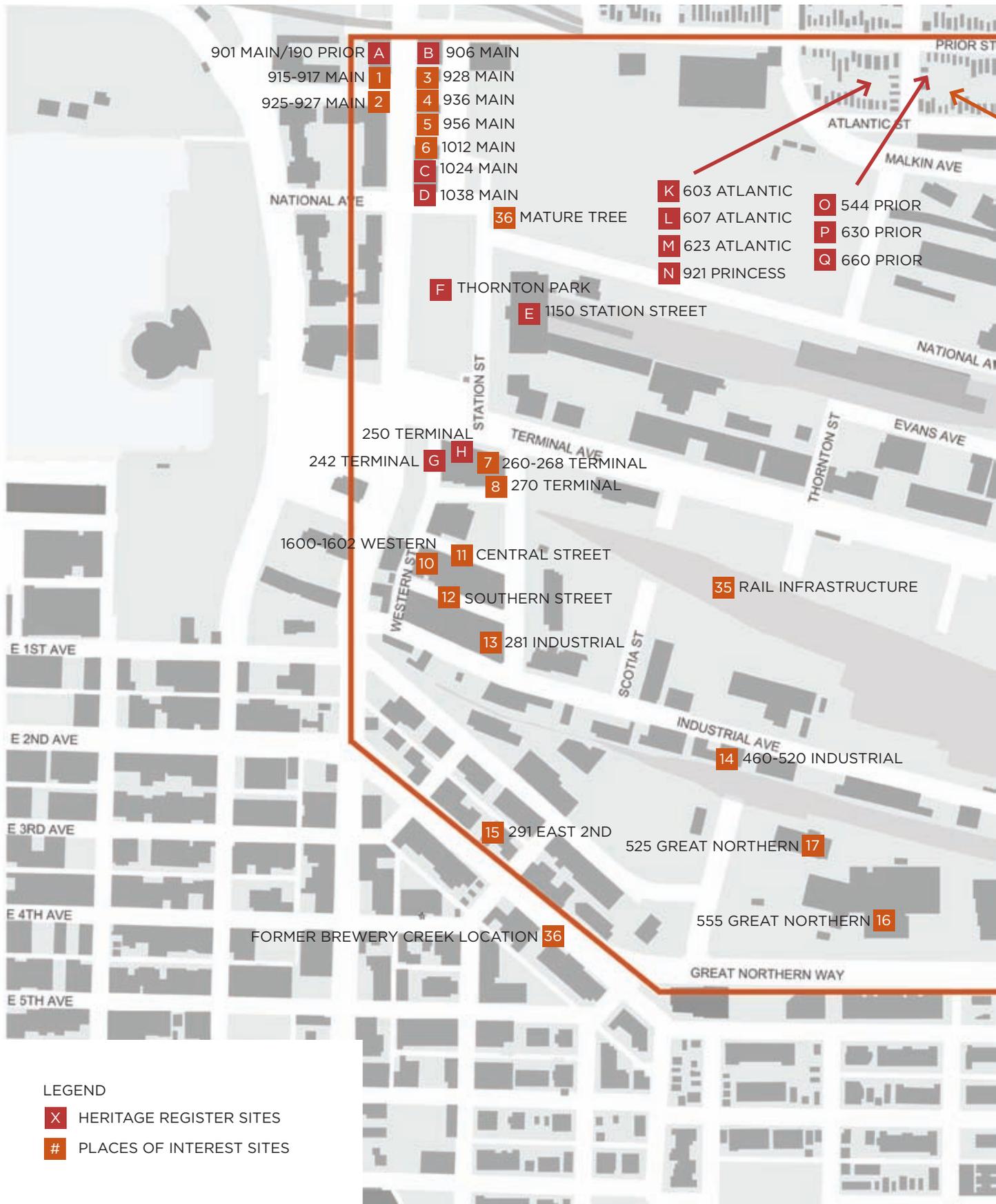
- 525 Great Northern Way (Equinox Gallery)
- 555 Great Northern Way (Justice Institute of BC/Great Northern Way Campus)
- 1725 Cottrell Street (modern rail shed)
- 1755 Cottrell Street (Rocky Mountaineer Station)
- 460-520 Industrial Avenue
- 1000 Parker Street (former Restmore Manufacturing Company Building)
- 900-950 Raymur Avenue (General Paint Warehouses)
- 1296 Station Street (Party Bazaar; former Finning office building)



1909 'Map & View of Vancouver' Showing False Creek, CVA A62908



4.0 EASTERN CORE SITES





- 27 617 ATLANTIC
- 28 629 ATLANTIC
- 29 647 ATLANTIC
- 30 927, 933, 939 PRINCESS
- 31 512 PRIOR
- 32 570 PRIOR
- 33 532 PRIOR
- 34 496 PRIOR

19 703 TERMINAL

1 750 TERMINAL

18 750 TERMINAL (REAR)

20 1725 COTTRELL

21 1755 COTTRELL

36 AQUILINI STEPS

36 GREAT NORTHERN WAY ESCARPMENT

36 FORMER CHINA CREEK LOCATION/NORTH CHINA CREEK PARK

1292 VENABLES 25

900-950 RAYMUR 22

1055 VERNON 24

23 1000 PARKER

1100 GRANT 26

1549 CLARK J

9 GRANDVIEW VIADUCT

BEGG ST

COTTRELL ST

FOLEY ST

4.1 EASTERN CORE HERITAGE REGISTER SITES

<p>A 901 Main Street/190 Prior Street, former BCER Men's Quarters Heritage Register Status: B (Designated)</p>	
<p>B 906 Main Street, former Bank of Montreal Heritage Register Status: B (Designated)</p>	
<p>C 1024 Main Street, Main Street Metal Works Heritage Register Status: B</p>	
<p>D 1038 Main Street, Ivanhoe Hotel Heritage Register Status: B</p>	

<p>E 1150 Station Street, Pacific Central Station Heritage Register Status: A (Designated) Federal Recognition: Heritage Railway Stations Protection Act</p>	
<p>F Thornton Park Heritage Register Status: Landscape</p>	
<p>G 242 Terminal Avenue Heritage Register Status: B</p>	
<p>H 250 Terminal Avenue Heritage Register Status: B</p>	

<p>I 750 Terminal Avenue, former Canada Packers Heritage Register Status: A</p>	
<p>J 1549 Clark Drive, VSB Maintenance Shop Heritage Register Status: B</p>	
<p>K 603 Atlantic Street, Pennyway (sic) House Heritage Register Status: C</p>	
<p>L 607 Atlantic Street Heritage Register Status: C</p>	
<p>M 623 Atlantic Street, Peneway House Heritage Register Status: C (pending)</p>	

<p>N 921 Princess Avenue Heritage Register Status: B</p>	
<p>O 544 Prior Street Heritage Register Status: B</p>	
<p>P 630 Prior Street Heritage Register Status: B</p>	
<p>Q 660 Prior Street Heritage Register Status: B</p>	

4.2 METHODOLOGY

The Eastern Core Places of Interest List was formulated based on the findings of the Historic Context Statement, the development of Historic Themes, and detailed site examinations. Approximately eighty-six sites were surveyed and the list was narrowed to include thirty-six sites/features. The Places of Interest List for the

Eastern Core represents the sites directly connected with the Historic Themes and is not meant to be an audit of all resources in the area. These sites are not included on the Vancouver Heritage Register, but further research is recommended.

4.3 PLACES OF INTEREST LIST

<p>1 915-917 Main Street, Cobalt Hotel (formerly the Royal George Hotel) Associated Theme(s): Perimeter Development: The Main Street Corridor Historic Information:</p> <ul style="list-style-type: none"> • Built in 1910 for \$57,000 • Original owner: Empire Supply Company • Original architect: Campbell & Bennett 	
<p>2 925-927 Main Street, 'The Source' Building Associated Theme(s): Perimeter Development: The Main Street Corridor Historic Information:</p> <ul style="list-style-type: none"> • Built in 1912 • Originally home to Tudhope Motors Ltd. and the Angelus Rooms • Original owner: Palmer Land & Invest Co. 	
<p>3 928 Main Street, the Electric Owl/American Hotel Associated Theme(s): Perimeter Development: The Main Street Corridor Historic Information:</p> <ul style="list-style-type: none"> • Built in 1904 for \$3,800 • Original owner: J.R. Wood • Original architect: W. Blackmore & Son 	
<p>4 936 Main Street Associated Theme(s): Perimeter Development: The Main Street Corridor Historic Information:</p> <ul style="list-style-type: none"> • Built in 1911 for \$1,400 • Original owner: R. Stafford • Original builder: Coffin & McLennan 	

<p>5 956 Main Street Associated Theme(s): Perimeter Development: The Main Street Corridor</p>	
<p>6 1012 Main Street Associated Theme(s): Perimeter Development: The Main Street Corridor Historic Information:</p> <ul style="list-style-type: none"> • Built in 1911 for \$25,000 as a rooming house and hotel • Original owner: A. Pausche • Original architect: Hugh Braunton 	
<p>7 260-268 Terminal Avenue Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core Historic Information:</p> <ul style="list-style-type: none"> • Location of former neon products facility 	 <p><i>1937 image showing the former decorative rooflines of 260 and 268 Terminal Avenue (on left)</i></p> 
<p>8 270 Terminal Avenue Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core Historic Information:</p> <ul style="list-style-type: none"> • Location of former neon products facility 	

9 Grandview Viaduct
 Associated Theme(s): Rail and the Transformation of the Landscape:
 From Rail to Road; Industrial Development and Modern Evolution: The
 Development of Industry in the Eastern Core
 Historic Information:

- Carries Terminal Avenue across railway tracks
- Completed in 1938



10 1600-1602 Western Street
 Associated Theme(s): Rail and the Transformation of the Landscape:
 From Rail to Road; Industrial Development and Modern Evolution: The
 Development of Industry in the Eastern Core
 Additional Information:

- Features 'The Welding Shop' ghost sign



11 Warehouses along Central Street
 Associated Theme(s): Rail and the Transformation of the Landscape:
 From Rail to Road; Industrial Development and Modern Evolution: The
 Development of Industry in the Eastern Core
 Additional Information:

- Unique street grid/no alleys
- Loading bays
- Public art



12 Warehouses along Southern Street
 Associated Theme(s): Rail and the Transformation of the Landscape:
 From Rail to Road; Industrial Development and Modern Evolution: The
 Development of Industry in the Eastern Core
 Additional Information:

- Unique street grid/no alleys
- Wooden canopies
- Loading bays
- Saw tooth roof structure with cupolas



13 281 Industrial Avenue
 Associated Theme(s): Rail and the Transformation of the Landscape:
 From Rail to Road; Industrial Development and Modern Evolution: The
 Development of Industry in the Eastern Core



14 460-520 Industrial Avenue, Grace Warehouses
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core
 Additional Information:

- Note the wooden tower
- Consists of two buildings



15 291 East 2nd Avenue, Liberty Wines Building
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core
 Historic Information:

- Built in 1922
- Remained vacant from 1923-1930
- In 1931, it opened as the Vancouver Casket Company



16 555 Great Northern Way, Justice Institute of B.C.
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: Modern Evolution



17 525 Great Northern Way, Equinox Gallery
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: Modern Evolution



18 Rear of 750 Terminal Avenue, Artist Annex
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: Cultural Spaces



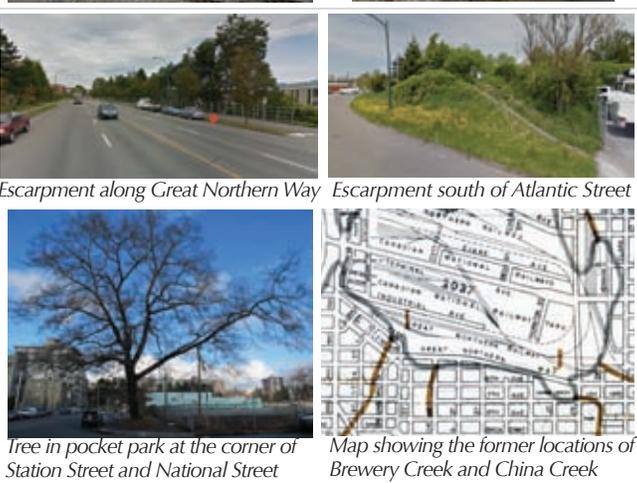
19 703 Terminal Avenue, Flea Market
 Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution: Modern Evolution



<p>20 1725 Cottrell Street, Rail Shed Associated Theme(s): Rail and the Transformation of the Landscape Additional Information: <ul style="list-style-type: none"> • Extant adjacent rail spur </p>	
<p>21 1755 Cottrell Street, Rocky Mountaineer Station Associated Theme(s): Rail and the Transformation of the Landscape Historic Information: <ul style="list-style-type: none"> • Former CN repair building </p>	
<p>22 900-950 Raymur Avenue, General Paint Warehouses Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road; Industrial Development and Modern Evolution Additional Information: <ul style="list-style-type: none"> • Consists of two separate buildings </p>	
<p>23 1000 Parker Street Associated Theme(s): Rail and the Transformation of the Landscape; Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core; Cultural Spaces Historic Information: <ul style="list-style-type: none"> • Constructed in 1913; addition in 1914 • Original owner: Restmore Manufacturing Company Ltd. </p>	
<p>24 1055 Vernon Drive, Able Auctions Associated Theme(s): Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core; Labour & Employment</p>	
<p>25 1292 Venables Street Associated Theme(s): Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core; Labour & Employment</p>	

<p>26 1100 Grant Street, Davis Trading Associated Theme(s): Industrial Development and Modern Evolution: The Development of Industry in the Eastern Core; Labour & Employment</p>	
<p>27 617 Atlantic Street Associated Theme(s): Perimeter Development: Residential</p>	
<p>28 629 Atlantic Street Associated Theme(s): Perimeter Development: Residential</p>	
<p>29 647 Atlantic Street Associated Theme(s): Perimeter Development: Residential</p>	
<p>30 927, 933 and 939 Princess Avenue Associated Theme(s): Perimeter Development: Residential Additional Information: <ul style="list-style-type: none"> 945 Princess Avenue features the same design, but has been significantly altered, see image on the far right </p>	
<p>31 512 Prior Street Associated Theme(s): Perimeter Development: Residential</p>	



<p>32 570 Prior Street Associated Theme(s): Perimeter Development: Residential</p>	
<p>33 532 Prior Street Associated Theme(s): Perimeter Development: Residential Additional Information: <ul style="list-style-type: none"> Rooming house, note the balcony along the west side of the building </p>	
<p>34 496 Prior Street Associated Theme(s): Rail and the Transformation of the Landscape: From Rail to Road Additional Information: <ul style="list-style-type: none"> 'Money's Mushrooms' ghost sign on west elevation </p>	
<p>35 Rail Infrastructure Associated Theme(s): Rail and the Transformation of the Landscape Sites Include: <ul style="list-style-type: none"> Rail yards Spurs Switch stands </p>	
<p>36 Natural/Topographical Features Associated Theme(s): First Nations and Natural History; Rail and the Transformation of the Landscape: Filling the Flats Sites Include: <ul style="list-style-type: none"> Escarpments Mature Trees Locations of Brewery Creek and China Creek North China Creek Park (historic Charles Maddams farmstead) Aquilini Steps, located at Foley Street and Great Northern Way </p>	 <p><i>Escarpment along Great Northern Way</i> <i>Escarpment south of Atlantic Street</i></p> <p><i>Tree in pocket park at the corner of Station Street and National Street</i> <i>Map showing the former locations of Brewery Creek and China Creek</i></p>

5.0 EASTERN CORE HERITAGE VALUE STATEMENT

Description of Historic Place

The Eastern Core of the City of Vancouver encompasses approximately 190 hectares and is bounded by Main Street to the west, Prior Street to the north, Clark Drive to the east and Great Northern Way to the south. The area historically formed the eastern reaches of False Creek before the land was filled, beginning in 1915, in order to provide space for the western freight and passenger terminus for the Canadian Northern Railway and Great Northern Railway. As the rail and road infrastructure of the Eastern Core expanded, industrial facilities developed in the area, some of which continue to operate today. The economic composition of the Eastern Core has diversified in recent years, as educational institutions, civic functions, artist spaces and commercial office buildings have been established within its boundaries. The Eastern Core embodies an historic, central district of Vancouver that is characterized by its extensive contributions to the transportation, industrial and economic development of the City.

Heritage Value of Historic Place

The Eastern Core of Vancouver is valued for its early water-based transportation routes and evidence of resource extraction, as well as its natural features, including escarpments, which surround the former extent of the False Creek tidal flats. The area is part of the territory traditionally used by the Musqueam, Squamish and Tsleil'waututh peoples, who utilized the area for fishing and food gathering. Streams, such as Brewery Creek and China Creek, formerly flowed into the Eastern Core, and provided ideal grounds for the rearing of young salmon, creating a critical ecosystem component for local First Nations. Land protruding from the north and south shore of the Creek, along the axis of present-day Main Street, facilitated a short crossing for canoe travel between the north and south. The majority of the Eastern Core's natural features, notably any traces of water, have been lost, however the escarpments remain as an indication of the historic reaches of False Creek.

The Eastern Core is additionally valued for its central, strategic location in the heart of the City, surrounded by the established residential neighbourhoods of Strathcona, Grandview-Woodland and Mount Pleasant. The residential development of these neighbourhoods, among the oldest of the City, provided a base of local workers and customers that would support the

industrial and commercial operations of the Eastern Core. The perimeter development of the area also included large industrial concerns along the northern shore of False Creek, as well as the establishment of entertainment districts, including Hogan's Alley and the hotels, restaurants and pubs along Main Street. Main Street forms the western edge of the Eastern Core and its corridor became a key transportation route for the young Vancouver, as it connected downtown, via the streetcars and interurban trams of the British Columbia Electric Railway Company (BCER), to Mount Pleasant and New Westminister. The BCER also maintained significant operational facilities along Main Street and was an important early force in the development of infrastructure in the area. While the streetcars and interurban trams have disappeared from the Vancouver landscape, the Eastern Core's legacy as a transit hub remains intact, as evidenced by the Main Street Station and SkyTrain guideway along Terminal Avenue. Surviving residential hotels, such as the Ivanhoe and Cobalt, contribute to the historic commercial character of the area.

The Eastern Core is significant for the vast rail yards, sheds and passenger stations that were constructed on the site as part of the filling of the tidal flats of False Creek, representing the human conquest for productive land, as well as the role of corporations in shaping the development of this part of Vancouver. In 1913, a plebiscite was held to determine the level of civic support for the filling of the Creek in exchange for the new land's usage by the Canadian Northern Railway (later, Canadian National Railway) and Great Northern Railway; the measure was successful and the filling of the tidal flats commenced in 1915. This massive project moulded the tidal flats into a new, commercially beneficial space for the economic advancement of the City. The First World War slowed the progression of the fill project, yet the most important rail facilities in the Eastern Core were completed upon the conclusion of the War, or soon afterwards, and dominated the transportation demands of the area for the next two decades, before roadways assumed their status as the preferred mode of transportation. Although the majority of the Eastern Core's railway freight operations have ceased and the Great Northern Railway Station was demolished in 1965, the memory of the great railway prominence of the Eastern Core lives on through the extant Canadian National Railway Station, now known as Pacific Central Station, and the Rocky Mountaineer Station,



a former Canadian National repair building. In addition to the stations, much of the original railway infrastructure exists today, as the most enduring demonstration of the railway heritage of the Eastern Core.

The Eastern Core is also significant for the variety of industrial uses established in the area, which took advantage of the efficient connections to the adjacent railways and roadways, as well as the large parcels of flat land located near the centre of the city. The newly opened rail yards, spurs, sheds and stations combined to form the western terminus of two railway companies, thereby providing quick shipment access both to and from the industrial facilities in the Eastern Core. Roadway networks were established following the railway development and, as the railway lost its supremacy to the motor vehicle, the industries in the area were able to capitalize on the Eastern Core's connection to the remainder of Vancouver and the Lower Mainland via its arterial roadway network, including Main Street, Terminal Avenue, Clark Drive and the viaducts. The diversity of companies that have operated in the area reflect the unique placement of the industrial properties of the Eastern Core, as they are located near downtown, yet far enough from residential neighbourhoods to avoid conflicts. In recent years, the transportation and industrial usages of the Eastern Core have been supplemented by a variety of new sectors. The area's transportation and industrial character remains key, however, educational institutions, including the Great Northern Way Campus; civic facilities, including police and firefighting training centres, as well as the National Works Yard; and office buildings, located along Terminal Avenue and Great Northern Way, now contribute to the built fabric of the Eastern Core, echoing the continued importance and desirability of the area's central location.

Character-Defining Elements

The Eastern Core's heritage character-defining elements include its:

- location in the former tidal flats of False Creek, bounded by Main Street, Prior Street, Clark Drive and Great Northern Way;
- significant east-west and north-south railway lines and yards, as well as associated railway facilities, including Pacific Central Station;
- limited roadway network, with continuations of the established City of Vancouver street grid along the fringes of the site;
- alignment defined by Terminal Avenue, which bisects the area via its roadway, including the Grandview Viaduct,

and the elevated SkyTrain guideway;

- large flat parcels of land, home to a wide variety of industrial, commercial and institutional uses;
- urban park spaces, including Thornton Park, Trillium Park and Strathcona Park, as well as numerous public art pieces;
- specific historic sites, representing particular waves of development, from early pioneer residential buildings on the edge of Strathcona, to Edwardian-era commercial buildings along Main Street, to large industrial and institutional facilities located throughout the area; and
- connection to the Georgia and Dunsmuir Viaducts, located on the northern edge of the site.



Main street looking south to prior, 1922, CVA A37225

6.0 LIST OF SURVEYED EASTERN CORE SITES

ADDRESS	REGISTER (category)	CONSTRUCTION DATE (VANMAP*)	NOTES
<i>Northwest Sector:</i>			
901 Main Street/190 Prior Street	B: Designated	1913	BCER Men's Quarters
906 Main Street	B: Designated		Bank of Montreal
915-917 Main Street	-	1910	Cobalt Hotel
925-927 Main Street	-	1909	
928 Main Street	-	1904	Electric Owl
936 Main Street	-	1901	
956 Main Street	-	1901	
1012 Main Street	-	1910	
1020-1022 Main Street	-	1960	Campagnolo
1024 Main Street	B	1905	Main Street Metal Works
1038 Main Street	B	1910	Ivanhoe Hotel
1150 Station Street	A: Designated	1919	Pacific Central Station
Thornton Park	Heritage Register Landscape	1920s	Trees planted in 1922
1296 Station Street	-	1950	Party Bazaar
<i>Southwest Sector:</i>			
201-240 Northern Street	-	1942	
246 Central Street	-	1950	
279 Central Street	-	1966	
1600-1602 Western Street	-	1945	The Welding Shop
237 Southern Street	-	1944	
281 Industrial Avenue	-	1928	
302 Industrial Avenue	-		
220 East 1st Avenue	-	1965	
246 East 1st Avenue	-	1962	
215 East 2nd Avenue	-	1950	
291 East 2nd Avenue	-	1920	Liberty Wines
1670 Main Street	-	1947	Kal Tire



<i>Southern Sector:</i>			
525 Great Northern Way	-		Equinox Gallery
555 Great Northern Way	-		Justice Institute of BC
1725 Cottrell Street	-		
1755 Cottrell Street	-	1950	Rocky Mountaineer Station
460-520 Industrial Avenue	-	1954	Grace Canada building
<i>Terminal Avenue:</i>			
242 Terminal Avenue	B	1924	
250 Terminal Avenue	B	1924	
260 Terminal Avenue	-	1929	
268 Terminal Avenue	-	1929	
270 Terminal Avenue	-	1947	
703 Terminal Avenue	-	1940	
750 Terminal Avenue	A	1937	Canada Packers
750 Terminal Avenue - Annex	-		'Artist Annex' located at the rear of 750 Terminal Avenue, connected by a guideway
Grandview Viaduct	-	1938	
SkyTrain Guideway	-	1985	
<i>Northeast Sector:</i>			
900-950 Raymur Avenue	-	1929-30	General Paint Warehouses
1000 Parker Street	-	1913	
1050 Glen Drive	-	1955	Fazio Foods International
1055 Vernon Drive	-	1929	Able Auctions
1292 Venables Street	-	1936	West Coast Reduction Ltd.
1549 Clark Drive	B		VSB Maintenance Shop
1100 Grant Street	-	1955	Davis Trading Ltd.
<i>Northern Sector:</i>			
507 Malkin Avenue	-	1901	
503 Atlantic Street	-	1905	
519 Atlantic Street	-	1963	
523 Atlantic Street	-	1963	
527 Atlantic Street	-	1905	
531 Atlantic Street	-	1908	
541 Atlantic Street	-	1908	

551 Atlantic Street	-	1908	
603 Atlantic Street	C	1905	Pennyway (sic) House
607 Atlantic Street	C	1905	
623 Atlantic Street	C (pending)	1896	Peneway Residence
629 Atlantic Street	-	1905	
633 Atlantic Street	-	1905	
647 Atlantic Street	-	1905	
653 Atlantic Street	-	1908	
656 Atlantic Street	-	1907	
914 Princess Avenue	-	1907	
921 Princess Avenue	B	1905	
922 Princess Avenue	-	1907	
927-945 Princess Avenue	-	1908	
220 Prior Street	-	1945	
310 Prior Street	-	1970	
456 Prior Street	-	1949	
496 Prior Street	-	1930	
512 Prior Street	-	1934	
520 Prior Street	-	1901	
532 Prior Street	-	1901	
544 Prior Street	B	1908	
570 Prior Street	-	1908	
608 Prior Street	-	1907	
610 Prior Street	-	1901	
614-616 Prior Street	-	1901	
620 Prior Street	-	1906	
626 Prior Street	-	1905	
630 Prior Street	B	1901	
636 Prior Street	-	1905	
660 Prior Street	B	1905	

** Please note, VanMap construction dates are approximations*

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Canadian Northern Railway Station, Concourse and Train Shed, March 4, 1918, CVA Bu N540.086

ENDNOTES

1. Vancouver: The Way it Was, Michael Kluckner, page 88
2. Vancouver: The Way it Was, Michael Kluckner, page 88
3. Strathcona: Vancouver's First Neighbourhood, John Atkin, page 36
4. Vancouver: The Way it Was, Michael Kluckner, page 88
5. Mrs. J.Z. Hall to J.S. Matthews, Vancouver Archivist, May 1931 (page 4, Vancouver's Old Streams, Edited by Sharon J. Proctor, "Waters: Journal of the Vancouver Aquarium Volume 3, Number 1, First Quarter, 1978)
6. "1860s: First Land Development" <http://www.vancouver.ca/commsvcs/planning/history.htm#The1800s>, accessed March 7, 2013
7. False Creek, Robert K. Burkinshaw, page 3
8. False Creek, Robert K. Burkinshaw, page 10
9. The Greater Vancouver Book, "False Creek", Catherine Gourley; Chuck Davis (Editor), page 568
10. Building the West: The Early Architects of British Columbia, Donald Luxton, page 101
11. Island in the Creek: The Granville Island Story, Catherine Gourley, page 16
12. False Creek, Robert K. Burkinshaw, page 28
13. The Greater Vancouver Book, "False Creek", Catherine Gourley; Chuck Davis (Editor), page 568
14. Strathcona: Vancouver's First Neighbourhood, John Atkin, 50
15. Strathcona: Vancouver's First Neighbourhood, John Atkin, 36
16. False Creek, Robert K. Burkinshaw, page 28
17. Building the West: The Early Architects of British Columbia, John Atkin; Donald Luxton (Editor), page 117
18. The Greater Vancouver Book, "History of Transit", Brian L. Kelley; Chuck Davis (Editor), page 453
19. The Greater Vancouver Book, "History of Transit", Brian L. Kelley; Chuck Davis (Editor), page 453
20. The Greater Vancouver Book, "History of Transit", Brian L. Kelley; Chuck Davis (Editor), page 454
21. Building the West: The Early Architects of British Columbia, Donald Luxton, page 385
22. Vancouver: The Way it Was, Michael Kluckner, page 223
23. Vancouver: The Way it Was, Michael Kluckner, page 223
24. False Creek, Robert K. Burkinshaw, page 13
25. Vancouver: The Way it Was, Michael Kluckner, page 87
26. The Greater Vancouver Book, "Railways in Greater Vancouver", David Mitchell; Chuck Davis (Editor), page 446
27. The Greater Vancouver Book, "Railways in Greater Vancouver", David Mitchell; Chuck Davis (Editor), page 447
28. Vancouver Sun, March 6, 1913
29. "Accepts Latter's \$500 Defeat as to Correctness of Statement at False Creek Debate in Ward One: No Audience Appears in the Dominion Hall, but a lively time is had at the Aberdeen School Gathering" and "CNR Discussion", Vancouver Sun, March 1913.
30. "That False Creek Deal", March 10, 1913
31. Vancouver Sun, March 7, 1913
32. "To All Ratepayers: why should we give away needlessly to the CNR our natural heritage of industrial sites in False Creek? Vancouver needs factories and payrolls and the False Creek fill is the place for them", Vancouver Sun, March 7, 1913, Written by A.M. Forbes, of Forbes & Van Horne Limited
33. "To All Ratepayers: why should we give away needlessly to the CNR our natural heritage of industrial sites in False Creek? Vancouver needs factories and payrolls and the False Creek fill is the place for them", Vancouver Sun, March 7, 1913, Written by A.M. Forbes, of Forbes & Van Horne Limited
34. False Creek, Robert K. Burkinshaw, page 35
35. "Agreement advocates have another fling at their opponents: general and personal denunciation of opposition is feature of meeting in the Pender Hall" March 1913
36. "To All Ratepayers: why should we give away needlessly to the CNR our natural heritage of industrial sites in False



Creek? Vancouver needs factories and payrolls and the False Creek fill is the place for them", Vancouver Sun, March 7, 1913, Written by A.M. Forbes, of Forbes & Van Horne Limited

37. "PORT MANN", advertisement, Vancouver Sun, March 6, 1913, Colonial Investment Company
38. The others included the Hastings Mill site and the area beneath the Georgia Viaduct
39. Strathcona: Vancouver's First Neighbourhood, John Atkin, page 62
40. The History of Metropolitan Vancouver, Chuck Davis: http://www.vancouverhistory.ca/biz_1938.htm, accessed March 6, 2013.
41. Bartholomew Plan, 1928.
42. The Greater Vancouver Book, "Industrial Development", Michael Kluckner; Chuck Davis (Editor), page 500
43. In 1950 By-law 3195 renamed Jackson Street between Prior and Atlantic Streets, and the new street, which ran southeast from the intersection of Jackson and Atlantic Streets as far as Glen Drive, became Malkin Avenue (Street Names of Vancouver, Elizabeth Walker, page 75)
44. The Greater Vancouver Book, "Industrial Development", Michael Kluckner; Chuck Davis (Editor), page 498-499

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