

APPENDIX D: Statements of Significance (2020)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Pitt River Bridge
ADDRESS	n/a
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Bridgeport
LEGAL DESCRIPTION	n/a
PARCEL IDENTIFIER (PID)	n/a
YEAR BUILT	1906-07
ORIGINAL OWNER	Canadian Pacific Railway
BUILDER	BC General Contract Co.
ARCHITECT/DESIGNER	Canadian Pacific Railway

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Pitt River Bridge crosses the North Arm of the Fraser River between the cities of Richmond and Vancouver. Formerly featuring a central swing span, the Pitt River Bridge presently consists of two unconnected steel Pratt truss spans situated on either shore and resting upon their respective piers and abutments. While the Vancouver-side span has been abandoned, the Richmond-side span has been rehabilitated to serve as a viewing platform and is located adjacent to a greenspace on Mitchell (Twigg) Island. No longer utilized as a train and vehicle crossing, the extant Pitt River Bridge spans currently act as substructures for two transmission towers.

HERITAGE VALUE OF HISTORIC PLACE

The Pitt River Bridge, originally constructed between 1905 and 1906, is valued for its association with the Canadian Pacific Railway (CPR) and its contribution to the early transportation infrastructure of the Lower Mainland. After initially possessing a near monopoly on passenger and freight train services to Vancouver, the CPR began facing increased competition from other railway companies locally and abroad. The company responded by investing heavily into improvements along their railway line in the first decade of the twentieth century, constructing new stations and refurbishing other vital infrastructure. The CPR's 1880s-constructed crossing over the Pitt River, along their transcontinental railway route between Port Coquitlam and Pitt Meadows, was earmarked for replacement. Work began in early 1906, swapping the timber piers for concrete, and the timber truss spans with metal ones. The British Columbia General Contract Co. of Vancouver was awarded the work for the metal spans, and the new bridge was completed in October 1907. Several years later, the CPR decided to double their track over the Pitt River and agreed to sell their Pitt River Bridge spans to the Provincial Government, which was constructing an adjacent traffic bridge just to the north. In 1915, the last of the spans were removed and floated a short distance by contractors Armstrong, Morrison & Co., and placed onto new concrete piers that had been poured the previous year. The Provincial Government's Pitt River traffic bridge continued to operate for the next four decades.

The Pitt River Bridge is also valued for the economic resurgence and diversification in Richmond during the postwar era. The municipality had an abundance of developable land for industrial purposes, and convenient access to the Strait of Georgia via the Fraser River. Western Canada Steel (WCS) purchased Twigg Island (the western half of Mitchell Island) in 1956 and intended to build a plant to produce steel ingots, with later plans to expand the plant to include a smelting operation. To provide direct access to the site, WCS acquired the central swing span and two trusses from the Pitt River Bridge, as the Province was in the process of replacing the crossing. The three segments were barged down the Fraser River and installed on new log trestles in 1957, allowing for vehicles to drive on the now-private bridge between WCS's property on the north shore of the Fraser River and their Twigg Island plant. In 1958, a spur line was built from the BC Electric Railway line along Kent Avenue across the bridge to serve the island. WCS continued to operate from Twigg Island until the plant closed in 1988. The plant and rail trackage on the island were removed within the next several years, and the central span and pivot pier of the bridge were also removed.

The Pitt River Bridge is also significant for its use of the Pratt-style truss spans. The Pratt truss was invented in the mid-nineteenth century by American engineers Thomas W. and his father Caleb Pratt, though it took several decades before it found widespread use across North America. Railway companies embraced the truss design as an economical and reliable solution for crossings, and it was extensively utilized by the CPR during the early twentieth century. The metal components of the trusses were typically supplied by the steel and iron mills of eastern Canada and the United States, and the Pitt River Bridge is no exception, as it bears a 'Carnegie' stamp.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Pitt River Bridge are its:

- location in Richmond on Twigg (Mitchell) Island and across the North Arm of the Fraser River in Vancouver;
 - steel and wood construction including: log piles and trestle substructure with concrete caps protected by wood fender piers; log piles and trestle abutments; metal truss spans; and wood bridge deck;
 - Pratt Truss design expressed by its: variety of fabricated metal members; and arched strut brackets; and
 - additional elements including: rivets; pendent lights hanging from central struts; 'Carnegie' stamps within channels of metal members; and rail tracks.
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RESEARCH SOURCES

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- Crombie, Chris. “City Steel Mill Starts On \$25 Million Program.” *Vancouver Sun*, Apr. 5, 1958.
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- “New Pitt River Bridge Completed.” *Vancouver Daily Province*, Oct. 23, 1907.
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- “Pitt River Traffic Bridge Progressing.” *Vancouver Daily World*, Aug. 26, 1914.
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- “Tenders Called on \$700,000 Bridge Over Pitt.” *Vancouver Daily Province*, May 5, 1914.
- “TENDERS FOR CONCRETE PIERS, PITT RIVER BRIDGE.” *Vancouver Daily World*, May 13, 1905.
- “Vancouver Firm to Build Bridge.” *Vancouver Daily Province*, May 28, 1914.
- “Western Canada Steel Bridge Given Approval.” *Vancouver Sun*, May 17, 1957.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Vancouver and Lulu Island Railway Bridge
ADDRESS	n/a
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	n/a
PARCEL IDENTIFIER (PID)	n/a
YEAR BUILT	1902
ORIGINAL OWNER	Vancouver and Lulu Island Railway
BUILDER	Ironside, Rannie & Campbell
ARCHITECT/DESIGNER	Vancouver and Lulu Island Railway

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Vancouver and Lulu Island Railway Bridge extends part way into the North Arm of the Fraser River, originally connecting Vancouver and Richmond's Lulu Island. The bridge is characterized by its solid timber trestle structure.

HERITAGE VALUE OF HISTORIC PLACE

Constructed in 1902, the Vancouver and Lulu Island Railway Bridge is valued for its association with the expansion of the British Columbia Electric Railway (BCER) Interurban system throughout the Lower Mainland. The BCER created the Interurban tram system in 1897 when it extended its lines out of Vancouver to connect to the communities of Burnaby and New Westminster (eventually reaching Chilliwack in 1910). This bridge was originally owned and constructed by the Vancouver and Lulu Island Railway Company (a subsidiary of the Canadian Pacific Railway), who capitalized on the need for transportation to and from the bustling fishing communities on Lulu Island. Two trips per day were run beginning in 1902. In 1905, the line was leased to the BCER, who electrified the track and began Interurban and freight service. The BCER benefitted greatly from the extension of its line to Steveston, affectionately known as the *Sockeye Limited* or the *Sockeye Special*, which became one of its most popular routes.

The Bridge is additionally significant for its association with the Edwardian-era development of Richmond and the busy fishing community of Steveston. The structure and Interurban line encouraged development of the land between the municipality's two most populous areas, Sea Island and Steveston. The *Sockeye Special* ran a regular, reliable route every thirty minutes during rush hour and every hour otherwise, up to nineteen hours a day. Freight trains were also run on the Interurban track, often using the same crews. Eventually, the successful train line boasted eighteen stations along its thirteen kilometre route. Prior to and during the early days of the *Sockeye Special*, Steveston's population grew to up to 10,000 during fishing season. The Bridge's role along the BCER line helped facilitate the growth of Steveston and Richmond through the booming Edwardian era and beyond.

The Vancouver and Lulu Island Railway Bridge is also valued for its solid timber trestle construction. In August 1901, Ironside, Rannie & Campbell, general contractors from Vancouver, secured the contract to construct the Bridge, the completed structure was 546 metres long and made of solid timber. It featured four spans of twenty-four metres, one span of thirty metres, and one steel swing span of forty-six metres. The Bridge exists today as a good example of early Edwardian-era solid timber trestle bridge design.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Vancouver and Lulu Island Railway Bridge include, but are not limited to its:

- location in Richmond on Lulu Island and into the North Arm of the Fraser River toward Vancouver; and
- solid timber construction, with steel and concrete elements.

RESEARCH SOURCES

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“Delta Municipal Council.” *Delta Times*, Apr. 1, 1905.

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Richmond United Church
ADDRESS	8711 Cambie Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan NWP4037, Lot 3
PARCEL IDENTIFIER (PID)	011-031-182
YEAR BUILT	1961
ORIGINAL OWNER	Richmond United Church
BUILDER	L.D. Boyd Construction Co.
ARCHITECT/DESIGNER	McCarter, Nairne & Partners

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Richmond United Church is located along Cambie Road in the City of Richmond. The Modern style church was constructed in 1961 and features a steeply pitched gabled roof structure with a shallow pitched prow gabled projecting entryway vestibule, a central pyramidal stained glass steeple, and geometric window assemblies with geometric wooden screens.

HERITAGE VALUE OF HISTORIC PLACE

The Richmond United Church is significant for its association with the postwar development of Richmond's City Centre. In the late 1950s, coinciding with the opening of the Oak Street Bridge to and from Vancouver, Richmond was increasingly developing new residential neighbourhoods, altering the community's rural character. At this time, Richmond's Planning Commission approved the plan to remake *Brighthouse Estates*, land formerly owned by Samuel Brighthouse, into a modern town centre complex. During this time of growth and expansion, the Richmond United Church was constructed in 1961. The Church remains a prominent example of the type of community resource constructed during Richmond's mid-century building boom.

The Richmond United Church is additionally valued for its status as a community landmark. Following the establishment of the Richmond Methodist Mission in 1888, the first Methodist Church on this site was constructed to serve the congregation in 1891. In 1925, the name was changed to the Richmond United Church following the unification of the Methodist, Presbyterian, and Congregationalist denominations. After nearly seventy years of use, the need for a larger building with improved community facilities was acknowledged. In January 1960, an Explorations Committee was established to determine the feasibility of either renovating and enlarging the existing church building or constructing a new church. Ultimately, construction of a new building was recommended; the new Church was dedicated on September 24, 1961 and featured a 280 square metre hall area and a sanctuary that could seat nearly 300 people. The wings of the new building housed a Minister's Study, offices, a multi-purpose room, a ladies' lounge, a kitchen, and storage rooms. The Richmond United Church is a tangible example of the historic and ongoing importance of community gathering spaces in Richmond.

The Richmond United Church was designed by the prolific architectural firm of McCarter, Nairne & Partners, formed in 1921 by John Young McCarter (1886-1981) and George Colvill Nairne (1884-1953). McCarter, Nairne & Partners (originally known as McCarter & Nairne) was one of the key architectural firms practicing in the province; some of their landmark buildings include the Marine Building in Vancouver (1928-30), the McLennan, McFeely & Prior Building in New Westminster (1939), and the Vancouver General Post Office (1958). The firm continued to flourish during the postwar era when the Richmond United Church was designed. The building is characterized by its Modern architecture with Expressionist influences, including its gabled roofs, central pyramidal steeple, and variety of siding types.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of Richmond United Church include, but are not limited to its:

- location on Cambie Road in Richmond's City Centre neighbourhood;
 - continuous congregational use since 1961;
 - institutional form scale and massing, as expressed by its tall steeply pitched gabled roof structure with one-storey entryway with projecting shallow pitched gabled prow roof structure, and central pyramidal stained glass steeple, wooden cross on the front façade, and its subordinate 'administrative' wings on the west elevation;
 - wood-frame construction;
 - Modern style features including its board-and-baton wood cladding and geometric wood screens, some open to the air and some with closed soffits, exposed beams, clerestory windows;
 - fixed geometric window assemblies;
 - original glazed front doors with embellished door pulls; and
 - engraved cornerstone.
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RESEARCH SOURCES

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Richmond United Church [Dedication Service Pamphlet], 1961. (Canadian Architectural Archives 213A/85.06, B.190)

“The New and The Old.” *Richmond Times*, May 4, 1961.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Trinity Lutheran Church
ADDRESS	7100 Granville Avenue
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan BCP3056, Parcel A
PARCEL IDENTIFIER (PID)	025-555-669
YEAR BUILT	1964
ORIGINAL OWNER	Trinity Lutheran Church
BUILDER	J.C. Lang Construction / Volunteer Labour
ARCHITECT/DESIGNER	J.M. Schmidt & Associates

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Trinity Lutheran Church is located along Granville Avenue in the City of Richmond. The Modern style church was constructed in 1964 and features a steeply pitched A-frame roof structure with a triangular front façade of rectangular panels of stained glass overlaid with a patterned metal screen and a large, thin, central cross.

HERITAGE VALUE OF HISTORIC PLACE

Trinity Lutheran Church is significant for its association with the postwar development of Richmond's City Centre. In the late 1950s, coinciding with the opening of the Oak Street Bridge to and from Vancouver, Richmond was increasingly developing new residential neighbourhoods, altering the community's rural character. At this time, Richmond's Planning Commission approved the plan to remake *Brighouse Estates*, land formerly owned by Samuel Brighouse, into a modern town centre complex. During this growth and expansion, the Trinity Lutheran Church was completed in 1964. The Church remains a notable example of the community amenities that were constructed during Richmond's mid-century building boom.

Trinity Lutheran Church is valued for its status as a community landmark. The idea for a Lutheran congregation in Richmond was conceived in 1930 but its formation was delayed due to successive years of recession and war. It was not until 1951 that Richmond members began meeting with a Lutheran pastor from Vancouver. In 1953, the decision was made to form a Richmond mission (of the Missouri Synod). The first service was held in August of that year, at the Lansdowne Racetrack Clubhouse. A building fund drive was started and the first church was completed in October 1956. Through the 1950s, the community and congregation continued to grow exponentially and by 1963, the church recognized the necessity of a larger building and the neighbouring property to the east was acquired. In April 1963, a Building Committee was elected to plan the construction of a new church building. By October, plans were approved: the new church was to provide seating for 380 people, as well as additional space for Sunday School, Bible Class, and space for youth activities. A ground-breaking ceremony was held on December 8, 1963 and the new Trinity Lutheran Church was dedicated on November 29, 1964. In the spring of 1965, this building was selected as one of only two church designs in Canada to be exhibited at Expo '67 in Montreal. Trinity Lutheran Church is a tangible example of the historic and ongoing importance of community gathering spaces in Richmond.

Trinity Lutheran Church is also valued for its strikingly unique appearance. The Church was designed in the Modern architectural style, an aesthetic that was firmly being established through the mid-twentieth century. Eschewing traditional designs, the Modern aesthetic sought to remake the architectural world by uniting form and function, and both utilizing and showcasing local building materials. The Modern architectural features of the church include its A-frame design, triangular front façade with rectangular panels of stained glass overlaid with a metal screen featuring cut-outs. The design response to the site was executed by the architectural firm of J.M. Schmidt & Associates and the church was constructed by volunteer labour under the direction of J.C. Lang Construction. Trinity Lutheran Church exists today as one of the most architecturally unique buildings in Richmond.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Trinity Lutheran Church include, but are not limited to its:

- location along Granville Avenue in Richmond's City Centre neighbourhood;
 - continuous congregational use since 1964;
 - institutional form scale and massing, as expressed by its A-frame plan with thin cross on the front facade;
 - wood-frame construction with angled wooden drop siding and cedar shingle cladding; and
 - Modern style features, such as its A-frame plan with prow roof, concave front façade featuring triangular glazed wall with rectangular stained glass panels with overlay metal screen with cut-outs; glazed portion of roof spine; 'tented' sidewalls, with the roof meeting the ground and featuring low arches and exposed beams.
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RESEARCH SOURCES

“Brighthouse Lutheran Church Grows.” *Richmond Review*, Sep. 30, 1953.

“Brighthouse Lutheran Church News.” *Richmond Review*, Dec. 16, 1953.

“Brighthouse Trinity Lutheran Church.” *Richmond Review*, May 5, 1954.

“Church getting facelift.” *Richmond Review*, May 25, 2002.

“Dedication Of New Parsonage.” *Richmond Review*, Jan. 8, 1958.

Henderson, Jon. *Faith Communities - Chapels, Churches, Mosques, Synagogues, and Temples: A Reflection of Richmond's Diverse Cultural Mosaic*. Richmond, BC: City of Richmond Archives, 2008.

“Lutheran Church Dedication Sunday.” *Richmond Review*, Nov. 25, 1964.

“Lutheran Church Hall Dedication.” *Richmond Review*, Oct. 5, 1955.

“Lutheran Pastor Inducted Here.” *Richmond Review*, Aug. 25, 1954.

“Lutheran Sunday School For Richmond.” *Richmond Review*, Sep. 2, 1953.

“National Recognition For Lutheran Complex.” *Richmond Review*, Oct. 27, 1965.

“Silver Anniversary.” *Richmond Review*, Jun. 9, 1978.

“To Observe Fifth Anniversary Sun.” *Richmond Review*, Aug. 13, 1958.

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“Trinity Lutheran Church expands.” *Richmond Review*, Apr. 4, 1963.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Park Towers
ADDRESS	6611/6631/6651 Minoru Boulevard
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan NWS195/Plan NWS2677
PARCEL IDENTIFIER (PID)	<i>Multiple</i>
YEAR BUILT	1971-74
ORIGINAL OWNER	Highgate Holdings Ltd.
BUILDER	Unknown
ARCHITECT/DESIGNER	Erickson/Massey Architects and Planners

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Parks Towers is a large complex of three identical residential condominiums situated along Minoru Boulevard between Minoru Park and the Richmond Centre mall. Located in Richmond's civic centre, each of three 17-storey, concrete International Style buildings feature a staggered, rectangular footprint, and are further characterized by their white, closed balustrade balconies, and large structural orange bricks used on their side elevations. Along with an aboveground parkade, the common property surrounding Park Towers is generously dedicated to providing parking for vehicles, but also includes two outdoor pools.

HERITAGE VALUE OF HISTORIC PLACE

Constructed between 1971 and 1974, Park Towers are valued as Richmond's first high-rise buildings. While the alluvial soil composition of Lulu Island, comprised primarily of sand and silt, were essential for its early agricultural settlers, the unconsolidated sediments hindered the development of certain structures due to the inability of them to carry heavy loads. Furthermore, the municipality's zoning bylaws had restricted the construction of buildings above 3 storeys until 1956 when a new zoning bylaw was instituted. Supplemented with the Post-Second World War population and economic boom Metro Vancouver was experiencing at the time, along with the eventual completion of the Deas Island Throughway (Highway 99) and its associated crossings: the Oak Street Bridge and Deas Island Tunnel, Richmond was undergoing a dramatic transition from a predominantly rural community to that of a modern city. With the opening of the new Richmond Square mall (Richmond Centre) in April 1965, its developers, Dundee Developments Ltd., were in the midst of negotiations with the Township to proceed on an unprecedented residential tower complex on the opposite side of Minoru Boulevard from their shopping centre. The multi-million dollar scheme was publicly announced in September 1965, though by the following year, Dundee Developments were no longer associated with the project, with Highgate Holdings, owned by Ben Dayson, spearheading the development. However, construction did not commence until 1971 when the towers broke-ground. Franki piles were utilized which allowed the sand in the subsoil to be compacted, resulting in an adequate foundation for the 17-storey buildings. The first two (northern-most) towers were completed in 1972, opening as apartments, while the third (southern-most) tower finished in 1974 as a stratified condo.

Park Towers are also valued for their association with the prominent architectural firm of Erickson/Massey Architects and Planners. The partnership between Geoffrey Massey (1924-) and Arthur Erickson (1924-2009) was initially established in 1963 and lasted until 1972 when both founded their own individual practices. Erickson graduated from the School of Architecture at McGill University in 1950, while Massey received his Master's from the Harvard Graduate School of Design in 1952. Both settled in Vancouver and worked for local firms, and subsequently privately, before joining forces. Together, their practice was responsible for a number of landmarks throughout Metro Vancouver and Canada, including the MacMillan Bloedel Building; Museum of Anthropology; Simon Fraser University and Lethbridge University campuses; Ross Street Gurdwara; and a number of residential projects. While Vladimir Plavsic, another Vancouver-based Modernist architect had initially been hired by Dundee Developments to design the proposed high-rises in 1965, Erickson/Massey Architects and Planners were retained by Highgate Holdings in 1968 to design the extant Park Towers. Following the dissolution of the architectural partnership, Massey continued to practice until retiring

in 1994, and Erickson merged his ensuring firm with Aitken Wreglesworth Associates in 1991, and continued as a design consultant until his passing.

Park Towers are lastly valued for their International Style. The International Style emerged in Europe in the 1920s and 1930s as a response to new social and technological movements, fuelled by vast wartime destruction of both physical structures and traditional institutions, and inspired by new technology and the desire to seek a better future. This new architecture was starkly functional, and buildings were perceived as an enclosure of volume, with minimal surface detailing. Balance and regularity were utilized on exterior elevations, typically resulting in a uniform grid pattern and simple rectangular forms and footprints. Even though Internationalism was employed on a number of high rises in the post-Second World War era, there continued to be an emphasis on horizontality, this being notably achieved on Park Towers through its use of banked window assemblies and consolidation of spandrels and closed balustrades of the recessed balconies.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of Park Towers complex include, but are not limited to its:

- location on the west side of Minoru Boulevard between Granville Avenue and Westminster Highway; bordered on the west by Minoru Park;
- form, scale, and massing as expressed by its: three separate buildings, each 17-storeys in height; flat roofs with short, plain parapets; parallel building orientations with staggered setbacks and staggered rectangular footprints; adjacent above-grade parkade and two outdoor pools;
- concrete and masonry construction as expressed by its: concrete foundation and superstructure; large orange bricks laid in a stretcher bond on side elevations and for exterior, uninterrupted full-height vertical firewalls between suites;
- International Style elements including: grid-like uniformity of design; lack of ornamentation; exposed concrete floor slabs; integrated concrete spandrel panels and closed balcony balustrades; metal railings above balcony balustrades; banked window assemblies; and
- original fenestration such as its: tripartite, metal window assemblies with central frame containing a divided light configuration with horizontal slider, flanked by fixed glazing units; single assembly metal windows with horizontal slider, slip sill, and brick rowlock lintel on side elevations; single assembly metal windows with lower awning sash, slip sill, and brick rowlock lintel on side elevations.

RESEARCH SOURCES

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- "Baker, Jean. "\$8 Million High Rises Planned For Richmond." *Richmond Review*, Apr. 21, 1971.
- Cartledge, Lois. "Multi Million Dollar High Rise For Minoru." *Richmond Review*, Sep. 8, 1965.
- "Dayson - Ben 1907-2007." *Vancouver Sun*, Nov. 6, 2007.
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- Erickson-Massey correspondences and notes re: Park Towers, 1968-1971 (Canadian Architectural Archives, 4A/76.13, Box 94).
- "High Rise Gets Nod." *Richmond Review*, Feb. 9, 1966.
- "High Rises Impressive." *Richmond Review*, Apr. 9, 1969.
- "Home Construction Dropped Last Year." *Richmond Review*, Jan. 22, 1969.
- "Park Towers [Advertisement]." *Richmond Review*, Nov. 10, 1972.
- "Minoru Blvd. Towers Get Go Ahead." *Richmond Review*, Jul. 28, 1971.
- "Vantage Point - the View from Richmond's First High-Rise Development." *Archives News* 20, no. 1 (Spring 2015).

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	McDonald's Golden Arches
ADDRESS	7120 No. 3 Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan NWP20915, Lot 21
PARCEL IDENTIFIER (PID)	009-599-118
YEAR BUILT	1967
ORIGINAL OWNER	Unknown
BUILDER	Unknown
ARCHITECT/DESIGNER	Stanley C. Meston / Charles Fish

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The McDonald's Arches at 7120 No. 3 Road in Richmond signify the first McDonald's restaurant outside of the United States. The sign is composed of the trademark 'golden arches' which have been beckoning customers to the restaurant since its opening in 1967.

HERITAGE VALUE OF HISTORIC PLACE

Constructed in 1967, the McDonald's Arches illustrate the postwar proliferation of automobile-oriented restaurants. Launched as a franchise in 1955, McDonald's quickly expanded across the United States as it capitalized on the favourable climate for new restaurants with convenient automobile access. The growing postwar economy in the United States, combined with consumer demand for car culture enabled McDonald's to assume a dominant role in the suburban and highway restaurant market. Recognizing a similar opportunity outside of its home country, McDonald's opened up its first international location in Richmond, locating the famous 'golden arches' along one of the city's primary thoroughfares, No. 3 Road. The corridor offered easy vehicular access from across the city and the Lower Mainland and the highly visible, tall sign advertised the restaurant to motorists from blocks away.

The McDonald's Arches are also valued as part of the of 'Googie' style architecture movement, which became popular in the mid-twentieth century as postwar optimism for the future and an unwavering belief in technology permeated culture and design. Highlighting space-age elements such as swooping curves and angular lines, the style generated from the Googie coffee shops of Los Angeles, which spawned a generation of futuristic roadside restaurants. The style influenced the McDonald's Arches, which were designed by architect Stanley Meston (assisted by Charles Fish) and are an enduring reminder of the dominant, automobile-oriented planning and design techniques of the mid-twentieth century. The 1967 sign is one of the few remaining vestiges of early McDonald's restaurants, as the prototypical design for the outlets changed the following year, departing from the space-age aesthetic that had defined the chain since its inception.

Finally, the McDonald's Arches represent an historic gathering place for Richmond residents, who have enjoyed many celebrations at the site's recreation area between the sign and the restaurant. The social value of the site, as an important cultural landscape in the city, is demarcated by the golden arches.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of McDonald's Golden Arches include, but are not limited to its:

- siting close to the street, within the front yard setback, along No. 3 road in Richmond's City Centre;
- continuous commercial sign use;
- form, scale and massing as expressed by its two, thin, tall backlit 'golden arches' with red aluminum framed 'McDonald's' backlit sign can spanning the centre; and
- construction materials including painted steel, aluminum, plastic, steel base plates and concrete footings.

RESEARCH SOURCES

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“U.S. Hamburger King Plans Canada Chain.” *Richmond Review*, Jul. 26, 1967.

Wilson, Tony. “The Keg's founder built a legacy.” *The Globe and Mail*, May 12, 2018.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	St. Alban's Anglican Church
ADDRESS	7260 St. Albans Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan NWP80504, Parcel 1
PARCEL IDENTIFIER (PID)	013-077-911
YEAR BUILT	1949-50
ORIGINAL OWNER	St. Alban's Anglican Church
BUILDER	Volunteer Labour
ARCHITECT/DESIGNER	Joseph F. Watson

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

St. Alban's Anglican Church is located midblock on the east side of the eponymously named St. Albans Road between Bennett and General Currie Roads. A highly distinctive building, St. Alban's is located in a primarily residential context, and is characterized by its stucco cladding, high-pitched gables, buttresses, quoining, pyramidal spire, and cruciform footprint. The church is connected via a covered b to a detached parish hall and office located to the north near the intersection of Bennett Road.

HERITAGE VALUE OF HISTORIC PLACE

St. Alban's Anglican Church, constructed from 1949-1950, is valued for its lifelong association to its congregation. By 1925, St. Anne's Anglican Church in Steveston was the only Anglican parish located in Richmond, but later that year, preparations began to establish a new parish in the Brighthouse district. The first meetings and services of the new parish occurred at private residences and Richmond's Municipal Hall. In early 1926, the Brighthouse Anglican Mission was officially established and a purpose-built hall for the new congregation was quickly erected, located on the opposite side of the road of the present St. Alban's church. The parish became known St. Alban's shortly after the mission was instituted. Continued growth of the congregation over the next two decades eventually necessitated the construction of a church, and under the auspices of Rev. Patrick R. Ellis, preparations were made for a new edifice beginning in 1946. St. Alban's congregation were incredibly active over the next several years, fundraising, donating, and eventually contributing their own labour to construct the church. During Easter 1950, the first service was held in the nearly completed church. With the final payment of the mortgage in 1955, St. Alban's church was consecrated by Bishop Godfrey P. Gower. St. Alban's congregation has continued to utilize this church as their place of worship for over 70 years. The parish has also been able to provide a number of services to the surrounding community following the addition of the extant 1962-1963 constructed parish hall.

St. Alban's Anglican Church is further valued for its unique Late Period Revival style, employing a range of traditional architectural expressions. Designed by Vancouver-based architect, Joseph F. Watson, St. Alban's church was conceived prior to the impending adoption of more Modernist ecclesiastical aesthetics in the mid-century, resulting in the continued employment of revivalist styles typical of the preceding decades. The steeply pitched gables incorporated into the cruciform, along with the buttresses, lancet windows, spire, and towering pointed segmental arch on the front elevation are aspects associated with Gothic Revival and lend to the verticality of the structure, as does the Tudor Revival inspired masonry chimney and faux-quoining. Reminiscent of the grand churches and cathedrals of the Church of England in the Old World, St. Alban's church's Period Revival design demonstrated and reinforced the English origin of both the Anglican Church and architectural styles it utilized. The tentative design of St. Alban's church had initially included a large steeple on the south transept, though this feature was dropped, and the overall scale of the building was also reduced.

St. Alban's Anglican Church is lastly valued for its connection to talented artist and architect, Joseph F. Watson (1885-1967). Born in Northumberland, Watson began his architectural career apprenticing under his brother, Henry, in 1902. Immigrating to Canada in 1909, he eventually opened a private practice in New Westminster in the early 1910s. After serving in the First World War, he lent his

services to a number of architectural firms, including Hill & Mock of Tacoma, Washington; McCarter & Nairne; and partnered with Henry Blackadder in the late 1930s. Watson served in the Royal Canadian Air Force during the Second World War, where it is possible he may have met Rev. Patrick R. Ellis, who was a chaplain for the RCAF at this time. St. Alban's church was one of Watson's final commissions, as he retired in 1950.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of St. Alban's Anglican Church include, but are not limited to its:

- setting midblock on the east side of St. Albans Road on a corner property with its 1960s-constructed parish hall and office to the north;
 - continuous use as a place of worship since 1950;
 - ecclesiastical form, scale, and massing as expressed by its: one-storey height with cruciform plan; front, rear, and side high-pitched gable roofs with parapets and coping; spire ordained with a Latin cross; and recessed front entryway; and asphalt shingle roofing;
 - wood-frame construction including: concrete foundation; roughcast stucco cladding; plastered friezes, banding, and window and door surrounds; gray brick chimney stack on south transept;
 - Late Period Revival design incorporating Gothic Revival elements including: buttresses on front and side elevations with overhanging noses; pyramidal spire; triangular and lancet window openings; and large recessed, central pointed segmental arch frontispiece on front elevation; and Tudor Revival elements including: parged quoining pattern surrounds; tall, flat window openings; and Tudor arch main door opening;
 - original fenestration including: single and double assembly triangular-headed wood sash windows with stained glass; single and double assembly wood sash flat windows with divided-light pane arrangement and stained glass; and double, vertical wood board Tudor arch-shaped front door with metal strap hinges;
 - additional exterior architectural features including: decorative frieze above front door; and wood louvre in front gable peak.
-

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Herrling Residence
ADDRESS	3360 Sexsmith Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	City Centre
LEGAL DESCRIPTION	Plan NWP3404, Lot 23
PARCEL IDENTIFIER (PID)	003-469-247
YEAR BUILT	1932
ORIGINAL OWNER	Joseph A. and Elsie M. Herrling
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Herrling Residence is located along Sexsmith Road in the City Centre neighbourhood of Richmond. Constructed in 1932, the house is characterized by its one and one-half storey height and clipped gable roof with central clipped gable dormer.

HERITAGE VALUE OF HISTORIC PLACE

The Herrling Residence is valued for its association with the interwar development of Richmond's City Centre neighbourhood. Waves of immigrants arrived following the incorporation of Richmond and early community needs were met with the construction of amenities, including a new town hall, a racetrack, the Interurban tram, and a number of small businesses. The tram provided access to additional commercial services near the intersection of No. 3 Road and Granville Avenue, which helped attract a growing number of businesses to Richmond's new commercial centre. In the 1920s, Richmond experienced a development boom and population resurgence following the disruption of war. As the City further improved community infrastructure, residents responded by constructing homes in the growing city. The Herrling Residence forms part of the interwar development of the City Centre neighbourhood, when the area saw the construction of many single-family homes.

The Herrling Residence, constructed in 1932, is significant for its association with original owners Joseph (1885-1978) and Elsie (née Allen; 1880-1989) Herrling. Joseph was born in the Agassiz district and pursued a lifelong career on the water, working on boats that operated on the Fraser River, as well as points further north in British Columbia and the Yukon. He also is remembered for his participation in the opening of the Deas Island Tunnel in 1959. Elsie is recalled as a member and officer of the local Eburne Star Rebekah Lodge, who also hosted meetings of the Richmond United Church Ladies' Aid and later, operated a beauty salon in this home. The Herrlings lived in the house until 1952, which continues to represent a tangible link to the contributions of early Richmond citizens.

The Herrling Residence is also valued for its Period Revival style of architecture. The design reflects the persistent influence of the Period Revival styles on residential designs between the two World Wars. The interwar years were a time of entrenched traditionalism in residential architecture, hearkening back to the domestic values and ideals of an earlier age. Designed with traditional British Arts and Crafts influences, the Herrling Residence features a picturesque clipped gable roofline, embellished brackets, and arched window assemblies.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Herrling Residence include, but are not limited to its:

- location along Sexsmith Road in the City Centre neighbourhood of Richmond;
 - residential form, scale and massing as expressed by its one and one-half storey height with side-gabled clipped roof;
 - wood-frame construction with wooden lapped siding;
 - Period Revival style design features, including: pointed bargeboards, prominent central clipped-gable dormer, and central entryway set significantly above grade, accessed by a flight of steps and featuring a projecting gabled roof supported by embellished triangular brackets;
 - variety of original wooden sash and frame windows, including: arched double-hung assemblies, tripartite assemblies with fixed central window and double-hung windows on either side, and multi-pane casement assemblies; and
 - original wooden front door with glazing.
-

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Lulu Island Railway Bridge
ADDRESS	n/a
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	East Richmond
LEGAL DESCRIPTION	n/a
PARCEL IDENTIFIER (PID)	n/a
YEAR BUILT	1930-1931
ORIGINAL OWNER	Canadian National Railway
BUILDER	Canadian National Railway / Dominion Bridge Co.
ARCHITECT/DESIGNER	Canadian National Railway / Dominion Bridge Co.

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Lulu Island Railway Bridge crosses the North Arm of the Fraser River between the cities of Richmond and Burnaby. Constructed along a sinuous right-of-way, the bridge consists of a long timber trestle structure beginning immediately east of a wye on Lulu Island, eventually reaching the Fraser River and a single, metal camelback truss swing span. The large swing span features an extant machine house affixed to its upper chords, and is supported by a cylindrical concrete pier swing span mechanism. Lulu Island Railway Bridge continues to be utilized as an active train crossing.

HERITAGE VALUE OF HISTORIC PLACE

The Lulu Island Railway Bridge, constructed between 1930-1931, is valued for its lifelong association to the Canadian National Railway (CN), and the company's ambitious industrialization scheme of Lulu Island. Realization of a crossing in this vicinity was nearly two decades in the making, as one of the CNR's predecessors, the Canadian Northern Railway (CNoR), sought to construct a bridge over the North Arm to connect to their completed rail line between Queensborough and Steveston. The railroad had been laid along the southern perimeter of Lulu Island beginning in 1913, but only provided passenger service from 1917 to 1918, terminating when a bog fire destroyed a trestle near Woodward's Slough. Already suffering financially, and lacking the labour and material due to the First World War, the CNoR were unable to repair the damage, abandoning their Lulu Island line. Following the nationalization of CNoR, its assets were now under the auspices of CN. With the return of favourable economic conditions in the mid-late 1920s, CN initiated a multi-million dollar program of railway building on Lulu Island to act as a catalyst for the industrialization of Richmond. The former CNoR line was rehabilitated, and a new line laid along the north side of Lulu Island between Bridgeport and the future river crossing. These two branches were supplemented by north-south connector along Shell Road. Construction of the bridge commenced in 1930 following its approval by the Township of Richmond in December 1929. Upwards of 65 people worked on the bridge, with the trestle approaches and substructures, including the pilings and concrete piers built by CN labourers while the truss span was fabricated by the Dominion Bridge Company. Although mired in the Great Depression, CN continued their building program, and the first freight trains crossed the bridge on November 5, 1931. Private investment at CN's envisioned industrial centre at Woodward's Landing was slow at this time, but increased in the post-Second World era.

The Lulu Island Railway Bridge is also valued for its single camelback truss swing bridge design. Camelback trusses are a variation of Parker trusses, the latter patented by mechanical engineer Charles H. Parker of Boston in 1870. Unlike the single horizontal upper chord of the popular Pratt-style trusses, the Parker truss featured a polygonal upper chord, therefore requiring less material in its assembly. As a result, the Parker truss started to become much more prevalent in the early 20th century. The camelback-style is distinct subset of the Parker truss as it features exactly five upper chord angles, and along with the Canadian Pacific Railway's swing span over the Pitt River, the Lulu Island Railway Bridge may be the only extant example of this truss type in Metro Vancouver.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Lulu Island Railway Bridge include, but are not limited to its:

- location in East Richmond crossing both the North Arm of the Fraser River and River Road;
 - continued use as a crossing at this location between Richmond and Burnaby since 1931;
 - metal, concrete, and wood construction including: lengthy timber trestle approaches; concrete piers including cylindrical central pier, with visible gear ring, protected by a wood fender structure; and rail tracks; and
 - Camelback truss design utilized as swing span featuring an elevated machine house.
-

RESEARCH SOURCES

“Bridge Ready In September.” *Vancouver Sun*, Jun. 16, 1931.

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	CJOR Transmitter Station
ADDRESS	6211 Nelson Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	East Richmond
LEGAL DESCRIPTION	n/a
PARCEL IDENTIFIER (PID)	003-682-676
YEAR BUILT	1941
ORIGINAL OWNER	George Chandler
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown (possibly Herbert B. Seabrook)

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The CJOR Transmitter Station is a small rectangular concrete building located along Nelson Road in an agricultural area of East Richmond. The modest building is characterized by its board-formed concrete construction, flat roof, and glass block windows.

HERITAGE VALUE OF HISTORIC PLACE

The CJOR Transmitter Station is valued for its association with the evolution of radio transmission throughout the Lower Mainland. Radio technology remained largely untapped until the development of military uses during the First World War. By the 1920s, commercial radio programming was embraced by an avid audience of listeners. Among the new stations that developed during the 1920s was the CFXC call sign (later CJOR), which was founded in 1923 as a commercial 'experimental' radio station by electrical store owner Fred Hume. Providing news and entertainment, the service was paid for by corporate sponsors through on-air ads and catchy jingles that promoted consumer goods and services. In the 1930s, radio developed as a significant cultural force through the establishment of a national network that supported local talent. During the war years, radio provided news from overseas, as well as distracting entertainment; it was during this time the CJOR Transmitter Station was constructed along Nelson Road, in anticipation of increased transmission. In the postwar years, as electricity became more widely available, the radio industry expanded. By April 1946, CJOR celebrated its twentieth anniversary with the opening of a new transmitter building, located near this original Lulu Island station. The new site boasted a 10,000-watt transmitter and became the first Canadian station to go on the air full-time with an authorized postwar power increase.

The Transmitter Station is significant for its association with the history of CJOR. Just three years after its founding in 1923, the CFXC station was acquired by George Chandler, who changed the call sign to CJOR, reportedly because it was the closest phonetically to his first name; H.B. "Bud" Seabrook started with the station in 1928 at the age of seventeen. Eventually becoming chief engineer, Seabrook was responsible for the installation of the complicated broadcast equipment at this Lulu Island site. In 1944, two years after Seabrook's departure to Montréal, the station became the Vancouver network affiliate of the CBC. George Chandler passed away in 1962 and in 1965 the station was purchased by Jim Pattison. CJOR continues to operate today under the call sign CKPK. The Transmitter Station exists today as a tangible link to the formative years of CJOR.

The CJOR Transmitter Station is also valued for its purpose-built vernacular design, which communicates its function. Though modest in scale and design, the Transmitter Station expresses its purpose-built use through its remote location, concrete construction (which reduced interference), glass block windows, and 'CJOR' call sign lettering.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the CJOR Transmitter Station include, but are not limited to its:

- location along Nelson Road in East Richmond;
 - siting in a rural, agricultural area;
 - institutional form, scale and massing as expressed by its one-storey height, rectangular plan, and flat roof;
 - board-formed concrete construction; and
 - vernacular Transmitter Station design features, including its glass block windows, off-centre entryway accessed by a flight of steps, and sign reading 'CJOR' in red lettering.
-

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Tom-Mac Shipyard
ADDRESS	16971/17011/17111 River Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	East Richmond
LEGAL DESCRIPTION	Plan NWP5063, Lot 5 / NWP5520, Block 8, Lots 1,2
PARCEL IDENTIFIER (PID)	011-125-691 / 011-100-982 / 004-305-744
YEAR BUILT	circa 1945 / circa 1963 / 1971 / 1980s
ORIGINAL OWNER	Tomislav Serka and Osmond J. McDonald
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Tom-Mac Shipyard is an active boat repair facility located along River Road between No. 7 and No. 8 Roads on the south bank of the Fraser River's north arm. The facility is situated in a primarily rural and industrial context and is comprised of number of structures, including offices, workshops former netlofts, a wharf, docks, and slipways. An irregular massing of adjoining buildings, including several detached structures, are supported by wood pilings and are clad in variety corrugated metal and fibreglass siding.

HERITAGE VALUE OF HISTORIC PLACE

Tom-Mac Shipyard is highly valued as extant and the oldest operating shipyard in Richmond, catering to smaller marine vessels and specializing in wood construction and repairs. The shipyard, established in 1963, began as equal partnership between Tomislav Serka and Osmond J. McDonald. Tomislav and his wife, Cecilia, were both immigrants to Canada from Croatia, arriving in Richmond at separate times during the mid-century. Osmond was a local industrialist, operating both Queen Charlotte Food Processors and Queen Charlotte Fisheries, both of which were undergoing an enormous expansion with the planned opening of a cannery and processing plant in Richmond, occurring in 1965. Tom-Mac Shipyard was founded to provide ongoing maintenance to the extensive fleet of Queen Charlotte Fisheries vessels, and continued to do so for the next several years. In the early 1970s, Tomislav purchased Osmond's half of the enterprise, and immediately expanded the shipyard to include a netloft, allowing for an additional source of revenue. Tom-Mac became a family affair, with Cecilia as the bookkeeper, and Tom Serka (Jr.) eventually managing the business. Fishing vessels continued to be the mainstay of the shipyards work until the 1980s when the local commercial fishing industry began to substantially decline, resulting in a transition toward the maintenance and repair of tugboats, and to a lesser degree fishing and pleasure crafts.

Tom-Mac Shipyard is also valued for its motley collection of vernacular buildings and structures, showcasing its history, development, and adaption to new uses throughout the 20th century and to the present day. The earliest building on the site is that of residence and commercial store, constructed in circa 1945 by owners and residents, Arne (1906-1996) and Aino (1907-1970) Rivers. Formerly utilized by the Rivers family as their home and a general store, the building now serves as Tom-Mac's reception area, lunch room, and storage. By 1950, an abutting gable building to the west had been constructed, operating as a boat house with a dedicated slipway for the construction of watercrafts. The Rivers moved to Hixon, BC prior to selling their property in 1952, and the proceeding inhabitants spent the next decade using the premise as a boatworks until the advent of Tom-Mac in 1963. With the establishment of Tom-Mac Shipyard, a new slipway and partially enclosed work shed were constructed adjoining the former residence to the east. The Serka family further supplemented the shipyard with a large netloft in 1971, more than doubling its size over a decade later. During the 1980s, the Serkas acquired the two neighbouring and flanking waterfront properties, allowing for the construction of another slipway to the west, and large wharf to the east which included a short channel to allow for a travelling lift to hoist boats out of the water. Tom-Mac Shipyard maintains a high degree of its historic integrity and fabric, and evidence of past uses continue to exist within the interior of such buildings as the former residence and netlofts, the latter having been converted to workshops in the late 20th century.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Tom-Mac Shipyard include, but are not limited to its:

- location along River Road, between No. 7 and No. 8 Roads along the North Arm of the Fraser River outside of the Lulu Island dyke barrier; adjacent to Gronlund Boatworks;
 - continuous use as a shipyard since 1963;
 - vernacular form, scale, and massing as expressed by its: irregular collection of interconnected adjoining and detached buildings and structures including front gabled workshops and work sheds; split shed roof formed from construction of adjoining former netlofts; two-storey shed roof former residence and commercial building; large wharf; slipways; and network of floating docks and other auxiliary structures;
 - wood and metal frame construction including: wood pile foundations; combination of wood, metal, and concrete decking and flooring; corrugated metal and fibreglass cladding and roofing; asphalt shingle roofing on former circa 1945 residence and circa 1950 boat house;
 - historic fenestration including: aluminum horizontal sliding windows; large industrial sliding doors; and multi-light wood doors situated on front of former circa 1945 residence and commercial storefront;
 - other landscape elements including: rail-guided slipways; painted “Tom-Mac Shipyard” sign on north elevation of 1971-constructed netloft; and moveable and fixed equipment including: industrial bandsaws and planers; large travel lift and crane; and slipway boat cradles; and variety of other shipyard specific machinery.
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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Gilbert Beach
ADDRESS	6820 Dyke Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Gilmore
LEGAL DESCRIPTION	District Lot 7136, Group 1
PARCEL IDENTIFIER (PID)	010-397-230
YEAR BUILT	n/a
ORIGINAL OWNER	Province of British Columbia
BUILDER	n/a
ARCHITECT/DESIGNER	n/a

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Located west of Gilbert Road along Dyke Road, Gilbert Beach is a natural recreation area along the shoreline of the South Arm of the Fraser River. Situated near the historic London Heritage Farm, Gilbert Beach is a natural landscape featuring a sandy bank with semiaquatic vegetation. It has however been transformed and altered inadvertently by human activities since the 19th century, resulting in the notable accumulation of log debris along its backshore.

HERITAGE VALUE OF HISTORIC PLACE

Gilbert Beach is valued as a cultural landscape, resulting from the variety of past and present human uses at this natural site. Prior to the European settlement of Lulu Island, the vicinity of Gilbert Beach was dominated by grasslands, flanked on either side by major sloughs and tidal marshes, and would have presumably been an ideal location for First Nations to utilize as a landing and a seasonal camp. Its physical characteristics would have doubtlessly caught the attention the first permanent settlers in the late 19th century as well. Thomas McNeely became the first registered owner of the section of land fronting the South Arm of Fraser River at this location in 1875 after obtaining a Crown Grant. The property was purchased six years later by the London family who established their farmstead nearby the future Gilbert Beach. The local area around the London farm became an early hub of activity as London family constructed an early wharf along the river, which was superseded by a government sponsored wharf at the southern terminus of No. 2 Road, the latter being the first graded and public roadway on Lulu Island. Dyke construction also began in the 1880s in proximity to Gilbert Beach, resulting in the first significant change in the topography of the shore. With the advent of the logging and sawmill industries upstream along the Fraser River, like elsewhere along the waterway, the banks of Gilbert Beach began to accumulate log debris, a situation that continues to present. Further anthropogenic impacts to Gilbert Beach in the mid-20th century included the construction of a network of hydraulic structures at the upstream entrance of the Steveston Channel, diverting and controlling the flow of the Fraser River. This disruption to the flow at Gilbert Beach possibly resulted in a buildup of sandy accretion and the formation of the extant beach. By the 1950s, Gilbert Beach began attracting residents as a place of leisure, serving as a swimming hole, and a spot to relax, fish, and birdwatch.

Gilbert Beach is further valued for its establishment as a public amenity by the City of Richmond during the 1960s, and its continued use in this capacity. A campaign for its procurement in order to institute it as a municipal beach began in the late 1950s, spearheaded by Councillor Robert A. McMath and the Parks and Recreation Committee. The latter announced a capital expenditure in 1963, proposing to develop both Gilbert and McDonald Beaches. At the time, the strip of land outside the dyke was owned by the Province of British Columbia. Following negotiations with the municipality, the Province granted Gilbert Beach to Richmond for use as a park on July 5, 1965, making it the first public beach along the South Arm of the Fraser River. Besides the eventual construction of small parking lot, Gilbert Beach has been generally left in a natural state, with maintenance carried out occasionally to remove some of the log debris along the shore.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of Gilbert Beach include, but are not limited to its:

- Location outside of the dyke, west of Gilbert Road and south of the London Heritage Farm, in a generally rural area;
 - Continued use as a recreational site, including: swimming, fishing, birdwatching, picnicking;
 - Access to the Fraser River and unrestricted view of the South Arm Marshes and Shady Island;
 - Landscape features including: natural sandy deposits; presence of semiaquatic vegetation; log debris utilized as beach furniture; minimal use of riprap and other artificial structures along the adjacent dyke; and wood pilings extending perpendicular to beach forming training walls.
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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Gilmore Residence
ADDRESS	10631 Dyke Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Gilmore
LEGAL DESCRIPTION	Plan NWP8315, Parcel E
PARCEL IDENTIFIER (PID)	003-799-701
YEAR BUILT	circa 1940
ORIGINAL OWNER	James Gilmore / Leslie Gilmore
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Gilmore Residence is a one and one-half storey, wood-frame house located along Dyke Road in the South Arm area of Richmond. Its Period Revival architecture is characterized by its side-gabled roof, prominent front-gabled wing, and central entryway.

HERITAGE VALUE OF HISTORIC PLACE

The Gilmore Residence is highly valued for its connection to the Gilmore family of Richmond. James Gilmore immigrated from Ireland in 1884, settling briefly on Sea Island before purchasing farmland on Westham Island; he and Nellie Dalzeil married several years later. Nellie was born in Scotland and came to British Columbia with her mother Mary, who married widower and well-known early Richmond resident Hudson M. Tiffin in 1893. Tiffin owned this property, ranching and farming the land until his retirement circa 1906, when he and Mary moved to Vancouver and James and Nellie took over the farm. This dwelling was presumably constructed around 1940 for the family of Leslie and Annie Gilmore; Leslie was one of James and Nellie's eight children. Leslie Gilmore took over operation of the farm and was locally known as a resilient, intelligent, and financially successful farmer who produced trend-setting and popular crops. In the 1940s, Leslie went into dairy farming and was well-known for his prize-winning herd of purebred Holsteins. Gilmore won North American recognition for high milk production and also farmed beef cattle at his ranch at Soda Creek. Both Gilmore generations contributed immensely to the agricultural development of Richmond and the Gilmore Residence exists today as a tangible link to the family.

The Gilmore Residence is valued for its association with the agricultural landscape of the South Arm area. Located on the banks of the Fraser River, this area was one of the main areas of early settlement in Richmond. The Fraser River allowed settlers to produce and transport their goods with ease, thereby creating a prosperous small agricultural community, which profited from the rich soil of the river delta. Eventually, a pattern of land use emerged consisting of large farm lots with homes built along the edges of the sloughs to accommodate the boats which were used for travel. The continued existence of river-based communities and heritage sites such as Finn Slough, London Farm, and the Gilmore Residence reinforce the connection to the early and continued agricultural landscape of this part of Richmond.

Constructed ca. 1940, the Gilmore Residence is also valued for its Period Revival architecture. The design of the Gilmore Residence reflects the influence of revival architecture during a time of traditionalism in residential architecture, hearkening back to the domestic values and ideals of an earlier age. The revival of earlier styles during the interwar and war periods echoed the enduring popularity of traditional architecture through the early twentieth century. The Gilmore Residence is characterized by its rectangular plan with side-gabled roof and prominent front-gabled wing, featuring a pedimented projecting central entryway. The house embodies the concept of traditional domestic architecture and remains an excellent example of wartime architecture in Richmond.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Gilmore Residence include, but are not limited to its:

- location on Dyke Road in the Gilmore area of Richmond;
 - continuous residential use since circa 1940;
 - residential form, scale and massing as expressed by its one and one-half storey height, rectangular plan and setting a half-storey above grade, with side and front-gabled roof structures;
 - wood-frame construction with wide lapped wooden cladding;
 - Period Revival design features, including: returned eaves; projecting entryway with gable-on-hip roof structure with tripled, square columns; and flight of wooden steps leading to the front entrance with a low, closed balustrade which extends to the entry vestibule;
 - single and paired double-hung wooden frame and sash assemblies with arched upper sashes and tripartite assemblies featuring double-hung wooden frame and sash assemblies flanking a central fixed window all with arched upper sashes;
 - front door arrangement with central door and sidelights; and
 - two original red-brick chimneys, one interior and one exterior.
-

RESEARCH SOURCES

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“Leslie Gilmore Wins Potato Growers. Cup.” *Vancouver Sun*, Oct. 29, 1938.

“Pioneer Passes To Long Rest.” *Richmond Review*, May 3, 1939.

Registration of Death. Annie Isabelle Gilmore, May 9, 1953 (British Columbia Archives 1953-09-005232)

Registration of Death. Leslie Gilmore, July 12, 1979 (British Columbia Archives 1979-09-010768)

Registration of Death. Mary Bernice Gilmore, August 28, 1996 (British Columbia Archives 1996-09-018491)

Registration of Marriage. Leslie Gilmore and Annie Isabelle Blair, November 10, 1921 (British Columbia Archives 1921-09-235405)

“Revered Citizen Passed Away At Hospital Monday.” *Richmond Review*, Dec. 23, 1936.

“Richmond Loses Respected And Well-Loved Citizen.” *Richmond Review*, May 13, 1953.

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“Tiffin.” *The Province*, Feb. 22, 1910.

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Monteith Residence
ADDRESS	12004 No. 2 Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Gilmore
LEGAL DESCRIPTION	Plan NWP3177, Lot 1
PARCEL IDENTIFIER (PID)	003-514-951
YEAR BUILT	1924
ORIGINAL OWNER	Frank G. Monteith
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Monteith Residence is located on the southeast corner of No. 2 Road and Monteith Road, immediately north of the eastern terminus of Moncton Street. Situated along the western property line of a 19.5 acre agricultural parcel, the Craftsman-style side-gable dwelling retains a high degree of its historic fabric, including its wood shake and wood lap cladding, and prominent central dormer and porch. A number of mature trees surround the structure, and the front elevation is partially obscured from ivy and other vegetation growing adjacent to the house.

HERITAGE VALUE OF HISTORIC PLACE

The Monteith Residence is highly valued as an extant farmhouse, and for its continued connection to its original farm property on which it was built, reflecting the agricultural roots of Richmond. The 19.5 acre lot on which the dwelling resides upon was subdivided off a section of land in 1920, originally owned by Richmond pioneer Charles E. London. The elongated property was purchased by Frank G. Monteith (1882-1960) in circa 1921. Frank was born in Nova Scotia and was a trained engineer. Him and his wife, Susan (née Poland; 1882-1979) were married in 1916 and resided in the Kerrisdale community of Vancouver at the time they commissioned construction of their new home east of Steveston in 1924. Like many others in the vicinity, Frank's primary career whilst residing in Richmond was associated with the local canneries, with the Monteith farm providing an additional revenue and economic safety net during times of hardship in the fishing industry. Frank and Susan continued to reside here for over two decades, and upon their retirement, they moved back to Vancouver. Subsequent owners have continued to not only maintain the house, but also the farm itself. Intensifying redevelopment around the Monteith Residence has left it as the only pre-Great Depression farmhouse along No. 2 Road south of Steveston Highway.

The Monteith Residence is further valued as an excellent example of a Craftsman-style design, as well as retaining a high degree of its historic fabric. Derived from the British Arts and Crafts movement, the Craftsman-style emerged in California, and the honest use of natural and locally sourced materials was promoted by its early advocates. The style disseminated across North America through its publicity in domestic pattern book magazines, first becoming popular in British Columbia during the early 1910s. The enduring preference for the Craftsman style through the Interwar era of the 1920s represented a nostalgic penchant for the time prior to the turmoil of the First World War. Featuring hallmarks of the style, the Monteith Residence includes such features as wood shake cladding, triangular brackets, tapered porch columns, and a large dormer.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Monteith Residence include, but are not limited to its:

- location along No. 2 Road in Richmond at the corner of the eponymously named Monteith Road;
- situation on the northwest corner of 19.5 acre agricultural property;
- residential form, scale and massing as expressed by its square plan, one and one-half storey height with above-ground basement, side gable roofline, and symmetrical massing; central projecting porch and dormer on front elevation; and half-width shed extension on rear;
- wood-frame construction;
- Craftsman-style features including: exterior wood shake wall cladding in ribbon coursing; wood lap siding along basement level; front gable porch, tapered column piers, and side staircase with

stepped, closed balustrade; pointed end wood barge boards; decorative wood rafter tails; triangular wood brackets in gables; and front gable dormer;

- original fenestration including: triple, double, and single assembly hung wood windows featuring 6-over-1 sash configuration; banked window assembly on shed-roof extension at rear; single-light exterior wood storms; window surrounds featuring plain wood side and head casings with moulded cornices, and wood sills and aprons; vertical wood board doors at rear; vertical wood board sliding garage door on north elevation with two 4-light wood windows; and door surrounds featuring plain wood side casings;
 - one external concrete block chimney with concrete chimney pot; and one internal concrete block chimney with concrete chimney pot; and
 - landscape features including: mature coniferous trees and cultivated farmland.
-

RESEARCH SOURCES

“Car goes in ditch; 2 perish.” *Vancouver Sun*, Dec. 29, 1924.

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Registration of Death. Susan Creta Monteith, Sept. 5, 1979 (British Columbia Archives 1979-09-013410)

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	South Arm United Church
ADDRESS	11051 No. 3 Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Gilmore
LEGAL DESCRIPTION	Plan NWP4120, Lots 1,2
PARCEL IDENTIFIER (PID)	015-438-562
YEAR BUILT	1958-59
ORIGINAL OWNER	Trustees of the Congregation of South Arm United Church
BUILDER	Volunteer Labour
ARCHITECT/DESIGNER	George T. Furnadjieff

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Located at the southwest corner of No. 3 Road and Steveston Highway, the South Arm United Church is a Modernist complex featuring a prominent high-pitched gable edifice and a neighbouring, contemporaneous church hall, both joined by a flat-roof connector. Both buildings feature large window assemblies with staggered sashes, and stucco and wood cladding. A large paved surface parking lot provides ample parking, and at the rear of the property, the South Arm congregation's 1906-constructed church is still extant.

HERITAGE VALUE OF HISTORIC PLACE

South Arm United Church, constructed from 1958 to 1959, is highly valued for its association to one of Richmond's oldest religious assembly, the South Arm United Church congregation. Established in 1905, the congregation was originally under the auspices of the Presbyterian Church in Canada. The first Presbyterian missionary visited the South Arm district by 1885, and eventually services were held at a non-denominational church, built in 1887 at London, located at the southern terminus of No. 2 Road. After the turn of the century, population growth in the South Arm district warranted the institution of a new presbytery, resulting in the South Arm Presbyterian Church. After obtaining half an acre of land from George Alexander at the corner of No. 9 (Steveston Highway) and No. 3 Roads, construction began on the first church for the young congregation, and was completed in 1906. Following the amalgamation of the Canadian Presbyterian, Methodist, and Congregationalist denominations in 1925, South Arm Presbyterian Church was admitted into the newly incorporate United Church of Canada. In the post-Second World War era, the 1906 church began to become inadequate to serve the laity, and in 1958, the decision was made to build a new church and an architect retained. Construction was started promptly, with the congregation providing volunteer labour, and under a year later, the modern church complex was opened and dedicated on May 10, 1959. Since then, the South Arm congregation has continued to utilize and maintain this place of worship, also providing it as a community amenity, hosting community groups and a variety of functions.

South Arm United Church is also valued for its impressive, Modernist design. Modernism began emerging in Europe and North America at the end of the 19th century, but began to be universally embraced in the post-Second World War era. The Modern movement sought to demonstrate progress by employing local building materials, new and efficient technologies, and a machine-like aesthetic, distancing itself from the past and traditional styles. Some Christian denominations were quicker than others to adopt these contemporary expressions, and a form many mid-century churches took advantage of were the economical A-frame design. This popular format provided a flexible use of interior space, as well evoked a symbolic representation as these buildings stretched skyward into the heavens. Vancouver-based and Bulgarian-born architect George T. Furnadjieff was retained to design the new South Arm church, and while not a true A-frame design, the bulk of the South Arm United Church's volume lays within its steeply gable roof. While ornamentation is generally minimized with the Modernist approach, both the church, its hall, and connector exhibit a variety of embellishments, including exposed rafters and roof joists, large staggered window assemblies, and textured stained glass. A unique 'Space Age' designed spire which once was located along the roof ridgeline of the church was removed sometime prior to 2000.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of South Arm United Church include, but are not limited to its:

- location on the southwest corner of No. 3 Road and Steveston Highway;
- continuous place of religious assembly since 1906;

Church

- ecclesiastical form, scale, and symmetrical massing as expressed by its: one-storey height with rectangular plan; and front gable roof with short sidewalls;
- wood-frame construction including: concrete slab foundation; stucco and vertical wood board cladding; aluminium clad wood barge boards; wood fascia along eaves; wood board soffit; and asphalt shingle roofing;
- Modern style design features including: steeply pitched front prow gable roof; recessed frontispiece with inset, low-pitched gable narthex; exposed wood rafters on front elevation; exposed wood purlins on rear elevation; flat, projecting eaves with exposed wood rafter tails;
- original fenestration including: large assemblages of fixed and operable wood frame and sash stained glass windows with an assortment of different coloured and textured glazing, arranged in a staggered pattern along the front and side elevations; and two sets of original solid wood multi-panelled double doors with original hardware and sidelights at main entry;
- additional exterior and landscape elements including: monumental hand-hewn wood cross set within recessed frontispiece; large white stuccoed cross inlaid in gable of rear elevation; and a small garden along the front and north perimeter of the church.

Church Hall

- form, scale, and symmetrical massing as expressed by its: one-storey height with rectangular plan; front gable roof; and full-width foyer projection with flat roof on front elevation;
- wood-frame construction including: concrete slab foundation; vertical wood board cladding; aluminium clad wood barge boards; wood fascia along eaves; wood board soffit; and asphalt shingle roofing;
- Modern style design features including: low pitched front prow gable roof; large exposed rafter tails with wingwalls below, both clad in vertical wood board; and exposed roof beam and joists above foyer projection;
- original fenestration including: large assembly of fixed wood frame and sash clear windows with clear glazing, arranged in a staggered pattern on the front elevation; and two sets of double doors with multi-light staggered pattern sidelights at main entry;
- additional landscape elements including: a small garden along the front and north perimeter of the church hall.

Connector

- form, scale, and massing as expressed by its: one-storey height with rectangular plan; and flat roof;
 - wood-frame construction including: concrete slab foundation; vertical wood board cladding; wood fascia along eaves; and wood soffit;
 - Modern style design features including: exposed roof joists;
-

- original fenestration including: double assembly wood windows with fixed sashes; clerestory windows between exposed roof joists; two sets of double doors with sidelights and wood casings, and at least one set containing its original multi-light wood doors and associated hardware;
 - large assembly of fixed wood frame and sash clear windows with clear glazing, arranged in a staggered pattern on the front elevation; and two sets of double doors with multi-light staggered pattern sidelights at main entry;
 - additional exterior elements including: large internal red-brick chimney.
-

RESEARCH SOURCES

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Runnals, F.E., J. Lewis, and P. Woodward, comp. *South Arm United Church - A History*. n.d. (City of Richmond Archives South Arm United Church Reference File)

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- Building Society Minutes (Box 237, Volume 10)

- Correspondences re: South Arm United Church (Box 243, Volume 18)

- "South Arm United Church: Opening and Dedication Service", 1959 [Box 239, Volume 3]

- "Your New South Arm United Church", 1958 [Promotional Pamphlet] (Box 243, Volume 18)

"South Arm United Church W.A. Plans." *Richmond Review*, Mar. 12, 1958.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Mustart Residence
ADDRESS	4500 Smith Crescent
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Hamilton
LEGAL DESCRIPTION	Plan NWP62449, Lot 152
PARCEL IDENTIFIER (PID)	000-804-932
YEAR BUILT	circa 1955
ORIGINAL OWNER	Norman and Claire Mustart
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Mustart Residence is a one-storey, wood-frame bungalow located along Smith Crescent in the Hamilton area of east Richmond. Built circa 1955, the house displays the quintessential characteristics of a modest mid-century bungalow, as reflected in its linear, rectangular plan, hipped roof, and large, wood-frame windows.

HERITAGE VALUE OF HISTORIC PLACE

The Mustart Residence is significant for its association with the Veterans' Land Act of 1942 and its impact on the postwar development of Richmond. Prior to World War II, the Hamilton area was inhabited primarily by fishermen and farmers and their families. However, as of 1942, the population of the area drastically decreased when the internment of Japanese Canadians began. The summer of that same year saw the establishment of the Veterans' Land Act (VLA), which was a government undertaking meant to settle war veterans – the first iteration had been known as the Soldier Settlement Act (1919). As opposed to the Soldier Settlement Act, which provided soldiers with loans to purchase only farmland, the VLA offered three options to veterans: farming, small holdings, or commercial fishing, each of which was available to anyone who had served a minimum of one year, either at home or abroad. Large areas in Richmond were set aside for the purposes of creating housing subdivisions for veterans. In 1955, the Mustart family, headed by veteran Norman Mustart, moved into their new home in the Gray (now Hamilton) Veterans' Land Act subdivision. The Mustart Residence exists today as an excellent example of the type of housing constructed as a result of the Veterans' Land Act.

The Mustart Residence is valued for its long-term association with its original owners, the Mustart family. Born in Nanaimo in 1911, Norman Mustart worked as a mechanic and served with the Royal Canadian Air Force during the Second World War. Following the war, Mustart returned to British Columbia, becoming an accomplished badminton player (winning multiple provincial championships), marrying Claire Golder in 1951, and welcoming their first child, Susan, in 1953. The family moved into their new home in 1955 and welcomed their second child, Timothy, in 1956. This house continues to be owned by the Mustart family.

The Mustart Residence is valued additionally for its mid-twentieth century bungalow architecture and idyllic setting. The bungalow was the favoured postwar building style across the continent during the mid-century. Featuring rational space planning, large kitchens, handsome exteriors and the architectural accommodation of the car, the postwar bungalow would remain one of the most popular housing types across Canada for decades following the Second World War. The popularization of the mid-century bungalow was furthered due to its standardization of construction, resulting in lower costs for the owner and a faster completion time, both necessary considering the urgent need for housing in the postwar context. By the mid-1950s, popular tastes began to change and more people were preferring the ranch style bungalow, which was characterized by its strong horizontal lines and angles, wide overhanging eaves with hipped, gable, and even flat roofs. Characterized by its linear rectangular plan, rambling hipped roof, and large wood frame and sash windows, the Mustart Residence exists as an excellent example of an early ranch style bungalow; its garden setting enhances the idyllic postwar nature of the era in which it was constructed.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Mustart Residence include, but are not limited to its:

- location on Smith Crescent in the Hamilton Veterans' Land Act subdivision in Richmond;
 - setting surrounded by mature and scenic gardens;
 - position set back from the street;
 - continuous residential use since ca. 1955;
 - residential form, scale and massing as expressed by its linear rectangular plan, one-storey height and hipped roof;
 - wood-frame construction;
 - vernacular mid-twentieth century design features, including: boxed eaves and central entryway accessed by a short flight of steps;
 - original double-hung, multi-pane, wooden frame and sash windows, including single, paired and tripartite assemblies; and
 - masonry chimney.
-

RESEARCH SOURCES

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Keen, Mary. *The Country: Richmond's Eastern Neighbourhoods*. Richmond, BC: City of Richmond Archives, 2010.

“Mustart.” *Vancouver Sun*, Oct. 12, 2000.

“Mustart-Golder Rites Solemnized Friday Night.” *The Province*, Jun. 16, 1951.

“Mustart, Norman Turner.” *Vancouver Sun*, Feb. 21, 2011.

Tax Assessment Rolls. Corporation of the Township of Richmond (City of Richmond Archives)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Britannia Hangar
ADDRESS	5301 Airport Road South
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Sea Island
LEGAL DESCRIPTION	Plan LMP1362, Parcel 1
PARCEL IDENTIFIER (PID)	017-689-449
YEAR BUILT	1957-58
ORIGINAL OWNER	Canadian Pacific Airlines Ltd.
BUILDER	Marwell Construction Co.
ARCHITECT/DESIGNER	Otto Safir

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Britannia Hangar is a large aircraft maintenance facility built for Canadian Pacific Airlines in 1958 and located in the South Terminal area of the Vancouver International Airport. Featuring an arched roof and structural concrete arches, the unique design of the hangar provides ample, uninterrupted space for aircraft service.

HERITAGE VALUE OF HISTORIC PLACE

The Britannia Hangar is valued for its contribution to the aviation history of British Columbia. Commissioned by Canadian Pacific Airlines in 1957, the hangar was purpose-built for the maintenance of the airline's Bristol Britannia turboprop aircraft. The first jet-age hangar constructed in Canada, the facility employed modern technology to serve the rapidly evolving airline industry in a growing metropolitan area. Canadian Pacific Airlines helped connect the Vancouver region to numerous ports across the world and forged early international air links that continue to this day, including the first polar routes, which greatly reduced intercontinental travel times. Their new hangar at Vancouver International Airport represented their commitment to Western Canada's largest metropolitan as its strategic geographic position was exploited through the middle of the twentieth century. Its continued use represents the ongoing importance of the air transportation industry at the country's second busiest airport, even after the Canadian Pacific Airlines brand was discounted and the passenger terminal was relocated from the South Terminal area.

The Britannia Hangar is also significant for its forward-thinking design by structural engineer Otto Safir. Designed with structural concrete arches that did not require any vertical supports, the vast hangar offers more than 4,800 square metres of uninterrupted space for aircraft maintenance activities. Two Britannia airplanes could fit into the space, which also includes offices, workshops, and storerooms. Large sliding hangar doors frame the eastern elevation, while a curtainwall glazing system on each elevation of the building provides plenty of natural light. The hangar was also designed to be both fire and earthquake resistant; it was built by Marwell Construction Co., one of the leading firms of the era.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Britannia Hangar include, but are not limited to its:

- location along Airport Road South in the South Terminal area of the Vancouver International Airport in Richmond;
- continuous use since 1958;
- industrial form, scale, and massing, as expressed by its vaulted, arched roof and generous dimensions;
- masonry construction, including structural concrete arches spanning across the entire building, as well as brick cladding;
- Modern design features, including large, sliding hangar doors with a continuous horizontal band of glazing; and
- continuous curtainwall glazing on each elevation.

RESEARCH SOURCES

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Britannia Hangar. Modern Movement Architecture in British Columbia. <http://docomomo.ca/bc-2000/type/industrial/brittania/index.html> (Accessed July 28, 2018).

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- Correspondences re: proposed CPA hangar (COV-S523, 80-B-4, File 1)
- "History of CP Air." August 1974 (AM1519, PAM 1974-7)
- "Vancouver International Airport." n.d. (COV-S523, 80-B-1, File 11)
- "Your seven cubic feet looks at 2.5 million." Marwell Construction, 1958 (AM1519, PAM 1958-59)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Cooney Barn
ADDRESS	7140 Miller Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Sea Island
LEGAL DESCRIPTION	Plan NWP9740, Block M, Lot 8
PARCEL IDENTIFIER (PID)	011-423-013
YEAR BUILT	circa 1930s
ORIGINAL OWNER	Ernest Cooney
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Cooney Barn was constructed in the 1930s within the contemporary boundaries of the Burkeville community on Sea Island in Richmond. The barn predates the surrounding residential subdivision and represents the early farming uses on Sea Island before the Vancouver International Airport expanded to encompass much of the island.

HERITAGE VALUE OF HISTORIC PLACE

Cooney Barn is valued for its early contribution to the built landscape of Sea Island. Constructed in the 1930s on the Cooney family farm, the barn reflects the agricultural past of the area, as farmers took advantage of the fertile land along the mouth of the Fraser River. The Cooney family, consisting of William and Rebecca and their sons James and Ernest, arrived in Richmond from Ontario in the late nineteenth century after they purchased agricultural property on Sea Island. Ernest would later acquire the land from his parents and, along with his wife Edith (née Buckingham), would continue to operate the family farm until it was expropriated in 1942 by Wartime Housing, in order to construct the new Burkeville subdivision. Wartime Housing decided to keep the barn as a community facility; it remains the last barn on Sea Island, illustrating the pre-airport history of the area.

Cooney Barn is also valued for its longstanding community usage. In addition to its agricultural function, the Cooney family would host dances in the barn and would also rent the barn to local organizations, including the Ex-Magee Service Club, the Red Cross, and the Odd Fellows, so they could host fundraising events. The community-oriented use of the Cooney Barn would continue after the completion of the surrounding Burkeville neighbourhood in the 1940s, as it was designated a community centre for the new Wartime Housing subdivision. The Cooney Barn continues its community service today, operating as the Sea Island Community Centre and housing a preschool, community hall, multipurpose room, and lounge.

Cooney Barn is additionally significant for its functional, agricultural design, including its two-storey height with a traditional gambrel roof, which features an extended prow and a cupola. The conversion into a community centre maintained the architectural integrity of the barn and its robust construction has facilitated a variety of uses since its completion in the 1930s.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Cooney Barn include, but are not limited to its:

- location along Miller Road in the Burkeville subdivision on Sea Island in Richmond;
- continuous use since the 1930s;
- agricultural form, scale, and massing, as expressed by its two-storey height with gambrel roof;
- wood-frame construction;
- barn design features, including extended roof prow on the west elevation, as well as a central cupola;
- variety of multi-pane window assemblies; and
- interior chimneys.

RESEARCH SOURCES

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- “Old-fashioned Barn Dance on Saturday.” *The Province*, May 28, 1940.
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- “Richmond Recordings.” *Richmond Review*, Jun. 26, 1940.
- “Richmond Recordings.” *Richmond Review*, Nov. 10, 1943.
- “Tenders Called For 300 New Homes For Sea Island Workers.” *Richmond Review*, May 26, 1943.
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- “Wartime Juggling Disqualified Cooney.” *Richmond Review*, Nov. 17, 1943.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	B.C. Air Lines Hangar
ADDRESS	4440 Stark Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Sea Island
LEGAL DESCRIPTION	Plan LMP1362, Parcel 1
PARCEL IDENTIFIER (PID)	017-689-449
YEAR BUILT	1956-57
ORIGINAL OWNER	B.C. Air Lines Ltd.
BUILDER	Narod Construction Ltd.
ARCHITECT/DESIGNER	Thompson, Berwick & Pratt

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The B.C. Air Lines Hangar at Vancouver International Airport is a two-storey aircraft maintenance and office facility. Constructed in the mid-1950s, the building was purpose-built for amphibious aircraft, which it continues to serve today.

HERITAGE VALUE OF HISTORIC PLACE

The B.C. Air Lines Hangar is valued for its contribution to the aviation history of British Columbia. Founded in 1943, B.C. Air Lines was initially headquartered in Victoria; the charter airline established a flying school at Vancouver Airport in 1945. In 1955, the airline embarked on a plan to erect a new hangar and shops near the seaplane slipway on the southern edge of the airport property. The hangar opened in 1957 and became the new headquarters of B.C. Air Lines. The airline operated thirty aircraft at the time and catered its services to the resource sectors of the province. It was acquired by Northwest Industries in 1959 and then by Pacific Western Airlines in 1970; it was the third largest airline based in British Columbia at the time. The B.C. Air Lines brand was discontinued after its 1970 purchase, but its hangar has continued to serve the active seaplane industry at Vancouver International Airport, a relatively unique service that links many island and remote communities across the southern coast of British Columbia.

The B.C. Air Lines Hangar is also significant for its design by the prominent architectural firm of Thompson, Berwick & Pratt. Based in Vancouver, the firm was first established as 'Sharp & Thompson' in 1908 by George Lister Thornton Sharp and Charles Joseph Thompson. Robert Berwick and Ned Pratt became partners in 1945, and the firm became 'Thompson, Berwick & Pratt'. Known for their extensive work at the University of British Columbia campus, as well as the design of the original Vancouver Art Gallery, the firm was well-regarded for their Modern aesthetic of the mid-twentieth century. For the B.C. Air Lines Hangar, the firm employed rational solutions for an otherwise utilitarian building. The building contains both office space and aircraft maintenance facilities and the architectural design of the hangar seamlessly integrates both uses into a highly efficient operation.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the B.C. Air Lines Hangar include, but are not limited to its:

- location along Stark Street in the South Terminal area at Vancouver International Airport in Richmond;
- continuous use since 1957;
- industrial form, scale, and massing, as expressed by its two-storey height with flat roof, as well as shallow gabled-roof above the main hangar area;
- concrete block construction;
- Modern-era design features, including narrow window openings in the large hangar doors; and
- variety of multi-pane window assemblies along the office sections of the building, which surround the central hangar area.

RESEARCH SOURCES

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Hanson, Phil. “PWA takes over B.C. Air Lines.” *Vancouver Sun*, Jul. 17, 1970.

“Learn To Fly! [Advertisement].” *Vancouver Sun*, Sep. 5, 1945.

“New Hangar Planned.” *Vancouver Sun*, May 25, 1956.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Sea Island School
ADDRESS	1891 Wellington Crescent
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Sea Island
LEGAL DESCRIPTION	Plan NWP9740, Block A
PARCEL IDENTIFIER (PID)	011-422-319
YEAR BUILT	1946-47 / 1964
ORIGINAL OWNER	Richmond School District No. 38
BUILDER	Eric A. and George Diffner (1946-47)
ARCHITECT/DESIGNER	McCarter & Nairne (1946-47) / Collins & Collins (1964)

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Sea Island School is a two-storey, masonry educational building located in the Burkeville community of Richmond. Located adjacent to the Vancouver International Airport, the school served the local Burkeville population since its opening in 1947.

HERITAGE VALUE OF HISTORIC PLACE

Sea Island School is valued for its association with the origins of the Burkeville community. In the early 1940s, Burkeville was master-planned by Wartime Housing (a Federal Crown Corporation) as a residential subdivision following the expansion of the Boeing manufacturing facilities at the Vancouver International Airport. The neighbourhood was intended to provide convenient homes for employees of the adjacent aircraft plants. The first homes were completed in 1944 and a parcel on the northwest corner of the subdivision was reserved for a school. After lengthy negotiations between the Richmond School Board and Wartime Housing, funding was finally secured for the school in 1946. Sea Island School opened in 1947 and served Sea Island students until 2019, when it was closed due to low enrolment. The school remains as a tangible link to the original vision for the Burkeville community.

Sea Island School is also valued for its contribution to the Richmond educational system. Originally enrolling students from all over Sea Island, including Burkeville; those from the farms surrounding the airport; as well as the Cora Brown subdivision, which was cleared in the 1990s for a new runway, the school would remain the only education facility on the island, enabling a much shorter commute for children who would otherwise need to make the journey to Lulu Island. As more funds became available, additions were made to the original building, including a one-storey classroom expansion on the south elevation and a gymnasium at the rear. Sea Island School operated in Burkeville for more than seventy years and is the second oldest extant school in Richmond.

Sea Island School is additionally significant for its design by the prolific Vancouver-based architectural firm of McCarter & Nairne. The partnership of John Young McCarter and George Colvill Nairne began in 1921 and the pair would oversee the design of some of the Lower Mainland's most prominent heritage buildings, including the Marine Building, the Seaforth Armoury, and the Vancouver Main Post Office. In 1927, the firm designed the Richmond High School (the first dedicated high school in the municipality; since demolished) and they also were responsible for the design of the Burkeville subdivision; their commission for the Sea Island School was a natural extension of their work in the community. The streamlined, Modern design of the school reflects the forward-thinking optimism of the postwar era. Featuring a central entryway tower, banks of large multi-pane windows, and a brick-clad foundation, Sea Island School is a good example of the Modern work of McCarter & Nairne's firm, which is among the most successful area architectural firms of the twentieth century.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of Sea Island School include, but are not limited to its:

- location on Wellington Crescent in the Burkeville subdivision on Sea Island in Richmond;

- educational form, scale, and massing as expressed by its two-storey height, with one-storey classroom and gymnasium additions, as well as its flat roof;
 - masonry construction, with stucco cladding and brick-clad foundation;
 - Modern style architectural features, including a central entryway tower with a circular design element, as well as flat awnings running along the front elevations; and
 - banks of multi-pane window assemblies.
-

RESEARCH SOURCES

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“Burkeville School Tenders Are Much Higher Than Expected.” *Richmond Review*, May 29, 1946.

Keen, Mary. *A Bridge to the World: The Life and Times of Sea Island*. Richmond, BC: City of Richmond Archives, 2002.

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“Richmond Wins School Dispute.” *The Province*, Aug. 20, 1945.

“Sea Island School Officially Opened.” *Richmond Review*, Oct. 22, 1947.

“School Trustees Name ‘Sea Island’ School.” *Richmond Review*, Sep. 3, 1947.

Site and Floor Plans of Existing School Facilities. Richmond, BC: Richmond School District No. 38, 1988. (City of Richmond Archives Series 309, File 30)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Horseshoe Slough Trail
ADDRESS	n/a
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Shellmont
LEGAL DESCRIPTION	Plan NWP58849, Lots 45, 50
PARCEL IDENTIFIER (PID)	003-907-406 / 003-907-414
YEAR BUILT	1980-1984
ORIGINAL OWNER	Township of Richmond
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Extending north from the South Dyke Trail and the Fraser River, the Horseshoe Slough Trail follows the original alignment of the trail used for millennia by First Nations inhabitants and later, European settlers.

HERITAGE VALUE OF HISTORIC PLACE

Horseshoe Slough Trail is valued for its continuous use as a transportation corridor from pre-Colonial times to the present. The Trail was utilized for thousands of years as a way to traverse Lulu Island by the First Nations people who would navigate their canoes and boats through this slough. As European settlement increased in the late 1800s and early 1900s, the trail remained in use, offering a route to and from Lulu Island to Woodward Reach and the Fraser River. The trail was officially legitimized in the 1980s as part of the redevelopment of former agricultural land north and east of the Canadian National Railway tracks. Horseshoe Slough Trail remains a tangible reminder of the historic transportation network that once criss-crossed Lulu Island.

Horseshoe Slough Trail is also valued for its contribution to Richmond's extensive network of public trails. In 1980, the Township of Richmond was developing its first municipal-wide "Trails Plan" strategy. The resulting *Richmond Trails Plan* was approved by Council that same year and Horseshoe Slough was identified as a 'recreationally rich' component of the south dyke area, and an 'attractive inland waterway'. The course of the Trail winds along both sides of Horseshoe Slough itself, through forested and grassy areas. Accessed from Dyke Road, just west of No. 5 Road, the double-sided trail is linked by three bridges and was in use recreationally as of 1984. Historically, the Trail provided a natural and vital connection between Shell Road and the Fraser River through the Riverside Industrial Park and it remains an important part of Richmond's recreational public trail system today.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of Horseshoe Slough Trail include, but are not limited to its:

- location north of the Fraser River along what becomes Shell Road;
- continuous use for millennia; and
- characteristics of an early trail including its winding nature with dips and rises, its lack of shoulder with shallow ditches, its edges lined with grass, shrubs, and mature trees, some of them indigenous, and the scenic vistas visible from its length.

RESEARCH SOURCES

City of Richmond Archives

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- *Richmond Trails Plan (DRAFT)*, 1979 (Leisure Services, Series 90, File 276)

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Underhill, Donna J. "Nature Park Notes." *Richmond Review*, Apr. 8, 1984.

Underhill, Donna J. "Nature Park Notes." *Richmond Review*, Feb. 10, 1985.

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Hudson Residence
ADDRESS	11031 Fourth Avenue
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP249, Block 76, Lot 5
PARCEL IDENTIFIER (PID)	011-488-964 / 011-488-948
YEAR BUILT	1940
ORIGINAL OWNER	James R. Hudson
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Hudson Residence is a one and one-half storey, stucco clad house located along Fourth Avenue in the Steveston neighbourhood of Richmond. Its modest Storybook Cottage-style architecture is characterized by its side-gabled jerkin-headed roof and projecting front-gabled entryway with quoined arch.

HERITAGE VALUE OF HISTORIC PLACE

The Hudson Residence is valued for its association with the development of Steveston during the Second World War, when it was constructed for the Hudson family. Originally a farming community, Steveston became established as the epicentre of the fishing industry upon the opening of the first cannery on the waterfront in 1882. By 1890, Steveston was an industry boom town, with canneries lining its waterfront and record catches of salmon, herring and other species; by 1901 it was known as the largest commercial fishing and cannery centre in Canada. This natural bounty supported many hotels and entertainment venues, including an opera house, saloons, and bawdy houses to serve the fishing season population of 10,000. Following the advent of the Second World War in 1939, the industry in Steveston experienced a resurgence. The Gulf of Georgia Cannery in particular was revitalized by an onslaught of new capital and expansion in anticipation of the growing herring industry. New machinery and an army of workers produced canned herring in tomato sauce, the major source of protein for Allied soldiers and civilians struggling overseas during the war. Herring canning became an industry-wide endeavour. It was during this period of war and industry growth that James R. Hudson had his new home constructed along Fourth Avenue in 1940. An immigrant from England, James was a local fisherman in Steveston, who later transitioned to welding. He would marry Dagmar M. Bynum in 1943 and continued to live in this home until his passing in 1986; the house has since remained under the ownership of the Hudson family.

The Hudson Residence is valued additionally for its Storybook Cottage-style architecture. Following the First World War, architecture in North America tended to favour designs entrenched in traditionalism, which reflected the domestic values and ideals of an earlier, pre-war age. Residences constructed during the 1930s and into the war years were expected to display a readily-identifiable historical style, most reflecting the late influence of the Arts and Crafts movement, though more modest in scale and ornamentation than those constructed in the early 1900s. Many houses adopted a 'Storybook Cottage' vernacular, inspired by historical motifs but often with a pastiche of romantic elements. The Hudson Residence represents a modest wartime expression of this design, displaying a vernacular that references the romantic notion of life in a remote seaside village.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Hudson Residence include, but are not limited to its:

- location along Fourth Avenue in the historic Steveston area of Richmond;
 - continuous residential use since 1940;
 - residential form, scale and massing as expressed by its one and one-half storey height and jerkin-headed side-gabled roof structure, front-gabled projecting central entryway;
 - wood-frame construction with stucco cladding;
 - Storybook Cottage-style architecture including: arched entryway with quoining, accessed by a flight of steps, leading to entry vestibule and recessed front door; and pointed bargeboards;
 - variety of original wooden sash and frame windows, including tripartite assemblies featuring double-hung windows flanking a central fixed pane, with arched sashes, and double-hung and casement awning windows featuring arched sashes; and
 - two red brick chimneys, one external and one internal.
-

RESEARCH SOURCES

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Marriage Certificate. James Hudson and Katherine Becker, April 23, 1936 (Washington, Marriage Records, Ancestry.com)

"Party Line." *Richmond Review*, Sep. 18, 1968.

"Perjury Charged In divorce Proceedings." *Richmond Review*, Aug. 8, 1945.

Registration of Death. James Ralph Hudson, June 10, 1986 (British Columbia Archives 1986-09-009569)

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Waterworks Atlas. Corporation of the Township of Richmond, c.1936 (City of Richmond Archives, 1991-40-43)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Steveston Buddhist Temple
ADDRESS	4360 Garry Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP4049, Lot 132
PARCEL IDENTIFIER (PID)	001-235-265
YEAR BUILT	1963 / 1973
ORIGINAL OWNER	Unknown
BUILDER	Turnbull & Gale Construction Co. ('64) / G.E. Shaw Construction Ltd. ('73)
ARCHITECT/DESIGNER	Arnulf H. Petzold (1963-64 / 1973)

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Steveston Buddhist Temple is located midblock on the south side of Garry Street, between Fentiman Place and Dunford Road. It is situated in an urban, residential context near the historic core of the community of Steveston. The temple is characterized by its low-profile, irregular plan, and elements of traditional Japanese architecture, including an asymmetrical concave gable roof of the main hall, and the hip-and-gable roof of its connecting wing.

HERITAGE VALUE OF HISTORIC PLACE

The Steveston Buddhist Temple is highly valued for its association with its Buddhist congregation. Accompanying the first Japanese immigrants to Steveston in the late 19th century were their religious beliefs and practices. The Jōdo Shinshū school of Buddhism was practiced privately by the early Nikkei community, with services and gathering taking place within the residences and commercial establishments of followers. Prevailing anti-Japanese attitudes hampered the construction of a dedicated temple until the 1920s, when in 1928 the first Steveston Buddhist Temple was built at 12191 First Avenue. The local Buddhist congregation were able to utilize their temple for 14 years until the Nikkei community of Steveston was forcefully relocated and interned during the Second World War, and their property and assets dispossessed. Even with the surrender of the Japanese Empire in 1945, those interned were restricted from returning to the west coast until 1949, with many others involuntary deported to Japan as well. Prior to the return of the Nikkei to Steveston, the former Buddhist temple had been purchased and converted into a cinema in 1947. The Buddhist congregation was reinstated in 1952, and their tenacity was recognized by a visit by their Monshu (spiritual leader) Kosho Ohtani, and his wife, Lady Yoshiko Ohtani, from Kyoto later that year. Plans for a new, purpose-built temple began in 1958, and the property along Garry Street was purchased in 1960. The congregation donated generously and fundraised for the new complex, allowing for a commencement of construction in February 1963. The Steveston Buddhist Temple was completed in December of that year, with a dedication ceremony occurring in March 1965, which hosted dignitaries including the Reeve of Richmond, and representatives of Buddhist temples from across British Columbia, Alberta, Washington, Oregon, and California. Practicing their faith in accordance to the Amida Buddha, the Steveston Buddhist congregation have continued to assemble at this temple to venerate in the Dharma for over half a century.

The Steveston Buddhist Temple is further valued for its incorporation of a variety of traditional Japanese Buddhist architectural elements within its Modern design. The primary massing of the complex is that of the *hondō* (main hall), which is identified by its traditional *nagare-zukuri* (asymmetrical gable) roof with prow gables and decorative *ōmune* (ridge). The roof structure is supported by six ogee-arch glulam beams with curved sprockets, resulting in five identifiable *ken* (bays), and the distinguishable concave gable roof line which extends further on the south elevation to cover a full-width narrow *hisashi* (verandah). A small projection off the east elevation, featuring a *kirizuma* (gable) roof, houses the interior *naijin* (altar). The reception area, classrooms, offices, and kitchen are located within the low-profile one-storey cross *irimoya* (hip-and-gable) wing to the west of the *hondō*. This extension features wood lattice louvres in its gables, and flared *shibi* (decorative roof ridge ends). A gymnasium and a kitchen addition, constructed in 1973 and 1983 respectively, were built adjoining the wing, though the former was demolished in 2019.

The Steveston Buddhist Temple is lastly valued for its connection to architect Arnulf H. Petzold (1905-1985). Petzold, born in England, was raised in Japan after his mother, Hanka, accepted a teaching position at the Tokyo Music School in 1909. His father, Bruno, joined them the following year, working as a foreign newspaper correspondent, and later a teacher himself. Bruno would later convert to the Tendai-shū school of Buddhism, becoming a priest. Studying architecture in Germany during the early 1930s, Arnulf returned to Tokyo to open his practice and wed his fiancée, Liesel, who he met while at school. Following the Second World War, the couple moved to Metro Vancouver, and Arnulf found early work with local firms including McCarter & Nairne and Postle & Korner. His unique exposure to Japanese and Buddhist cultures and traditions were reflected in his work, including the Steveston Buddhist Temple, Steveston Martial Arts Centre, and the German Canadian Care Home in Vancouver.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Steveston Buddhist Temple include, but are not limited to its:

- Location midblock on the south side of Garry Street, between Fentiman Place and Dunford Road, in the community of Steveston;
 - Continuous use as a Buddhist temple since 1963;
 - Form, scale, and massing as expressed by its: one-storey height; irregular plan; primary side-gable massing with cross hip-and-gable wing;
 - Wood-frame construction including: concrete foundation; glulam arch beams; stucco cladding; wood bargeboard and fascia; wood board soffit; and cedar shingles;
 - Modern style with incorporation of Japanese Buddhist architectural elements, including: restrained use of exterior ornamentation; asymmetrical, prow concave gable roofline of the main hall; concave gable projection on east elevation of main hall; exposed ogee-shaped glulam beams; decorative and projecting roof ridge of main hall; hip-and-gable roof of wing with flared ridge ends and wood lattice louvres in gables; and *shōji*-like exterior windows and doors;
 - Original fenestration including: banked assembly of wood windows, with fixed and operable wood sashes; multi-light wood windows; adjacent sets of double doors along the south elevation of the main hall and reception area, with sidelights and transoms; and wood doors with original hardware and some featuring glazing;
 - additional exterior and landscape elements including: large internal gray brick chimney stack with concrete, gable cap; traditional Japanese gardens and plants; and large, timber, signband with carved 'STEVESTON BUDDHIST TEMPLE'.
-

RESEARCH SOURCES

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Greenaway, John E. "Steveston Buddhist Church Celebrates 80th Anniversary." *The Bulletin*, Mar. 1, 2008. <http://jccabulletin-geppo.ca/steveston-buddhist-church-celebrates-80th-anniversary/> (Accessed Oct. 2, 2018).

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"Steveston Buddhist Church Dedication Ceremonies: March 6th & 7th, 1965 [Pamphlet]." (Rare Books and Special Collections, University of British Columbia, SPAM25189)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Steveston Post Office
ADDRESS	3460 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP249, Block 6, Lot 7
PARCEL IDENTIFIER (PID)	000-630-900
YEAR BUILT	1947
ORIGINAL OWNER	Michael Procopation
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Steveston Post Office building is located midblock along Moncton Street between Second and Third Avenues in the historic centre of Steveston. The two-bay commercial structure is characterized by its one-storey height, rectangular shape, and flat roof. It is situated along the primary commercial corridor in Steveston, adjacent to similar scaled buildings.

HERITAGE VALUE OF HISTORIC PLACE

The Steveston Post Office building, constructed in 1947, is valued for its connection to the Steveston Post Office, having served as its last location before it was closed. The Steveston Post Office was initially established in 1890 with William H. Steves serving as the first postmaster. Steves was additionally the founder of Steveston, having subdivided the townsite on his land in the late 1880s. The presence of a post office was a necessity to give credibility to the new community, ensuring that a line of communication was available, which helped lure both residences and businesses. Steves relinquished his postal duties four years later, and a succession of postmasters continued to provide this critical service for Steveston over the next several decades. Long-serving postmasters included: Edward Hunt (1895-1907); Arthur A. Parker (1908-1940); and Wilfred H. Ebbutt (1941-1961). Prior to moving into this location, the Steveston Post Office had been located in the nearby Hepworth Block, having leased a commercial frontage there following the building's completion in 1913. By the 1940s, the post office location became too small to properly serve the community, and a new space would be required. In 1949, under the auspices of postmaster Wilfred Ebbutt, the Steveston Post Office was relocated to this building. For 23 years, residents of Steveston relied on the post office at this location to retrieve their mail. With the introduction of door-to-door mail delivery by the Federal Post Office Department in Steveston in 1972, the Steveston Post Office was closed down.

The Steveston Post Office is also valued for its association to the economic expansion and intensified development that Steveston, and Richmond, were experiencing in the post-Second World War era. Returning veterans and new residents were taking advantage of land made available by the federal government through the *Veterans' Land Act*, as well as new suburban residential subdivisions and reasonably priced properties. Local canneries had additionally been revitalized during the Second World War, and continued to thrive for the next couple of decades. Available capital and optimism resulted in the construction of modern residences and commercial blocks, with Steveston's commercial corridor along Moncton Street experiencing a number of new developments. One of these was a commercial block constructed on vacant land owned by Michael Procopation (1913-1989). Born in Manitoba, Michael was a local fisherman. In 1947, he commissioned construction of this two-bay commercial block, and two years later, the Steveston Post Office leased the entire building. Dave's Fish & Chips, established in 1978, moved to this location in 1984, opening in October of that year, and have continued to be a well-known Steveston eatery to present.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Steveston Post Office include, but are not limited to its:

- location midblock on Moncton Street between Second and Third Avenues;

- minimal setback from the front of the property, and situation along a primary commercial corridor adjacent to similar scaled commercial buildings;
 - continuous commercial use since 1947;
 - form, scale and massing as expressed by its: rectangular plan, one-storey height and flat roof; and central recessed entryways;
 - concrete block construction with stepped parapet;
 - original fenestration including: banked assembly of wood, fixed, multi-light commercial bay windows on front elevation; and original primary doorways on front elevation, each with a single-light wood sash transom above; and
 - additional architectural elements including: narrow, full-width flat canopy on front elevation.
-

RESEARCH SOURCES

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Waterworks Atlas. Corporation of the Township of Richmond, c.1936 (City of Richmond Archives, 1991-40-18)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Marine Garage
ADDRESS	3611 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP72396, Lot 1
PARCEL IDENTIFIER (PID)	004-769-601
YEAR BUILT	1963-64
ORIGINAL OWNER	Tadaharu Roy Okamoto, Yeichi Katai, and Goro Omotani
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Marine Garage is a one-storey garage and service centre located along Moncton Street in the village of Steveston in Richmond. Constructed between 1963 and 1964, the Streamline Moderne Revival building features several horizontally-oriented design elements typical of the style, including the horizontal striations below the roofline and the flat roof awning above the chamfered entrance.

HERITAGE VALUE OF HISTORIC PLACE

Marine Garage is significant for its purpose-built function as a service garage, a use which dates to 1937 on this particular property, and for its contribution to the commercial streetscape of Moncton Street. The first service garage on this corner was established by Hayao Hirota in 1937. Hirota purchased this property in 1936 from a municipal tax sale and converted the former Walker Emporium hardware store on this site into a service garage, filling station, and living quarters. The garage carried Home Oil products and gasoline during Hirota's ownership, and the location was known as 'River Garage'. Hirota and his family were dispossessed of this property by the Canadian government following their forced relocation in 1942. George Dunbar and George Hague established Marine Garage in the building in 1945 and subsequently sold the business to Tadahuru Roy Okamoto and Yeichi Katai in 1951. The two owners were joined by a third, Goro Omotani (Tadaharu's brother-in-law) in 1963. At this time, the former service garage building was demolished, and the present structure was erected, opening in 1964. An important fixture along Moncton Street, Marine Garage exists as a tangible example of the importance of service centres to Steveston since it was first developed on this site in 1937.

Marine Garage is also valued for its late expression of the Streamline Moderne style of architecture. Moderne architecture was often used for the design of automobile-related businesses as it was associated with modernity, speed, and motion. The form and scale of Marine Garage are very similar to the former building on the property, and its horizontal banding, flat canopy, and chamfered corner entrance represents a late and modest expression of the Moderne style. The building remains a rare example of the Streamline Moderne architectural style in Richmond.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Marine Garage include, but are not limited to its:

- location along Moncton Street in the village of Steveston in Richmond;
- continuous commercial use as a garage/service centre in this building since 1964 and on this site since 1937;
- commercial form, scale and massing as expressed by its one-storey height with flat roof and garage door;
- wood-frame construction;
- Streamline Moderne design features including horizontal banding and chamfered entrance with three-sided flat roof canopy above;
- large multi-paned windows along the west elevation, with projecting sills, and large fixed storefront windows on either side of the front entrance; and
- aluminum frame, glazed front door on the chamfered corner and full-sized garage door on the south elevation.

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Hunt Residence
ADDRESS	3711 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP25735, Lot 23
PARCEL IDENTIFIER (PID)	004-335-104
YEAR BUILT	circa 1894
ORIGINAL OWNER	Unknown (possibly Edward Hunt)
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Hunt Residence is a two-storey, front-gabled structure located in the historic Steveston area of Richmond. Featuring a variety of wooden construction elements, the building is among the oldest in the area.

HERITAGE VALUE OF HISTORIC PLACE

The Hunt Residence is valued as one of the oldest surviving buildings in Steveston. The house was built for Edward and Louisa Hunt. Edward Hunt immigrated to Canada from England, first settling in Ontario, where he met and married Louisa Colvin. The couple and their son would later move to Vancouver and in 1891, they purchased several lots along Moncton Street in Steveston. Constructing this home circa 1894, the Hunt family would only remain in the house for a couple of years. Edward Hunt operated a general store on the adjacent lot, served as the Steveston postmaster from 1895 to 1907, and also served as a municipal councillor. The Steveston townsite was subdivided in 1888, making the Hunt Residence one of the earliest features of the community.

The Hunt Residence is also valued for its evolution of uses, reflecting the growing and maturing Steveston neighbourhood. The building was used as a boarding house soon after the departure of the Hunt family. The Federation Brand Salmon Canning Co. owned the house from 1899 to 1912, using the property as a housing facility for its employees. It would revert back to a single-family dwelling before becoming a commercial property, when River Radio moved into the building in 1943; the present commercial storefront was established at this time and the Hunt Residence continues to be used in a commercial capacity today. The dynamic history of Steveston is reflected by the variety of uses that have been comfortably accommodated in the Hunt Residence since its construction in the late nineteenth century.

The Hunt Residence is significant for its vernacular design, which employed local, readily available building materials. Owing to the abundance of wooden products within verdant British Columbia, the wood-frame Hunt Residence originally featured wooden cladding, with wood-frame and sash windows. The traditional, front-gabled composition of the building reflects the preferred building style of the late nineteenth century.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Hunt Residence include, but are not limited to its:

- location along Moncton Street in the historic Steveston neighbourhood of Richmond;
- continuous use since the 1890s;
- residential form, scale, and massing, as expressed by its two-storey height with front-gabled roof;
- wood-frame construction;
- vernacular design features, including wooden bargeboards and a front-gabled addition on the front elevation, which includes a commercial storefront with a central entryway and wood-frame storefront windows with transoms;
- variety of windows, including multi-pane assemblies; and
- internal brick chimney.

RESEARCH SOURCES

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“New ‘Radio Doctor’ In Steveston.” *Richmond Review*, May 6, 1942.

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“River Radio Moves To New Showroom.” *Richmond Review*, Sep. 22, 1943.

“Steveston Invites You to Shop Locally.” *Richmond Review*, Jul. 14, 1943.

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Waterworks Atlas. Corporation of the Township of Richmond, c.1936 (City of Richmond Archives, 1991-40-18)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Independent Meat Market
ADDRESS	3871 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP11494, Block 3, Lot A
PARCEL IDENTIFIER (PID)	001-955-179
YEAR BUILT	1920
ORIGINAL OWNER	Ernest Griffin
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Independent Meat Market is a one-storey commercial building located along Moncton Street in Richmond's historic village of Steveston. The building, constructed in 1920, is characterized by its vernacular commercial design, with large storefront windows and modest roof parapet.

HERITAGE VALUE OF HISTORIC PLACE

The Independent Meat Market is valued for its historic role as a butcher shop, serving in that capacity for several decades, and its contribution to the commercial centre of Steveston. This commercial block was constructed in 1920 as the Independent Meat Market, owned and operated by Ernest Griffin. The structure was initially built on property owned by Richard Crozier, a local blacksmith, though Griffin obtained title to the lot approximately two years after construction of the building. Griffin was a lifelong butcher, immigrating to Steveston from England in the early 1910s. He operated his butcher shop from this location until 1941, when the business and building were sold to Ryutaro Nakagama. The design of the structure is typical of the economical, small-scale commercial buildings constructed during the interwar era for local retail services. The Independent Meat Market was a fixture on Moncton Street as a butcher shop and has remained an important part of the commercial streetscape for more than a century.

The Independent Meat Market is also valued for its connection to the Nakagama family and the forcible expulsion of the Nikkei community of Steveston during the Second World War. Ryutaro Nakagama and his wife, Nobuko, operated a fish market and grocery store in the building for several months before their involuntary interment in 1942. The Nakagamas also owned the adjacent lot to the west on which their home was located. While they were able to make arrangements to lease their properties and business, the buildings were eventually sublet to George and Anna Rolston who established 'The Meat Shop' in 1942 and moved into Nakagama house. Following a fire in January 1943, which burnt down the house and damaged the butcher shop, the Rolstons petitioned the Custodian of Enemy Property to purchase the two lots from the Nakagamas. The sale was finalized in 1944, and having been dispossessed of their property and livelihoods, the Nakagamas reestablished their business in Lethbridge, Alberta after they were allowed to leave their confinement. The Independent Meat Market remains as one of many examples of businesses and real estate dispossessed by the Canadian government in the Steveston townsite.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Independent Meat Market include, but are not limited to its:

- location mid-block along Moncton Street in Steveston's commercial district in Richmond;
- setting at grade;
- continuous commercial use since 1920;
- commercial form, scale and massing as exemplified by its: rectangular plan; one-storey height, flat roof with raised pediment, off-centre entryway, and prominent storefront;
- wood-frame construction;
- storefront with large glazed panes; and
- exterior masonry chimney.

RESEARCH SOURCES

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"Fire Engines Do Effective Work." *Richmond Review*, Jan. 20, 1943.

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- Office of the Custodian of Enemy Property, Vancouver Office, File 3871 (R1213-19-8-E, Reel C-9339)
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- Nakagama, Ryutaro. The Royal Commission on Japanese Claims (RG33-69, Vol. 35, File 710)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Yoshida Residence
ADDRESS	5771 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP8778, Lot 5
PARCEL IDENTIFIER (PID)	003-427-871
YEAR BUILT	1928
ORIGINAL OWNER	Shinya Yoshida
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Yoshida Residence is a one and one-half storey, wood-frame house located along Moncton Street in the Steveston neighbourhood of Richmond. The *entre guerre* Tudor style residence was constructed in 1928 and is characterized by its side-gabled jerkin-headed roof with off-centre jerkin-headed front-gabled wall dormer, partial width inset porch, and stucco cladding with half-timbering.

HERITAGE VALUE OF HISTORIC PLACE

The Yoshida Residence is valued for its connection to Shinya and Saura Yoshida, an early and successful Japanese Canadian family in Steveston. Both originally from the Iwate Prefecture, the Yoshidas immigrated to Canada in the early 1900s. Shinya was an early boatbuilder in Steveston, but later became a successful fish dealer and broker. Due to the ebb and flow of the local fishing industry, as well as discriminatory legislation against Japanese Canadian fishermen, some members of the local Japanese community invested in farming properties as a stable and supplemental form of income. Properties along Moncton Road became among the most popular and were developed to grow crops and vegetables. Shinya Yoshida helped establish the Steveston Farmers Company, of which he became president, and purchased approximately thirty-two hectares of land to give to unemployed fishermen and their families. Shinya was also an executive with the Japanese Fishermen's Benevolent Society. Three large lots at the corner of Moncton Street and No. 2 Road were acquired by Shinya prior to 1928, and on one of the lots he constructed this home. The Yoshida Residence exists today as a tangible reminder of the contribution of the Yoshida family to the history of Steveston.

The Yoshida Residence is also valued for its association with the development of Steveston prior to and during the Second World War, and the resulting internment and involuntary repatriation of the local Nikkei community, which included the Yoshida family. Originally a farming community, Steveston became established as the epicentre of the fishing industry upon the opening of the first cannery on the waterfront in 1882. By 1890, Steveston was an industry boom town, with canneries lining its waterfront and record catches of salmon, herring and other species; by 1901 it was known as the largest commercial fishing and cannery centre in Canada. This natural bounty supported many hotels and entertainment venues, including an opera house, saloons, and bawdy houses to serve the fishing season population of 10,000; comprised of people from all over the world, including a substantial Japanese community. The population of Steveston was permanently altered on January 14, 1942, when the federal government ordered the evacuation of all males of Japanese descent over the age of eighteen from British Columbia's coast. On February 26, 1942, this order was expanded to include women and children. By October, 21,460 Japanese Canadians, including 2,600 from Steveston, had been moved by train to British Columbia's interior where they were often relegated to makeshift houses without electricity or running water. The war ended in September 1945 but Japanese Canadians were not allowed to return to the coast until May 1949. The Yoshidas were evacuated in 1942 and dispossessed of their property and their home; despite being Canadian citizens, they were forcibly repatriated back to Japan. Following the Second World War, William and Irene Gilmore resided here for several decades. The Gilmores were very active in community organizations in Steveston.

The design of the Yoshida Residence reflects the influence of the Tudor style of architecture on residential designs between the two World Wars. The interwar years were a time of traditionalism in residential architecture, hearkening back to the domestic values and ideals of an earlier age. Designed with traditional *entre guerre* Tudor influences, the Yoshida Residence features a picturesque roofline, half-timbering, and multi-paned windows.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Yoshida Residence include, but are not limited to its:

- location along Moncton Street in the historic Steveston area of Richmond;
 - continuous residential use since 1928;
 - residential form, scale and massing as expressed by its one and one-half storey height and jerkin-headed side-gabled roof structure, with off-centre jerkin-headed front-gabled wall dormer and off-centre hipped roof dormer; all roof structures feature cedar shingles;
 - wood-frame construction;
 - Tudor Revival architecture including: stucco cladding with half-timbering; dentil coursing; central entryway in the recessed partial-width front porch, accessed by a flight of steps with a low closed balustrade; the porch features paired wooden columns and closed balustrade;
 - variety of original wooden sash and frame windows, including banks of multi-pane casement windows; and
 - internal red brick chimney.
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RESEARCH SOURCES

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STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Commercial Block
ADDRESS	12311 No. 1 Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Plan NWP249, Block 2, Lot 3
PARCEL IDENTIFIER (PID)	003-673-308
YEAR BUILT	1923
ORIGINAL OWNER	Robertson & Hackett Sawmills Ltd.
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

This Commercial Block is located along No. 1 Road in the village of Steveston in Richmond. Located near Steveston Harbour, the building is characterized by its stepped boomtown façade, covered in vines, with gabled-roof structure behind, and central entryway.

HERITAGE VALUE OF HISTORIC PLACE

This Commercial Block is significant for its association with the interwar development of the commercial core of Steveston. Originally a farming community, Steveston became the epicentre of the area's fishing industry upon the opening of the first cannery on its waterfront in 1882. By 1890, Steveston was an industry boom town, with canneries lining its waterfront and record catches of salmon, herring and other species; by 1901 it was known as the largest commercial fishing and cannery centre in Canada. This natural bounty supported many hotels, entertainment venues, and infrastructure, including an opera house, shops, saloons, and bawdy houses to serve the seasonal fishing population of 10,000, which was comprised of people from all over the world, including a substantial Japanese community. This Commercial Block was constructed in 1923, during the resurgent interwar period. The property at this time was owned by Vancouver-based Robertson & Hackett Sawmills, who had purchased the site from the Sam Kee Company. While owned by Robertson & Hackett Sawmills, the structure was initially leased with early tenants having been Japanese Canadians who operated several businesses over the next two of decades from this location, including a general store; hardware store; and a ship chandlery.

This Commercial Block is also valued for its connection to the reprehensible, forcible expulsion of the Nikkei community of Steveston during the Second World War. The property and building were purchased in September 1941 by Yoshio Teranishi, shortly before the federal government ordered the evacuation of all Japanese descendants over the age of eighteen from British Columbia's coast. Yoshio, who had been renting the building as a dwelling at the time, was sent to Minto City and dispossessed of his property following its sale by the federal Office of the Custodian of Enemy Property in 1944. 21,460 Japanese Canadians, including 2,600 from Steveston, had been moved by train to British Columbia's interior, where they were often relegated to makeshift houses without electricity or running water. The war ended in September 1945 but Japanese Canadians were not allowed to return to the coast until May 1949. By 1946, the new owners had been converted this building to a pool room. Since then, the building has served a variety of functions, including use as an upholstery shop and a garden centre.

This Commercial Block is additionally valued as an example of the austere, vernacular commercial architecture of the pre-World War II era. It is typical of the practical, small-scale commercial buildings constructed during this period for local retail services. The raised, false-front, 'boomtown façade' is a typical commercial feature, which increased the prominence of the main elevation. The display windows are indicative of the building's historic retail function. The detailing of the Commercial Block, including the central entryway with awning and the vine-covered front façade ensure it is a landmark along No. 1 Road.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of this Commercial Block include, but are not limited to its:

- location along No. 1 Road in the village of Steveston in Richmond;
 - setting at grade;
 - continuous commercial use since 1923;
 - commercial form, scale and massing as expressed by its rectangular plan, one-storey height and gabled-roof with stepped false front, and large, storefront display windows;
 - wood-frame construction;
 - vernacular 'boomtown' design, including: stepped false-front and central entryway set at grade; and
 - original wood frame and sash windows, including large plate glass display windows.
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RESEARCH SOURCES

Tax Assessment Rolls. Corporation of the Township of Richmond (City of Richmond Archives)

Waterworks Atlas. Corporation of the Township of Richmond, c.1936 (City of Richmond Archives, 1991-40-18)

Library and Archives Canada (Courtesy of Michael Abe)

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- Office of the Custodian of Enemy Property, Vancouver Office, File 9618 (R1213-19-8-E, Reel C-9393)
- Teranishi, Yoshio. The Royal Commission on Japanese Claims (RG33-69, Vol. 8, File 148)

STATEMENT OF SIGNIFICANCE

RESOURCE NAME	Holt Residence
ADDRESS	5400 River Road
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Thompson
LEGAL DESCRIPTION	Plan LMP39690, Lot A
PARCEL IDENTIFIER (PID)	024-270-121
YEAR BUILT	circa 1948
ORIGINAL OWNER	James W. and Bethe M. Holt
BUILDER	Unknown
ARCHITECT/DESIGNER	Unknown

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

The Holt Residence is a two-storey, wood-frame house located along River Road in the Thompson area of Richmond. Built in 1948, the house displays the characteristics of a modest mid-century bungalow, as reflected in its rectangular plan, hipped roof, and large, wood-frame windows.

HERITAGE VALUE OF HISTORIC PLACE

The Holt Residence is valued for its connection to the Holt family who were farmers and ranchers in the Brighthouse district. James and Bethe Holt grew up as neighbours along Westminster Highway and were married in 1943. James' parents, James and Charlotte Holt, owned 13 hectares of land between River Road and Westminster Highway and began to construct a number of improvements on the large property in 1944 as part of their extensive farming operation. By 1948, James and Bethe had constructed this new home for their family near the northwest corner of their large property, fronting River Road; by the mid-1950s, they had acquired the entirety of the land from James' parents.

The Holt Residence is also valued as a tangible link to the agricultural past of this part of Richmond and the subsequent evolution of the area. The Holt family farmed this land and raised livestock here beginning in the early 1940s. During the 1960s, as the municipality sought to develop the nearby Brighthouse estate into industrial land, the Canadian Pacific Railway line along Granville Avenue was relocated further north through the Holt's land, north of and parallel to Westminster Highway. As a result of encroaching development, the Holts sold their home and property to the Township of Richmond in the late 1970s. The house has since served as a community resource and has been utilized for a variety of functions, including its use as meeting space for drug and addiction rehabilitation services.

Constructed in 1948, the Holt Residence is additionally valued for its Modern Bungalow style, characterized by its rectangular plan, hipped roof structure, and large, wood frame and sash windows. The bungalow was the favoured postwar building style across the continent during the mid-twentieth century. With rational space planning, large kitchens, and the architectural accommodation of the car, the bungalow would remain one of the most popular housing types across Canada for decades following the Second World War. The relatively simple design of a typical bungalow ensured the standardization of construction, resulting in lower costs for the owner and a faster completion time, both necessary considering the urgent need for housing in the postwar context. The Holt Residence exists as a good example of a postwar bungalow in Richmond.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Holt Residence include, but are not limited to its:

- location on River Road in Richmond;
- position set back from the street;
- continuous use since 1948;
- residential form, scale and massing as expressed by its rectangular plan, two-storey height and hipped roof;
- wood-frame construction;
- vernacular mid-century design features, including: boxed eaves and lapped wood cladding;
- original wooden frame and sash windows, including casement and fixed assemblies; and
- set of steps leading to the front door.

RESEARCH SOURCES

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“Holt.” *Richmond Review*, Feb. 25, 2000.

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