NEW WESTMINSTER HERITAGE RESOURCE INVENTORY

VOLUME 1: DOWNTOWN

Prepared by:
Eleanor Sleath
For the Heritage Advisory Committee
City of New Westminster

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SUMMARY

During the summer of 1984, the Heritage Advisory Committee of New Westminster City Council received a grant from the B.C. Heritage Trust under its summer employment programme to hire one student to carry out an inventory of heritage resources in the City's downtown area.

Downtown New Westminster, as defined in the Downtown Community Plan, is an area rich in history and heritage. This is the site where the City's history began in 1859 when Colonel Moody laid out the urban pattern for the City. A year later, in 1860 it was incorporated as the first municipality in the mainland colony of British Columbia and chosen as the new capital.

The Downtown still contains a high concentration of turn of the century buildings and its historic sense of place is highly valued by the community. The Downtown is currently undergoing a massive redevelopment project which will place tremendous pressure on the existing character of the community.

The Downtown heritage inventory study identifies heritage resources or elements in the Downtown which are important to the community because of their architectural, historic or aesthetic value. These elements help to illuminate the past and enrich the quality of life in the community.

The Downtown Heritage Resource Inventory is presented in several sections:

1. Heritage Preservation - provides a definition of heritage and other preservation terms for New Westminster's planning for preservation.

2. Reasons for Heritage Preservation - presents reasons or motivating factors for preservation including sense of place, continuity with the past, variety, landmarks, education, energy conservation, project costs, benefits to private owners, municipal revenues and expenses, and tourism.

3. Plan for Preservation - outlines the goal and specific objectives for planning for preservation in the City of New Westminster.

4. Downtown Historical Background - provides a brief settlement history of Downtown New Westminster to establish the historic importance of the area in the development of British Columbia and particularly, the Lower Mainland.

5. Initiatives and Opportunities for Preservation - examines organizations, programmes and other initiatives and opportunities for undertaking preservation activity in New Westminster. These initiatives and opportunities exist at the national, provincial and local levels.

6. Downtown Heritage Inventory - identifies the elements which make up the Downtown's special sense of place and heritage and records them within the following categories:
   a. natural setting
      - river frontage,
      - topography, and
      - views;
   b. built environment
      - street pattern and historic plan,
      - open spaces and landscaping, and
      - buildings

The inventory of buildings revealed several concentrations which form the basis for Downtown Heritage Precincts. These Precincts are identified as:

1. College/Courts Precinct;
2. Railway Precinct;
3. Main Street Precinct;
4. Sixth and Clarkson Precinct;
5. Church Precinct; and
6. Old Market Precinct.

The Downtown Heritage Resource Inventory shows that:

- concern for heritage preservation is justified by the Downtown's historic character and background;
- the Downtown possesses a range of heritage resources, including a high concentration of turn of the century buildings;
- heritage precincts can be defined within the large Downtown area; and
- various support groups and funding programmes exist but the City has lacked a coordinated initiative to establish a heritage programme.

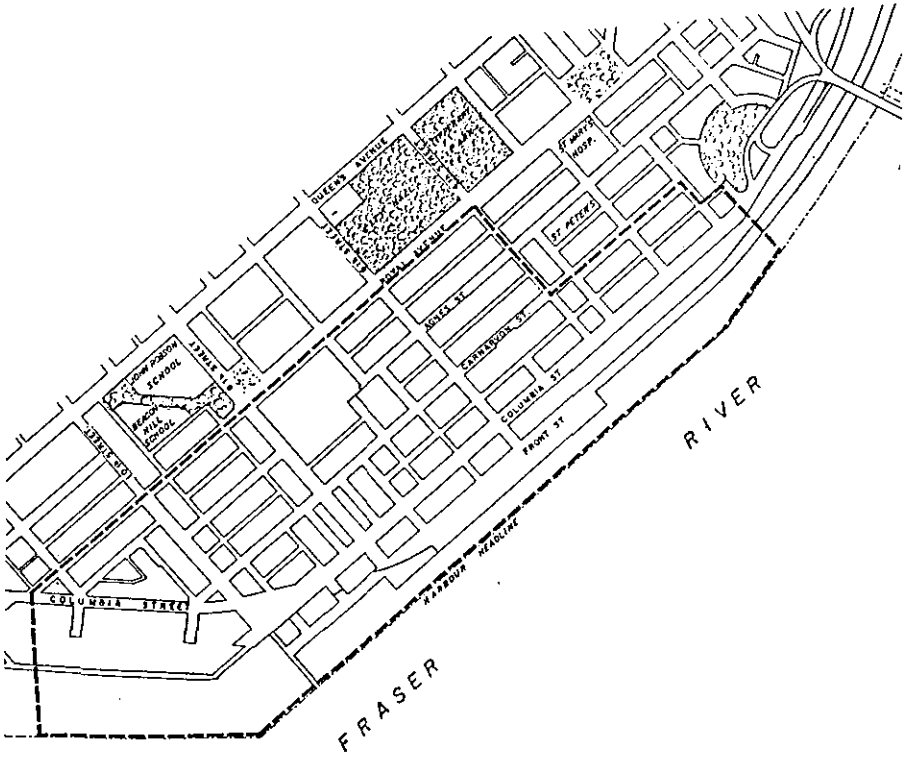


Figure 1: Downtown New Westminster

"On many city blocks and village streets in Canada it is possible to find groups of buildings that may span one hundred years of construction methods and styles. Yet they visually support and enhance each other, and in addition they provide examples of our culture and our development. They may be as young as thirty or forty years (or even less), but if they 'fit', if they are good structures, if they have any possible contemporary use, they are also parts of the past that we should be striving to retain."

[From Ann Falkner, 1977, Without Our Past? Toronto: University of Toronto Press.]

INTRODUCTION

The purpose of this study is to prepare a heritage inventory of Downtown New Westminster. The inventory is intended to gather and evaluate information in a consistent manner to determine the extent and quality of heritage resources in the Downtown.

The 'Downtown' is defined, for the purposes of this study, as that area covered by the Downtown Community Plan. The Downtown thus includes the area south of Royal Avenue between Twelfth and Fourth Street and south of Carnarvon Street between Fourth and Elliot Street (see Figure 1).

The Heritage Advisory Committee of New Westminster City Council received a grant from the B.C. Heritage Trust under its summer employment programme to hire one student for three months from May 15 to August 15, 1984. A project steering committee was formed to discuss the scope of the inventory project. The committee decided that the inventory should focus on the Downtown of the City because of the pressure of future redevelopment and the concentration of turn of the century structures which exists in this area.

The scope of the study also includes the preliminary stages of a plan for preservation for New Westminster to place the Downtown inventory in context.

The Downtown heritage inventory study is conducted in the following steps:

1) definition of heritage preservation;

2) reasons for preservation;

3) goals and objectives for a plan for preservation in New Westminster;

4) Downtown historical background;

5) initiatives and opportunities for preservation in the Downtown;

6) inventory of Downtown heritage resources; and

7) conclusions.

* *

The history of Canada is reflected in the older buildings and neighbourhoods located in or near the downtown core of our cities. These old buildings and neighbourhoods, in addition to their functional and social importance to the people who use and live in them, often comprise irreplaceable and outstanding symbols of our nation's history and heritage. Some may be of national significance, others provincial, others local.

MacNeill, 1971

HERITAGE PRESERVATION

A community's heritage is that which is inherited from its past. It helps to illuminate the past and enrich the quality of life in the community.

In the urban context, heritage refers to those elements in the environment which by their architectural, historic, or 'folk' value represent the achievements of the past or simply alleviate the monotony of the modern cityscape. Heritage encompasses a broad range of elements in the community, including sites, structures, buildings and building groups, areas, landscapes, environments, and views.

The term 'historic' refers to an inheritance from the past but also infers value, importance, or fame due to an object's association with some significant event or person from the past; but heritage can refer to objects inherited from the recent past which may not have had time to develop such associations.

The protection of heritage, particularly in the built environment, generally involves some degree of intervention. The Heritage Canada Foundation has compiled a glossary of terms identifying various levels of intervention. The following terms may relate to heritage preservation in New Westminster.

Preservation: a generic term for the broad range of processes associated with the restoration, rehabilitation, and adaptive re-use of historic structures. Other activities, including the identification, evaluation, interpretation, maintenance, and administration of historic resources, form an integral part of the movement to retain elements from the past.

Heritage Area: a synonym for a designated historic district or conservation area which denotes a neighbourhood unified by a similar use, architectural style and/or historical development.

Revitalization: describes the process of economic, social, and cultural redevelopment of an area or street. Often the buildings in these areas are of heritage merit despite their state of neglect prior to revitalization.

Renovation: a generic term used to describe various levels of intervention including remodelling, recycling, and rehabilitation. It refers to the improvement of existing buildings or neighbourhoods.

Restoration: the process of returning a building or site to a particular period in time. The degree of intervention and the removal or replacement of parts may be determined by an historical event associated with the building or by aesthetic integrity.

Reconstruction: involves the re-creation of a non-existent building on its original site. Based upon historical, literary, graphic and pictorial as well as archaeological evidence, a replica of the original is built using both modern and/or traditional methods of construction.

Rehabilitation: is often used interchangeably with renovation to describe the modification of an existing building. This process extends the structure's useful life through alterations and repairs while preserving its important architectural, historical and cultural attributes.

Reconstitution: describes the piece-by-piece reassembly of a structure either in situ or on a new site. Reconstitution may be the result of disasters such as wars and earthquakes or it may be caused by land use changes which necessitate the relocation of a building.

Adaptive Re-Use: implies the recycling of an older structure often for a new function. Extensive restoration or rehabilitation of both the interior and exterior is usually involved.

Retrofitting: involves the upgrading of an existing building to meet code requirements (e.g. fire or emergency exits). This process often includes the installation of new insulation as a means of energy conservation.

Remodelling: a process which involves the upgrading or replacing of interior components.

Architectural Conservation: refers to the physical intervention in a building to counteract deterioration or to ensure its structural stability. Treatments often used in this process include the cleaning of wallpaper, reattachment of loose plaster, masonry repointing and consolidation of an existing foundation.

Stabilization: a process of intervention which may be used as an interim measure on a severely deteriorated building or it may involve the long-term consolidation of a structure.

REASONS TO PRESERVE

Various reasons or motivating factors exist for preserving a community's heritage.

1. Sense of Place: an area's 'sense of place' is found in its identity or

> "the extent to which a person can recognize or recall a place as being distinct from other places -- as having a vivid, or unique, or at least a particular, character of its own."
>
> [From Kevin Lynch, 1981, A Theory of Good City Form Cambridge: The MIT Press.]

Each community has unique features which set it apart from all others. The 'sense of place' or character of each community is a result of historical evolution and the evidence of this is embodied in its environment. It is important to preserve this evidence so that the community can retain its unique 'sense of place'.

2. Continuity with the past: History is vital for understanding the present and evaluating directions for the future. By preserving heritage elements in the environment, a living link is formed with past history and with previous styles of development and living. In the rapidly

changing urban environment, older buildings and other constant elements add a sense of permanence and perspective to our lives; the environment can help to deepen a person's perception of change, allowing him to connect the past with his present and future. Elements in the environment which remain unchanged provide a sense of security and stability which adds to the psychological well-being of the community.

3. Variety: The presence of elements of the past adds character and visual diversity to the streetscape, making the urban environment more variegated and interesting. Older buildings provide diversity in style, character, texture, and scale which contributes to the city's vitality. The human scale and richness of architectural detail possessed by many heritage structures is not often repeated in new developments.

4. Landmarks: Elements in both the natural and built environment often act as landmarks or focal points to provide orientation and make the city more distinctive and 'readable'. Landmarks are not necessarily of historic or aesthetic value but such associations can act as powerful reinforcers of the city's image. When history or meaning becomes attached to an element in the environment, its value as a landmark increases.

5. Education: Heritage elements preserved in their setting can serve an educational role by making history more easily understood and appreciated. Often, experiencing actual environments and functioning buildings can be a more rewarding educational experience than simply looking at pictures in textbooks or artifacts behind glass in museums. Heritage structures in their setting can teach something fundamental about our society and its dynamics.

6. Energy Conservation: It is wasteful to demolish structures which can still be put to good economic use and to demolish beautiful or unique structures when an abundant supply of vacant lots is available. New buildings are being constructed with the expectation of demoliton within a generation, discouraging proper construction and maintenance; thus, waste multiplies waste.

7. Project costs: It has become apparent, especially in the United States, that retaining older structures by adapting them to a new use has real economic benefits, including potential cost savings during the construction period. Adaptive re-use projects can be somewhat unpredictable in costing but they can also prove to be exceptionally profitable. Adaptive re-use is the term which refers to finding new uses for old buildings. These buildings

are often structurally sound and because their main heritage value is in their aesthetic role in the streetscape, their interior can often be altered extensively.

Adaptive re-use projects can offer advantages over new construction:

(a) adaptive re-use projects generally take less capital to start and less time to complete, thus, a smaller investment is tied up for a shorter period of time before returns start to come in on the investment;

(b) adaptive re-use projects are labour intensive (using less heavy machinery and expensive structural materials), often reducing costs to the developer and producing social benefits through resource conservation and employment of a proportionately higher number of workers; and

(c) older buildings are often very well-built and offer amenities (such as thick walls, windows which open, high ceilings, careful construction, and lavish decoration) which cannot usually be offered by new development.

According to studies conducted by the U.S. Advisory Council on Historic Preservation (1976), adaptive re-use projects are not always less costly than new construction, but the average costs of both types of projects fall into the same range.

8. Benefits to private owners: The benefits to the owner of a heritage property are found in:

   (a) the increased property values which result from the property being improved;

   (b) the tax concessions which the municipality may grant when the property is designated; and

   (c) the prestige which may come from contributing to the preservation of the city's heritage.

   Adjacent property owners also benefit from raised property values and may be encouraged to improve their own property.

9. Municipal revenues and expenses: Renovation of older buildings, rather than demolition and new construction often requires the provision of fewer services and facilities by the municipality. In addition, the rise in real estate values for renovated property will result in an increase in revenues from property taxes.

10. Tourism: The presence of heritage sites or structures in a community attracts visitors, which may stimulate new business opportunities and employment. In New Orleans, for example, the Vieux Carre, the city's historic French Quarter, generates annual tourist revenues estimated at over $200 million. In New Westminster Irving House Historic Centre and Museum, a designated municipal Heritage site (1981), affords tourists an historic glimpse into the past with its many displays and memoribilia.

According to the 1971 Canadian Travel Survey,

> "29% of Canadian tourist spending is attributable to tourists whose main activity is visiting historical and cultural sites. This is by far the highest of the nine specific categories listed in the survey . . . Rough estimates of the spin-off effect of tourist dollars are usually made with multipliers ranging from about 1.5 to 2.5. Thus, $100,000 injected into a local economy in the tourist season can mean a total of between $150,000 and $250,000 in related sales, wages and taxes."

[From George Galt, 1976, 'Heritage and Tourism' in Heritage Canada, Spring 1976: 18-21.]

PLAN FOR PRESERVATION

Planning, by its nature, involves the management of change, but often that change occurs so rapidly or in such a way that people begin to fear that their community is losing its sense of place, that everything familiar or characteristic is disappearing. Preservation of a community's heritage offers a way to maintain continuity of the past into the future.

Some approaches to the preservation of heritage try to reverse change or to stop it altogether, viewing any change as a threat to the history, order, and stability of the community. But change is inevitable and history is continuous and irreversible. The purpose of planning for preservation should, therefore, be to provide a way to allow change to occur while maintaining the continuity in the environment of the past into the future.

GOAL

The goal of the City of New Westminster's Plan for Preservation is:

- improve and enhance the physical environment, the economic base, and the liveability of the City through maintaining and preserving the overall character and identity of the City.

OBJECTIVES

The specific objectives of the City's plan for Preservation are:

1. to manage change (not stop it) so that the City's essential character and function remain intact;
2. to emphasize the significance of the total setting or environment rather than individual buildings;
3. to encourage continued use or re-use of old buildings so that they remain as functional and economic components in the City; and
4. to develop the City's potential as a unique and economic place by fuller utilization of its locational, physical, and historical resources.

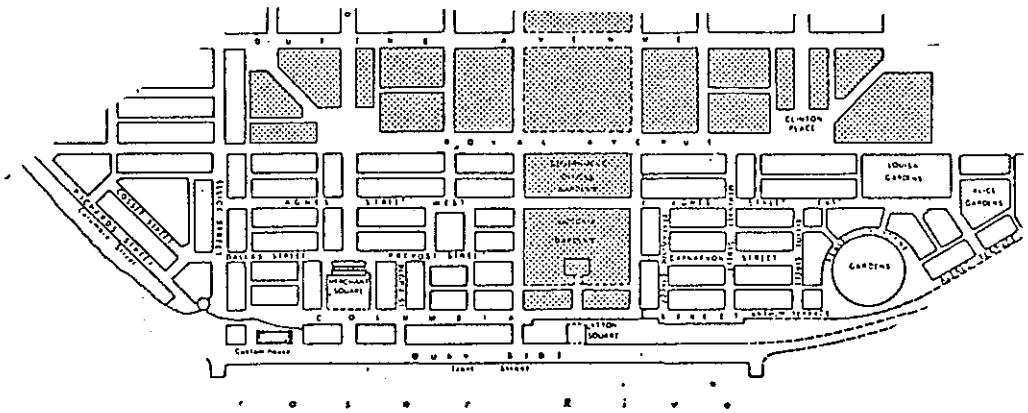


Figure 2: Moody's Plan of New Westminster

HISTORICAL BACKGROUND

1857 marked the beginning of the gold rush in the interior of the colony, which resulted in a large influx of miners from San Francisco.

Governor James Douglas was understandably concerned when thousands of miners descended on Victoria on their way to the Fraser River. He immediately gave directions for the laying out of towns at Fort Hope and Fort Yale to prevent indiscriminate land occupation and encourage a permanent white population. Soon after, in 1859, the mainland colony of British Columbia was founded.

The Governor also sent a dispatch to the Colonial Office requesting military protection to counterbalance the Americans and their 'Manifest Destiny'.

In response to this request, the Colonial Office sent a detachment of carefully selected Royal Engineers, headed by Colonel R.C. Moody, to assist in the establishment of the colony.

> It was a picked body -- selected out of a large number of volunteers for this service, and chosen with the view of having included in their ranks every trade, profession, and calling which might be useful in the circumstances of a colony springing so suddenly into existence as B.C. had done.
>
> (Howay, 1910)

The detachment included surveyors, engineers, draughtsmen, architects, accountants, carpenters, masons, and members of a variety of other professions.

The intention of Moody and the Royal Engineers was to clearly establish the British presence in the colonies and to establish a new capital, seaport, and military headquarters on the mainland.

Prior to Moody's arrival, Douglas had unofficially selected Fort Langley to be the capital but was obliged by the Colonial Office to await Moody's advice. Moody felt that Langley's position on the south side of the Fraser River left it exposed to the threat of American expansion and invasion. He advised that the new capital be located on the high ground farther down the river on the north bank for military reasons and for its suitability to act as a seaport and seat of government.

Colonel Moody chose the site to set up his military headquarters and to serve as the new capital. His reasons are summarized in his report to Douglas.

> The site which appears to be best adapted for the capital of British Columbia is about ten miles below the new town of Langley, and on the north bank of the Fraser.
> It is the first high ground on the north side after entering the river, and is about twenty miles above the Sand Heads.
> There is abundance of room and convenience for every requisite in a seaport and the capital of

> a great country. There are great facilities for communication by water, as well as by future great trunk railways into the interior. There is good land for garden ground, if one may judge by the forest and rich meadow lands surrounding it. It is raised above the periodical floods, and yet the low lands are close adjoining and easily made available. (These will be most coveted as commercial sites, docks, quays, etc.) As a military position it is rare to find one so singularly strong by nature, in connection with its adaptation as the capital of a country. In reference to the adaptation of the actual spot itself for a city of magnitude, I might add, that there is deep water close along an extended line of shore; ocean-going vessels of any burden can moor close to the bank, plenty of water for supply of household purposes, and good drainage.
>
> (Woodland, 1973)

Douglas grudgingly agreed to accept Moody's advice but when the new capital was named, Queen Victoria was called upon to settle a dispute between Douglas and Moody (Queensborough versus Queenborough). In April 1859, the Queen decided that the new capital would be called New Westminster.

Colonel Moody planned the layout of the new capital with a Latin cross as the central focus (see Figure 2). This use of monumental axes was common in the design of capital cities as an expression of power. As New Westminster was laid out, the major axis cuts the topography, thus emphasizing

the symbol and reinforcing the sense of order, stability, and awe. The axis and regular grid pattern of streets is featured in the layout of many nineteenth century North American cities.

In many colonial towns, the intent was to provide a small space of familiar order in an alien environment. The towns were deliberately planned, quickly built, and sharply defined from their surroundings; the layout provided a simple order and was often full of conservative symbols of home. The common pattern was long, slim blocks, separated by narrow feeder streets which joined wider main streets at right angles. This simple pattern also facilitated rapid land development. Many North American cities built during the nineteenth century exhibit these features.

Moody's plan for New Westminster is consistent with the colonial town pattern described above, particularly in the way that the repetitive grid pattern was applied without regard for the topography.

In Moody's original plan for the capital, the Anglican Church was located up the hill from the river. Behind the church were gardens and offices which then led up to the capital buildings. Bulwer Street was planned along this axis, but was never constructed. Thus, the topography would act to emphasize

the dominance of the seat of government and Anglo-Saxon home Church.

The section of the plan in the lower right corner of the cross (shown in Figure 2) was intended for 'upper class' housing, leaving the west end of the waterfront past Ellice Street (now Tenth Street) for the 'lower class' and Chinese inhabitants. The central section was intended for commercial uses and the original docks and Customs House focused activity in front of Merchant Square (now the foot of Eighth Street).

The task of clearing the land and surveying and laying out the grid on the steep topography was carried out by Moody and the Sappers, assisted by civilian surveyors.

> Of the severity of that labour, no one unacquainted with the difficulty of clearing bush as it exists in British Columbia can form any accurate conception. Felling the trees forms but a small part of it. When they are down they are too large to be removed, and they have to be sawn and cut up into blocks handy for removal or burning. That done, the hardest work remains. In forests such as these the roots of the giant trees have been spreading underground for ages, forming a close and perfect network some eight or ten feet beneath the surface.
>
> (Woodland, 1973)

The New Westminster Municipal Act of 1860 incorporated New Westminster as a municipality, the first in the British Territory west of the Great Lakes.

With the boom caused by the gold rush, New Westminster gradually became a 'bustling little town' but when the boom began to wane, the mainland colony was forced to unite with Vancouver Island in 1866 to reduce governmental expenses. The united colony was called British Columbia and New Westminster was declared its first capital.

After two years of bitter dispute, the capital was transferred to Victoria in 1868 with the main argument being that the Fraser River was full of sandbars and snags and not suitable for oceangoing ships, whereas Victoria had a fine open harbour.

Even though the capital was moved in 1868 and no major capital buildings were ever constructed in New Westminster, the pattern of streets laid out by Colonel Moody has remained almost intact. The pattern of uses also remained as the City developed and the commercial area is now commonly referred to as the City's downtown.

In 1868, with its population of 500, New Westminster did not give up and after 1871, Confederation brought the hope of a trans-continental railroad; however, in 1887, the Canadian Pacific Railway decided to bypass New Westminster and locate its terminus on the Burrard Inlet at Vancouver.

But New Westminster continued to grow and by the 1890's it had established a firm industrial base. It opened its first public market in 1892 to serve as a marketing centre for farms throughout the Fraser Valley. Its growth was fostered in 1891 by the entry of the Great Northern Railway and in 1892 by the opening of the interurban electric railway link with Vancouver.

In 1878, a penitentiary and insane asylum were built in New Westminster, These institutions were marks of national distinction at that time and were intended as a stimulus for the local economy.

In 1898, however, tragedy struck as fire destroyed almost one-third of the City, including the entire business district, except the Burr Block and the Queens (Guichon) Hotel. Offers of assistance came from many parts of the country and the City began to rebuild immediately and with amazing rapidity.

The first decade of the twentieth century marked a feverish boom in construction and business activity and New Westminster continued to grow as a major centre of trade, serving the interior and Fraser Valley. However Vancouver continued to dominate the coastal region well into the early 1930's. Nevertheless, during the 1940's New Westminster's Columbia Street was an important commercial centre.

During the 1950's the Downtown began to experience a decline in its regional importance. Several factors contributed to its decline:

1) regional shopping malls such as Middlegate, Brentwood, and later Guildford, began to draw shoppers away from Columbia Street;

2) after 1955, Woodward's located its new store uptown (Sixth Avenue and Sixth Street) and other investment began to concentrate in this area;

3) freeway access routes bypassed New Westminster completely; and

4) accessible land became available in other areas, such as North Burnaby, Port Moody, Coquitlam, Port Coquitlam and Surrey, and these areas began to take up the region's population growth.

The decline of the Downtown has continued and is reflected by the existence of a significant proportion of vacant, underdeveloped, and derelict property.

In 1976, the Greater Vancouver Regional District (GVRD) proposed its Liveable Region Plan in an attempt to rationalize the development in the Greater Vancouver area. The Liveable Region Plan emphasized the development of several Regional Town Centres, the purpose being to:

> . . . bring jobs, shopping and cultural opportunities closer to where people live. Decentralization to these centres of some of the office growth that otherwise will locate in downtown Vancouver will greatly reduce transportation problems. The aim, therefore, is to create lively and diverse urban places which are attractive alternatives to downtown.
> (Greater Vancouver Regional District, 1976)

Downtown New Westminster was designated by the GVRD as having the highest priority for development as a Regional Town Centre and the City Council endorsed the concept.

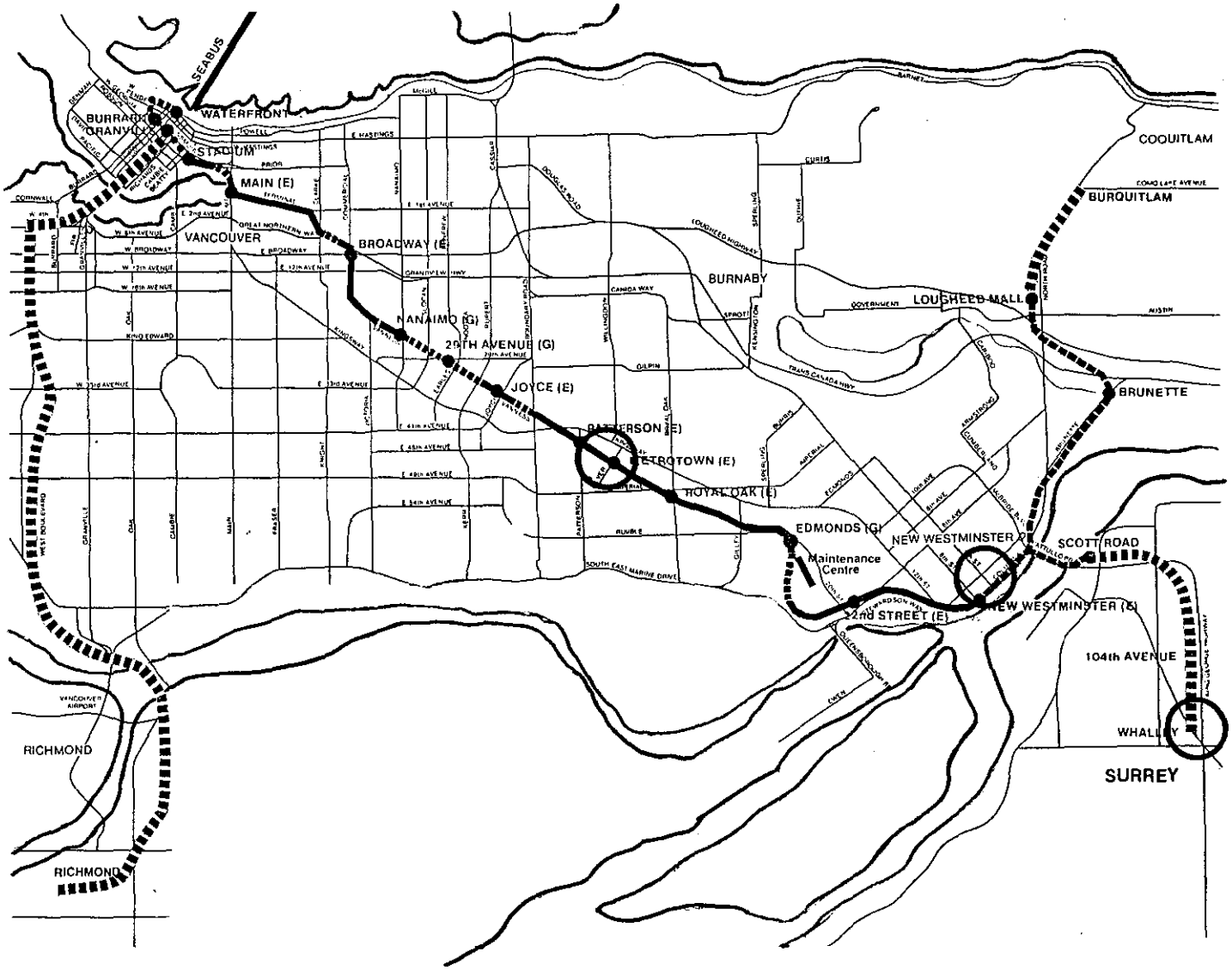
New Westminster's downtown was selected because it is already close to the size of a Regional Town Centre as defined by the GVRD -- that is, it is close to the size of self-sufficiency. Since it is the second largest commercial centre in the Greater Vancouver region, the necessary infrastructure is already in place. The City also has a well-developed sense of community and possesses a wide range of community services and amenities.

The location of the City was also a critical factor in its selection as a Regional Town Centre. It is located at the focal point for the ALRT lines from Surrey, Burnaby and Vancouver. The Downtown is strategically located and therefore has the potential to regain some of its past importance as a major activity centre to the region (see Figure 3). The route through New Westminster operates along the Columbia/Front Street axis with stations at Eighth and Carnarvon and at Fourth and Clarkson.

A 1977 study, entitled A Regional Town Centre for New Westminster, revealed that the Downtown's unique waterfront location provided the opportunity for something different to happen in the area. The introduction of major residential development along the waterfront, along with the transit link, could expand the potential market for the traditional downtown uses (retail, service, office).

It is hoped that the recently completed Law Courts and Douglas College complex will act as strong attractive forces to stimulate the revitalization of New Westminster's downtown core and to reestablish it as an important regional centre.

The downtown area is rich in historical background and unique geography. Its steep hills, waterfront views, and heritage buildings make it an interesting and special place. The downtown fronts on the Fraser River, providing views up and down, as well as across the river. The land rises steeply from Columbia Street and is overlaid by a grid pattern of streets, creating a visually exciting, 'San Francisco-like' environment. Many buildings in the downtown date from the turn of the century, such as the old Courthouse and Land Registry Office, and two pre-fire buildings still stand at Fourth Street and Columbia. The City's history began in what is now the Downtown and this area is rich in reminders of the past.



LEGEND

First phase, ALRT
Elevated
Tunnel
At Grade
Planned Extensions
Possible Future Routes
Regional Town Centres

Stations: (U) = underground - 2
(E) = elevated - 9 15 total
(G) = at grade - 4

This system will be accesible to the handicapped with escalators and elevators at underground and elevated stations.

Figure 3: *ALRT Route and Locations of Proposed Regional Town Centres*

The current clamour for heritage...encompasses a broad range of building types, of ways of doing and feeling about the past and the future. It is an expression of the psychological and aesthetic needs of a society which, for all its wealth, feels a deep-seated lack of roots. We live in a world where change is so rapid that there is no time to consider a building's long-term value; it is gone before it could acquire the character age lends, or the myths use provides....

P. Coopersmith, 1976

INITIATIVES AND OPPORTUNITIES

Initiatives and opportunities for undertaking preservation activity in New Westminster exist at the national, provincial and local level.

A. National

1. Heritage Canada: The Federal Government of Canada established the Heritage Canada Foundation in 1973 for the purpose of:

> . . . holding and preserving buildings, national areas, and scenic landscapes that are part of the Canadian heritage. Under the Canada Corporations Act, part 2, Heritage Canada has the authority to acquire through purchase, donation, exchange, or lease heritage buildings, structures, artifacts, and lands.

The Heritage Canada Foundation has developed a Main Street Programme aimed at instilling new life in Canadian downtowns . The programme provides designated communities with a project coordinator who offers free assistance on matters ranging from design to advertising. The Foundation believes that

the consistent advocacy and professional guidance of an on-site project coordinator results in greater participation by individuals, is far more cost-efficient, and requires only minimal infusions of public monies.

B. Provincial

1. Heritage Conservation Act: The Province of British Columbia enacted conservation legislation in 1977 in the form of the 'Heritage Conservation Act'. Its purpose is to 'encourage and facilitate the protection and conservation of heritage property in the Province'.

At the municipal level, Part III of the Act delegates the authority to designate a building, structure, or land as a municipal heritage site and to protect designated properties from demolition, alteration, or new on-site construction without prior approval from council. Council is allowed, under the Act, to acquire property and covenants or easements, to provide for municipal heritage conservation in its annual budget, and to cause temporary delay of work to protect a building, structure, or land having possible heritage significance to the municipality. The

council may also establish by by-law a municipal heritage advisory committee to advise council on any matter arising under Part III of the Heritage Conservation Act.

2. B.C. Heritage Trust: Under Part IV of the Heritage Conservation Act, the British Columbia Heritage Trust (BCHT) was established in 1977 with the purpose of furthering heritage preservation in British Columbia. BCHT awards grants through various programmes to assist B.C. communities in the restoration and preservation of their heritage. These programmes include:

(a) Building Restoration -- to assist with exterior restoration of individual designated heritage buildings owned by a municipality, regional district or non-profit heritage society (once-only matching grant to a maximum of $50,000);

(b) Religious Building Restoration -- to assist with historically accurate exterior restoration of religious heritage buildings (once-only grant to a maximum of $25,000 for up to 50 percent of exterior restoration costs);

(c) Heritage Area Revitalization -- to assist with restoration of urban streetscapes and well-

defined sections of villages, towns or cities to enhance the heritage quality of the area (projects may be up to three years duration and matching funds must be committed and sources identified):

(d) Planning and Inventory -- to assist municipalities, villages, towns, regional districts and heritage societies in conducting surveys and inventories of heritage resources for a well defined area (up to 100 percent of cost may be considered for financial assistance):

(e) Student Employment -- to provide funds to enable local groups to hire students for a three month period allowing opportunities to develop skills in the area of heritage conservation;

(f) Publications Assistance -- to assist in the publication (not research) of manuscripts which will help improve public awareness of B.C.'s heritage, promote its preservation, or provide technical information for preservationists;

(g) Commemorative Monuments -- to assist in erecting monuments which recognize people, places or

events of provincial historic significance (maximum allowable grant is 20 percent of project cost up to $15,000);

(h) Additional Activities -- funding for projects which may not fit into the existing programme categories but which are specifically related to the area of heritage conservation.

3. Heritage Conservation Branch: The Heritage Conservation Branch of the Ministry of Provincial Secretary and Government Services was formed to assist the BCHT through the provision of technical assistance in the area of architecture, archaeology, planning and establishing heritage conservation programmes. The Branch also provides assistance to municipalities, organizations, and individuals needing advice on heritage conservation, preservation techniques, and historical research.

4. Downtown Revitalization Programme: The Ministry of Municipal Affairs established the Downtown Revitalization Programme (DRP) to provide an opportunity for local business communities and organizations to cooperate with municipalities in organizing and planning revitalization of downtown core areas.

The Downtown area of New Westminster has been designated by the Minister of Municipal Affairs as eligible to receive benefits from the DRP. DRP offers financial assistance as follows:

(a) Start-up Grant -- a $5,000 grant to assist in preparing an initial beautification concept plan prior to applying for loan and facade grants (New Westminster used these funds in 1982);

(b) Capital Improvement Loan -- a 75 percent of capital cost loan to undertake capital works projects in the designated downtown area;

(c) Design Advance Loan -- up to $10,000 advance to assist in preparing detailed working drawings and pre-tender cost estimates of the capital works project (once concept plans are approved, this will form part of the loan);

(d) Facade Improvement Grant -- a grant of 20 percent of costs to improve shop fronts up to a maximum of $200 per metre;

(e) Promotion Aid Grants -- a 25 percent grant of approved expenditures or $1.00 per capita for

the first 10,000 population, $0.50 per capita for the next 50,000 population and $0.20 per capita for the remaining population, whichever is least (only given to those merchant associations that are undertaking streetscape capital improvements).

C. Local

1. The Community Plan: The City of New Westminster adopted its Community Plan in 1982 to establish a strategy for future development. In the goals of the plan, the community's concern for the City's character, identity, and liveability is made clear. These goals form the basis for the development strategy:

- improve and enhance the physical environment, the economic base, and the liveability of the City; and at the same time

- maintain and preserve the overall character and identity of the City.

Many of the objectives of the Community Plan emphasize the city's desire to maintain its unique character and to conserve elements of its heritage in the built environment and in view corridors, topography, and the natural environment.

For example, the objectives include:

- develop the community as a unique city by fuller utilization of its locational, physical, and historical resources;

- sustain and preserve the basic character of the City and its neighbourhoods;

- protect and safeguard significant historic and heritage buildings and sites;

- encourage new and alternative use of vacant, under-developed, and derelict properties;

- protect views and tree cover.

2. The Downtown Plan: The Downtown Community Plan was prepared jointly in 1978 by the City of New Westminster and the First Capital City Development Company, a subsidiary of the British Columbia Development Corporation. This plan is intended to establish broad social, economic, and environmental goals to direct the development of the City's downtown area. Like the Community Plan for the

whole city, the Community Plan for Downtown emphasizes the importance of the Downtown's character and heritage resources. Elements such as location, history, geography, architecture, human scale, waterfront access, views, and natural environment are identified as valuable components in the overall objectives for the Downtown's development.

Several character areas (concentrations of particular uses) are identified in the Downtown Plan. The Columbia Street area is already established as a retail street with some office, personal service, and entertainment uses. It is stressed that redevelopment in this area, as well as any alterations or additions, must be accomplished to be sympathetic to the character of the more attractive older buildings. The character areas along the waterfront emphasize the importance of preserving both visual and physical access to the waterfront.

Use and design quidelines are set out to give direction to Downtown development. The use guidelines recognize the importance of maintaining the diversity of uses which has been a traditional characteristic of the Downtown area. The design guidelines reinforce the City's desire to protect views, maintain human scale, conserve heritage

buildings and places, and retain elements of the natural environment in the Downtown, such as landscaping, waterfront, and topography. Through developing the City's unique character and heritage, an image or theme is provided to give unity to both the downtown area and the rest of the City. The Downtown Plan was revised in 1987.

3. Related planning Documents: The New Westminster Planning Department published The preservation of historic Sites in 1973. This document outlines some of the arguments for the importance of heritage, reasons for preservation, and motivating factors for the preservation and revitalization of historic areas. A review is presented of European, United States', and Canadian historic preservation experience. The document does not deal with New Westminster in specific terms, but is meant to introduce the concept of preservation so that it can be discussed at a general level in the community.

In April, 1977, in a Joint Action Planning Process, representatives of the Greater Vancouver Regional District and the City of New Westminster met to discuss the City's potential and direction for future changes. Consideration was given to the importance of view preservation to the river, hills, and mountains, heritage preservation in the form of historic sites and adaptive use of older buildings, and water front access preservation both visual and physical.

In 1980, the City published The B.C. Penitentiary Site Proposal which presents some of the concepts and issues regarding the aims for the development of the Penitentiary site. The report identifies the historical importance of the site and its buildings. The site was the original camp site for the Royal Engineers, led by Colonel Moody, when they were surveying the townsite and surrounding areas. The Penitentiary buildings were constructed in 1878 and gave the area local, provincial, and national importance. The Heritage Advisory Committee to Council has designated this site to be a high priority area and has submitted a non-priorized list of structures which should be saved.

The importance of heritage for the community is mentioned in a 1982 report, A Non-Residential Development Strategy for New Westminster. The report includes in its goals that each area in the City has a certain character which must be retained. This character is created by the width of streets, building facades and mass, type of landscaping, and old buildings which provide links with the past. Reference is also made to the City's heritage of an established urban form, unlike its suburban neighbours. The compactness of the non-residential areas, the mixture of business types, the hierarchy of areas, and the scale of buildings all contribute to New Westminster's urban character.

In 1982, a report entitled Framework for Downtown Revitalization and Beautification Program was prepared by William Graham Consultants for the Downtown New Westminster Association. The report was funded in part by a $5,000 DRP Start-up Grant and a $2,000 HARP grant for initial concept plan preparation. The aim of the study was to determine the potential success of a revitalization programme for Downtown New Westminster and to suggest possible directions for the programme to take in the future. The Concept Plan which is presented, features a 'Central Heritage Area' which focuses on Columbia Street between Eighth and Begbie and between MacKenzie and Sixth Street. The area surrounding Holy Trinity Cathedral is also suggested for development as a heritage area. The report does not go into specifics regarding these heritage areas.

4. Heritage Organizations: In 1979, the City of New Westminster established by by-law (no. 5197) a municipal heritage advisory committee to advise Council on matters arising under Part III of the Heritage Conservation Act.

The Heritage Advisory Committee is presently composed of nine members: one chairman, who is an alderman on

Council; three staff, including the City Planner, the City Librarian, and the Curator of Irving House Historic Centre; five citizens from the community.

In 1981, the Committee presented to Council a descriptive history of twenty-four of the 'most historically significant buildings and places' in New Westminster. These heritage elements were selected from the entire City and concentrated on the period from 1862 to 1930. The Committee also consulted on the B.C. Penitentiary site proposals, recommending that several of the buildings be preserved. A study of potential heritage buildings in the City has been completed. It provides a visual appraisal of the City's heritage potential and is intended to act as a resource for future decision-making by the Heritage Advisory Committee. Items in the study are listed by their street address and general appearance.

To date, no heritage policy has been established and the Committee deals with individual situations as they are referred by Council.

The First Capital City Development Company (FCC) was formed in 1977, as a wholly owned subsidiary of BCDC. The major objective was to redevelop New Westminster's Downtown core and waterfront in accordance with the objectives of the

Community Plan for the Downtown. FCC's mandate included the assembly, servicing, subdivision and marketing of land, the coordination of development and the construction of certain key public improvements.

The new Law Courts, Begbie Square and the Douglas College Complex were constructed as part of the initial Downtown redevelopment concept. The redevelopment of the waterfront was the next major stage. Over the next ten years, land assembly and comprehensive planning were undertaken and completed and marketing of individual sites commenced.

The FCC was also involved with revitalization of the existing Columbia Street commercial area to upgrade the buildings, businesses and the image of the Downtown. The FCC was a member of the the Downtown Revitalization Committee, which also included other Downtown groups such as the Downtown New Westminster Association and the Chamber of Commerce. The aim of this Committee was to develop an 'Action Plan' to carry out the objectives of revitalization within the Community Plan. The Committee was concerned with heritage as a means of developing the Downtown's special character, while focussing on preservation as an economically viable activity. In 1986, the FCC was phased out of existance by the Province, because of a reorganization of the BCDC and the wish to eliminate Provincial land holdings.

The Downtown New Westminster Association, in addition to its involvement on the Revitalization Committee, initiated a Downtown Clean-up Programme with the aim of cleaning the exterior facade of the buildings along Columbia Street.

Two private societies are directly involved in restoration work in New Westminster. The Heritage Preservation Society of New Westminster has restored the Gray House on Fourth Street. The Society publishes a small newsletter which appears quarterly and is distributed without charge.

The Society is interested in promoting the preservation of houses and neighbourhoods which have heritage value. The Hyack Festival Association has completed restoration of the Samson V steamboat which is now used as a 'Floating Museum'. The Association received a grant from the B.C. Heritage Trust to restore and convert the boat. It is currently berthed near the Westminster Quay Market on the waterfront near the downtown area.

In 1950, the City itself acted to preserve Irving House Historic Centre, which turned out to be one of the best historic home preservations in the province. The house was designated a municipal heritage site in August 1981.

It's when local time, local place, and our own selves are secure that we are ready to face challenge, complexity, vast space, and the enormous future.

Kevin Lynch, 1972

HERITAGE RESOURCE INVENTORY

The Downtown's heritage is made up of elements in the environment which are inherited from the past. This heritage helps to illuminate the past and enrich the quality of life in the community. These elements act together to create the Downtown's essential character or 'sense of place'. An area's 'sense of place' is found in its identity or 'the extent to which a person can recognize or recall a place as being distinct from other places -- as having a vivid, or unique, or at least a particular, character of its own.' (Lynch, 1981). Each community has unique features which set it apart from all others and these features reveal a special character and heritage.

It is important to establish what elements comprise the area's essential character so that change may occur without damaging its special sense of place. The elements which make up Downtown New Westminster's sense of place and heritage are identified within the basic divisions of natural setting and built environment.

* *

There is a fundamental human need for a visible sense of the past; of the past, not necessarily an ancient past.

P. Coopersmith, 1976

An environment that cannot be changed invites its own destruction. We prefer a world that can be modified progressively, against a background of valued remains, a world in which one can leave a personal mark alongside the marks of history.

Kevin Lynch, 1972

NATURAL SETTING

Each city has its own unique geographic setting which differentiates it from other cities and provides it with an image all its own. In New Westminster, the natural setting is an important element in the City's image and its heritage, especially for the downtown area.

The predominant elements in the Downtown's natural setting are the Fraser River and its steep banks upon which the City was first established. Links with this natural or geographic setting are provided by three elements in the Downtown environment:

1) river frontage;
2) topography; and
3) views.

Often the quality of the natural image is created by the interrelationships between these elements, but for the purpose of identification they will be placed into the above categories as an orderly way to record their presence. The emphasis for heritage preservation is on the links to the City's natural setting provided by retaining visual, spatial, and physical contact to reinforce the Downtown's image and history.

River Frontage

New Westminster's location on the banks of the Fraser River is very significant to the City's sense of place, not only of its natural setting but of its history.

The delta and mouth of the river was first mapped by Captain George Vancouver in June of 1792. In 1808, Simon Fraser of the Northwest Company discovered and navigated the hazardous river route from 'New Caledonia' to the Pacific. When gold was discovered on the Fraser River in 1857, it was used as the main route to the interior.

Historically, the Fraser River was New Westminster's 'front door' to the world. The City was founded as the sole port of entry for the mainland and its most important commercial function was as a port. New Westminster grew as the main trading centre on the west coast and the main water link to Victoria, until Vancouver took over that role in the 1920's.

The dominant vessels from about 1859 onwards were paddle wheelers which received goods from Victoria or San Francisco. The first ferry to provide service across the Fraser River began in 1884. The first bridge to span the River was built in 1904, with vehicular traffic on the top level and rail traffic on the bottom. This bridge remains in use today, but is used only for trains. The Pattullo bridge was built in 1937 for vehicular traffic and was named for the provincial premier in office.

As the railway began to replace river boats as the primary means of transportation to the interior, the importance of the Fraser River as a transportation corridor decreased. However, the railway link with the rest of Canada served to increase the port's importance as an import/export point. The port's importance diminished again in the 1970's and, as the port facilities have become increasingly inadequate, these uses are being phased out.

Before the 1920's brought the necessity of deep water berths for large freighters, the waterline came up to Front Street and the River. Due to the presence of industrial and rail uses, built up after the 1920's between Front Street and the waterfront, the historic physical linkage with the Fraser River has been destroyed and the visual linkage disrupted. It is important that this linkage with the River be re-established and reinforced as the natural physical boundary of the City and as a dominant element in the Downtown's historic sense of place.

Among the objectives of the Community Plan for Downtown New Westminster (1978) is the desire to take advantage of the unique opportunities offered by the waterfront location.

Based on a GVRD target for new residential development in New Westminster, the Downtown Plan estimates that nearly 20,000 new residential units will be built in the area by

1997. A large proportion of this housing can be developed on waterfront sites in the downtown, bounded by the harbour headline up to Terminal Avenue in the western section.

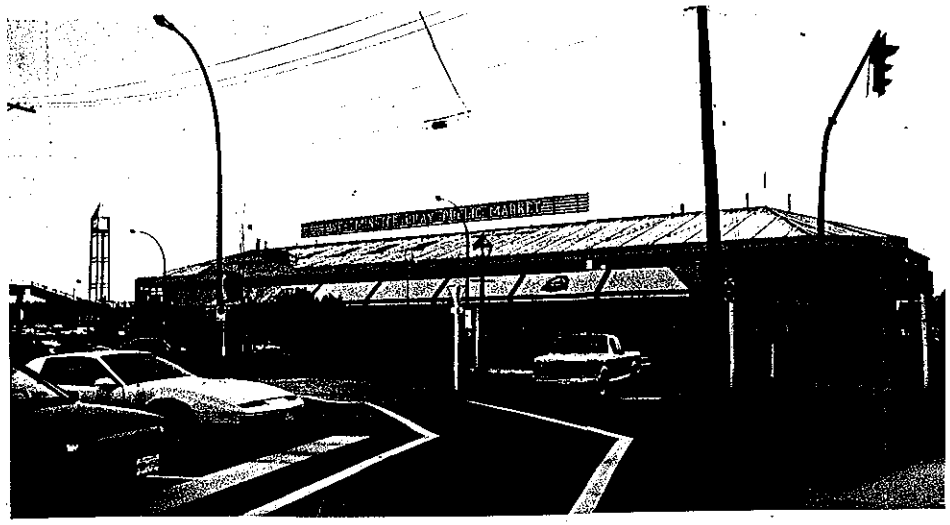
The First Capital City Development Company propose that the waterfront be redeveloped as a high quality, pedestrian scale urban village with the housing intended for a mix of middle to upper income groups. The fully developed waterfront will also provide an office complex, hotel, waterfront market, open space for public use, and a riverfront pedestrian esplanade.

The waterfront redevelopment is a long-term project. If it proves successful, it will strongly re-establish the linkage between the River and the community by providing both physical and visual access. The River will also become the major component in the sense of place of the new waterfront housing.

In the short-term, steps should be taken to re-establish historic linkages between the River and the community. Industrial uses have been phased out along the waterfront and the obsolete port facilities have been removed. The rail facilities will remain a problem because of their location between Front Street and the River and the necessity to keep rail connections from Annicis Island, Queensborough to the Port Mann Freight Services Depot of the Canadian National Railways in Surrey.

Several links with the waterfront were proposed in the redevelopment of the Downtown. The first to be completed in 1984 was the McInnes Street Overpass, located just east of Tenth Street. The overpass spans Columbia Street, the railway tracks and provides pedestrian and auto access to the central waterfront. A second overpass was completed at the west end of Third Avenue, in 1990, which provides public access to the west end of the waterfront and Quay.

Earlier, in 1986, the FCC realized that there was a need to reestablish a historic link between the Downtown and the Fraser River waterfront. They decided to build a permanent public market to generate interest and encourage public activities on the waterfront. The Westminster Quay Market was a positive step to bring this about.



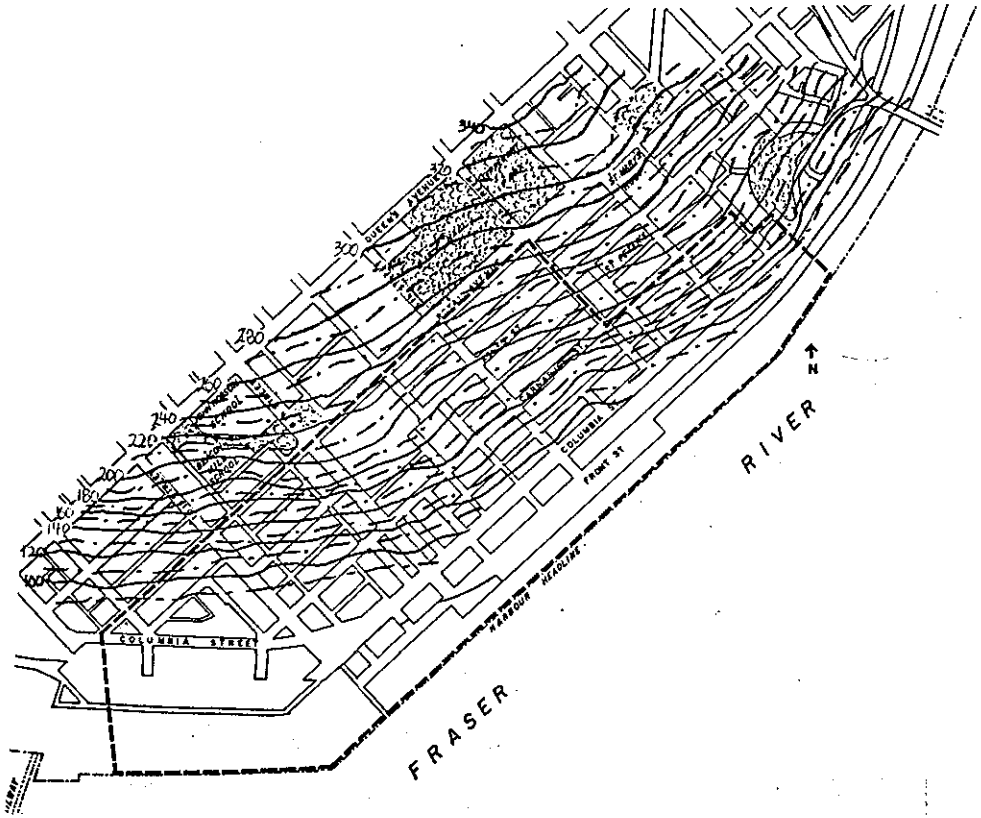


Figure 4: Topography and Street Pattern

Topography

One of the most distinctive qualities of the Downtown is its steep hills, superimposed by a rigid grid pattern of streets (see Figure 4).

Moody's original plan applied the regular rectangular grid pattern without regard for topography. The original town was thus sharply defined from its surroundings.

The extreme variation in elevation was also intended to emphasize the dominance of the capital buildings, and, although these were never built, the City Hall, with its gardens, has occupied this position since 1953.

The combination of steep topography and simple grid pattern of streets allows panoramic views from points on the hillside and incidental and corridor views down the streets to the Fraser River.

The distinctive topography contributes to the Downtown's sense of place by creating a visually exciting, 'San Francisco-like' environment.

The current zoning bylaw for New Westminster's downtown area regulates building height as shown in Figure 5. The height regulations contradict the topography in placing the tallest buildings at the bottom of the slope and along the waterfront.

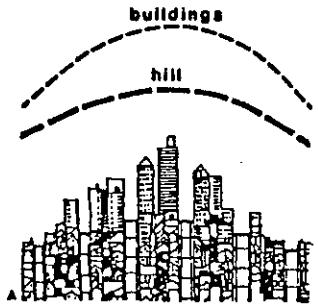
The visual impact of the topography is an important element in the Downtown, but, if the current zoning were to be implemented, this element would lose its visual distinctiveness. The built form could be used to accentuate the topography by decreasing building heights down the slope. This variation also increases the view potential for the entire slope.

Views

The rigid grid pattern of the Downtown streets superimposed on the steeply rising topography creates the opportunity for viewpoints and vistas throughout the area.

The elements which contribute to the characteristic views in the Downtown are:

1) the foreground view of the Fraser River and shipping activity;
2) the middle distance view of the wooded bluff south of the river in Surrey and Delta;
3) the view up the river, including both flat valley land and Coast Range mountains;
4) the view down the river and across the delta to the Strait of Georgia and the island beyond; and
5) Mount Baker and related mountains.



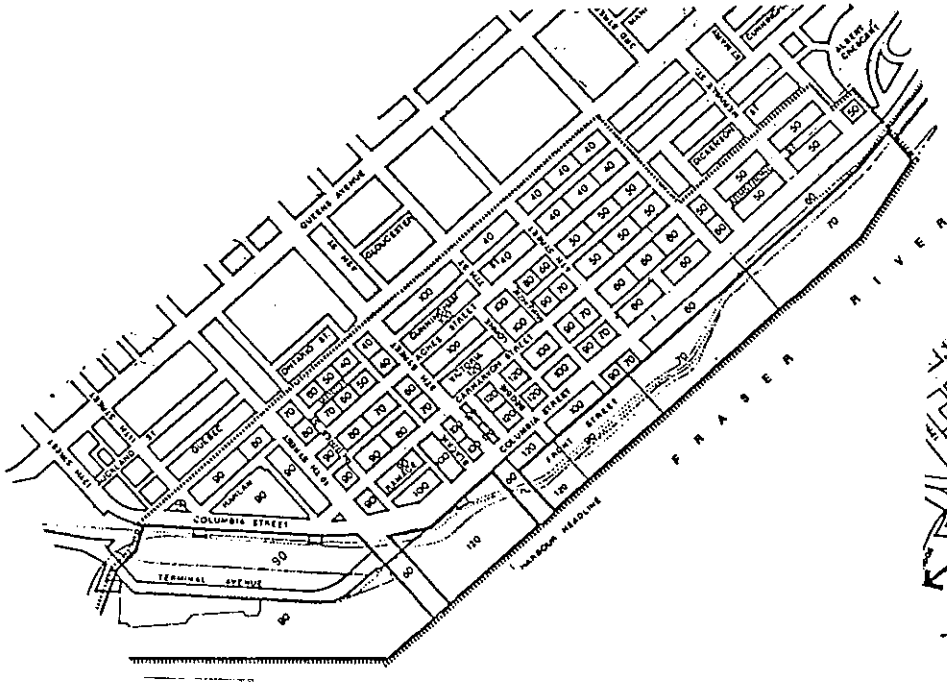


Figure 5: Height Regulation in the Downtown (New Westminster Zoning Bylaw)

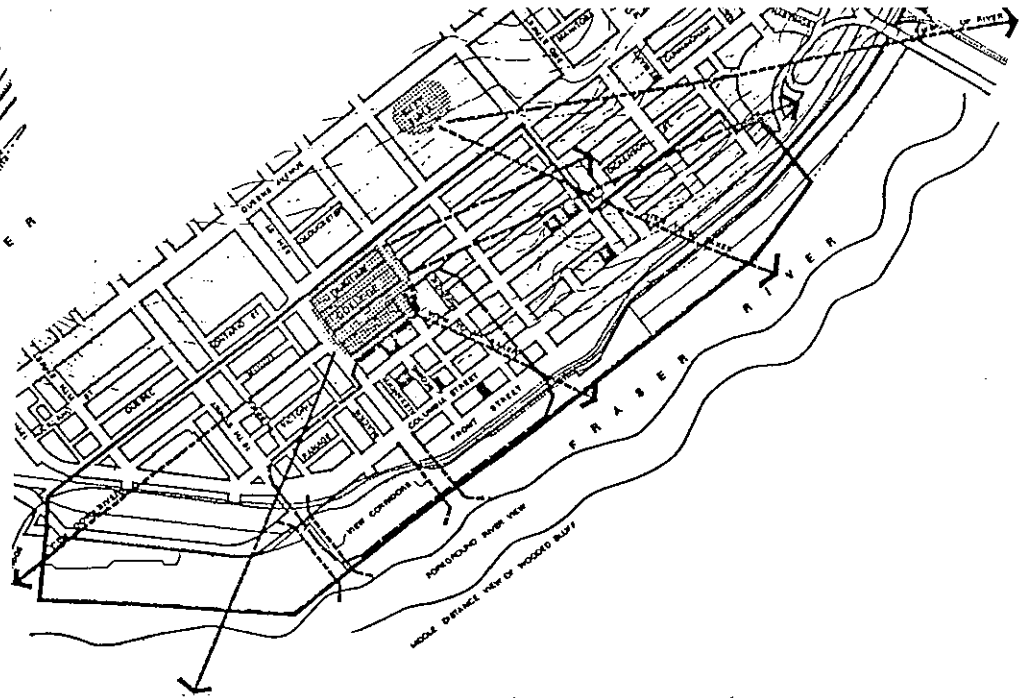


Figure 6: View Considerations in the Downtown Community Plan

The Downtown Community Plan identifies two viewpoints where these views will be protected:

- City Hall and the related park area; and
- Douglas College Campus.

Views from existing and proposed buildings will also be protected wherever possible.

A system of height control is set up in the zoning bylaw to optimize the view potential from City Hall and Douglas College along the lines shown in Figure 6.

In addition to these panoramic viewpoints, vistas occur to the River down the north-south streets and incidental views occur where there are breaks between buildings.

Views in the Downtown can be identified in three basic categories.

A) Major Public Viewpoints: A viewpoint is a wide or panoramic overall view of the area. This type of view is generally seen from hills, bridges, tall buildings, or across large open spaces or water courses.

Figure 7 shows the location of the viewpoints which are described below.

The view upriver from the City Hall (Viewpoint 1) has the gardens in the foreground, with the buildings

along Royal Avenue framing the mountains. This view is not available from the entire City Hall site and in many places is barely visible above the buildings on Royal Avenue.

Douglas College (Viewpoint 2) provides its best view down the Fraser River in the southerly direction. The viewpoint is much higher up the slope than the buildings in the foreground (some of which are three to four storeys tall) resulting in a long, uninterrupted panorama of the Fraser River in the midground and the Surrey hills beyond.

1 *City Hall*
2 *Douglas College*
3 *Columbia Street (Albert Crescent)*
4 *Fraser River Market*

A *Eighth Street*
B *Sixth Street*
C *Begbie Square*
D *Church Street*

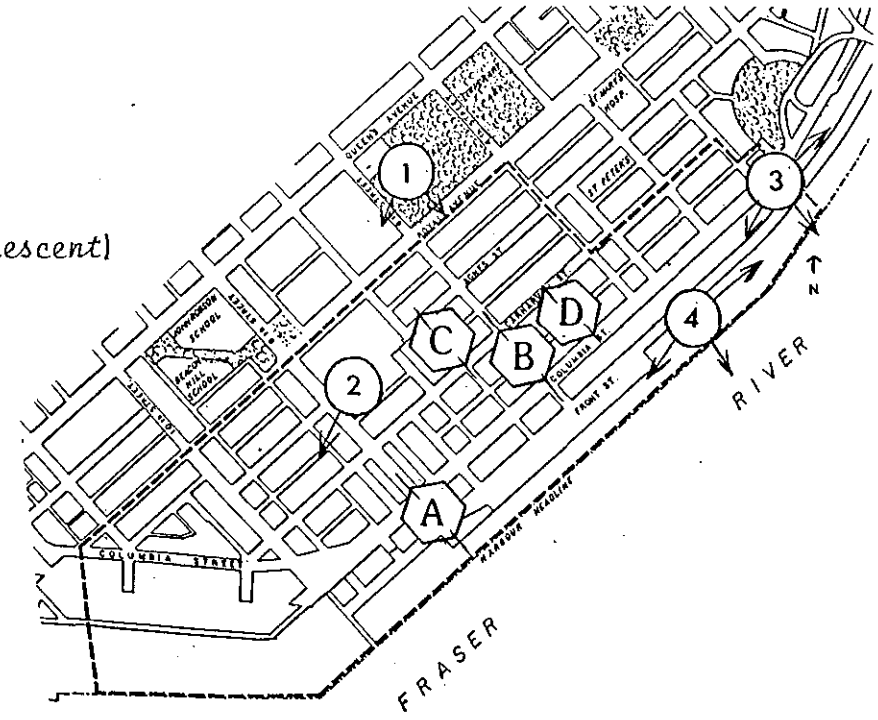


Figure 7: Key Public Viewpoints and Vistas

Viewpoint 3 at the northwestern end of Columbia provides excellent views up and down the river, as well as to the mountains to the north.

The downriver view is long and uninterrupted, with the river extending from the foreground to the horizon. From here, one can watch the boats running up and down the river.

The upriver view is composed of docking facilities in the foreground, with the Pattullo Bridge in the middle and mountains at the horizon. From this point, one can enjoy both a passive view of the natural setting and an active view of boats on the river and motor vehicles on the bridge.

The mountains to the north can also be seen from Viewpoint 3. The foreground of this view is obstructed by the Pattullo Bridge on-ramp and by the widening of Columbia Street at this point. The tall trees on either side of the roadway act to frame the view, focusing attention on the highest peak.

Viewpoint 4 is located on the waterfront at the Fraser River Market. From this point, views are available up and down, as well as across the River. The foreground is somewhat disrupted by the presence of chain link fencing but the views themselves are uninterrupted and even augmented by river sounds and smells.

B. Vistas: A vista is a narrow, directed view, sometimes called a view corridor. These views generally occur down streets lined with buildings, providing a framed view of some element in the City's setting.

Eighth Street (Vista A) provides a fairly wide vista, framed by the buildings and posts on either side. The view is characteristic of the downtown area, with the foreground composed of the river and its barges filled with sawdust, and the horizon of the Surrey hills. The vista is relatively uninterrupted, with only the intrusion of the overhead wires crossing the street.

Sixth Street (Vista B) frames its vista more narrowly than Eighth Street. The buildings are more massive and, because of their height and setback, they sharply direct the view to the river. The foreground of this vista is partially obstructed by buildings on Columbia Street.

Vista C occurs down Begbie Square (McKenzie Street between Agnes and Carnarvon). The river view is framed by the steps and planting of the Square.

Vista D is an inward-looking view up to Holy Trinity Cathedral. The Cathedral is framed by the buildings along Church Street and can be seen looking up Church from Columbia Street.

C. Incidental or Unusual Views: Incidental views occur 'accidentally' when a break occurs between buildings or within a development, providing a glimpse of scenery.

The viewpoints and vistas identified above are public views (that is, they occur from public places or along public streets) and are fairly simple to protect. However, incidental or unusual views tend to occur on or as a result of private property and are more difficult to protect. In Canada, there is no strong legal precedent for considering the right to a view as included in the bundle of rights which are part of title to real property.

Setbacks and height controls can be used to regulate property and thus, to some extent, the views available, but these controls are most useful in the case of major views.

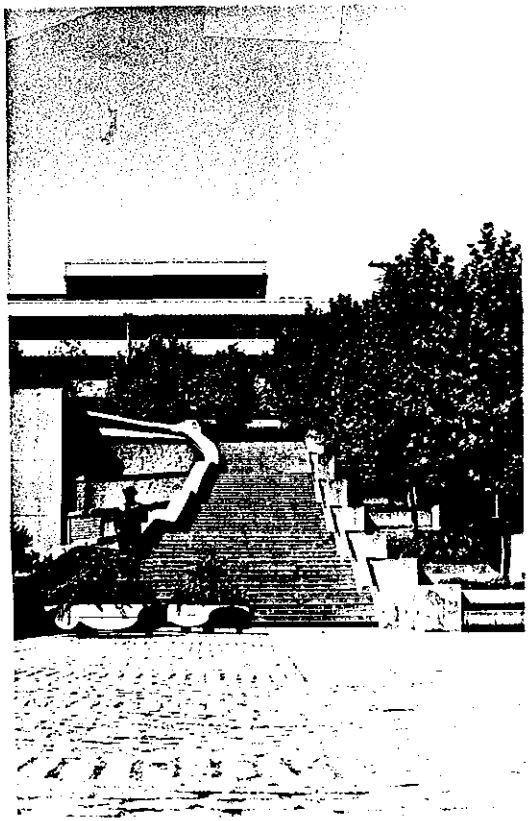
Incidental views, because of their nature, are difficult to preserve in specific locations in perpetuity; however, new development should be encouraged to include breaks in building mass or spaces between structures to allow views to penetrate.

Examples of incidental or unusual views are provided to illustrate the variety of possible opportunities for this type of view.

Incidental views can occur as a break between two buildings, such as is found along Carnarvon Street.

The characteristic view down to the river and across to Surrey hills is narrowly framed by the buildings.

The second example of an incidental view is more unique. The large windows of the old Wosk's store on Columbia Street provide a view through the store to the river. This view is strongly framed by the store windows.



Unusual views are short range, sharply defined views of limited scale which reveal a unique or unusual scene.

The view of Begbie Square from Carnarvon Street offers an unusual view with its stepped plaza, waterfall, and statue of Judge Begbie. This view provides visual and historic interest for the area.

Some unusual views may be very small and very unusual. The building at 439 Columbia Street is decorated with colourful mosaics. Unfortunately, the lower mosaic on the right side has been covered by a canopy, but this situation could be easily remedied and the shop-keeper would have the benefit of a very unique feature for his storefront.

Rapid and uncontrolled technological evolution has become so institutionalized that change is now seen as synonymous with progress. The annual model, the disposable container, the throw-away city have become the norms; the sheer prestige of the new has suffocated the old tool, the traditional craft, conventional wisdom in general. Only in the very recent past...are we being compelled to reexamine the ultimate cost of this new attitude toward the marking and using of artifacts.

James Martson Fitch, 1982

BUILT ENVIRONMENT

The Downtown's built environment or built form is the other major component of the area's image. The features which contribute to the significance of the built environment are:

1) street pattern and historic plan;
2) open spaces and landscaping;
3) landmarks and historic sites; and
4) historic or architecturally significant buildings.

These features are all the result of the growth of the City through human initiative. They represent the directions which that growth has taken from the early decades of the City's past up to its recent developments and future expectations. The inventory of the urban environment of the Downtown should identify the resources of positive features of the area which contribute to the quality and uniqueness of its image.

Street Pattern and Historic Plan

Streets provide a stable and unifying component of city pattern. They are often the only constant factor in cities where development takes place incrementally in response to the private market.

The street pattern of Downtown New Westminster was deliberately designed by Colonel Moody for reasons outlined previously in this section.

The layout consisted of long, slim blocks, separated by narrow feeder streets which joined wider main streets at right angles (Figure 8). This rectangular grid pattern was applied without regard for the topography, resulting in extremely steep streets down to the Fraser River.

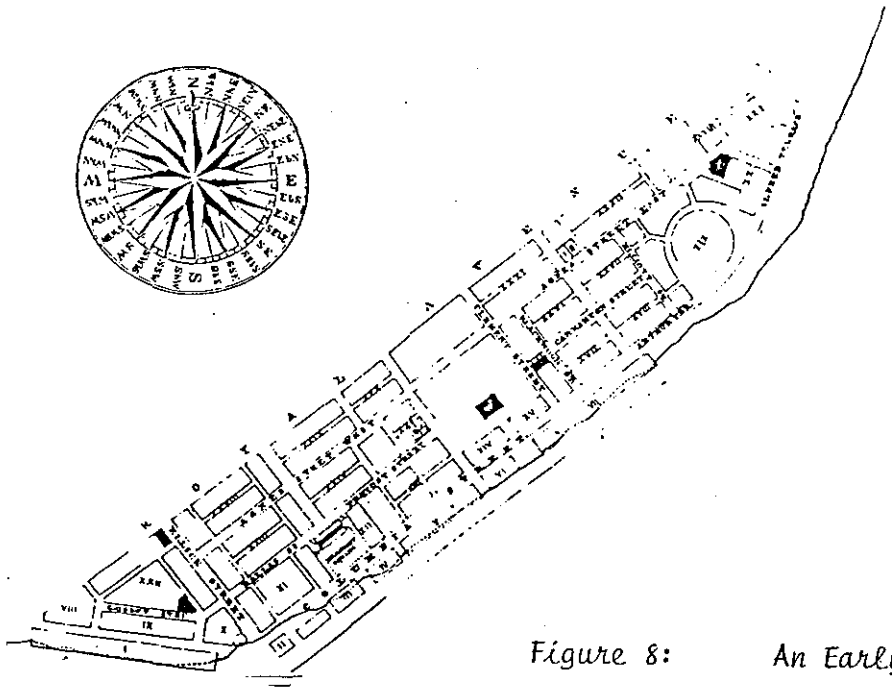


Figure 8: An Early Plan of New Westminster by Colonel Moody

The street pattern of the Downtown represents the tremendous physical effort by the Royal Engineers clearing and surveying the land and has remained virtually intact as Moody laid it out in 1859.

The grid pattern which overlays the steep topography creates a visually exciting environment, with the opportunity for views to the River and unique streetscapes.

The width of the Downtown streets was determined by the length of the surveyor's chain (lanes are one chain wide, collector streets are two chains, and major streets are three chains). Many of the streets are quite narrow, bringing buildings and activities closer together and contributing to the area's human scale.

Some of the hills are so steep that buses often get stuck; the hills can also create problems for cars and pedestrians. The hills which are too steep can be closed to vehicular traffic and terraced for more comfortable pedestrian use.

Mackenzie Street has been adapted into an urban park with steps extending from Agnes Street to Carnarvon. Such parks or plazas provide attractive and useful open space while preserving the pattern of the historic plan.

Street names also contribute to the historic character of the Downtown. The following alphabetical list identifies some Downtown street names and their associations with prominent people in New Westminster's history.

Agnes Street is named for Governor Douglas' daughter. She married Arthur Thomas Bushby, who accompanied Judge Begbie on his circuit court trips and was a prominent citizen of New Westminster.

Albert Crescent appears in Moody's plan and is named for Prince Albert, Queen Victoria's husband.

Alexander Street is named for George Alexander who contributed to the development of the fishing industry in New Westminster. He organized the Canadian Pacific Packing Company and then the Great West Packing Company.

Armstrong Street is named for Hon. William J. Armstrong who was the first settler of New Westminster. He also built the first residence and became the City's first merchant. In 1867, he built in New Westminster the first flour mill in the province.

Begbie Street and Square is named for Sir Matthew Baillie Begbie. Begbie arrived in B.C. in 1858 to act as judge in the new colony. He was successively Chief Justice of the mainland colony, united colony, and province of B.C. Begbie is commonly known as the 'Hanging Judge' due to his reputation for toughness in the administration of criminal law in the early days of B.C. Begbie Street occurs in Moody's Plan.

Blackie Street is named for Walter Blackie who ran a blacksmith's shop at Eighth and Columbia Streets.

Carnarvon Street is named for Lord Carnarvon who responsed to the dispatch sent by Governor Douglas requesting that Queen Victoria choose the City's name. She named it the City of New Westminster.

Clarkson Street is named for William Clarkson who was a Justice of the Peace and a prominent citizen in early New Westminster.

Church Street is named for the location of the Anglican Church (Holy Trinity Cathedral) which was part of Moody's overall plan.

Columbia Street is named for the Columbia Detachment of Royal Engineers. This street is the historical focus of the City's commerce. Business oriented toward the Fraser River as the major transportation route. The large brick buildings from the turn of the century which remain along Columbia Street reflect New Westminster's importance in relation to other lower Fraser Valley settlements.

Cunningham Street is named for James Cunningham who was a pioneer businessman of New Westminster. He was head of Cunningham Hardward Company and New Westminster Gas Works. The 1904 Columbian

supplement states: "He owns a great deal of residential property; and is chief taxpayer in the City of New Westminster, his annual contribution to the municipal revenue being about three thousand dollars."

Eighth Street was named Douglas Road in Moody's plan for Governor James Douglas. Douglas was Governor of Vancouver's Island and the Mainland Colony of British Columbia. Douglas College is also named for Governor Douglas. Douglas Road ran from New Westminster, through Burnaby to Burrard Inlet at the townsite of Hastings.

Fourth Street was named Clement Street in Moody's plan, presumably after himself, Richard Clement Moody.

Front Street is so named because it fronts on the River. Historically, the businesses on Front Street focused on river commerce with fish canneries, lumber mills and agricultural businesses lining the wharves along the street. Only one side of Front Street is built up because, until the 1920's, the waterline was next to the roadway. In the 1920's, New Westminster became a deep sea port and the waterline was pushed out to offer deeper

water berths for large freighters. Front Street became blocked off from the River by railway tracks, docks, and in the 1960's, a parking ramp.

Lytton Square is named for Sir E. Bulwer Lytton, Secretary of State for the Colonies in 1858. This square was part of Moody's Plan.

McNeely Street is named for Thomas McNeely, a millwright who came to New Westminster in 1880 and started work as a builder.

Merivale Street is named for the Under Secretary of State for the Colonies and is so named in Moody's Plan.

Moody Street is named for Colonel Richard Clement Moody who led the Royal Engineers in B.C. from 1858 to 1863. The Royal Engineers surveyed towns, laid out roads, and planned the capital city at New Westminster. Moody was responsible for choosing the site of the new capital and for planning its layout.

Royal Avenue and Victoria Street are named for Queen Victoria who chose the City's name of New Westminster.

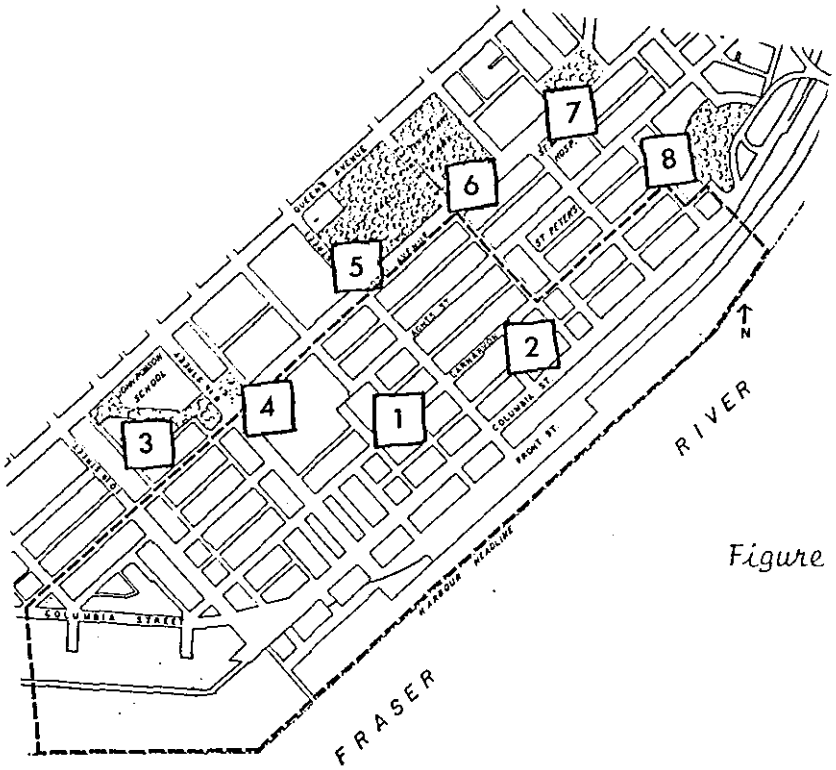
Sixth Street was Mary Street in Moody's plan and was named for his wife.

Tenth Street was Ellice Street in Moody's Plan, probably named for Edward Ellice, a Hudson's Bay Company director, who, in 1856, persuaded a parliamentary committee to terminate the connection of the HBC with Vancouver's Island and encourage extension of the colony to include the mainland west of the Rockies.

Open Spaces and Landscaping

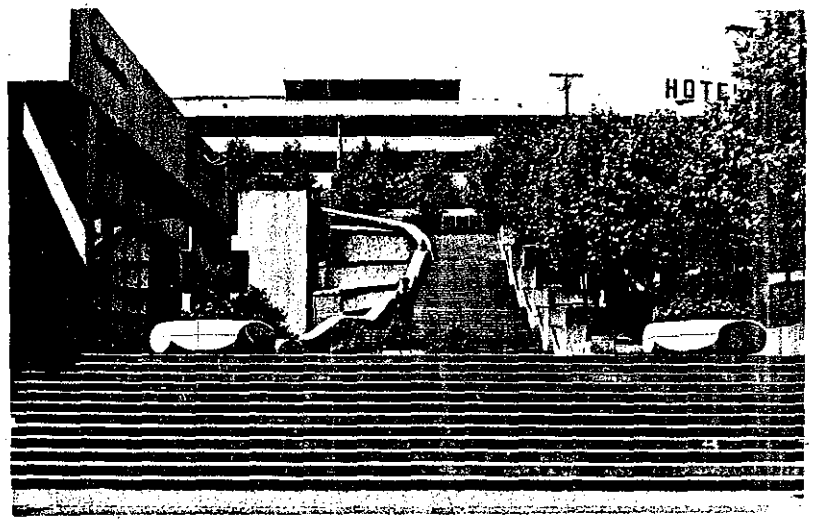
Downtown New Westminster itself presently has only a small amount of public open space and landscaping consisting of Begbie Square and the small landscaped grounds of Holy Trinity Cathedral. There is, however, a 'buffer zone' of the landscaped open space at the perimeter of the Downtown which is plotted in Figure 9. These parks provide a pleasant contrast at the edge of the Downtown with their large trees and beautiful gardens.

1) Begbie Square is located on McKenzie Street between Agnes and Carnarvon which has been closed off to create an urban park with steps, benches, landscaping, and a waterfall. Its location on a steep street and its large-scale landscaping contribute to its prominence in the area. It is adjacent to the new Law Courts and has an historical focus with a statue



1 Begbie Square
2 Holy Trinity Grounds
3 Simcoe Street Park
4 Toronto Place
5 City Hall & Friendship Gardens
6 Tipperary Park
7 Clinton Place
8 Albert Crescent

Figure 9: Parks and Landscaped Open Space



of the 'hanging judge' Sir Matthew Baillie Begbie, located in a central location. The statue was done by Ellek Imreddy and paid for through money raised by subscriptions from lawyers and judges.

Begbie Square was constructed by First Capital City Development Company in 1981 and is owned by the City of New Westminster. The architect was Roger Hughes Architects with landscape architecture by Eikos Planning and Environmental Design Group. Structural engineering was done by Pomeroy Engineering and mechanical and electrical engineering by D. W. Thomson Consultants.

2) Holy Trinity Cathedral provides a pocket of 'green space' within the Downtown. Its grounds include a well-kept lawn, large trees, and a path up from Clarkson to Carnarvon Street. There is also a gully which runs between the building and Fourth Street.

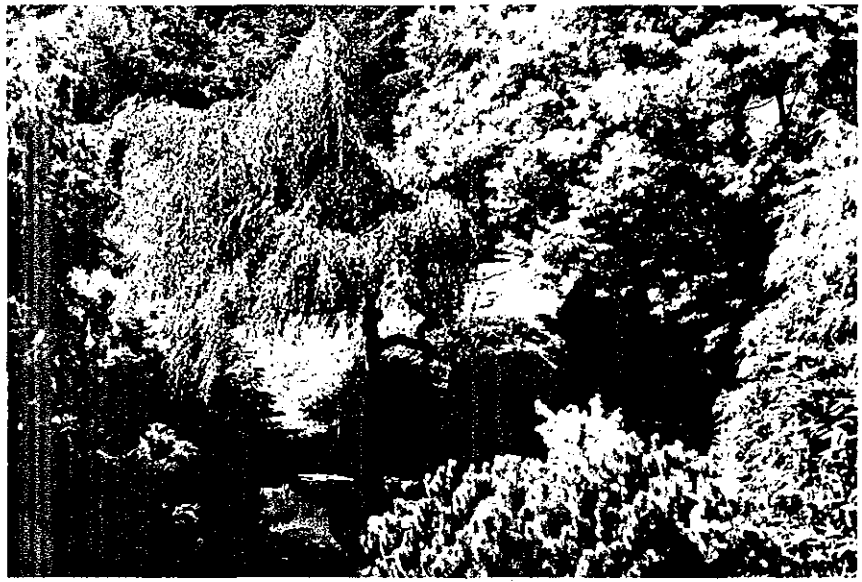
3) Simcoe Street Park was the site of the Provincial Gaol (later Trapp Technical School). The land was granted to the City by the Provincial Government in 1944 and the 7.31 acres were developed as a park in 1972. The road running through the property (Simcoe Street) was torn out and the complex of tennis courts, baseball diamonds, adventure playground, and gardens was established.

4) Toronto Place is a 0.60 acre site located at Royal Avenue and Eighth Street. This small park was featured in Colonel Moody's original plan for the City and along with Clinton Place was intended to emphasize the large, open intersections designed to mark the central perimetres of the new capital of the mainland colony. Toronto Place presently contains benches and a small play lot.

5) City Hall and Friendship Gardens are located on the site which was set aside as park reserve next to the planned capital buildings in Colonel Moody's plan. The City Hall was built in the 1950's and its landscaping includes large trees, flower gardens, and lawn extending down the hill to Royal Avenue.

The Friendship Gardens were built in 1963 as a tribute to New Westminster's sister city of Moriguchi, Japan. They were designed by Gordon Sales, a former Parks Director, as a blend of the basic Japanese garden and the Canadian informal style. The site for the gardens was chosen because in 1962, Hurricane 'Freda' blew down most of the trees in the west section of Tipperary Park (9.34 acres).





6) Tipperary Park (5.09 acres) was included in the area set aside as park reserve in Moody's plan. The land was conveyed to the City in 1908 and selectively cleared in 1909 to preserve native trees and provide a rest area. The name of the park comes from its use by schoolboys to settle their differences and the resulting association with fighting. The park remains in its intended use.

7) Clinton Place is a 0.58 acre park located at Royal Avenue and Second street. It was featured in Moody's Plan and like Toronto Place, was intended to emphasize the large, open intersections which marked the perimetres of the capital city. Clinton Place was landscaped in 1911 and remains today as park with large trees and benches.

8) Albert Crescent was also featured in Colonel Moody's original plan for the City. It was intended to be a formal 'Victorian' park complete with gazebo and gardens. It was originally called Prospect Park and was developed in 1889. A bandshell was built in the park in 1929 but dismantled in 1945. In 1937, the Provincial Government took a section of the park to build the approaches to the Patullo Bridge leaving a parksite of 4.50 acres. Albert Crescent Park remains as a landscaped area overlooking the Fraser River.

Landmarks and Historic Sites

Landmarks are elements in the natural or built environment which act as reference points to make the city more legible to its users. Landmarks may be natural reference points, such as hills and water or they may be elements in the built environment, such as structures, sites, or parks. In some instances, natural and built forms combine to create a landmark. For example, a structure may become prominent due to its location on a ridge or hilltop.

The qualities of a landmark relate to the reasons for its prominence or its being singled out from an array of physical features. These qualities include:

1) dominance - size, location, form;
2) symbolic or historic importance - association or representation of an event, person, function, or set of values;
3) natural prominence -- land and water features, including topography, water bodies or courses, trees or other vegetation, special or unusual views.

Figures 10 and 11 identify some of the better known landmarks and historic sites in Downtown New Westminster.

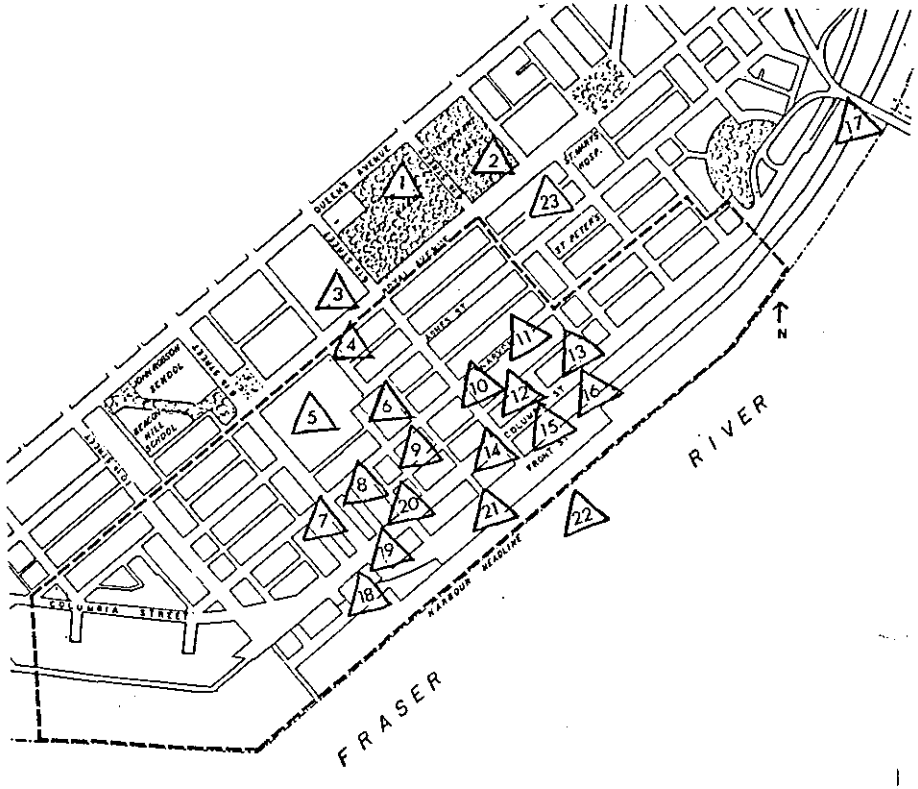


Figure 10: Landmarks

1 City Hall & Friendship Gardens
2 Tipperary Park
3 Royal Towers Hotel
4 St. Paul's Church
5 Douglas College
6 Law Courts & Begbie Square
7 ALRT Station Site
8 College Place Hotel
9 Old Courthouse
10 Columbian Newspaper Building
11 Holy Trinity Cathedral
12 Post Office
13 Burr & Guichon Blocks
14 Columbia Street
15 Columbia Cinemas
16 Army & Navy
17 Pattullo Bridge
18 Keg at the Station
19 Bus Stop - Wosk's
20 Westminster Trust Building
21 Parkade
22 Fraser River
23 Irving House & Museum

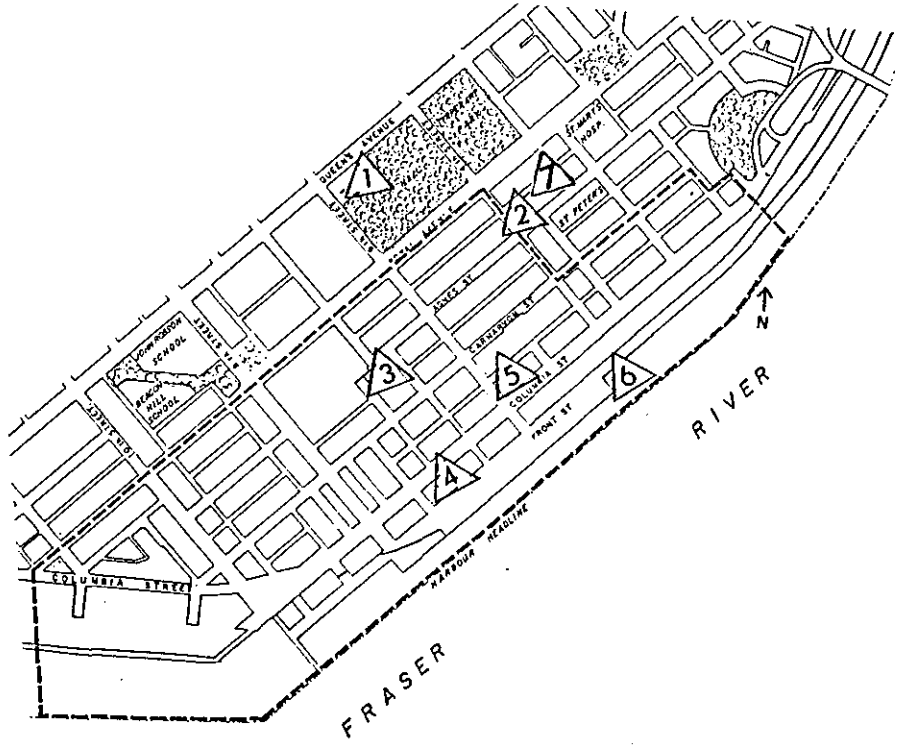


Figure 11: Historic Sites

1 *Duke of Connaught High School (City Hall)*
2 *Site of first Royal Columbian Hospital*
3 *Carnegie Library site (Law Courts)*
4 *Edison Theatre (Paramount)*
5 *Site of first Government buildings (Sixth and Columbia)*
6 *Public Market 1892 (Fraser River Market)*
7 *Irving House and Museum*

Buildings

Downtown New Westminster has one of the highest concentrations of turn of the century buildings in British Columbia. These older buildings add a sense of permanence and contrast to the urban environment; they provide diversity in style, character, texture, and scale.

The human scale and richness of architectural detail which many older buildings possess is not often repeated in new developments. Amenities, such as thick walls, windows which open, high ceilings, careful construction, and lavish decoration, can be prohibitively expensive in new construction. Certain buildings may be associated with people or events which are important in the local history.

An inventory of buildings can be much more precise than some of the other elements worthy of preservation because buildings have many tangible features which can be recorded in a reasonably consistent manner.

Building Inventory Method

Harold Kalman (1980) developed a list of criteria based on building features which should be considered to determine heritage potential. The list is fairly comprehensive and allows local considerations to be dominant. As in many communities, the majority of the Downtown's heritage potential comes primarily from its local interest or character.

Kalman's list includes the following features:

A. Architecture:

1) style -- notable, rare, unique, or early example of a particular architectural style, type, or convention;

2) construction -- notable, rare, unique, or early example of a particular material or method of construction;

3) age -- comparatively old in the context of its region;

4) architect -- designed or built by an architect or builder who has made a significant contribution to the community, province, or nation;

5) design -- a particularly attractive or unique building because of the excellence, artistic merit, or uniqueness of its design, composition, craftsmanship, or details;

6) interior -- interior arrangement, finish, craftsmanship, and/or detail is/are particularly attractive or unique.

B. History:

7) person -- associated with the life or activities of a person, group, organization, or institution

that has made a significant contribution to the community, province, or nation;

8) event -- associated with an event that has made a significant contribution to the community, province, or nation;

9) context -- associated with, and effectively illustrative of, broad patterns of cultural, social, political, military, economic, or industrial history.

C. Environment:

10) continuity -- contributes to the continuity or character of the street, neighbourhood, or area;

11) setting -- setting and/or landscaping contributes to the continuity or character of the street, neighbourhood, or area;

12) landmark -- a particularly important visual landmark.

D. Usability:

13) compatibility -- present use is compatible with the current land use or zoning of the site, street, or neighbourhood;

14) adaptability -- potentially adaptable to compatible re-use without harm to the architectural elements which contribute to its significance;

15) public -- capacity for needed public, educational, or museum use;

16) services -- adequately serviced and protected for contemporary use;

17) cost -- cost of preservation, restoration, maintenance, and/or interpretation is reasonable.

E. Integrity:

18) site -- occupies its original site;

19) alterations -- has suffered little alteration, and retains most of its original materials and design features;

20) condition -- building is in good structural condition.

The building inventory of the Downtown was conducted in two stages. The first stage surveyed all buildings within the Downtown, collecting information on age, architecture, general condition, and appearance. A 'short list of better buildings' was then prepared based on the above information.

The second stage of the inventory process involved collecting more detailed information on those buildings on the list of 'better buildings'.

BUILDING INVENTORY SHEET

NAME

LOCATION

CURRENT ZONING

A ARCHITECTURE

1 AGE — e vg g f/p
2 ARCHITECT — e vg g f/p
3 BUILDER — e vg g f/p
4 STYLE — e vg g f/p
5 CONSTRUCTION — e vg g f/p
6 DESIGN — e vg g f/p
7 INTERIOR — e vg g f/p

B HISTORY

8 PERSON — e vg g f/p
9 EVENT — e vg g f/p
10 CONTEXT — e vg g f/p
11 ORIGINAL USE — e vg g f/p

C ENVIRONMENT

12 CONTINUITY — e vg g f/p
13 SETTING — e vg g f/p
14 LANDMARK — e vg g f/p

D USABILITY

15 COMPATIBILITY — e vg g f/p
16 ADAPTABILITY — e vg g f/p
17 PUBLIC — e vg g f/p
18 SERVICES — e vg g f/p
19 COST — e vg g f/p

E INTEGRITY

20 SITE — e vg g f/p
21 ALTERATIONS — e vg g f/p
22 CONDITION — e vg g f/p

COMMENTS

RECORDED BY DATE

FILM NO. FRAME TYPE

LOC. OF NEG.

SOURCES

MAP, PHOTOS ATTACHED

Figure 12: Building Inventory Sheet

1 College/Courts
2 Railway
3 Main Street
4 Sixth and Clarkson
5 Church
6 Market

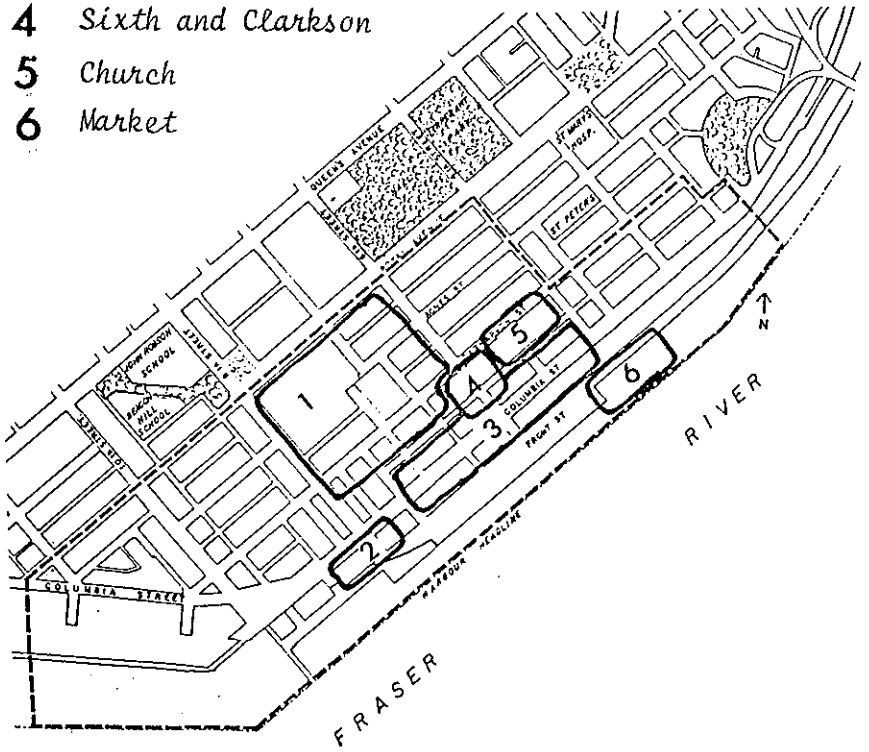


Figure 13: Downtown Heritage Precincts

For each of the 'better buildings', information was compiled and evaluated using the Building Inventory Form shown in Figure 12. If information is unavailable or the criterion inappropriate, the space is left blank and not considered in the evaluation. Verbal grades (excellent, very good, good, fair/poor) are used to assign a judgement of quality to features relative to the criteria. The buildings in Downtown New Westminster are evaluated with emphasis on the local and regional context.

Heritage Precincts

Downtown New Westminster possesses many unique features which identify it as a district within the larger City, but within this district heritage precincts can be identified due to their distinctive physical, functional, and historic character.

The vast majority of buildings, especially commercial and industrial, will not have great historic or architectural significance when viewed in isolation; however, a concentration of these buildings may make them important as a group. A heritage precinct or concentration of older structures often retains the character and feeling of the time period in which they were constructed; a precinct may be unified by a similar use, architectural style, type of building material, or scale.

Heritage precincts are important for the character of the setting as a whole. They possess a unity in their shared character and components and because of their consistency and limited size, precincts can be more effectively planned and managed. Since the role of the buildings in the streetscape is more urbanistic than narrowly architectural and few of the interiors will have special merit, adaptive re-use can play a major role in the preservation of heritage precincts. Adaptive re-use provides a means of maintaining both the integrity of the streetscape and the utility of the buildings. This form of intervention calls for exterior conservation and often major interior renovation.

To determine the boundaries of heritage precincts, the U.S. National Trust for Historic Preservation (1976) developed a comprehensive set of criteria for defining edges of historic districts. These criteria can be used individually or in combination depending on the nature of the precinct.

1) Historic factors

   a) boundaries of an original settlement or an early planned community;

   b) concentrations of early buildings and sites.

2) Visual factors

   a) edges determined or influenced by an architectural survey;

b) edges related to development in stages rather than over a continuous period;

c) edges based on topographical considerations;

d) edges drawn to include gateways, entrances and vistas to and from a district.

3) Physical factors

a) railroads, expressways and major highways;

b) major open spaces;

c) rivers, marshlands and other natural features;

d) major changes in land use;

e) walls, embankments, fence lines;

f) limits of a settled area.

4) Surveyed lines and lines of convenience

a) legally established boundary lines;

b) streets and other local rights of way;

c) property lines;

d) uniform setback lines;

e) lines of convenience, for example, connecting two points determined by other edge factors.

5) Political, economic and social factors

a) political considerations, for example, publicly owned property;

b) socio-economic factors.

Within the boundaries of the precinct, the relationship between buildings helps to create the special character of each heritage precinct. The relationship between buildings is established by similarities or differences in a variety of design characteristics, such as:

- setback from the street and spacing from adjoining buildings;
- massing, height, shape, and silhouette;
- facade proportions and aspect;
- arrangement, size and proportions of windows and door;
- materials, texture, and colour;
- rhythm (systematic occurrence of building elements);
- scale (how the building is perceived in relation to human size); and
- architectural style.

The inventory of 'better buildings' in Downtown New Westminster reveals several clusters which can be identified as heritage precincts. Each precinct and the buildings and other elements within it will be discussed individually.

The Downtown heritage precincts are shown in Figure 13 and are listed:

1) College/Courts Precinct;
2) Railway Precinct;
3) Main Street Precinct;
4) Sixth and Clarkson Precinct;
5) Church Precinct; and
6) Old Market Precinct.

1) College/Courts Precinct

The College/Courts Precinct identifies the area roughly between Sixth and Eighth Streets from the south side of Royal Avenue to the north side of Clarkson Street (Figure 14).

This precinct has historically contained institutional uses. The Old Courthouse was built in 1898 on the foundations of the original 1891 building; the Land Registry Office and Environment Canada Building date back to the beginning of the century. Recently, newer institutions have been constructed such as the new Law Courts and Douglas College Complex.

The old Carnegie Library was also located in this Precinct until it was torn down in the 1950's. It was located on the site now occupied by the new Law Courts and this site is still referred to as 'the old Carnegie

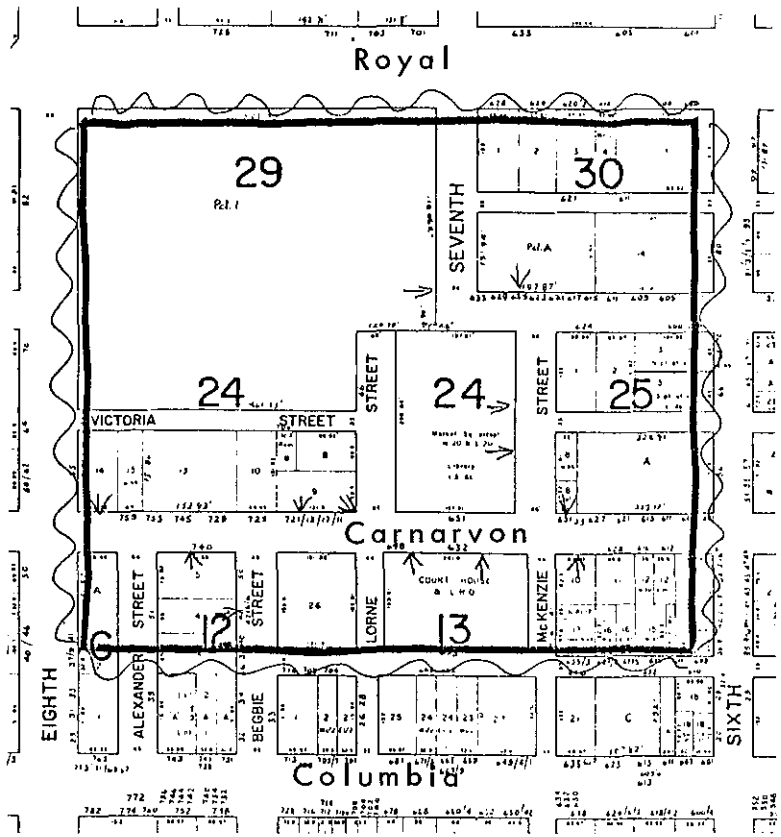


Figure 14: College/Courts Precinct

Library site' by some long-time residents of the City.

New and complementary uses have moved into the College/Courts Precinct, in several cases, into renovated turn of the century buildings, such as the College Place Hotel and the Oddfellows Hall (Kami Steakhouse). The Precinct contains other restaurants and nightclubs.

New office and retail space has located in the College/Courts precinct. The remainder of the Precinct is generally in a state of transition. Several of the stores and offices are presently vacant and some of the uses have become inappropriate to the strong institutional character of the Precinct. The Precinct also contains several surface parking and vacant lots.

The edges of the College/Courts Precinct are defined by Royal Avenue on the north, Eighth Street on the west, and Sixth Street on the east, all wide and heavily used streets. The edges of the Precinct are further defined by the uses and aspect of the buildings; the College/Courts Precinct is characterized by its institutional and related uses and by its enclosed, inward-looking nature. For example, the buildings along Carnarvon Street face into the Precinct and are spatially as well as functionally related to the institutional anchors. On the other hand, those buildings which face onto Royal Avenue and Sixth Street are tied neither spatially nor functionally to the Precinct and so are not included.

Within the Precinct, individual elements are linked together spatially and visually. For example Carnarvon Street is linked to Douglas College by Lorne Street. The link continues to Begbie Square, the Law Courts, and Queen's Court along Agnes Street, reinforced by the paving pattern, street trees, and other landscape

details. The paving material and texture changes in Begbie Square but other elements remain constant - such as railings, stepped configuration, and planting - to link Agnes to Carnarvon Street through the Square.

Views also help to tie the Precinct together. Panoramic views of the River can be obtained from the viewpoint at the southwest corner of the Douglas College Complex. Characteristic views of the Fraser River are available down the north-south streets.

There are several buildings in the College/Courts Precinct which have heritage value. This quality is reinforced by the relationships between the buildings. Elements such as consistent setback and scale, harmonious colour, texture, and material, and complementary architectural styles establish the dominant visual character of the Precinct as an area of human scale, historic significance and architectural interest.

Oddfellows Hall [1909] 55 Eighth Street at Carnarvon

The Oddfellows Hall was built in 1909 with its Edwardian Classical style architecture by C.H. Clow. It is a two storey structure constructed of concrete and features a rusticated concrete block exterior typical of the Classical Revival styles at the turn of the century. The exterior facade also features

decorative window moldings and pilasters which add a vertical element to tie the upper floor to the lower floor where the original street level facade has been altered.

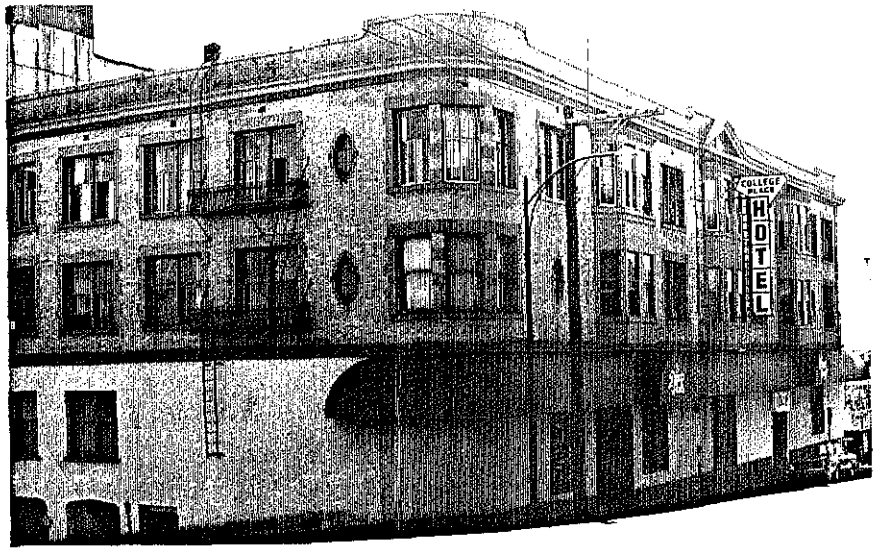
This building was originally used as a meeting hall for the Oddfellows lodge and is currently occupied by a restaurant and offices. After renovations in 1986, a variety of other uses are possible for the building as it is in good condition.

RENOVATED
1986 July



College Place Hotel [1908] 740 Carnarvon Street between Alexander and Begbie

The College Place Hotel, originally called the Russell Hotel, was built in 1908. Its Beaux Arts Classical style architecture was designed by Dalton and Eveleigh of Vancouver. The building is constructed of brick and stone and has three storeys and a basement. The interior has been recently renovated to accommodate a bar and disco which have made the College Place a popular night spot in the area. The exterior facade features 'bay windows' on the upper floors, rose windows, parapet, and a pediment at the roof line marking the main entrance to the building.



RENOVATED
1985-1986

The Russell Hotel originally belonged to E. J. Fader, a local industrialist, and is said to have been the first modern hotel in New Westminster with 80 rooms and a restaurant.

The renovations to the hotel include alteration to the street level facade but the upper facade is well-preserved and the building helps to maintain the historic character of the Precinct. Although adaptation to a variety of other uses is possible, the College Place Hotel provides uses which are complementary to the area and it is popular, well-used, and in good condition.

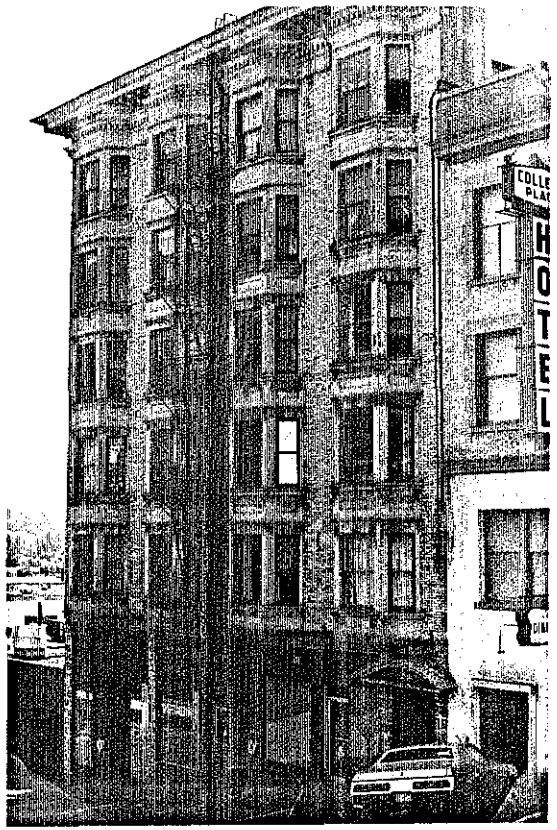
Arundel Mansions [1912] 42/44/48 Begbie Street

The Arundel Mansions building was constructed in 1912 and designed by architects Thornton and Davis of Vancouver. It is constructed of brick and reinforced concrete and has six storeys and a basement. Its Late Victorian architecture features a bank of four 'bay windows' on the upper five floors of both the front and rear facades. The architectural style, with its strong vertical emphasis, provides a pleasant contrast to the horizontal elements in the adjacent College Place Hotel building.

The original owner of the Arundel Mansions was G. Alers Hankey who also owned the Russell Hotel at

that time. The Mansions building provided 68 apartment residential units and is now a combination of commercial and residential space. The building needs upgrading but its upper facade is very well-preserved. A wide variety of uses are allowed and the Mansions enjoys a location near the Law Courts and Douglas College which makes it attractive for uses to move in which complement the nature of the College/Courts Precinct.

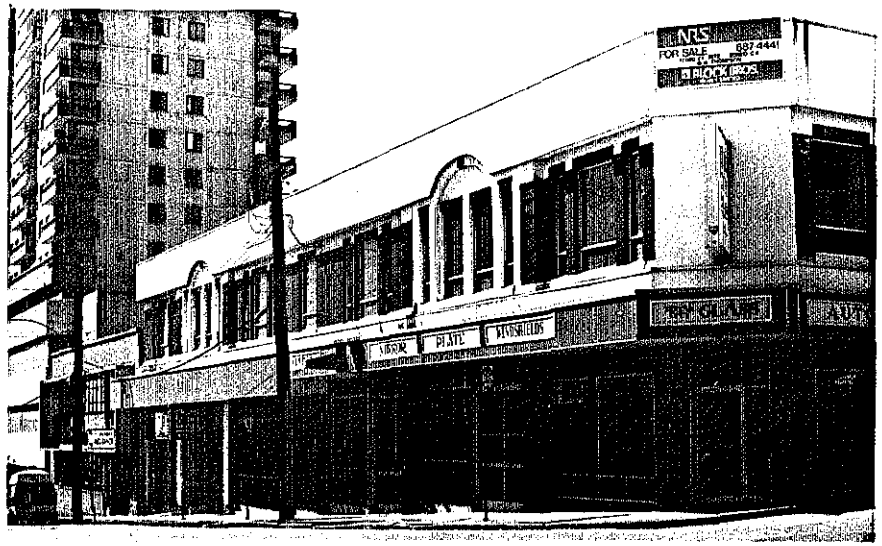
In 1988, the new owner of this building completed extensive repairs and renovations to the building. The accommodations were called 'affordable' residential units for inner City residents. The exterior facade was painted a bright 'pink' colour, which aroused considerable comment in the community.



RENOVATED
1988

Royal City Glass [1912] 711 Carnarvon Street at Lorne

The Royal City Glass building was originally known as the Hill Block and was built in 1912. E. B. Wetenhall was the architect for this Beaux Arts Classical style building. Its construction is concrete and frame with two storeys and a basement. The exterior facade has a horizontal emphasis with alternated bands of off-white concrete and brick veneer. A special feature of this building is its corner facade and entrance at Lorne Street which helps to tie the building to Carnarvon Street's College Place and Old Land Registry Office, as well as the new Law Courts and Douglas College Complex.



RENOVATED
1988

The upper facade remains fairly intact, except for the removal of the cornice.

In 1987, Royal City Glass vacated the building and the owners renovated the premises to office space. The rear and Lorne Street facades were improved to complement the rest of the heritage details of the building. The results earned the 1987 Chamber of Commerce Heritage Award for non residential buildings.

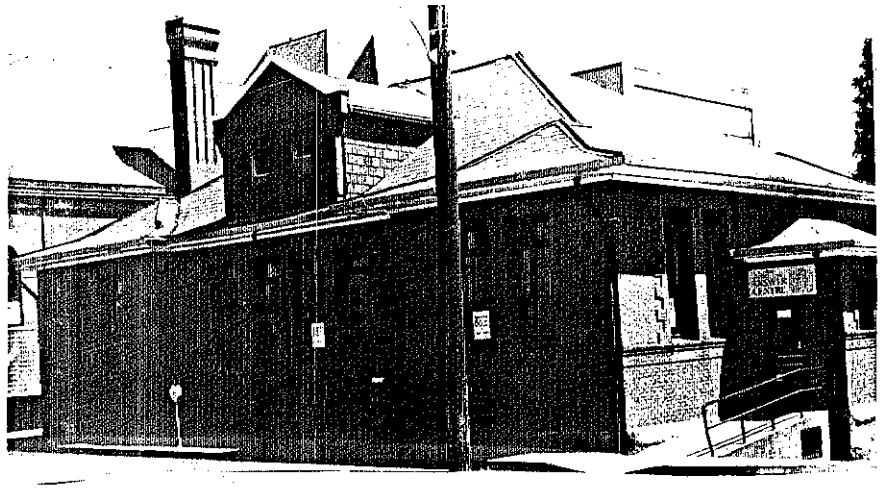
The building was originally owned by Claude T. Hill, a Burnaby financier, and was the first large business structures in the City to be built off Columbia Street.

Old Land Registry Office [1910-1911] 648 Carnarvon Street at Lorne

The old Land Registry Office was completed in 1911 with the design by E. G. W. Sait in Late Victorian Utilitarian style. Construction of the building went slowly under the direction of Sait; he was replaced in 1910 by F. G. Gardiner who was doing alterations to the Courthouse at that time. The Land Registry Office is constructed of brick and stone and has one storey. The interior features fluted columns and a beam ceiling. The exterior is composed of a red brick facade with masonry detail and a slate hip roof.

RENOVATED
1988-1989

DESIGNATED
1989

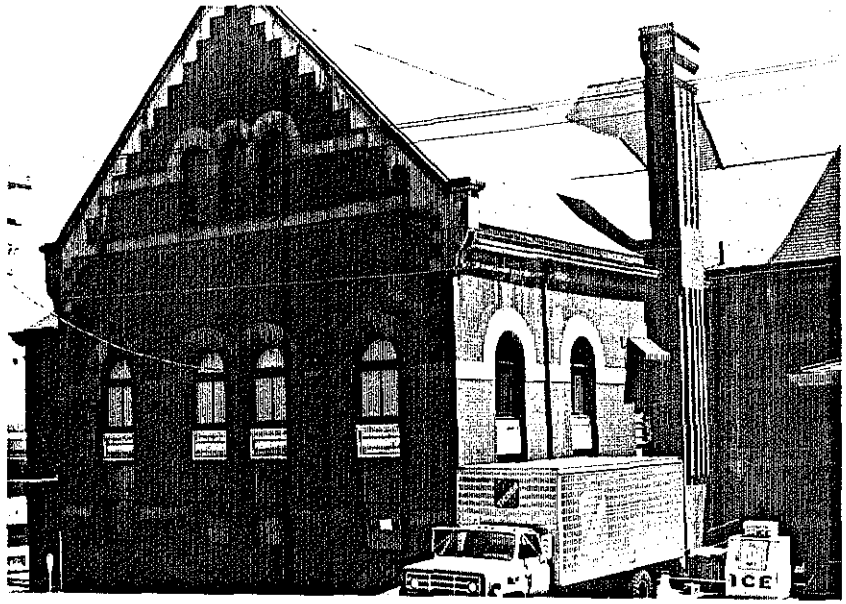


DEMOLISHED
1984
Annex Only

The Land Registry Office occupied this building up 1980. When the land registration facilities vacated the building, the First Capital City Development Company utilized the premises as their office and information centre. In 1987, Kerkhoff Construction purchased the Land Registry Office building and the Old Courthouse building and renovated both for office use. The renovations retained the architectural detail of the original buildings and preserved the heritage aspects for the community. In 1989, this complex called 'Begbie Court' received designation as a municipal heritage site.

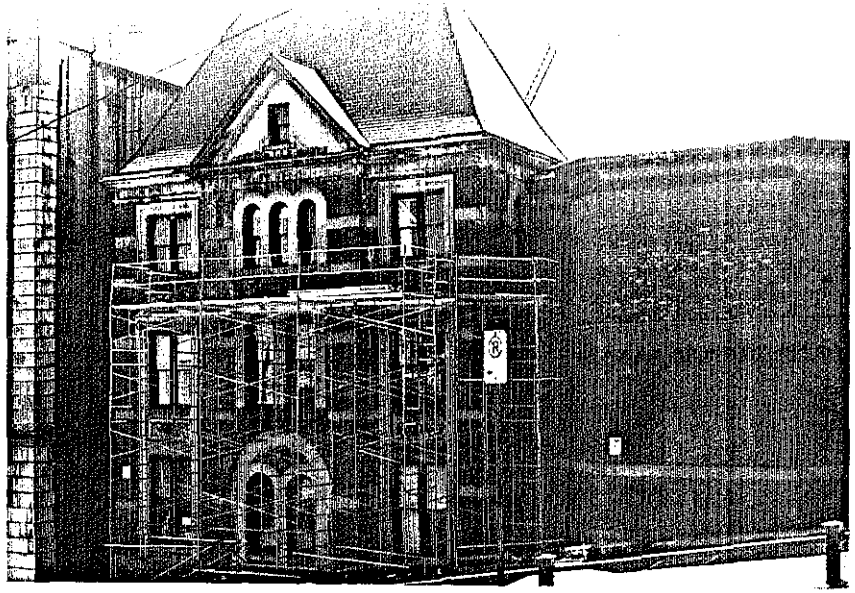
Old Courthouse (1891); rebuilt (1899) 668 Carnarvon Street

The Old Courthouse was built in 1891 by George W. Grant, architect. A few years later, the fire of 1898 gutted the building completely. The following year, Grant was commissioned to rebuild the Courthouse by using



RENOVATED
1988-1989

DEMOLISHED
1984
Annex Only



DESIGNATED
1989

the original walls and the same general plan. The Victorian Romanesque civic building style features brick and stone construction with a slate roof. The exterior has a red brick facade with carved stone details, arched entrances and windows, and an irregular roofline created by the chateau style roof. The architecture of the Courthouse makes it visually dominant in the Precinct and its roofline, massing, and distinctive brick and stone facade set the historic character for the street.

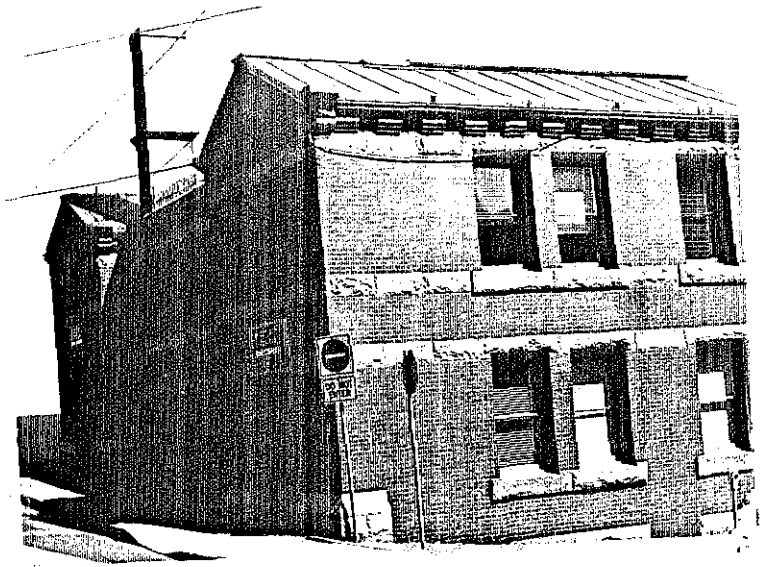
The building is structurally sound and the exterior facade fairly well-preserved. A new entrance was added in 1910, the central front facade was removed in 1914, and the ornamental cornice was removed in the 1960's. The Courthouse is presently vacant and would require extensive renovation for adaptive re-use.

Historically, the Courthouse is recognized as one of the most important public structures to be built of permanent materials in the City. It was opened at the Spring Assizes in 1891 by Chief Justice Sir Matthew Baillie Begbie, first judge for the colonies and first Chief Justice of British Columbia. The Old Courthouse building represents a tie to the historic administration of justice in the early days of the City and Province. In 1989 the Old Courthouse and the Land Registry Office were designated as a municipal heritage site. 'Begbie Court' won the 1989 Heritage (Commercial) Award for heritage restoration.

Environment Canada Building [1906] 630-632 Carnarvon Street at McKenzie

The Environment Canada Building was completed in 1906 by builders J. Carter Smith and Robert Buckland. It is constructed from pressed brick and stone and has two storeys and a basement. Its architectural style is Late Victorian Utilitarian and features a hip roof and exterior facade of red brick with masonry detail. The building is in fairly good condition with its exterior facade preserved intact. Its hip roof and red brick maintains the dominant character of the street.

This building was occupied by the Fisheries and Indian Affairs Department offices and helped to establish the prescence of the Federal Government in the City of New Westminster. The building continued to be used by the Federal Government up to the present time. The City wishes to have this building restored and declared a heritage building, but the Federal Government is not committed to this idea until its use is decided.

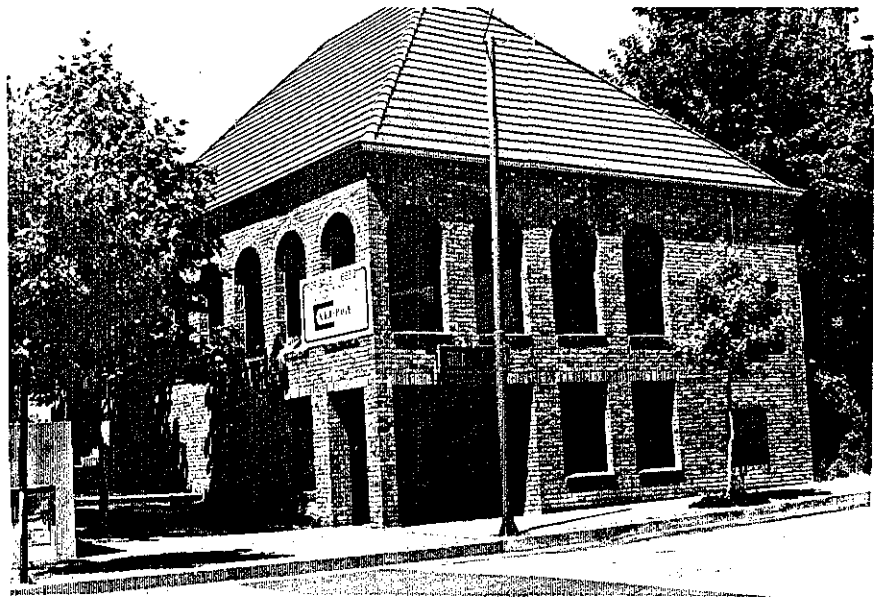


Bench and Gavel Restaurant [1939; exterior renovation 1978] 631 Carnarvon Street at Begbie Square

The Bench and Gavel Restaurant occupies a building which was built in 1939. The old two storey frame and stucco print shop underwent a major exterior renovation in 1978 by architect D. M. Sarter. The stucco finish was replaced by red brick and the building imitates the Victorian Romanesque style of the old Courthouse. It has a hip roof and red brick exterior facade with arched windows.

The building is in excellent condition and is designed for use as a restaurant on the upper floor and a cafe at street level.

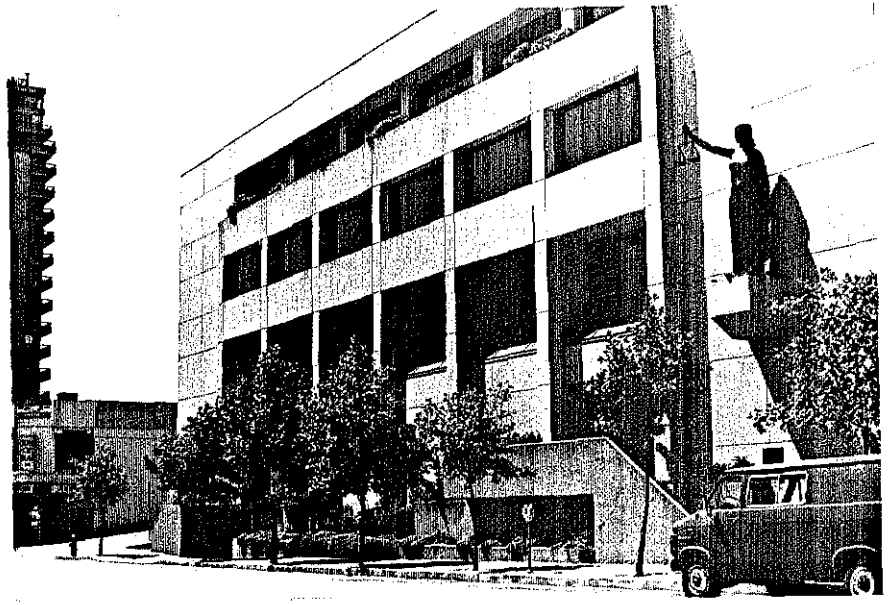
The restaurant on the upper floor is now named "The Fiesta"; the lower floor is vacant but will likely remain in commercial use.



Law Courts [1979] 653 Carnarvon Street at Begbie Square

The Law Courts and Begbie Square are a new edition to the College/Courts Precinct and provide modern examples of architecture. The Law Courts was built in 1979, designed by architect Peter Rayher of Carlberg Jackson. It is constructed of concrete and has four storeys. Its exterior design has a strong horizontal emphasis, alternating bands of concrete block with banks of dark glass windows. Landscaping is integrated into the design, including urban art.

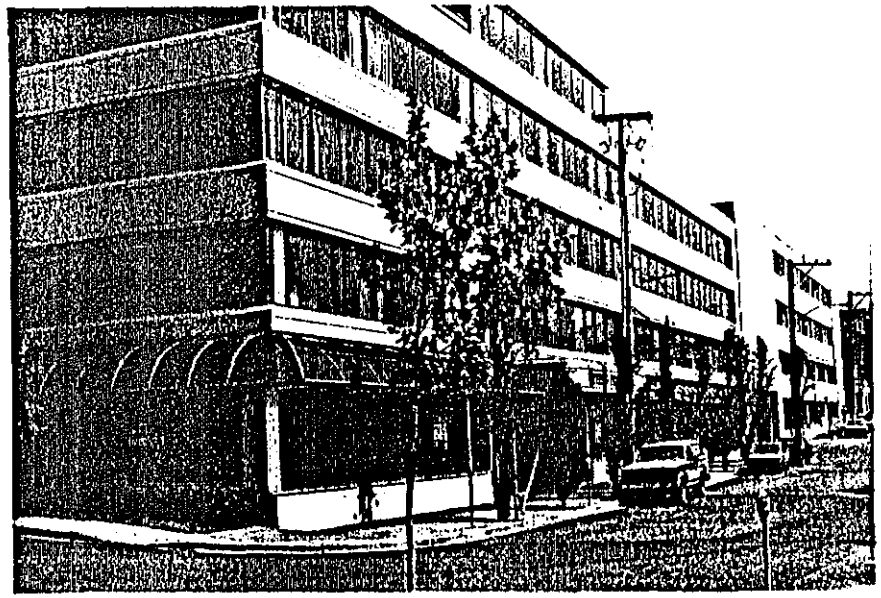
The new Law Courts is intended to be symbolic of the system of justice and the Provincial presence in New Westminster.



Queen's Court [1982] 625 Agnes Street at Seventh

Queen's Court is a modern office building constructed in 1982 and designed by architect George Cook of Musson Cattell. It is constructed of concrete and has four storeys and a penthouse. Its design features a strong horizontal emphasis using bands of concrete and glass to mark each floor. Its architecture is complementary to that of the Law Courts and the street landscaping also helps to link the two structures.

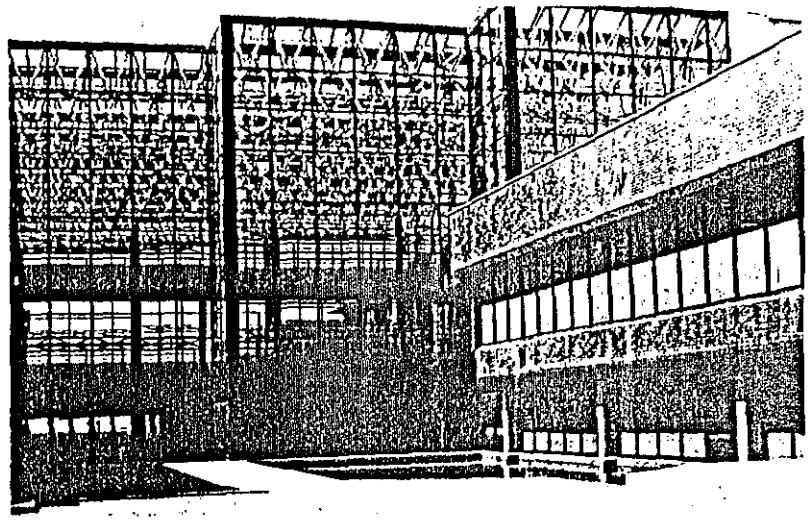
The Land Title Office is among the occupants of the Queen's Court building.



Douglas College Complex [1982] 700 Royal Avenue at Eighth

The Douglas College Complex is another modern addition to the Downtown. It opened in 1982 and was designed by architect Brian Hume of Carlberg Jackson. It is an educational and cultural complex constructed of brick and stone. Its 440,000 square feet are distributed through four levels which are tiered down the slope, emphasizing the steep topography. The building's design has a horizontal emphasis and the exterior facade is of brick, concrete, and glass. Landscaping and paving are used to tie the complex together and establish a link with Begbie Square and the Law Courts.

Along with the Law Courts, Douglas College dominates both the visual and functional character of the College/ Courts Precinct.

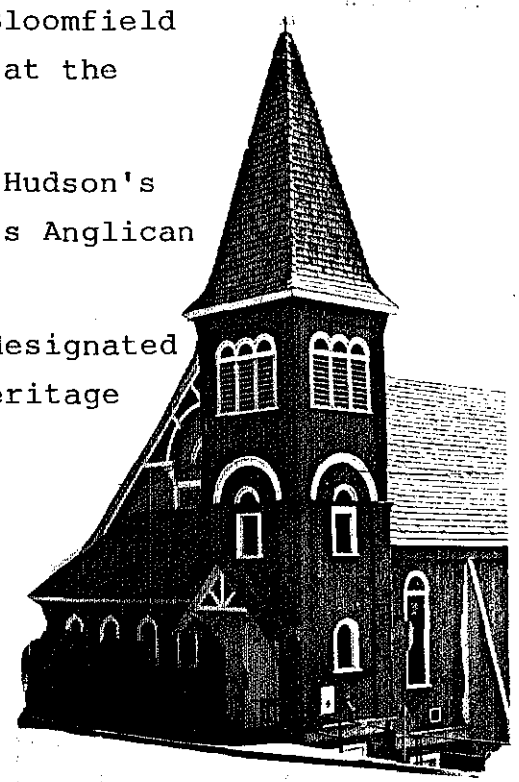


St. Paul's Church [1899] 628 Royal Avenue at Seventh

St. Paul's Reformed Episcopal Church has occupied its site at Royal and Seventh since the 1880's. The present structure was built in 1899 to replace the one destroyed in the 1898 fire. The Victorian Gothic style church was designed by architect C. H. Clow. The fir clapboard exterior has been stuccoed over but the facade retains decorative woodwork, arched windows with coloured glass panes, and original 1899 doors. The design features a corner tower, a gable and steeply pitched roof. The stained glass altar windows were done by Henry Bloomfield and Sons in 1899. The Church's pews were built at the B.C. Penitentiary.

St. Paul's was dedicated by Bishop Cridge, Hudson's Bay Company Chaplain and first dean of Victoria's Anglican Cathedral.

On August 20, 1984, St. Paul's Church was designated as a municipal heritage site by Council under Heritage Designation Bylaw No. 5468.



2) Railway Precinct

The Railway Precinct is defined by its historic use and is located at the corner of Columbia and Eighth Streets (see Figure 15). The Precinct contains the old CPR station and the old BCER station (Wosk's). The strong focus is on the CPR station which dominates the intersection. The CPR railway and the B.C. Electric Railway were important in establishing New Westminster as a dominant centre in the lower Fraser Valley.

CPR Station [1899] 800 Columbia Street at Eighth

The Canadian Pacific Railway Station was built in 1899 to replace the earlier wooden structure which was destroyed in the 1898 fire. In 1887, a spur line was constructed for passenger and freight service between New Westminster and the main line at Westminster Junction (Port Coquitlam).

The station is constructed of stone and brick and has two storeys. Its exterior facade features red brick with stone detail and a chateau style roof which produces a unique roofline. The wings were added in 1911 by architects Gardiner and Mercer.

During the 1970's, the building was converted to a restaurant called "The Keg". The west wing remained as a freight office up to mid-1980, when it was phased out to enable the restaurant to expand throughout the rest of

the building. The 'Keg at the Station' restaurant incorporates station elements in its interior decor, for example, patrons can be served their meal while seated in the ticket office. The building's historic character is enhanced by its use and its exterior facade is in excellent condition. The CPR Station continues to reflect the City's early importance as a transportation centre.

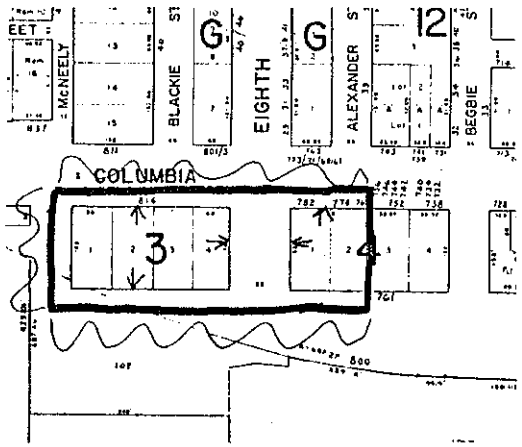


Figure 15: Railway Precinct

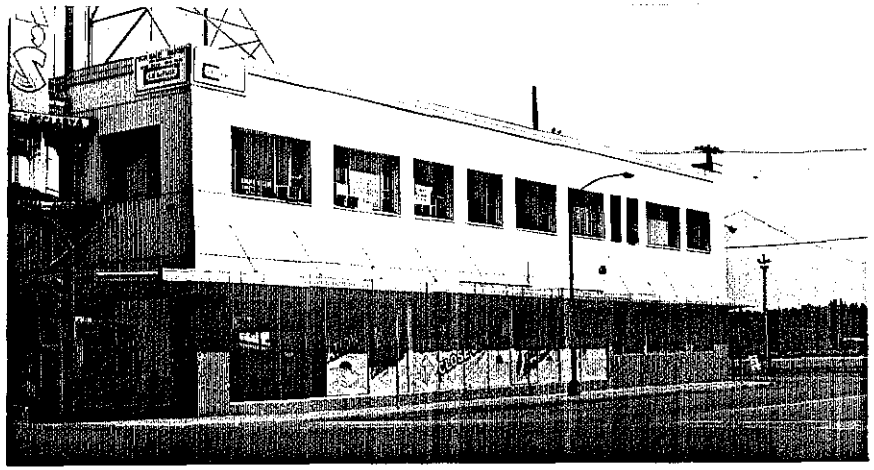


BCER Station [1911; major exterior renovation 1950's]
774 Columbia Street at Eighth

The B.C. Electric Railway Station was built in 1911 by architects Maclure and Fox. Its original use was as a tram station and it represents, historically, the development of commuter transportation and the City's first rail connection to Vancouver.

The 1911 Edwardian Commercial style building was renovated in the 1950's for commercial retail use. Wosk's Furniture Store changed the exterior facade of the concrete and frame building to an International stle, with blue ceramic tiles, white siding and metallic trim. This eliminated much of the historic integrity of the building. In 1985, the Value Village chain assumed ownership of the building and altered the facade to reflect their operation. There is very little evidence remaining in the building that would allow the restoration of the structure back to the Old Tram Station.

RENOVATED
1985-1986



3) Main Street Precinct

Columbia Street is one of the longest 'main streets' in British Columbia, stretching from the CPR Station eastward along the flat land next to the Fraser River. Historically, Columbia was the principal shopping area in the Downtown. Activities along the street continue to be primarily retail and service oriented, including entertainment facilities, such as theatres, restaurants, and nightclubs, as well as several banks, the federal post office, and numerous shops and businesses.

The main Street Heritage Precinct (see Figure 16) is located on flat land and is a part of Columbia Street which features a concentration of turn of the century structures between Begbie and Fourth Street. The eastern end is defined by the change in land use which occurs at Fourth Street. This marks the edge of the traditional downtown shopping activities, reflected in Colonel Moody's original plan.

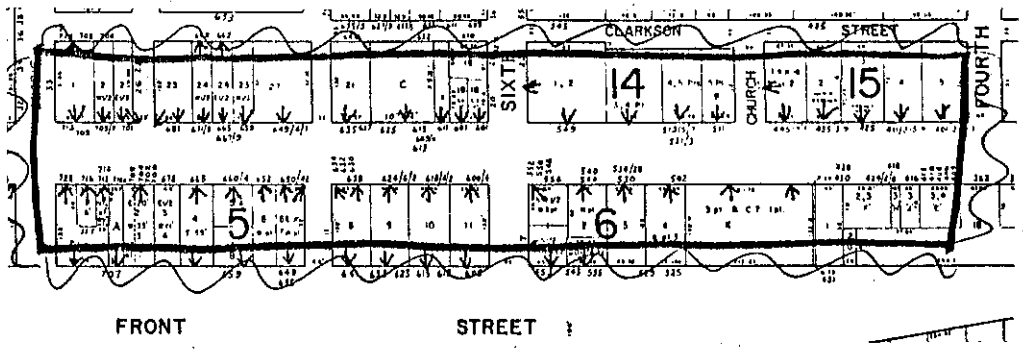


Figure 16: Main Street Precinct

Panoramic views up and down the River are available from the viewpoint at the foot of Fourth Street where Columbia begins to rise and the River to curve.

The character of the Main Street Precinct is primarily due to its buildings and functions which give it the traditional 'main street' flavour. The building heights range from one to eight storeys but most are between two and four storeys. Storefronts are generally fairly narrow. The Precinct maintains a human scale.

The Main Street Precinct contains several significant heritage buildings and other buildings which date back to the early decades of the Twentieth Century.

Columbia Street has been altered several times since the early 1950's. At that time the street was designed for two lanes of traffic with diagonal parking on both sides of the street. Planters trees and lamp standards were placed at intervals in an attempt to make the area more attractive as a place to shop. This revitalization did not reflect the historic character of the streetscape and did nothing for the adjacent heritage buildings. In 1985, the City embarked on the first of a three phase program to revitalize the downtown. The second phase was completed in 1990, which redesigned Columbia Street to four traffic lanes, provided parallel parking and decorative sidewalks. The third phase will proceed in the near future.

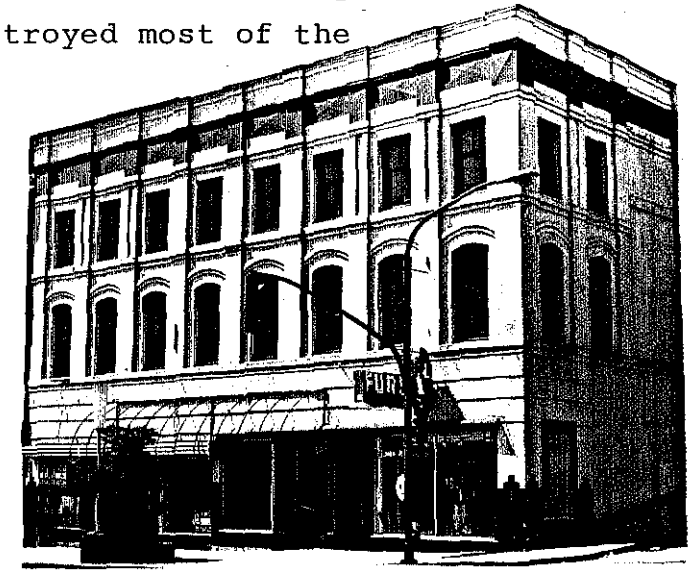
Guichon Block [1887] 401/03/05/07 Columbia Street at Fourth

The Guichon Block was built in 1887 and was originally known as the Queen's Hotel. After the 1898 fire it was purchased by Laurent Guichon and continued as a hotel until 1910 when it was converted to retail and residential use. The Block was designed by architect George W. Grant in the Victorian Italianate style.. It is a three-storey, brick, stone and frame structure later covered with stucco. Its original cornice has been removed and the street level facade covered. The block is structurally sound but needs upgrading. A wide variety of uses are possible without damaging the architectural integrity of the structure.

RENOVATED
1985-6

The Guichon Block is extremely important as a local heritage building because it was one of two buildings to survive the 1898 fire which destroyed most of the Downtown.

The building was repainted and renovated in 1985-86 to accommodate retail at street level and banquet facilities on the upper floors. It is named "The Skyway Centre".



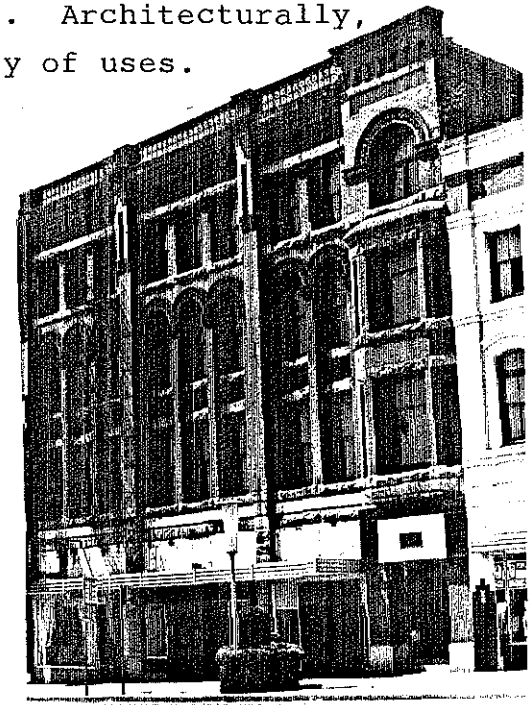
Burr Block [1892] 411/13/15/19 Columbia Street

The Burr Block also survived the 1898 fire and marks the edge of the destruction in the Downtown. It was built in 1892 by architect George W. Grant in the Victorian Romanesque style. The Block is brick and frame construction with four storeys and a basement. Its design features a red brick exterior with terra cotta trim, arched windows, pilasters and an ornamental balustrade. The interior features an atrium with a skylight which extends down three floors to the second floor. The Block is structurally sound but needs upgrading. Alterations have occurred at street level but the upper facade is preserved in good condition. Architecturally, the building is adaptable to a variety of uses.

RENOVATED
1986-1987

The Burr Block was originally owned by W.H. Burr, a teacher turned land speculator but its importance as a heritage structure comes from the face that it survived the 1898 fire.

The building was renovated in 1986 to accommodate the Columbia Station Inn.



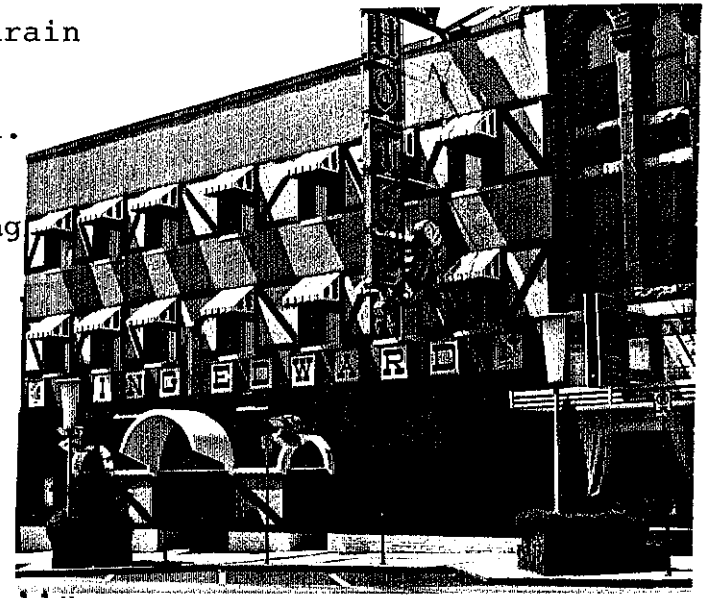
King Edward Hotel [1909] 425 Columbia Street

The King Edward Hotel, originally called Hotel Kings, was built in 1909 with a design by architect E. G. W. Sait. Its architectural style was Edwardian Classical but major exterior facade alterations have obliterated the original design details. The building is constructed of brick and concrete and has three storeys and a basement. The Hotel Kings was built on the 1891 foundations of the Begbie Block which burned in the 1898 fire.

The facade of the building was altered with the addition of stucco and wood siding, which destroyed its architectural integrity and made it incompatible with the character of the adjacent Burr and Guichon Buildings. It was a popular hotel and beer parlour up to 1987, when it was demolished to make way for the new Skytrain Station, which required access to Columbia Street. The hotel operation then moved to the Burr Building as the Columbia Station Inn.

DEMOLISHED

1987



Elks Building [1936] 435/39 Columbia Street

The Elks Building was built in 1936 and designed by architect J. F. Watson in the Art Deco style. It is constructed with reinforced concrete and brick and has two storeys and a basement. The building's interior features a skylight dome on the second floor. The exterior design features pressed and red brick detail with colourful tile mosaics of elks above the entrances at either end of the building.

This building was originally used as the Elks Lodge. The B.P.O. Elks was organized in 1913 in New Westminster. This building is now used as office and retail space and contains a bowling alley in the basement. It is in fairly good condition with alterations only at street level. Presently canopies cover part of the mosaics. The building maintains the human scale of the street scape and the mosaics add visual interest.



Evans B. Dean Block [1910] 445 Columbia Street at Church

The Evans B. Dean Block was built in 1910 for use as office and retail space and as facilities for the Westminster Club. The Block was designed by architect E. G. W. Sait, and completed by E. G. Eage. It is built of brick and timber with two storeys and a basement, the architecture was originally Edwardian Classical style but the exterior facade has been recently stuccoed.

The Block was owned originally by Evans B. Dean who was in real estate. The building is now used as a restaurant, nightclub, and offices.



Army and Navy [1926; major renovation in 1949] 502 Columbia Street on Lytton Square

In 1926 the City market building was constructed on the Lytton Square site. In 1949, T. Eaton and Company built their store on the site, incorporating the 1926 structure. The building is presently occupied by the Army and Navy Department Store. The 1926 structure was designed by architects McCarter and Nairne who also did the Marine Building and Georgia Medical-Dental Building in Vancouver.

The 1949 structure was designed by architect G.B.K. Van Norman in the International style. It is constructed of heavy timber and has four storeys. The exterior design features black tile and a canopy with metallic trim at street level, with the upper facade covered in white panelling. The long, unbroken facade is uncharacteristic of the Main Street Precinct but the building is in very good condition.

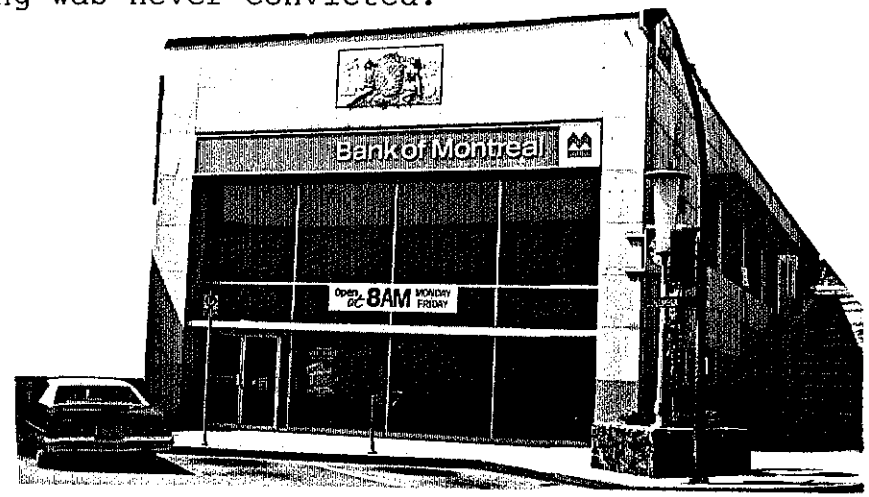
The 1949 store contained the first moving, motorized stair installed in the Fraser Valley area.



Bank of Montreal [1947] 511 Columbia Street at Church

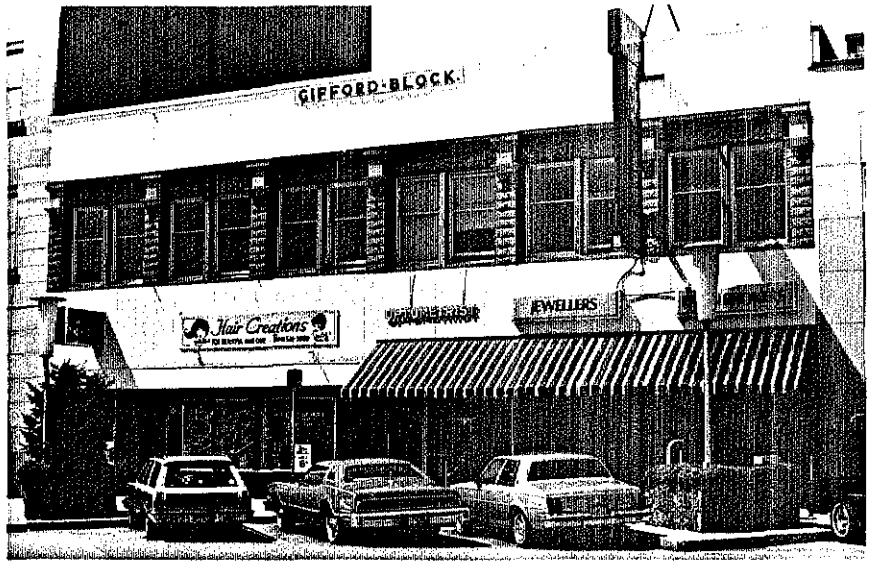
The Bank of Montreal building was constructed in 1947 from concrete with one storey plus mezzanine and basement. The design is of the International style and was done by the architectural firm of Sharp and Thompson, Berwick and Pratt. The exterior facade features concrete block with sculptured murals. The building is still used as a bank and is in very good condition. Its architecture and function are compatible with the Main Street Precinct's character.

The site dates back to the 1899 Bank of Montreal where the manager, G. D. Brymner helped local businessmen in the post-fire recovery. It was also the site of the greatest bank robbery of early North American history which took place on September 14, 1911. More than $250,000 was stolen from the Bank of Montreal's vaults. A small portion of the money and gold was recovered but the robbery gang was never convicted.



Gifford Block [1910] 513/515/521/523 Columbia Street

The Gifford Block, originally known as the Hall-Lavery Block, was built in 1910 by the Concrete Engineering and Construction Company. It is a concrete structure with two storeys. Its architectural style is Edwardian Classical and the upper facade still features window details of tan brick and stone. The remaining upper facade has been stuccoed and painted light blue and the lower facade covered in blue and black tile. These alterations disrupt the building's architectural integrity. The building is in good condition and is used as office and retail space.



RENOVATED
1988-1989

Columbia Cinemas [1927] 530 Columbia Street

The Columbia Cinema was built in 1927 and designed by architects Townley and Matheson. The structure is concrete and frame with two storeys and a basement. The interior features an arched ceiling with carved beams and the exterior has Moorish details on the upper facade. Alteration has occurred at street level but the upper facade details are well-preserved. The scale and architectural detail helps to maintain the dominant character of the street.

The building was originally used as a motion picture theatre. In 1987 the Fraternal Order of Eagles purchased the building for their meetings and activities.

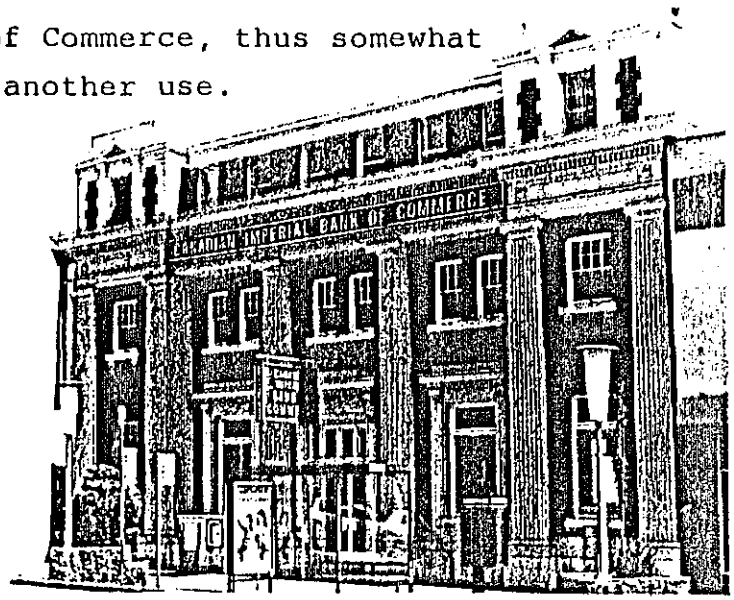
RENOVATED
1987-1988



Canadian Imperial Bank of Commerce [1911] 544 Columbia Street

The Canadian Imperial Bank of Commerce was built in 1911 by architects Darling and Pearson of Toronto. The building is constructed of brick and stone and has three storeys and a basement. With its pilasters, fluted columns, ornamental entablature, and other lavish detail, this building provides an excellent example of the Beaux Arts Classical style of architecture.

The Bank's architecture dominates the character of the area and its scale contributes to the street's continuity. The building is in excellent condition and its facade is very well-preserved. It is still used as a bank and offices and its distinctive architecture is associated with the Bank of Commerce, thus somewhat limiting its adaptability to another use.



Ellis Block [1899] 548 Columbia Street at Sixth

The Ellis Block was built in 1899 by architect J. Gerhard Tiarks of Victoria in the Victorian Italianate style. It is constructed of brick and concrete with two storeys plus basement. Originally, the exterior facade featured three 'bay windows' facing Columbia Street but these have been removed, along with other details. The exterior now features tan pressed brick moldings and entablature with black tile covering the Columbia Street level facade. The removal of the original detail is disruptive to the building's architectural integrity but its scale and fenestration give it continuity with the surrounding buildings. The Ellis Block originally served as the Bank of B.C. and is now used as office and retail space.

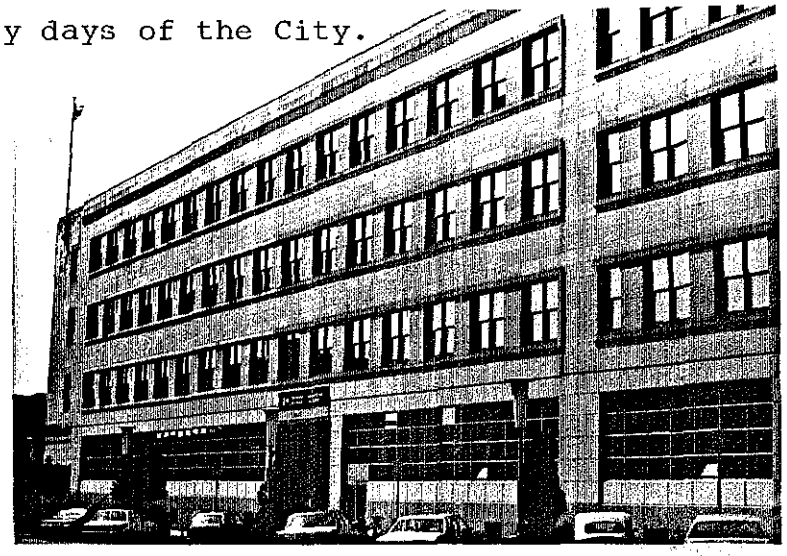
RENOVATED
1986
Roof Only



Federal Government Building [1958] 549 Columbia Street at Sixth

The Federal Government Building was built in 1958 by architect E. A. Gardiner in the International style. It is constructed with reinforced concrete and has a granite exterior facade with multi-paned windows at street level. The large mass and unbroken facade makes the building visually dominant and its use as the main post office makes it a popular destination point within the Main Street Precinct. The building is structurally sound and fairly well maintained.

Historically, the Sixth and Columbia site has had a government use since 1859. It has been the location of the customs house, mint, assay office, library, and now Federal Government offices. It is significant for its representation of the presence of the Federal Government since the early days of the City.



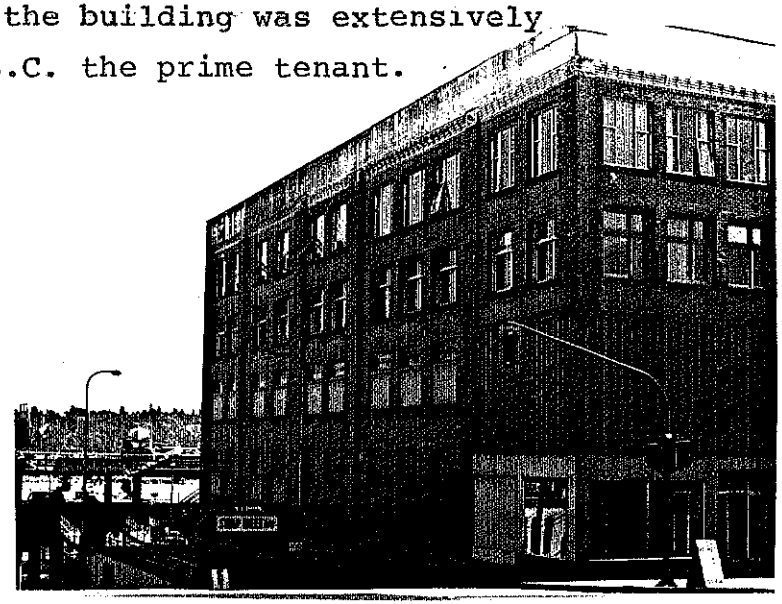
Dominion Trust Block [1907] 600 Columbia Street at Sixth

The Dominion Trust Block was built in 1907. Its Edwardian Classical architecture may have been designed by architect H. S. Griffith who built the Dominion Trust Block in Vancouver and the Cliff Block in New Westminster. The construction is brick and frame with six storeys and a basement. The exterior facade is stone and brick and the street level facade has been covered with panelling. The upper facade maintains the character of the street with its texture, materials, scale and fenestration.

The Block was originally used as office and retail space. It was occupied by the Dominion Hotel in 1913. It was later Spencer's Department Store, and then Zeller's Department Stores. In 1985, the building was extensively renovated with the Bank of B.C. the prime tenant.

RENOVATED

1985-1986



The Ellard Block (1899) 601 Columbia Street

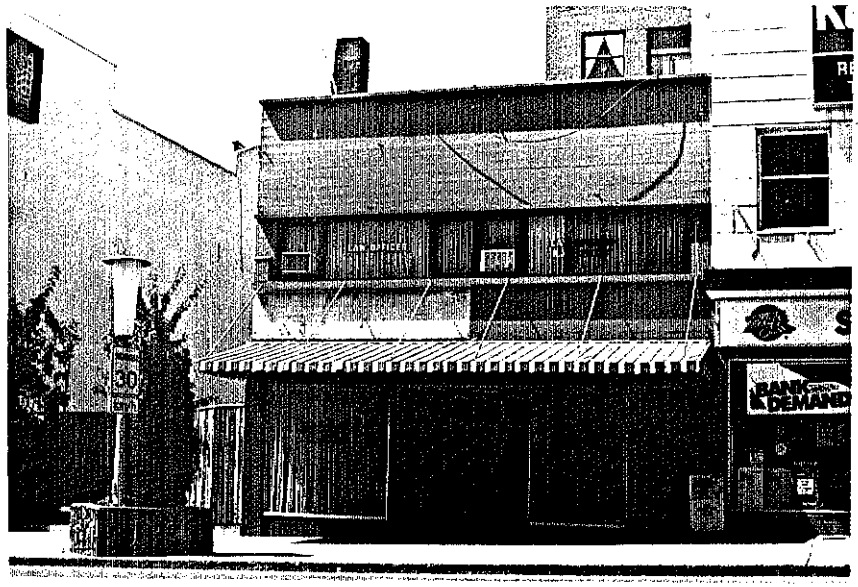
The Ellard Block was built in Victorian Italianate architecture and was probably designed by George W. Grant. It is a two storey frame, stone and brick structure that was altered with tiles on the front facade about 30 or more years ago. Parts of the original ornamental cornice and arched windows were retained on the west facade, but the architectural integrity of the building was greatly damaged. In 1989, the building was extensively renovated and most of the previous alterations were removed. A new front facade and side elevation reflect some of the earlier design elements and are more compatible with the heritage aspects of the building.



RENOVATED
1989

Coulthard-Sutherland Block [1914] 607 Columbia Street

The Coulthard-Sutherland Block was built in 1914 and designed by architect H. S. Griffith. It was once an excellent example of Beaux Arts Classical architecture with its white terra cotta tile face, columns, spindled parapet, and arched window. However, these details have been removed and the Block now presents an uninspiring blue painted pressed brick facade and canopy which are inconsistent with the historic character of the street. The building is appropriate in scale and in good condition. It also contains retail and office uses which complement the functional nature of the Main Street Precinct.



Chess Block [1899] 612/14/18 Columbia Street

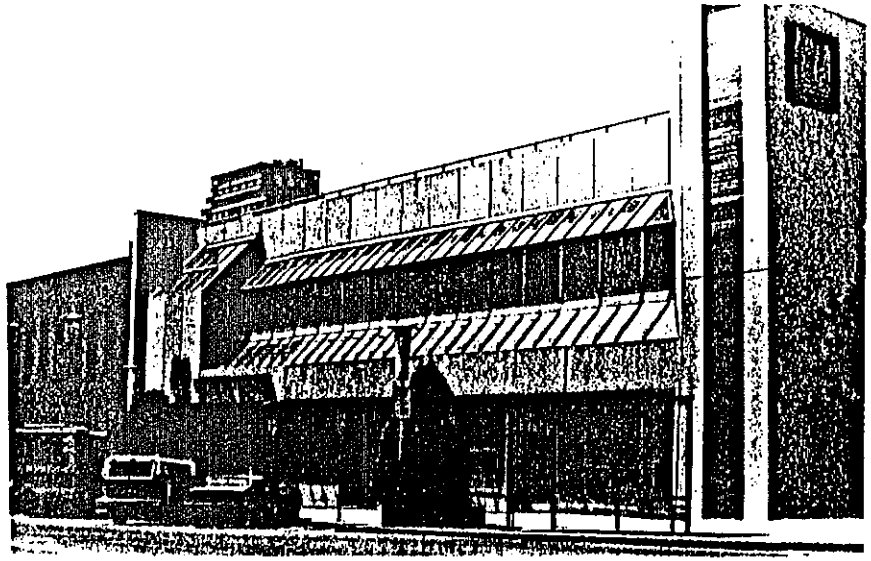
The Chess Block, originally known as the Cunningham Block, was built in 1899 by architect George W. Grant in his favourite VictorianItalianate style. The Block is constructed with brick and concrete and has two storeys plus two basements. Its exterior facade features an ornamental cornice and pilasters which add a vertical element and divide the Block into three distinct storefronts. The street level facade has been covered with siding but the upper part remains intact and well-preserved.

The Block was first owned by James Cunningham of the Cunningham Hardware Company. It is presently used as retail and office space and is in good condition.



Royal Bank [1981] 613 Columbia Street

The Royal Bank is a recent addition to the Main Street Precinct. Built in 1981 by architects Dirassar, James, and Jorgenson, it is a concrete structure with three storeys. The modern design features a strong horizontal emphasis in the bands of concrete and glass, with a vertical element added at the eastern end of the structure. The building serves to maintain the scale, colour and design quality of the Precinct. It is in excellent condition and is used as banking facilities. It is located on the site of the 1899 Brine Block by G. W. Grant and the 1899 Blackie Block by Frederick Bauer.

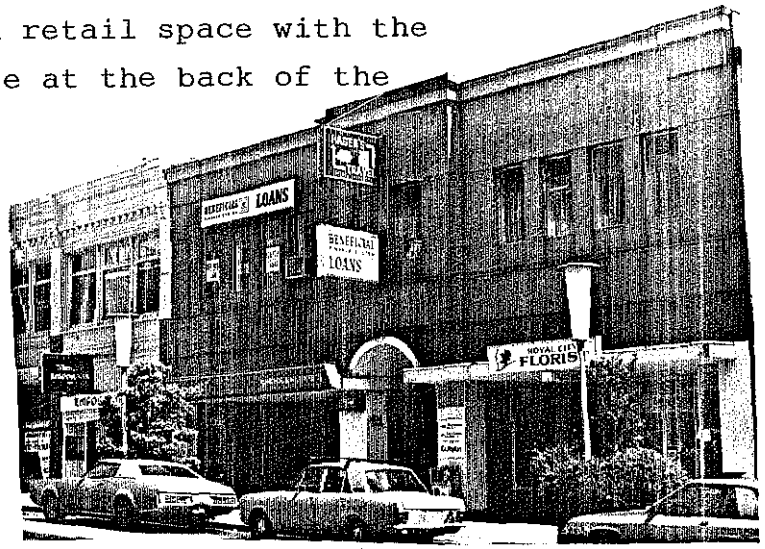


W.O. Hamley Block [1899] 622/24/26 Columbia Street

The W.O. Hamley Block was built in 1899 by architect J. Gerhard Tiarks. Its construction is brick and frame with three storeys and a basement. The Block's Victorian Italianate style features a frontispiece and decorative cornice on the granite exterior facade. An arcade with a skylight was added and provides access to the parkade. The colour, fenestration, style, and scale of the Hamley Block reinforce the character of the Precinct.

The Block was built for Hon. Wymond O. Hamley who was sent to the colonies by the Colonial Secretary to act as Collector of Customs. Hamley also served as a Member of the Legislative Assembly of British Columbia.

The Block was built as office and retail space and originally contained a saloon and bowling alley. It is currently used as office and retail space with the arcade providing access to space at the back of the building.



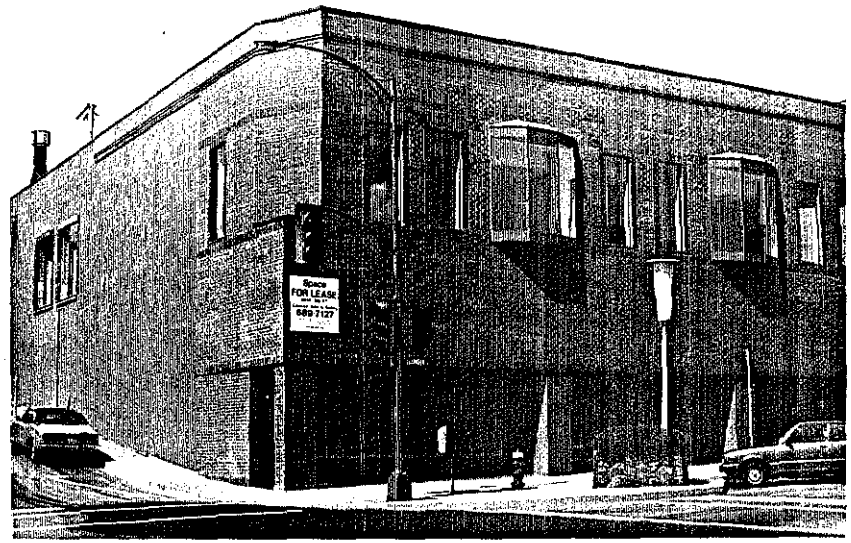
E. L. Lewis Block [1904] 630 Columbia Street at McKenzie

The E. L. Lewis Block was built in 1904 in the Victorian Italianate style. It is brick and frame construction with two storeys plus basement. The Block's exterior features a corner facade, ornamental cornice and entablature, and pillasters which emphasize the entrances. The street level facade is well-preserved. The Lewis Block reinforces the character of the Precinct through its scale and architectural detail. The corner entrance and facade help the Block to relate with the other buildings at the corner. The building is in good condition and is used as retail and office space.



Collister Block [1901] 635 Columbia Street at Mckenzie

The Collister Block was originally known as the Holmes Block. It was built in 1901 by architect Frederick J. Bauer in the Victorian Italianate style. The Block is constructed of brick and stone and has two storeys and a basement. In 1982, the facade was replaced changing only a few details of the original design. The exterior is red brick with darker trim at the windows and cornice line. It also features red-trimmed modern 'bay windows'. It is interesting to compare the new appearance with a 1901 photo of the Block and note how only a few changes can alter a building's character. The Block now appears more massive than it really is due to its unbroken facade. The structure is in very good condition and is used as government offices.



Dupont Block [1899] 642 Columbia Street at McKenzie

The Dupont Block was built in 1899 by architect George W. Grant in the Victorian Italianate style. Its construction is concrete, brick, and stone with three storeys and a basement. The exterior design features a corner facade and arched windows. The side and rear facades feature an ornamental cornice and half-moon windows. The style, colour, scale, and fenestration maintain the character of the Main Street Precinct and the corner facade helps to relate the Block to the buildings opposite. The Dupont Block has been altered at street level. Some of the original detail can be seen in the upper, side and rear facades. The building was renovated in 1986 and 1990, resulting in the removal of the street front additions that were incompatible to the building. The building is now used for office and retail uses.

RENOVATED
1986 & 1989



Paramount Theatre [1902] 652 Columbia Street

The Paramount Theatre was built in 1902 as part of the Dupont Block. It was redeveloped as the Edison Theatre in 1910. The brick and frame, one storey structure retains its original upper facade but is in poor condition. It was built as a vaudeville threatre and operated as a movie theatre until late 1982. In 1988, the interior was altered to permit the operation of a nightclub for young adults. The success of this operation was limited and other uses are being considered.

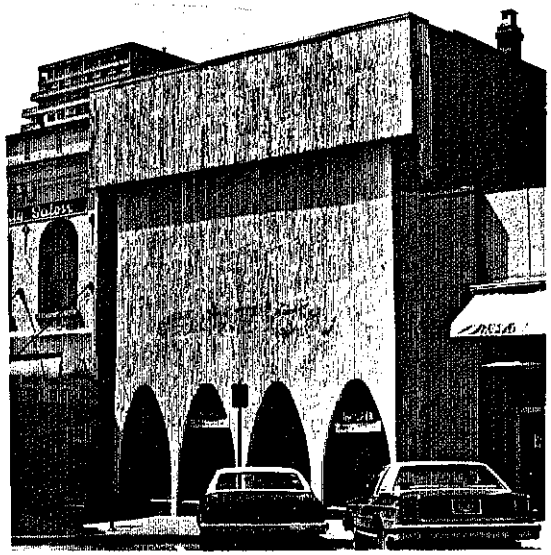


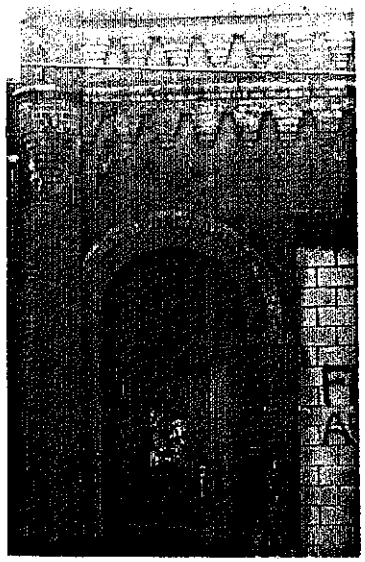
RENOVATED
1988

David S. Curtis Block [1899] 659 Columbia Street

The David S. Curtis Block was built in 1899 by architect George W. Grant. The architectural style was originally Victorian Italianate and, although the front has been altered and covered in stucco, the rear facade reveals the Romanesque details, such as the ornamental cornice and arched doorway. The structure is brick and concrete with two storeys and is used as retail space. The front facade is inconsistent with both the building's character and the character of the Precinct.

The Curtis Block was built for D. S. Curtis, druggist, and was used as offices, shops, and the Knights of Pythias Hall.



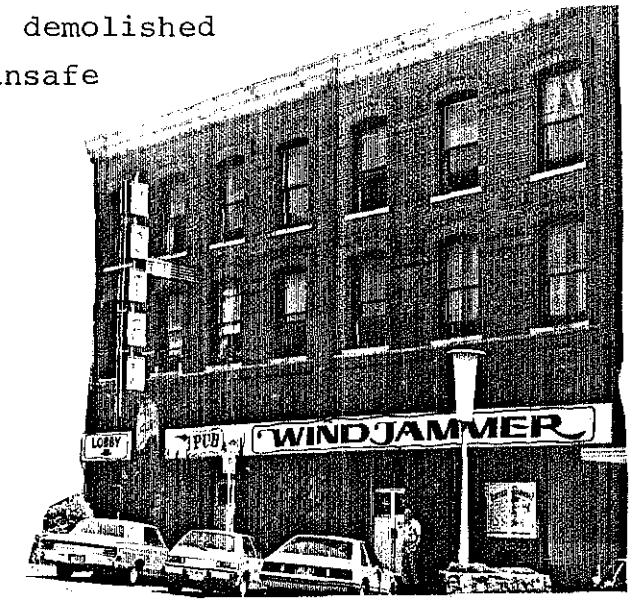


Windjammer Hotel [1899; addition 1913] 660 Columbia Street

The Windjammer, originally the Holbrook Hotel, was built in 1899 by architect George W. Grant in the Victorian Italianate style. An addition to the rear was built in 1913 by architects Gardiner and Mercer.

The street level facade has been covered with stone chips but the upper facade retains the original red brick, arched windows, and stone moldings. The cornice has been removed. The street level alterations lack continuity with the historic architecture of the building but the upper facade maintains the character of the Precinct.

The building is still used as a hotel and beer parlour. The rear addition was demolished several years ago because of unsafe conditions. The main building is in good condition.



Benjamin Young Block [1899; 1911 rear addition]
665/67/69 Columbia Street

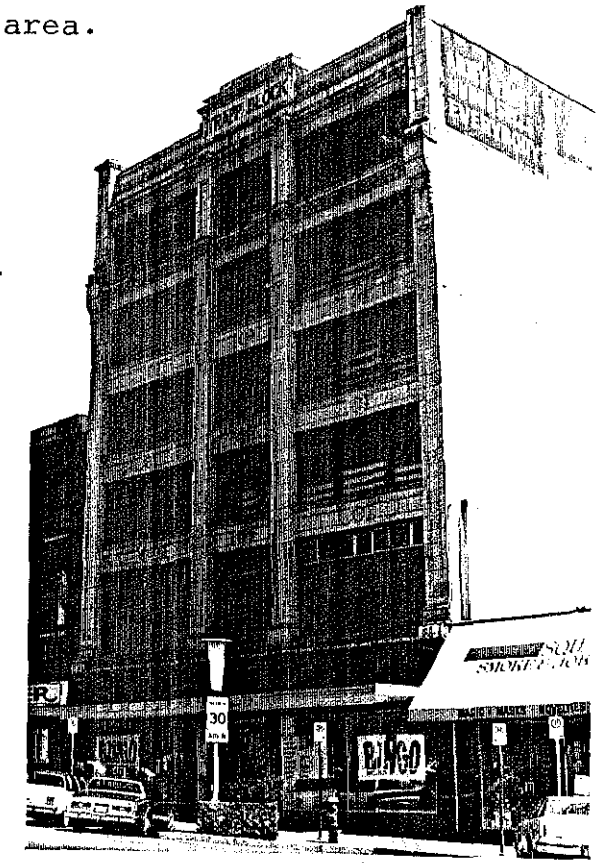
The Benjamin Young Block was built in 1899 by architect George W. Grant. Its Victorian Italianate architecture features an upper facade with details including ornamental cornice and entablature, and arched windows. The Block is concrete and frame construction with two storeys plus basement. In 1911, a rear addition was built to house a vaudeville theatre (the Royal Theatre). The addition fronted on Clarkson Street and was designed by architects Gardiner and Mercer. The Young Block is in fair condition and is used as retail, studio, and residential space. The upper facade is fairly well-preserved and helps to reinforce the historic character of the street.



Trapp Block [1912] 668 Columbia Street

The Trapp Block was built in 1912 by architects Gardiner, Mercer, and Gardiner. It is a brick and frame structure with seven storeys. An elevator shaft runs the height of the building. The Beaux Arts Classical style of its architecture features lavish details on the cornice, pillasters, entablature, balustrade, and window moldings. The size and amount of detail contribute to the visual dominance of the Trapp Block and establish the character of the surrounding area.

The Block was originally occupied by T.J. Trapp's hardware store and the by the Army and Navy store until the early 1980's. A variety of tenants have occupied the building to the present. The interior requires much upgrading; the street level facade remains to be either restored or upgraded to complement the adjacent buildings.



James C. Armstrong Block [1899] 671/75 Columbia Street

The Armstrong Block was built in 1899 by architect George W. Grant. The architectural style was originally Victorian Italianate but the detail on the exterior has been stuccoed over. The building's facade now contributes nothing to the appearance of the streetscape but its two storey structure reinforces the human scale.



S.S. Kresge Co. [1899] 681 Columbia Street at Lorne

The Kresge's building was built in 1899 by architect George W. Grant. It is a brick and concrete structure with two storeys plus a mezzanine and basement. The building's Victorian Italianate style architecture features an ornate contrasting colour cornice and a corner facade.

T.J. Trapp was the original owner of this striking building. He used it as a general mercantile store. It later became Kresge's department store. In 1988 a fire completely destroyed the building. The structure was demolished by new owners in May 1990 so that a new building could be constructed in 1991.



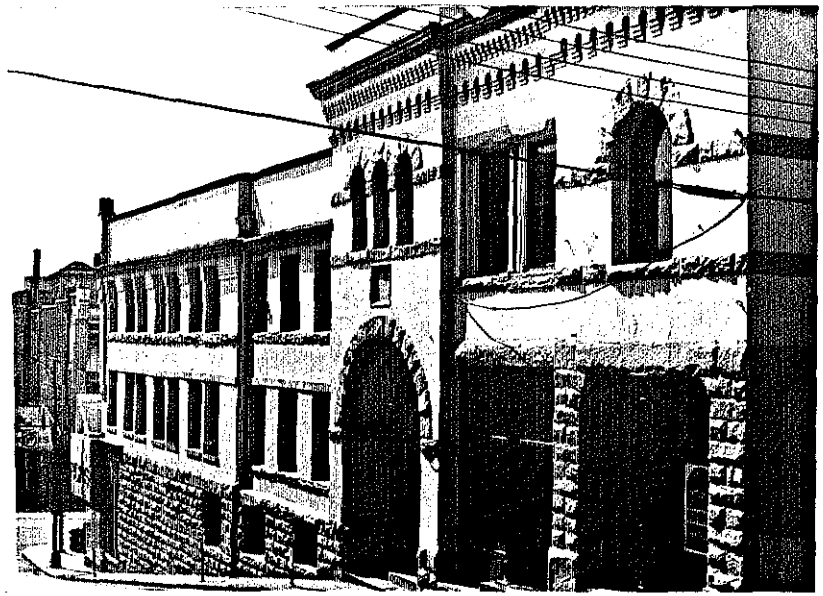
DEMOLISHED
1990

Hart Building [1899] 701 Columbia Street at Lorne

The Hart Building, originally the Masonic Block, was built in 1899 by architect George W. Grant. It provides an excellent example of the Victorian Romanesque style which Grant used in his post-fire buildings. The building is a brick and stone structure with three storeys. The exterior facade features a corner facade

and lavish detail including pillasters, entablature, contrast trim, arched windows and entrances, and extensive rusticated stone moldings and trim. The street level facade at Columbia has been covered by siding but the upper, side and rear facades are very well-preserved.

The building was originally used by the Masonic Lodge as a temple and was subsequently purchased by F. J. Hart, a real estate and insurance agent. The Hart Building is connected at the second storey with the Adams Block to the west. The owners of the building plan to renovate the building during 1991 to bring back much of the original design and detail.



Adams Block [1899] 705/07 Columbia Street

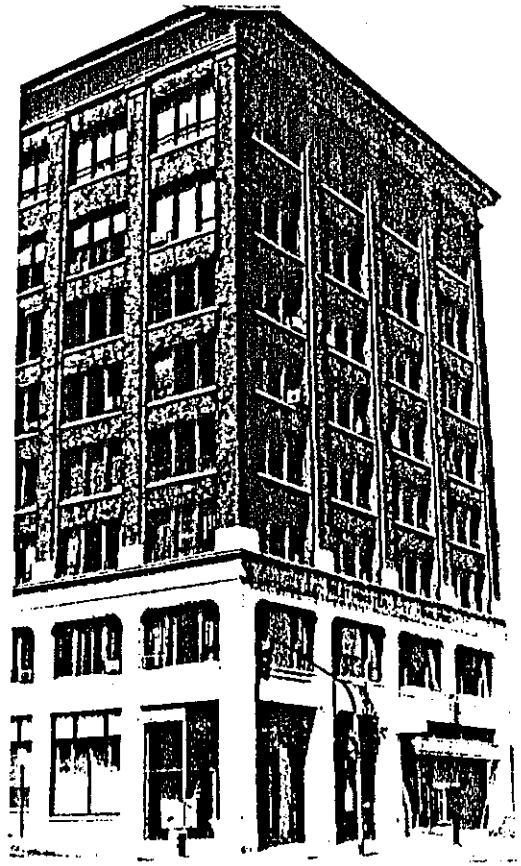
The Adams Block was originally the Oddfellows Hall until purchased by George Adams, grocer. The Block was built in 1899 by architect George W. Grant. The Oddfellows Hall and Masonic Block were on these sites in 1892 and rebuilt after the 1898 fire. The two blocks are consolidated on the second floor.

The Adams Block is a Victorian Romanesque style building, constructed of brick and stone with two storeys. The original street level facade has been covered at Columbia but the upper and rear facades sport decorative cornices and arched windows. The upper facade is in excellent condition and helps to establish the historic character of the Main Street Precinct. The building is used as office and retail space.



Westminster Trust Building [1912] 713 Columbia Street at Begbie

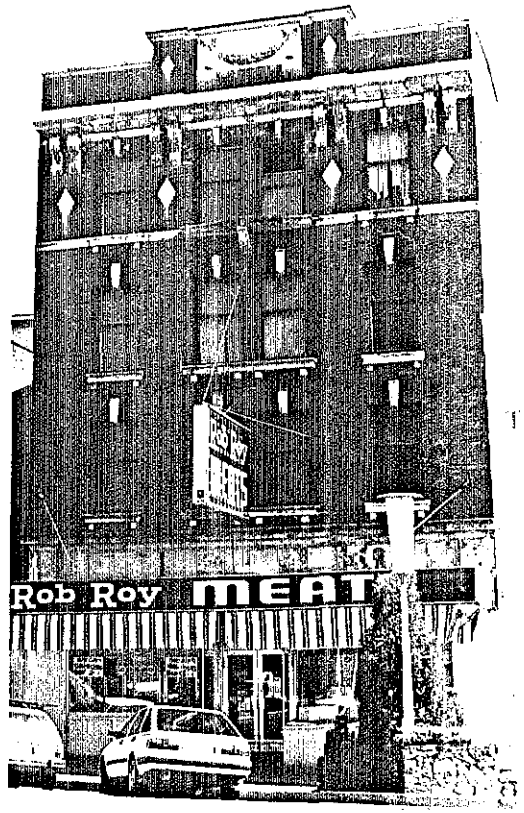
The Westminster Trust Building is very important historically because it was the City's first skyscraper. Its towering eight storeys were built on a steel frame in 1912 and designed by architects Gardiner and Mercer. The Trust Building provides an excellent example of Beaux Arts Classical architecture. The exterior features red brick with white terra cotta trim. The interior has granite floors and a lightwell. The corner site and the building's height contribute to its dominance in the Precinct. It also helps to establish the Begbie St. edge.



The building was originally owned by the Westminster Trust and Safe Deposit Company, but is now a strata titled building. The Westminster Club is located on the top floor of this well-preserved building. The building is in good condition and maintains a high occupancy rate. The ground street level floor will be renovated in 1991 by the bank owners.

Rob Roy Meats [1899; 1913 addition] 716 Columbia Street

The Rob Roy Meats building was built in 1899 by architect Frederick Bauer and occupied by the Occidental Hotel. In 1913, the Commercial Hotel took over and an addition was built by architects Gardiner and Mercer. The structure is brick and concrete with four storeys plus basement. The Beaux Arts Classical architecture features a red brick exterior with terra cotta ornamental detail. The street level facade has been altered, however the upper storeys still retain some distinct architectural details. In 1987, the building was renovated and repaired because of damage from fire and water. Additional improvements of the street level will enhance the whole historic building.



RENOVATED
1987

Bank of Nova Scotia [1938] 728 Columbia Street at Begbie

The Bank of Nova Scotia building was built in 1938 by architect Murray Brown. It is a concrete and brick structure with one storey plus mezzanine and basement. The International style architecture features high ceilings in the interior and details such as fluted columns, molded medallions, murals, entablature, and multi-paned windows on the exterior.

The site of the bank dates to 1919. A 1958 renovation doubled the floor space in the 1938 building and it was renovated again in 1983. The building is in excellent condition and its present use is compatible with the nature of the Main Street Precinct. The building's architecture also helps to maintain continuity in the streetscape through its scale and richness in detail.



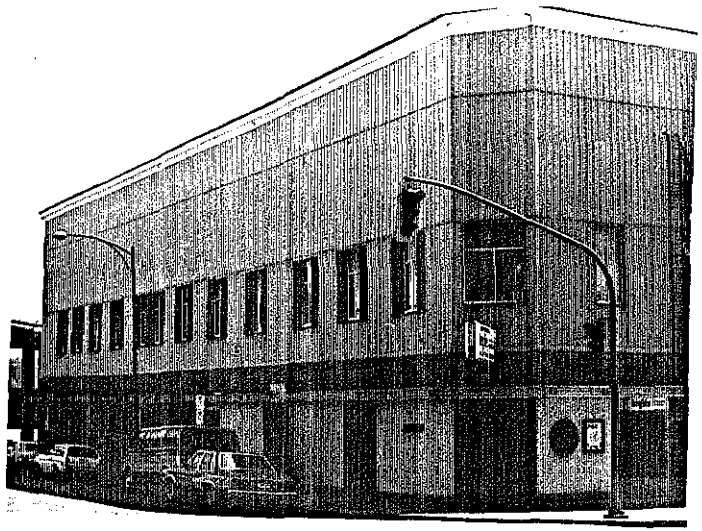
BUILDINGS AT THE FRINGE

There are several buildings adjacent to the Main Street Precinct which relate indirectly because of their location at the 'fringe' of the defined area.

Windsor Hotel [1899; 1907 addition] 738 Columbia Street at Begbie

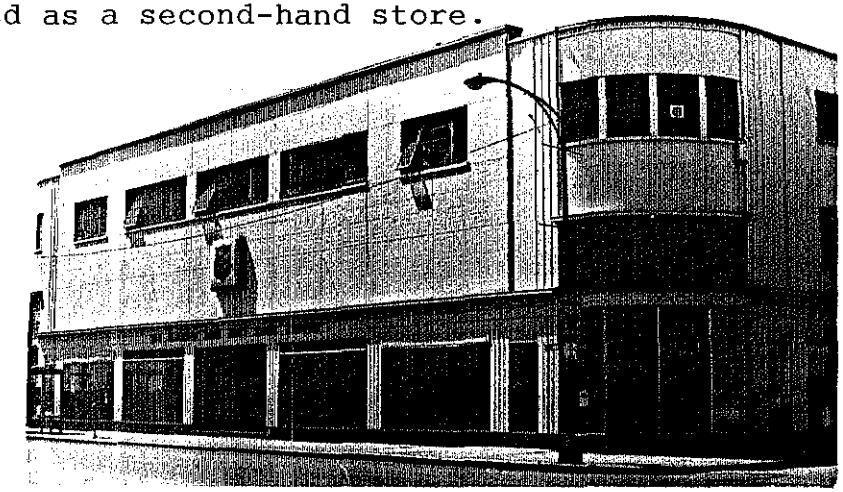
The Windsor Hotel was built in 1899 by architect Emil Guenther. The architecture was originally Victorian Italianate but the wooden, three storey structure has been completely encased in siding. The building is used as hotel and retail space and a variety of uses are possible. Two floors are presently in use and are in good condition.

The scale of the Windsor is consistent with the Main Street Precinct and the corner facade could provide a link to the Begbie Street edge but any architectural or historical contribution is hidden underneath the siding.



Salvation Army [1939] 811 Columbia Street at Blackie

The Salvation Army block was built in 1939 by architects McCarter and Nairne who also designed the Marine Building and the Georgia Medical-Dental Building in Vancouver. The three storey block is a very good example of the Art Deco style featuring rounded corners and a streamlined appearance. The building is in good condition and is used as a second-hand store.

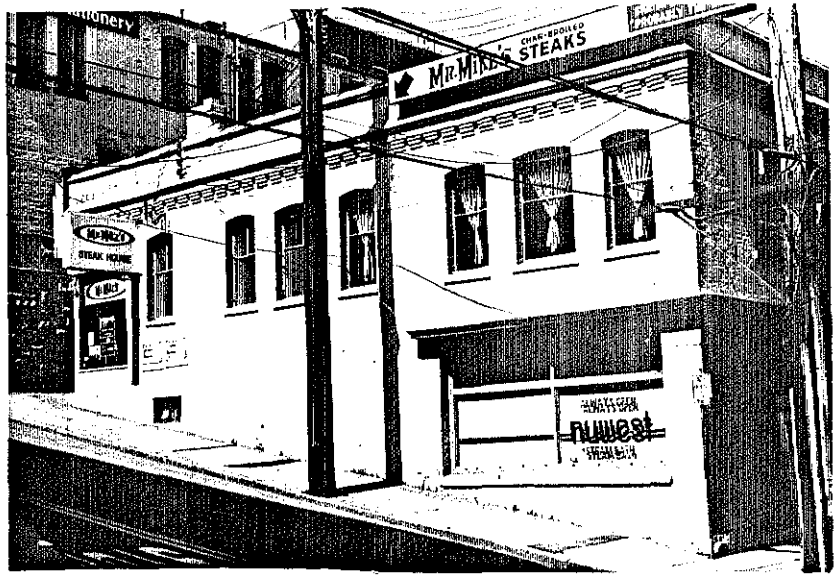


Malins Block [1911] 535 Front Street

The Malins Block is located behind the Bank of Commerce and was built in 1911 by architects Gardiner, Mercer, and Gardiner. The brick, two storey structure is Edwardian Classical in appearance featuring a red brick exterior with decorative entablature. The building is in fair condition and is used as a cabaret and retail space.

Ellis Block [1899] 553 Front Street; 7 Sixth Street

The Ellis Block on Front Street was built in 1899 in conjunction with the Ellis Block at 548 Columbia Street. The architect was J. Gerhard Tiarks of Victoria and the building's style is Victorian Italianate. The two storey structure is brick, concrete, and stone with a painted brick exterior featuring a decorative cornice and window details. The building is presently used as a restaurant and bath house and is in fair condition.



4) Sixth and Clarkson Precinct

The intersection of Sixth Street and Clarkson is singled out as a heritage precinct because it marks a cluster of turn of the century buildings. These buildings are tied together because of their age and architectural styles but also because of their aspect. The buildings all relate their facades to the intersection of Sixth and Clarkson (see Figure 17). Also included in this precinct are several 'fringe' buildings which relate to the buildings in the Precinct but not to the street corner itself. These buildings are the Old B.C. Telephone Building (1908; 1912 addition), the Columbian Newspaper Building (1913) and the Murchie Block (1899). In late 1986, B.C. Transit demolished these three buildings to accommodate the rapid transit (ALRT) corridor line along Clarkson Street.

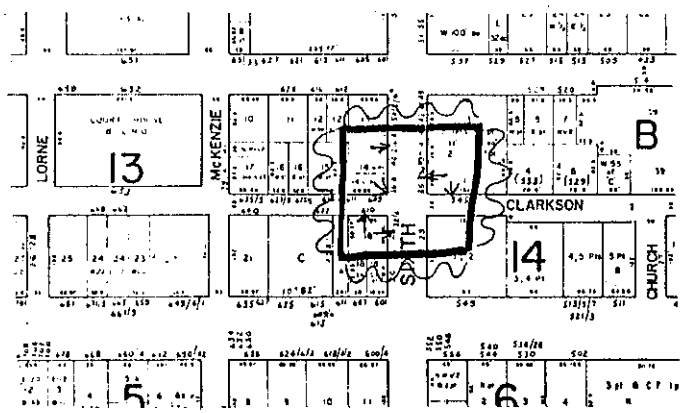
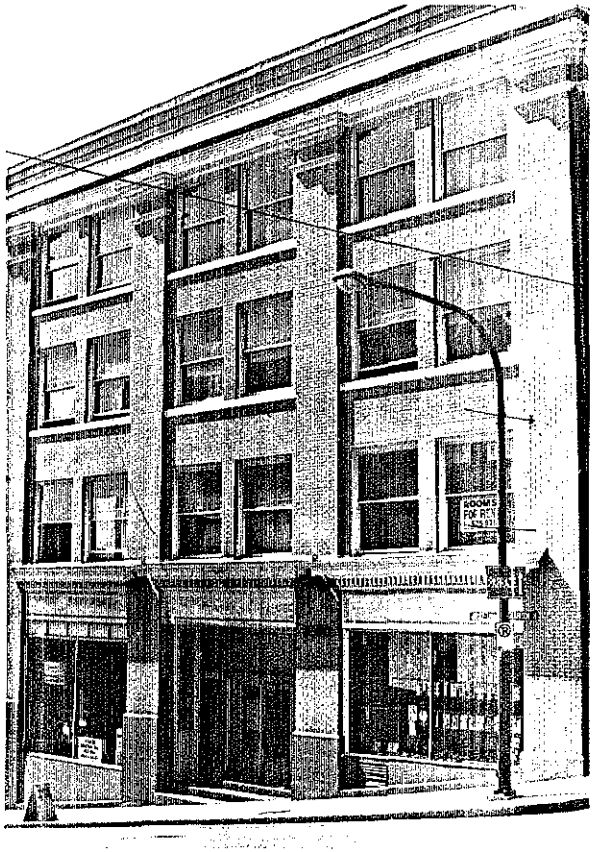


Figure 17: Sixth and Clarkson Precinct

Cliff Block [1910] 28 Sixth Street at Clarkson

The Cliff Block was built in 1910 by architect H. S. Griffith in the Edwardian Classical style. It is a brick and stone structure with four storeys plus basement. The tan brick exterior facade has suffered only minor alteration at street level and many of its original details remain, such as the stone cornice and entablature and the pillasters which add a vertical element to help reduce the buildings appearance of massiveness.

The Cliff Block has storefronts on both Sixth Street and Clarkson. It is in good condition and is used as retail and residential space. The architecture of the block helps establish the dominant character at the corner in the Sixth and Clarkson Precinct.

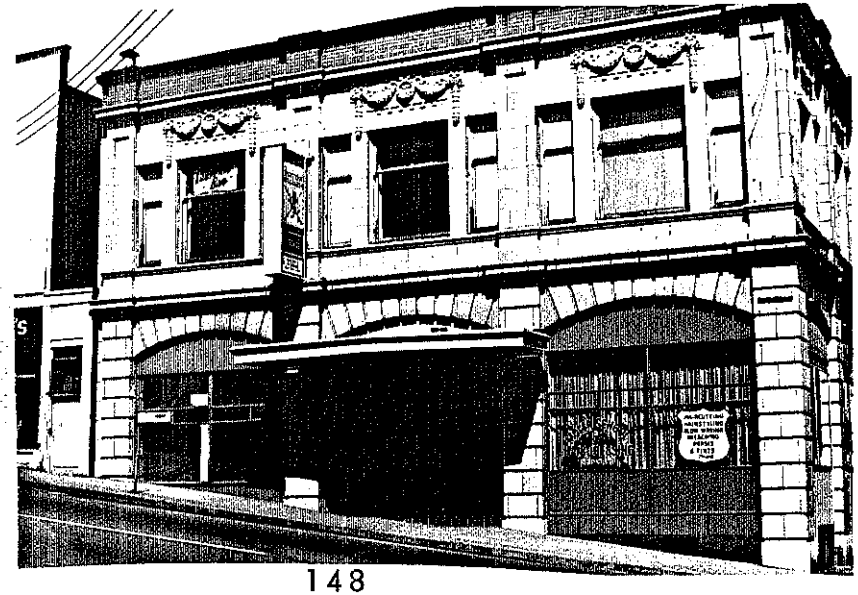


Columbian Newspaper Building [1913] 35 Sixth Street at Clarkson

The Columbian Newspaper Building was built in 1913 to house the Columbian Newspaper plant and offices. The Columbian began publication in March 1860 and was the first newspaper on the B.C. mainland. John Robson, who became the ninth premier of B.C., was the editor. Publication of the Columbian ceased in 1982.

The Columbian Building has two storeys and a basement and its exterior features a white terra cotta tile facade with lavish detail, including pilasters, arched windows, and intricately carved garlands. It is an excellent example of the Beaux Arts Classical style of architecture. The Columbian Building has entrances off both Sixth Street and Clarkson which relate it to the intersection and the buildings opposite. It was demolished in late 1986.

DEMOLISHED
1986
(For ALRT)



Murchie Block [1899] 36 Sixth Street at Clarkson

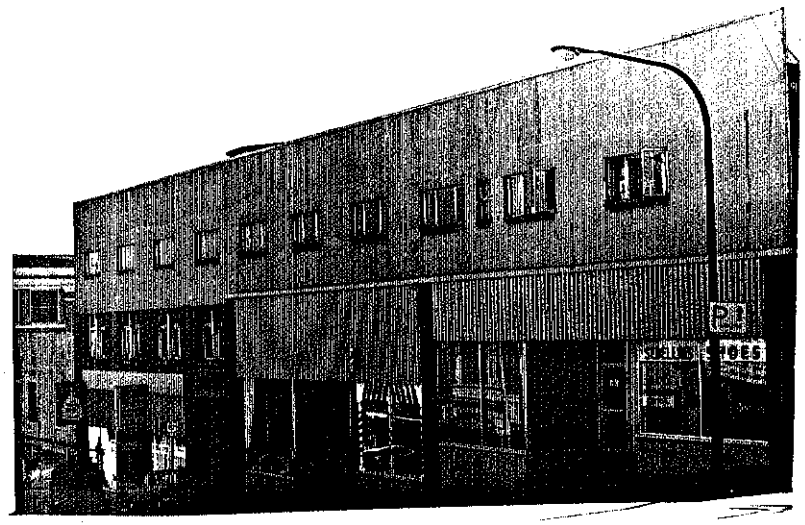
The Murchie Block was built in 1899 by builder Robert Buckland. It was owned by David Murchie and operated as an undertaking establishment. The two storey, Victorian Italianate style structure is built on a concrete block foundation and its design features a corner facade and entrance which emphasizes the intersection's importance as the focus of the Precinct. The upper exterior facade has been stuccoed over but at street level the rusticated concrete has remained to reveal the Block's original character. The building is in fair condition and is presently used as residential space and the 'Minuet Cafe'. B.C. Transit demolished the building in 1986.



DEMOLISHED
1986
(For ALRT)

A. W. McLeod Block [1913] 50 Sixth Street

The A. W. McLeod Block was built in 1913 by architects Gardiner and Mercer. Its original style was probably Edwardian Commercial because the Carnarvon Street upper facade shows some characteristic pressed brick window details. The street level facades have been covered with siding and the upper Sixth Street facade with stucco. Because of this covering of the architectural detail, the McLeod Block in its present condition does not contribute to the historic continuity. The building is, however, in good condition and is used as retail and residential space.



Seaman's Institute [1929] 533 Clarkson Street

The Seaman's Institute or Westamp Building was built in 1929 by architect J. B. Whitburn. The two storey structure has a stuccoed concrete exterior with a Spanish Colonial style tiled roof and ornamental baustrade. It is presently used by a rubber stamp company and the building is in fairly good condition. Because of its location on Clarkson behind the Post Office in what is essentially a back alley, the Westamp Building is isolated from the historic character of the Sixth and Clarkson corner.

B.C Transit demolished this building in late 1986 to build the ALRT line along Clarkson Street.



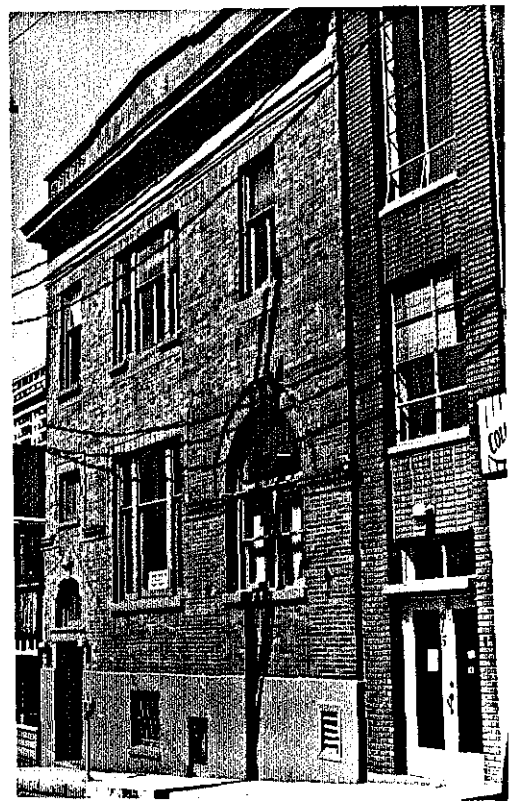
DEMOLISHED
1986
(For ALRT)

Old B.C. Telephone Building [1908; 1912 addition]
615 Clarkson Street

The old B.C. Telephone Building was built in 1908. In 1912, an addition was constructed and in 1930, the main facade was altered by architects McCarter and Nairne. Before the 1930 facade alteration, the building was Late Victorian Romanesque with arched windows and a peaked roofline. The 1930 alteration resulted in the present Art Deco facade which changed the roofline but retains the arched windows of the original design.

It is a two storey brick structure which is in fair to poor condition and is currently vacant. The B.C. Telephone Company occupied the building until 1956 and it was later used in conjunction with the Old Courthouse. The building helps to reinforce the historic character of the Murchie Block but is only indirectly related to the Sixth and Clarkson Precinct. B.C Transit demolished the building in late 1986.

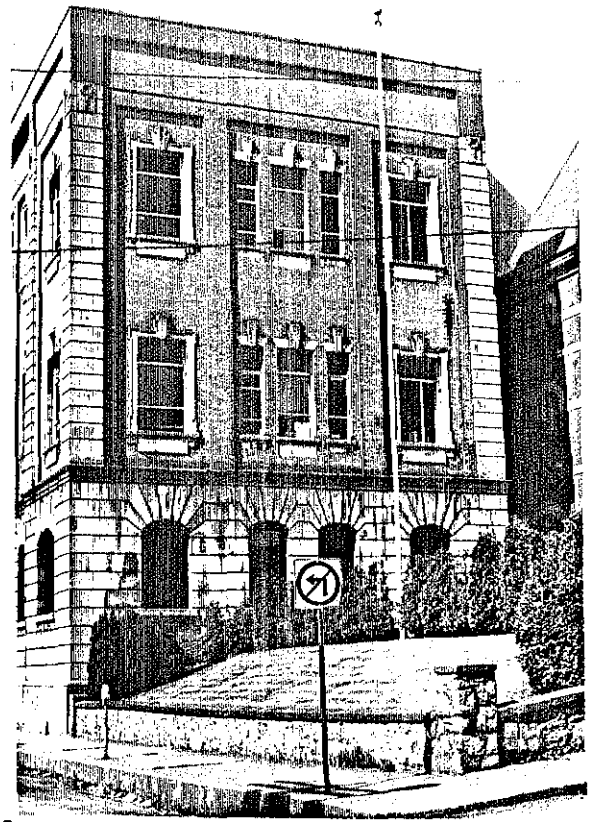
DEMOLISHED
1986
(For ALRT)



Courthouse Addition [1915] 653 Clarkson Street at McKenzie

The Courthouse Addition was completed in 1915 by architects Gardiner and Mercer. It is a brick and stone structure with three storeys. Its Beaux Arts Classical architecture features a tan coloured brick and stone exterior with arched windows and decorative moldings. The block was built as an addition to the front of the Courthouse but no attempt was made to integrate the design with the original structure or character of the area. The Courthouse addition was demolished by B.C. Transit in 1986 to construct the ALRT facility.

DEMOLISHED
1986
(For ALRT)



5) Church Precinct

The Church Precinct marks the location of Holy Trinity Cathedral. It is defined by the Church site and grounds and includes Church Street and the gully which runs between the Church and Fourth Street (see Figure 18). The importance of the Church Precinct lies in its history.

The church site dates back to the early days of New Westminster. The Anglican congregation was the first branch of the English 'home church' to establish itself in the City and it built the first Anglican Church. There was some dispute over the site in 1860 when the Reverend John Sheepshanks asked Governor Douglas for a grant of crown land. Sheepshanks had chosen two preferred sites -- 'Market Square' (present site of Old Courthouse) or a portion of the 'Victoria Gardens' park reserve. Colonel Moody recommended the Market Square site but Douglas favoured Victoria Gardens and promised Sheepshanks a grant for that site. The granting of this site was highly criticized because Victoria Gardens had been set aside for use as a public park and the grant was seen as favourtism to Douglas' home church.

The first Holy Trinity Cathedral building was erected in May, 1860 and a pathway was constructed up from the

main thoroughfare to the Church Lot. The 1860 building was designed by the architectural firm of Manson and White and was built by public subscriptions and donations. It was the first Anglican church to be built in this manner in B.C. In November, 1860, the site was finally granted and the Title Deed issued.

The 1860 building burned in 1865 and was rebuilt with a design by architect Hermann Tiedmann of Victoria. The 1865 building was burned in the great fire of 1898 which destroyed most of the buildings in the Downtown.

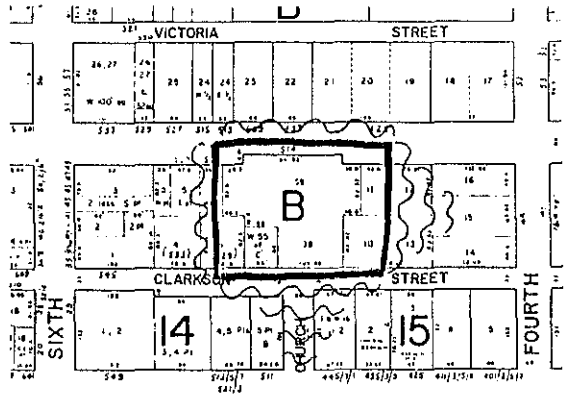
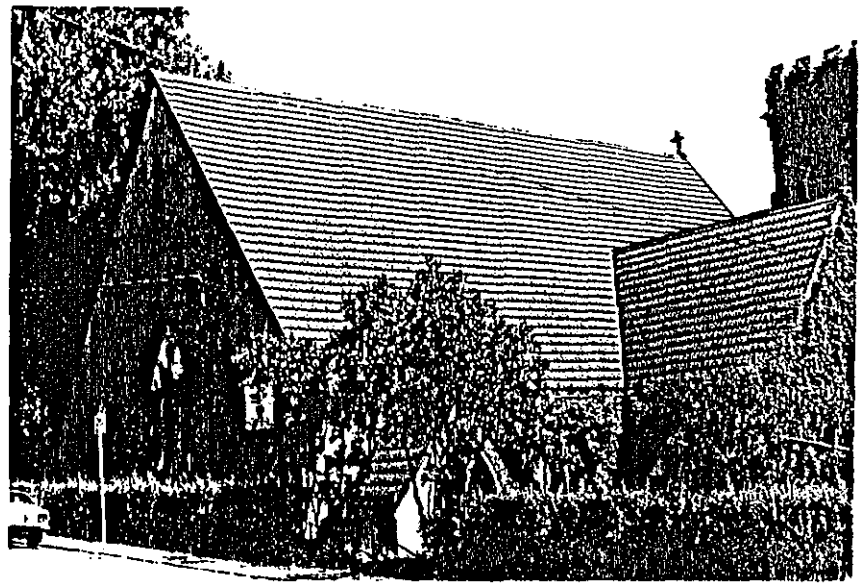


Figure 18: Church Precinct

Holy Trinity Cathedral [1899] 514 Carnarvon Street at Fourth

The present Holy Trinity Cathedral building was constructed in 1899 and designed by architect George W. Grant. The one storey, concrete structure was built over the stone of the earlier 1867 church which burned in 1898. The tower was rebuilt in 1910. The Victorian Gothic architecture was styled after St. Paul's in London and features steep pitched roof, rusticated concrete, gables, and a corner tower. The altar windows were designed in 1899 by James Bloomfield of Henry Bloomfield and Sons of New Westminster. The chapel windows were done in 1961 by McCausland of Toronto.





6) Old Market-Precinct

New Westminster's original City Market was built in 1892 and was located on the waterfront opposite Lytton Square (see Figure 19). The Market served as the major centre of trade for all the farmers of the lower Fraser Valley.

After the 1898 Fire, the Market was rebuilt on the same site. In 1925 another fire destroyed the building, so the Market moved to the north across Front Street to Lytton Square. In 1947, the Market was moved again to a site near Eleventh and Columbia Streets, where it operated for nearly forty years. After interest and business declined in 1986, the City closed the Market and demolished the Market buildings, hoping to redevelop the site. This site became part of the present shopping centre called Columbia Square.

The original waterfront Market Precinct was the location of the original market site of 1892. It is a significant heritage location and area because of its historical association with the City's early days as a trade centre for the Fraser Valley.

In 1983, the First Capital City Development Company wished to encourage interest in the waterfront area and attract tourists to a unique shopping area. They decided to create a public market facility on the original market site by converting one of the existing warehouse buildings into a public market. To increase tourism, the Samson V Museum was located next to the market area along the Fraser River shoreline. These activities continued here until 1986, when the Westminster Quay Public Market was constructed at the foot of Eighth Street. The Samson V Museum was also relocated next to the Quay Market at about the same time.

Today, the Old Market Precinct is part of a waterfront redevelopment project, which will involve several high rise residential apartment buildings along the waterfront. This residential complex will occupy some five blocks of area between Front Street and the Fraser River waterfront, when fully completed.

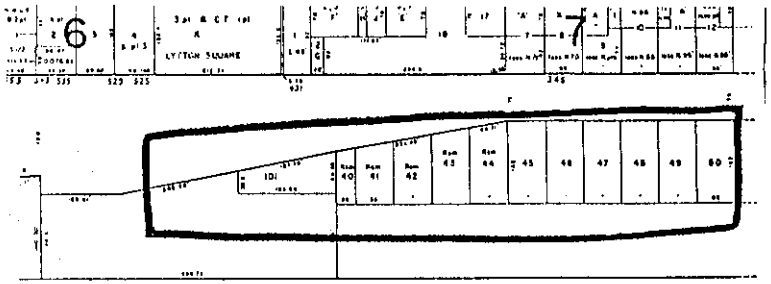


Figure 19: Old Market Precinct

Fraser River Market (1983) Front Street at the Fraser River

The Fraser River Market was opened in 1983 by the First Capital City Development Corporation on the original site of the 1892 City Market. The new public market was an interim facility, being located in an existing warehouse building, between the railroad and the Fraser River. Local business people were leased stalls within the building to sell their goods and services to the tourists and local residents. The market only operated on Friday, Saturday and Sunday during the summer months. During its short time of operation, it aquired some success because of its location along the waterfront, which provided panoramic views of the River, the Surrey shoreline, the Pattullo Bridge and the mountains beyond.

DEMOLISHED
1987

The facility operated until 1986, when the Westminster Quay Market was opened at the foot of Eighth Street. The Fraser River Market building was demolished in 1987 to make way for a parking area for the Quay Market.

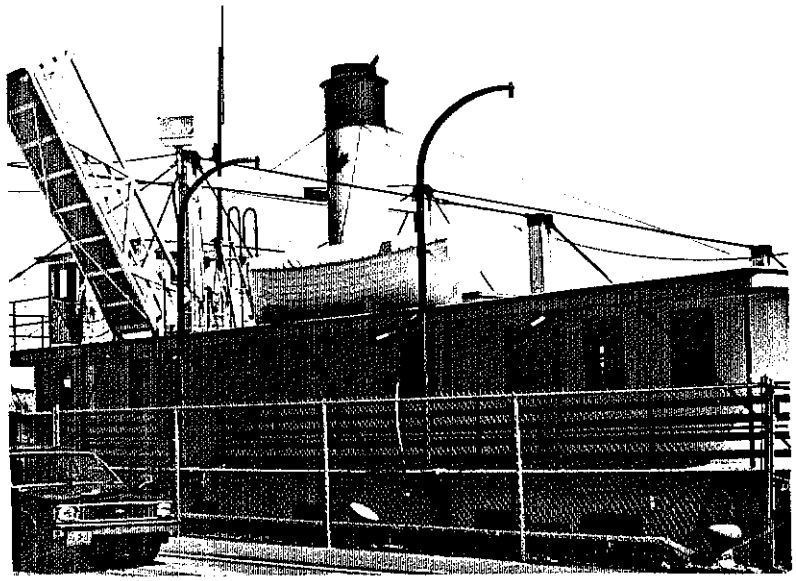


Samson V Museum (1937) Fraser River at Westminster Quay

The Samson V Museum is a restored sternwheeler, which is being used as a 'floating museum'. It is owned by the City of New Westminster and the Hyack Festival Association.

There have been five sternwheelers named Samson. Samson I dated back to 1883/84, while Samson V was built in 1937, using the parts from the original Samson I. It was rebuilt in 1954 after fire damage.

All the Samsons were sternwheelers, which carried passengers, animals and supplies to various ports. The ships were also used to clear deadheads and debris and to service buoys and lights. The present Samson is still in operating condition and has been moored at the Westminster Quay since 1986, adjacent to the Quay Market.



RELOCATED
1986

CONCLUSIONS

As in the City of New Westminster, significant heritage precincts are often located in a city's central business district and the surrounding inner city areas because the core is generally the site of the original settlement. These core areas characteristically have concentrations of older buildings, and in smaller urban centres are often subject to deterioration due to congestion, economic problems, and poor maintenance.

New Westminster's downtown area shares these characteristics. The City is fairly unique in Western Canada because of its 125 year history and its important role in the early days of British Columbia. The present Downtown marks the site where the City's history began as capital of the mainland colony. New Westminster is the oldest incorporated municipality west of the Great Lakes and its street pattern was planned and laid out by Colonel Moody in 1859. It is this settlement history which gives New Westminster's location, street pattern, and older buildings, their significance as heritage resources.

New Westminster's Downtown retains its continuity with the past through not only the high concentration of turn of the century building but also the presence of buildings from the more recent past. The Downtown possesses other features, such as its steep topography, riverfront location,

and historic plan, which also contribute to make it a unique and distinctive urban place. Through preservation, this unique character can be enhanced to strengthen the attraction of the Downtown.

The economic and functional reasons for preservation are important for Downtown New Westminster. The Downtown possesses a stock of structurally sound buildings and in the present economic era, we can no longer afford to tear down our cities every generation. Buildings must be maintained to last longer and remain a functional component in the Downtown. Preservation projects, such as the renovation or adaptive re-use of a building, offer a means of lengthening the building's functional life and making its space more attractive to the real estate market. The present era is also marked by restraint in government spending and preservation projects generally require fewer additions to the community's physical and social infrastructure. Preservation offers a way to manage change so that the Downtown's essential character is retained and change occurs more gradually. It is often an economically more efficient and socially less disruptive way of managing change.

The inventory of heritage resources presented here demonstrates the potential which the Downtown possesses. It also emphasizes the significance of local history and the importance of the total setting or environment. Most buildings are of local interest and their heritage value comes from the character

of the streetscape which concentrations of older buildings create. These concentrations form the basis for heritage precincts.

Heritage precincts offer a method of description and of prescription. The precinct is used as a descriptive method in the inventory as it helps to present the buildings in an organized manner and to allow them to be seen as an interesting place rather than simply as isolated cases. The precinct can also be used as a prescriptive tool by acting as a planning unit within which programmes and strategies can be developed to preserve the precinct's unique character and function. Thus, the precinct approach allows the concept of preservation to be defined in the context of the city, raising it above the level of individual or isolated elements. The importance of preservation lies in the community's total setting or environment and the heritage precinct offers a frame for viewing and planning.

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APPENDIX A : DOWNTOWN ARCHITECTS

Bauer, Frederick J.

635 Columbia Street, Collister Block (1901)

716 Columbia Street, Rob Roy Meats (1899)

Bloomfield, James and Henry

Stained glass windows at St. Paul's Church and Holy Trinity Cathedral

The Firm of 'H. Bloomfield, Stained and Leaded Glass Manufacturer' was established in New Westminster in 1891 and gained prominence as the leading art-glass supplier in the Vancouver-Victoria region. Henry and his son James also received part of the painted-glass contract for the legislative buildings.

Brown, Murray

728 Columbia Street, Bank of Nova Scotia (1938)

Clow, Charles Henry

55 Eighth Street, Oddfellow's Hall (1909)

628 Royal Avenue, St. Paul's Church (1899)

Cook, George, of Musson Cattell

625 Agnes Street, Queen's Court (1982)

Dalton and Eveleigh of Vancouver

740 Carnarvon Street, College Place Hotel (1908)

Darling and Pearson of Toronto

544 Columbia Street, Bank of Commerce (1911)

Dirassar, James and Jorgenson

613 Columbia Street, Royal Bank (1981)

Gardiner, E. A.

549 Columbia Street, Federal Government Building (1958)

Gardiner, Francis George and Mercer, Andrew L.

612 Carnarvon Street, A. W. McLeod Block (1913)

653 Clarkson Street, Courthouse Addition (1915)

660 Columbia Street, Windjammer Hotel (1913 addition)

668 Columbia Street, Trapp Block (1912)

713 Columbia Street, Westminster Trust Building (1912)

716 Columbia Street, Rob Roy Meats (1913 addition)

800 Columbia Street, C.P.R. Station (1911 wings)

535 Front Street, Malins Block (1911)

35 Sixth Street, Columbian Newspaper Building (1913)

Gardiner and Mercer worked as partners from 1908 until 1939. They later specialized in hospital and brewery work and among their major work is St. Paul's Hospital and St. Vincent's Hospital in Vancouver.

Grant, George William

514 Carnarvon Street, Holy Trinity Cathedral (1899)
632 Carnarvon Street, Courthouse (1899)
401/403/405/407 Columbia Street, Guichon Block, (1887)
411/413/415/419 Columbia Street, Burr Block, (1892)
612 Columbia Street, Chess Block (1899)
642 Columbia Street, Dupont Block (1899)
659 Columbia Street, Curtis Block (1899)
660 Columbia Street, Windjammer (1899)
665 Columbia Street, Young Block (1899)
671 Columbia Street, Armstrong Block (1899)
681 Columbia Street, Kresge's (1899)
701 Columbia Street, Hart Building (1899)
705 Columbia Street, Adams Block (1899)

G. W. Grant was the first resident architect in Vancouver (arrived at Village of Granville in 1885). He designed and erected almost all the business blocks in New Westminster both before and just after the 1898 fire. During the 1890's Grant's favourite Victorian Italianate style dominated Columbia Street. After the turn of the century, most of his work was in Vancouver and includes the 1904 Heather Pavillion of the Vancouver General Hospital and the 1903 Carnegie Library at Main and Hastings.

Griffith, H. S.

(?) 600 Columbia Street, Dominion Trust Block (1907)
601 Columbia Street, Ellard Block (1911 front facade)
607 Columbia Street, Coulthard-Sutherland Block (1914)
28 Sixth Street, Cliff Block (1910)

Guenther, Emil

738 Columbia Street, Windsor Hotel (1899)

Hulme, Brian of Carlberg Jackson

700 Royal Avenue, Douglas College (1982)

Maclure and Fox of Vancouver

774 Columbia Street, BCER Station (1911)

Samuel Maclure was born in New Westminster in 1860, the son of a Royal Engineer, and was the first white child whose birth was recorded in the colony. The architectural firm of Maclure and Fox was organized in 1903 and they were responsible for the design of the B.T. Rogers Mansion on Davie Street In Vancouver.

McCarter and Nairne

615 Clarkson Street, B.C. Tel Building (1930 alteration)

502 Columbia Street, T. Eaton and Company (1926 addition)

811 Columbia Street, Salvation Army, (1939)

McCarter and Nairne also designed the Marine Building and Georgia Medical-Dental Building in Vancouver.

Rayher, Peter of Carlberg Jackson

653 Carnarvon Street, Law Courts (1979)

Sait, E. G. W.

648 Carnarvon Street, Land Registry Office (1910-1911)

(?) 425 Columbia Street, King Edward Hotel (1909)

445 Columbia Street, Evans B. Dean Block (1910)

Sarter, D. M.

631 Carnarvon Street, Bench and Gavel (1978 renovation)

Sharp and Thompson, Berwick and Pratt

511 Columbia Street, Bank of Montreal (1947)

Thornton and Davis of Vancouver

48 Begbie Street, Arundel Mansions (1912)

Tiarks, J. Gerhard of Victoria

548 Columbia and 553 Front Street, Ellis Block (1899)
622/624/626 Columbia Street, Hamley Block (1899)

Townley and Matheson

530 Columbia Street, Columbia Cinemas (1927)

Van Norman, C.B.K.

502 Columbia Street, T. Eaton Co. (1949 alteration)

Watson, J. F.

435/439 Columbia Street, Elks Building (1936)

Wetenhall, E. B.

711 Carnarvon Street, Royal City Glass (1912)

Whitburn, J. B.

533 Clarkson Street, Seaman's Institute (1929)

APPENDIX B : ARCHITECTURAL TERMS

ARCADE: series of arches

BALUSTRADE: low parapet

BAY WINDOW: angular or curved wall projection containing a window

CORNICE: projection crowning a building

ENTABLATURE: wide, horizontal band on a building

FACADE: face of a building

FLUTING: pattern of parallel vertical grooves, usually applied to columns or pilasters

FRONTISPIECE: projecting section (more than one storey) of a principal facade

GABLE: triangular upper part of a wall at the end of a ridged roof; triangular hood over a window or door; triangular break in an eaves line

HIP ROOF: roof sloped on all four sides

PARAPET: low wall along the edge of a roof

PEDIMENT: triangular shape ornamenting a door or window or the front or the gable end of a building

PILASTER: vertical, rectangular member projecting slightly from a wall

ROSE WINDOW: round window

RUSTICATED: tooled (as the surface of stone)

TERRA-COTTA: fired clay

APPENDIX C : ARCHITECTURAL STYLES

ART DECO (1925-1940) derives its name from the Exposition des Arts Decoratifs (Paris, 1925) and is characterized by low relief geometric ornament. Abstract or vaguely historical patterns in this clean-lined style lent themselves easitly to concrete formwork methods of reproduction on buildings.

BEAUX ARTS (1890-1920) is the name applied to derivatives of classicism taught at the Ecole des Beaux Arts in Paris. It is a form of Greco-roman revival but more complex in surface composition and decoration.

EDWARDIAN CLASSICAL AND COMMERCIAL (1901-1910) is a style characterized by simple compositions with flat roofs, level skylines and entirely regular window patterns. Ornamentation is often classical in inspiration and concentrated particularly around the ground and upper floors.

INTERNATIONAL STYLE (Early Modern, 1929-1940; Mies and the Second Chicago School, 1940 - c.1970) is a style developed in Western Europe in the 1920's and characterized by smooth wall surfaces and a complete absence of traditional ornament.

VICTORIAN ITALIANATE (1860-1910) is a style based on the Renaissance palazzos of Rome, Florence and Venice. Italianate buildings in North America were commonly two or three storeys. The facade featured a shopfront with broad expanses of plate-glass windows, a series of round or segmentally arched windows at the second floor, and an elaborate cornice at the roofline. The style was popular throughout the Victorian era, becoming more restrained after 1900.

VICTORIAN ROMANESQUE (1880-1900) is a monumental and stately style made popular by H. H. Richardson in the later part of the Victorian era. The style depends on the heaviness, solidity and ruggedness of brick and stone masonry, low arches and imaginative towers, turrets, and dormers. It also employs novel treatment of terra cotta, particularly in cast panels and in column capitals.

APPENDIX D: STREET CROSS REFERENCE

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Agnes Street	
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Begbie Street	
42/44/48 Begbie Street (Arundel Mansions)	92
Carnarvon Street	
740 Carnarvon Street (College Place Hotel)	91
612 Carnarvon Street (A.W. McLeod Block)	150
514 Carnarvon Street (Holy Trinity Cathedral)	156
632 Carnarvon Street (Courthouse)	96
668 Carnarvon Street (Law Courts)	101
648 Carnarvon Street (Land Registry Office)	95
631 Carnarvon Street (Bench & Gavel=The Fiesta)	100
711 Carnarvon Street (Royal City Glass)	94
630-632 Carnarvon Street (Environment Canada Bldg.)	99
Columbia Street	
435/39 Columbia Street (Elks Bldg.)	113
502 Columbia Street (T. Eaton Co. - Army & Navy)	115
530 Columbia Street (Columbia Cinemas - F.O.E.)	118
622/24/26 Columbia Street (Hamley Block)	127
548 Columbia Street (Ellis Block)	120
511 Columbia Street (Bank of Montreal)	116
445 Columbia Street (Evans B. Dean Block)	114
425 Columbia Street (King Edward Hotel)	112

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Columbia Street	
811 Columbia Street (Salvation Army)	144
774 Columbia Street (B.C.E.R. Station - Value Village)	107
738 Columbia Street (Windsor Hotel)	143
607 Columbia Street (Coulthard-Sutherland Block)	124
601 Columbia Street (Ellard Block)	123
600 Columbia Street (Dominion Trust Block)	122
401/03/05/07 Columbia Street (Guichon Block)	110
411/13/15/19 Columbia Street (Burr Block)	111
612/14/18 Columbia Street (Chess Block)	125
642 Columbia Street (Dupont Block)	130
659 Columbia Street (Curtis Block)	132
660 Columbia Street (Windjammer Hotel)	133
665/67/69 Columbia Street (Young Block)	134
671/75 Columbia Street (Armstrong Block)	136
681 Columbia Street (Kresge's Block)	136
701 Columbia Street (Hart Building)	137
705 Columbia Street (Adams Block)	139
800 Columbia Street (C.P.R. Station - The Keg)	105
716 Columbia Street (Rob Roy Meats)	141
713 Columbia Street (Westminster Trust Building)	140
668 Columbia Street (Trapp Block)	135
652 Columbia Street (Paramount Theatre)	131
513/515/517 Columbia Street (Gifford Block)	117
549 Columbia Street (Federal Govt. Building)	121
613 Columbia Street (Royal Bank)	126
544 Columbia Street (Bank of Commerce)	119
728 Columbia Street (Bank of Nova Scotia)	142
635 Columbia Street (Collister Block)	129
630 Columbia Street (Lewis Block)	128
Clarkson Street	
653 Clarkson Street (Courthouse Addition)	153
615 Clarkson Street (B.C. Telephone Building)	152
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700 Royal Avenue (Douglas College)	103
628 Royal Avenue (St. Paul's Church)	104
Eighth Street	
55 Eighth Street (Oddfellow's Hall)	89
Sixth Street	
36 Sixth Street (Murchie Block)	149
28 Sixth Street (Cliff Block)	147
35 Sixth Street (Columbia Newspaper Building)	148
50 Sixth Street (McLeod Block)	150
Front Street	
535 Front Street (Malins Block)	144
553 Front Street (Ellis Block)	145
Front Street (Fraser River Market)	159