New Westminster's Neighbourhoods Historical Context Statements

Queensborough

31 January 2012



VPL 2493

Denise Cook Design • Birmingham & Wood • Jean Barman

What is an Historical Context?

Historical contexts:

Identify and explain the major themes, factors and processes that have influenced the history of a neighbourhood.

Their objective is to provide a framework to investigate, identify and manage heritage resources.

They are not intended to be a detailed account of all aspects of the history of a neighbourhood.

They are not intended to replace histories designed to serve other purposes.

An analysis of history, including the very recent past, is central to heritage assessment and management. A heritage resource needs to be considered in the context of the history and historical geography of the neighbourhood surrounding it and the underlying historical influences that have shaped and continue to shape the area. The historical context of a place ensures that the significance of heritage resources can be understood, logically analyzed and clearly stated.

An historic context statement is a document used in planning for a community's heritage resources. It identifies the broad patterns of historic development in the community and identifies historic property types, such as buildings, sites, structures, objects, landscapes or districts which represent these patterns of development. An historic context statement provides direction for evaluating and protecting significant heritage resources. As a planning document, it is meant to be a dynamic work, evolving as a community's needs and desires change.

The historical context expands the broad themes of history into an historical narrative about a neighbourhood. Historical contexts, used in conjunction with a thematic framework and information about the physical evidence of a place, can help to identify heritage values in a neighbourhood and guide approaches to heritage conservation and management. They can also draw attention to gaps in an existing heritage register, or identify areas requiring more detailed historical research.

Historical contexts and themes are created with community input and support the heritage values of the neighbourhood as identified by the local community.

What is a Thematic Framework?

Historical themes:

Locate a heritage neighbourhood or resource historically in place and time.

Unite a variety of actions, events, functions, people, place and time.

Prevent a focus on any one particular type of resource, period or event in the history of a neighbourhood.

Ensure that a broad range of heritage resources is considered, touching on many aspects of the neighbourhood's history.

Flow across all peoples, places, and time periods.

Historical themes are ways of describing a major force or process which has contributed to history. The following historical themes create an historical context of provincial, regional, and local history within which the heritage significance of each of New Westminster's neighbourhoods and their component parts can be understood, assessed, and compared.

History is complex, and as a result, important historical features, events and/or assets may not be easily slotted into one of the themes. Themes will overlap, and there will be repetition and perhaps ambiguity as to which is the most applicable theme.

The thematic framework summarizes the context and themes identified. Essentially, the thematic framework is guided by asking the question, "What do people value about their neighbourhood, and why?" The framework is developed through a synthesis of the historical context, research, information collected on site, and input from the New Westminster residents associations.

Historical themes developed for New Westminster's neighbourhoods can be used to inform the management of the area's heritage. This includes the selection of historic and cultural sites for nomination to the Community Heritage Register. It also includes the ability to sustain the area's rich diversity of intangible cultural heritage, such as stories, festivals, celebrations, arts, sports, and other valued forms of expression and community building.

Additionally, the themes provide a background on the area's historic identity and sense of place for consideration in any future economic or tourism initiatives.

Because themes connect the historical context to values and places, they are an excellent way to organize information so that it has continuity. This information can then be used to move forward with the community heritage register and the writing of comprehensive statements of

significance.

Together, the themes are intended to:

- Capture the heritage values of the City of New Westminster and the evolution of its geographic community over time
- Capture the reader or audience's imagination
- Capture the unique character defining elements of the community and overlaps between one community and elsewhere
- Connect the past to the present
- Connect heritage values to the experience of physical surroundings

Public Consultation

In order to understand what the community values or is concerned about in this neighbourhood, two public consultation sessions were held. The consultants took part in an open house held for the Queensborough Community Plan on June 24, 2010, and attended a public information session held on December 9, 2010 with the Queensborough Special Programs Committee. The meetings considered the following questions to stimulate discussions about neighbourhood heritage value and character: The results of the public process are documented beginning on page 19.

- What is Queensborough's heritage? Why is it important?
- What are some of the important features of Queensborough?
- Why are they important? Where are they located?
- What are some of the big stories or historical themes of the neighbourhood?
- What words best describe your neighbourhood?
- What are your concerns about changes to the neighbourhood?

Introduction

Neighbourhoods may be defined as geographically localized units of identity and cohesion within municipalities, being characterized by the provision of basic services (church, school, park, transportation, shopping) and a sense of community among residents. Neighbourhoods emerge, decline, disappear, strengthen, and alter their boundaries depending on a range of factors including the changing character of the municipality of which they are a part, population shifts, urban renewal, service availability, and municipal commitment to neighbourhoods' value.

By the turn of the century, New Westminster's neighbourhoods had acquired distinctive characters. Some attributes reflected the history of the city as a whole, others were specific to processes within the neighbourhood. Each neighbourhood has gone through challenging times, been revitalized, and today to a more or less degree possess an identity and feeling of community among its residents.

New Westminster's neighbourhoods, while responding to present day sensibilities, have emerged out of a long municipal history whose principal features are essential to their understanding. The city's fifteen neighbourhoods, and especially Queensborough, go back in time nearly a century and a half.

Historical aerial photographs can by found in Appendix A, and Fire Insurance Plans from 1913 in Appendix B.

A wider overall context of New Westminster's neighbourhoods through time was created in an earlier neighbourhood study document. It is included here as Appendix C.

Queensborough Values

Queensborough is valued for its singularity as a neighbourhood of New Westminster, derived from its isolated location, geography, culturally diverse early history, significant agricultural and industrial histories, and development potential.

- Location:
  - Situated on the eastern tip of Lulu Island, across from the rest of the City of New Westminster, providing a unique perspective on the city and visibility from other city neighbourhoods
  - Relative isolation with more tenuous communication to the rest of the city than other neighourhoods all on the north bank of the Fraser River
  - Perseverance of its residents through times when lack of infrastructure was a problem
  - Aesthetic values through the near views and filtered views through to the Fraser River
- Geography and related infrastructure:
  - Alluvial flat land, outcomes of its location in the Fraser River system of islands
  - The floodplain soils that made its agricultural roots possible, and the remaining patterns in the landscape that still reveal these roots
  - Small beaches
  - Dyke and ditch systems
  - Bridges
  - Roads named after local people
  - Still recognizable survey patterns seen in the subdivisions and field patterns
  - Grreenways as open space and infrastructure (sewer pipes)
- Cultural diversity
  - Cultural traditions from the different ethnic groups that settled here
  - Places of worship, community halls and other buildings reflecting the cultural diversity and a tight-knit community
- Agricultural history

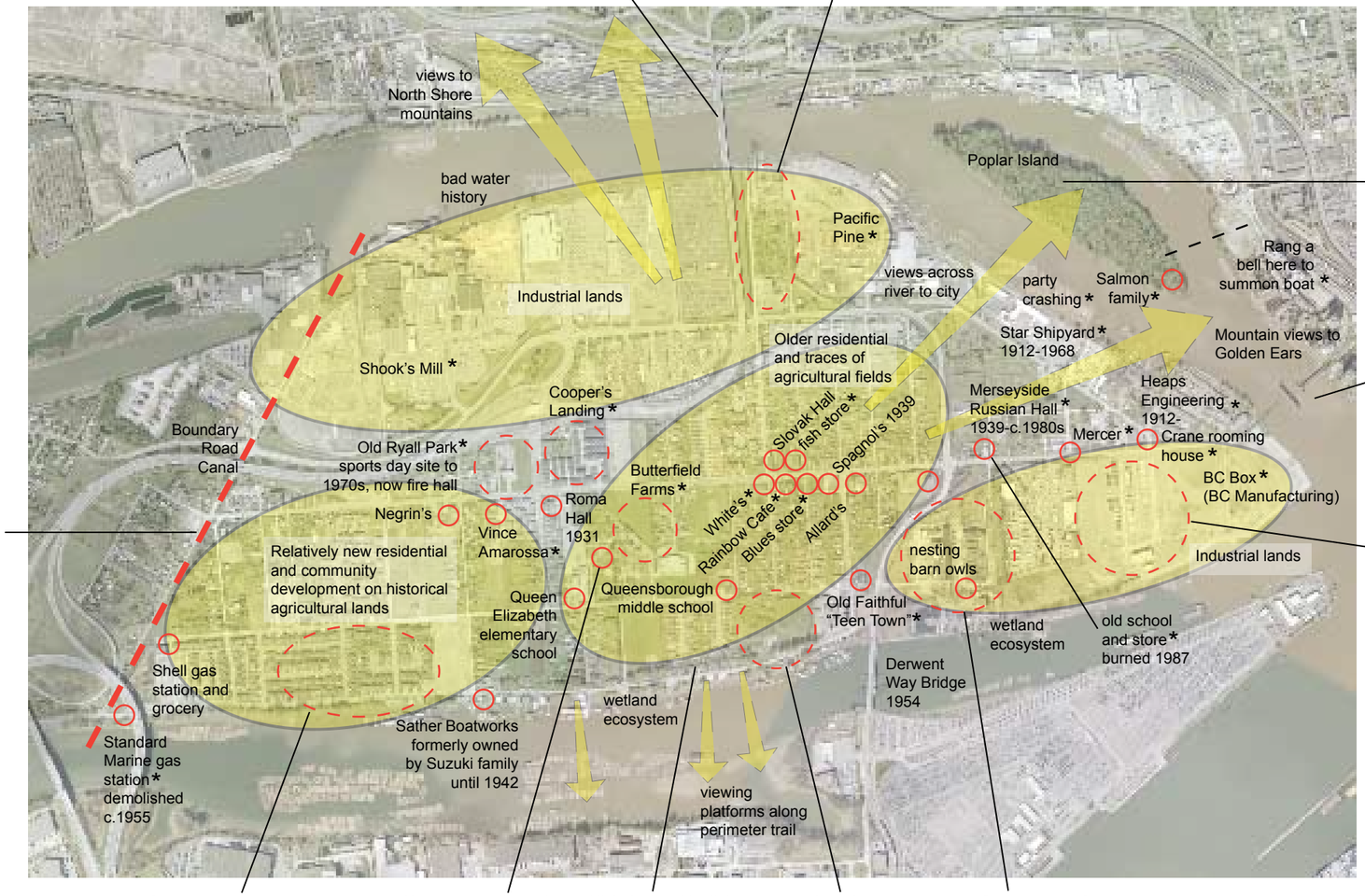
  - The remaining rural character of the place seen in fallow fields and pasture, ditches and the surrounding dyke
  - Aesthetic values seen in the modest housing, mostly from the 1930s and onwards
- Industrial uses
  - Valued for its long industrial history and connection to the past
  - Presence of the railway
  - Create local employment
- Development potential
  - Residential development on agricultural and industrial flat lands; the loss of both agriculture and industry impacts landscape/ cultural values and job diversity
  - The creation of the Queensborough Ratepayer's Association in the early 1990s as related to the Queensborough community plan and a distinct period of development



New Westminster's Queensborough Neighbourhood
Identifying an Historical Context

Queensborough Features

Note: Historic uses indicated by an asterisk *



History to 2011

The 1993 heritage management plan contains both a narrative and a chronological history of Queensborough, as follows:

1859 The eastern tip of Lulu Island that will become Queensborough is identified as a Government Reserve on the 1859 Trutch survey of Richmond. B.C.

1889 Queensborough is incorporated into the City of New Westminster.

1891 The B.C. Hydro Swing Bridge is completed creating a railway bridge connection from New Westminster to Queensborough.

1892 600 acres of the island is dyked.

1911 The Queensborough Ratepayers Association is formed.

1912 BC Electric Railway tramline opens on Ewen Avenue. The first Queensborough school - Queen Elizabeth - is opened.

1915 The Queensborough Fire Hall is constructed.

1930s Agricultural production intensifies in Queensborough.

1939 Slovak Hall is completed. Queen Elizabeth School is opened.

1943 Canadian Pacific Plant is opened. Fish processing ceases in Queensborough.

1948 Fraser River flood.

1954 Competition from Annacis Island Industrial Park

1958 Council study on the future of Queensborough

1960 Queensborough Bridge opens

1966 The lack of sewers and septic systems halts residential construction.

1969 Moratorium on residential construction

1970 Railway relocation

1971 Queensborough Plan adopted

1977 Dyke reconstruction

1978 New Queensborough Community Center opens

1979 Sewer construction begins.

1984 The Annacis Freeway and the Alex Fraser Bridge open.

1990 Queensborough Official Community Plan amendments are completed and the first new subdivision opens.

Port Royal residential development is approved in principle by an amendment to the Official Community Plan

1993 Draft Queensborough Community Plan is completted.

First Urban Farmers' Fall Fair.

1995 Queensborough Community Plan is formally adopted by City Council.

Port Royal residential development begins construction

2001 Queensborough Landing receives zoning approval.

2002 First Multicultural Festival held.

2003 Wal-Mart opens in Queensborough.

2007 The creation of new parkland, the updating of existing parkland and the expansion of the Queensborough Perimeter Trail are identified as the first priority under the five New Westminster Development Assistance Compensation priority projects. The expansion of Queensborough facilities is identified as the third priority.

Two sawmills close

Starlight Casino opens

2008 The City launches the revision process for Queensborough Community Plan.

2009 Queensborough Traffic Calming Plan completed.

62 youth participate in a Community Plan review process to identify issues and strengths in the community.

Port Metro Vancouver purchases the former Interfor Sawmill site.

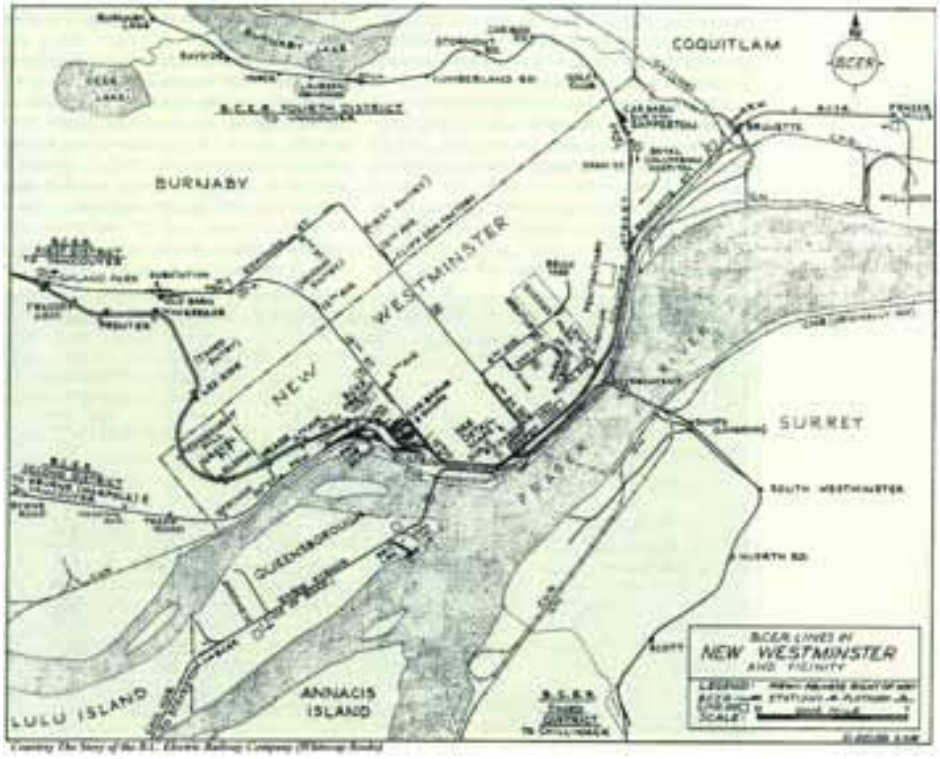
Over 50 seniors participate in a Community Plan review process to identify issues and strengths in the community.

Ecological Inventory of Queensborough completed.

2010 Open house held to review Queensborough Community Plan work to date.

2011 Work begins on the expansion of the Queensborough Community Centre.

Lowe's Building Supply store opens at Queensborough Landing.



British Columbia Electric Railway line in New Westminster showing bridge connection to Queensborough and the Ewen Avenue line. (Map drawn in 1985).
From http://bcer.trams.bc.ca/pics/nwlq.JPG

Beginnings



Boundary Road and the canal 2010

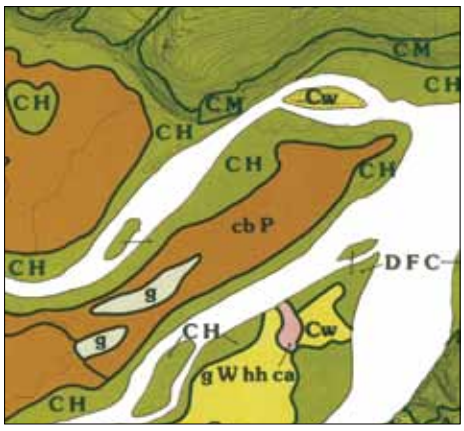


Wooded area on the south shore 2010

Queensborough is located on the westernmost tip of Lulu Island and is physically separated from the mainland of New Westminster by the Fraser River. The remainder of Lulu Island is part of the current City of Richmond. This anomaly of municipal boundary-makings makes this neighbourhood unique in the City of New Westminster.

Lulu Island, compared to the mainland area of New Westminster, is a relatively young geographical feature. After the last ice retreated from the region, about 10,000 years ago sediments began discharging down the Fraser River and depositing at its mouth. Large volumes of river sediments, mostly sand, silt, and mud, accumulated on the flats and a large delta eventually emerged above the sea. After the sea level stabilized around 5,000 years ago the delta continued to accumulate sediments and expand west towards the Strait of Georgia. The Fraser River cut channels through the delta, forming Lulu Island, Sea Island, Annacis Island, Westham Island and many smaller islands, but changed course frequently.

These delta origins have in part determined the historic events and character of Queensborough. Its flat topography, fertile soils, low water table and native vegetation make it distinctly different from mainland New Westminster, with its bedrock geology, steep slopes and original maple and mixed coniferous forest cover.



g — Prairie grass

cb P — Cranberry marsh

CH — Mixed wet: (cedar, hemlock, spruce, alder, cottonwood, willow, yew, crabapple, ferns)

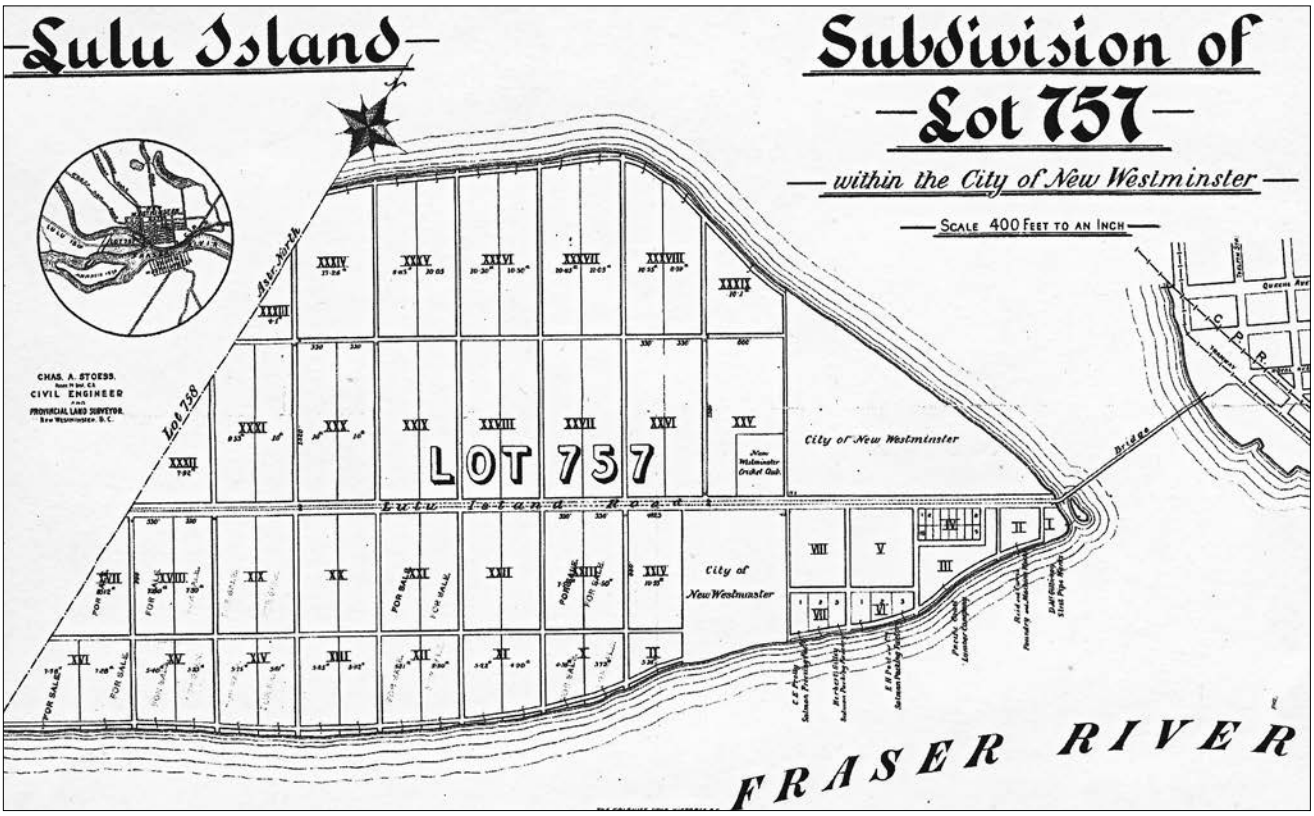
Queensborough's original vegetation as recorded in early surveys. (Environment Canada, from a map prepared by M.E.A. North, M.W. Dunn and J.M. Teversham, 1979).



1859 Trutch survey showing Queensborough as a Government Reserve (Richmond Archives)

Queensborough's natural environment early on gave way to human settlement. It was originally used by the Kwantlen and Sto:lo First Nations as part of their seasonal round, collecting food from the land and fishing in the Fraser River. The low-lying fertile lands supported an abundance of food crops, particularly cranberries. The advent of non-aboriginal settlement in the 1870s and 80s brought both the devastation of disease and the opportunity of employment. Nearby Poplar Island was set aside as part of the local First Nations reserve land, and was later the location of a smallpox isolation hospital, while local salmon canneries in Queensborough provided jobs fishing and on the canning lines.

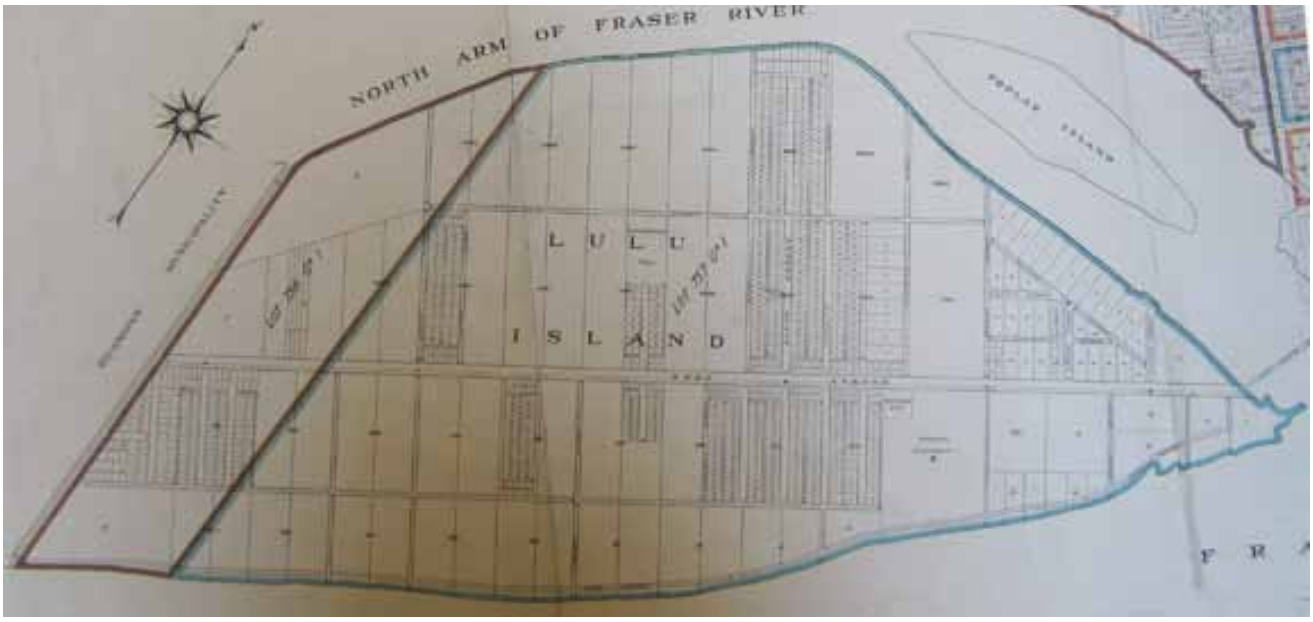
Colonel Moody's survey of Queensborough imposed the gridded District Lot system in contrast to the section, block and range system used on the rest of Lulu Island. The land was divided into large rectangular sections interspersed with small-lot subdivisions.



Map dating from 1895 showing the land acquired by New Westminster (Richmond Archives)

Originally set aside as a military reserve, the 600-acre District Lot 757 (Queensborough) was acquired by the City of New Westminster from the province of British Columbia for industrial use in 1889, with the inauguration of a new City charter.

The same year that New Westminster acquired its Queensborough lands, local entrepreneur and cannery owner Alexander Ewen purchased the neighbouring District Lot 758 consisting of 140 acres. In 1890, the city sold 525 acres to Donald McGillvray, owner of a foundry on the island. McGillvray was responsible for the construction of a wagon bridge from Queensborough to the New Westminster mainland. The sale of land, newly reclaimed through new dykes and drainage works built by the City, helped to offset the cost of these infrastructure works. (Wolf p.55) In the 1892 auction brochure (p.13) an electric tramway system to the mainland was promised and the land was described as being well-suited for manufacturing and shipping, as well as being productive and ideal for market gardening, fruit growing or plant nursery purposes. The first Queensborough post office was officially opened on December 1, 1908.



Queensborough subdivisions in 1913 showing District Lots 757 and 758 (UBC Map Library)

PLAN

SHOWING

SUB-DIVISION OF GOVERNMENT RESERVE

ON

LULU ISLAND

TO BE SOLD BY

Public Auction

ON

SATURDAY, MAY 21, '92

IN

Herring's Opera House

AT

7.30 P. M.

THE property herein described is situate at the head of Lulu Island, and is within the limits of the City of New Westminster, and forms part of the 700 acres contained in the Government Reserve as shown on the maps of the District of New Westminster.

This property has all been reclaimed by Messrs. D. McGilvary & Co., and a substantial dyke now encloses the whole Reserve.

A permanent gravel road, two miles in length, runs through the centre of the property, which is connected with the City of New Westminster by a traffic bridge. This road is designed to be a part of the main trunk road of Lulu Island, connecting with and giving an outlet to New Westminster by wagon road to the Gulf of Georgia at Steveston and other sea ports.

The electric tramway system, we are assured from headquarters, will be extended down this road to intersect with the line from Vancouver to Steveston at an early date.

The property is very favorably situated and is admirably adapted for manufacturing and shipping purposes, as well as for market gardens and fruit growing.

There are already located upon this property the following establishments: McGilivary & Co.'s Hydraulic Steel Pipe Works, Reid & Currie's Iron Works, E. H. Port & Co.'s and C. F. Pretty's Fish Freezing Establishments, and the Pacific Coast Lumbering Company, which we expect to be supplemented by several other industries during the coming summer.

About 120 acres only will be offered at the coming sale but should any of the purchasers wish to secure adjoining Blocks to those sold they will be allowed to do so.

This sale affords a rare opportunity for persons wishing to secure a productive piece of land near the city for market garden or nursery purposes that can be found anywhere, and is very similar to the market garden land around the city of New York that commands a yearly rental of from $300 to $500 per acre.

The water frontages are also unsurpassed for manufacturing and shipping purposes and it should only be a matter of time when all the manufacturing establishments of the city are located on this property.

A large portion of this land is open prarie and easily brought under cultivation and has been divided in such a manner as to give a frontage on the main gravel road or on the water front, with cross roads from the wagon road to the water and vice versa.

The terms are exceptionally liberal and are 1-3 cash, 1-3 9 months, 1-3 18 months at 7 per cent interest.

T. J. TRAPP,
Auctioneer.

New Westminster, April 25, 1892.

Details of the auction of building lots in Queensborough in 1892 (Richmond Archives)


Heaps Sawmill 1946 (NWPL #2532)


1948 flood (NWPL #3092)

During its early years, from the 1890s until about 1920, Queensborough was primarily an agricultural and industrial settlement, with a population of about 200. When Alexander Ewen died in 1907, his large tract of land was subdivided into smaller, affordable lots, creating a small peak of residential housing development.

A second peak of residential development occurred during the interwar period of 1925-1945 when the local population reached 1500-2000. During World War II, industrial activity and residential development both increased dramatically.

In the 1930s, Queensborough, long existing as primarily an agricultural and industrial district, experienced further housing development, necessitating the construction of a larger Queen Elizabeth School. Local residents began to remark on their lack of sewers and infrastructure (Wolf p.154). The location of housing followed earlier survey patterns, emerging in blocks radiating from Ewen Avenue, the primary organizational street, and the route of the BC Electric railway line, constructed in 1912.

The delta lands of Queensborough provided a fertile environment for agriculture. As late as 1974, orchards and market gardens were still in evidence. Agricultural development occurred on acreage and small farm holdings, including Butterfield's Farm and Japanese and Chinese berry farms. There was a dairy herd, Robson's pig farm, orchards, berry fields and vegetable market gardens.

For some, the gardens were a second job: "[Father's] real gardening forte was fruits and vegetables. He also had a regular job from 8:00 to 5:00 six days a week. The gardening was done in his spare time. We had four lots. Mother worked like a field hand and never seemed to complain. (Kulesa p.37). In the spring a man arrived with a horse and plough." (p.38).

In the early 1900s, the City's economy was driven primarily by an industrial base that included lumber, fishing and agriculture, the latter two being prominent industries in Queensborough. The growth of the Fraser River Port increased the viability of industries located along the river. As a result



Canfisco plant 2010



Industrial character on the south shore 2010

of this industrial activity, new houses and some commercial buildings began to spring up in Queensborough. In 1905, a box factory was constructed in Queensborough, partly the result of city reconstruction after the 1899 fire.

In the 1950s, industries located in Queensborough included a match factory, Martin Paper Products, Westminster Shook Mills Ltd., Pacific Pine Ltd., Westminster Mills Ltd, Imperial Oil Ltd., Star Shipyard, American Fabricators and B.C. Manufacturing Co. Ltd. (on the site of the old Heaps Sawmill) (Douglas College; FIP from 1957). The concentration of mills and industries generated a great deal of smoke over the community.

The Second World War boosted industry in Queensborough, with the Canadian Pacific Airplane plant, constructed in 1942, and Mercer's Star Shipyards, built in 1940, receiving military contracts.

Through its relative isolation from the rest of the city, inexpensive land and rural atmosphere, Queensborough developed into a unique community, in part due to its cultural diversity. A wide diversity of residents was attracted to Queensborough by the prospect of local employment and entrepreneurship, and by the reasonable land costs. The lumber mills and woodworking businesses attracted the Indo-Canadian community, one of oldest Sikh communities in Canada, which built a Sikh temple in the 1930s. While isolation from mainland New Westminster, Queensborough developed close physical and social connections to the adjacent neighbourhood of Hamilton, in Richmond. Hamilton residents looked to Queensborough for shopping and social activities, and relied on the New Westminster Fire Department to protect their homes in the event of fire.

A large Italian presence was spearheaded by Anthony Sprice, an Italian entrepreneur who opened the area's first real estate business, general store, post office and gas station. The store was later owned by the Spagnols, who built the business into a neighbourhood institution and cultural focus for Italians. The Italian community helped to establish the Italian Mutual Aid Society in 1929, and the Roma Hall, built with volunteer labour in 1932 and still a local institution. (Wolf p.155) The 1986



Pumphouse 2010

census identified people of Italian origin as the second largest group in Queensborough (after British or Canadian).

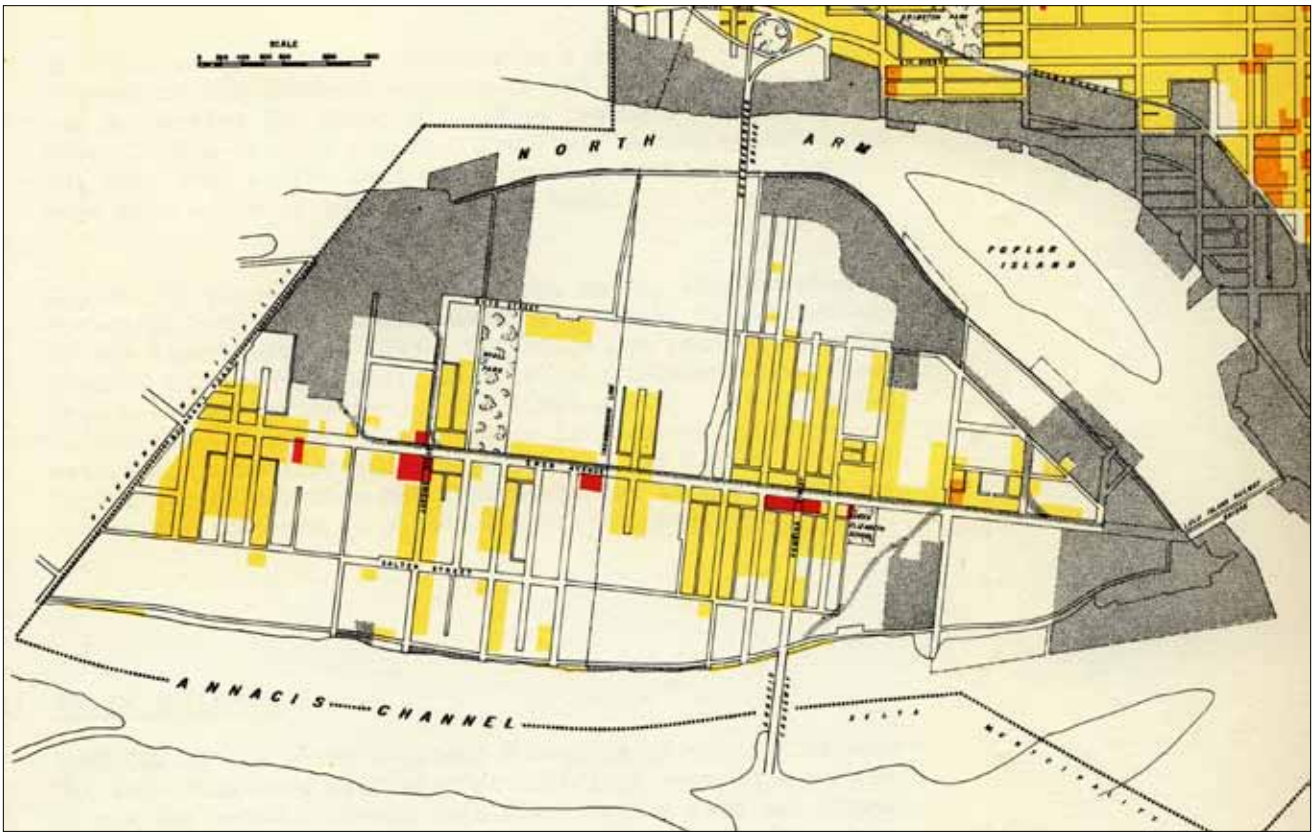
The Fraser River's salmon resource led to the formation of Japanese and Scandinavian fishing settlements, while Chinese and Japanese market gardens developed along Ewen Avenue. Queensborough's Chinese community grew out of New Westminster's Chinatown as early canneries on Lulu Island brought workers to live in company homes and on leased lands. The first waves of Slovakian immigration began in the aftermath of World War I, with many of these immigrants finding employment in the lumber industry. Both the Japanese and Italian nationals suffered dislocation and relocation during World War II. Today, the neighbourhood's historical cultural mix is one of the most valued aspects of present-day life in Queensborough.

As the city approached its centennial in 1960, Queensborough was affected by the prosperity of the city overall, as the new Queensborough Bridge connecting the island neighbourhood to New Westminster was opened.

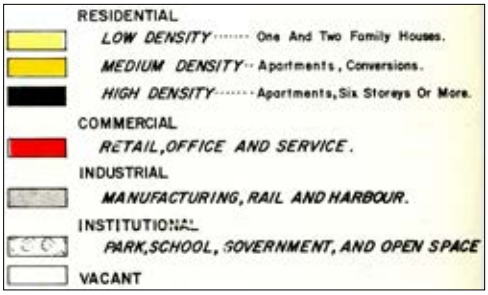
Challenging Times

Queensborough has had its share of challenges, some of them due to the physical environment. The regional prosperity that followed World War II was interrupted by the disastrous Fraser River flood of 1948. The mainland side of New Westminster was not seriously affected, but Queensborough's old and neglected dykes were almost breached and potential disaster barely evaded. Other physical challenges included poor drainage due to the community's location at sea level, directly on the river floodplain.

In the 1950s, development slowed in Queensborough and there was a deterioration in neighbourhood quality due in part to the increase in heavy industrial traffic from the construction of the Annacis Island Industrial Estate (Scheving p.2). Construction was also slowed through a ban on new building until an agreement could be reached on foundation issues caused by the low elevation and high water table.



Queensborough land uses in 1960
(Urban Renewal Study part 3 p.13)





South Dyke at Spruce looking northeast 2010



200 block Pembina Street 2010

Revitalization

The neighbourhood continued to be impacted by larger capital projects. The Annacis Highway cut through the centre of the community and had a major impact on its character through its challenging infrastructure and the loss of some occupied residential lots. The highway divided the neighbourhood physically and brought in many more cars, but also served to buffer the residential from the industrial areas. Development of the Ring Road also impacted traffic patterns by limiting access to the various neighbourhoods. An Urban Renewal Study undertaken by the city's Planning Department in 1965 divided the city into nineteen areas requiring further examination. According to this study, Queensborough at that time was 16% residential, 1% commercial, less than 1% other social amenities (church hall), 18% industrial, 3% open space (schools, parks and recreation) and 62% vacant land (p.75).The 1965 study described Queensborough as follows:

"There is little doubt that at present Queensborough is unsuited for further residential development without an improved system of sanitary and storm sewerage. The land is low, subject to flooding, and has a serious foundation problem. Few of the roads are paved, fewer still are curbed, and on nearly all, open ditches on either side take the place of sewers, sidewalks and boulevards. Yet, more than 2,300 persons reside in Queensborough, either by choice or by lot, and they are joined daily by hundreds of community industrial workers. By City standards, the area is a blighted and substandard area". (p.61)

In July 1967, the Planning Department presented a report to Council in which the problems of floodproofing, poor foundations and poor drainage were seen as major constraints to development. A meeting with the Resident's Association in 1968 brought a demand for the implementation of a sewerage and drainage plan. Phase 1 was completed in 1979. In 1978 a new community centre was constructed with assistance from the Neighbourhood Improvement Program and Provincial Recreation Fund (Scheving p.7).

The 1986 Heritage Inventory identified five potential heritage buildings: Tatra Hall (c.1939) at 401 Ewen Street, Queen Elizabeth Elementary School (1939) at 510 Ewen Street, the Slovak Home (1939) at 647 Ewen Street, and residences at 321 (c.1930) and 326 (c.1914) Mercer Street.

The 1993 Heritage Management Plan (p. 58) identified the following issues and opportunities as identified by community members:

- there were concerns about the preservation of Queensborough's rural environment including farmland, the Fraser River foreshore, First Nations sites and wildlife habitat
- the addition of fill was seen as affecting the neighbourhood's heritage and natural water table
- new development was not respecting Queensborough's heritage
- the grid pattern of land use was an important element in community form
- current development of large homes was seen as not compatible with Queensborough's residential heritage
- it was felt that the cultural and land use diversity of the neighbourhood was being lost

Concern over the character of Queensborough grew during the 1990s as larger scale housing began to be constructed in newly developing subdivisions.

In 2000-01, there were 4,170 people living in the Queensborough neighbourhood. The average family income of Queensborough residents was $23,791. 61% of residents owned their own homes, a number that was higher than any other New Westminster neighbourhood. 39% rented their accommodation. 46% were immigrants, principally from Britain, India, and the Philippines.

An informal inventory of industrial sites, conducted in 2010 and including transportation infrastructure, showed that while little of this built heritage remains, a handful of significant structures still stand as

onion, tomato, celery, beet, peas, turnip, carrot, lettuce, barley, leek, cucumber, swiss chard, broccoli, kale

Vegetables grown on Edna Anderson's family farm in 1932

testament to the area's marine and manufacturing centred past. Public consultation for the neighbourhood context study elicited the fact that this industrial and transportation heritage is very much valued by the residents of Queensborough today.

In 2010, an informal inventory of single family homes older than 1925 and which were selected on the basis of their residential historic nature showed that many of the early homes were designed and erected by the owners themselves, who would later add to and enlarge the houses as more resources became available. Research indicates the ethnic variety of these owners of the early homes in Queensborough, attesting to the migration and immigration of people to the Queensborough area for work in the local sawmills, canneries, shipyards, and farms and the creation of a culturally diverse community. Today, some of this built residential heritage remains, although many of the buildings have been significantly altered over time.

Today, new residential development is occurring in Queensborough, but through an understanding of the values held for their community by its residents, the original built character and flavour of the community may be retained.

Queensborough Thematic Framework

Early industry and agriculture:

- Few original landholders during the settlement of Queensborough in the 1890s
- Survey into large lots for industry and agriculture
- Fishermen established themselves along the southeast shore of the Fraser River, also doing net repairs and some boat building
- Resource-based industries, particularly water-based industries such as sawmilling, fishing, canning, boat building, marine gas stations and cold storage
- Small farm holdings for dairy, fruit orchards, berry farms and vegetable gardens

Post WWII transformation:

- Urban renewal through infrastructure development
- Unique character based on its historical development

Cultural diversity:

- Attraction of the place to a variety of cultural groups with individual traditions
- Cohesive communities were diverse yet not divisive
- Residents and groups helped each other for a common cause
- The community is diverse yet not divisive

Suburban development:

- Large scale residential settlement occurred later than in other parts of New Westminster due to its remote location
- Distinct periods of development after the death of Alexander Ewen and during the boom years between the wars
- Little commercial development until Queensborough Landing
- Mix of lot sizes and diverse building styles
- Impact of Highway 99 and the Ring Road

Neighbourhood Features

Landscape Characteristics

- a range of rural, suburban and industrial landscapes dating from early 20th Century to the 1960s, with comparatively little urban infrastructure
- Still recognizable early field and subdivision patterns
- Prominent remaining dyking and drainage infrastructure
- focus is the Fraser River which surrounds the community on three sides

Natural Systems and Features

- Fraser River and marine foreshore habitat
- floodplain location
- woodlots gradually disappearing

- open fields contribute to habitat values
- location of slough traces (seen in 1938 aerial)
- peat soil, rich black loam soil good for farming
- urban wildlife, including muskrat, mallards and green frogs in the ditches, Eastern gray squirrel, coyote, beaver, raccoon, many bird species including hawks, eagles, blue heron and the only pair of nesting barn owls in New Westminster

Spatial Organization

- large, rectangular lots surveyed in a grid
- Ewen Street as the organizing spine
- dyke reserve surrounding the island
- informal border separating Queensborough from Richmond
- difference in survey patterns between Queensborough and Richmond
- Highway 91 and the Ring Road

Land Use

- suburban housing
- small park development
- remaining tradition of small market gardens
- recent redevelopment of vacant or industrial lands into new housing
- continued industrial uses
- community centre
- schools
- big box stores and storage facilities
- shifting of industrial uses to smaller scale and lighter industry types
- small strip of commercial use remaining on Ewen Avenue

Cultural Traditions

- cultural traditions held in the various ethnic groups
- remaining cultural institutions: Sikh Temple, Roma Hall
- continuance of ethnic retail stores
- place and street names related to ethnic pioneers and residents
- housing and domestic landscapes that reflect their residents' ethnic

origins
- local events and celebrations, such as bridge competitions, community centre events, Japanese New Years Day celebration, Polish community celebrations, Delborough Japanese group

Circulation
- street grids
- greenways in the older residential areas
- wide street widths such as South Dyke Road and Ewen Avenue
- walking paths on dykes
- Queensborough bridge
- Queensborough railway and Annacis Island bridges

Topography
- flat topography on island floodplain

Vegetation
- agricultural remnants such as orchards, pasture and gardens
- foreshore vegetation
- blackberries, redcurrants, blackcurrants
- treed residential areas
- diminishing woodlots
- suburban planting from mid 20th century in the older subdivisions; newer suburban planting elsewhere associated with more recent period of development

Buildings and Structures
- industrial buildings and remnants
- older buildings relating to early marine industry on the south shore
- places of worship reflecting the cultural diversity
- small-scale commercial buildings, such as groceries and offices
- bridges
- railway
- Queen's Hotel
- suburban houses in the manner of the times they were built

Views and Vistas

- intimate views of the local rural landscape
- views down the wide streets
- wider vistas to New Westminster mainland and Annacis Island
- mountain views
- screened views to the Fraser River
- viewing platforms along the perimeter trail on South Dyke Road

Water Features

- Fraser River and its foreshore
- Boundary Road canal
- constructed wetlands
- dykes
- residential ditches

Current perceptions from within the neighbourhood

Two meetings were held with residents of Queensborough: an open house for the Queensborough neighborhood was held on June 24, 2010 and a meeting with the Queensborough Special Programs Committee was held on December 9, 2010. Attendees described Queensborough as always being thought of as the poor neighbourhood in New Westminster. But people in Queensborough lived a good simple life, and did not see themselves as poor. It was a place you called home, and a place to which you could return. A long-standing feeling among residents is that there is an underlying layer of disrespect from the mainland of New Westminster. Residents often feel that they are not really being heard.

Historically, Queensborough has had inexpensive land and low rents, especially after World Wars I and II. Queensborough was, and still is, a place with the opportunity to own land at a relatively inexpensive price, resulting in a high percentage of property ownership. Queensborough was described as a "small town" place with a rural feeling, but at the same time close to the centre of things in New Westminster and Vancouver. The rural character made the island an oasis. One could build his or her own home, working with the city's building inspectors.

In line with their viewing the past as essential to understanding the neighbourhood, attendees explained that there were only three or four cars on the island in 1953 and the place was so safe that houses were never locked until about ten years ago. Bootleggers were common in the early days, and there were wooden sidewalks. Local rituals were also remembered as being important. While the first bank was the Bank of Nova Scotia operating out of Spagnol's store, from 1959, workers would meet at the Royal Bank every Friday at 5 pm to cash their cheques, while catching up on news and generally socializing. Similarly, early life in Queensborough revolved around the opening and closing of swing bridge - when closed it was a great inconvenience to residents, as well as high school students who rode the bus daily to school.

This social value is also reflected in the citizens' appreciation for

Queensborough's parks, both large recreational parks and pocket parks, and for events such as Queensborough Day.

The great sense of community and of working together in Queensborough was valued by the residents. Historically, when people were down and out, others helped them with what they had. During the early floods everyone pitched in and helped with sandbags and soup kitchens. There was not as much of a social divide within the community. Queensborough was reputably home to the "tough kids" who lived on their reputations. Their childhood consisted of unsupervised play, often in or around the river where jumping onto the log booms was a great occupation. Saturdays and Sundays were clean up days for young teenagers. Earlier in the twentieth century, local girls worked in the Chinese vegetable fields or in the canneries.

Queensborough is valued by its residents for being on the Fraser River, its little beach, and for its recreation potential. Ditches are important, both for land drainage and for landscape character. Historically, everyone would play in the river and the ditches. The wild, native vegetation was mentioned as being important, and salmonberry picking a favoured occupation. Naturalized daffodils grew all over.

The river's industrial side is also valued, with places such as the Sather Boatworks an important part of Queensborough's current character. There still remains an industrial side to the island based on early industrial activity such as the Mercer Shipyards and the Sampson V, Shook's Mill, B.C. Box (also known as B.C. Manufacturing), Pacific Pine, C.P.Air, a match factory, and others. It was noted that the industry located on one side of Queensborough differed from that on the other side.

The Fraser River played a major role in the industrial (and social) nature of the place. Freighters were common, shipping lumber out, with at least 1,000 longshoremen working the docks in the 1950s. The Eighth Street dock on the mainland side was an important aspect of Queensborough and New Westminster life, with the commercial fishing fleet arriving to unload their catch. The King Neptune seafood restaurant at the

foot of Eighth Street was recalled as the high-class restaurant in New Westminster in the 1960s.

The ethnic diversity of the place was described as being important, and the ethnic stores, such as Sprice's and Spagnol's, were a reflection of this diversity. At one time, there was no need to speak English; one could easily converse in their native tongue. Italians, Portuguese, Polish, Ukrainian, Chinese, Japanese and others mingled together. Physical characteristics, such as the Chinese gardens and Italian painted houses were mentioned, as was the memory of Japanese homes in Queensborough that were confiscated during World War II, in particular the Suzuki family who continued Jardine Street from Salter Street to Dyke Road.

Residents value the land and the soil for agriculture and farming, explaining that historically there were many farms and gardens, some of them very large, such as the flower nursery and greenhouses on the Butterfield property and the Spagnol's land where meat was raised for sale in the store. Children on school holidays picked berries at Bottomley's to make pocket money. Most people kept chickens and other livestock, while the river was a source of fish. Cows and pigs were common up until the mid-1990s, while animals still seen today include chickens, ducks, sheep and horses. Red and black currants were harvested from fields between Johnston and Stanley streets, there were row upon row of green beans grown along Campbell Street, and, in the 1940s, cows grazed along the boulevards.

Peopled picked and canned vegetables and fish to make money, while industrial canning of fruit, vegetables and fish was done at the Royal City canning company plant. Produce was taken to market over the old train bridge to Columbia Street. The continued presence of animals, such as horses, chickens, cows and sheep, was noted as being important.

Social

The Queensborough Bridge is seen as an important regional initiative

that connected the Queensborough - and the city of New Westminster - to Annacis Island, Vancouver airport, George Massey tunnel and the Tsawwassen ferry.

The primary concern expressed about changes to the neighbourhood was the transformation of the place into an automobile culture. On the community's wish list is the construction of a formal boat launch.

Selected References

Anderson, Edna Lilian (2010). *A Biography: Stories of Queensborough.* New Westminster.

Anderson, Edna (1989). *Queensborough Reflections: A Collection of Stories*. New Westminster.

Barman, Jean (2007). *The West beyond the West: A History of British Columbia*. 3rd ed. Toronto: University of Toronto Press.

Ewert, Henry (1986). *The Story of the B.C. Electric Railway Company.* North Vancouver: Whitecap.

Gatensbury, Stephen (1991). *Queensborough: Images of an Old Neighborhood*. Delta: Sedge Publishing.

Hainsworth, Gavin and Katherine Freund-Hainsworth (2005). *A New Westminster Album: Glimpses of the City As It Was*. Toronto: Dundurn.

Kulesa, Ruth Gatensbury (n.d.). *Recollections of a Queensborough Childhood*.

Laing, F.W. (1939) *Colonial Farm Settlers on the Mainland of British Columbia 1858-1871*. Victoria: typescript at UBC Special Collections and in BC Archives.

Mather, Barry and Margaret McDonald (1958). *New Westminster: The Royal City*. New Westminster: J.M. Dent and Corporation of the City of New Westminster.

New Westminster (1965). *Urban Renewal Study. Part One: Identification of General Problems*. New Westminster: City of New Westminster, Planning Department.

New Westminster (1986). *New Westminster Heritage Inventory Volume 3.*

New Westminster (1993). *New Westminster Heritage Management Study Prepared for the City of New Westminster and Appendices*. Submitted by Bruce Anderson, Leslie Gilbert, Ann Holtz, Judy Oberlander,

David Whetter, and Elisabeth Whitelaw under the direction of the City of New Westminster Planning Department. New Westminster: Corporation of the City of New Westminster. Online at http://www.newwestcity.ca/cityhall/dev_services/publications/06Heritage/pdf/Heritage%20Management%20Plan%20-%20Nov%201993.pdf and at http://www.newwestcity.ca/cityhall/dev_services/publications/06Heritage/pdf/Heritage%20Management%20Plan%20Appendices%20-%20Nov%201993.pdf

New Westminster (1998). *New Westminster Official Community Plan.* Online at http://www.newwestcity.ca/cityhall/dev_services/development/ocp/index.htm

New Westminster (1995). *Sustaining a Vital Riverfront Village Community, Queensborough Official Community Plan*. New Westminster.

New Westminster (2008a). *City of New Westminster Neighbourhood Profiles*. City of New Westminster Development Services. Online at http://www.newwestcity.ca/cityhall/dev_services/neighbourhood_planning/neighbourhood_stats/neighbourhood_profile.htm#

New Westminster (2008b). *City of New Westminster Designated Heritage Sites*. City of New Westminster Development Services. Online at http://www.newwestcity.ca/cityhall/dev_services/neighbourhood_planning/Heritage/designated_sites/designated_sites_main.htm

New Westminster (2008c). Residents' Associations. Online at http://www.newwestcity.ca/cityhall/Leg_Info/Communications/residents_association/index.htm

New Westminster Public Library (2008). Heritage and Local History. Including timeline based on text provided by Archie Miller. Online at http://www.nwheritage.org/

The Preservationist: The Newsletter of the New Westminster Heritage Preservation Society. New Westminster: The Society, 1992-present. Online at http://www.newwestheritage.org/newsletter.html

Pullem, Helen C. (1975). *Queensborough, Part One*. New Westminster: c.259976

Ross, Leslie J. (1979). *Richmond, Child of the Fraser*. Richmond: Richmond '79 Centennial Society.

Schaefer, Valentin et al (1993). *Growth Management and Urban Ecology Volume 1: Queensborough, A Case Study*. New Westminster: Douglas College Institute of Urban Ecology.

Scott, Jack David (1985). *Once in the Royal City: The Heritage of New Westminster*. North Vancouver: Whitecap.

Scheving, Stephen. *Queensborough* (nd).

Taylor, W.A. (1975). *Crown Lands: A History of Survey Systems*. Victoria: Ministry of Environment, Lands and Parks.

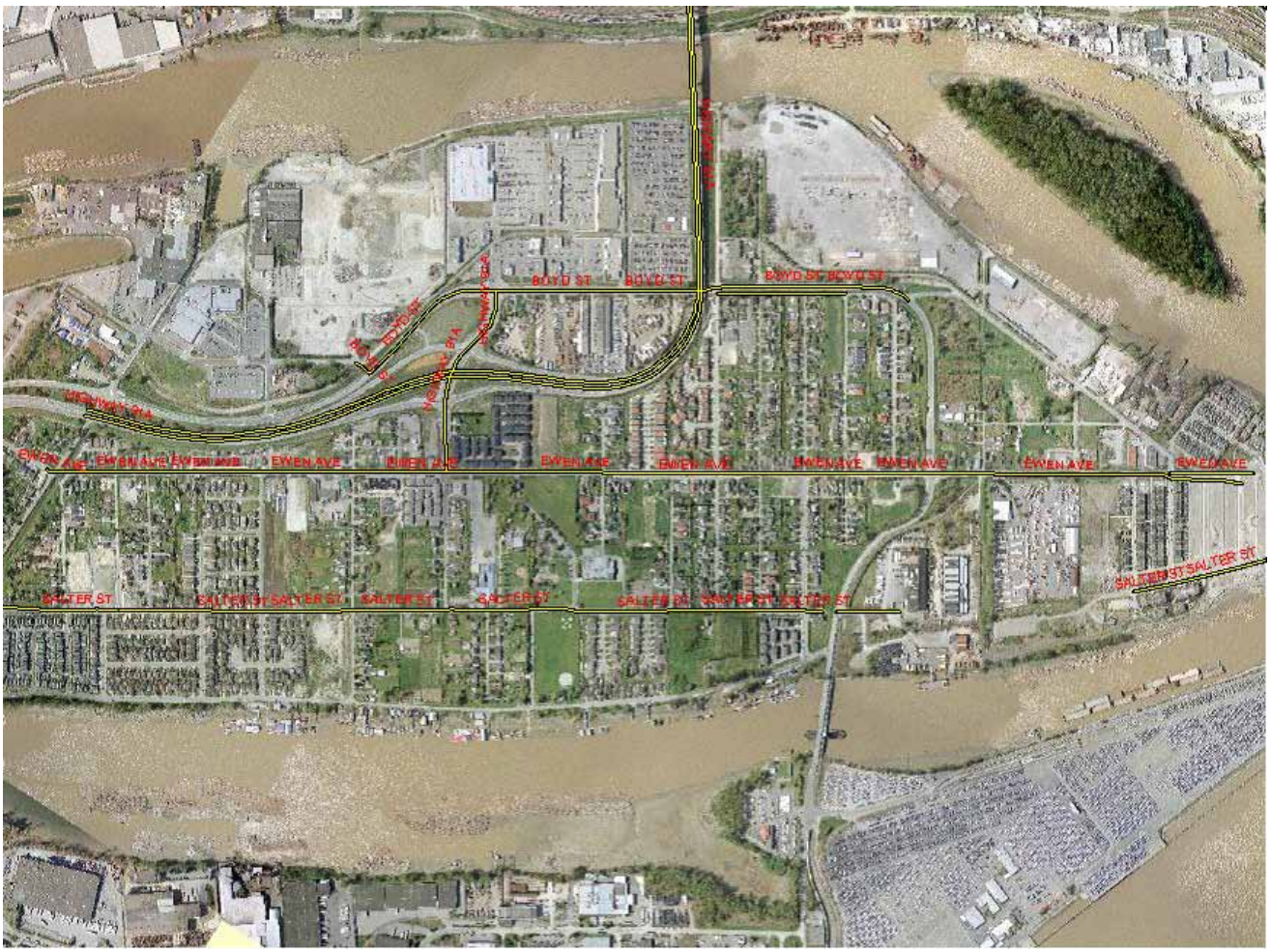
Wolf, Jim (2005). *Royal City: A Photographic History of New Westminster 1858-1960*. Surrey: Heritage House.

Wolf, Jim and Patricia Owen (2008). *Yi Fao, Speaking Through Memory: A History of New Westminster's Chinese Community 1858-1980*. Surrey: Heritage House.

Woodland, Alan (1973). *New Westminster: The Early Years 1858-1898*. New Westminster: Nunaga.

Appendix A Current and Historical Airphotos

2009



1938



1949



1963



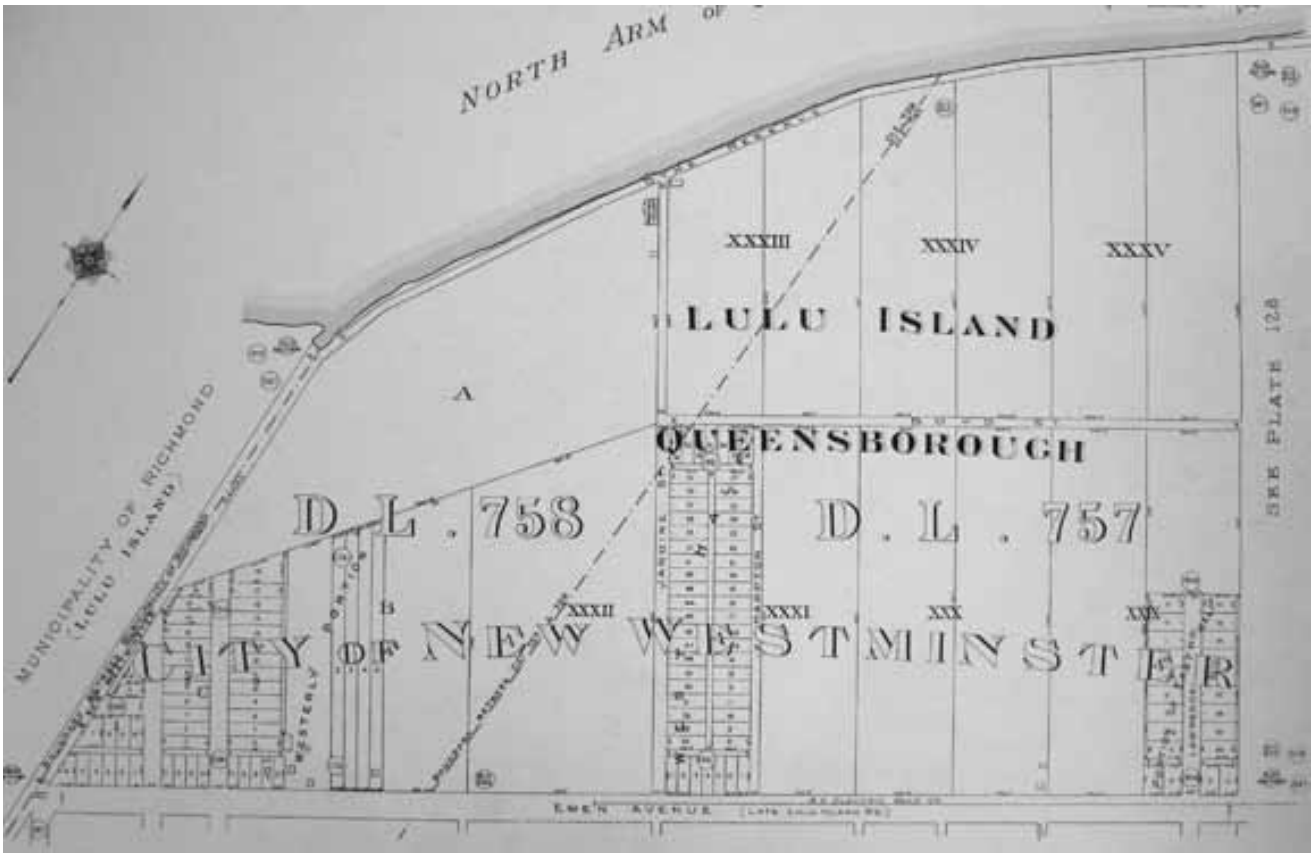
1979

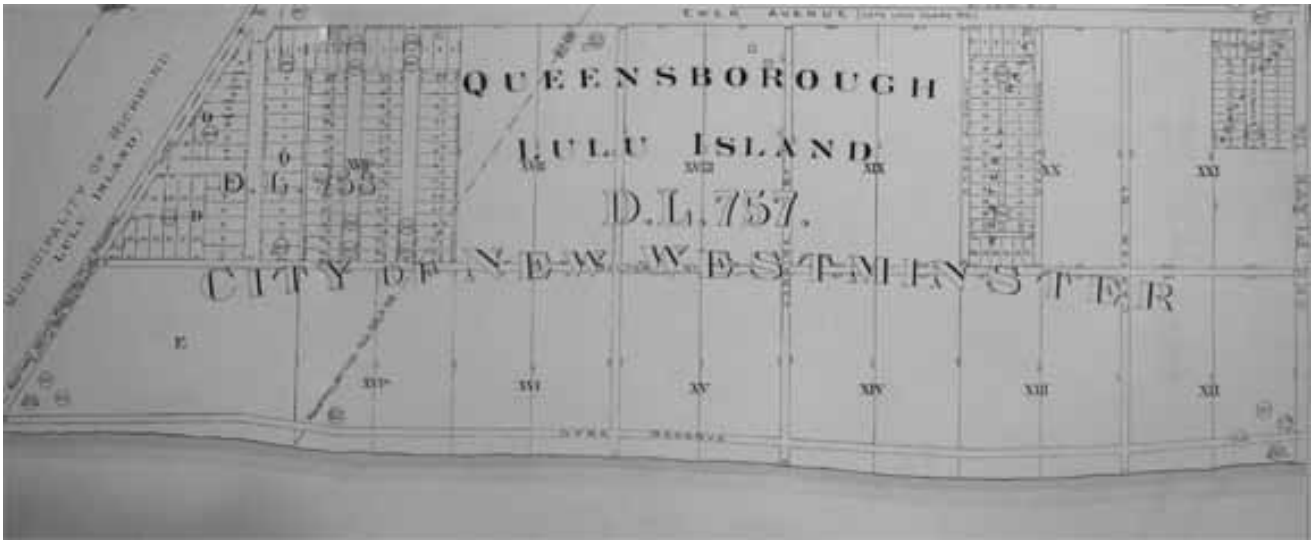


Appendix B Fire Insurance Plans 1913






NORTH ARM
LULU ISLAND
QUEENSBOROUGH
D.L. 758
D.L. 757
CITY OF NEW WESTMINSTER
MUNICIPALITY OF RICHMOND
(LULU ISLAND)
SEE PLATE 124
EWEN AVENUE


QUEENSBOROUGH
LULU ISLAND
D.L. 758
D.L. 757
CITY OF NEW WESTMINSTER
EWEN AVENUE
DYKE RESERVE

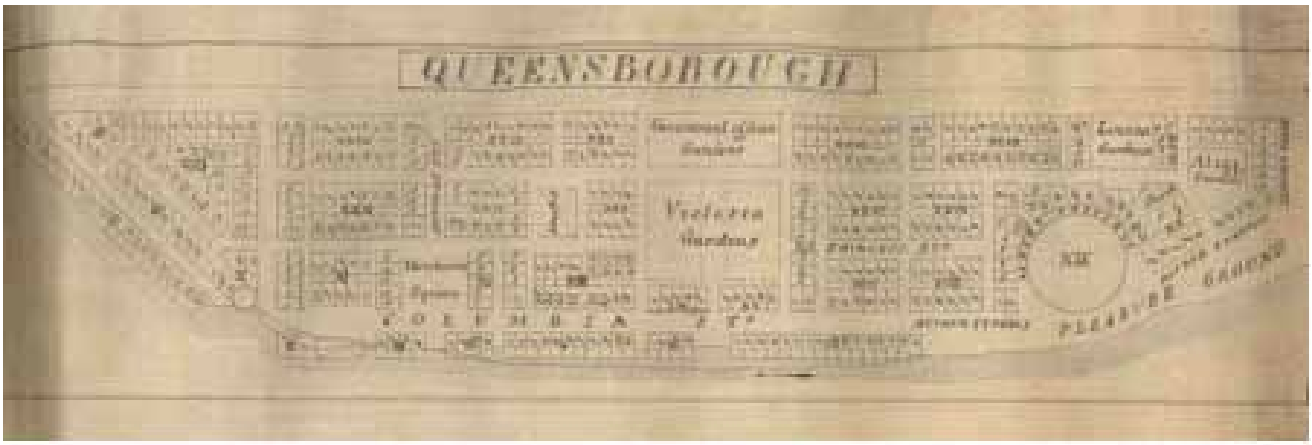
Appendix C

Overall context for New Westminster's neighbourhoods through time

Long before the first settlers made their way to New Westminster during the gold rush that broke out on the Fraser River in 1858, the area to which they came had been home to the Coast Salish people and an important food gathering site.

The influx of thousands of miners caused Great Britain to declare a mainland colony named British Columbia and to dispatch the Columbia Detachment of Royal Engineers to provide protection and construct infrastructure. Headed by Colonel Richard Clement Moody, the Royal Engineers arrived in late 1858.

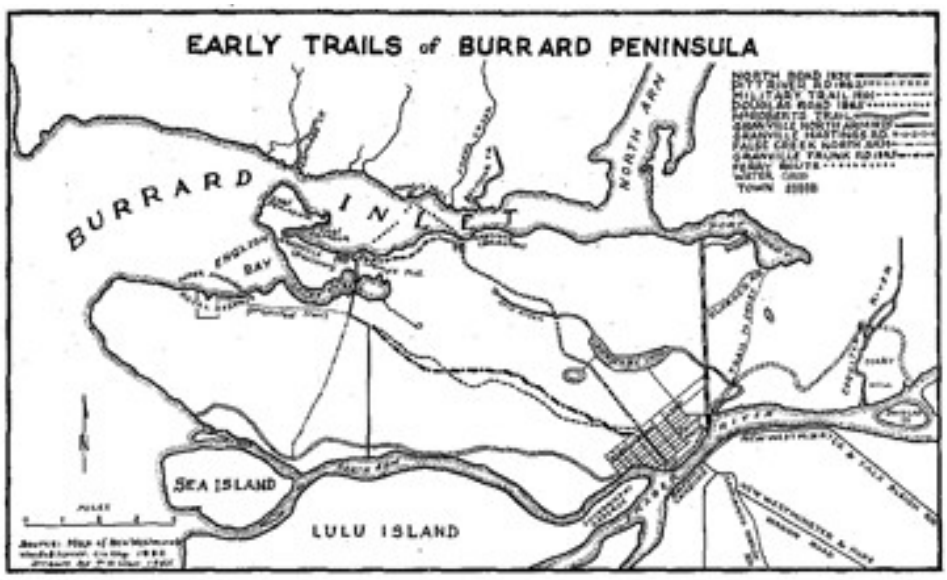
After considering a site in Port Coquitlam, Moody decided virtually from his first sight of present day New Westminster on January 5, 1859, that it should, for defensive reasons, become the colonial capital, replacing the initial choice of Derby near Fort Langley further up the Fraser River. Water was the principal means of transportation at the time, and the entry to the gold fields needed to be secured from possible attack by the United States just to the south. On February 14, Moody named the site Queensborough in honour of Queen Victoria, who shortly thereafter expressed a preference for its being called New Westminster.



Map 1. Royal Engineers' plan of mainland New Westminster, originally known as 'Queensborough'
From http://www.nwpr.bc.ca/parks%20web%20page/pictures/Map%20from%20NWMA%20collection%20web.

New Westminster was from its beginnings a planned city. The Royal Engineers set up camp just to the east of the city centre at what is now the neigbourhood of Sapperton, named for the men of the Royal Engineers who were called sappers. From there they laid out roads, squares and public places, land reserves, and parks. Albert Crescent, distinguished by its Fraser River views, was intended to be the fashionable neighbourhood, its residences abutting a circular Victorian-style park named Albert Crescent after Queen Victoria's husband. Before being recalled to Britain in 1863, the Royal Engineers also laid out much of the outlying region that would later be incorporated into New Westminster and cut a trail from the new capital to Burrard Inlet, the present day Kingsway. After their work was complete, many sappers opted to stay and settle in New Westminster.

Proclaimed 'Queensborough,' the capital of British Columbia by Governor James Douglas in 1859, the city was renamed New Westminster by Queen Victoria, and on July 17, 1860, was incorporated as the first city west of Ontario.



Map 2. Early New Westminster within its regional context
From http://www.royalengineers.ca/earlytrails.gif from original in BC Historical Quarterly, Oct 1945.

New Westminster's good times as a colonial capital and jumping-off point for miners occasioned a number of large residences. The home constructed by Fraser riverboat captain William Irving on Royal Avenue in 1865 would be purchased by the city in 1950 to become part of the New Westminster Museum and Archives. The City established the first public school in 1865 and the Royal Columbian Hospital in 1862. The Sisters of St. Ann founded St. Ann's convent in 1864.

The decline of the gold rush in the mid-1860s caused New Westminster's fortunes to ebb. The earlier colony of Vancouver Island with its capital at Victoria was absorbed into the mainland colony in 1866. To pacify Vancouver Islanders, the joint colony's capital was put at Victoria, denying New Westminster the status on which its ambitious city layout was premised.

The capital remained at Victoria on British Columbia's joining the Canadian Confederation in 1871. With the loss of the capital and its employment, the city's population declined. New Westminster did not entirely lose out however, gaining both a new penitentiary built with federal funds and a provincial hospital for the insane, renamed Woodlands School in 1950. Opened in 1878, the pair were constructed respectively on the site of the former Royal Engineers' camp of Sapperton and on an intended pleasure ground located between Albert Crescent and the Fraser River. In the same year, John Hendry founded Royal City Planing Mills on the New Westminster waterfront.

As a condition of British Columbia entering the Canadian Confederation, the Dominion government committed to building a transcontinental rail line. Once it was known the Canadian Pacific Railway would locate its western terminus on Burrard Inlet, bringing the city of Vancouver into being, New Westminster sought a branch line. To raise the funds needed for a $70,000 construction bonus to the railway, the city council requested from the provincial government title to the land reserves laid out by the Royal Engineers for parks and squares. Victoria Gardens, St. Patrick's Square, Clinton Place

Reserve, Merchant's Square, St. George's Square, Alice Gardens, Louisa Gardens and St. Andrew's Square, all in the Queens Park neighbourhood, were then subdivided into lots and put up for auction. While the action eroded the planned city put in place by the Royal Engineers, it encouraged new settlement. In anticipation of the arrival of the railway, new investment was made in the City.

The completion of the CPR branch line to New Westminster in August 1886 launched a second major period of growth. The branch line left the main line to Vancouver at the future Port Coquitlam and followed the riverfront Downtown on the south side of Front Street to a station at the corner of Columbia and 8th Street, transforming New Westminster into the metropolis for the agricultural Fraser Valley. Warehouses and manufacturing expanded, especially along the waterfront, not far from where many of the men, brought from China to help build the transcontinental line and then left to their own devices, made their homes.

Hundreds of new homes were built in the six years from 1886 to 1892. New investment in institutional buildings responded to the growth in population. In 1886 the Sisters of Providence opened St. Mary's hospital in the downtown. In 1889, a new Royal Columbian Hospital was built in Sapperton. The Central School was expanded on new schools built in Sapperton and the West End.

A commercial building boom took place, with beautiful three and four storey brick retail and office buildings being put up on Columbia Street. The City took a strong lead in providing infrastructure. A dam was placed across Lake Coquitlam and water supplied to the City and the surrounding municipalities. An electric generating plant was built to supply electricity to the City. Roads were opened and macadamized. In 1892, the City created a city market on the waterfront, a place for farms in surrounding municipalities to buy and sell produce.

New Westminster's boundaries expanded. In 1888-89 the city acquired the suburban blocks laid out by the Royal Engineers,

including Sapperton and a former military reserve on the tip of Lulu Island, named Queensborough. The Westminster Street Railway Company was inaugurated in 1890 to connect the downtown with city neighbourhoods. The next year a line constructed by the British Columbia Electric Railway Company linked New Westminster to rapidly growing Vancouver, whose nearly 14,000 residents were double those of New Westminster. Other lines followed. In 1892 the next door city of Burnaby was incorporated, confirming New Westminster's northern boundary at 10th Avenue.

Investors were spurred to purchase land and entrepreneurs to construct elegant new homes, many of them near the large Queen's Park laid out by the Royal Engineers and now sporting public gardens and an exhibition building. In 1892 provincial legislature incorporated Columbian Methodist College as the province's first post-secondary institution, being opened the next year near Queen's Park. Families of more modest means opted for newer neighborhoods like the West End with its fine views over the Fraser River.

New Westminster's growth, curtailed by a worldwide recession beginning in 1892, was about to renew itself when a fire centering on the downtown destroyed a third of the city on September 10-11, 1898. One estimate has almost half the population left homeless.

Good economic times based in lumbering, fishing, and agriculture facilitated rapid rebuilding of commercial buildings and houses destroyed by the fire. The face of the city altered as many rebuilt their homes further from the downtown, along the new streetcar lines.

While Queen's Park continued to be the favoured residential neighbourhood, the West End, Sapperton, Queensborough, and the area around Moody Park, among the locations surveyed by the Royal Engineers, acquired more homes and also commercial and public buildings. New Westminster's population doubled over the first decade of the new century to 13,000 and upwards to 14,000 at the height of the boom.

New Westminster again expanded during the buoyant 1920s before being humbled by the Great Depression. Increased industry along the waterfront pushed the remaining upper-class residents in Albert Crescent northward to Queen's Park. In 1929, New Westminster became a major port with the construction of Pacific Coast Terminals. Over 600 new homes, many of them bungalows, were constructed across New Westminster before 1929, when the depression hit. Many vacant houses in good condition that then reverted to the city for non-payment of property taxes, some of them architecturally significant, were torn down. Other large homes were converted to rooming houses.

Newer neighborhoods expanded during the depression years as mostly modest homes went up. The West End grew to some 5,000 residents, resulting in the construction of an elementary school in 1936. Queensborough, which shifted from farming to a multi-ethnic residential community, acquired a larger school. Moody Park got playgrounds and sport facilities, including a clubhouse. The city negotiated with the British Columbia Electric Railway Company to provide buses to emerging neighbourhoods, which began running in December 1938. The first was a cross-town bus connecting the West End with downtown, resulting in the corner of Eighth Avenue and Twelfth Street becoming an important junction for shoppers. New Westminster's population grew from 17,500 in 1931 to 22,000 a decade later.

New Westminster thrived during the good times following the Second World War. The City Council hired well known American planner Harland Bartholomew to create a new city plan. Produced in 1945-47, it advocated New Westminster becoming a more urban place through apartment development in the eastern end of the downtown along Royal Avenue and duplex residences west of Sixth Street and in Sapperton. The city's commercial centre shifted uptown from Columbia Street to the junction of Sixth Street and Sixth Avenue after

Woodward's department store opened there in 1954 complete with free rooftop parking for 300 cars with space nearby for 450 more vehicles.

New neighborhoods competed for attention. The subdivision of Victory Heights, located east of Glenbrooke North and honouring by its name those who had served in the Second World War, occupied some of the city's remaining unbuilt land. The nearby Massey Heights subdivision also filled with bungalows. The outlying area of Connaught Heights was amalgamated into New Westminster in 1965.

New Westminster's population expanded from 28,600 in 1951 to almost 43,000 by 1971, before falling back to 38,500 a decade later and then climbing back to 43,500 in 1991, 54,700 by 2001 and 58,500 by 2006. One of the consequences was attention to urban renewal.

Some familiar landmarks disappeared. In 1980 the BC Penitentiary closed and was sold by the federal government in 1985 as part of a massive Downtown revitalization plan. The site was developed in stages for housing but two significant buildings, the Gatehouse and the Gaol Block, as well as the main stairs were retained and designated as heritage resources. A waterfront quay project got underway in 1986, the same year Skytrain service commenced. Woodlands School was closed in phases in 1996-2003, being rezoned for residential development under the name of Victoria Hills. In 1999, the City conducted a comprehensive planning process and public consultation for the Woodlands site that resulted in the master plan and the retention of important heritage buildings and trees. St. Mary's Hospital shut its doors in 2005.

The city's changing face turned affected the neighbourhoods. In 1975 the New Westminster City Council approved a plan to study each of them "in order to maintain or enhance their livability." Reports followed on Glenbrooke North in 1975, Victory Heights in 1978, Downtown in 1978, and Connaught Heights in 1983. The question of what

constituted a neighbourhood was considered in 1981 in a discussion paper looking towards a community plan: "The neighbourhood should be considered as the minimum planning unit in all residential areas and should be determined by the service area of an elementary school, local park and convenience shopping" (13).

The New Westminster "official community plan" adopted in 1998, seeks to balance growth "primarily through redevelopment and intensification of under-utilized land" with the city "retain[ing] its small town historic charm for residents." During the consultation process, "the community emphasized that future growth needs to be well planned out, considerate of the neighbourhood and contribute to the overall livability of the City" (27-28). More specifically:

"The community feels that residential neighbourhoods should continue to provide a quality residential environment with quaint historic houses, newer compatible houses, as well as low rise and high rise apartments including neighbourhood facilities (such as parks, schools and grocery stores) within walking distance. The majority of future growth should be encouraged away from established single detached residential neighbourhoods to areas better suited to new growth". (28)

The areas suggested during community consultation for "the location of new growth" were the Downtown, Queensborough, "undeveloped and under-utilized areas" such as Lower Twelfth Street, along arterials, as part of commercial streets, around the Twenty-second Street Skytrain station, through secondary suites in houses, and "in neighbourhoods of the City with older, multi-family housing stock" (27-28). The plan also looked to reducing the "impacts of heavy traffic adjacent to single detached homes" along Tenth Avenue, Twentieth Street, and Twelfth Street.

The New Westminster Heritage Preservation Society was formed in 1974, shortly after two prominent Queen's Park houses were demolished. The New Westminster Heritage Foundation was founded in 1992. That same year the older heritage society began publication

of The Preservationist intended to draw public attention to heritage issues. Residents' associations were formed in all New Westminster neighbourhoods.

New Westminster residents attest to the value of both neighbourhoods and heritage, with the two becoming intertwined in many minds. This is an appropriate approach, as the neighbourhood context studies emphasize current values and character, which in turn have developed through the events and processes that have shaped each individual neighbourhood.