



PORT COQUITLAM HERITAGE RESOURCE INVENTORY

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INTRODUCTION

This Inventory presents the heritage resources using the following sections:

- Chronology and Historical Background
- Thematic Framework - 6 organizing ideas about Port Coquitlam's heritage
- Heritage Evaluation - resource selection criteria
- Short List Inventory with Reference Maps
- Appendix A: Long List of Resources

The Inventory is grounded in a thorough understanding of Port Coquitlam's history, summarized in the brief Chronology and Historical Background sections, and distilled into six key insights into the history and culture of the community called themes. Resources have been identified by the community and consultants, and are listed in the Long List of Resources, Appendix A. These resources are evaluated for inclusion on the Short List using widely-recognized criteria and based on the comprehensive understanding of heritage value noted in the Heritage Evaluation section.

WHAT ARE HERITAGE VALUES?

Heritage values identify why a community's heritage is important, and express the particular significance that an individual historic resource holds for the community. Different individuals or groups may express different values for the same resource.

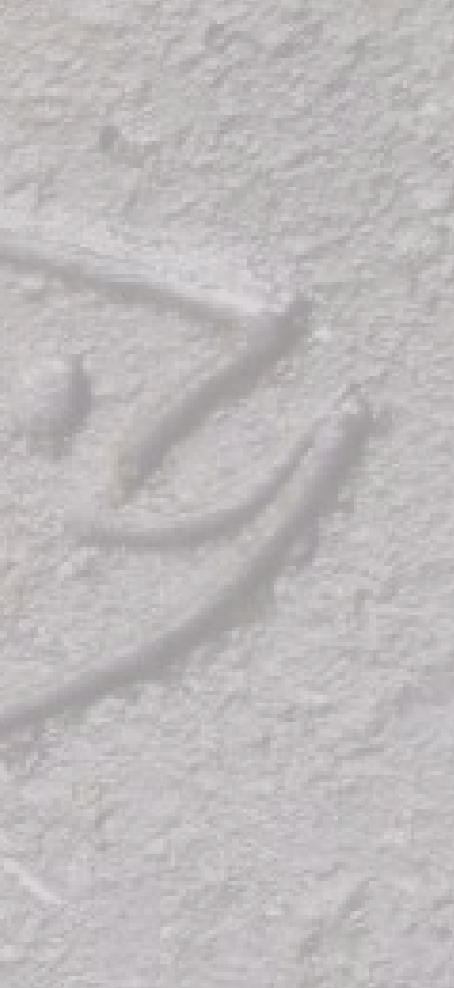
Heritage values are broadly defined in Canada as the aesthetic, historic, scientific, cultural, social and spiritual importance or significance of a heritage resource for past, present and future generations. These broad categories are a starting point for understanding and documenting the heritage values of a community, and identifying those heritage places that illustrate or represent these community values.

The heritage values of an historic place are represented by its physical attributes, such as its materials, form, location, or spatial configuration, as well as by intangible elements such as uses, cultural associations or meanings.

WHAT IS A HERITAGE INVENTORY?

In every community there are places that are valued for their association with community history. These historic places might be buildings or other structures, streetscapes, archaeological sites, landscapes or monuments, but all contribute to the sense of place and sustainability of the community and help to define the unique character of that community.

A heritage inventory is simply an organized catalogue or listing of a community's important historic places, identified with input from local citizens. An inventory will typically include a photograph and description of a historic place, information about its location, age and use and why it is considered historically significant to the community. The number and types of historic places included in an inventory will depend on the inventory's purpose. An inventory created for municipal planning purposes, such as this one, should



encompass a broad range of historic places that explain the community's past in order to make informed decisions about its future.

THIS INVENTORY FOR PORT COQUITLAM

Criteria for identifying and evaluating the importance of potential Inventory resources are based on their ability to demonstrate culturally significant aspects of Port Coquitlam, or possess compelling formal or aesthetic qualities in their settings, or have associational links with historical events or important periods in the history of Port Coquitlam. Other criteria include risk of damage or destruction, or whether the resource is unique or rare evidence of a cultural aspect or area of Port Coquitlam, or whether it has the capacity to contribute to the environmental health of the community. One final criteria is whether the resource can be argued that it is valued by the general community.

To be included on Port Coquitlam's Heritage Inventory, a place must satisfy one or more of the listed criteria, developed with input from staff and the Working Group, included in this document.

This Inventory is organized according to broad insights into the heritage of Port Coquitlam, called themes. The Thematic Framework, composed of six themes, is designed to organize all the ways that Port Coquitlam residents value their community, and helps in developing a full range of resources that address the main stories and nature of the place, and why they are valued by Port Coquitlam citizens.

Individual or groups of buildings and structures, landscape features including both natural and cultural landscapes and archaeological sites have all been considered for inclusion in the Resource List with Evaluations. A listing of pre-1846 sites in the BC Archaeological Site Inventory was consulted for First Nations sites. Each inventory listing includes (where possible) a recognized name for the place, its address, significant dates (e.g. construction date for a building), significant associated individuals (e.g. original owner, architect and/or builder for a building) and a brief description of the resource. Each resource has an associated evaluation, all to aid the public during the community review. Each short-listed resource is located on easy-to-read reference maps to facilitate Staff and public discussions.

USES OF A HERITAGE INVENTORY

A heritage inventory, by identifying a community's historic places, can assist in the integration of heritage conservation and management into the general planning activities of a local government. This integration ensures that there is a balance between heritage and other planning challenges and concerns

Heritage conservation planning is a land-use decision-making process that takes into consideration the community's valued historic places, integrating the conservation of historic places and community development. Integrated planning encourages 'big picture' views of issues and problems by not considering issues in isolation of one another, broadening the scope of plans and addressing more issues in a comprehensive way.

Heritage can be considered during the creation of Official Community Plans, or local area or neighbourhood plans in order to assist in the preservation of their character.



Heritage integrated into community planning can help determine how historic places can contribute to tourism or economic development goals and identify the potential for the re-use of heritage buildings or other historic resources.

PORT COQUITLAM'S 1985 INVENTORY

Port Coquitlam's previous heritage inventory, completed in 1985, was a comprehensive listing of many heritage resources with a focus on residential buildings. While the listing of resources from the 1985 document is included in this inventory, the wealth of information it contains is not repeated here. Rather, the 1985 inventory should be used in conjunction with this document and consulted for additional information on heritage resources as necessary.

HERITAGE PLANNING

Heritage Building Inventory

An inventory of buildings constructed in the City before 1930 was compiled in 1985. The buildings included in this inventory were those seen to have unique or important architectural features or historical value by being associated with historical aspects relevant to the development of the community. Council approved a list of 64 "better buildings" as its Heritage Inventory and presented owners of the properties with a scroll of recognition. In intervening years, staff and members of the Port Coquitlam Cultural and Heritage Society have informally maintained the inventory by identifying changes such as demolition, restoration or substantial alterations.

City-owned Heritage Facilities

The Port Coquitlam Heritage and Cultural Society operates a Heritage Display Centre in the storefront space at 2571 Mary Hill Road. It is exploring relocation to the Outlet.

The Society also operates the archives located in the Outlet of the Leigh Square Arts Village, which includes archival storage, display, and meeting space.

Two sites are listed in the City's Heritage Register: City Hall and the Rowland Lacrosse Box.

Plans and Policies

In 2001, Council adopted a Cultural Plan which addressed management issues related to heritage and culture. This Plan led to the Society's preparation of a strategic plan in 2003 to guide its activities. The Parks, Recreation and Culture Plan adopted in 2007 further considered heritage within a management philosophy with recommendations to enhance organizational capacity.

The *Official Community Plan* adopted by Council in 2005 sets out a number of policies and guidelines recognizing heritage. Specifically, the Plan

- Promotes building design and streetscapes that help retain a small town atmosphere and promote the Community's unique heritage and culture
- Requires development in the Downtown to incorporate architectural elements, details, massing, scale and exterior design that reflects, or is sympathetic to, the char-





acter of the City Hall and the early 20th Century time period in which the City Hall was constructed.

The 2010 Heritage Strategic Plan set out a direction to recognize and manage the City's heritage resources within three goals: conserve heritage resources, celebrate community history and traditions, and create community heritage partnerships.

Most recently, in 2011 the City adopted a new Corporate Strategic Plan which recognizes and places value on the City's heritage as an integral part of community life.

COMMUNITY FEEDBACK

This Inventory was presented to the whole community in the Fall of 2011. The feedback helped refine the resource lists and the expression of community values.







CHRONOLOGY

BRIEF CHRONOLOGY

Originally	The Kwikwetlem people have a village in the future Port Coquitlam
1850s	Earliest settlers arrive
1862	Pitt River Road is constructed to mainland capital of New Westminster
1886	Canadian Pacific Railway constructs a spur line to New Westminster, with the future Port Coquitlam located at the junction point with the main line to Vancouver
1890	First school is constructed
1894	Serious springtime flooding launches annual possibility, to be repeated in 1921, 1948, and 1961
1911	Canadian Pacific Railway moves its freight operations from Vancouver
1913	Hospital of the Mind, known as Essondale, begins operation in neighbouring Coquitlam, as does Colony Farm located mostly in Port Coquitlam and intended to supply the hospital's food
1913	Port Coquitlam is incorporated on March 7, 1913
1913	Shipbuilding provides wartime employment
1914	Three-story brick city hall is constructed
1920	Fire destroys much of the downtown
1923	Annual May Day celebrations begin
1934	Outdoor lacrosse box is constructed reflecting sport's popularity
1951	Lougheed Highway is completed
1962	Main commercial centre shifts from Kingsway to present centre
1967	Birth of the Traboulay PoCo Trail
1971	Rapidly growing population reaches almost 20,000
1980	Terry Fox begins Marathon of Hope run across Canada to raise fund for cancer research
1981	Terry Fox dies from return of cancer, inspiring annual runs in his honour across Canada
1985	Heritage inventory completed
1986	Establishment of the Mary Hill Bypass
1996	Widening of Mary Hill Bypass to 4 lanes completed
2006	Port Coquitlam population exceeds 50,000
2010	Construction of the Coast Meridian Overpass
2010	Heritage Strategic Plan completed
2011	New Pitt River Bridge completed

HISTORICAL BACKGROUND

Access to the three rivers that bound Port Coquitlam is central to its history. The city's location on the Fraser River's north shore between the Coquitlam River originating in Coquitlam Lake to the west and Pitt River beginning at Pitt Lake to the east gave accessibility from early on. Among the various Coast Salish peoples, the Kwikwetlem, who today have a reserve in Port Coquitlam, call the watershed of their namesake Coquitlam River home, while the Katzie passed by on the Pitt River from their village on Pitt Lake heading to the Fraser River. An archaeological dig begun in 1978 near the mouth of the Pitt River attested to 4,000 years of occupation.

The confluence of three rivers brought the first newcomers to the future Port Coquitlam. The earliest were the Alexander McLean family from Australia via Ladner where they were flooded out in 1853. Arriving in their own schooner with 50 milk cows, they settled on the north shore of the Pitt River, along which McLean acquired 1 1/3 miles of frontage for dairying between 1859 and 1863. Edmond Atkins followed with his family from Ireland via Victoria in 1860, to take up farm land along the Fraser River east of Mary Hill. Two years later the Royal Engineer constructed the Pitt River Road, thereby encouraging a handful of other arrivals over the next quarter century to settle on the future Port Coquitlam's 6,000 acres of level land.

Briefly considered as the capital of the mainland British colony of British Columbia established in 1858, the future Port Coquitlam had to wait until 1886 to get its organizational impetus. Port Coquitlam originated as a rail hub called Westminster Junction, the location where a spur line to New Westminster separated off from the main line of the Canadian Pacific Railway, then being completed to Vancouver. The station's location encouraged nearby farming and logging. In 1911, the CPR's move of its freight operations from Vancouver to Westminster Junction resulted in a large central hub that expanded employment opportunities, encouraged industry, and precipitated incorporation two years later as Port Coquitlam, highlighting the economic potential in its easy access to rail, as well as the Pitt, Coquitlam and Fraser rivers.

In the early 20th century Port Coquitlam, together with neighbouring Coquitlam, acquired a unique status provisioning mental health for the province of British Columbia. In 1913 a then termed 'hospital of the mind,' to be known as Essondale and later Riverview, opened in neighbouring Coquitlam. About the same time the adjacent Colony Farm, principally in Port Coquitlam, began raising food and dairy cattle as part of a plan to make the hospital self-sufficient. Port Coquitlam residents' labour long sustained both places.

The tenacity and perseverance of Port Coquitlam residents has been time and again demonstrated. The city's incorporation in 1913 was marked by the construction of a fine three-story brick city hall, but the future it portended took some time to be realized. The several-decades postponement of the mayor's exuberant forecast that a population of 1,300 would reach 10,000 in three years did not diminish residents' commitment to their newly named community. Neither did a fire which seven years later destroyed much of the downtown. Nor did serious flooding the next year echoing an early 1894 flood and





Images from BC Archives

*Left, top to bottom:
Mary Hill from Queensborough, 1859
View NE over townsite, 1940
Class Photo, 1903
May Day, 1924
AR Millard Store, ca. 1910
Evangelical Free Church
Colony Farm area in flood, 1948*

*Right, top to bottom
Boys' Industrial School Auditorium, c.1950
Boys' Industrial School Classroom, 1929
Bridge at Colony Farm, 1948
Council opening Agricultural Hall, 1913
May Day, 1958*

succeeded by the floods of 1948 and 1961.

Along with the stable employment of the CPR, Colony Farm, and Essondale Hospital, other opportunities have flowed and ebbed. The boosterish Vancouver-based Coquitlam Terminal Company begun in 1911 not only promoted the area as an industrial centre but built a number of bungalows in the craftsman style in a bid to attract industry. While the First World War saw upwards of 500 workers constructing five 300-foot wooden ships at the foot of Pitt River Road, in its aftermath the economy slumped. Gilley's gravel quarry on Mary Hill was also a major employer in the area. On a positive note, Port Coquitlam Transfer Company began in 1919 and continues into the present day. The completion of the Lougheed Highway on the north side of the Fraser River in 1951 and of the Pitt River Bridge half a dozen years later, replaced in 2009, brought new businesses and employment opportunities. Esco Ltd., an American-based firm manufacturing mining equipment opened a steel foundry in 1959 that continues to operate today.

The exuberant years of the early 20th Century launched the distinctive craftsman character of much of early Port Coquitlam housing stock. While some bungalows were driven by speculation, the pride families took in constructing their own homes in this special place bordered by three rivers was demonstrated time and again in their careful detailing. It was not so much about size and opulence as it was about making a house into a home. The 1985 heritage inventory described 20 houses as being in the craftsman style alongside 25 in earlier, later, or other identifiable styles. A dozen of the craftsman houses were constructed prior to the First World War, others into the 1920s. The next most recognizable body of housing commenced in the 1960s, when Port Coquitlam experienced the rapid suburban development which transformed whole areas of the City from woodland and farmland into residential districts.

Community spirit in Port Coquitlam has been repeatedly demonstrated throughout its history by the provision of public amenities. The first school was constructed in 1890. Organized sports, including soccer (then known as football), baseball, lacrosse and tennis were played from the early 20th century on. Reflecting those sports' popularity, an outdoor lacrosse box was constructed in 1934 and a roller rink in 1952. An agricultural hall used as a community hall was opened in 1911. Annual May Day celebrations were launched in 1923. More recently, the PoCo Tramboulay Trail, a 25-kilometer nature trail circling the city mostly on level dikes had its beginnings in the late 1960s and has become a defining community institution. Community activism saved part of Colony Farm from development to become a regional park. In 1985 an inventory of over 150 heritage buildings was narrowed to 64. Detailed wide-ranging Port Coquitlam histories were published in 1973, 1988, and 2000. A community arts centre, termed Leigh Square Community Arts Village, was opened in 2007. A Heritage Strategic Plan was completed in 2010.

Community spirit has both reflected and encouraged Port Coquitlam's growth. The good times beginning in the mid-20th century saw Port Coquitlam's total population of just over 3,000 in 1951 more than double to 8,000 a decade later, to almost 20,000 by 1971, and just keeps growing. By the time of the 2006 census, Port Coquitlam's population surpassed 50,000, making it one of the fastest growing cities in Canada. Whereas the Mitsui and Suyehiro families, the only two families of Japanese ancestry in 1929, stood

out in the steady flow of newcomers, today a quarter of Port Coquitlam residents are what Census Canada terms a visible minority, being principally Chinese, South Asian, Korean, or Filipino in background.

Port Coquitlam maintains a sense of a small town that inspires great allegiance - the feeling of it being home. Generations remain rooted in the place, with family histories proudly centred in the community. While many Port Coquitlam residents are hometown heroes in their own right, no one better fits the description than young Terry Fox. Fox's courage and character in the face of adversity became a symbol for all Canadians, and defined Port Coquitlam as a community conducive to nurturing hometown heroes.

The following is a selection of sources that provide good background on the history of Port Coquitlam, and were used as sources for the brief Historical Background.

Chambers, Edith D. *History of Our City: Port Coquitlam* (Burnaby BC: B.A Thompson, 1973)

Davis, Chuck. *Port Coquitlam: Where Rails Meet Rivers: The Story of Port Coquitlam* (Madeira Park: Harbour, 2000)

Pattison, Eric J. *Port Coquitlam Heritage Resource Inventory* (Port Coquitlam: City Planning Department, 1985)

Poco Heritage. Publication of Port Coquitlam Heritage and Cultural Society.

Port Coquitlam: City of Rivers and Mountains (Port Coquitlam: City of Port Coquitlam, 1988)

"Port Coquitlam heritage houses" at <http://www.pocomuseum.org/resources.html>

Port Coquitlam Heritage and Cultural Society website at <http://www.pocomuseum.org/>

Port Coquitlam historical chronology on Business Improvement Association website at <http://www.pocobia.com/areahistory.html>

Port Coquitlam's summary of its history at <http://www.portcoquitlam.ca/Dynamic/Page28.aspx>





THEMATIC FRAMEWORK

This Thematic Framework follows from an understanding of the cultural history of the City, which is summarized in the Chronology and Historical Background pieces in the previous section. The Framework seeks to capture in shorthand the full breadth of Port Coquitlam's cultural history under six key insights into the City's heritage, called themes. The Framework serves as a guide to the key aspects of the City's history that the Inventory is designed to display.

THREE RIVERS

The theme Three Rivers encompasses the impact on the City of Port Coquitlam of the diverse natural environment: its rivers, climate, geography and topography, flora and fauna, sloughs, and lagoons. It also covers the stories of the human response to the natural environment, the search for springs, recent environmental activism, and the history of flooding.

RAILWAY HUB, HIGHWAY ROUTES

This theme addresses the formative influences of transportation development throughout the history of Port Coquitlam. It addresses the dominant physical presence of the river, rail, and road networks, and the role of Port Coquitlam at the heart of the urbanization of the Lower Mainland.

SUSTAINING LANDS

The theme Sustaining Lands addresses the use of the lands by the Kwikwetlem, and the early settlement of the lands including dyking and drainage of land for agricultural use. It also covers the important story of Colony Farm, and the recreational use of the open landscape.

TENACITY AND PROSPERITY

This theme highlights the pioneering travails of settling the lowlands and the presence of the Kwikwetlem First Nation. It is also the theme that addresses the development of a prosperous city.

SMALL TOWN TO GROWING CITY

The theme Suburban City addresses the history of the City from its beginnings at the rail junction to its place in the metropolitan conurbation of Greater Vancouver. The theme also addresses the pressure on the land and rivers including valued farmlands and fish habitat as the City develops.

HOMETOWN, HEROES

This theme addresses the attachment of citizens to their community through historic institutions, and through tales of notable local citizens. It is the theme which covers the development of a vibrant proud community.

HERITAGE EVALUATION

HERITAGE VALUES

Current thinking in heritage conservation addresses heritage evaluation by having the citizens of a particular place consider what they value about their community. This approach to the creation of heritage inventories introduces many more reasons for finding places and structures important to the community - not just because they might be historically or aesthetically important, but also because they might be significant for scientific, cultural, socially, spiritual, or educational reasons.

Any place or thing can be valued as a heritage resource for many reasons, and its value can change as times and a community change. The values and meanings assigned to a potential heritage resource can vary between people or groups and may sometimes be a source of contention.

How best to respect a multiplicity of values when forming a heritage inventory? The key is to record all places and structures that community members identify as valuable, and why. The full range of these values is then encapsulated in a handful of insights about the community's history, called themes. An inventory list that evenly illustrates these themes stands a good chance of respecting the multiplicity of heritage values expressed by the community.

WEIGHING THE IMPORTANCE OF A POTENTIAL RESOURCE

The importance of a heritage resource can be identified by asking the following questions:

1. Does the potential resource contribute strongly to an understanding of the key stories in the history of Port Coquitlam? Is it a good illustration of one or more themes?
2. Does the potential resource demonstrate important cultural or social customs, designs, functions, techniques, processes, styles, uses, or associations with events or persons?
3. Does the potential resource have significant designed, formal or aesthetic qualities? Is it important for its intactness? Is there a degree of unity in its scale, form, materials, texture and colour? Is it an ultimate expression of its type?
4. If the potential resource no longer exists, does its association with the history of Port Coquitlam still make it important to name?
5. Is the potential resource at risk from damage or loss?
6. Is the potential resource unique or rare evidence for a cultural aspect or area of Port Coquitlam, or likely to yield information important to the city's history?
7. Does the potential resource have the capacity to contribute to the environmental health of the community?
8. Does the potential resource help provide valuable physical context?

All the resources listed in the Appendix A have been identified by the community as having heritage value for any one or more of the reasons in this list of eight questions. For that reason they have found a place in this document.

But not every resource needs to be retained in order for the community heritage values to be retained. In order to make Port Coquitlam's Inventory an effective planning tool, the level of significance of the resource needs to be assessed in terms relative to other resources. The evaluation process identifies how critical a resource is to the communication of Port Coquitlam's heritage. Would the most essential community heritage values or central stories about the community be lost without the resource? The short-listed resources noted and mapped according to theme is to identify heritage resources that are considered key in representing the heritage values of Port Coquitlam.

Potential resources of outstanding importance have their singular or extraordinary nature conveyed using superlatives:

“ . . . closely and meaningfully associated with . . . ”

“ . . . unique or rare evidence of . . . ”

“ . . . exceptional or rare example of . . . ”

Resources of relatively less importance note the nature of their important, if not outstanding, contribution:

“ . . . associated with . . . ”

“ . . . good evidence of . . . ”

“ . . . good example of . . . ”

IDENTIFIED RESOURCES OUTSIDE THE CITY OF PORT COQUITLAM

In some cases, the community has identified resources of heritage importance that are outside the jurisdiction of the City of Port Coquitlam. The community may find value in a resource that, while not in the City itself, has influenced Port Coquitlam and its history, and is important to acknowledge in the Inventory.

These features have been flagged in this Inventory at the beginning of Appendix A as out-of-jurisdiction resources. While not permitted to be formally placed on Port Coquitlam's Heritage Register, implementation can be undertaken by notifying the neighbouring jurisdiction of their importance to the City of Port Coquitlam.





LIST OF RESOURCES BY THEME

WHY LIST RESOURCES BY THEME?

Resources organized according to the broad categories that describe the central cultural themes of Port Coquitlam is a very good way to check to see that the full scope of the main stories about the city's past are illustrated by its Heritage Inventory. Listing resources under these themes is also a good way to understand and communicate why identified resources should be part of the Inventory, and their relative importance.

MAPPING

Not all short-listed resources are mapped. Resource may be difficult or impossible to map because they are intangible (for example, an historical figure), or because they are too numerous to individually map (for example, views of Burke Mountain, or community gardens). Such resources will be found in the short lists under each theme, but without a tag on the associated map.







THREE RIVERS

Port Coquitlam's geography is key to its identity. With Burke Mountain to the north and the Coquitlam, Fraser, and Pitt Rivers to the west, south and east respectively, Port Coquitlam is experienced as an "island", reached by crossing over water from the east or west.

Port Coquitlam is located within the Coastal Western Hemlock biogeoclimatic zone, CWHms (moist maritime) which produces characteristic Pacific Coast precipitation patterns of winter rainfall succeeded by summer dryness. The dominant vegetation is Coastal Western Hemlock forests characterized by Douglas Fir (*Pseudotsuga menziesii*), Western Red Cedar (*Thuja plicata*) and Western Hemlock (*Tsuga heterophylla*). The retreat of the Vashon glaciers 10,000 years ago caused the Fraser and lower Pitt Rivers to deposit rock, gravel, sand and clay, creating a soil profile that includes gravelly Everett clay (Mary Hill), fertile Ladner clay (Colony Farm agricultural fields and surrounding areas) and mixed soils (suitable for building) in central Port Coquitlam.

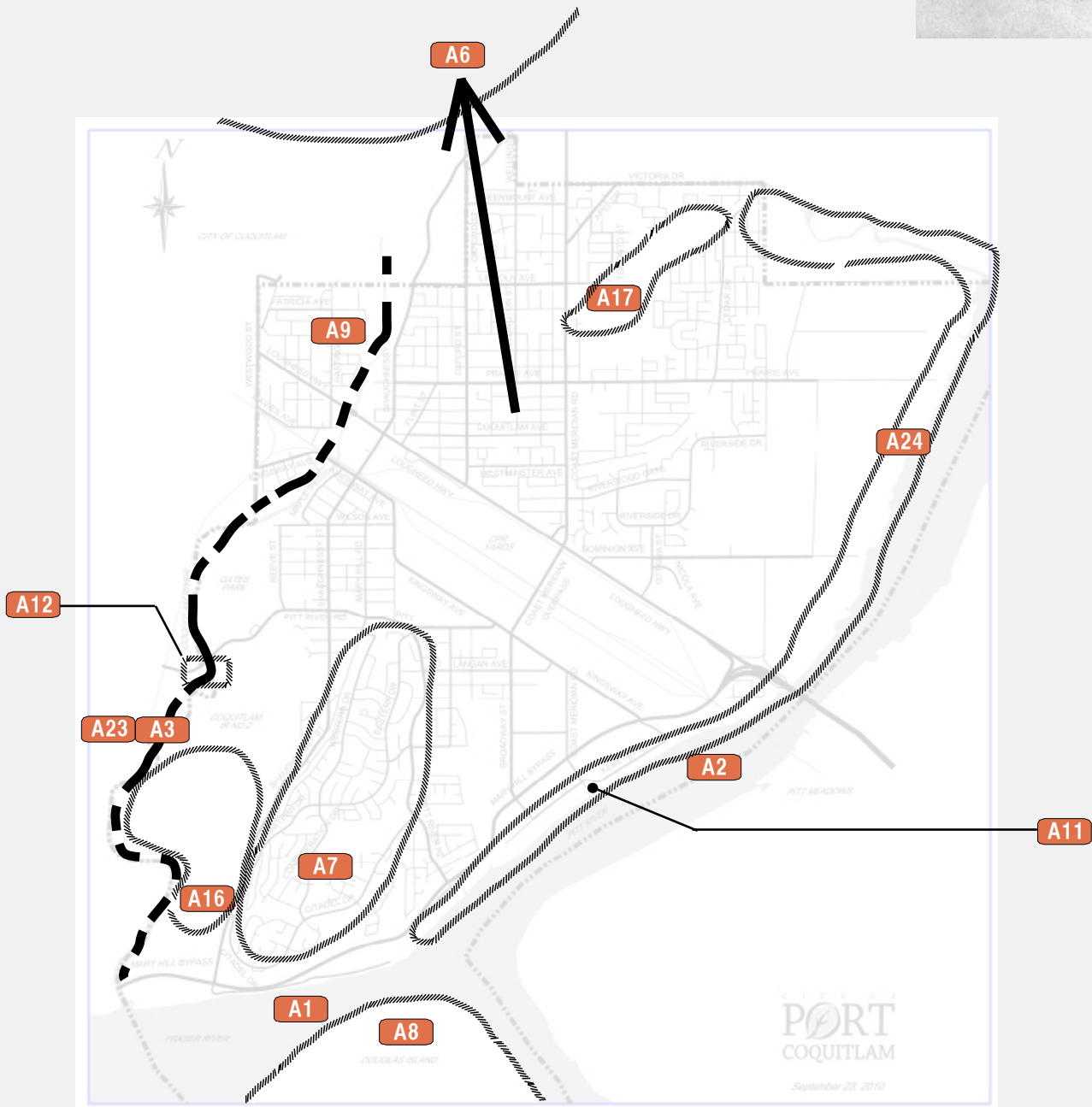
The rivers and the surrounding delta were critical for early settlement. The Kwikwetlem call the watershed of their namesake Coquitlam River home, while the Katzie passed by on the Pitt River from their village at Pitt Lake on their way to the Fraser River.

Continuing to act as transportation routes, the rivers brought the first newcomers to the future Port Coquitlam. The significance of the Fraser and Pitt Rivers as the earliest travel routes through this transportation corridor is strong, providing the physical access and connection needed for people and supplies that laid the foundations for the early community that would evolve into today's modern city. Over the next quarter century, others were attracted to the future Port Coquitlam.

The City has identified the management of habitat and biodiversity as part of its conservation efforts. This includes the restoration of riparian and aquatic systems on the margins of the Pitt and Fraser rivers, the protection of remnant natural areas such as forests and wetlands and the management of habitat for wildlife and species at risk.

WHY HAS THE NATURAL ENVIRONMENT BEEN IMPORTANT TO THE LIFE OF PORT COQUITLAM?

- Displays forces and cycles of nature
- Demonstrates ecological completeness
- Provides the recreational values of access to nature, and traditional outdoor activities such as fishing and swimming
- Provides access to nature and outdoor activities
- Defines borders for the community
- Reminds residents that the environment provides what is needed for survival
- Provides beauty
- Used by First Nations for subsistence
- Trees and other vegetation provide healthy air
- Provided an informal non-urban social setting, particularly for teenagers





THREE RIVERS

Why has the natural environment been important to the life of Port Coquitlam?

Resource	Resource Name and Location	Value
A1	Fraser River	Significant physical boundary; important transportation route and key to the economic growth of the city
A2	Pitt River	Key physical boundary, helping form island-like feeling
A3	Coquitlam River	Key physical boundary, helping form island-like feeling, transportation route for barging coal to Essondale
A6	Views of Burke Mountain	Dominant landform with natural history values that connects the city to the mountains to the north, and seen from many areas of the City
A7	Mary Hill	Key landform at south end of City, identified and named by Colonel Richard Moody in 1858 as a point of survey and defence
A8	Douglas Island	Rare natural and naturalized landscape, particularly apparent when viewed from Mary Hill
A9	Wildlife (including bear) corridor along the Coquitlam River	Important natural connection to the mountain wilderness and its wildlife
A11	Peace Park on the Pitt River	Rare access point to the Pitt River's edge
A12	Stand of dead trees at Coquitlam River	Fair association with the history of Coquitlam River flood events
A16	Colony Farm lands	Distinctive naturalized cultural landscape; important farming history connected to Essondale institution; place of community integration; unique birding area and heron colony
A17	Hyde Creek park lands and fish hatchery	Important salmon spawning creek; closely and meaningfully associated with to that annual natural event, and important for showing the potential for other fish enhancement opportunities
A23	Spawning chum and pink salmon on Coquitlam River	Central annual natural event, key to the history of the Coquitlam First Nations and European settlement
A24	Pitt River shoreline habitat with wildlife such as heron, bears and eagles	Important continuance of the presence of naturalized landscape and wildlife in the city





RAILWAY HUB, HIGHWAY ROUTES

River traffic, rail and road development have been fundamental to Port Coquitlam's development and character. The City's place along the region's main waterways made it a choice location to settle. With the establishment of Westminster Junction as part of the spur line to New Westminster, the area's farming and logging industries began to thrive. In addition to providing employment opportunities, the railyards, complete with roundhouse, would be a defining feature of Port Coquitlam beginning in 1911.

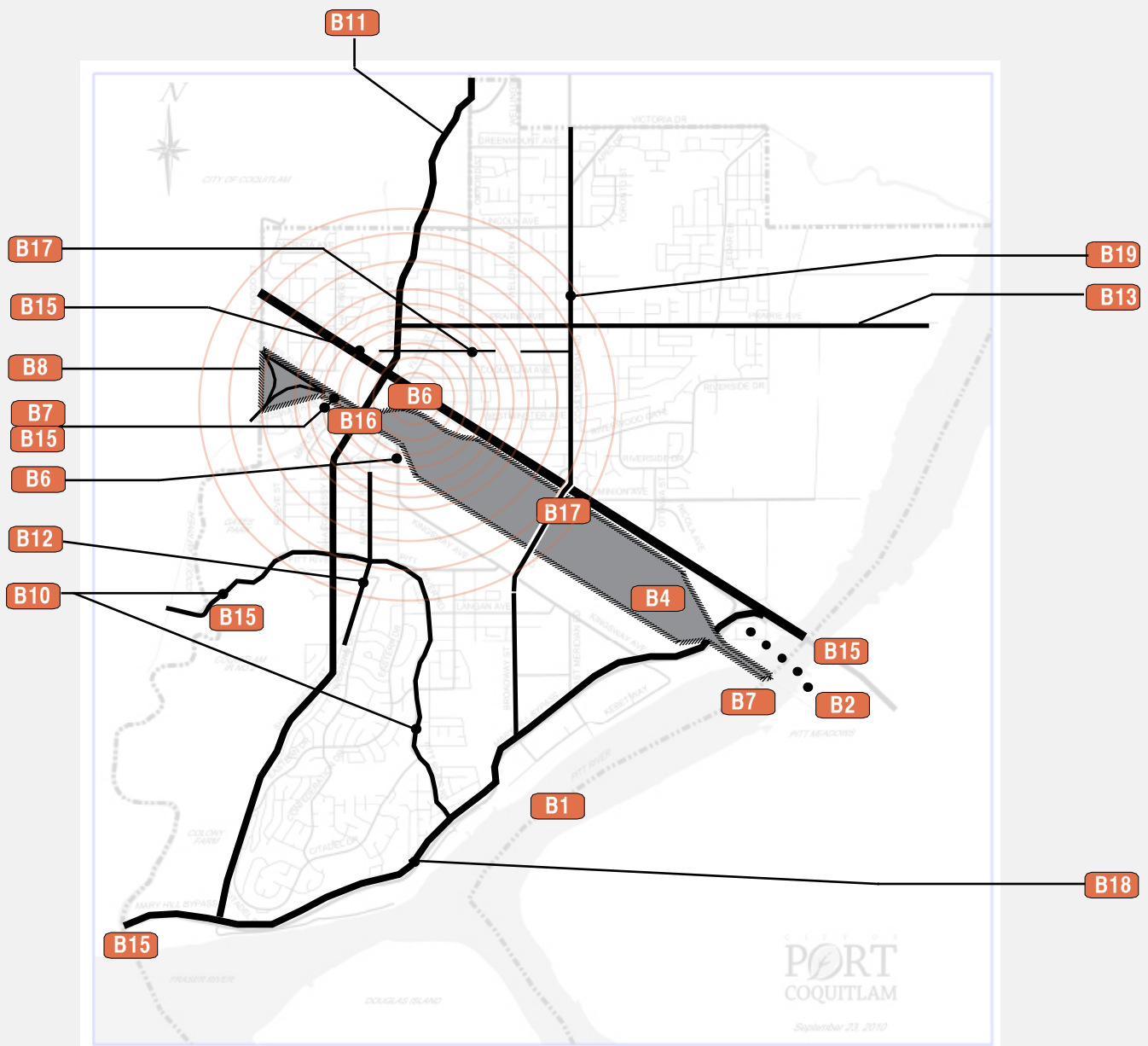
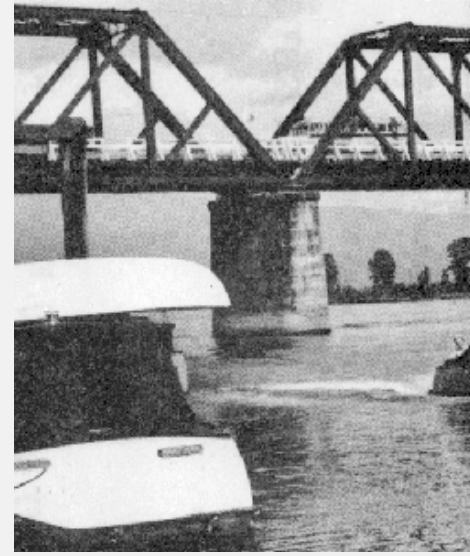
Early roads helped define the community. The earliest road, constructed by the Royal Engineers, linked a ferry landing used for crossing the mouth of the Coquitlam River to New Westminster in 1862. The Dewdney Trunk Road along which early businesses congregated extended out from Westminster Junction. The rise of the automobile in the early 20th century resulted in the construction of other roads linking the community to New Westminster and Vancouver. Port Coquitlam received a major boost in the mid-20th century with the construction of the Lougheed Highway to Vancouver along the north side of the Fraser River. The benefits were even more pronounced with the opening six years later, in 1957, of the Pitt River Bridge extending the new highway eastward. A consequence of the new highway was numerous new or relocated businesses along its route.

Road and highway construction and maintenance, as well as ongoing railway infrastructure maintenance, provided employment opportunities in Port Coquitlam, enabling the buying of homes and raising of families.

Within the City itself, the relatively flat topography lent itself to its original land division into district lots, setting up a general north-south grid system of local streets and roads and the formation of individual neighbourhoods. The railway operations cut a diagonal swath through this emerging pattern.

WHY IS PORT COQUITLAM'S HISTORIC TRANSPORTATION INFRASTRUCTURE IMPORTANT TO THE COMMUNITY?

- Highlights the cultural, economic and physical importance of the Westminster Junction and the CPR yards
- Highlights the cultural, economic and physical importance of the Lougheed Highway
- Highlights the historical importance of the Pitt River to the development of the City
- Causes the dominant settlement pattern of "North Side" and "South Side" in Port Coquitlam
- Demonstrates the central historic economic engines of the community, the reasons for its settlement and development, and the sources of stable employment
- Displays the connection of the City to the region's economy
- Demonstrates the geographical centrality of the City in the region
- Shows connection to the region
- Shows the history of grand schemes never realized, such as the port, grain elevators and canal
- Reflects the rail culture here as a culture unto itself, a big family, their own world, "on CPR time"





RAILWAY HUB, HIGHWAY ROUTES

Why is Port Coquitlam's historic transportation infrastructure important to the community?

Resource	Resource Name and Location	Value
Rivers		
B1	Pitt River	Meaningful association with First Nations (as a route from Fraser River to Pitt Lake area)
B2	Pitt River Ferry Crossing	Key association with the historic crossing point of the Pitt Meadows-Port Coquitlam ferry on the Pitt River before the construction of a bridge in 1958. Also associated with the CPR Minnehada Hotel (later the Wild Duck Inn), and Captain Bennick
Rail		
B4	Canadian Pacific Railway Yards, including the 1911 marshalling yards	Exceptional industrial landscape in Port Coquitlam, site of city's major employer, marking the City's reason for being
B6	Railyard whistle (now out of operation)	Exceptional association with the railyard economy
B7	Rail bridges across the Coquitlam and Pitt Rivers.	Critical evidence of the importance of rail traffic to Port Coquitlam, exceptional role in helping define the island-like nature of Port Coquitlam
B8	Westminster Junction	Defining evidence of the importance of rail traffic to the founding and development of Port Coquitlam
Roads		
B10	Pitt River Road	Key early road alignment connecting New Westminster with the Pitt River, and access to shipyard and designated port lands; follows bench on east slope of Mary Hill.
B11	Shaughnessy Street	Unique early road alignment, helping organize pattern of city settlement
B12	Mary Hill Road	Unique early road alignment, helping organize pattern of city settlement, sited on western bench of Mary Hill and access to Gilley's Quarry.
B13	Prairie Avenue	Early road into the prairie lands in northeast corner of city.
B15	Vehicular bridges over Coquitlam and Pitt Rivers, including remnants of earlier bridges near the current Red Bridge and Pitt River Bridge	Defining evidence of the importance of roads to and through Port Coquitlam, exceptional roles in helping define the island-like nature of Port Coquitlam
B16	Shaughnessy Underpass, site of old level crossing.	Important landmark marking the centrality of the railyards to Port Coquitlam settlement, and evidence of growing north/south vehicular traffic as the city developed
B17	Coast Meridian Overpass; its views over the rail yards.	Important as physical sign of growing north/south volume of vehicular traffic as the city developed, and unique in providing rare views of railyards
B18	Mary Hill Bypass	Unique and well-known road alignment reflecting the growth transformation of the area concurrent with the growing urbanization of the Lower Mainland
B19	Coast Meridian Road	Early imprint of the Royal Engineers' survey for settlement





SUSTAINING LANDS

While rivers, roads and rail all link Port Coquitlam outward to Metro Vancouver, its land assets have encouraged an inner pride. The city encompasses some 6,000 acres of level lowland, excepting for the 122-meter Mary Hill near to the Fraser River. The Kwikwetlem along with their Coast Salish neighbours were nourished by both the rivers and their shores. Early dyking and drainage of land for agriculture and dairying created a bond with the soil encouraging some early farmers to persevere just that much harder, and in the process provided an ongoing significant source of local employment. They held on despite repeated economic booms which encouraged speculation in land for subdivisions and business purposes.

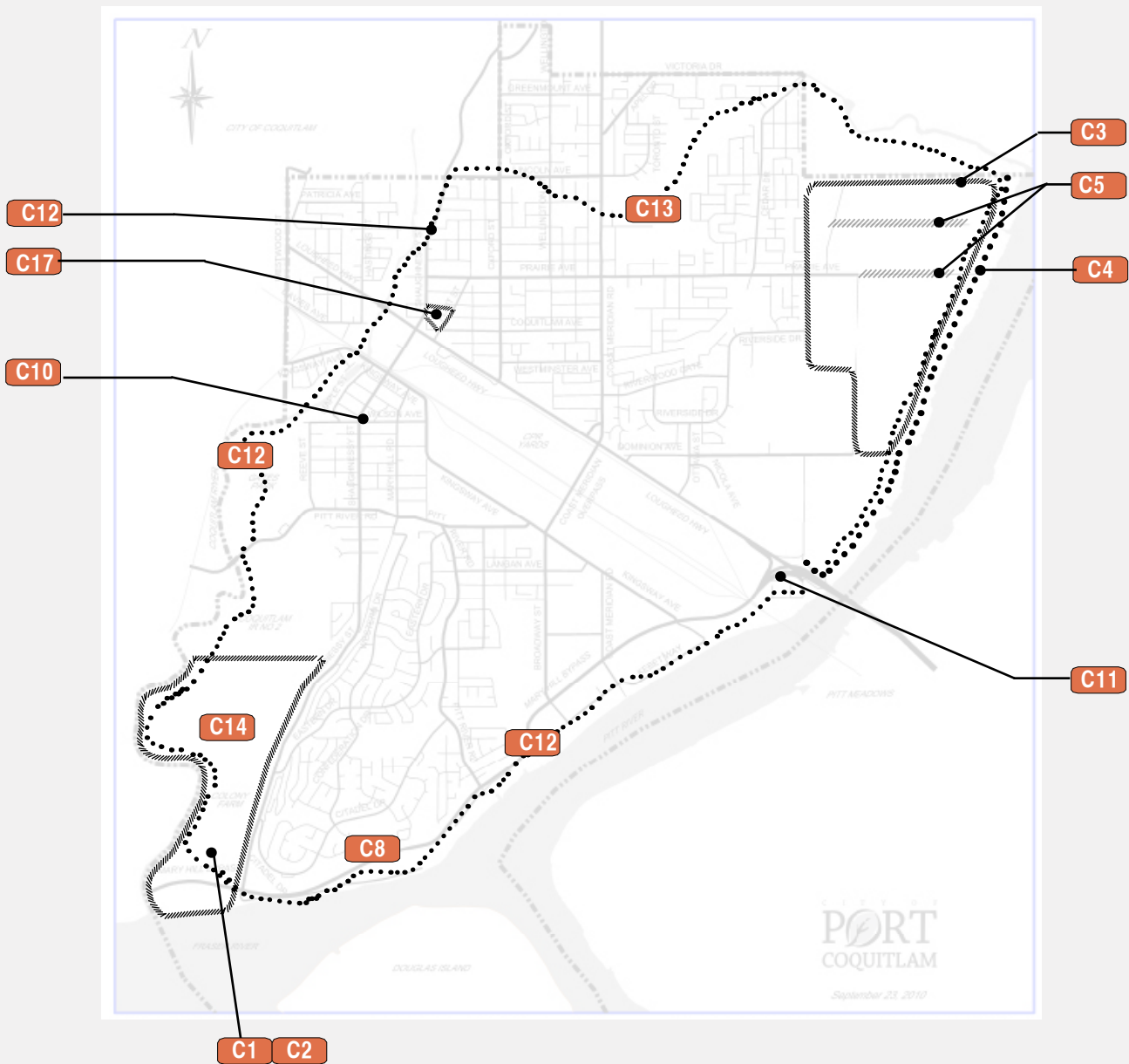
Among the agricultural lands given up in the interests of employment were the 600 acres expropriated in 1911 for the CPR roundhouse and rail yards. Two years later the Province of British Columbia opened the 'hospital of the mind' known as Essondale (later Riverview) in Coquitlam that included Port Coquitlam's Colony Farm for provisioning the hospital. Part of the lands on which Colony Farm was constructed continue their sustaining function as a large regional park straddling the two communities across the Coquitlam River. This regional park is the cornerstone of a parks, recreation and trail system that is highly valued by the community for leisure, amenity, and as a means of protecting the city's natural and cultural resources. City-wide and neighbourhood parks, the 25-kilometer Traboulay PoCo nature trail that today circles the city mostly on level dikes and walking and cycling opportunities are important parts of Port Coquitlam's outdoor leisure activities.

Concern for this environment became increasingly important from the 1970s onwards, bringing attention to the treatment of the lands responsible for sustaining generations of Port Coquitlam residents. In 1991 Port Coquitlam acquired the 187 hectare/462 acre Douglas Island located in the Fraser River at the junction with the Pitt River. According to a recent report, 38 per cent of Port Coquitlam, including Douglas Island and part of the Fraser and Pitt Rivers, is important for sustaining the natural habitat.

WHY ARE THE LANDS OF PORT COQUITLAM, AND THEIR HISTORICAL USES, IMPORTANT?

- Displays the agricultural roots of the community and its infrastructure
- Displays the City's historical role as home for major regional institutions
- Highlights the City's ability to accommodate a variety of institutions requiring considerable land, including the CPR marshalling yards
- Shows the transformation of industrial or institutional lands into public open space
- Shows the City's commitment to the conservation of natural habitat
- Includes the variety of city parks - recreational, athletic, natural, low-key, nature reserve
- Highlights the value of historic agricultural lands and berry farms
- Highlights the history of caring and social sustainability; valuable productive land for Essondale
- Displays the role of the land in provisioning the community
- Explains the history of the land being marketed as a place to come to out west







SUSTAINING LANDS

Why are the lands of Port Coquitlam, and their historical uses, important?

Resource	Resource Name and Location	Value
Provisioning		
C1	Colony Farm infrastructure	Distinctive agricultural landscape tied to the provisioning of Riverview Hospital, the historically significant institution important to Port Coquitlam history
C2	Old silo on Colony Farm	Rare remnant of early agricultural practices
C3	Agricultural Land Reserve lands	Important remnant of the earlier agricultural uses and infrastructure
C4	Pitt River dyke	Important recreational landscape; scientifically important for being key element in flood control; physically important for its views over river and prairie
C5	Drainage ditches flanking roadbeds	Important rare remnants of early settlement practices, and for naturalized vegetation
C8	Undeveloped bush-covered slopes of Mary Hill	Rare remnants of historic sites for provisioning from undeveloped bush near settled areas
C10	Apple tree, Wilson Avenue	Rare remnant of earlier agricultural use of land
C11	Wild Duck Inn (now demolished)	Site associated with accommodation for CPR workers and close proximity to government dock, origins as Minnehada Hotel for early duck hunting expeditions, and associated revelry throughout the years
Recreation		
C12	Traboulay PoCo Trail	Key recreational landscape that helps define the city's borders, and links to major natural and cultural resources in the area (the rivers, bridges, naturalized landscapes; name is link to important local historical figure)
C13	Hyde Creek Fish Hatchery	Important as site of naturalized vegetation, and home for wildlife (notably salmon); salmon enhancement asset
C14	Colony Farm	Extensive landscape for recreational use and highly valued by the community
C17	Mature trees in Aggie Park: grouping of approximately 20 in entry triangle; approximately 27 around the perimeter of the park	Commemorative maple trees uniquely associated with Inauguration Day (1913); four of the trees were planted by mayor James Mars





TENACITY AND PROSPERITY

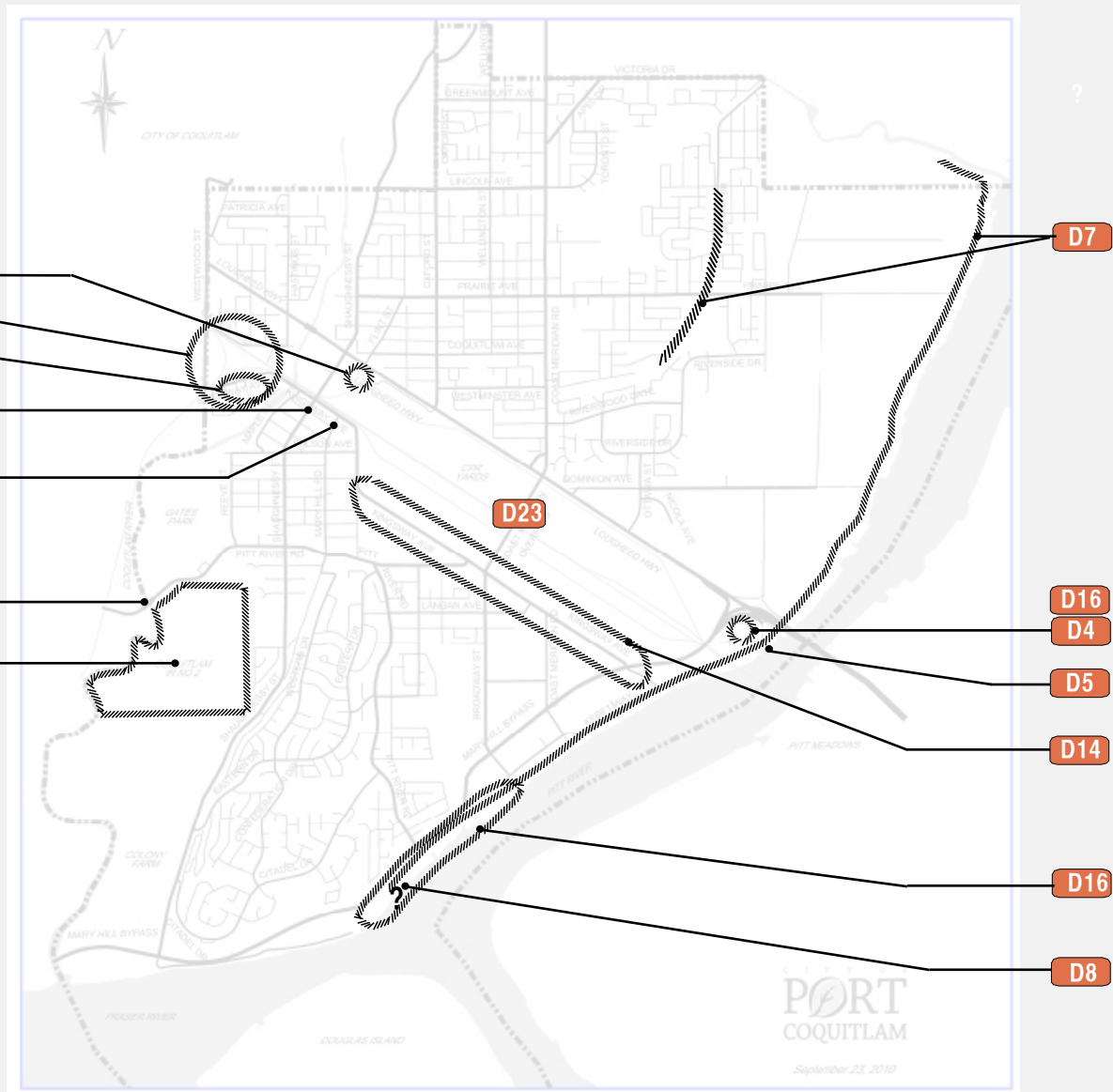
The tenacity and commitment of Port Coquitlam residents has resulted in the successful city we see today. From the Kwikwetlem First Nation who first used the land to the early settlers working in agriculture and logging, this theme exemplifies the boom and bust times of the community and the places that reflect this history. Early slow growth in population, the 1920 fire and natural disasters such as the floods 1894, 1921, 1948 and 1961 did not diminish residents' tenacity and their commitment to the growth of the community.

While the CPR, Colony Farm, Gilley's Quarry, sawmills, and Essondale Hospital provided long term and stable economic growth, like other communities, opportunities in Port Coquitlam came and went. Companies such as the Coquitlam Terminal Company begun in 1911 promoted the area's industrial potential, and although the First World War saw growth in the local economy, there was a downturn after the end of the war. Other early companies, such as the Port Coquitlam Transfer Company, began in 1919 and continues into the present day. Esco Ltd., an American-based firm manufacturing mining equipment opened a steel foundry in 1959 that continues in operation. Mid-century, Port Coquitlam was seen as a microcosm of the British Columbia economy, with a mix of opportunities in fishing, farming, commerce, manufacturing, retail and transportation.

There are many places that communicate the hard work of Port Coquitlam's citizens and the diverse ways of making a living within the community. First Nations use of the land, the original working waterfront and associated river industries, local small businesses and the allocation of lands for industry and agriculture all display tenacity of the people of Port Coquitlam and their prosperity.

WHY IS THE HISTORY OF RESIDENTS' TENACITY AND PROSPERITY IMPORTANT TO PORT COQUITLAM'S HERITAGE?

- Highlights the shining historical moments in the face of hardships
- Demonstrates that the community values its working class roots and blue-collar culture
- Highlights the perseverance of small local businesses and community loyalty to them
- Demonstrates citizen commitment to the potential of the community
- Highlights the diverse nature of the local economy
- Marking our own territory
- Shows community adaptability in the face of change, eg. changes due to use of the automobile and the building of roads; moving the downtown in the 1920s due to flooding
- Highlights the history of fiscally conservative governance, eg. post WWII the City paid off its debts rather than spend on infrastructure
- Brand new, modern affordable housing developments such as on Mary Hill and in the Sun Valley at the north end of Prairie in the late 1960s
- Explains the community's optimism for the future

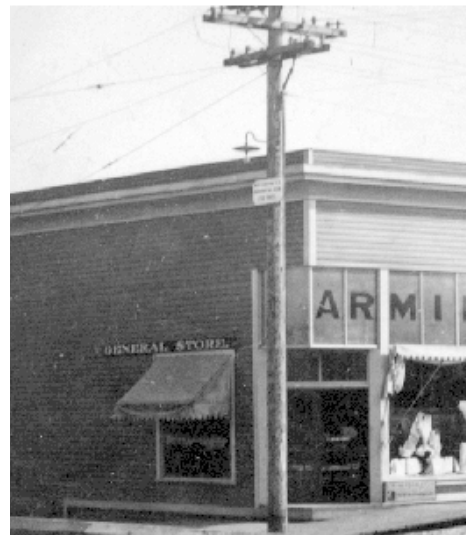




TENACITY AND PROSPERITY

Why is the history of residents' tenacity and prosperity important to Port Coquitlam's heritage?

Resource	Resource Name and Location	Value
Tenacity		
D1	IR #2	Closely and meaningfully association with the enduring First Nations presence
D2	IR #2 graveyard	Vital association with the First Nations community
D3	Coquitlam Hardware Company at 2660 Shaughnessy c.1912	Rare surviving early building in the city surviving; use not original
D4	Old riverside community near old ferry landing across the Pitt River	Rare continuation of marine-oriented settlement
D5	Farm/ferry Slip	Good example of often-flooded commercial site back of the dock
D7	Dyking and ditching of prairie (e.g. along Cedar Drive a.k.a. Back Ditch Road)	Good evidence of settlement in low-lying land, and unique presence in the landscape
D8	Beached Forrest house (once on floats)	Rare story of marine-oriented living
D9	1920 Fire (intangible)	Recollection of seminal event in the rebuilding of city leading to the building up of Shaughnessy Street area
D10	Site of Red Bridge over the Coquitlam River	Current bridge is on site of historic precious and precarious connection between Port Coquitlam and points west, vulnerable to periodic flooding
Prosperity		
D14	Kingsway industrial corridor	Important historic and current industrial land associated with the railway marshalling yards
D16	Pitt River commercial and industrial shoreline - sawmills, log transport, commercial fishing - at Pitt River Bridge and foot of Pitt River Road	Rare evidence of the original role of the Pitt River shoreline in the early prosperity of the city.
D17	Site of the CPR Roundhouse at 2088 Lougheed Highway (demolished)	Site in centre of town is good evidence of the central importance of the CPR marshalling yards to the life of the community
D20	Site of Westminster Junction	Roadways and rail lines at the Junction are critical evidence of Port Coquitlam's birth and prosperity being linked to the CPR
D22	Underpass	Unique evidence of the development of city infrastructure to cope with increased northside/southside traffic associated with the prosperous development of the city
D23	Coast Meridian Overpass	Unique evidence of the development of city infrastructure to cope with increased northside/southside traffic associated with the prosperous development of the city, and preserving the integrity of the downtown core around Shaughnessy Street
D25	PoCo Building Supplies at 2650 Mary Hill Road	Excellent example of a small immigrant business evolving into a great success throughout 90 years in Port Coquitlam





SMALL TOWN TO GROWING CITY

Much of what is valued about Port Coquitlam are remnants of the early small town, centred around the railyards and early road network. Citizens value the intimate and informal life in the city that is a legacy of its small town roots. Many of today's residents grew up in Port Coquitlam, either staying in the city their whole lives, or returning to the place after many years, precisely to savour the comfort of the community feeling even as the town has expanded into being a part of the conurbation of the Lower Mainland.

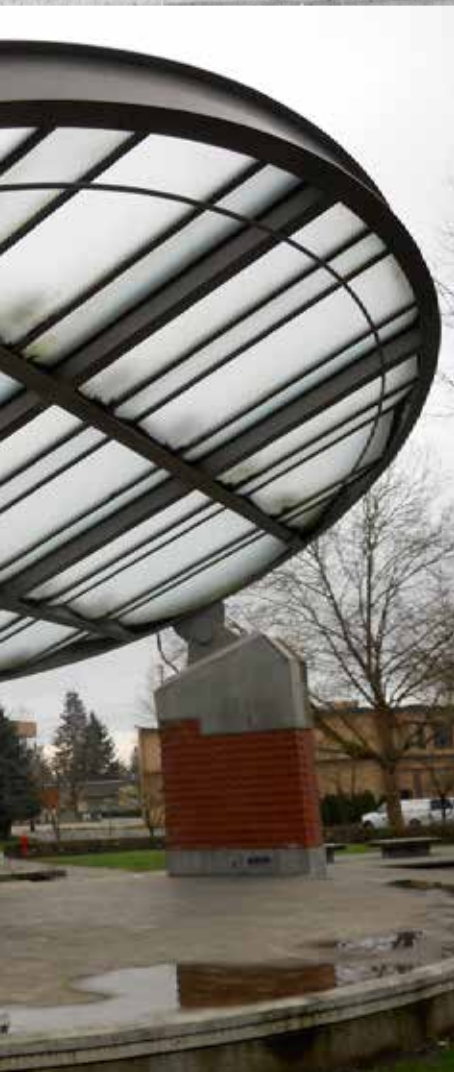
Through the built heritage and landscape, the early main roads and the early centres - Meridian, Flint, Dominion, Kingsway, Shaughnessy, Mary Hill, and Pitt River - can be discerned amid the subsequent post-War expansion. The post-War neighbourhoods show the history of suburban development through their planning and house design. They exhibit housing that is both typical in the Lower Mainland and particular to the place.

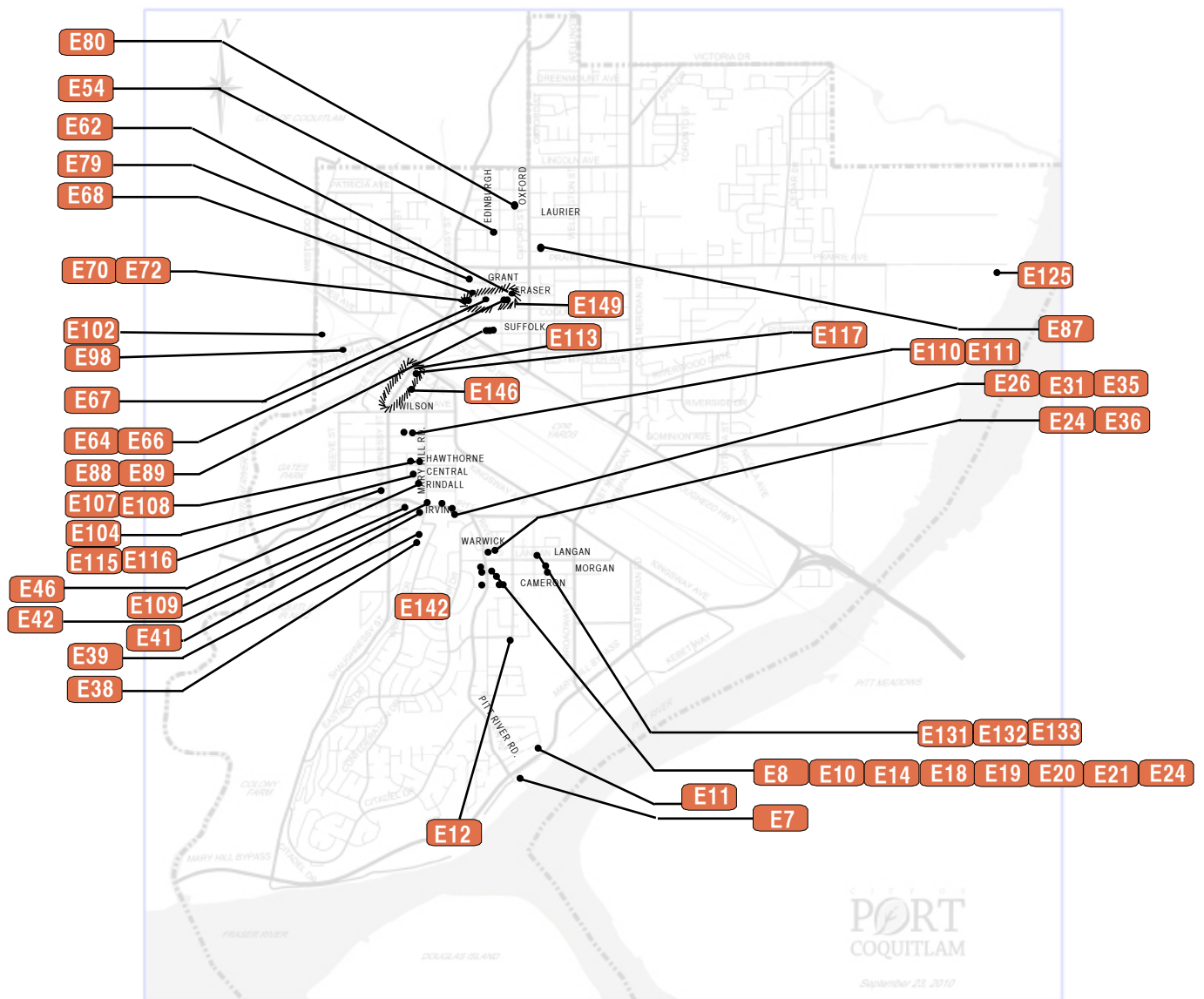
The city that developed in the latter half of the 20th Century is valued as an affordable place in which to raise a family. The city is valued for its central location in the Lower Mainland, its affordable housing, its outdoor recreational amenities and manageable size. The accommodation of new and ever-larger regional roadways has altered roles of the old routes and centres, and the sense of arrival on "the island" of Port Coquitlam.

The physical development of Port Coquitlam from small town to growing city is in part the story of early settlement, along early roads through undeveloped land and around the commercial centres of Kingsway Junction, then Shaughnessy, then north of the tracks in the Flint neighbourhood. There was also in these early years of the 20th Century the semi-rural settlement of the prairie north and south of the rail lands, as dyking reduced the risks of flooding, and the land became commercially viable. With ever-increasing population pressure, the housing expanded into bush and prairie lands facilitated by the subdivision of rural parcels, most dramatically the development the gravel quarry lands and bush lands on Mary Hill. Finally, the city is redeveloping to a greater density at its core.

WHY IS PORT COQUITLAM'S HISTORY OF GROWTH FROM A SMALL TOWN TO A CITY IMPORTANT?

- Possesses a cohesive group of neighbourhoods
- Reflects settlement in affordable housing
- Displays the suburban dream of planting one's own land
- Reveals the rural and small town roots in the contemporary city
- Provides contrast of new development with original settlement
- Highlights the evolution from informal settlement to more formal planning, ex. the increase of fencing over the decades
- Highlights the contribution of the bridges and highways to the growth of the city







SMALL TOWN TO GROWING CITY

Why is Port Coquitlam's history of growth from a small town to city important?

Re-source	Resource Name and Location	Value
	Settlement along Pitt River Road	
E7	1101 Pitt River Road	Rare remnant of the residential development at the foot of Pitt River Road at the port; of value for its association with Forrest Marine, a rare surviving marine-oriented business, with unusual gambrel roof
E8	1947 Cameron Avenue	Well maintained with good typical Craftsman features, vulnerable to growth of city
E10	1956 Cameron Avenue	Well maintained with good Craftsman style features
E11	1820 Harbour Street	Rare remnant of original residential development in close association with the port lands along the Pitt River
E12	1592 Knappen Street (Kilmer House)	Value through association with the Pooley family
E14	1960 Morgan Avenue	Well maintained with good typical Craftsman features
E18	1756 Pitt River Road	Well maintained with some original features
E19	1817 Pitt River Road	Well maintained with good Craftsman style features
E20	1824 Pitt River Road	Valued for its aesthetic qualities and built response to steep grades
E21	1828 Pitt River Road	Well maintained with good Craftsman features, and view over the city
E24	1881 Pitt River Road	Craftsman detailing, well maintained with good heritage features
E26	2124 Pitt River Road	Property with substantial house and planting
E31	2163 Pitt River Road	Modest house with Craftsman influences, well maintained with good heritage features
E35	2288 Pitt River Road	Good example of Craftsman style, association with pay-master at Essondale emphasizing working class roots, well maintained with good heritage features
E36	1968 Warwick Avenue	Well maintained with good heritage features
	Settlement along Mary Hill Road	
E38	1918 Mary Hill, 1911	Well maintained with good heritage features, vulnerable to growth of city centre
E39	1940 Mary Hill Road	Finely detailed cottage, well maintained with good heritage features
E41	2055 Mary Hill, Road 1912	Association with hardware store owner J. Shearer emphasizing working class roots and local individual business, culmination of Edwardian classic box style, well maintained with good heritage features



Re-source	Resource Name and Location	Value
E42	2112 Mary Hill Road	Oldest house in Port Coquitlam, built in 1889, significant location on corner of two very early roads (Pitt River and Mary Hill) in the city, valuable for association with early resident George Black, unusual response to site grades, vulnerable to growth of city
E46	2175 Mary Hill Road, 1910	Important for exemplifying substantial houses built along Mary Hill Road, architectural style maintained, vulnerable to growth of city
	Settlement of the Flint neighbourhood	
E54	3368 Edinburgh Street	Eclectic building style, well maintained, good heritage features
E62	1955 Fraser Avenue	Modest home, well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E64	1972 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E66	1980 Fraser Avenue	Potential heritage value, well maintained with good heritage features, vulnerable to growth of city
E67	2044 Fraser Avenue	Modest house with fine detailing, vulnerable to growth of city, potential as part of streetscape
E68	2139 Fraser Avenue	Well maintained with Craftsman influences, vulnerable to growth of city, potential as part of streetscape
E70	2156 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E72	2162 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, valued as a classic bungalow, part of streetscape
E79	2155 Grant Avenue	Association with Gregory Tire Company plant engineer George MacMillan emphasizing working class roots and local individual business, good example of classic box style well maintained, good heritage features, at risk due to OCP policies
E80	1945 Laurier Avenue, c.1907 (Laurier Court)	Good example of Craftsman style house, one of first Japanese families in Port Coquitlam
E87	1859 Salisbury Avenue	Unusual early modest cottage, side gable and shed verandah
E88	2031 Suffolk Avenue	Originally identical with 2035 Suffolk, both Dutch Colonial house built by Coquitlam City Lands Ltd., likely representative of speculative building in the Flint neighbourhood, vulnerable to growth of city
E89	2035 Suffolk Avenue	Originally identical with 2031 Suffolk, both Dutch Colonial house built by Coquitlam City Lands Ltd., likely representative of speculative building in the Flint neighbourhood, vulnerable to growth of city
E98	2634 Kingsway Avenue	Historical association with early downtown development



Re-source	Resource Name and Location	Value
E102	3050 Westwood, 1938	Small cottage with interesting detailing, well maintained with good heritage features, location in original downtown
	Settlement of the Shaughnessy neighbourhood	
E104	2223 Central Avenue c.1919	Well maintained with original doors and windows, vulnerable to growth of city
E107	2235 Hawthorne Avenue, 1913	Excellent example of pioneer cottage style, well maintained with good heritage features, high aesthetic values
E108	2239 Hawthorne Avenue c.1922	Well maintained features, high aesthetic values, vulnerable to growth of city
E109	2258 Irvine Avenue	Intact cottage form house
E110	2272 Kelly, 1911	Craftsman bungalow style, association with Anglican Church as first vicarage in the city, vulnerable to growth of city
E111	2280 Kelly	Vulnerable to growth of city
E113	2272 McAllister, Port Coquitlam City Hall, 1914	Landmark for the new town, optimistically located in a new downtown area
E115	2336 Rindall, 1922	Well maintained with good features in the Craftsmen style, vulnerable to growth of city
E116	2349 Rindall c.1912	Well maintained with unusual melange of features, vulnerable to growth of city
E117	2660 Shaughnessy, Masonic Hall, 1915	Association with early transfer of business to the Shaughnessy Street area, association with Masons, and possibly early re-used CPR building fabric
	Settlement of the prairie	
E125	320 Prairie Avenue	Remnant of early semi-rural settlement of prairie farmland
	Subdivision of farmland	
E131	1755 Langan Avenue	Very early home in Port Coquitlam's first subdivision, 1913
E132	1760 Langan Avenue	Very early home in Port Coquitlam's first subdivision, 1913
E133	1747 Morgan Avenue	Well maintained with mostly original fabric, in first subdivision
	Mary Hill post-WWII development	
E142	60s Mary Hill speculative housing (e.g. repeated house design with chalet-styled entrance)	Repeated house form and detail on not necessarily contiguous lots, usually developed by small local home builder/developer; "Oh, there's our house! " (familiar refrain when touring areas from this era.
	Shaughnessy renewal	
E146	2300 to 2600 Blocks of Shaughnessy Street (between Wilson Avenue and Kingsway)	Main Street quality to the streetscape, particularly between railway tracks and Wilson Avenue
E149	1900 to 2100 Fraser Avenue	Significant cluster of early houses and domestic landscapes at the core of the historic Flint neighbourhood





HOMETOWN, HEROES

Port Coquitlam residents past and present are true hometown heroes. Undaunted by sometimes tough times, they have not only persevered but have repeatedly taken the initiative necessary to ensure public amenities. Arts, culture and service organizations have existed in the city from early on. An agricultural hall used for community events opened in 1911. Annual May Day celebrations that continue into the present day were launched in 1923.

The hometown heroes behind each of these and other initiatives have both responded to, and encouraged, the pride in community that has characterized Port Coquitlam from its earliest years. The list of heroes included in this 2012 inventory is but a starting point, and will continue to grow as citizens come forward to recognize key inhabitants of Port Coquitlam, both past and present.

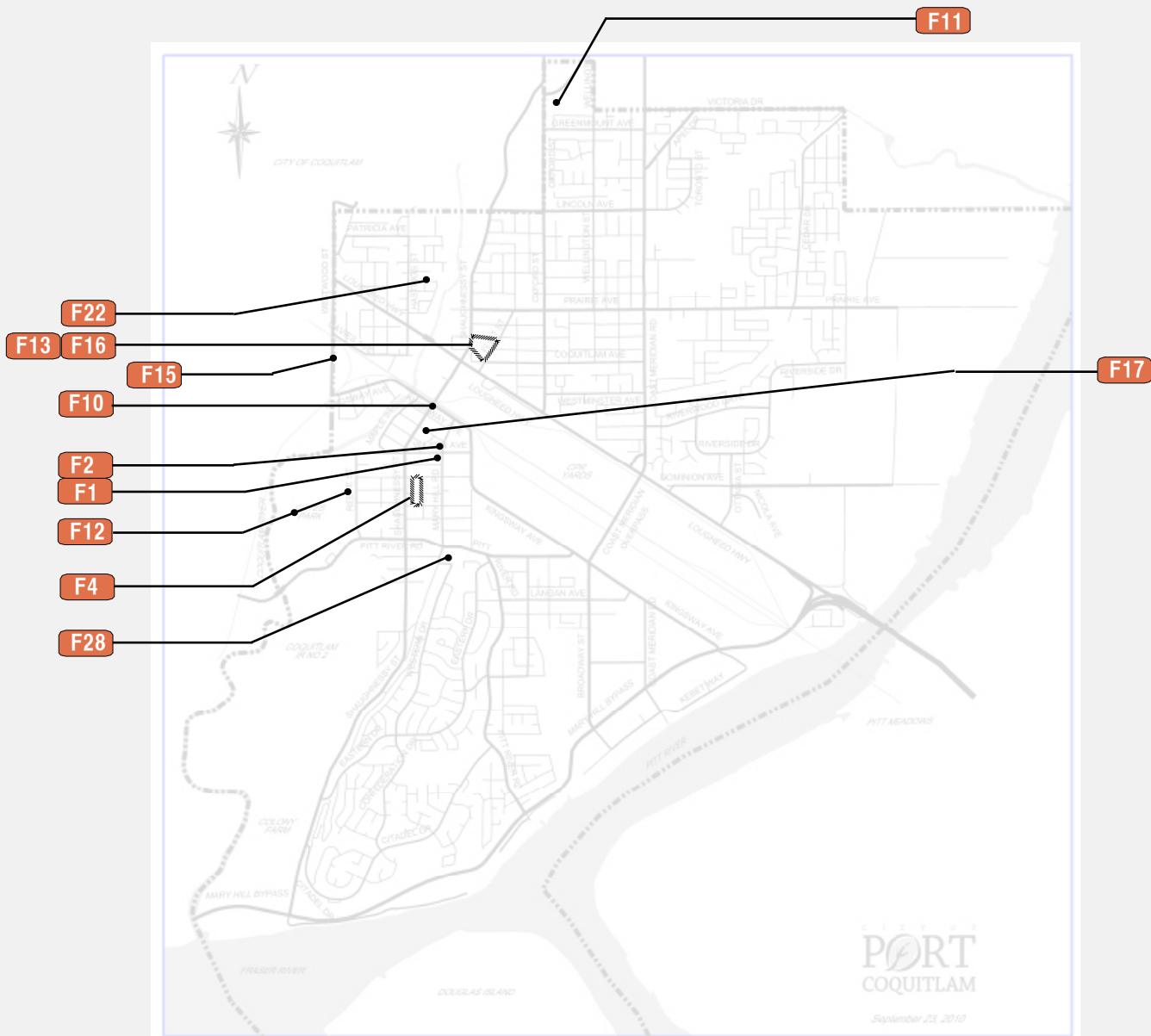
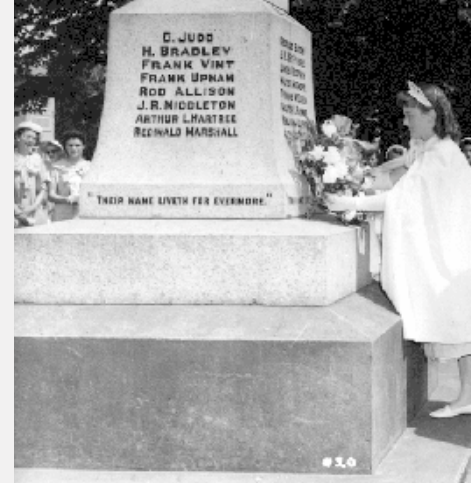
Organized competitive sports including soccer or football, baseball and lacrosse, date from the early 20th century. Following the local sports teams was an important part of belonging to the community, and collectively, the many sports figures that have emerged over the years, have become a defining feature of Port Coquitlam's heritage and identity.

Many citizens remember life in the small town of Port Coquitlam: the railyard's whistle marking the changes of work shifts in the yards; the rivalry between North Side and South Side communities; Shaughnessy car traffic being regularly held up by trains (before the construction of the underpass); door-to-door milk deliveries; the Wild Duck Inn; the old store The Hub and the "Dogpatch Hall" (now Tri-City Family Place on Soball Street, Coquitlam, at Victoria Drive and Apel); "Hollywood Hideout" just across the border in Coquitlam; swimming in the Coquitlam River; boating on the Pitt River; fishing; and drinking in the Golden Ears Hotel. Although the place has changed in many respects, with many or most of these early experiences and places gone or altered almost beyond recognition, the City is still home for many that hold these memories of the earlier town.

The City has demonstrated its commitment to recreation, the arts and the social well-being of its residents, while service and volunteer organizations help to make this commitment a reality. Arts, culture and citizen involvement has been recognized as being an integral part of community life.

WHY DO PEOPLE FEEL ATTACHED TO PORT COQUITLAM?

- Provides comfort of having roots in the community
- Facilitates knowing your neighbours
- Persistence of small town feeling
- Presence of community institutions such as the Arena and community centres
- The City's independent nature
- Facilitates volunteerism
- Presence of hometown sports teams and strong sports community
- Independent politics reflecting blue collar community
- Allows a resident to find a full life locally
- Celebrates local achievements large and small
- Celebrates hard-working family life
- Locally popular pastimes and celebrations
- Historic generally good-natured competition between Northside and Southside





HOMETOWN, HEROES

Why do people feel attached to Port Coquitlam?

Re-source	Resource Name and Location	Value
Home-town		
F1	Rowland Lacrosse Box	Rare evidence of cultural importance of lacrosse and sporting leagues in the history of community
F4	Community gardens	Good example of recent development of community grassroots institution, and contributes to environmental health of community
F7	Canada Day, May Days, Greek Day (later Polish Day)	Important community-wide events that promote personal identification with the community
F10	Outdoor murals	Special markers celebrating civic pride and the city's heroes
F11	Cemetery	Meaningful reminder of Port Coquitlam's historical families
F12	Port Coquitlam High School (now the site of the Ecole des Pionniers) at 3550 Wellington Street	Important evidence of the population growth of the city, marking the time when the city needed its own high school, and increased sense of community upon its arrival
F13	Aggie Park	Important as place for civic events
F14	"Harry's Corner" on Dewdney Trunk Road	Excellent example of small town orientation: as in, "see you at Harry's Corner"
F15	Society of locomotive engineer's wives	Closely and meaningfully associated with the CPR, one of the ways in which Port Coquitlam culture was tied to the railway company
F16	Four maple trees planted by James Mars at Inauguration Day, 1913 in Aggie Park	Unique, rare, and meaningful association with the birth of the city, and one of the city's most important cultural landscapes
F17	Leigh Square	Distinctive example of deliberately planned civic space, associated with key civic institutions, important for association with early city father Roy Leigh, closely associated with the recent rejuvenation of downtown Port Coquitlam
F21	Local sports teams	Important collectively in developing local identity and pride
Heroes		
F22	3339 Morrill Street, Betty and Terry Fox home	Meaningful association with two key heroes of city
F23	Terry Fox	Exceptional hero in the history of the city
F24	Betty Fox	Exceptional hero in the history of the city
F25	Roy Leigh	Important early "father" of the city
F26	Mike Gates	Member of the BC Lacrosse Hall of Fame
F27	Jane Kilmer (City councillor, library advocate)	Important hero in the cultural history of the city
F28	Dave Barrett's house 1900 block Western Drive - just south of Pitt River Road	Home of very important native son, NDP premier of BC from 1972-1975
F29	Len Traboulay	Important association with influential councillor and mayor of Port Coquitlam beginning in 1972
F30	Early pioneers: Doug Rowland, Dorothy Smith, Granny McMitchell, Bob Urquart	Important figures in the development of the community, some commemorated in present day place names

FUTURE DIRECTIONS

Future planning work that could follow on this work to identify community heritage values and potential Inventory resources:

POTENTIAL POLICY INITIATIVES

The following is a list of potential policies that could flow from the Heritage Resource Inventory:

- Policies which clarify and provide guidance for the balance of historical and contemporary architecture and the relationship between historical context or setting and new city development.
- Policies which integrate heritage conservation into sustainable land use planning. This can be done through objectives designed to strengthen and encourage growth in the community through historic conservation and respect for historical patterns and boundaries in development and redevelopment.
- Policies which address potential impacts on the historic environment because of climate change
- Policies which address issues of ongoing zoning for multi-family housing or areas of increased density
- Policies which encourage and guide the retention of industrial character or land uses within the city.
- Policies related to zoning for use and density related to heritage conservation. Often, the best tool for heritage conservation is zoning. Carefully described zones can be used to maintain a history of use that retains the character a place.
- Policy which allows for economic diversity while maintaining valued existing building stock.
- Maintain the design guidelines which encourage a design response to the character-defining elements of buildings, landscapes and neighbourhoods in the downtown.
- Policy to undertake a study of neighbourhood contexts to define their heritage value and physical character. This supports a better understanding of the individual heritage resources within the neighbourhoods as well as direction for increased density, new design and adaptive re-use.





LOOKING AHEAD: INCLUSION OF RESOURCES ON A HERITAGE REGISTER

Heritage places may be formally recognized by the local government by being placed on a heritage register, according to section 954, Part 27, of the Local Government Act. A heritage inventory is often the first step in identifying resources for a formal community heritage register.

To be included on a community heritage register, a resource must be formally recognized by the local government through a council resolution, and must indicate the reasons why property included in a community heritage register is considered to have heritage value or heritage character. Currently, Port Coquitlam has two resources on its Heritage Register: City Hall and the Rowland Lacrosse Box.

The churches of Port Coquitlam were not identified by the community as having value, except for the St. Catherine's/Trinity Church for its social history as a community partnership. A further look into Port Coquitlam's churches may uncover potential candidates for inclusion in the Heritage Resource Inventory.



APPENDIX A

RESOURCE LONG LIST WITH EVALUATIONS

This Resource Long List has been compiled following review of the existing lists of heritage resources for the City of Port Coquitlam, consultations with the Working Group, Heritage Planning Staff, interviews with residents, and direct observations of the City. The resources are listed according to the theme or themes they illustrate. Beside each resource is a brief description as to why the resource is included in the list, and an estimation of its relative importance as a resource for the community.

The Long Lists of resources include those heritage resources that are considered key in representing the heritage values of Port Coquitlam. These resources judged to be key to illustrating the themes are in **larger and bold typeface**, and are listed and mapped according to theme in the main section of the Inventory.

OUT-OF-JURISDICTION RESOURCES

The following resources should be noted as having importance to the citizens of Port Coquitlam, although they are outside the boundaries of the Port Coquitlam, and therefore beyond the management by the City:

Resource	Resource Name and Location	Value
Theme		
A	Crystal Falls	Fair example of valued natural river feature historically frequented by Port Coquitlam residents
A	DeBoville Slough (outside Port Coquitlam)	Associated with the northeastern boundary of the city
C	The wild slopes of Burke Mountain (Coquitlam)	Rare remnants of historic sites for provisioning in semi-wild lands near settled areas, and
D	Riverview Hospital (Coquitlam)	Uniquely important institutional employer of Port Coquitlam residents.
F	"Hollywood Hideout" (Coquitlam)	A unique institution that was a source of kind of pride in the city, by association with high rollers from the States; accessed through Port Coquitlam

THEME A: THREE RIVERS

Why has the natural environment been important to the life of Port Coquitlam?

Re-source	Resource Name and Location	Value
A1	Fraser River	Significant physical boundary; important transportation route and key to the economic growth of the city
A2	Pitt River	Key physical boundary, helping form island-like feeling
A3	Coquitlam River	Key physical boundary, helping form island-like feeling, transportation route for barging coal to Essondale
A5	Blakeburn Lagoons	Good example of a naturalized culturally modified landscape in central Port Coquitlam, easily accessed by many citizens
A6	Views of Burke Mountain	Dominant landform that connects the city to the mountains to the north, and seen from many areas of the City
A7	Mary Hill	Key landform at south end of City
A8	Douglas Island	Rare natural and naturalized landscape, particularly apparent when viewed from Mary Hill
A9	Wildlife corridor (including bear) along the Coquitlam River	Important natural connection to the mountain wilderness and its wildlife
A10	Fishing holes along the Coquitlam River	Association with the Coquitlam River as salmon spawning grounds
A11	Peace Park on the Pitt River	Rare access point to the Pitt River's edge
A12	Stand of dead trees at Coquitlam River	Fair association with the history of Coquitlam River flooding
A13	The area between Patricia Walking Bridge and the Coquitlam River	Fair example of valued natural river feature
A14	Gates Park pools	Fair example of valued natural river feature and historic recreational site
A15	North Side Beach	Fair example of a naturalized cultural landscape and historic recreational site
A16	Colony Farm lands	Distinctive naturalized cultural landscape; closely associated with hospital institution; unique birding area and heron colony
A17	Hyde Creek park lands and fish hatchery	Rare salmon spawning creek; closely and meaningfully associated with to that annual natural event, and important for showing the potential for other currently-buried creeks
A18	Waterway at Mary Croker Park - south of landing of Pitt River Road (also shown in mapping)	Example of remnant original natural streambed
A19	Brown Creek - north of landing of Pitt River Road (also shown in mapping)	Example of remnant early drainage canal
A20	Smiling Creek through Chelsea Park	Example of remnant original natural streambed
A21	Maple Creek	Example of remnant original natural streambed
A22	Coquitlam River watershed	Meaningful association with First Nations
A23	Spawning chum and pink salmon on Coquitlam River	Central annual natural event, key to the history of the Coquitlam First Nations and European settlement
A24	Pitt River shoreline habitat with wildlife such as heron and bears	Important continuance of the presence of naturalized landscape and wildlife in the city
A25	Flat topography	Prime reason for railyard location, and city's existence
A26	Kingsway/Maple	environmental area; endangered stream bank; lupin
A27	Intertidal habitat at Broadway & Freemont	New, widening of Broadway (Broadway @ Freemont)

THEME B: RAILWAY HUB, HIGHWAY ROUTES

Why is Port Coquitlam's historic transportation infrastructure important to the community?

Re-source	Resource Name and Location	Value
Rivers		
B1	Pitt River	Meaningful association with First Nations (as route from Fraser River to Pitt Lake area)
B2	Pitt River Crossing	Key association with the historic crossing point of the Pitt Meadows-Port Coquitlam ferry on the Pitt River before the construction of a bridge in 1958. Also associated with the CPR Minnikhada Hotel (later the Wild Duck Inn), and Captain Bennick
B3	Non-specific remnants of dredging activity along the Pitt River to enable port traffic.	Important for understanding the port plans for the city, and the actual river-based economy.
Rail		
B4	Canadian Pacific Railway Yards, including the 1911 marshalling yards	Exceptional industrial landscape in Port Coquitlam, site of city's major employer, marking the City's reason for being
B5	Railcar cleaning side spur (exact location not identified).	Meaningful remnant of original railyard functioning
B6	Railyard whistle (now out of operation)	Exceptional association with the railyard economy
B7	Rail bridges across the Coquitlam and Pitt Rivers.	Critical evidence of the importance of rail traffic to Port Coquitlam, exceptional role in helping define the island-like nature of Port Coquitlam
B8	Westminster Junction	Defining evidence of the importance of rail traffic to the founding and development of Port Coquitlam
B9	West Coast Express	An important re-invigoration of the importance of the railway to Port Coquitlam's connection with its environs
Roads		
B10	Pitt River Road	Key early road alignment connecting New Westminster with the Pitt River, and access to shipyard and designated port lands; follows bench on east slope of Mary Hill.
B11	Shaughnessy Street	Unique early road alignment, helping organize pattern of city settlement
B12	Mary Hill Road	Unique early road alignment, helping organize pattern of city settlement, sited on western bench of Mary Hill and access to Gilley's Quarry.
B13	Prairie Avenue	Early road into the prairie lands in northeast corner of city.
B14	Flint Street	Early street running north from old roundhouse grounds (at right angles to railroad alignment)
B15	Vehicular bridges over Coquitlam and Pitt Rivers, including remnants of earlier bridges near the current Red Bridge and Pitt River Bridge	Defining evidence of the importance of roads to and through Port Coquitlam, exceptional roles in helping define the island-like nature of Port Coquitlam
B16	Shaughnessy Underpass, site of old level crossing.	Important landmark marking the centrality of the railyards to Port Coquitlam settlement, and evidence of growing north/south vehicular traffic as the city developed
B17	Coast Meridian Overpass; its views over the rail yards.	Important as physical sign of growing north/south volume of vehicular traffic as the city developed, and unique in providing rare views of railyards
B18	Mary Hill Bypass	Unique and well-known road alignment reflecting the growth transformation of the area concurrent with the growing urbanization of the Lower Mainland
B19	Coast Meridian Road	Early imprint of the Royal Engineers' survey for settlement

THEME C: SUSTAINING LANDS

Why are the landscapes of Port Coquitlam, and their historical uses, important?

Re-source	Resource Name and Location	Value
Provi-sioning		
C1	Colony Farm infrastructure	Distinctive agricultural landscape tied to the provisioning of Riverview Hospital, the historically significant institution important to Port Coquitlam history
C2	Old silo on Colony Farm	Rare remnant of early agricultural practices
C3	Agricultural Land Reserve lands	Important remnant of the earlier agricultural uses and infrastructure
C4	Pitt River dyke	Important recreational landscape; scientifically important for being key element in flood control; physically important for its views over river and prairie
C5	Drainage ditches flanking roadbeds	Important rare remnants of early settlement practices, and for naturalized vegetation
C6	Orchard trees associated with old Jackson farmland (intersection of Central Avenue and Tyner Street)	Remnants associated with early agricultural land use.
C7	Remnants of early farming - blueberries, hobby farms - along the Pitt River	Remnants of past historic agricultural land use.
C8	Undeveloped bush-covered slopes of Mary Hill	Rare remnants of historic sites for provisioning from undeveloped bush near settled areas
C9	Site of Blakeburn Ranch	Historical agricultural property, now largely built upon
C10	Apple tree, Wilson Avenue	Rare remnant of earlier agricultural use of land
C11	Wild Duck Inn (now demolished)	Site associated with accommodation for CPR workers and close proximity to government dock, origins as Minnekha-da Hotel for early duck hunting expeditions, and associated revelry throughout the years
Recreation		
C12	Traboulay PoCo Trail	Key recreational landscape that helps define the city's borders, and links to major natural and cultural resources in the area (the rivers, bridges, naturalized landscapes; name is link to important local historical figure)
C13	Hyde Creek Fish Hatchery	Important as site of naturalized vegetation, and home for wildlife (notably salmon); salmon enhancement asset
C14	Colony Farm	Extensive landscape for recreational use and highly valued by the community
C15	Crystal Falls Trail - leading into Hyde Creek Park	Valued naturalized landscape
C16	Carnoustie Golf Course	Important recreational landscape on converted farmland
C17	Mature trees in Aggie Park: grouping of approximately 20 in entry triangle; approximately 27 around the perimeter of the park	Commemorative maple trees uniquely associated with Inauguration Day (1913); four of the trees were planted by mayor James Mars
C18	Blakeburn Lagoons	Important as site of naturalized vegetation, and home for wildlife
C19	City parks expressly mentioned by citizens: Lions Park, Reeve Park, Granny Smith Park, Gates Park, McLean Park	Fair examples of recreational landscapes with names usually associated with important local historical figures
C20	Brown Creek	Connecting route between Kilmer School and residential area
C21	Donald Street walkway	road right-of-way; w/donation from ex-councillor Mike Thompson to promote azaleas (Pride of Po.Co. Azalea)

THEME D: TENACITY AND PROSPERITY

Why is the history of residents' tenacity and prosperity important to Port Coquitlam's heritage?

Re-source	Resource Name and Location	Value
Tenacity		
D1	IR #2	Closely and meaningfully association with the enduring First Nations presence
D2	IR #2 graveyard	Vital association with the First Nations community
D3	Coquitlam Hardware Company at 2660 Shaughnessy c.1912	Rare surviving early building in the city surviving; use not original
D4	Old riverside community near old ferry landing across the Pitt River	Rare continuation of marine-oriented settlement
D5	Farm/ferry Slip	Good example of often-flooded commercial site back of present dock
D6	Areas subject to flooding in early history of the city	Evidence of early hardships
D7	Dyking and ditching of prairie (e.g. along Cedar Drive a.k.a. Back Ditch Road)	Good evidence of settlement in low-lying land, and unique presence in the landscape
D8	Beached Forrest house (once on floats)	Rare story of marine-oriented living
D9	1921 Fire (intangible)	Recollection of seminal event in the rebuilding of city leading to the building up of Shaughnessy Street area
D10	Site of Red Bridge over the Coquitlam River	Current bridge is on site of historic precious and precarious connection between Port Coquitlam and points west, vulnerable to periodic flooding
D11	Site of St. Catherine's Church	Location of important story of the hardships of flooding and community partnerships
D12	Gates Park	Good example of reclaimed low ground along rivers
Prosperity		
D13	Dominion Triangle industrial lands	Association with the rail yards, and history of attracting industry
D14	Kingsway industrial corridor	Important remnant of early industrial use of land associated with the railway marshalling yards
D15	Meridian Industrial Park	Important continuation of the industrial use of Port Coquitlam land adjacent to the rail lands
D16	Pitt River commercial and industrial shoreline - sawmills, log transport, commercial fishing - at Pitt River Bridge and foot of Pitt River Road	Rare evidence of the original role of the Pitt River shoreline in the early prosperity of the city.
D17	Site of the CPR Roundhouse at 2088 Lougheed Highway	Site in centre of town is good evidence of the central importance of the CPR marshalling yards to the life of the community
D18	Harken Towing	Rare continuation of marine-oriented industry
D19	Forrest Marine Ltd.	Rare continuation of marine-oriented industry
D20	Site of Westminster Junction	Roadways and rail lines at the Junction are critical evidence of Port Coquitlam's birth and prosperity being linked to the CPR
D21	Post-WWII residential development on Mary Hill	Good evidence of the prosperous development of Port Coquitlam in the late 20th Century
D22	Underpass	Unique and rare evidence of the development of city infrastructure to cope with increased northside/southside traffic associated with the prosperous development of the city
D23	Coast Meridian Overpass	Unique evidence of the development of city infrastructure to cope with increased northside/southside traffic associated with the prosperous development of the city and saving integrity of downtown core around Shaughnessy Street
D24	Mary Hill gravel pit Gilley's Quarry (now site of Citadel Landing)	Unique remnant of industrial history of Port Coquitlam

D25	PoCo Building Supplies at 2650 Mary Hill Road	Excellent example of a small immigrant business evolving into a great success throughout 90 years in Port Coquitlam
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THEME E: SMALL TOWN TO GROWING CITY

Why is Port Coquitlam's history of growth from a small town to city important?

Re-source	Resource Name and Location	Value
	General	
E1	Farmland (existing until 1947)	Was local source of food/income sustaining locals through Depression
E2	Potential Poco Bypass (development "scare")	Rumours of land deals
E3	Bygone downtown street closures for parades to Aggie Park	Interruption of traffic at the intersection of Shaughnessy and Lougheed provided such a change, and taste of earlier town life; associated building of bandstand
E4	Small scaled houses in the early workers neighbourhoods	Evidence of modest expectations for home in the early years
E5	Elementary Schools (e.g. James Park and Central)	Schools are hearts of their communities; Central Elementary has some of the original foundations still in place
E6	Street names, particularly those named after pioneers	Important for relating to the memories and stories of early pioneers and other aspects of Port Coquitlam's history
	Settlement along Pitt River Road	
E7	1101 Pitt River Road	Rare remnant of the residential development at the foot of Pitt River Road at the port; of value for its association with Forrest Marine and commercial fishery, a rare surviving marine-oriented business, unusual gambrel roof
E8	1947 Cameron Avenue	Well maintained with good typical Craftsman features, vulnerable to growth of city
E9	1951 Cameron Avenue	Well maintained with good typical features
E10	1956 Cameron Avenue	Well maintained with good Craftsman features
E11	1820 Harbour Street	Rare remnant of original residential development in close association with the port lands along the Pitt River
E12	1592 Knappen Avenue (Kilmer House)	Potential heritage value through association with the Pooley family
E13	1910 McLean Avenue	Modest house with Craftsman features
E14	1960 Morgan Avenue	Well maintained with good typical Craftsman features
E16	1440 Pitt River Road	Early house along the early road
E17	1721 Pitt River Road	Modest house, reflects settlement in affordable housing
E18	1756 Pitt River Road	Well maintained with good Craftsman features
E19	1817 Pitt River Road	Well maintained with good Craftsman features
E20	1824 Pitt River Road	Valued for its aesthetic qualities and built response to steep grades
E21	1828 Pitt River Road	Well maintained with good heritage features, and view over the city
E22	1833 Pitt River Road	Modest house with Craftsman features
E23	1877 Pitt River Road	Modest house, reflects settlement in affordable housing
E24	1881 Pitt River Road	Craftsman detailing, well maintained with good heritage features

Re-source	Resource Name and Location	Value
E25	1955 Pitt River Road	Modest house, reflects settlement in affordable housing
E26	2124 Pitt River Road	Property with substantial house and planting
E27	2127 Pitt River Road	Unusual roof form, well maintained with good heritage features
E28	2132 Pitt River Road	Modest house, reflects settlement in affordable housing, context
E29	2140 Pitt River Road	Modest house, reflects settlement in affordable housing, context
E30	2156 Pitt River Road	Modest house with Craftsman influences
E31	2163 Pitt River Road	Modest house with Craftsman influences, well maintained with good heritage features
E32	2187 Pitt River Road	Contributes to the mass of early housing
E33	2180 Pitt River Road	Contributes to the mass of early housing
E35	2288 Pitt River Road	Good example of Craftsman style, association with paymaster at Essondale emphasizing working class roots, well maintained with good heritage features
E36	1968 Warwick Avenue	Well maintained with good heritage features
E37	1972 Warwick Avenue	Modest house
	Settlement along Mary Hill Road	
E38	1918 Mary Hill, 1911	Well maintained with good heritage features, vulnerable to growth of city centre
E39	1940 Mary Hill Road	Finely detailed cottage, well maintained with good heritage features
E41	2055 Mary Hill, Road 1912	Association with hardware store owner J. Shearer emphasizing working class roots and local individual business, culmination of Edwardian classic box style, well maintained with good heritage features
E42	2112 Mary Hill Road	Oldest house in Port Coquitlam, built in 1889, significant location on corner of two very early roads (Pitt River and Mary Hill) in the city, valuable for association with early resident George Black, unusual response to site grades, vulnerable to growth of city
E43	2124 Mary Hill Road	Vulnerable to growth of city
E44	2132 Mary Hill Road	Vulnerable to growth of city
E45	2136 Mary Hill Road	Vulnerable to growth of city
E46	2175 Mary Hill Road, 1910	Important for exemplifying substantial houses built along Mary Hill Road, architectural style well maintained, vulnerable to growth of city
	Settlement of the Flint neighbourhood	
E49	Old wading pool in McMitchell's Park (now a garden, ring wall built on original concrete pool perimeter)	Link with many residents with their childhoods; concrete perimeter curb integrated into present garden
E51	3718 Cedar Drive	Modest bungalow with shed verandah, reflects settlement in affordable housing
E52	1867 Coquitlam Avenue	Modest home, vulnerable to growth of city
E53	1931 Coquitlam Avenue	Vulnerable to growth of city
E54	3368 Edinburgh Street	Eclectic building style, well maintained with good heritage features

Re-source	Resource Name and Location	Value
E55	3139 Flint Street	Modest early home on unusual parcel shape owing to Flint's non-orthogonal alignment
E56	3147 Flint Street	Modest early home on unusual parcel shape owing to Flint's non-orthogonal alignment, with early planting scheme
E57	1848 Fraser Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition
E59	1918 Fraser Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition
E60	1928 Fraser Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition
E61	1936 Fraser Avenue	Modest early house
E62	1955 Fraser Avenue	Modest home, well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E63	1963 Fraser Avenue	Modest home, vulnerable to growth of city
E64	1972 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E65	1979 Fraser Avenue	Modest home, vulnerable to growth of city, potential as part of streetscape
E66	1980 Fraser Avenue	Potential heritage value, well maintained with good heritage features, vulnerable to growth of city
E67	2044 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, potential as part of streetscape
E68	2139 Fraser Avenue	Modest house with fine detailing, vulnerable to growth of city, potential as part of streetscape
E69	2143 Fraser Avenue	Vulnerable to growth of city
E70	2156 Fraser Avenue	Well maintained with Craftsman influences, vulnerable to growth of city, potential as part of streetscape
E71	2157 Fraser Avenue	Vulnerable to growth of city, potential as part of streetscape
E72	2162 Fraser Avenue	Well maintained with good heritage features, vulnerable to growth of city, valued as a classic bungalow, potential as part of streetscape
E74	1927 Grant Avenue	Modest early home
E75	2130 Grant Avenue	Unusual early house form
E76	2135 Grant Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition, reflects settlement in affordable housing
E77	2137 Grant Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition, reflects settlement in affordable housing
E78	2141 Grant Avenue	Modest home, vulnerable to growth of city, potential for streetscape recognition, reflects settlement in affordable housing
E79	2155 Grant Avenue	Association with Gregory Tire Company plant engineer George MacMillan emphasizing working class roots and local individual business, good example of classic box style well maintained with good heritage features, at risk due to OCP policies
E80	1945 Laurier Avenue, c.1907 (Laurier Court)	Good example of Craftsman style house
E81	1959 Manning Avenue	Vulnerable to growth of city

Re-source	Resource Name and Location	Value
E82	1983 Manning Avenue, 1913	Craftsman style house
E83	3269 Oxford Street	Craftsman influences, part of Oxford Street context
E84	3337 Oxford Street	Well maintained with good heritage features, highlight within Oxford Street context, reflects settlement in affordable housing
E85	3362 Oxford Street	Part of Oxford Street context
E86	2134 Prairie Avenue	Cottage with Craftsman influences, suburban spaciousness has rural roots
E87	1859 Salisbury Avenue	Unusual early modest cottage with side gable and shed verandah
E88	2031 Suffolk Avenue	Originally identical with 2035 Suffolk, both Dutch Colonial house built by Coquitlam City Lands Ltd., likely representative of speculative building in the Flint neighbourhood, vulnerable to growth of city
E89	2035 Suffolk Avenue	Originally identical with 2031 Suffolk, both Dutch Colonial house built by Coquitlam City Lands Ltd., likely representative of speculative building in the Flint neighbourhood, vulnerable to growth of city
E90	2043 Suffolk Avenue, 1912	Historical association with Coquitlam City Lands Ltd., aesthetic value due to unusual roof dormer
	Westminster Junction	
E91	2637 Davies Avenue	Modest cottage, part of early housing in original downtown
E92	2705 Davies Avenue	Modest cottage, part of early housing in original downtown
E93	2739 Davies Avenue	Modest cottage, part of early housing in original downtown
E94	3339 Hastings Street	Modest cottage, part of early housing in original downtown
E96	2521 Kingsway Avenue - Pops Cafe	Remnant of early development on prominent corner on unusual parcel due to geometry of the rail lands and Kingway
E97	2617 Kingsway Avenue	Modest cottage, part of early housing in original downtown
E98	2634 Kingsway Avenue	Historical association with early downtown development
E100	2420 Ticehurst Lane	Location in original downtown, larger home
E101	3040 Westwood - Litchfield Demolition	Early house adaptively re-used for business offices
E102	3050 Westwood, 1938	Small cottage with interesting detailing, well maintained with good heritage features, location in original downtown
	Settlement of the Shaughnessy neighbourhood	
E103	Local diners (Martha's, The Arms)	Social place from earlier way of life
E104	2223 Central Avenue c.1919	Well maintained with original doors and windows, vulnerable to growth of city
E105	2260 Central Avenue, Central Elementary School	One of the earliest schools in the city, reflects history of schooling, eg. "swing shifts" and classes in Aggie Hall
E106	2267 Central Avenue	Vulnerable to growth of city
E107	2235 Hawthorne, 1913	Excellent example of pioneer cottage style, well maintained with good heritage features, high aesthetic values
E108	2239 Hawthorne c.1922	Well maintained features, high aesthetic values, vulnerable to growth of city

Re-source	Resource Name and Location	Value
E109	2258 Irvine Avenue	Intact cottage form house
E110	2272 Kelly, 1911	Craftsman bungalow style, association with Anglican Church as first vicarage in the city, vulnerable to growth of city
E111	2280 Kelly	Vulnerable to growth of city
E112	2263 McAllister - Port Coquitlam Bowl	Social centre from earlier way of life, rare surviving mostly intact post-WWII commercial
E113	2272 McAllister, Port Coquitlam City Hall, 1914	Landmark for the new town, optimistically located in a new downtown area
E114	3550 Wellington Street, Port Coquitlam High School, 1959 (name changed to Terry Fox Senior Secondary School, then Terry Fox Secondary School - relocated; building now Ecole des Pionniers)	First high school in Port Coquitlam, major milestone in Port Coquitlam's educational history, modern facilities, centre of activity for the city; arrival in 1959 altered the pattern of daily family life of the city
E115	2336 Rindall, 1922	Well maintained with good features in the Craftsmen style, vulnerable to growth of city
E116	2349 Rindall c.1912	Well maintained with unusual melange of features, vulnerable to growth of city
E117	2660 Shaughnessy, Masonic Hall, 1915	Association with early transfer of business to the Shaughnessy Street area, association with Masons, and possibly early re-used CPR building fabric
	Settlement of the prairie	
E121	1870 Broadway Street	Remnant of rural settlement of prairie lands
E122	2764 Burns Road	Remnant of rural settlement of prairie lands
E125	320 Prairie Avenue	Remnant of early semi-rural settlement of prairie farmland
E126	491 Prairie Avenue	Remnant of early semi-rural settlement of prairie farmland
E127	582 Prairie Avenue	Remnant of early semi-rural settlement of prairie farmland
E128	589 Prairie Avenue	Remnant of early semi-rural settlement of prairie farmland
E129	875 Prairie Avenue	Rural character, Prairie Avenue context, suburban spaciousness has rural roots
E130	Sun Valley Park, Oxford Estates	Good examples of an early neighbourhood connected to the agricultural history of Port Coquitlam, including original field patterns, drainage infrastructure and natural habitat values.
	Subdivision of farmland	
E131	1755 Langan Avenue	Very early home in Port Coquitlam's first subdivision, 1913
E132	1760 Langan Avenue	Very early home in Port Coquitlam's first subdivision, 1913
E133	1747 Morgan Avenue	Well maintained with mostly original fabric, in first subdivision
	Subdivision of wooded lands	
E134	North Side Shopping Centre	Shopping for Northside residents beginning in the late 1950s
E135	3289 Finley Street	Small, modest cottage, rural character, reflects settlement in affordable housing
E136	3554 Cedar Drive	Modest bungalow, reflects settlement in affordable housing
E137	3691 McRae Crescent (not Hastings per 2009 Inventory)	Early house in semi-rural setting

Re-source	Resource Name and Location	Value
E138	1075 Prairie Avenue	Rural character, Prairie Avenue context, suburban spaciousness has rural roots
E140	3427 Raleigh Street	Location distantly associated with original downtown
E141	Site of the Wild Duck Inn, built 1912	Important for connection with CPR and Minnekhada Land Company, associative values with early land and commercial development
	Mary Hill post-WWII development	
E142	60s Mary Hill speculative housing (e.g. repeated house design with chalet-styled entrance)	Repeated house form and detail on not necessarily contiguous lots, usually developed by small local home builder/developer; "Oh, there's our house!" (familiar refrain when touring areas from this era.
E143	Planned subdivisions (e.g. Citadel)	Transformation of bush lands and industrial sites into planned residential communities built in coordinated fashion on large tracts of land
	Shaughnessy renewal	
E144	Early towers constructed in the mid-1980s (e.g. 2111 Hawthorne Avenue (Hawthorne Care Centre)	Sign of transition from small town to city - the arrival of "highrises"
E145	Downtown development in the 1980s centred on Shaughnessy Street	Important example of revitalization in Port Coquitlam's history and land management and fiscal policy of the city since the 1930s
E146	2300 to 2600 Blocks of Shaughnessy Street (between Wilson Avenue and Kingsway)	Main Street quality to the streetscape, particularly between railway tracks and Wilson Street
E147	2616 Shaughnessy Street, Giggle Dam	Small town movie house; perhaps interesting original building materials for early 20th Century (story of using discarded railway operations material?)
E148	2675 Shaughnessy Street, Royal Canadian Legion Branch 133	New social centre reflective of earlier way of life
E149	1900 to 2100 Fraser Avenue	Significant cluster of early houses and domestic landscapes at the core of the historic Flint neighbourhood

THEME F: HOMETOWN, HEROES

Why do people feel attached to Port Coquitlam?

Re-source	Resource Name and Location	Value
Home-town		
F1	Rowland Lacrosse Box	Rare evidence of cultural importance of lacrosse and sporting leagues in the history of community
F2	Community police stations and bicycle police	Associated with history of civil community life
F3	Fire Hall #1	Example of enduring community institution (not building)
F4	Community gardens	Good examples of recent development of community grassroots institution, and contributes to environmental health of community
F5	Terry Fox Library	Important cultural institution commemorating the City's most renowned hero
F6	George Pratt sculpture of Terry Fox	Important for commemorating the City's most renowned hero
F7	Canada Day, May Days, Greek Day	Important community-wide events that promote personal identification with the community
F8	PoCo Wilson Recreation Centre	Important as key community facility, building on historic pattern of sports participation being a key cultural pastime

Re-source	Resource Name and Location	Value
F9	Hyde Park Recreation Centre	Important as key community facility, building on historic pattern of sports participation being a key cultural pastime
F10	Outdoor murals	Special markers celebrating civic pride and the city's heroes
F11	Cemetery	Meaningful reminder of Port Coquitlam's historical families
F12	Port Coquitlam High School (now Terry Fox Secondary School)	Important evidence of the population growth of the city, marking the time when the city needed its own high school, and increased sense of community upon its arrival
F13	Aggie Park	Important as place for civic events
F14	"Harry's Corner" on Dewdney Trunk Road	Excellent example of small town orientation: as in, "see you at Harry's Corner"
F15	Society of locomotive engineer's wives	Closely and meaningfully associated with the CPR, one of the ways in which Port Coquitlam culture was tied to the railway company
F16	Four maple trees planted by James Mars at Inauguration Day, 1913 in Aggie Park	Unique, rare, and meaningful association with the birth of the city, and one of the city's most important cultural landscapes
F17	Leigh Square	Distinctive example of deliberately planned civic space, associated with key civic institutions, important for association with early city father Roy Leigh, closely associated with the recent rejuvenation of downtown Port Coquitlam
F18	Port Coquitlam and District Hunting and Fishing Club	Good example of social club reflecting the recreational opportunities of Port Coquitlam residents
F19	St. Catherine's (Southside) /Trinity Church (Northside)	Community partnership
F20	1985 Pitt River Road	Old corner store building serves as a minor landmark at the intersection of Pitt River Road and McLean Avenue
F21	Local sports teams	Important collectively in developing local identity and pride
Heroes		
F22	3337 Morrill Street, The Betty and Terry Fox home	Meaningful association with two key heroes of city
F23	Terry Fox	Exceptional hero in the history of the city
F24	Betty Fox	Exceptional hero in the history of the city
F25	Roy Leigh	Important early "father" of the city
F26	Mike Gates	Important early sports figure in the city
F27	Jane Kilmer (City councillor, library advocate)	Important hero in the cultural history of the city
F28	Dave Barrett's house 1900 block Western Drive - just south of Pitt River Road	Home of very important native son.
F29	Len Traboulay	Important association with influential councillor and mayor of Port Coquitlam beginning in 1972
F30	Early pioneers: Doug Rowland, Dorothy Smith, Granny McMitchell, Bob Urquart	Important figures in the development of the community, some commemorated in present day place names