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VANCOUVER
HERITAGE
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HISTORIC KITSILANO

NORTHEAST
MAP GUIDE

VANCOUVER HERITAGE FOUNDATION IS A REGISTERED CHARITY SUPPORTING THE CONSERVATION OF HERITAGE BUILDINGS AND STRUCTURES IN RECOGNITION OF THEIR CONTRIBUTION TO THE CITY'S ECONOMY, SUSTAINABILITY AND CULTURE.

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NORTHEAST KITSILANO



Darren Yelton's standing Welcome Figure (see stop 2).

The area you will cover in this map guide has been inhabited for thousands of years by indigenous people, who harvested abundant food from the waters and forests. Soon after the Canadian Pacific Railway (CPR) established its western terminus on the Burrard Inlet waterfront in 1887, it evaluated Kits Point for ocean docks and other terminal facilities. As the City of Vancouver grew, industrial, business, military and real-estate interests all saw this part of Kitsilano as prime land. Today, the seawall, parks and residential neighbourhoods reflect these layers of history. This map guide reveals the changes that have taken place and offers a glimpse of the people who have lived here and shaped the neighbourhood. We hope you enjoy learning about and exploring Kitsilano.

This map guide focuses on the northeast section of the Kitsilano neighbourhood. While three stops in the map guide are located in Fairview, they are included here because of their significance to the former village of Sun'ahk. You will also be stopping throughout the former Kitsilano Indian Reserve (see map on pages 18-19).

KITSILANO CHRONOLOGY

10,000 + years ago: 2 kilometres of ice covers what will become Vancouver. People move into the region as the ice retreats. Later, a village called Sun'ahk occupies land at the mouth of False Creek on the south shoreline.

1791: The Spanish ship Santa Saturnina, under command of José María Narváez, anchors off Point Grey. They trade with Musqueam people and map the area. A year later, Captain George Vancouver explores and maps the Vancouver region for the British.

1850s-70s: The Fraser Canyon gold rush brings people to the region in 1855, and in 1858 the colony of British Columbia is established. The Granville townsite is founded in 1870 around the Hastings Mill. The colonial government designates 37 acres at the mouth of False Creek as Indian reserve in 1869, expanded in 1877 to 80 acres by the federal and provincial governments.

1886: The CPR builds a fixed trestle bridge over False Creek and plans for a terminus on English Bay. Granville changes its name to Vancouver. Much of the city burns down in the Great Fire.

1900s: In 1904, the Rat Portage Sawmill leases Kitsilano Reserve land south of the present-day Burrard Bridge for use as a storage yard; the CPR begins selling residential land around Kitsilano Beach; streetcar service to Kitsilano Beach begins in 1905 and continues until 1947; Vancouver's first Sikh gurdwara opens in the area in 1908 to serve the many workers and families employed by the nearby sawmills; camping is banned at Kits Beach. In 1909, the Kitsilano community raises money to purchase land from the CPR for a public beach park and streetcar service begins along West 4th Avenue.

1910s-20s: Henry Hudson Elementary School opens in 1912; in 1913, the provincial government contrives a deal to purchase the Kitsilano Indian Reserve and evicts the remaining occupants. Harvey Hadden purchases two city blocks (now Hadden Park) from the CPR and donates them to the City of Vancouver in 1928.

1930s: Kits Pool (1931) and the Burrard Bridge (1932) are constructed. The Rat Portage Sawmill burns down in 1933 and the squatter community of Bennettville grows on the former site of Sun'ahk. The Seaforth Armoury opens in 1936.

1940s-60s: The land north of the Burrard Bridge is leased to the Department of Defence and the Royal Canadian Air Force (RCAF) Station Kitsilano is built in 1942, closing in 1964. Sicks' Capilano Brewery (now Molson's) opens by the Burrard Bridge in 1953. The ship St. Roch is pulled onshore in 1958 and the Vancouver Maritime Museum is built. Vanier Park opens in 1967 and its

associated buildings soon follow. False Creek's industrial designation is lifted in 1968.

1970s-present: The annual Vancouver Children's Festival is held in Vanier Park from 1978 then moves to Granville Island in 2012. Bard on the Beach Shakespeare Festival is established at Vanier Park in 1990. A court decision awards railway land in the former Kitsilano Reserve to the Squamish Nation in 2002.

HOW TO USE THIS GUIDE

We recommend following this map guide for the best narrative structure; however, shortcuts can be made between certain stops and you can explore the various diversions while still meeting up at the numbered points of interest (1-15). A full walking tour will take 2-3 hours, and public washrooms and food options are located along the way.

SOME HANDY TERMINOLOGY

Kitsilano is often locally referred to simply as Kits.

CPR: Canadian Pacific Railway

BCER: B.C. Electric Railway Company

RCAF: Royal Canadian Air Force

RESEARCH AND SOURCES

The research for this map guide draws on a variety of primary and secondary source materials. Every effort has been made to take account of biases and inaccuracies in those materials, and to present a balanced, objective history. All quotes are from Major J.S. Matthews' *Early Vancouver* Vols. 1-3, unless otherwise indicated. Please contact Vancouver Heritage Foundation for a full bibliography.

ABOUT THE AUTHOR

Amy Loelle Adams is a researcher and writer of history, science and stories. Her heritage past includes documenting a World War II workers' housing project, planning an exhibit for an historic hotel turned low-income housing and conducting one of the last interviews with the historian Murray Morgan.

DESIGN AND IMAGE CREDITS

Marasigan Design; Martin Knowles Photo/Media;
City of Vancouver Archives



Aerial view of Kits Beach and Park, 1945. (Major Matthews) AM54-S4-: Air P28

ABOUT VANCOUVER HERITAGE FOUNDATION

VHF is a registered charity supporting the conservation of heritage buildings and structures in recognition of their contribution to the city's economy, sustainability and culture.

VHF promotes the conservation of heritage buildings and places through awareness, education and grants. We offer walking tours, annual house tours, Old School courses, evening and lunchtime lectures, special projects and events, grant programs and publications.

This historic map guide is conceived as the first of a series of three for the Kitsilano neighbourhood. Other map guides for Vancouver neighbourhoods are available as downloadable pdfs at www.vancouverheritagefoundation.org and include:

Historic West Hastings Street

Carrall Street Greenway

Mid-Century Modern Downtown

Chinatown Historic Society Buildings

Strathcona Markets

Japantown

Mole Hill





STOP 1: CREEKSIDE PARK—WEST 1ST AVENUE AND CREEKSIDE DRIVE

For more than 10,000 years, people have lived in the place only recently known as Vancouver. For generations, the sandbar that became Granville Island was an important fishing spot for Coast Salish people. Using a tidal weir of vine maple fencing and stinging nettle fibre netting, they corralled fish, like flounder and smelt, in the narrow channel formed between the island and the south shore of False Creek.

The Coast Salish village of Sun’ahk was located here into Vancouver’s early years. There was a large longhouse, several individual houses, gardens, orchards and a cemetery. August Jack Khahtsahlano (1867-1971) lived here as a child and watched Vancouver burn in the Great Fire in 1886. Later, in a ceremony, he formally received the name Khahtsahlano after his grandfather, a Squamish chief after whom the Kitsilano neighbourhood is named. August Jack Khahtsahlano was a friend and great source of information about early Vancouver for Major J.S. Matthews, Vancouver’s first city archivist (see Stop 10).

One of the many changes to the area was a 1904 lease to the Rat Portage Sawmill. Located just south of here, near the Granville Bridge, it employed individuals from the Kitsilano Indian Reserve as well as from the growing Sikh and Japanese communities in Kitsilano and Fairview. This area was used mainly as a storage yard. The mill burned down in 1933, at a time when many mills on False Creek were suffering from the Great Depression. The Depression also brought squatters who lived here in a floating shack community named “Bennettville,” after the prime minister of the time.

Years of industrial pollution and sewage discharge made False Creek a target for change, and in 1957 Fisherman’s Wharf and the marina in front of you were dredged. The sediment was used for reclamation of shoreline and the filling of Granville Island’s back channel, making it a peninsula. In 1968, Vancouver City Council voted to lift the industrial designation of the area and False Creek was cleaned up. The City built residential communities and parks on land it had acquired along the south shore. One of a few freehold condominium complexes, Harbour Cove (c.1986) owns and maintains this green space of Creekside Park.



STOP 2: CULTURAL HARMONY GROVE—JUST SOUTH OF THE BURRARD BRIDGE ON THE SEAWALL

The standing Welcome Figure reminds us that this was once the centre of the village of Sun’ahk. Carved by Darren Yelton and placed here by the Squamish Nation in 2006, the outstretched arms coincidentally point to the path that a significant rail line once travelled. In 1886, the CPR built a fixed trestle bridge over False Creek, with plans to construct long wharves at the end of Kits Point, along with railway yards, shops and a roundhouse. The trestle was a navigational nuisance to expanding industry, so the CPR constructed its terminus facilities on the edge of the Yaletown warehouse district (where the Roundhouse remains today) and at Coal Harbour. In 1902, the original trestle was demolished and a new line and trestle with swing span was constructed for the Vancouver and Lulu Island (Richmond) Railway, with freight service to canneries in Steveston and farms on Lulu Island. In 1905, the B.C. Electric Railway Company (BCER) leased the CPR line for freight and passenger use and also began streetcar service to Kits Beach, which lasted until 1947.

In April 1955, the last of the streetcars were brought just west of here near the BCER shops and burned. In 1982, the trestle was demolished as plans for Expo 86 began to transform the rail yards of Yaletown. After decades in the courts, a settlement was reached in 2002 that included awarding the railway right-of-way to the Squamish Nation.



STOP 3: VANIER PARK—SEAWALL WALKING PATH AT THE FOOT OF WHYTE AVENUE

Looking west toward the park, notice the eagle’s nest above you in the large tree. In the summer, tents are put up for Bard on

Kits Indian Reserve East of Burrard Street Bridge 1935 (Matthews) Park N10.3

People on Kits Indian Reserve Beach near Cedar St 1932 (Matthews) Park N9.3

the Beach, a Shakespeare festival that has been playing in Vanier Park since 1990.

By the early 1900s, Vancouver's population was rapidly growing and civic authorities felt that the Kitsilano Reserve was an impediment to "progress." In 1913, against the provisions of the Indian Act, the Province forced the residents to leave the land and burned their houses soon after. The following years saw land use proposals, including a deep sea port and Ford Motor Company assembly plant, but with no firm plans in place in the 1920s, the reserve became a popular spot for picnics and swimming. In 1942, the reserve land north of the Burrard Bridge was leased to the Department of Defence. The squatters who had been there since the 1930s were evicted, and their shacks burned. The remainder of the floating community south of the Burrard Bridge persisted until their eviction in the 1950s, after a typhoid scare and the conviction of a resident for the highly publicized murder of Ferne Fisher, a Woodward's Department Store employee.

The RCAF Station Kitsilano (closed 1964) was a large complex built during WWII which included the RCAF Rescue Coordination Centre, located near where the Coast Guard station (closed 2013) stands today (see page 5 aerial image). Vanier Park officially opened in 1967 and was named after Canada's first French Canadian Governor General (1959-1967).



STOP 4: VANCOUVER MARITIME MUSEUM—THE NORTHERN END OF THE SEAWALL PATH IN VANIER PARK

The shoreline you are standing on has changed dramatically at this end of the point, now filled in from the dredging of False Creek (see Stops 1, 9 and 10). Throughout much of its history, this stop would have been beach or under water. In 1935, the Crown granted the "water lots" west of here to the city, and in 1958, they were filled in to provide land for the Vancouver Maritime Museum and the landscaping of Vanier Park.

Inside the A-frame building of the Vancouver Maritime Museum (constructed 1958-1966) rests the St. Roch, a National Historic Site. This Royal Canadian Mounted Police (RCMP) Arctic exploration schooner was the first vessel to sail through the Northwest Passage from the Pacific to the Atlantic.

As you walk to the next stop, notice the 100 foot totem pole on the left, carved by Kwakwaka'wakw Chief Mungo Martin for British Columbia's centennial in 1958.



STOP 5: HADDEN PARK—PATH AT THE TOP OF THE STAIRS LEADING DOWN TO THE BEACH

Harvey Hadden was an early investor in Vancouver from Nottingham, England who became very wealthy from real estate, including properties in downtown Vancouver and on the North Shore. In 1928, he purchased the two city blocks north of Ogden Avenue from the CPR and gifted them to the City for \$1. These two blocks are now Hadden Park. He stipulated that his gift be used only as a "public park or recreation ground for all time". Hadden died in Nottingham (where a sports park is named after him), but bequeathed part of his estate to the City of Vancouver; \$90,000 was used to purchase Woodland Park.

As you walk along the seawall path toward the northwest corner of Kits Point, just before the path curves to the south there is a grove of trees to your left, and you can see Kits Beach ahead of you. The CPR had many plans for Kits Point, and one of them was to build a grand hotel at this spot. In 1929, the Vancouver Park Board bought the hotel reserve from the CPR for \$55,000 as part of their plan for a continuous beach park.



STOP 6: KITSILANO BEACH — SEAWALL PATH IN FRONT OF THE BUILDING HOUSING THE LIFEGUARD STATION, WASHROOMS AND RESTAURANT

The Coast Salish people called this place Skwa-yoos and a shell midden was located approximately where Kitsilano Pool is today. In 1932, Major Matthews interviewed Chil-lah-minst (also called Jim Franks), who was born at Skwa-yoos around 1870. His father was a canoe maker and used the cedar that loggers left behind (early logging operations favoured Douglas Fir). Jerry Rogers, of

Jerry's Cove (Jericho), operated one of his logging camps here.

By about 1900, "Greer's Beach" (later Kits Beach) had become an extremely popular swimming and camping spot, with tents lining the beach most of the summer. In 1905, the streetcar began service to the foot of Vine Street, and real estate development increased on the hillside above the beach. Camping was banned in 1908 with growing concern about sanitation in "Tent Town." A new two-storey bathhouse by architect E.E. Blackmore opened; in the mid-1920s, it was replaced by an English Arts and Crafts style bathhouse (demolished in 1965). The current structure from 2005 was designed by architect A.A. Robins.

Chil-lah-minst, loggers, campers, early residents and visitors recalled the enormous abundance of smelt here. People would catch them in their hands, fill potato sacks in minutes, and use garden tools to rake them onto the sandy beach. Swimming together in the waves, smelt made a "peculiar sizzling noise similar to that made when frying bacon in a pan" and their bioluminescence would "shoot off like balls of fire" at night.

Samuel Greer: The CPR was deeded a vast tract of land south of False Creek in 1885 when it chose Granville (later Vancouver) to be the terminus of the railroad, and included the Kits foreshore as far west as Trafalgar Street. An early resident, Samuel Greer, had arrived in 1884 with his family and, according to him, legally purchased the land between the reserve and Trafalgar Street (beyond which lay other pre-empted lands) from First Nations owners. A very public dispute ensued, described in newspapers of the day with a "little guy vs. big corporation" slant. For years, Greer and the CPR battled. The situation came to a head in 1891, when Deputy Sheriff Armstrong arrived at Greer's doorstep and Greer shot and wounded him. Greer was arrested and jailed, his family removed, and his house and barn burned.

The popular camping spot was known as Greer's Beach until 1904 when the CPR decided to sell its land for residential development and wanted a new name. They consulted with an amateur anthropologist who suggested "Kitsilano," modified from the name of a Squamish chief, most likely August Jack Khahtsahlano's grandfather (see Stop 1).



STOP 7: KITSILANO POOL—BEHIND KITS POOL AT THE KITSILANO SHOWBOAT STAGE

In 1906, a group of early Kits residents, wanting to shape the development of their neighbourhood, formed what would become the Kitsilano Ratepayers Association. Originally, the CPR leased the land to the City for the beach park, but in 1909 the community raised its own money and purchased land to the west of Yew Street. In the years that followed, the community petitioned the City for improvements such as better street lighting, sewers and streetcar service.

Kitsilano Pool opened as Canada's first and longest saltwater pool in August 1931. On opening day, Olympic champion Percy Norman led forty swimmers in a 10 kilometre open water swim from Lighthouse Park in West Vancouver across to the new pool. The pool was filled with seawater at high tide and then plugged until exchange with the bay was possible again. Eventually water pollution became an issue due to its proximity to a sewage outlet at the base of Maple Street. In 1979, a new pool was constructed that pumped seawater through an advanced filtration system.

In 1935, the Kitsilano Chamber of Commerce formed to promote the community and attract the public to Kits Beach with performances by the Kitsilano Boys Band and the Miss Kitsilano contest. Redesigned in 1952 to represent a permanently moored stage by the sea, the Kitsilano Showboat continues to provide free community entertainment every summer.

Optional Diversion: Proposed CPR terminus at Trafalgar Street

The Kits streetcar line terminated at the foot of Vine Street, but the CPR right-of-way originally continued to the end of its land grant at Trafalgar Street. You can walk this scenic right-of-way by following the footpath at the west end of Kits Pool. You will pass the Kitsilano Yacht Club, opened in 1934 to promote amateur yachting in English Bay. Continue on the sidewalk to the foot of Trafalgar Street. This was the official terminus of the CPR in 1887, although never operational.

Later, the BCER line stopped further east, turning around in a loop (see page 5 aerial image). People remember playing on Engine 374, the steam locomotive that pulled the first transcontinental passenger train into Vancouver on May 23, 1887. It was parked on the tracks, near the present-day Kits Beach parking lot, from 1947 until 1983, when it was removed and restored for Expo 86. It is now on display in the Yaletown Roundhouse.



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STOP 8: CORNWALL AVENUE—ON STRAIGHT PARK PATH BETWEEN THE POOL AND THE PARKING LOT LOOKING SOUTH

In 1904, the CPR opened land for residential development south of Cornwall Avenue between Yew Street and Trafalgar Street. Lots sold for around \$400 but soared to \$5,000 the next year when the streetcar began to serve Kits Beach. In 1909, the streetcar began running on West 4th and caused another real estate boom in the area. So many houses were built that “you could hear the hammers humming, almost like a beehive.” The CPR built five model homes at Kits Point at this time to encourage buyers, each on a 66-foot-wide lot.

Many apartment buildings were built along Cornwall Avenue in the 1920s. From east to west you see the Tudor Revival, flat-roofed Royal York (c.1929); the red brick, two-building Melton Court (c.1923); and another double-gabled Tudor Revival, Park Manor (c.1929) alongside the more modern streamline styles of the 1940s. In the 1950s, zoning changes allowed for more apartments to be built and conversions of single-family homes to rooming houses. This greatly increased affordable housing, attracting students and hippies to the neighbourhood in the 1960s.

If you walk along the path parallel to Cornwall Avenue, you can stop at the intersection of Yew and Cornwall. This area was originally swamp land and was filled in the 1930s. Compare what you see now with the 1934 photo below which shows the two-storey building at the corner where the Starbucks is today (read more at stop 9).



This 1934 photograph is taken after the fill and shows the two-storey building at the corner of Yew and Cornwall where the Starbucks is today.

View of 2100 block Cornwall Ave east of Yew St, 1934 (Stuart Thompson) CVA 99-461



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STOP 9: FORMER SWAMP LAND—CORNER OF ARBUTUS STREET AND CREELMAN AVENUE

There was a stream starting close to Lord Tennyson Elementary School (near West Broadway and Burrard Street) that ran approximately along the path of today’s Cypress Street. It cut diagonally past Henry Hudson Elementary School and flowed into this area, creating a large muskeg, or swamp. It was full of singing frogs, muskrats and skunk cabbage, and was passable only in the driest parts of summer. In 1913, the Pacific Dredging Company dredged False Creek and pumped the fill all around Kits Point and the shoreline (see Stop 4). In the 1930s, a large sewer was constructed from Mount Pleasant to Jericho. The excavated dirt was used to fill this area and form parkland, now the Kitsilano Beach parking lot.



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STOP 10: MAJOR MATTHEWS' HOUSE—1343 MAPLE STREET

James Skitt Matthews (1878-1970) moved to Vancouver in 1898. An army reservist, he became a major during World War I, a title he would use the rest of his life. After 1924, he focused on collecting and recording Vancouver history, officially becoming Vancouver’s first City Archivist in 1933. In 1911, Major Matthews moved to 1343 Maple Street in this rapidly developing residential neighbourhood. In 1913, the City elevated his house (and others) for three months for the Pacific Dredging Company’s work. They pumped in sand, water and fish from False Creek, giving “school youngsters much amusement and wet feet.” When they were finished, the fill was 13 feet deep. In 1923, Matthews moved to 1158 Arbutus Street (the current townhouse dates from 1984) across from Kits Beach. There he interviewed many people in his garden for his writings on early Vancouver, now digitized on the City of Vancouver Archives website.

Exterior of Major Matthews' house at 1343 Maple St 1920 (Matthews) AMI 54-54, S1-P9005

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STOP 11: VANIER PARK BUILDINGS—CHESTNUT STREET AND CREELMAN AVENUE, EAST SIDE

Many plans were proposed for how best to use the lands of the former Kitsilano Reserve, including parkland, a new City Hall and civic auditorium, and stadium. World War II, however, brought the RCAF station (Stop 3). The only remaining building from this era, a renovated RCAF warehouse, is the home of the Vancouver Academy of Music (here since 1976) that you can see across the grass. Vanier Park opened in 1967, and Gerald Hamilton's modernist design for the Museum of Vancouver and H.R. MacMillan Space Centre was completed in 1968. The 1960s design reflected the era's move to sleek automobiles and curved, landscaped suburbs, in contrast to the older grid-form streetcar neighbourhood of Kits Point.

Major Matthews fiercely campaigned for a proper space for the city archives, and eventually Vancouver became the first city in Canada to build a municipal archives building, naming it after their first archivist. The Major Matthews Building (1972) is a partially submerged concrete structure at 1150 Chestnut Street, and its significant historical holdings began with Major Matthews' original collection that was stored in his home.

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STOP 12: OLD RAIL LINES—EAST SIDE OF CHESTNUT STREET, NORTH OF GREER AVENUE, WHERE THE PATH INTERSECTS THE SIDEWALK

The gravel path to the left is the old CPR and BCER line that led from the trestle to Kits Beach. In 2002, the Squamish Nation was granted the railway lots within the boundaries of the former reserve. To the west there are few remnants of the rail line until the paths at Kits Beach. The housing development on the north side of Greer Avenue is an example of the 1970s-1980s multi-family dwellings that filled in the old streetcar line. The area just

south of here was rezoned in 1956 to allow developer and future mayor, Tom "Terrific" Campbell to build the modernist Parkview Towers, by architect Peter Kaffka, in 1960. Greer Avenue was previously known as Short Street, but was changed to honour the early resident in 1929 (see inset, Stop 6).

The Burrard Bridge: In 1932, the Burrard Bridge opened and provided a much-needed link from downtown to the expanding westside of Vancouver, including the new UBC campus and the newly amalgamated Point Grey and South Vancouver municipalities. George Sharp of the Sharp & Thompson firm was the lead architect, and Major J. R. Grant was the engineer. Among the many art deco elements are the flickering red lamps that flank each side of the bridge, a tribute to Canadians in World War I who huddled around braziers in the trenches. The concrete galleries with windows above the bridge are designed to disguise the steel structure of the span and form a gateway to the city. The figureheads, sculpted by Charles Marega, are of Captain George Vancouver and Sir Harry Burrard-Neale, after whom Vancouver named Burrard Inlet. The vertical spaces in the railing were designed with a shutter effect so that cars driving at approximately 50 kilometres per hour can see the bay. The pylon closest to the Vanier Park side of the bridge contains a stairwell that originally connected pedestrians with the bridge and beach. It was closed within a few months of the bridge opening after the brass railings and light fixtures were stolen.

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STOP 13: HENRY HUDSON ELEMENTARY SCHOOL—CYPRESS STREET, JUST SOUTH OF CORNWALL AVENUE

Henry Hudson Elementary School opened in 1912 and was designed by Booker, Campbell and Whipple, of the Sylvia Court Apartments (now the Sylvia Hotel). It was immediately overcrowded and eight more rooms were added in 1914. Many of the early students were children of Sikh millworkers and Japanese millworkers and gardeners. The Kits Beach streetcar, the West 4th Avenue streetcar and the Granville Bridge also made Kitsilano an attractive place to live for downtown workers. One of Vancouver's first kindergartens opened here in 1944 followed by a hot lunch program in 1945. The wooden building on the corner of Cornwall Avenue and Maple Street was originally a Manual Training Centre and has operated as a daycare since 1973.

The stream that ran along the path of Cypress Street cut

diagonally through the school site to the muskeg in Kits Point (Stop 9). Early residents and visitors recalled seeing salmon under the streetlight at West 3rd Avenue and Cypress Street where the stream had been diverted to a ditch.

In 1941, a Coca-Cola Bottling Plant opened in the building opposite (1818 Cornwall Avenue). It was converted to offices in the 1980s and then purchased by lululemon athletica in 2011 for its corporate headquarters. The company began with its first store in Kits in 2000.



Seaforth Armoury under construction 1935 (Matthews) Bu P794.2

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STOP 14: SEAFORTH PEACE PARK —WEST 1ST AVENUE BETWEEN BURRARD STREET AND CHESTNUT STREET

The corner of Chestnut Street and West 1st Avenue formed the southwest border of the Kitsilano Reserve (see Stops 1-3). Cedar Street was a typical residential street that ended at West 1st Avenue, the boundary of the reserve. After the Burrard Bridge opened in 1932, it was renamed Burrard Street and became a major thoroughfare. Shell Oil Company had a gas station at West 3rd and Burrard by 1933.

In 1953, the Sicks' Capilano Brewery opened. The Capilano Weather Beacon was a large neon "6" at the top of the tower that would change colours from red to green, flashing or steady, depending on the weather conditions. It also represented the six Sick family's western Canadian breweries, as well as a play on the family name. In 1958, the Sick family sold the brewery to Molson. Molson Coors still brews Old Style Pilsner in Vancouver, with a label and recipe very similar to the original developed in 1926. The brewery today employs approximately 250 people and produces approximately 600 million bottles of beer annually.

The Seaforth Armoury was completed in 1936 and is home to the Seaforth Highlanders of Canada. Established in Vancouver in 1910 by members of the local Scottish community, the Seaforth Highlanders are a Canadian reserve force and infantry regiment that has served in every major overseas Canadian Forces mission. An example of Scots Baronial style designed by architects McCarter and Nairne, the armoury was built under the Public Works Construction Act of 1934. It demonstrates an early use of reinforced concrete in armoury construction, with steel roof trusses for seismic strength in the large central drill hall. The interior had detailed craftsmanship in precast concrete, cast iron, tile and carved wood. In 2014, the armoury is being seismic-

cally upgraded and a new four-storey building constructed behind it.

Seaforth Park (1949) became Seaforth Peace Park in 1992, one of many peace parks in Canada.



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STOP 15: INDUSTRIAL LANDS—NORTH SIDE OF WEST 1ST AVENUE AT THE INTERSECTION WITH PINE STREET

This was a diverse neighbourhood in the early 20th century. The Rat Portage Sawmill, just down the street on False Creek, employed many people of Sikh, Japanese and native ancestry who lived nearby. The first Sikh gurdwara in Vancouver opened in 1908 at 1866 West 2nd Avenue and remained a hub of the Sikh community until 1970. Its location is marked by a VHF Places That Matter plaque (see map on pages 18-19).

Other nearby industries included the BCER shops, located just north of here along a spur line, now behind the brewery. The original building at 1706 West 1st Avenue opened in 1910 as the National Biscuit Factory and Haida Confectionary and consisted of a three-storey structure with large streetfront windows. The six-storey addition was constructed in 1931. The company took sanitation so seriously that every employee was "required to take a bath, in baths provided for them on the premises, before commencing work daily". In 1955, the family-run Mitchell Press purchased the property which printed and published material until 2008, when it moved to Burnaby. Today the building houses a collection of design and architectural firms, retail and studio space.

Now lost in this area is a long stream originating near Granville Street and West 16th Avenue and meandering between Burrard Street and Pine Street, behind Seaforth Armoury, and down to False Creek. This stream was an important freshwater source for Sun'ahk and noted when the colonial government located the reserve here in 1869.



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POINT OF INTEREST IN NORTHEAST KITSILANO

- 1 (Pg6) Creekside Park
- 2 (Pg7) Cultural Harmony Grove
- 3 (Pg7) Vanier Park
- 4 (Pg8) Vancouver Maritime Museum
- 5 (Pg9) Hadden Park
- 6 (Pg9) Kitsilano Beach
- 7 (Pg11) Kitsilano Pool
- 8 (Pg12) Cornwall Avenue
- 9 (Pg13) Former Swamp Land
- 10 (Pg13) Major Matthews' House
- 11 (Pg14) Vanier Park Buildings

- 12 (Pg14) Old Rail Lines
- 13 (Pg15) Henry Hudson School
- 14 (Pg16) Seaforth Peace Park
- 15 (Pg17) Industrial Lands



← Optional Diversion to Trafalgar St.

← Corkscrew Inn B&B
Three blocks west

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--- Former Kitsilano Indian Reserve

- A Major Matthews' House (stop 10)
- B First Sikh Temple (stop 15)

VHF's Places That Matter Plaque Project celebrates Vancouver's 125th anniversary of incorporation as a city and raises awareness about the people, places and events that tell the stories of Vancouver's history.