

THE CORPORATION OF THE DISTRICT OF BURBARY

HERITAGE ADVISORY COMMITTEE

HIS WORSHIP. THE MAYOR AND ALDERMEN

MADAM/GENTLEMEN:

REPORT OF THE HERITAGE ADVISORY COMMITTEE

Re: INTERPRETIVE HISTORY TRAILS

RECOMMENDATION:

1. THAT the report of the Heritage Advisory Committee be received for information.

R E P O R T

At the Heritage Advisory Committee Meeting held on 1990 April 25, the Committee received a report from staff of a preliminary conceptual framework for implementation of the Heritage Advisory Committee's goal of interpretive history trails.

In accordance with the recommendations contained in the report and adopted by the Committee a copy is provided for the information of Council.

INTERNAL DISTRIBUTION:
AGENDA 1990 MAY 14
COPY - MUNICIPAL MANAGER
- DIR. PL. & BLDG. INSP.
- DIR. RECREATION & CULTURAL SERV.

Respectfully submitted

Alderman D. P. Drummond,
Chairman

TO; HERITAGE ADVISORY COMMITTEE 1990 APRIL 17

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: INTERPRETIVE HISTORY TRAILS

PURPOSE: To provide the Committee with a preliminary conceptual framework
for implementation of Interpretive History Trails in Burnaby.

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RECOMMENDATIONS:

- 1) THAT this report be approved in principle as a basis toward the development of an Interpretive History Trails Program for Burnaby.
- 2) THAT the two pilot projects outlined in this report, namely the Historic Routes Plaques Project and the B.C. Parkway Project be adopted as projects for detailed study towards their implementation.
- 3) That a copy of this report be sent to Council and to the Parks and Recreation Commission for information.

R E P O R T

1.0 SUMMARY:

This report outlines a preliminary conceptual framework for implementation of the Heritage Advisory Committee's goal of Interpretive History Trails.

The proposed concept for Interpretive History Trails is identified as a program for the recognition and interpretation of heritage resources in Burnaby. The proposed program will use the Municipality's Urban and Park Trail System as a basis for the siting of heritage plaques and other commemorative features.

One category of Burnaby's heritage resources that is identified in this report for special consideration is that of Historic Transportation Routes. Commemorative features are proposed for installation along the routes of these early trails, roads, tramlines and railways.

It should be noted that while the historic transportation routes will become part of the Interpretive History Trail Program, it is not proposed that these early routes provide the basis for the entire program.

Two pilot projects are proposed in this report to demonstrate a first step in development of the Interpretive History Trails concept. The proposed pilot projects will also serve to provide recognition and commemoration of historic transportation routes in Burnaby.

The first pilot project involves the installation of plaques to mark historic transportation routes in Burnaby. Priority is recommended for locations where the early routes intersect with the present day trail system.

The second pilot project involves the recognition and commemoration of significant heritage features along the B.C. Parkway through Burnaby. This existing trail coincides with the alignment of Burnaby's first tramline (Central Park Line).

The proposals presented in this report are preliminary and will require additional consideration and study in terms of priorities, costs and funding. Once approved by the Committee, the detail program and budget would be forwarded to Council for its consideration and approval.

2.0 BACKGROUND:

At the Heritage Advisory Committee Meeting held on 1990 February 28, the Committee adopted a motion that staff prepare a report providing a preliminary outline of the process to be followed in pursuing the Committee's goal of "Interpretive History Trails".

The goal of developing Interpretive History Trails was identified by the Heritage Advisory Committee as a result of discussions at the "Community Pride" Workshops undertaken by the Committee in 1989 and 1990.

The initial concept for History Trails was based on an interest in Burnaby's historic transportation routes. This focus led to a staff report to the Committee, 1989 November 09, outlining options for identifying the historic nature of two prominent routes: the Kingsway Trail and the Central Park Tramline. Also, staff is presently preparing a report to Committee on the feasibility of recognizing and developing the North Road Trail as a heritage resource.

The Heritage Advisory Committee Work Program, 1990 February 06, expanded the definition of the Interpretive History Trails Goal as follows:

"To develop and install a series of interpretive plaques throughout Burnaby to create public awareness about the history behind a site, building, landscape feature or historic district. These plaques will be concentrated along Burnaby's Urban and Park Trail Systems."

The work program identifies historic transportation routes as a possible concept for developing the History Trails. However, since historic transportation routes are only one of numerous categories of heritage resources in Burnaby, it is also necessary to develop History Trails which encompass other types of heritage resources as well as the early routes.

In regard to the Municipal Trail System, staff is presently preparing a final report to Council on the subject of developing an Urban Trail System in Burnaby. The recognition of heritage features is identified as a significant component in the design of the proposed Urban Trails.

3.0 CONCEPT:

3.1 INTRODUCTION:

Interpretive History Trails refers to the proposed concept of installing commemorative heritage features along municipal trails in Burnaby. This concept includes special recognition of historic transportation routes as a significant category identified in the inventory of Burnaby's heritage resources.

3.2 MUNICIPAL TRAIL SYSTEM:

The present system of municipal trails consists of Park Trails as identified in the "Burnaby Trail Study" and adopted by Council in 1980. Burnaby Trail Study was reviewed and updated by the Parks and Recreation Department in 1986 as documented in the report "Burnaby Trail Inventory and Development Program".

In addition to this, a report on the proposed Urban Trail System is scheduled for submission to council shortly.

Together, the Park and Urban Trails will provide a comprehensive network of walkways throughout Burnaby. Appendix A shows the alignments of the proposed trail systems.

3.3 NETWORK FOR RECOGNITION AND INTERPRETATION:

The proposed concept for the development of Interpretive History Trails is based on the use of Burnaby's present trail system as a base network or context for the recognition and interpretation of heritage resources in Burnaby.

The proposed History Trails will consist of installations along the present trail network in Burnaby to commemorate heritage features and historic points of interest. Subject to costs and the availability of funding, these installations will consist of design components such as interpretive signage, plaques, kiosks and pavilions.

3.4 HISTORIC TRANSPORTATION ROUTES:

The concept of using historic transportation routes as a basis for the development of History Trails is feasible only where present or planned municipal trails follow the historic routes. This condition exists along the B.C. Parkway and along the proposed Central Valley park trail. As such, these two routes are identified as significant components within the proposed network of Interpretive History Trails.

4.0 DESIGN COMPONENTS:

4.1 INTRODUCTION:

The design of components to be installed as part of the Interpretive History Trail Program will be based on factors such as the relative significance of the heritage feature, the amount and type of information to be communicated, the special interests of sponsors and the availability of funding.

A series of proposed design components is outlined below to illustrate the range of possible installations which can be considered.

4.2 HERITAGE SIGNAGE:

Heritage Signage will serve to indicate directions/proximity to heritage features. The benefit will be to reinforce a recognizable image for points of interest related to Burnaby's heritage. The signage will consist of a standardized graphics package incorporating distinctive typeface, logos, colors and modules.

4.3 HERITAGE PLAQUES:

Heritage plaques will serve to commemorate significant points of heritage interest. The major benefit will be as a basic level of commemoration which can be applied to a large number of heritage features in a cost effective manner.

The plaque will consist of an ornamental metal tablet outlining a brief description of the history related to the feature. The size of the plaque will limit the amount of text, graphics and other information portrayed.

Plaques may be mounted on existing buildings or structures where available. In other cases a construction of a supporting base will be required. This could be in the form of a simple steel post, or a more elaborate design could involve the construction of concrete or stone cairns that have a recognizable heritage character.

4.4 HERITAGE KIOSKS:

Heritage Kiosks will serve to commemorate a special heritage theme, district, or other major feature.

The major benefit of kiosks will be to accommodate the display of a greater amount of information than is possible with plaques.

The kiosks will consist of information panels displaying text, maps, photos and other material as required to illustrate and explain the particular heritage feature or theme.

Kiosks may be installed outdoors along a trail in conjunction with rest stops or other trail features. The design of support structures and graphics will be incorporated into standardized trail construction elements. Kiosks could also be installed indoors within buildings such as malls, schools and libraries located along the trails.

The capital costs involved in the installation of kiosks will be a major limiting factor. Private sponsors and special fund raising efforts may be suitable for this type of development.

The design and siting of kiosks must give special consideration to the concerns of vandalism and maintenance.

4.5 HERITAGE PAVILIONS:

Heritage pavilions will serve to commemorate special heritage features which allow for development of unique structures and artifacts.

The major benefit of pavilions will be to serve as unique and memorable symbols of heritage commemoration.

Pavilions will consist of an outdoor plaza or gallery having a design based on historical references such as:

- a) Reconstruction of historical structures such as gazebos, bandstands, tram stations, shelters.
- b) Incorporation of suitable artifacts such as statues, gateways, archways, busts, murals, ornaments, benches, lamp posts.
- c) Incorporation of heritage plants, historical landscapes, pioneer gardening styles.

The considerable capital costs involved in the installation of pavilions will be a major limiting factor. Private sponsors and special fund raising efforts may be suitable for this type of development.

5.0 IMPLEMENTATION:

5.1 INTRODUCTION:

The implementation of the Interpretive History Trails Program is proposed to be scheduled on an incremental, step-by-step basis. This development over time will be reliant on the identification of specific heritage resources deemed suitable for inclusion in the program. Development will be subject to the availability of funds from private and public sources and will be reliant upon management and marketing efforts in this regard.

5.2 OVERALL FRAMEWORK:

Implementation of the Interpretive History Trails is proposed to occur within the context of an overall framework for heritage recognition and interpretation in Burnaby.

The proposed Heritage Management Plan framework provides direction in this regard.

5.3 PRELIMINARY INVENTORY:

Inventory of Burnaby's heritage resources is required as a basis for development of History Trail features. Categories of heritage resources such as sites, buildings, landscapes and districts can be considered as a means of organizing a systematic approach to developing a series of History Trail programs for implementation.

5.4 HIGH PRIORITY HERITAGE RESOURCES:

A high priority can be given to the development of History Trail features which recognize the most significant of Burnaby's heritage resources.

Key resources such as Central Park, Deer Lake and Local Districts can be identified now, without the need to wait for a detailed inventory.

5.5 EXISTING MUNICIPAL TRAILS:

Existing park and urban trails generally lack any recognition of heritage resources at present. There is a need for the development of an ongoing History Trail program to "catch up" with the existing system of built trails.

5.6 NEW MUNICIPAL TRAILS:

The municipality is developing new trails and upgrading existing trails on an annual basis. This is an opportunity for the History Trails component to be incorporated into the planning, design and construction of all new trails and trail upgrading projects.

5.7 SPECIAL EVENTS:

Special events, occasions, or ceremonies such as centennial celebrations, opening of new buildings, or announcement of new projects often focus interest on specific heritage resources. This offers an opportunity to implement related History Trail components.

5.8 PRIVATE DONATIONS:

History trail development can take advantage of private funding sources which are related to specific heritage resources or which could be attracted to provide funding for heritage projects of special interest.

5.9 PRIVATE DEVELOPMENT PROJECTS:

The effects of new development projects such as buildings, roads and utilities adjacent to trails require monitoring for possible benefits and negative impacts on the History Trails Program.

5.10 FUNDING:

The development schedule of History Trails can be planned to occur as government funding is made available and as private sponsors are accommodated.

Implementation can occur on a phased basis over time that will contribute to an increasingly visible network of Interpretive History Trails in Burnaby.

5.11 PILOT PROJECTS:

Pilot projects are a practical means of demonstrating and testing a proposed concept.

As a first step toward implementation of the Interpretive History Trails concept, two pilot projects have been identified as feasible and cost effective projects for immediate consideration. These are outlined below.

6.0 PILOT PROJECT - HISTORIC ROUTE PLAQUES:

6.1 HISTORIC TRANSPORTATION ROUTES:

Historic transportation routes are a significant component of Burnaby's heritage, providing a colorful background to the settlement and growth of the municipality. Appendix B outlines a brief summary of these early routes and illustrates their location.

6.2 HISTORIC ROUTE PLAQUES:

The installation of heritage plaques at key locations where historic routes cross the existing trail system is a proposed pilot project using the History Trails concept.

The display of the proposed plaques requires the design of a supporting structure such as a steel post or a standardized stone cairn. Cost estimates will be required for evaluation of alternate designs.

6.3 IMPLEMENTATION PROCESS:

The implementation of the Historic Route Plaques Pilot Project involves:

- a) Consultation with the Parks and Recreation and Engineering Departments.
- b) Design and costing of plaques and supports.
- c) Final site selection.
- d) Funding approval.
- e) Installation.

7.0

PILOT PROJECT - B.C. PARKWAY:

7.1 CENTRAL PARK TRAMLINE:

The B.C. Parkway is a well used existing trail which follows the Skytrain route through Burnaby. This is also the alignment of Burnaby's first tramline, the Central Park Tramline (1891) and is an excellent example of an historic route as a significant heritage resource. The route passes through Central Park, Metrotown and numerous sites of heritage interest.

A staff report of 1989 November 09 outlined the potential of this route for heritage recognition. Appendix "C" outlines a plan showing the location of the original tram stations and other points of historical significance.

7.2 HISTORY TRAIL COMPONENTS:

Development of the B.C. Parkway as a pilot project to demonstrate the concept of Interpretive History Trails includes installation of the components outlined below. These proposed components will generally require further investigation on an individual basis to determine their feasibility and to identify funding support. The feasibility of the major elements (kiosks and pavilions) may require major private sponsorship funding.

- a) HERITAGE PLAQUES marking important historic sites and landscape features along the route.
- b) HERITAGE STATION SIGNS marking all fifteen former tram stations. Design of the signs will reflect a Heritage character and will incorporate a description of the origin of the name and the date of construction.

- c) HERITAGE KIOSK outdoors at the site of the former Jubilee Station (Bonsor Park) to display detailed historical information and early photographs of the area. The Jubilee station was historically the center of an early commercial area which grew up around the tram station.
- d) HERITAGE PAVILION near the corner of Edmonds Street and Kingsway Avenue to be developed around a reconstruction of an original tram station shelter. The proposed shelter could be used as a bus shelter and would be an amenity for adjacent senior's developments and the library facility at this location. The site is at the eastern terminus of the Highland Park Line Parkway.

7.3 IMPLEMENTATION PROCESS;

Implementation of the B.C. Parkway Pilot Project will include staff consultation with Parks and Recreation Department, Engineering Department, B.C. Parkway Society and B.C. Rapid Transit Corporation.

STEPS IN THE PROCESS CONSIST OF:

- a) Preliminary consultations and agreements.
- b) Schematic designs and costing.
- c) Detail design.
- d) Cost Estimates.
- e) Funding sources and approval.
- f) Construction and installation.
- g) Monitoring and evaluation.

7.4 SCHEDULE:

The schedule for implementation of the pilot project can be targeted for partial completion in 1991 to commemorate the Centennial anniversary of the Central Park Tram Line. Full completion would be dependent upon funding support for the project. This could be phased into a long term plan if necessary.

8.0 CONCLUSIONS:

The development of the Interpretive History Trails Program will serve to increase public awareness of Burnaby's heritage resources and will make these resources more accessible throughout the neighborhoods of Burnaby. The installation of commemorative features will be an improvement to the municipal trail system and will add variety and interest to the urban environment in Burnaby.

The two proposed pilot projects will serve as a feasible first step toward the development of Interpretive History Trails. The B.C. Parkway project will be highly visible and will provide a concentrated area of heritage commemoration in the Metrotown and Edmonds areas. The Historic Routes Plaques Project will bring a demonstration of heritage commemoration into many of Burnaby's local neighborhoods and will serve as a first step in developing a network of History Trails throughout Burnaby.

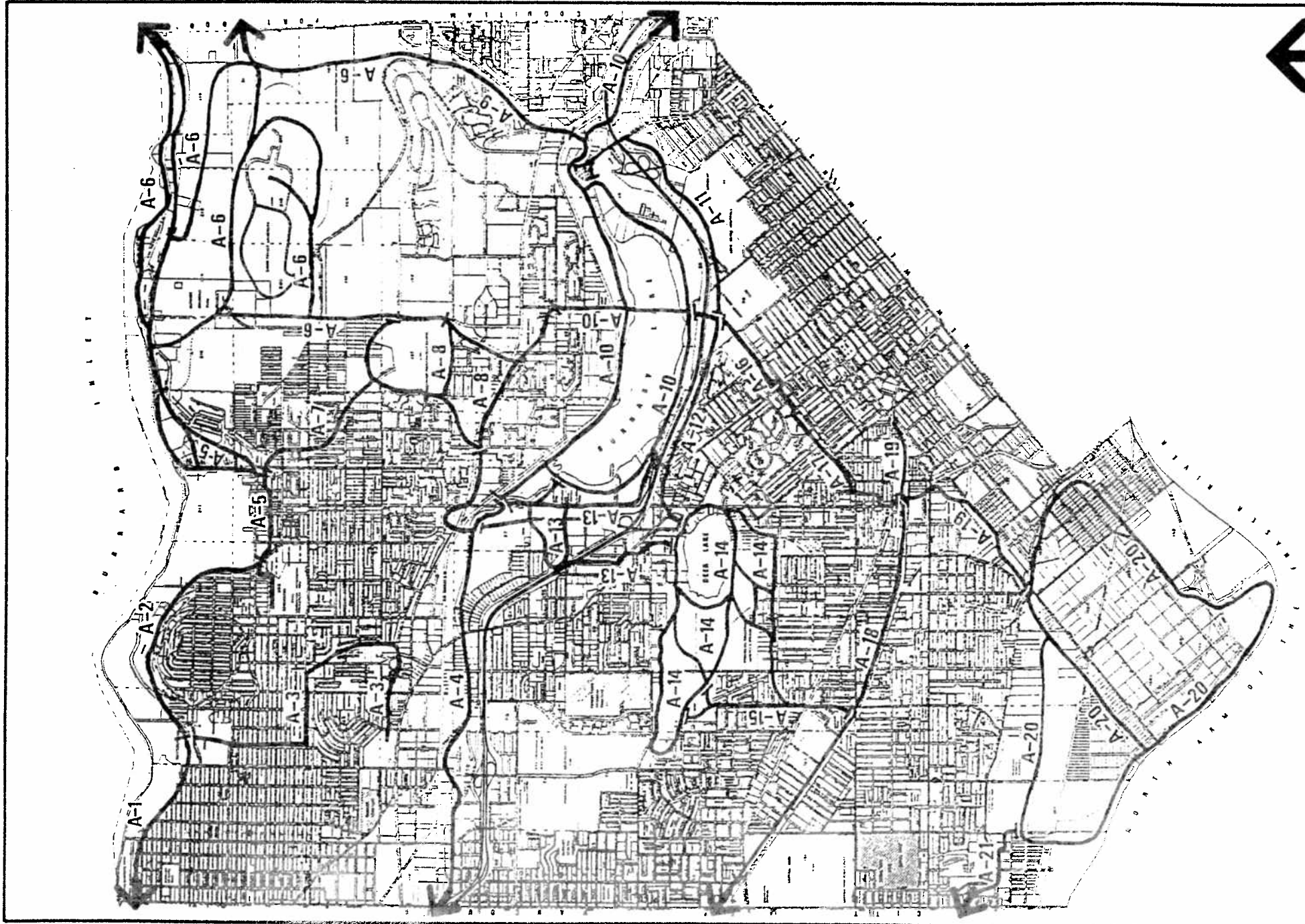
The approval of Council is required for implementation of the Interpretive History Trail Program in terms of capital costs, administration, coordination, scheduling, operations and maintenance.



A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

KR: rjm

A. Primary Trail Routes

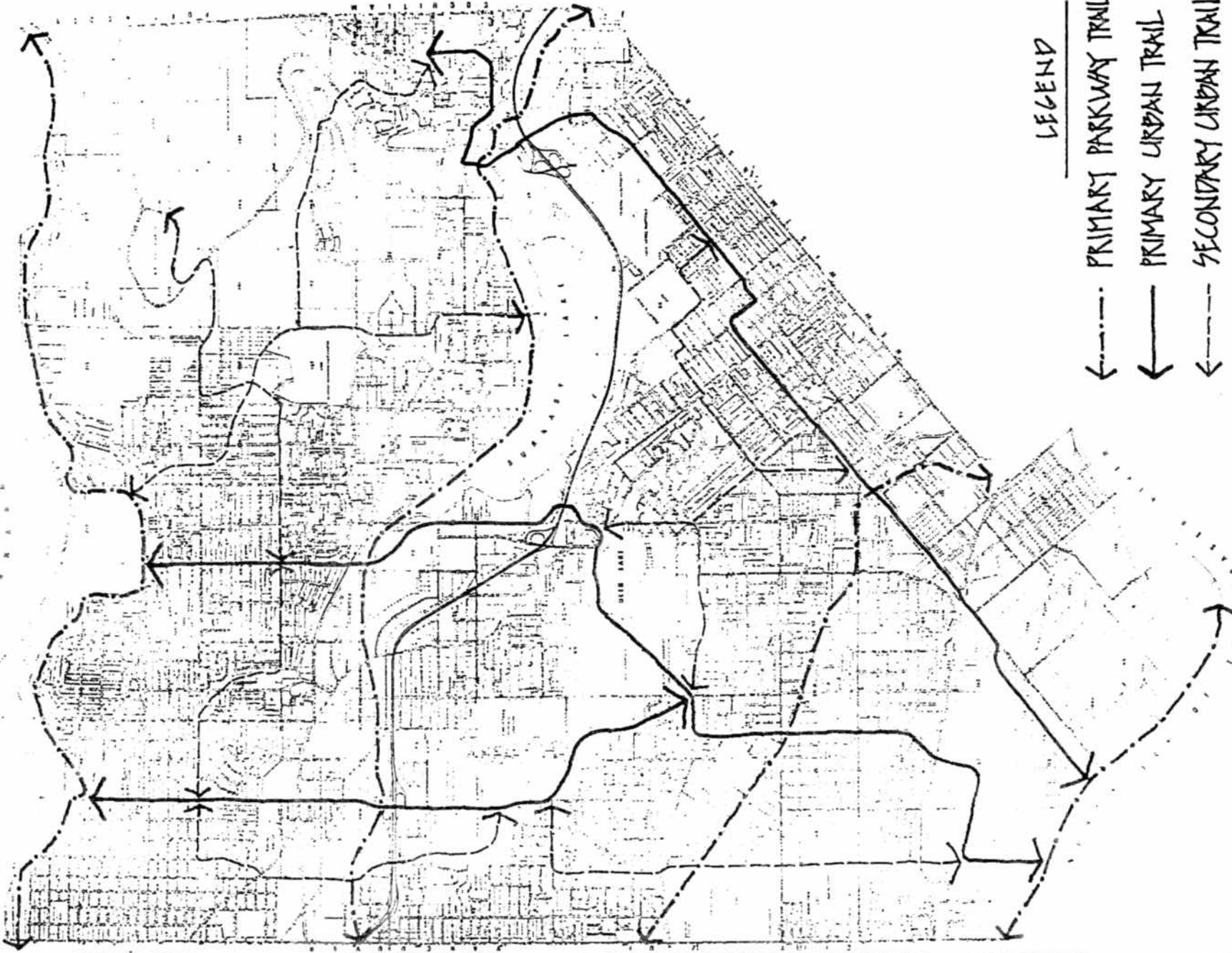


KEY MAP
PRIMARY TRAIL SYSTEM (PARK TRAILS)

FIGURE 4 97

Page 1.

APPENDIX "A"



LEGEND

- ← ····· PRIMARY PARKWAY TRAIL
- ← ——— PRIMARY URBAN TRAIL
- ← - - - - SECONDARY URBAN TRAIL



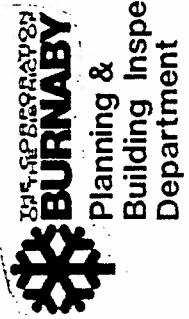
PROPOSED URBAN TRAIL SYSTEM

BURNABY PLANNING DEPARTMENT

Date: 1990 April

Scale: AS SHOWN

Drawn By: K-R



APPENDIX "B"

HISTORIC TRANSPORTATION ROUTES IN BURNABY

(See Attached maps)

1.0 - NATIVE AND EARLY EXPLORATION ROUTES

The earliest route which can be identified in Burnaby was created by the local natives as a route between Burrard Inlet and the Fraser River. This trail followed the lowlands connecting False Creek, Still Creek, Burnaby Lake and the Brunette River to the Fraser. Apparently the natives also used dugout canoes to travel quickly by water through the cleared portions of Still Creek and the rapid and shallow Brunette River. At least one of these canoes remained intact on the shore of Burnaby Lake until the 1930's.

The first Europeans known to have explored Burnaby used this route to access the territory north of New Westminster, British Columbia's Capital City. In April, 1859, Corporal Brown of the Royal Engineers and Robert Burnaby, led by two natives and assisted by a Canadian Voyageur, explored the valley for Colonel R.C. Moody. This route once identified became a well travelled access for surveyors and early settlers until replaced by new trails and roads.

2.0 - COLONIAL TRAILS AND ROADS

2.1 CUMBERLAND ROAD

After the discovery of Burnaby Lake in 1859, the Royal Engineers stationed at Sapperton, recognized this area's potential for fishing, hunting and excursions. A rough trail was built connecting the Royal Engineer's camp and the south-eastern shore of the Lake. Originally this route was known as the "Pleasure path" and later as settlers moved in to claim title to land grants, the name was changed to "Titus Trail". Cumberland Road became the official name in the 1880's to commemorate a county in Great Britain.

2.2 NORTH ROAD

When New Westminster was established as the Capital City, military considerations were one of Colonel Moody's chief concerns. The British feared that Americans would attempt to annex the territory and claim the goldfields. Moody sited the City strategically on the north side of the River at the spot where the Fraser split into two channels. However, as the River was known to freeze solid during the winter, the Capital could be left vulnerable for attack. North Road was surveyed and built in 1859-1860 to provide the City with a "back door" to the ice-free Burrard Inlet. At the Inlet Moody had reserved land at the end of the road where he proposed to construct a Blockhouse with supplies and ammunition. However, the threat of attack subsided and the North Road was used primarily by peaceful settlers.

2.3 FALSE CREEK TRAIL (Kingsway)

The fear of American attack was so great in 1860 that British officials saw the need to build another trail to connect the Capital with the salt water harbour to the North. Colonel Moody advocated a second route to enable troops to reach English Bay in case ships could not navigate the First

Narrows to reach the end of North Road. The trail was completed in 1860 but was used infrequently and by 1868 it was impassable. Colonel Moody also laid out a Military Reserve at the highest point on the trail which remains in part today as Central Park. The Reserve was set aside to prevent settlers from claiming land which could in the future form a strategic defense site. The trail was improved as a "waggon road" in the early 1880's as the small settlement of Granville developed.

2.4 DOUGLAS ROAD

Since 1860 when British Columbia's first land act was passed, the Royal Engineers quickly surveyed the lands around the Capital into District Lots for settlement. As a result a number of pioneers had moved into the Burnaby Lake area to claim title to these valuable lands. In order to connect this area to New Westminister, plans were made for extending Douglas Street. In 1861 a contract was awarded to build a "waggon road" to Deer Lake Brook. Although it was planned to extend the road further to the inlet, funds were not available. Finally, in 1865 the road was completed by another contractor to Burrard Inlet. This became the primary route to the inlet and soon horse-drawn stages were operating twice daily. Small "wayside houses" were built to accomodate the travellers. These included Charles Seymour's "Lake House" at Deer Lake Brook and a house owned by Tom Bennet near todays Edmonds Street.

2.5 NORTH ARM TRAIL

The land along the North Arm of the Fraser River was also the scene of pioneer settlement. Although the River was the focus of transportation, settlers needed the security of an overland route to New Westminister. In the spring of 1862 the tender was awarded for the construction of the trail. It was constructed to the Musqueam Indian Reserve in Vancouver and followed closely the route now occupied by Marine Drive.

3.0 - RAILWAYS

3.1 CANADIAN PACIFIC RAILWAY

Canada's first national railway was built through Burnaby in 1886 as a branchline from Port Moody to Vancouver. The first transcontinental train travelled over this line from Montreal and reached Vancouver on May 24, 1887. In 1889 the construction of the Barnet Sawmill and the establishment of a substantial company town necessitated the construction of the Barnet Station. Originally this was a small passenger shelter located on the north side of the tracks at the foot of the present Texaco Drive. However, in 1905 a much larger station was constructed on the south side of the tracks complete with a passenger room, ticket booth and large parcel shed. The station was closed and demolished in the 1930's when the Barnet Mill closed as the result of a labour dispute.

3.2 GREAT NORTHERN RAILWAY

The Great Northern Railway built its line into Vancouver under a subsidiary company called the Vancouver, Westminister and Yukon Railway in 1904. The railway had been operating between Bellingham, Washington and New Westminister since 1891. However, ferry boats had to transport goods across the Fraser River until the completion of the New Westminister

APPENDIX "B"

Railway Bridge in 1904. Although the route chosen into Vancouver via Burnaby Lake offered good grades, it had one major disadvantage. The swamp at the western end of the Lake along Still Creek required the construction of a costly roadbed. For several years the swamp swallowed tons of gravel, fill, and possibly even a train, before it finally became stable. One small passenger station called Burnaby served the District and was located at the foot of Bainbridge Avenue.

3.3 CANADIAN NATIONAL RAILWAY

Canada's second national railway first began construction in South Burnaby's Fraser Arm District in 1913. The railway hoped to take advantage of the industries located on the Fraser River which were not served by a national railway and also stimulate industrial growth along its right of way. One of the major projects was the construction of a bridge to connect Burnaby and Richmond. The Railway acquired considerable lands in South Burnaby apparently to sell for industrial purposes. However, the development of these lands did not begin until the 1950's.

3.4 BRITISH COLUMBIA ELECTRIC RAILWAY

By far the most important railway in Burnaby was the interurban and streetcar system developed by the British Columbia Electric Railway Company. Its early development began the growth which led a group of citizens to advocate the incorporation of the Municipality in 1892. Later additions helped spur growth throughout Burnaby and were very important transportation links until their demise in the 1950's.

3.4.1 Central Park Interurban Line: 1891 - 1953

The first interurban line built in Burnaby followed Sixth Street, Edmonds Street, and its private right-of-way which paralleled Kingsway. In 1896 a new branch was built from the original line at Edmonds and followed Kingsway/12th Street down to New Westminster. In 1912 when the line was double tracked, the Connaught Hill "Cut-off" was built to further reduce the grade and now serves as the SkyTrain route. During its life the venerable Central Park Line was the "hub" of the B.C.E.R. Company's system transporting over three million passengers in 1912 alone. As a result of the heavy traffic along this route, commercial areas developed at Central Park, McKay, Jubilee, Royal Oak, Edmonds and along Sixth Street in East Burnaby. The construction of the SkyTrain over this route re-established an important link to Burnaby's past.

3.4.2. Eburne-New Westminster Interurban Line: 1909 - 1957

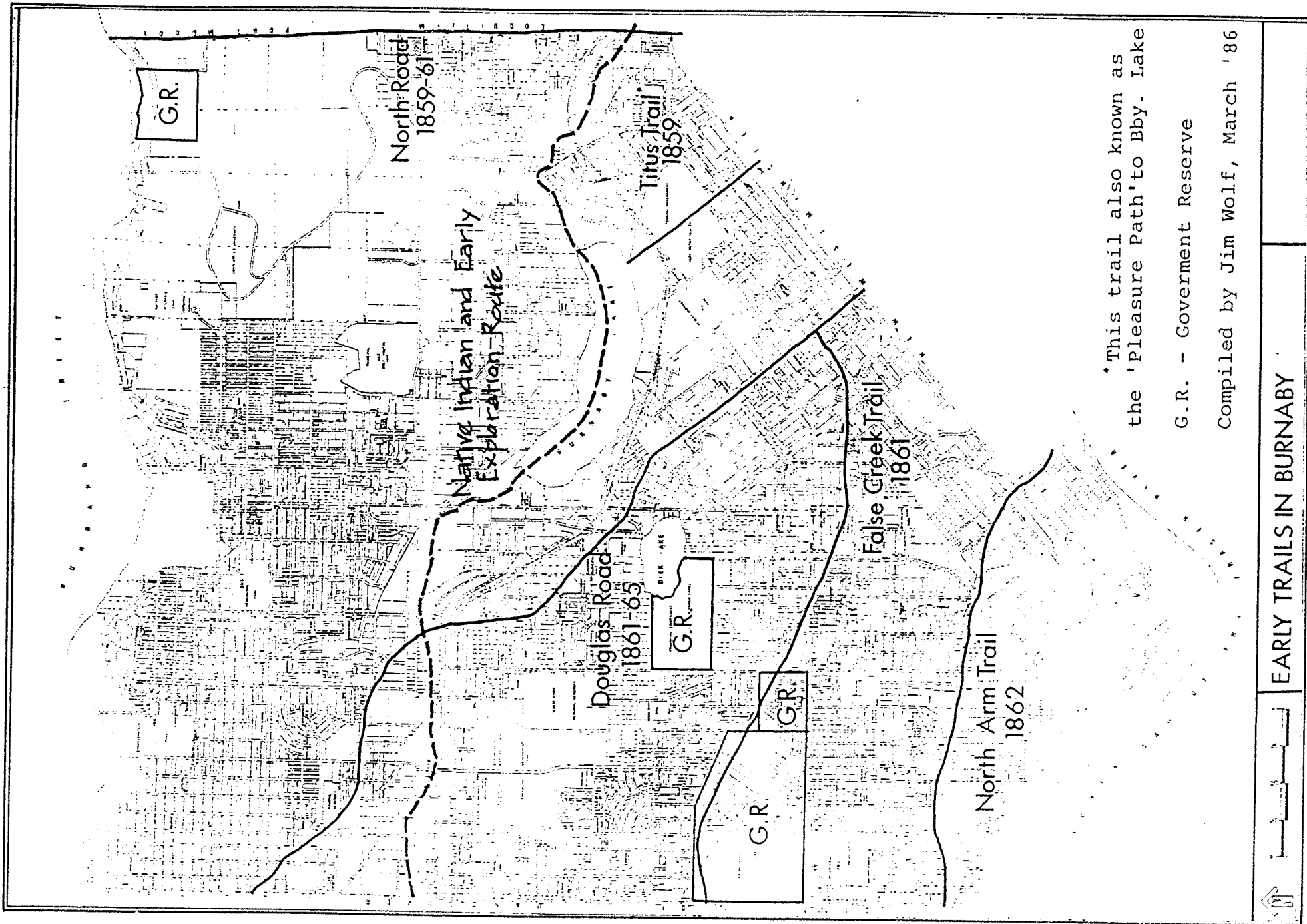
This interurban line was primarily built to accommodate an increase in the freight service gained by the B.C.E.R. Company. It was built through Burnaby's boggy Fraser Arm District with little hope of attracting a large passenger service. However, within a year an hourly passenger service joined the milk and freight trains on this fast-running connector. With the completion of connections to Vancouver and Chilliwack this line was joined with national and international railways. Today the line remains intact (although without electric trains) and continues to serve as an important transportation route.

3.4.3 Burnaby Lake Interurban Line: 1911 - 1953

The construction of this line was made necessary because of the Railway Company's Franchise Agreement with the Municipality of Burnaby. It stipulated that a line must be completed through Central Burnaby if the B.C.E.R. Co. wished to maintain its monopoly over public transport. A scheme was devised by the Company to complete the line with as little expense as possible. Land owners granted the Company a land bonus worth well over \$100,000 to guarantee that their property would be on the Line. As a result the Burnaby Lake Line became the focus of a real-estate frenzy. Subdivisions sprouted up along the length of the line hoping to capitalize on the development boom in Greater Vancouver. However, prices were high and the lots did not sell as quickly as the speculators had hoped. The Burnaby Lake Line continued to operate without the expected passenger and freight loads. Its right of way now forms part of the Trans-Canada Highway.

3.4.4. Hastings Streetcar Line: 1913 - 1949

North Burnaby developed rapidly during the real-estate boom which occurred between 1909 - 1913. At the urging of local residents and businessmen the B.C.E.R. Company extended the streetcar all the way to Ellesmere Ave. on Capitol Hill from Boundary Road. Hastings Street relied on the introduction of the streetcar from Vancouver in order to develop a vibrant shopping district. During the 1920's and 1930's many small shops were built to serve a rapidly expanding suburban population and created the business area now known as the Heights. The streetcar, locally known as the "Toonerville Trolley", was the areas vital lifeline to transport people from their homes to businesses and shops along the strip.



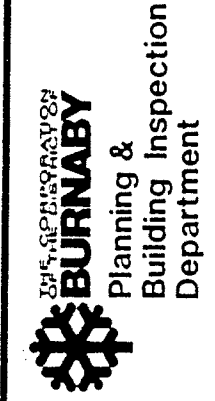
*This trail also known as the 'Pleasure Path' to Bby. Lake

G.R. - Government Reserve
 Compiled by Jim Wolf, March '86

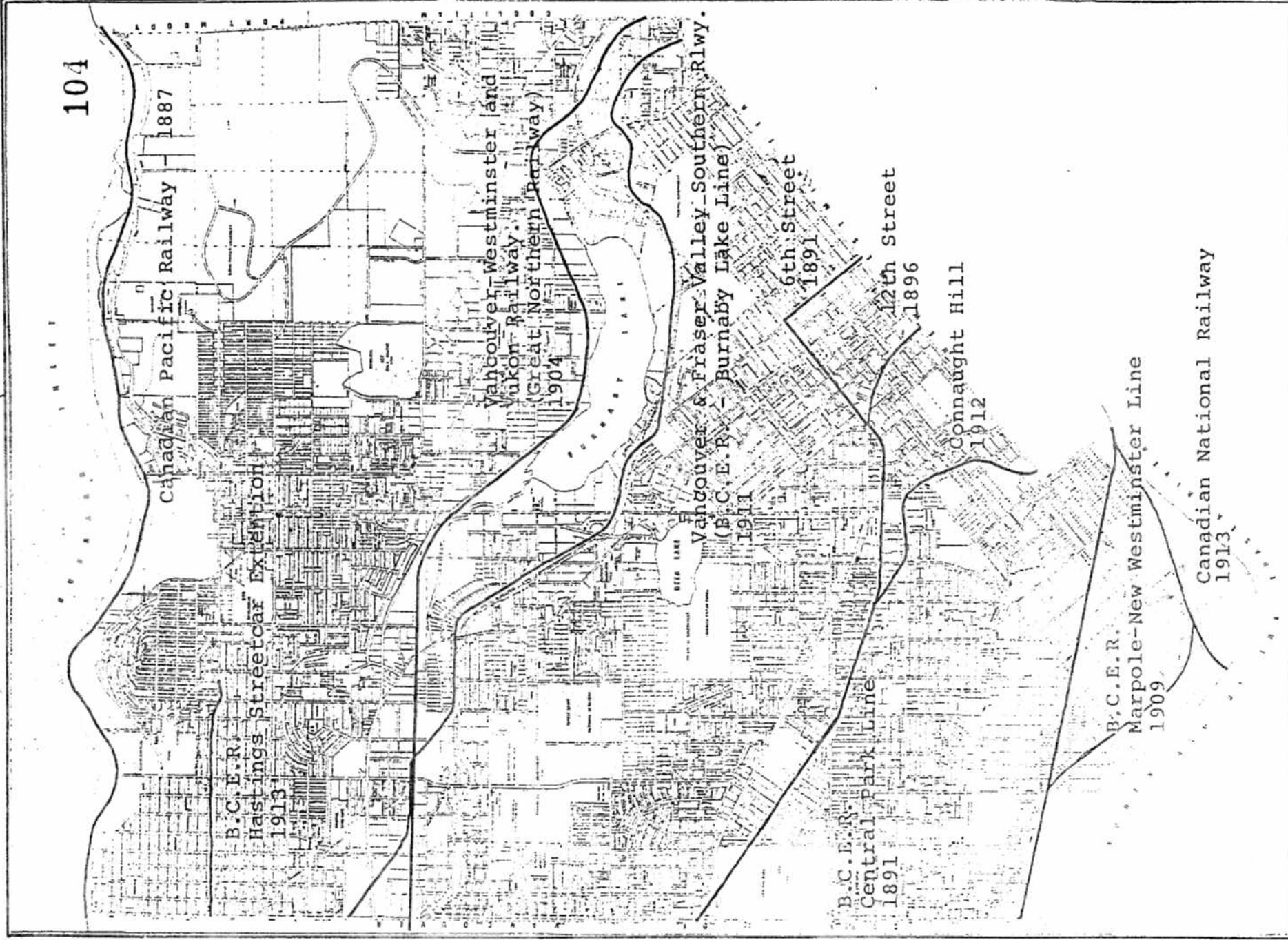
EARLY TRAILS IN BURNABY

Date: 86 MARCH
 REVISED: 90 APRIL

Scale: AS SHOWN



Drawn By: J.W.
 K.R.



RAILWAYS IN BURNABY 1887 - 1913



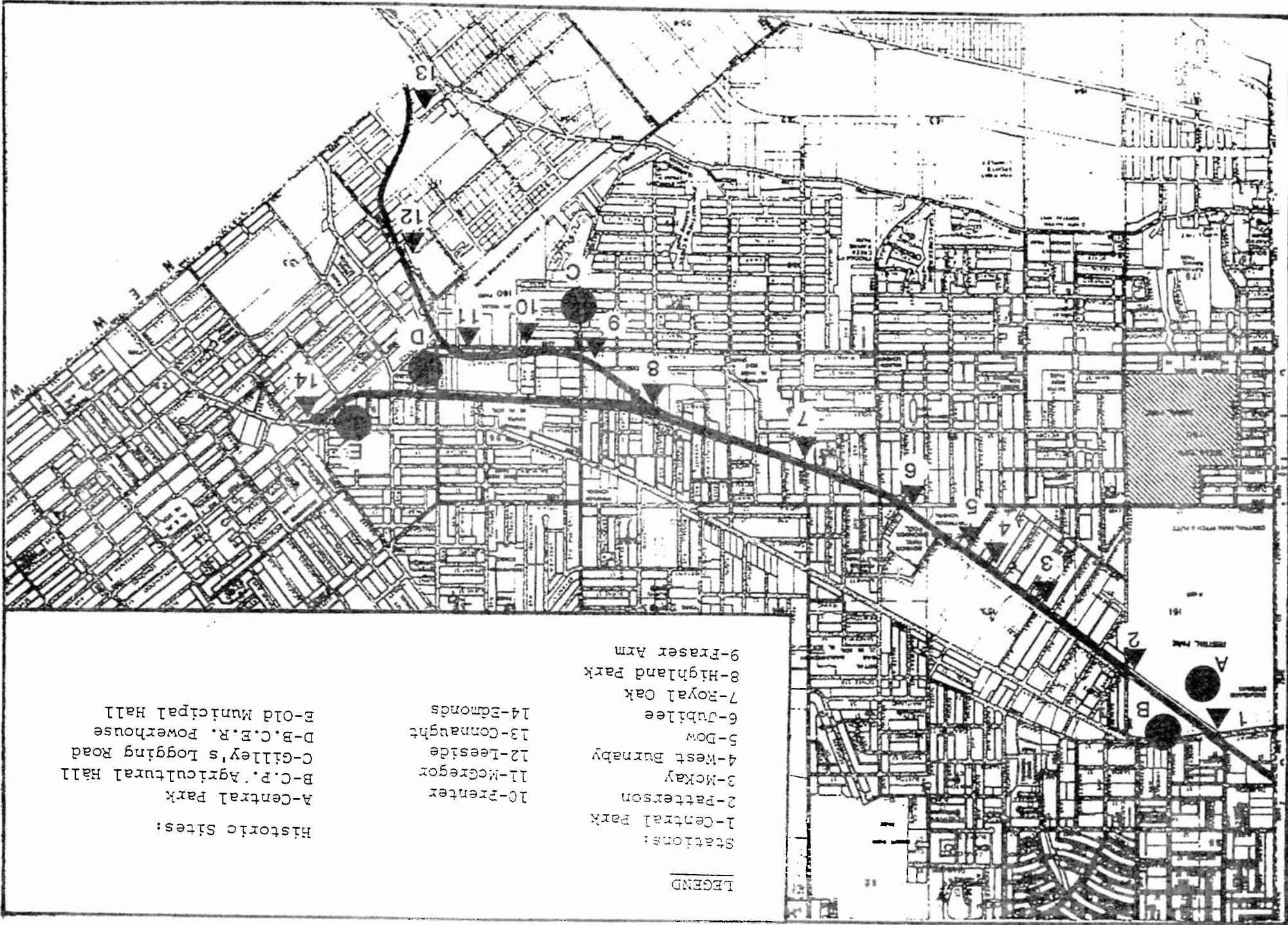
Date: 1909

Scale: AS SHOWN

Drawn By: J.W.



Planning & Building Inspection Department



Historic Sites:

A-Central Park
 B-C.P. Agricultural Hall
 C-Gilley's Logging Road
 D-B.C.E.R. Powerhouse
 E-Old Municipal Hall

LEGEND

Stations:
 1-Central Park
 2-Patterson
 3-McKay
 4-West Burnaby
 5-Dow
 6-Jubilee
 7-Royal Oak
 8-Highland Park
 9-Fraser Arm

10-Prenter
 11-McGregor
 12-Leaside
 13-Connaught
 14-Edmonds

Date

Scale

Drawn By



Planning &
 Building Inspection
 Department

APPENDIX "C"

Historic Sites and Stations
 on the B.C. Parkway/Tramline

