

**HERITAGE
CONSULTANTS**



FOX TON

PROJECT: CPR WATERFRONT STATION
SERVICE: HERITAGE IMPACT ASSESSMENT & CONSERVATION STRATEGY
ADDRESS: 555 WEST CORDOVA STREET
601 WEST CORDOVA STREET
PREPARED FOR: CADILLAC FAIRVIEW CORPORATION
DATE: December 2025

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Executive Summary

RESOURCE NAME
Canadian Pacific Railway Station (Waterfront Station)
ALTERNATIVE NAME(S)
C.P.R. Passenger Terminal, C.P.R. Station, Canadian Pacific Railway Terminal, Waterfront Station
LEGAL DESCRIPTION
Lot 5, Plan LMP23952
PARCEL ID
023-166-398
YEAR BUILT
1912–1914 (opened July 1914)
ORIGINAL OWNER(S)
Canadian Pacific Railway Company (C.P.R.)
ARCHITECT/DESIGNER
Barott, Blackader & Webster, Architects
BUILDER
Westinghouse, Church, Kerr & Company

The Canadian Pacific Railway (CPR) Station, constructed between 1912 and 1914, is one of Vancouver’s most prominent Beaux-Arts landmarks and the historic western terminus of the CPR’s transcontinental line. Its monumental Ionic colonnade, symmetrical brick and terra cotta façades, arched ground-floor openings, and grand interior concourse contribute to its enduring civic presence on the unceded traditional territories of the ʷməθkʷəy̓əm (Musqueam), Sk̓wx̓wú7mesh (Squamish), and Səlilwətał (Tsleil-Waututh) Nations. Today, as Waterfront Station, it serves as a major regional transportation hub and a defining feature of the central waterfront.

The proposed redevelopment of the neighbouring 555 West Cordova Street site introduces a contemporary mixed-use tower designed by James K.M. Cheng Architects. The tower’s elevated massing preserves openness at grade and key public sightlines while remaining fully structurally independent from the CPR Station. The only point of contact is a light, non-loadbearing glazing enclosure that meets the Station’s east elevation without attaching to, penetrating, or imposing loads onto the historic building.

This report includes a Heritage Impact Assessment addressing three adjacent heritage resources, CPR Waterfront Station, the Gastown Historic District, and the Kelly, Douglas & Co. Warehouse, and a Conservation Strategy focused specifically on CPR Waterfront Station. Based on the Standards and Guidelines for the Conservation of Historic Places in Canada, Statements of Significance, archival sources, and previous studies, the assessment finds no direct physical impacts resulting from the proposed development. Potential visual impacts are anticipated to be low to low-medium and can be effectively managed through ongoing design refinement and construction-phase protections.

1.0 Introduction

The redevelopment of 555 West Cordova Street proposes the construction of a contemporary mixed-use tower on the surface parking lot immediately northeast of CPR Waterfront Station. Designed by James K.M. Cheng Architects, the new building employs a lifted massing strategy that maintains openness at the ground plane, preserves key public sightlines to Burrard Inlet and the North Shore mountains, and ensures that the development remains visually subordinate to the Station's prominent Beaux-Arts frontage. The tower will remain fully structurally independent from the CPR Station; the only point of contact is a light, non-loadbearing glazing enclosure that meets the Station's east elevation without attaching to, penetrating, or imposing loads onto the historic building.

The subject site is located within a highly sensitive historic context defined by several significant heritage resources, including CPR Waterfront Station itself (a municipally designated heritage building), the Gastown Historic District (a nationally and municipally recognized historic area), and the Kelly, Douglas & Co. Warehouse (a municipally recognized heritage building).

This report provides an integrated understanding of the heritage considerations associated with the proposed redevelopment. It combines:

- A Heritage Impact Assessment (HIA) addressing
 - CPR Waterfront Station,
 - the Gastown Historic District, and
 - the Kelly, Douglas & Co. Warehouse; and
- A Conservation Strategy specific to CPR Waterfront Station, establishing the conservation intent, guiding principles, and preservation-based approach that will govern the treatment and long-term stewardship of the Station throughout the redevelopment process.

The purpose of this combined document is to identify potential impacts of the new development on adjacent heritage resources, evaluate those impacts in relation to their heritage value and character-defining elements, and outline a conservation framework that supports the long-term protection and continued prominence of the CPR Waterfront Station as a significant heritage asset in the City of Vancouver.

1.1 POLICY AND METHODOLOGY FRAMEWORK

This assessment is guided by the established heritage policies, regulatory frameworks, and conservation tools that apply to CPR Waterfront Station and its surrounding historic context. These documents inform both the methodology used in this report and the criteria by which the proposed redevelopment has been evaluated.

The primary reference is the Standards and Guidelines for the Conservation of Historic Places in Canada, which provide the national benchmark for determining appropriate levels of intervention, including preservation, rehabilitation, and restoration. These Standards form the basis for evaluating compatibility, reversibility, and the overall impact of new development adjacent to heritage resources.

The Central Waterfront Hub Framework provides additional direction regarding built form, massing, view corridors, and the long-term planning vision for this precinct of the downtown waterfront. Its emphasis on contextual fit, public realm integration, and the protection of key views directly informs the assessment of the proposed tower's massing strategy and spatial relationship to CPR Waterfront Station.

Given the site's proximity to the Gastown Historic District, the Gastown Historic Area Planning and Design Guidelines are also relevant. These guidelines outline expectations for scale, streetwall character, materiality, and architectural expression within and adjacent to the historic district. They are referenced here to ensure that the redevelopment supports the broader heritage character of the area.

Methodologically, this report draws on the Statements of Significance (SOS) for CPR Waterfront Station, the Gastown Historic District, and the Kelly, Douglas & Co. Warehouse, which identify the heritage values and character-defining elements that form the basis of the impact analysis. The assessment is further informed by archival research (including historic photographs, mapping, plans, and documentary sources) and on-site observations undertaken to understand existing conditions, spatial relationships, and visibility of the heritage resources in relation to the proposed development.

These policy and methodological foundations provide the basis for evaluating the proposed redevelopment and inform the heritage analysis and conservation recommendations presented in the sections that follow.

2.0 Historical Context

2.1 INDIGENOUS CONTEXT AND EARLY SURVEY

Long before the establishment of the City of Vancouver, the lands and waters now associated with CPR Waterfront Station and the central waterfront formed part of the traditional territories of the *w̓məθkʷəy̓əm* (Musqueam), *Sḵw̓x̓wú7mesh* (Squamish), and *Səlilwətał* (Tsleil-Waututh) peoples. These Nations have occupied, used, and cared for this place since time immemorial, and the land remains unceded territory.

Indigenous relationships to land and water are rooted in spiritual, cultural, and communal understandings rather than individual ownership. By contrast, European explorers arriving in the late eighteenth century and settlers arriving from the 1850s onward approached land in material terms, claiming, surveying, and commodifying it as real estate. This shift laid the foundation for Vancouver's early property market and growth as a port and rail terminus.

Surveying played a central role in imposing a new spatial order on the landscape. Gunter's chain, the surveyor's 66-foot measuring tool, literally inscribed the emerging grid upon the land. Granville Townsite was laid out in 1870; following the Great Fire of 1886, four surviving survey posts allowed the townsite to be re-established and re-surveyed. In 1885, Lauchlan Hamilton began to survey and name Vancouver's streets, gridding the downtown peninsula at a 45-degree angle from true north.

By the turn of the twentieth century, much of the city was organized according to this rectangular framework, overlaid by earlier routes such as Kingsway. The City's Philadelphia or Decimal System allotted one hundred street numbers per block. North-south streets were

named – and often renamed – for property owners, battles, historical figures, provinces, trees, or flowers, while east-west routes were numbered as avenues, with a dividing line west of Main Street. As the city continued to grow, ongoing subdivision and consolidation of lots created an ever-shifting legal and cadastral pattern, layered upon the older Indigenous and early colonial landscapes.

2.2 RAILWAYS AND THE FORMATION OF VANCOUVER

For Vancouver, the 1880s marked a period of rapid transformation tied directly to the arrival of the transcontinental railway. As a condition of British Columbia's entry into Confederation, the Dominion government committed to build a railway linking Montreal to the Pacific coast. The choice of route and terminus location was the subject of intense speculation and political negotiation.

When the Canadian Pacific Railway (CPR) selected the Fraser Valley route with Port Moody as its initial western terminus, land speculation accelerated in the region. Established settlements such as Granville, Gastown, and Hastings Mill saw intensified development and investment. The first train arrived in Port Moody on July 1, 1886, just as Granville was incorporated as the City of Vancouver and, shortly afterward, devastated by the Great Fire of June 1886.

Despite the fire, investor confidence remained high. Incorporation, coupled with the advantages of a deep-water harbour and ready natural resources, attracted capital from eastern Canada and Britain. Rebuilding after the fire shifted construction toward masonry, brick and stone, seen as more resilient than wood.

Commercial and financial development gradually expanded from the original centre at Water and Cordova Streets toward Georgia and Granville Streets.

Recognizing the economic potential of Burrard Inlet, the CPR extended its main line beyond Port Moody to Vancouver. The first CPR train arrived near the north end of Howe Street on May 23, 1887, cementing Vancouver's role as the railway's true Pacific terminus and triggering a new wave of growth. By the late 1880s and early 1890s, Vancouver's population and land values were rising sharply, firmly establishing the city as a key economic centre on the west coast.

Although periods of economic slowdown in the 1890s and early 1900s temporarily dampened speculative activity, new resource booms—particularly the Kootenay and Klondike gold rushes—again spurred growth.

Streetcar and interurban lines expanded the city's reach, opening new residential neighbourhoods and reinforcing the downtown as a financial and commercial core.

By the early twentieth century, Vancouver's population had surpassed 100,000, with rapid development in both downtown and CPR-held lands such as Point Grey and Shaughnessy Heights. This period set the stage for major civic and corporate building projects, including large hotels, "cloud scrapers," and infrastructure associated with rail and maritime trade.

2.3 THE CANADIAN PACIFIC RAILWAY AND URBAN DEVELOPMENT

Vancouver's early development was closely bound to the CPR, which exerted significant control over transportation, real estate, and major civic amenities.



1904 panoramic view of the earlier CPR Station and the adjacent railyards along Burrard Inlet. (Notman, VPL 1867)



1904 view of the second CPR Station, designed in the Chateau style by Edward Maxwell and completed in 1898. (CVA Bu P396)

The location of the CPR terminus on Burrard Inlet influenced the city's concentric expansion and the appropriation of low-lying waterfront land for rail yards at False Creek and Coal Harbour.

The first CPR roundhouse in Vancouver was built of wood near present-day Chinatown, later replaced by the permanent roundhouse at the foot of Drake Street, a structure that survives today. A community, Yaletown, developed around CPR shops relocated from Yale on the Fraser River, tying neighbourhood formation directly to rail infrastructure. Other surviving CPR-related buildings, such as the Yale Hotel, Keith Block, and the Roundhouse, attest to this early phase of development.

The CPR's influence extended beyond transportation. The company developed and owned major structures such as the original Hotel Vancouver, theatres, and other amenities, and its agents laid out downtown streets—some bearing the names of railway officials (Abbott, Cambie, Hamilton, Beatty). The company also developed extensive residential and industrial districts, including the exclusive Shaughnessy Heights subdivision and multiple industrial areas served by

spur lines, such as the warehouse district along the north side of Water Street and the rail-served blocks of Beatty Street and Granville Island.

While competition from other railways and modes of transport grew in the early twentieth century, the CPR remained a dominant real estate and infrastructure actor. Its land holdings and rail networks shaped the evolution of downtown and the central waterfront, including the area around what is now Waterfront Station.

2.4 VANCOUVER'S THREE CPR STATIONS

The subject site at 555 West Cordova Street lies immediately east of the current Waterfront Station, the third CPR station constructed on the site. Understanding this building requires a brief history of the three successive CPR terminals that occupied the central waterfront.

The first CPR station, designed in concept by architect Thomas C. Sorby (1836–1924), was envisioned as a picturesque, multi-gabled and turreted structure. In practice, what was built when the first train arrived in 1887 was a simple frame building under a plain roof, likely designed by CPR Land Department engineer Paul Louis François-Xavier Marmette (1859–1952). Although modest, this first terminal symbolized the arrival of transcontinental rail service in Vancouver.

As the city grew, the need for a more substantial station became apparent. In 1891, architect Edward Colonna prepared designs for a new station in the CPR's characteristic Chateau style, with a grand arched entrance flanked by a round and a polygonal tower. Economic downturn halted construction after only the foundations were started. During the late-1890s mining boom, work resumed under Montreal



1912

1912 panoramic view of Vancouver's waterfront showing the second CPR Station (1898–1914) and the railyards prior to construction of the present Beaux-Arts CPR Station. (Leonard Frank, VPL 11439)

architect Edward Maxwell, who enlarged and refined Colonna's design while retaining its unusual tower arrangement. Completed around the turn of the century, this second station stood on a rusticated stone base with steep roofs and dormer windows, presenting an imposing profile on the waterfront. The success of the railway and explosive growth of the city soon rendered even this second station inadequate. After only about fifteen years in service, it was demolished in 1914 to make way for a larger, more monumental third station adjacent to its site.

2.5 DESIGN AND DETAILING OF THE THIRD (CURRENT) STATION

While the CPR's luxury hotels typically adopted the Château style, its major stations often employed Beaux-Arts Classicism to convey corporate power and civic stature. Characterized by broad façades, colonnades, and monumental symmetry, this style was widely used for public and corporate architecture in the early twentieth century.

The current CPR Waterfront Station, completed in 1914, was designed by the Montreal firm Barott, Blackader & Webster. Ernest Isbell Barott (1884–1966) studied architecture at Syracuse University and apprenticed with McKim, Mead & White in New York, while Gordon Home Blackader (1885–1916) trained at McGill University and the At elier Laloux in Paris, also working for McKim, Mead & White in 1908. In 1912, Blackader formed a partnership with Barott and Daniel T. Webster, bringing together Beaux-Arts and North American corporate design influences.

The resulting station on Cordova Street, now known as Waterfront Station, is an excellent example of Beaux-Arts classical architecture. Its primary façade is defined by a monumental Ionic colonnade and richly articulated brick and terra cotta detailing. Behind the colonnade, a pilastered central hall is adorned with scenes of the Rocky Mountains, celebrating the railway's transcontinental route and the landscapes it traversed. The building permit for the station was taken out in late 1912, with construction continuing through to completion in 1914.

Originally, the station featured fixed metal canopies at each end elevation spanning the three main arched windows, as well as additional canopies and fabric awnings on the rear elevation. These early canopies and awnings were later removed, altering some aspects of the building's original appearance.

At the upper cornice level, the building incorporates ornamental terra cotta sourced from South Amboy, New Jersey. Records from the New York Architectural Terra Cotta Company indicate a 1912 contract of \$35,000 for the terra cotta work on the Canadian Pacific Railway terminal. South Amboy was a notable centre of clay and terra cotta production, supplying ornamental building elements to major North American cities. On the CPR Station, terra cotta appears on the front and side elevations at the upper cornice, with circular and leaf motifs and projecting acroteria regularly spaced along a vertically combed, stone-coloured band, visually tying into the limestone detailing of the lower cornice and window surrounds.



1914-08. Thomson, Stuart. President Roosevelt and Mayor Taylor outside the CPR Station [CVA 99-1276]

2.6 POSTWAR CHANGE, THREATS, AND REVITALIZATION

Following the Second World War, the rise of automobile and air travel, along with the increased use of trucks for freight, diminished the central role of passenger rail. Across Canada, rail infrastructure was reduced, and many urban stations faced neglect or demolition.

Vancouver's CPR Station was no exception. By the late 1960s, plans were advanced to demolish the station and construct an elevated waterfront freeway linked to a proposed third crossing of Burrard Inlet. These freeway plans, along with major urban renewal proposals, were ultimately halted in 1971 following strong public opposition and the designation of Gastown and Chinatown as heritage areas.

The station, then owned by Marathon Realty, was again threatened with demolition as part of the Project 200 waterfront redevelopment scheme, of which only 200 Granville Street was ultimately built. Recognition of the building's historic and architectural significance led to its designation as a municipal heritage site in the mid-1970s.

Subsequent reinvestment and the expansion of regional transit networks transformed the former CPR terminal into Waterfront Station, the region's principal multi-modal transportation hub serving rail, rapid transit, and ferry systems. This adaptive reuse preserved the building's central role in Vancouver's transportation history while integrating it into a contemporary mobility network.

2.7 MAIL TUNNEL AND CONVEYOR SYSTEM

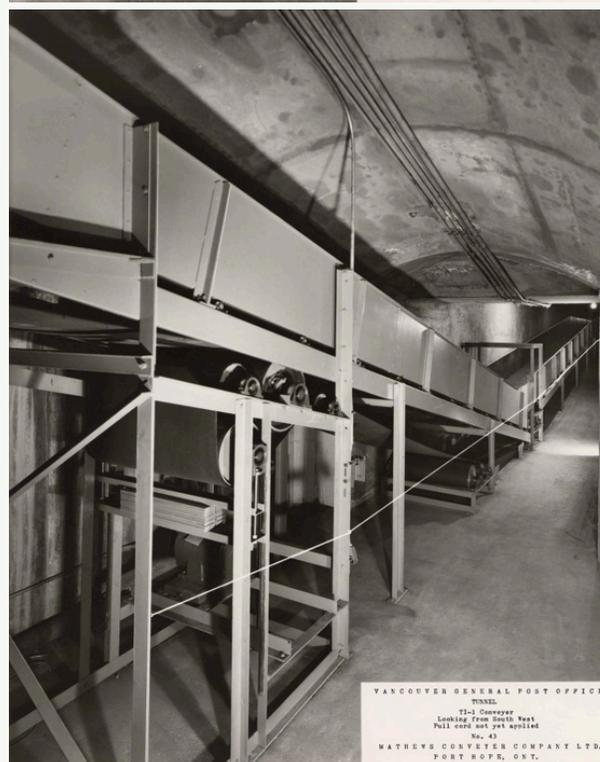
Beneath the CPR Station and the surrounding downtown blocks is the remnant of an underground mail tunnel that once linked the CPR Station to Vancouver's new Main Post Office at Homer and Dunsmuir Streets. Although no longer in use, portions of this tunnel network likely still exist below the site today and form part of the broader infrastructural history of the Central Waterfront.

Planning for the tunnel began in the early 1950s as a way to move mail more efficiently between the CPR's rail operations and the new federal postal facility. Preliminary work started in 1952, with detailed design carried out in the mid-1950s by McCarter, Nairne & Partners with the federal Public Works Department. Construction began in 1956, undertaken by Northern Construction and J.W. Stewart Ltd. The tunnel was drilled and blasted from both ends, meeting beneath 518 Richards Street, and followed an angled route roughly 2,200 feet long: east from the CPR Station along Cordova, south along Richards, and east along Dunsmuir to the Post Office.

A double-deck conveyor system, installed in 1958–1959 by Matthews Conveyor Co., transported mail between the buildings in about eight to ten minutes and was promoted at the time as the first system of its kind. However, with the rapid rise of airmail and shifting freight patterns, the conveyor never reached its intended capacity and was described as a “white elephant” within a few years of opening. Canada Post staff reportedly used bicycles to travel through the tunnel while overseeing operations.

The conveyor system was decommissioned and removed in 1975 by Public Works Canada, but the tunnel structure itself remained and was used intermittently for storage and later as a filming location. The entrance at the former Post Office was likely sealed during the redevelopment

1959. View of conveyor system inside the mail tunnel. (JMABC LF 03811)

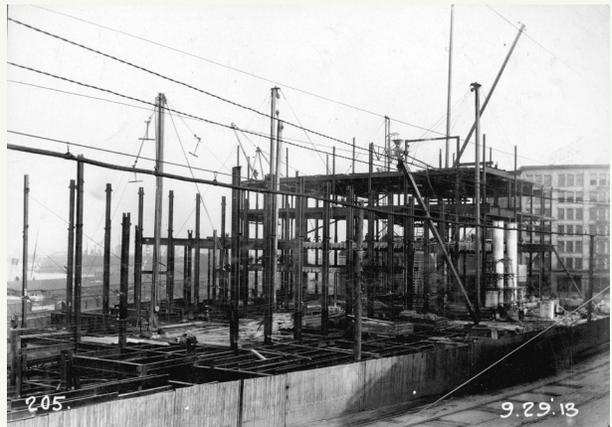
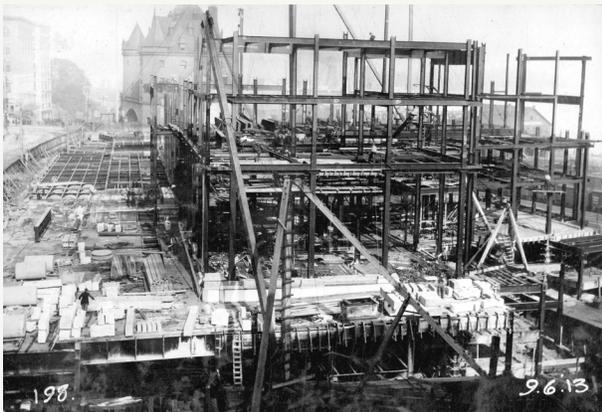
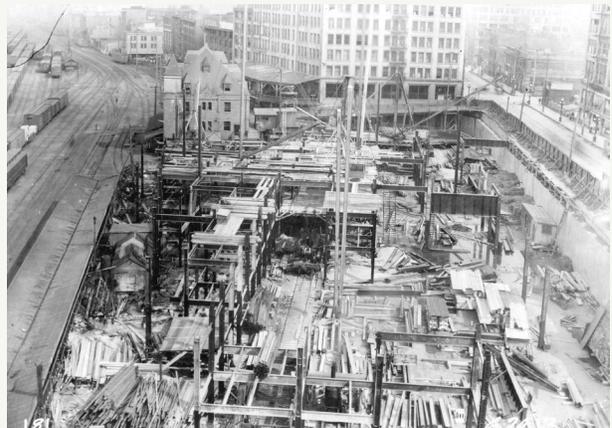
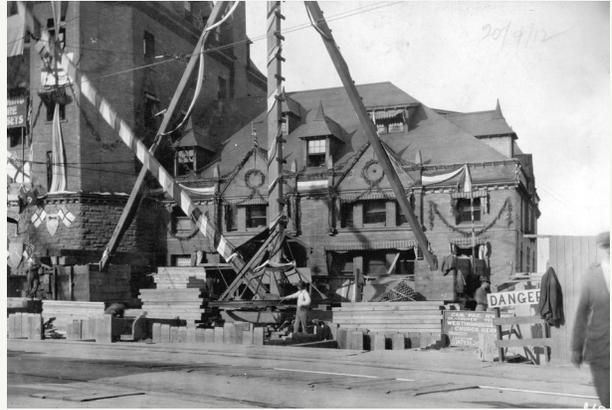




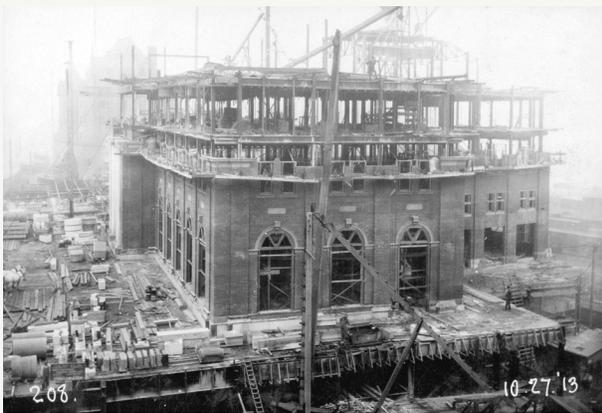
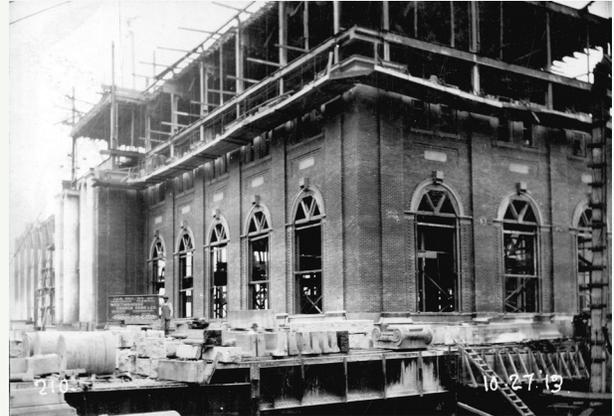
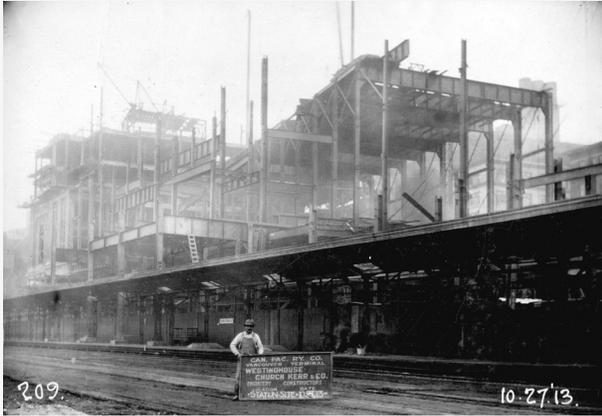
1912 construction views of the CPR Station, showing the excavation and staged erection of the steel structure. (CVA 152-5 series)



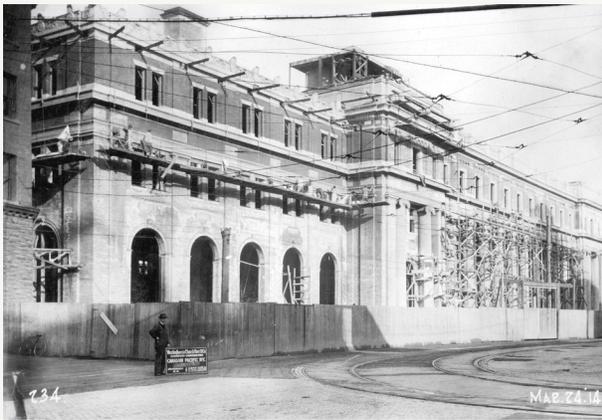
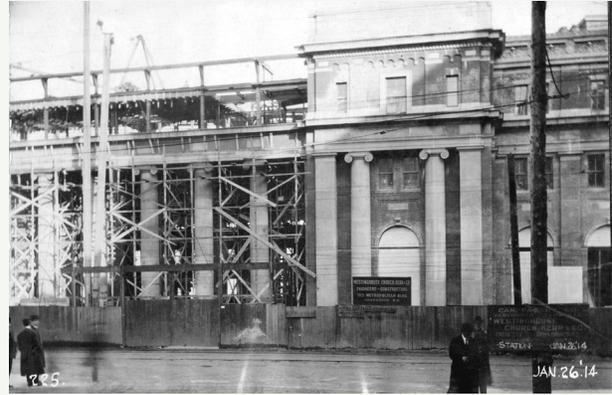
1912 construction views of the CPR Station, showing the excavation and staged erection of the steel structure. (CVA 152-5 series)



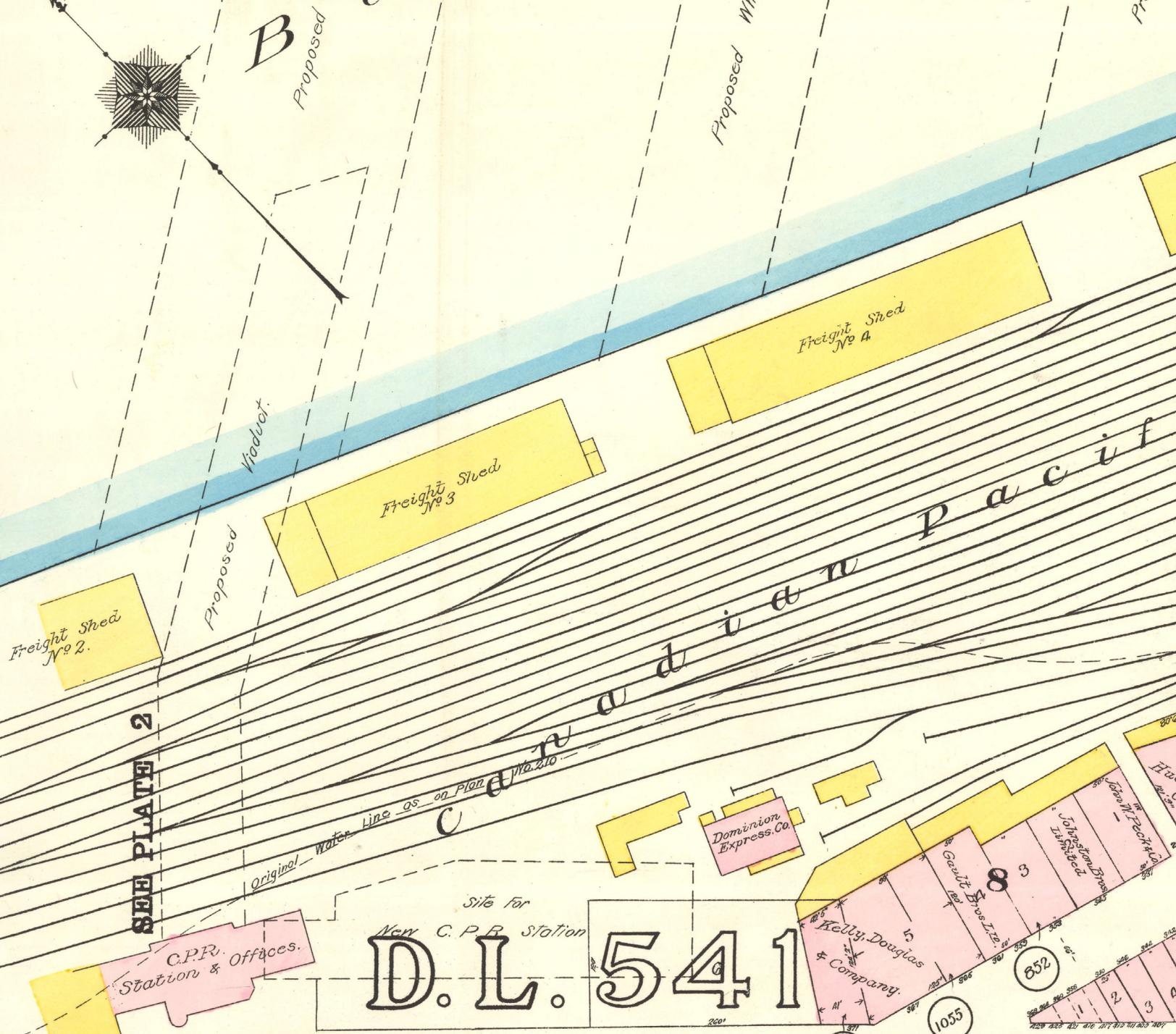
1912 construction views of the CPR Station, showing the staged erection of the steel structure. (CVA 152-5 series)



1912 construction views of the CPR Station, showing the staged erection of the steel structure, exterior walls, and Beaux-Arts colonnade. (CVA 152-1 and 152-5 series)



1912 construction views of the CPR Station, showing the staged erection of the steel structure, exterior walls, and Beaux-Arts colonnade. (CVA 152-1 and 152-5 series)



SEE PLATE 2

Original Water Line as on Plan No. 210

Site for New C.P.R. Station
D.L. 541

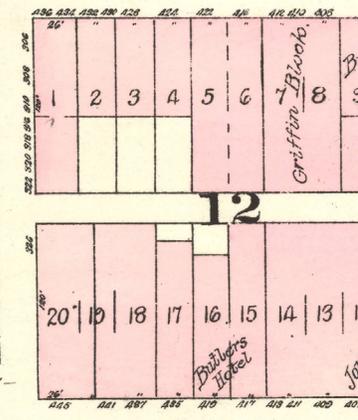
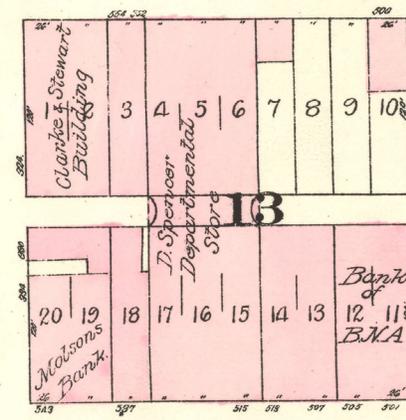
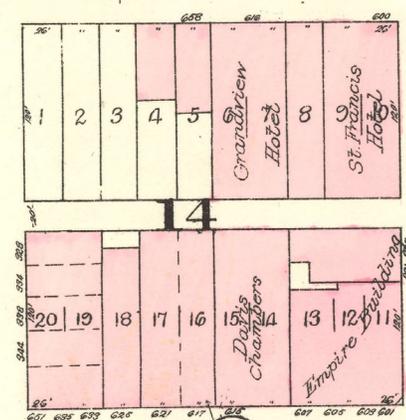
CORDOVA ST. WEST

GRANVILLE ST.

SEYMOUR ST.

RICHARDS ST.

HASTINGS ST. WEST



SEE PLATE 5

3.0 Heritage Impact Assessment

3.1 OVERVIEW AND SCOPE

The proposed redevelopment of 555 West Cordova Street, designed by James K.M. Cheng Architects, introduces a contemporary mixed-use tower immediately northeast of the Canadian Pacific Railway (CPR) Station at 601 West Cordova Street. The design employs a lifted massing strategy that maintains openness at grade, preserves key public sightlines toward Burrard Inlet and the North Shore mountains, and ensures that the new construction remains visually subordinate to the Station's prominent Beau-Arts façade. The tower will remain fully structurally independent from the CPR Station; the only point of contact is a light, non-loadbearing glazing enclosure along the east elevation that does not attach to, penetrate, or impose loads on the historic building. No structural attachments or access connections between the buildings are proposed.

This Heritage Impact Assessment (HIA) evaluates the potential effects of the proposed redevelopment on three adjacent historic resources: the CPR Station, the Gastown Historic District, and the Kelly, Douglas & Co. Warehouse. The purpose of this HIA is to determine whether the proposed development conserves the heritage value and character-defining elements of these resources and to identify any potential impacts or required mitigation measures.

The assessment draws upon the existing Statements of Significance for each resource and considers the proposal in relation to the Standards and Guidelines for the Conservation of Historic Places in Canada, the Central Waterfront Hub Framework, and the Gastown Historic Area Planning and Design Guidelines.

3.2 BASELINE HERITAGE CONTEXT

To understand how a monumental building such as CPR Waterfront Station was built, a brief history of the City of Vancouver during the period associated with the Station must be considered to appreciate the mechanisms and economic forces that influenced the establishment of the grand building. Prior to the founding of what is now known as the City of Vancouver, this place was inhabited and its lands and waters utilized by the ʷməθkʷəy̓ əm (Musqueam), Skwx̱ wú7mesh (Squamish), and Səlilwətał (Tsleil-Waututh) people. The land was, and continues to be, unceded territory. For the purposes of this study, the historic context discussed will focus on the period beginning with the laying out of the Granville Townsite (1870), as colonization and European settlement was fully underway. The focus on this particular history is to provide an understanding of the complex relationship of key players (City of Vancouver, Canadian Pacific Railway, etc.) in the establishment of the Station and within the context of the proposed adjacent redevelopment project.

Indigenous people view the landscape in holistic terms and consider ownership of land to be common. The European explorers who arrived in the late 18th century and the settlers who started arriving in the 1850s saw land in material terms, and commenced to claim it, measure it and sell it; this commodification formed the basis of Vancouver's early real estate market. Gunter's chain – the essential surveyor's tool with a fixed length of 66 feet – left its mark as Europeans mapped and settled the area. Granville Townsite was laid out in 1870; after the Great Fire in 1886, four survey posts remained in place from which it was possible to re-survey the settlement. In 1885, Lauchlan Hamilton began to survey and name Vancouver's streets, with the remainder of the downtown peninsula gridded off at a 45-degree

CPR Waterfront Station is valued for its formative role in Vancouver's emergence as a major Canadian and trans-Pacific centre. The CPR's shift of its western terminus from Port Moody to the Granville Townsite in the 1880s accelerated urbanization, speculative growth, and the establishment of the downtown grid. By positioning Vancouver as the principal Pacific gateway, the CPR shaped early-twentieth-century patterns of settlement, labour mobility, tourism, and commerce. Completed in 1914 as the third terminal on the site, Waterfront Station is significant as an embodiment of national ambitions and the integration of Vancouver into continental rail and steamship networks.

The Station is additionally significant for its landmark urban presence. Situated at the meeting point of the Old Granville Townsite and the CPR-imposed grid, the Station asserts a commanding civic role along Cordova Street and the waterfront. Its monumental colonnade, balanced massing, and strong horizontality anchor key view corridors and define the central waterfront. The building's direct relationship to Burrard Inlet further enhances its landmark character and its function as a prominent threshold between the city and the ocean to the north.

CPR Waterfront Station is also valued for its long-standing function as a transportation hub. Beginning as an Indigenous travel node, the site later became the CPR's primary rail and steamship terminus, connecting Vancouver to national rail systems, regional maritime routes, and global shipping networks. Following major adaptation in 1978, it became metropolitan Vancouver's principal multimodal interchange, serving SeaBus, SkyTrain, the West Coast Express, and the Canada Line. This continued use highlights the site's enduring association with mobility, exchange, and regional movement patterns.

Architecturally, Waterfront Station is significant as one of Vancouver's most intact examples of Beaux-Arts Classicism and early corporate architecture. The location on Cordova Street, adjacent to the entry to

Gastown at the wedge juncture between the street grids of Old Granville Townsite and downtown Vancouver, gives the CPR Waterfront Station a commanding presence. Its monumental scale and civic importance establish this as one of the city's most important works of urban architecture. The building was designed by prominent Montréal architects Barott, Blackader and Webster in 1912, and took two years to complete. The massive scale of the structure and its robust use of neoclassical architecture reflects the booming economy of the Edwardian era, a time of vast investment in transportation infrastructure as similar grand railway stations were built across Canada. The Beaux-Arts classical exterior architecture provides an imposing civic monument, notable for its symmetry, grand entry colonnade and recessed arcade. The interior concourse is one of the city's most impressive Edwardian-era public spaces, echoing the monumental scale and symmetry of the exterior, with giant order Ionic columns, a deep coffered ceiling, and paintings that depict Canadian landscapes. An important part of the Station's history is marked by the graceful bronze 1921 'Angel of Victory' war memorial by Coeur de Lion McCarthy, which commemorates lives of CPR workers lost during war service, and recalls the central role of the CPR in the movement of troops and supplies across the country during wartime.

CPR Waterfront Station additionally holds lasting value as a civic gateway and locus of collective memory. For generations of immigrants, tourists, and workers, the Station served as a principal point of arrival and departure, embedding it in Vancouver's narratives of mobility, welcome, and commemoration. Its iconic massing remains a defining element of the city's cultural identity.

Character-Defining Elements

Key elements that define the heritage character of the Canadian Pacific Railway Waterfront Station include its:

- location on Vancouver's central waterfront, at the north edge of the downtown core and adjacent to the entry to Gastown, marking the change in the

- street grid at the edge of the Old Granville townsite;
- historic location as the terminus of the transcontinental CPR railway and its connection with the Pacific Ocean at Port of Vancouver, represented by the Incised “Canadian Pacific Railway” sign above the central main entry;
- ongoing role as the central nexus of regional transportation including water, rail, air, and the transit system;
- landmark visibility of the front façades from the land side, and of the rear façade from the harbour side;
- urban form, scale, and massing built into the edge of an escarpment, with three upper stories facing the street, two lower floors facing the water, and a recessed upper floor with a low hipped roof; linear massing of the front facades; projecting central front entry; and rear façade with seven parallel roofline gables;
- high quality construction materials and craftsmanship, including exterior red brick and terra cotta;
- Beaux-Arts classical design elements including richly articulated façades with vertical pilasters and continuous horizontal cornices at the second and third floor levels; roofline acroteria; prominent central entry colonnade with giant order Ionic columns and recessed entry arcade; continuous balustrades at front and rear; and round arched windows at the ground level street facades and top floor at rear;
- fenestration, including one-storey ground floor and two-storey rear façade arched metal window assemblies; and regular banks of punched windows;
- interior public concourse that reflects the overall symmetry of the front colonnade with giant order Ionic columns and pilasters, a deep coffered ceiling, terrazzo flooring, wall clocks at each end, clock, and landscape paintings installed in 1916; and
- additional features such as the ‘Angel of Victory’ bronze war memorial on a granite base.

3.3.2 GASTOWN HISTORIC DISTRICT

The Gastown Historic District is a nationally and municipally recognized historic area located immediately southeast of the CPR Station. Its heritage value lies in its location and concentration of commercial buildings built between 1886 and 1914, fine-grained street pattern, and cohesive historic streetscape characterized by brick façades, narrow frontages, and pedestrian-scaled massing. The district’s relationship to the CPR Station is contextual, reflecting the historic transition between the original Granville Townsite grid and the CPR-imposed street pattern to the west.

The following Statement of Significance identifies Gastown’s architectural, historic, and contextual values.

Description of Historic Place

Gastown is the historic core of the City of Vancouver, and is the city’s earliest, most historic commercial and warehouse district. The majority of the building stock within the area was built between 1886 and 1914, and is characterized by masonry construction. Buildings are built to the street frontages and their height varies between two and seven stories, resulting in a characteristic “sawtooth” pattern. The historic area boundaries are irregular and contain about ten city blocks.

Heritage Value of Historic Place

Gastown retains a consistent and distinctive built form that is a manifestation of successive waves of economic forces. The area is recognized as the birthplace of Vancouver and played a pivotal role in the city’s history and development. It conveys a sense of time and place related to the first twenty-five years of the City’s history and of a formative period in Canada’s economic development.

Gastown’s origins date to the establishment of the Hastings Mill on the south shore of Burrard Inlet in 1865, the arrival of ‘Gassy Jack’ Deighton in 1867, the original survey of Granville Townsite in 1870 and the choice of this location as the terminus of the Canadian Pacific Railway in 1884. Deighton’s saloon, located on Maple

Tree Square, formed the nucleus of the settlement that came to be known as Gassy's town, or Gastown.

As an historic railway terminus, maritime trans-shipment point and warehousing district, Gastown represents the city's evolving dominance in commerce and finance at the high point of the western economic boom. Gastown was the location of the city's first permanent, largest and most impressive structures. The area's warehouses and commercial buildings vividly illustrate the rapid transformation of a remote outpost into western Canada's largest centre of commercial activity. Originally built to provide accommodation for dockyard, railway and seasonal workers, the area's hotels continue to provide a pool of low cost housing.

Gastown is nationally significant for its representation of the role that major corporations played in the creation of the city, province and the country and in the cooperation between different levels of government in ensuring the success of private development. As the western terminus for the CPR and the eastern terminus for the trans-Pacific shipment of goods, Vancouver's harbour was destined to become Canada's main outlet on the Pacific Ocean. In exchange for extending the railway to Burrard Inlet, the province gave the CPR a subsidy of 2,440 hectares, the largest land deal in the city's history. This enormous pool of vacant land allowed the company to shape the form of the emerging city. Much of the investment capital that built the railway, and developed the country, derived from English sources. Symbolic of close ties to the British Empire, the first passenger train arrived in Vancouver on May 23, 1887, the eve of Queen Victoria's Golden Jubilee.

Gastown has always been a transportation hub, including commuter rail and ferry facilities. It has also been the location of historic events, including the raising of the first Canadian flag on Burrard Inlet in 1872, the movement of troops in 1887 to establish west coast garrisons in response to the Turko-Russian War, and the outfitting of the Klondikers in 1897-98. The area has also been the scene of civic celebration, cultural events

and ceremonial gatherings. The streets of Gastown have often been a focal point for public protests against authority, notably the Gastown Smoke-In and Riot of 1971.

Gastown and Chinatown were at the centre of the anti-freeway debate that shaped the modern downtown. As the city's business district moved farther west, the older areas of the city suffered severe economic decline. The 1960s movement to build a Third Crossing of Burrard Inlet and to redevelop this decaying part of downtown with freeway approaches collided with a new environmental consciousness. The freeway that would have destroyed the historic areas was stopped by an aroused and militant citizenry, and led to the heritage designation of each individual site in the area. This enabled the development of a distinctive tourist-based retail economy, as the designation allowed local merchants to open for business on Sunday in exemption of the Lord's Day Act. Concurrently, an extensive street beautification was initiated along Water Street. Although not authentic in derivation, this was the first Canadian heritage area beautification initiative.

Character-Defining Elements

The historic area's character includes in the following elements:

- Its location at the historic core of downtown, at the confluence of the railway and the working harbour.
- A unique street layout, typified by a radial pattern with a number of oblique angles, manifested in the closed street vistas that provide a visual containment to the area, and in wedge-shaped lots that fostered the development of distinctive landmark 'flatiron' buildings
- The historic public realm, typified by authentic elements such as streets, streetlights, sidewalks, lanes, early paving elements (granite curbs and paving stones)
- Urban open spaces, such as Maple Tree Square (the city's first public gathering place), the diagonal CPR right-of-way (which gave access to the rail yards on False Creek), Blood Alley and Gaoler's Mews

- A characteristic “sawtooth” profile, created by the historic building pattern; some buildings are low and narrow, others high and wide, usually with a projecting cornice at the roofline
- A common Late Victorian and Edwardian commercial vernacular that illustrates the main development period of 1886 to 1914, including buildings built to the street frontages typified by architectural features such as cubic massing, dense site coverage, punched window opening, projecting cornices, bay windows, etc.
- Common building materials including a mixture of masonry elements such as sandstone, granite and brick, with wooden-sash windows and sheet metal cornices
- Street facades are generally more elaborate than the utilitarian rear facades
- Authentic interior elements of individual buildings, including examples of interior finishing (such as stairways, pressed tin ceilings, tile floors, etc.) and interior structural elements (such as exposed brick walls and heavy timber frames, etc.).
- Elements of the street works of the 1970s heritage area renewal and beautification, such as the brick street paving, granite edging, cast-iron bollards, cluster-globe lamps and public monuments, for example the Gassy Jack statue and the Gastown Steam Clock

3.3.3 KELLY, DOUGLAS & CO. WAREHOUSE

Located to the east of the CPR Station, the Kelly, Douglas & Co. Warehouse is a municipally recognized heritage resource valued for its association with one of Western Canada’s major early wholesale distributors. Constructed in 1907 and expanded in 1911, the building is significant for its utilitarian industrial form, brick construction, and contribution to the historic warehouse character of the area. Its proximity to the CPR Station reflects the historic functional relationships between warehousing, distribution, and rail infrastructure.

The following Statement of Significance identifies the building’s architectural, historic, and contextual values.

Description Of Historic Place

The Kelly, Douglas and Co. Warehouse is a seven-storey plus two lower levels, massive brick-faced warehouse building, located on the north side of Water Street on the western edge of the historic district of Gastown. This vast structure is the single largest building in Gastown, and visually anchors the west end of the district. The site slopes to the north; Water Street marked the edge of the original waterfront, and the lot was infilled to allow construction.

Heritage Value Of Historic Place

Gastown is the historic core of Vancouver, and is the city’s earliest, most historic area of commercial buildings and warehouses. The Kelly, Douglas and Co. Warehouse is representative of the importance of Gastown as the trans-shipment point between the terminus of the railway and Pacific shipping routes, and the consequent expansion of Vancouver into western Canada’s predominant commercial centre in the early twentieth century. As Vancouver prospered, substantial warehouses were built on piles on infilled water lots between Water Street and the CPR trestle. Loading bays at the lower level faced the railway tracks, which allowed goods to be off-loaded directly from trains. The massive cubic form, high density, large clear-span floor-plate and notable height of this structure, built for a wholesale grocery firm, are a clear indication of the extent and prosperity of wholesale trade during this period. Kelly, Douglas and Co., co-founded by Robert Kelly and Frank Douglas in 1896, prospered by outfitting the Klondike gold seekers. Its location on the western edge of Gastown was also advantageous for direct sales to customers, as the central business district was developing to the west of Gastown. The original five-storey section to the east was built as the Kelly and Burnett Building in 1905, and Kelly, Douglas moved there from their previous location on Water Street. The company then proceeded in 1907 with a large-scale expansion of the building to the west, which when it was complete was the largest warehouse in Canada devoted exclusively to produce. Gault Brothers moved into the original Kelly and Burnet Building, but that space

was again taken over as Kelly, Douglas continued their expansion in stages, eventually building out the entire site to a height of seven stories plus two basement levels. The current structure, the largest in Gastown, was completed by 1913.

The building is also valued for its association with prominent Canadian architect W.T. Whiteway (1856-1940), who also designed the Woodward's Department Store at Hastings and Abbott Streets (1903) and the World (Sun) Tower at Beatty and Pender Streets (1912), once the tallest commercial building in the British Empire. Prominent local contractor J.M. McLuckie built all of the later additions to the building. This warehouse was promoted as Vancouver's first 'skyscraper,' but despite its exterior masonry construction, was built using a massive heavy timber frame internal structure, which by the time the building was completed was an obsolete technology.

The Kelly, Douglas and Co. Warehouse is additionally valued as a representation of the rapid growth of the local food supply network, which developed in response to a booming economy and population. The utilitarian exterior is a clear indication of its original warehouse use. Now rehabilitated for contemporary office and retail uses, it contributes to the ambiance of the Gastown historic district as an illustration of the area's importance as a centre of trade and commerce for the city and the province. Its adaptive reuse within the context of the redevelopment of Gastown as a heritage area represents the changing nature of the local economy from warehousing and manufacturing to commercial, retail and residential uses.

Character-Defining Elements

Key elements that define the heritage character of the Kelly, Douglas and Co. Warehouse include its:

- landmark location on the north side of Water Street at the western edge of Gastown, in close proximity to the waterfront of Burrard Inlet and the CPR station and rail yard
- spatial relationship to other Late Victorian and

Edwardian era commercial buildings

- siting on the front and side property lines, with no setbacks
- cubic form and massing, evident in its consistent height, flat roof and massive floor-plate
- typical Edwardian era architectural features such as tripartite articulation into a base, shaft and capital, with expressed vertical pilasters, projecting sheet metal cornices at the storefront level (with dentils) and parapet (with block modillions), and a regular grid of structural openings
- masonry construction: brick exterior structural walls; tan pressed brick cladding on the two main facades; interior brick demising walls; rough-dressed sandstone facade elements, such as lintels, ground floor columns and capitals; and granite foundation blocks and bulkheads
- interior heavy timber frame construction, with massive wood posts tapering in size from 45 centimetres square on the lower floors to 20 centimetres square at the top; beams of similar dimensions; and solid wood floors, visible throughout the building
- large rectangular storefront openings on the two main facades, with iron I-beam headers with rosettes; and cast iron columns on the west facade
- irregular fenestration on the rear facade, with mixed segmental-arched and rectangular openings, indicating construction undertaken in stages

3.4 HERITAGE CONSERVATION STRATEGY

The CPR Station is a municipally designated heritage resource listed on the Vancouver Heritage Register. Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada is the foundational reference used to determine the appropriate level of conservation and intervention. Under the Standards and Guidelines, the scope of work associated with the CPR Station consists primarily of preservation, with limited aspects of rehabilitation related only to the management of adjacent new construction. No restoration or reconstruction interventions are proposed.

This Heritage Impact Assessment identifies the heritage values and heritage character-defining features of Waterfront Station and the adjacent historic buildings and heritage area that will be most impacted by a new development at 555 West Cordova Street. The objective of this report is to work toward the conservation and protection of the historic building(s) and area, as well as enhancement and increased celebration of their collective heritage values, while allowing for the sensitive intervention of a new building on the current parking lot site.

3.5 CONDITION ASSESSMENT – CPR WATERFRONT STATION

CPR Waterfront Station is well-maintained and in excellent condition. The building maintains its historic integrity and original form, scale, and massing. The elements that characterize the Station, include its:

- location on Vancouver's central waterfront, at the north edge of the downtown core and adjacent to the entry to Gastown, marking the change in the street grid at the edge of the Old Granville townsite;
- historic location as the terminus of the transcontinental CPR railway and its connection with the Pacific Ocean at Port of Vancouver, represented by the Incised "Canadian Pacific Railway" sign above the central main entry;
- ongoing role as the central nexus of regional transportation including water, rail, air, and the transit system;
- landmark visibility of the front façades from the land side, and of the rear façade from the harbour side;
- urban form, scale, and massing built into the edge of an escarpment, with three upper stories facing the street, two lower floors facing the water, and a recessed upper floor with a low hipped roof; linear massing of the front facades; projecting central front entry; and rear façade with seven parallel roofline gables;
- high quality construction materials and craftsmanship, including exterior red brick and terra cotta;

- Beaux-Arts classical design elements including richly articulated façades with vertical pilasters and continuous horizontal cornices at the second and third floor levels; roofline acroteria; prominent central entry colonnade with giant order Ionic columns and recessed entry arcade; continuous balustrades at front and rear; and round arched windows at the ground level street facades and top floor at rear;
- fenestration, including one-storey ground floor and two-storey rear façade arched metal window assemblies; and regular banks of punched windows;
- interior public concourse that reflects the overall symmetry of the front colonnade with giant order Ionic columns and pilasters, a deep coffered ceiling, terrazzo flooring, wall clocks at each end, clock, and landscape paintings installed in 1916; and
- additional features such as the 'Angel of Victory' bronze war memorial on a granite base.

These character-defining elements will be conserved through the overall site redevelopment.

3.6 PROPOSED DEVELOPMENT AND INTERVENTIONS

3.6.1 Proposed Site Treatment

CPR Waterfront Station will not be materially altered as part of the site redevelopment plan. The Kelly, Douglas & Co. Warehouse will not be materially altered as part of the site redevelopment plan. Gastown, a national historic site, will not be materially altered as part of the site redevelopment plan.

3.6.2 Proposed Interventions

The redevelopment scheme for this property has been prepared by James K.M. Cheng Architects. The major proposed interventions of the overall project are to:

- Preserve the CPR Station in situ;
- Rehabilitate the adjacent 555 West Cordova site to allow for the introduction of a contemporary mixed-use tower that is structurally independent of the historic building;
- Preserve and repair in-kind exterior character-defining elements of the CPR Station.

- Relocate the Angel of Victory war memorial within the site.

All new visible construction will be considered a modern addition to the historic structure. The Standards and Guidelines list recommendations for new additions to historic places. The proposed design scheme should follow these principles:

- Designing a new addition in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work may be contemporary or may reference design motifs from the historic place. In either case, it should be compatible in terms of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.
- The new additions should be physically and visually compatible with, subordinate to, and distinguishable from the preserved historic façades.

An addition should be subordinate to the historic place. This is best understood to mean that the addition must not detract from the historic place or impair its heritage value. Subordination is not a question of size; a small, ill-conceived addition could adversely affect a historic place more than a large, well-designed addition.

Additions or new construction should be visually compatible with, yet distinguishable from, the historic place. To accomplish this, an appropriate balance must be struck between mere imitation of the existing form and pointed contrast, thus complementing the historic place in a manner that respects its heritage value.

3.7 IMPACT OF DEVELOPMENT AND EVALUATION AGAINST STANDARDS

A robust and historic urban landscape such as downtown Vancouver can accommodate a variety of architectural interpretations and expressions. The most important consideration when assessing the impact a new development will have on an historic landmark, such as

CPR Waterfront Station, is the quality of the relationship between old and new. Form, scale, massing, siting, materials, colour, and detailing have been examined as part of this impact assessment. Most successful new buildings designed in a valued historic context inevitably rely on an understanding of, and then appropriate response to, the special character and qualities of the context. As with any conservation work, understanding the significance of the place is crucial.

3.7.1 Conservation Standards Evaluation

CPR Waterfront Station is one of the most significant historic resources in the City of Vancouver. The *Standards and Guidelines for the Conservation of Historic Places in Canada* provide the primary framework for assessing appropriate levels of conservation and for evaluating new development adjacent to the Station, the Kelly, Douglas & Co. Warehouse, and the Gastown Historic District.

The proposed redevelopment is designed to remain compatible with, and clearly distinguishable from, the surrounding historic buildings. While the introduction of a new tower represents a significant change within the block, its form and massing have been developed to respond to the existing heritage context.

This Heritage Impact Assessment evaluates the proposed redevelopment at 555 West Cordova Street in relation to the following criteria:

- The *Standards and Guidelines for the Conservation of Historic Places in Canada* (Table 1);
- Character-defining elements identified in the Statements of Significance for CPR Waterfront Station, the Gastown Historic District, and the Kelly, Douglas & Co. Warehouse (Tables 2–4); and
- Cultural values associated with the broader historic area (Table 5).

3.7.2 Table 1 – Standards and Guidelines Evaluation

The following table summarizes the proposed redevelopment’s alignment with the relevant Standards for Preservation, Rehabilitation, and Restoration in the

Standards and Guidelines for the Conservation of Historic Places in Canada, and evaluates the anticipated level of heritage impact under each Standard.

Table 1. Evaluation of Proposed Development Against the Standards and Guidelines for the Conservation of Historic Places in Canada

CONSERVATION STANDARD	PROPOSED INTERVENTION
GENERAL STANDARDS FOR ALL PROJECTS	HERITAGE IMPACT
1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.	The CPR Station will be retained in situ, with its immediate setting preserved in accordance with the Standards and Guidelines. No excavation, regrading, or site alterations will occur within the footprint of the heritage building. No other adjacent heritage building or district will be impacted. No impact.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
3. Conserve heritage value by adopting an approach calling for minimal intervention.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.	Each historic building adjacent to the new development will be conserved. The new building will appear new, no false sense of historical development will be implemented. No impact.
5. Find a use for a historic place that requires minimal or no change to its character-defining elements.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.	As no direct interventions are proposed to CPR Waterfront Station during this project, the conservation focus is limited to protection during construction and ensuring that the adjacent development does not compromise their integrity, condition, or visibility. Low impact.

CONSERVATION STANDARD	PROPOSED INTERVENTION
GENERAL STANDARDS FOR ALL PROJECTS	HERITAGE IMPACT
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.	No interventions to character-defining elements of CPR Waterfront Station, the Kelly, Douglas & Co. Warehouse, or the buildings of Gastown are proposed. No impact.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining element by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. The new building will appear new, no false sense of historical development will be implemented. The design of the new building may detract from the historic Station and other adjacent historic buildings due to how distinguishable it will be, though this should not impair the associated heritage values. Low-Medium impact.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.	If the new building is removed in the future, there will be no impairment to adjacent heritage buildings.

CONSERVATION STANDARD	PROPOSED INTERVENTION
GENERAL STANDARDS FOR ALL PROJECTS	HERITAGE IMPACT
13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.	N/A

3.7.3 Table 2 – CPR Waterfront Station CDE Impact Assessment

The following table evaluates the potential impacts of the proposed redevelopment on the character-defining elements of CPR Waterfront Station as identified in its Statement of Significance, considering the

building’s architectural expression, materiality, spatial organization, historic setting, and landmark presence along the central waterfront.

Table 2. Impact Assessment of Character-Defining Elements – CPR Waterfront Station

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Location on Vancouver’s central waterfront, at the north edge of the downtown core and adjacent to the entry to Gastown, marking the change in the street grid at the edge of the Old Granville townsite	The CPR Station will be retained in situ, with its immediate setting preserved in accordance with the Standards and Guidelines. No excavation, regrading, or site alterations will occur within the footprint of the heritage building. No other adjacent heritage building or district will be impacted. No impact.
Historic location as the terminus of the transcontinental CPR railway and its connection with the Pacific Ocean at Port of Vancouver, represented by the Incised “Canadian Pacific Railway” sign above the central main entry	The CPR Station and adjacent heritage buildings and district will be conserved, no changes to any character-defining elements are proposed. No impact.
Ongoing role as the central nexus of regional transportation including water, rail, air, and the transit system	Transit operations and access patterns remain unchanged; the new development does not interfere with circulation or multimodal connections. No impact.

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Landmark visibility of the front façades from the land side, and of the rear façade from the harbour side	Front-façade visibility from Cordova Street is preserved. Rear-façade views remain open from the harbour. The proposed tower will introduce a new built form in the broader setting but does not obstruct primary landmark views. Low impact.
Urban form, scale, and massing built into the edge of an escarpment, with three upper stories facing the street, two lower floors facing the water, and a recessed upper floor with a low hipped roof; linear massing of the front facades; projecting central front entry; and rear façade with seven parallel roofline gables	The development does not modify the Station's form, massing, or escarpment condition. Adjacent new massing will change the surrounding skyline but does not physically affect the Station's architectural expression. No impact.
High quality construction materials and craftsmanship, including exterior red brick and terra cotta	No interventions are proposed to any materials or exterior fabric. No impact.
Beaux-Arts classical design elements including richly articulated façades with vertical pilasters and continuous horizontal cornices at the second and third floor levels; roofline acroteria; prominent central entry colonnade with giant order Ionic columns and recessed entry arcade; continuous balustrades at front and rear; and round arched windows at the ground level street facades and top floor at rear	All architectural features remain unaltered; no direct interface occurs between the new development and any historic façade. No impact.
Fenestration, including one-storey ground floor and two-storey rear façade arched metal window assemblies; and regular banks of punched windows	No changes to fenestration are proposed.
Interior public concourse that reflects the overall symmetry of the front colonnade with giant order Ionic columns and pilasters, a deep coffered ceiling, terrazzo flooring, wall clocks at each end, clock, and landscape paintings installed in 1916	Interior spaces are not affected by the project, and no access points or structural connections are proposed. No impact.
Additional features such as the 'Angel of Victory' bronze war memorial on a granite base	The memorial is expected to be relocated as part of the redevelopment. While it will remain associated with the Station, relocation will change its historic spatial context.

3.7.4 Table 3 – Gastown Historic District CDE Impact Assessment

The following table assesses the proposed development in relation to the key character-defining elements of the Gastown Historic District, including its historic

streetscape character, massing patterns, material palette, public realm features, and the broader urban form that defines this nationally significant heritage area.

Table 3. Impact Assessment of Character-Defining Elements – Gastown Historic District

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Its location at the historic core of downtown, at the confluence of the railway and the working harbour	The development does not alter Gastown's historic location or relationship to the waterfront and rail corridor. No impact.
A unique street layout, typified by a radial pattern with a number of oblique angles, manifested in the closed street vistas that provide a visual containment to the area, and in wedge-shaped lots that fostered the development of distinctive landmark 'flatiron' buildings	The development does not alter Gastown's street pattern or spatial relationship with the CPR rail yard. The lifted massing maintains visual permeability toward the waterfront. No impact.
The historic public realm, typified by authentic elements such as streets, streetlights, sidewalks, lanes, early paving elements (granite curbs and paving stones)	Public realm features within Gastown remain unchanged. No impact.
Urban open spaces, such as Maple Tree Square (the city's first public gathering place), the diagonal CPR right-of-way (which gave access to the rail yards on False Creek), Blood Alley and Gaoler's Mews	No changes are proposed to Gastown's historic open spaces, and the development does not introduce shadowing or physical or spatial impacts on these areas. No impact.
A characteristic "sawtooth" profile, created by the historic building pattern; some buildings are low and narrow, others high and wide, usually with a projecting cornice at the roofline	The development does not alter the built form within Gastown, and the historic sawtooth profile of the district's streetscape remains unchanged. No impact.
A common Late Victorian and Edwardian commercial vernacular that illustrates the main development period of 1886 to 1914, including buildings built to the street frontages typified by architectural features such as cubic massing, dense site coverage, punched window opening, projecting cornices, bay windows, etc.	The development does not alter any buildings within Gastown, and the historic commercial vernacular remains fully intact and legible. No impact.
Common building materials including a mixture of masonry elements such as sandstone, granite and brick, with wooden-sash windows and sheet metal cornices	The development does not involve any material changes within Gastown, and existing historic fabric remains unaffected. No impact.
Street facades are generally more elaborate than the utilitarian rear facades	The development does not alter buildings within Gastown, and the established distinction between street and rear facades remains unchanged. No impact.

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Authentic interior elements of individual buildings, including examples of interior finishing (such as stairways, pressed tin ceilings, tile floors, etc.) and interior structural elements (such as exposed brick walls and heavy timber frames, etc.).	Interior spaces within Gastown buildings are not affected by the proposed development. No impact.
Elements of the street works of the 1970s heritage area renewal and beautification, such as the brick street paving, granite edging, cast-iron bollards, cluster-globe lamps and public monuments, for example the Gassy Jack statue and the Gastown Steam Clock	The proposed development does not affect these public-realm features within Gastown. No impact.

3.7.5 Table 4 – Kelly, Douglas & Co. Warehouse CDE Impact Assessment

The following table considers the potential impacts of the proposed development on the character-defining elements of the Kelly, Douglas & Co. Warehouse, with

attention to its massing, materiality, historic warehouse form, and its contextual relationship to Water Street, the CPR Station, and the broader industrial heritage of the central waterfront.

Table 4. Impact Assessment of Character-Defining Elements – Kelly, Douglas & Co. Warehouse

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Landmark location on the north side of Water Street at the western edge of Gastown, in close proximity to the waterfront of Burrard Inlet and the CPR station and rail yard	The Warehouse remains in its historic location with no physical interventions or contact proposed. The adjacent development does not alter its established landmark location. No impact.
Spatial relationship to other Late Victorian and Edwardian era commercial buildings	The Warehouse's relationships to adjacent historic buildings remain unchanged. No impact.
Siting on the front and side property lines, with no setbacks	No changes to siting or the immediate streetscape relationship are proposed. No impact.
Cubic form and massing, evident in its consistent height, flat roof and massive floor-plate	The Warehouse's form and massing will not be altered, and the adjacent development does not physically interface with or modify its built form. No impact.

CHARACTER-DEFINING ELEMENT	HERITAGE IMPACT
Typical Edwardian era architectural features such as tripartite articulation into a base, shaft and capital, with expressed vertical pilasters, projecting sheet metal cornices at the storefront level (with dentils) and parapet (with block modillions), and a regular grid of structural openings	No interventions or visual conflicts are proposed. No impact.
Masonry construction: brick exterior structural walls; tan pressed brick cladding on the two main facades; interior brick demising walls; rough-dressed sandstone facade elements, such as lintels, ground floor columns and capitals; and granite foundation blocks and bulkheads	No changes to materials or exterior surfaces are proposed. No impact.
Interior heavy timber frame construction, with massive wood posts tapering in size from 45 centimetres square on the lower floors to 20 centimetres square at the top; beams of similar dimensions; and solid wood floors, visible throughout the building	Interior elements are not affected by the proposed development. No impact.
Large rectangular storefront openings on the two main facades, with iron I-beam headers with rosettes; and cast iron columns on the west façade	No changes are proposed to storefront configuration or visibility. No impact.
Irregular fenestration on the rear facade, with mixed segmental-arched and rectangular openings, indicating construction undertaken in stages	The rear elevation remains unaltered and views are not impeded. No impact.

3.7.6 Table 5 – Cultural Values Impact Assessment

Globally, the accepted approach to heritage conservation is values-based, mandated by UNESCO protocols and adopted by major conservation authorities, both at the international level and at a national level. In Canada, the *Standards and Guidelines for the Conservation of Historic Places in Canada* is a values-based approach to conservation.

A values-based approach analyzes the values and significance attributed to a place before considering how those values can be protected most effectively. This approach represents a shift away from the traditional emphasis on architectural typologies and aesthetics, and a materials-based approach.

When considering a site, particularly one located in the area adjacent to CPR Waterfront Station and Gastown, it is imperative to analyze how any proposed changes or redevelopment possibilities will impact not only the physical, character-defining elements of the structures, but also the intangible cultural values that contribute to the significance of the place.

In the chart on the following pages, the cultural values of the CPR Waterfront Station area (defined as the immediate vicinity including the Station itself, the Kelly, Douglas & Co. Warehouse building, and the Gastown Heritage Area) have been identified and the impact of the proposed development on said values has been explored. The criteria were influenced by systems from

various communities across the world including West Vancouver (Commonwealth Resource Management, 2008) and the Australian states of Victoria and New South Wales. Elements of the existing Vancouver approach were also included in order to tie this system to the current Heritage Register methodology.

Table 5. Cultural Values Impact Assessment

CULTURAL CRITERION	EXPLANATION	IMPACT
<p>The historic area is associated with one or more identified themes, events, periods of time, or cultural traditions, which are considered important in the history of Vancouver.</p>	<p>The CPR Waterfront Station area is associated with multiple periods of time, beginning thousands of years ago as a place of harvesting and transportation for the ʷməθkʷəy̓əm (Musqueam), Skwx̱wú7mesh (Squamish), and Səlilwətaʔ (Tsleil-Waututh) people. The area is associated with multiple post-contact historic themes including the development of neighbourhoods; the development of transportation systems and infrastructure; the development of business, trade, and commerce; as well as architecture and design. The area is associated with multiple celebrations and traditions, and has been the location of many significant events in Vancouver’s history, including the raising of the first Canadian flag on Burrard Inlet in 1872, the movement of troops in 1887 to establish west coast garrisons in response to the Turko-Russian War, the outfitting of the Klondikers in 1897-98, Royal visits, and the Gastown Grand Prix. The area has also been the scene of civic celebration, cultural events and ceremonial gatherings. The streets of Gastown have often been a focal point for public protests against authority, notably the Gastown Smoke-In and Riot of 1971, and more recent events including the MMIW Walk and the removal of the Gassy Jack statue. The area is critically important in the history of Vancouver.</p>	<p>As the redevelopment of 555 West Cordova will be located between CPR Waterfront Station and the Kelly, Douglas & Co. Warehouse, these two historic buildings, constructed in 1914 and 1907, respectively, will be the most highly impacted. The new development will not impair either building however, and their eras of significance as well as their architectural expression will be preserved.</p>

CULTURAL CRITERION	EXPLANATION	IMPACT
<p>The historic area is associated with the life or work of a person, group of persons, or institution(s) of importance in Vancouver's history.</p>	<p>This area's association with people important to Vancouver's history is vast; from its early and enduring connection to the ʷməθkʷəy̓ əm (Musqueam), Skwxwú7mesh (Squamish), and Səlilwətał (Tsleil-Waututh) people, to the numerous business owners, residents, builders, and to prominent architects (including W. T. Whiteway and Barott, Blackader and Webster). The area is also symbolic of the critical role the railway played in the establishment of Vancouver. The CPR arrived in 1887 and the subsequent arrival and development of competing railway companies, was one of the greatest drivers of development and settlement in Vancouver. A reminder to travellers and locals alike of the power and prestige of the Canadian railway companies.</p>	<p>The construction of a new building between the CPR Station and the Kelly, Douglas & Co. Warehouse will not impact these cultural values as they are both embedded in the architectural expression of the buildings (and nearby Gastown), as well as being intangibly tied to the celebrated histories of the buildings. These cultural values can be further enhanced through increased programming on both the interior and exterior of the heritage buildings (including through the use of annotated and non-annotated interpretation).</p>

CULTURAL CRITERION	EXPLANATION	IMPACT
<p>The historic resources demonstrate important aesthetic attributes and/or represents important achievements in design, architecture, landscape architecture, planning, construction, materials, or technology.</p>	<p>CPR Waterfront Station is one of Vancouver’s most intact examples of Beaux-Arts Classicism and early corporate architecture. The location on Cordova Street, adjacent to the entry to Gastown at the wedge juncture between the street grids of Old Granville Townsite and downtown Vancouver, gives the CPR Waterfront Station a commanding presence. Its monumental scale and civic importance establish this as one of the city’s most important works of urban architecture. More generally, the area is defined by its characteristic “sawtooth” profile, created by the historic building pattern; some buildings are low and narrow, others high and wide, usually with a projecting cornice at the roofline; as well as by its planned open spaces, which offer ocean, mountain, and corridor views. Additionally, Gastown was at the centre of the anti-freeway debate that shaped modern Vancouver. As the city’s business district moved farther west, the older areas of the city suffered severe economic decline. The 1960s movement to build a Third Crossing of Burrard Inlet and to redevelop this decaying part of downtown with freeway approaches collided with a new environmental consciousness. The freeway that would have destroyed the historic areas was stopped by an aroused and militant citizenry, and led to the heritage designation of each individual site in the area. This enabled the development of a distinctive tourist-based retail economy. Concurrently, an extensive street beautification was initiated along Water Street. Although not authentic in derivation, this was the first Canadian heritage area beautification initiative. The area is critically important to the planning history of Vancouver.</p>	<p>The new development at 555 West Cordova will have an impact on the visual composition of the area, particularly as a dominant piece of modern architecture among historic masonry buildings, some constructed as early as the 1880s. Ensuring the new tower is visually subordinate to the adjacent historic buildings (in terms of design and materiality, as opposed to height) will ensure the architecture of the historic buildings remains prominent and unique. Incorporating visually porous materials and planned open spaces in the new design will also ensure public views of the ocean and mountains are somewhat retained.</p>

CULTURAL CRITERION	EXPLANATION	IMPACT
<p>The residents of Vancouver, or a social or cultural group within Vancouver, have a connection or attachment to the historic resources for social, cultural, or spiritual reasons.</p>	<p>CPR Waterfront Station and the adjacent historic buildings of Gastown are among the most significant iconic landmarks in Vancouver. Waterfront Station holds lasting value as a civic gateway and locus of collective memory. For generations of immigrants, tourists, soldiers, and workers, it served as a principal point of arrival and departure, embedding it in Vancouver's narratives of mobility, welcome, and commemoration. Its iconic façade remains a defining element of the city's cultural identity. Together, these historical, architectural, social, and symbolic layers affirm the Station as one of Vancouver's most significant heritage landmarks. The area is associated with multiple celebrations and traditions, and has been the location of many significant events in Vancouver's history, including the raising of the first Canadian flag on Burrard Inlet in 1872, the movement of troops in 1887 to establish west coast garrisons in response to the Turko-Russian War, the outfitting of the Klondikers in 1897-98, Royal visits, and the Gastown Grand Prix. The area has also been the scene of civic celebration, cultural events and ceremonial gatherings. The streets of Gastown have often been a focal point for public protests against authority, notably the Gastown Smoke-In and Riot of 1971, and more recent events including the MMIW Walk and the removal of the Gassy Jack statue. The area is critically important in the history of Vancouver.</p>	<p>The construction of an adjacent tower will not impact these cultural values as they are intangibly tied to the celebrated history of the buildings and area. The cultural values will be further enhanced and protected through the continued conservation of the heritage buildings. Values can be further enhanced through increased programming on both the interior and exterior of the site (including through the use of annotated and non-annotated interpretation), highlighting the many stories involving the Station/area and the many archival images.</p>

CULTURAL CRITERION	EXPLANATION	IMPACT
<p>The historic resources, due to their location, symbolic nature, or another value, serve to communicate the heritage of Vancouver to a broad audience.</p>	<p>CPR Waterfront Station, as well as the Kelly, Douglas & Co. Warehouse and the adjacent Gastown district are all significant landmarks that communicate the early colonial history of Vancouver and the critical role transportation has played in the area's evolution over millennia. Beginning as an Indigenous travel node, the site later became the CPR's primary rail and steamship terminus, connecting Vancouver to national rail systems, regional maritime routes, and global shipping networks. Additionally, Gastown has long been a transportation hub, including commuter rail and ferry facilities while the Kelly, Douglas and Co. Warehouse is representative of the importance of Gastown as the trans-shipment point between the terminus of the railway and Pacific shipping routes, and the consequent expansion of Vancouver into western Canada's predominant commercial centre in the early twentieth century. Following major adaptation in 1978, CPR Waterfront Station became metropolitan Vancouver's principal multimodal interchange, serving SeaBus, SkyTrain, the West Coast Express, and the Canada Line. This continued use highlights the site's enduring association with mobility, exchange, and regional movement patterns.</p> <p>It is the primary entry point for many people, visitors and locals alike, to Vancouver.</p>	<p>There will be a minimal impact as part of the new development. Ensuring the new tower is visually compatible with, subordinate to, and distinguishable from the historic Station will ensure the building remains prominent and unique.</p>
<p>The historic resources possess unique, rare, endangered, or uncommon aspects of Vancouver's cultural history.</p>	<p>Gastown is the historic core of Vancouver, and is the city's earliest, most historic area of commercial buildings and warehouses. CPR Waterfront Station is valued as a landmark cultural site significant for its: location on an Indigenous cultural landscape of longstanding use; decisive role in the colonial-era development of Vancouver as the Pacific terminus of the Canadian Pacific Railway; enduring prominence within the city's urban form; continuous function as a central transportation hub; distinguished expression of Beaux-Arts architecture as designed by architects Barott Blackadder and Webster; and deep associations with civic identity, collective memory, and the experience of arrival and departure in the city. CPR Waterfront Station and the buildings of Gastown are all unique aspects of Vancouver's cultural history, communicating its settler roots.</p>	<p>The construction of an adjacent tower will not impact these cultural values as they are intangibly tied to the celebrated history of the Station and the adjacent buildings and historic district. The cultural values will be further enhanced and protected through the ongoing conservation of the heritage buildings.</p>

CULTURAL CRITERION	EXPLANATION	IMPACT
The historic resources are an important component in the development of a Vancouver neighbourhood or the City itself.	The Gastown Historic District is a nationally and municipally recognized historic area located immediately southeast of the CPR Station. Its heritage value lies in its location and concentration of commercial buildings built between 1886 and 1914, fine-grained street pattern, and cohesive historic streetscape characterized by brick façades, narrow frontages, and pedestrian-scaled massing. The district's relationship to the CPR Station is contextual, reflecting the historic transition between the original Granville Townsite grid and the CPR-imposed street pattern to the west. The Gastown area coupled with the CPR Waterfront Station building is representative of the very beginning of what is known as post-contact colonial 'Vancouver'. Gastown evolved from the original neighbourhood, the Granville Townsite, while the Station itself evolved from a historic precedent transportation hub to the region's preeminent multi-modal interchange.	The location, composition, and size of Gastown and CPR Waterfront Station will not be impacted. Due to its setbacks, materiality, and verticality (in contrast to the Station's horizontality) the iconic landmark presence of the Station will not be impacted significantly by the new tower. Ensuring the new tower is visually compatible with, subordinate to and distinguishable from the adjacent historic buildings will ensure the visibility of these values.

3.8 HERITAGE IMPACT ASSESSMENT CONCLUSION

This Heritage Impact Assessment has been prepared to provide a high-level understanding of the potential impact of the redevelopment of land adjacent to CPR Waterfront Station, as well as the potential impact of the redevelopment to adjacent historic sites and areas. Through this work, a number of goals were identified as part of the heritage considerations pertaining to the new development. The heritage goals were to:

- Achieve a full understanding and appreciation of the adjacent heritage assets;
- Strive for minimal interventions to the historic resources;
- Only entertain changes to adjacent heritage buildings that are respectful to the heritage assets; and
- Ensure the heritage buildings remain functional and celebrated.

This report concludes that the proposed redevelopment, which includes the development of the lot located directly east of CPR Waterfront Station, currently used

as a parking lot, and the construction of a new tower in that location can be aligned with these goals, as long as the Standards and Guidelines are consulted and kept at the forefront of the project and that the heritage values of CPR Waterfront Station, the Kelly, Douglas & Co. Warehouse and the Gastown area as a whole, all of which include both tangible and intangible cultural values, are understood and acknowledged throughout the work plan.

4.0 Conservation Guidelines

4.1 GENERAL CONSERVATION STRATEGY

The primary intent of this Conservation Strategy is to ensure the full preservation of the CPR Station in its existing location, while accommodating a contemporary mixed-use tower on the adjacent 555 West Cordova Street site. As part of this scope of work, no modifications, penetrations, or programmatic interventions are proposed within the heritage building.

Proposed Redevelopment Scheme

The redevelopment scheme for this property has been prepared by James K.M. Cheng Architects. The major proposed interventions of the overall project are to:

- Preserve the CPR Station in situ;
- Rehabilitate the adjacent 555 West Cordova site to allow for the introduction of a contemporary mixed-use tower that is structurally independent of the historic building;
- Preserve and repair in-kind exterior character-defining elements of the CPR Station.
- Relocate the *Angel of Victory* war memorial within the site.

All new visible construction will be considered a modern addition to the historic structure. The Standards and Guidelines list recommendations for new additions to historic places. The proposed design scheme should follow these principles:

- Designing a new addition in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work may be contemporary or may reference design motifs from the historic place. In either case, it should be compatible in terms

Standards and Guidelines: Conservation Decision Making Process

UNDERSTANDING

- **REFER TO HERITAGE VALUE AND CHARACTER-DEFINING ELEMENTS**
A historic place's heritage value and character-defining elements are identified through formal recognition by an authority or by nomination to the *Canadian Register of Historic Places*.
- **INVESTIGATE AND DOCUMENT CONDITION AND CHANGES**
On-site investigation as well as archival and oral history research should be carried out as a basis for a detailed assessment of current conditions and previous maintenance and repair work.



PLANNING

- **MAINTAIN OR SELECT AN APPROPRIATE AND SUSTAINABLE USE**
Find the right fit between the use and the historic place to ensure existing new use will last and provide a stable context for ongoing conservation.
- **IDENTIFY PROJECT REQUIREMENTS**
Define the needs of existing or future users, and determine the scope and cost of conservation work to establish realistic objective. Define priorities and organize the work in logical phases.
- **DETERMINE THE PRIMARY TREATMENT**
While any conservation project may involve aspects of more than one of the three conservation treatments, it helps to decide during the planning stage whether the project falls under *Preservation*, *Rehabilitation* or *Restoration*.
- **REVIEW THE STANDARDS**
The Standards are central to the process of preserving, rehabilitating or restoring an historic place in a consistent manner.
- **FOLLOW THE GUIDELINES**



INTERVENING

- **UNDERTAKE THE PROJECT WORK**
Familiarize those working on the project with the planned conservation approach and to ensure they understand the scope of the project. Hiring processes for consultants and contractors should identify the need for heritage expertise and experience.
- **CARRY OUT REGULAR MAINTENANCE**
The best long-term investment in an historic place is adequate and appropriate maintenance. Develop and implement a maintenance plan that includes a schedule for regular inspection to pro-actively determine the type and frequency of necessary maintenance work.

of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.

- The new additions should be physically and visually compatible with, subordinate to and distinguishable from the preserved building.

An addition should be subordinate to the historic place. This is best understood to mean that the addition must not detract from the historic place or impair its heritage value. Subordination is not a question of size; a small, ill-conceived addition could adversely affect an historic place more than a large, well-designed addition.

Additions or new construction should be visually compatible with, yet distinguishable from, the historic place. To accomplish this, an appropriate balance must be struck between mere imitation of the existing form and pointed contrast, thus complementing the historic place in a manner that respects its heritage value.

4.2 STANDARDS AND GUIDELINES

The CPR Station is a municipally designated heritage resource listed on the Vancouver Heritage Register. Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada is the foundational reference used to determine the appropriate level of conservation and intervention. Under the Standards and Guidelines, the scope of work associated with the CPR Station consists primarily of preservation, with limited aspects of rehabilitation related only to the management of adjacent new construction. No restoration or reconstruction interventions are proposed.

Preservation: *the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

Restoration: *the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.*

Rehabilitation: *the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.*

Interventions to the CPR Station will be based upon the Standards outlined in the *Standards and Guidelines*, which are conservation principles of best practice. The following General Standards should be followed when carrying out any work to an historic property.

STANDARDS

Standards relating to all Conservation Projects

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
5. Find a use for a historic place that requires minimal or no change to its character defining elements.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.

8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards relating to Rehabilitation

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

Additional Standards relating to Restoration

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

4.3 CONSERVATION REFERENCES

The proposed work entails the Preservation of the CPR Station. The following conservation resources should be referred to:

National Park Service, Technical Preservation Services. Preservation Briefs:

- *Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings.*
- *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings.*
- *Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.*
- *Preservation Brief 7: The Preservation of Historic Glazed Architectural Terra-Cotta.*
- *Preservation Brief 9: The Repair of Historic Wooden Windows.*
- *Preservation Brief 10: Exterior Paint Problems on Historic Woodwork.*
- *Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns.*
- *Preservation Brief 15: Preservation of Historic Concrete.*
- *Preservation Brief 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.*
- *Preservation Brief 23: Preserving Historic Ornamental Plaster.*
- *Preservation Brief 28: Painting Historic Interiors.*
- *Preservation Brief 32: Making Historic Properties Accessible.*
- *Preservation Brief 35: Understanding Old Buildings: The Process of Architectural Investigation.*
- *Preservation Brief 43: The Preparation and Use of Historic Structure Reports.*
- *Preservation Brief 50: Lightning Protection for Historic Buildings.*

5.0 Conservation Strategy

This Conservation Strategy establishes a high-level preservation framework for the CPR Station in response to the proposed redevelopment of the adjacent 555 West Cordova Street site. It has been prepared using available historical documentation, architectural drawings, and previously completed heritage studies. No site visit, physical condition review, materials testing, or comprehensive building assessment has been undertaken at this stage. As such, this Strategy does not prescribe detailed conservation treatments; rather, it outlines the overarching conservation approach and confirms that the CPR Station will be fully retained in situ with no direct interventions proposed to the historic building fabric.

A complete on-site review and detailed condition assessment will be carried out as part of a future Conservation Plan. That subsequent phase will determine specific material conservation requirements and long-term maintenance strategies for the CPR Station. In the interim, this Strategy provides the guiding principles needed to ensure that the redevelopment proceeds in a manner that preserves the building's heritage value, protects its character-defining elements, and maintains its architectural and urban significance.

5.1 SITE

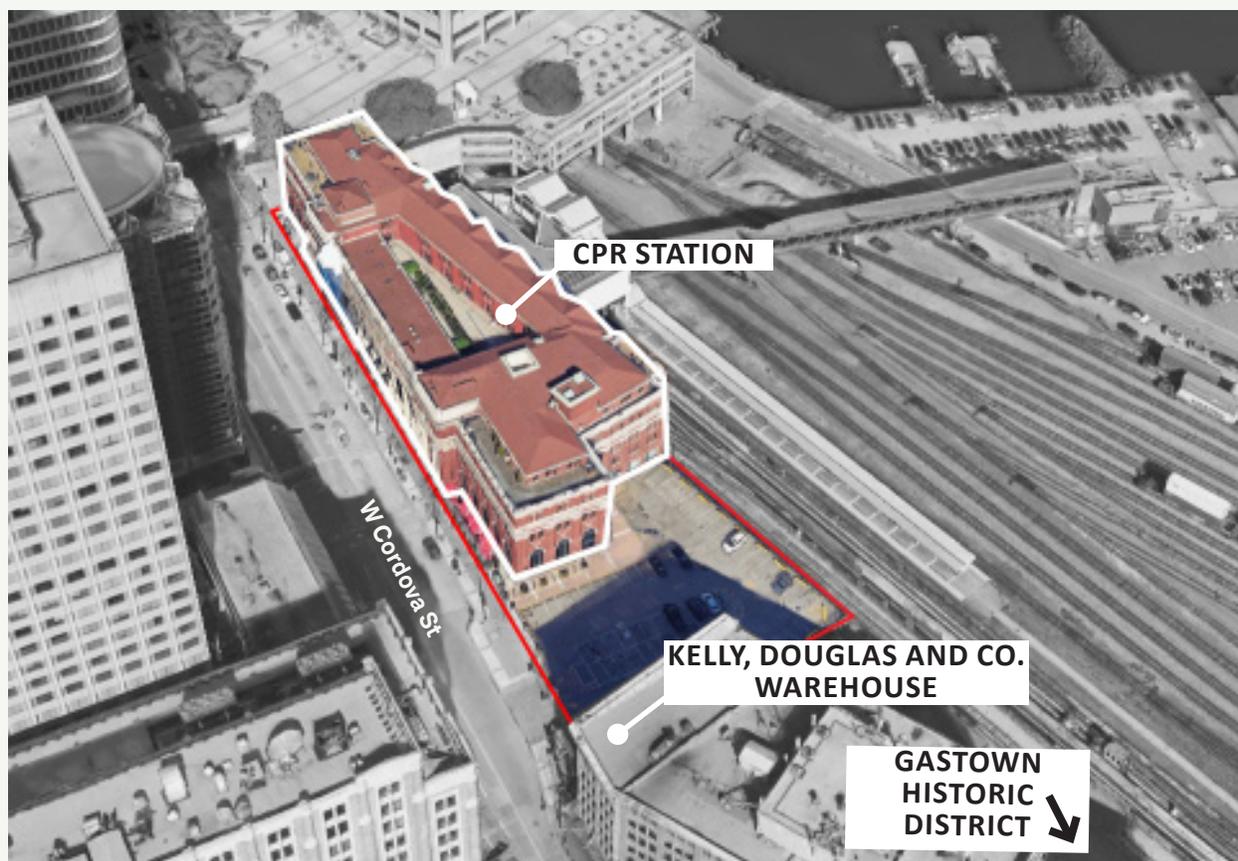
The CPR Station occupies a prominent site along West Cordova Street, forming one of the most architecturally significant frontages in Vancouver's Central Waterfront precinct. Constructed at the edge of the CPR's historic waterfront railyards, the building sits parallel to Burrard Inlet, with its primary Beaux-Arts façade defining the southern edge of the waterfront corridor. The surrounding landscape has evolved considerably over the past century, transitioning from an industrial railyard

setting to a dense urban transit and commercial district. Today, the Station is situated within an active multimodal transportation hub that includes the SeaBus terminal, SkyTrain platforms, and the West Coast Express.

The adjacent 555 West Cordova Street site, located east of the CPR Station, is currently a surface parking lot proposed for redevelopment. The new mixed-use tower incorporates a lifted massing strategy that opens the ground plane and minimizes both physical and visual impacts on the heritage resource. The tower will remain fully independent of the CPR Station, with no structural connections or interventions proposed within the historic building fabric. The only interface between the two buildings occurs along the east elevation, where a light, non-structural glazed lobby enclosure forms part of the new tower entrance. This enclosure is designed to meet the CPR Station at the cornice line using flexible, weather-sealed joints that avoid load transfer, eliminate rigid connections, and maintain a clear physical separation between the new construction and the historic fabric. The resulting interface is discreet, ensuring it does not compete with or obscure the heritage resource.

All work associated with the adjacent development must ensure that the CPR Station's historic setting is preserved, including its long horizontal façade expression, its landmark status within the Central Waterfront, and its visual relationship to key public sightlines toward the water and the North Shore mountains.

Protective measures will be required during construction to safeguard the CPR Station from vibration, settlement, moisture, and other construction-related impacts. These measures may include temporary barriers, vibration monitoring, settlement



Context site diagram showing the CPR Station in relation to the 555 West Cordova Street site and adjacent heritage resources, including the Gastown Historic District and the Kelly Douglas & Co. Warehouse. (Google Earth, 2025)

instrumentation, and other non-invasive protection protocols implemented under the direction of a qualified structural engineer and heritage consultant. The CPR Station will be retained in situ, with its immediate setting preserved. No excavation, regrading, or site alterations will occur within the footprint of the heritage building.

5.2 FORM, SCALE AND MASSING

The CPR Station's form, scale, and massing are defined by its long, low horizontal composition, three-storey height, and monumental Beaux-Arts façade. The building's iconic frontage along West Cordova Street, with its robust Ionic colonnade, continuous cornices, and symmetrical brick and concrete wings, establishes a dominant architectural presence and significance as a Vancouver landmark.

The proposed redevelopment introduces a contemporary mixed-use tower immediately east of the CPR Station, designed with a massing strategy that both acknowledges and defers to the historic building. The new tower is conceived around the idea of a "tree," inspired by the pre-colonial identity of this area as K'emk'emeláy, the Grove of Maples, within the traditional territories of the Musqueam, Squamish, and Tsleil-Waututh Nations.

The proposed massing is lifted above the ground plane, reducing the tower's perceived footprint and creating an open plaza that strengthens pedestrian connections between Waterfront Station, Gastown, and the waterfront corridor. This elevated configuration preserves key sightlines to Burrard Inlet and the North Shore mountains and minimizes both physical and visual impacts on the CPR Station. The split and rotated

upper volumes respond to the differing grid orientations of Gastown and downtown Vancouver, while breaking the overall massing into smaller, contextually sensitive components. The lower portion of the tower is set back from the property line to maintain a clear view of the CPR Station's long horizontal façade and proportions. The stacked-box composition tapers the massing away from the heritage resource, ensuring that the new building remains visually subordinate.

All new construction adjacent to the CPR Station is considered new work under the *Standards and Guidelines for the Conservation of Historic Places in Canada*. As such, it must be physically and visually compatible with, subordinate to, and distinguishable from the heritage resource. The proposed massing strategy, characterized by clear spatial separation, minimal points of contact, and a contemporary architectural expression, achieves this balance while ensuring that the CPR Station's historic form, scale, and massing remain unchanged and fully preserved within its urban context.

5.3 EXTERIOR WALLS

The exterior walls of the CPR Station are a defining element of its Beaux-Arts architectural expression. The primary Cordova Street façade is characterized by red-brown brick cladding, prominent columns and pilasters, an articulated architrave and balustrade, and the monumental Ionic colonnade that anchors the building's formal composition. The symmetrical brick wings reinforce the strong horizontal emphasis of the façade. The north elevation features a distinctive sequence of arched window openings, gabled parapets, and masonry detailing that responds to the grade change toward Burrard Inlet.

Under the current redevelopment scheme, no modifications or interventions are proposed to the exterior walls of the CPR Station. The heritage building will be preserved in its existing location, with all brick, concrete, and architectural detailing retained in situ. All adjacent new construction has been designed



July 29, 1914 view of the nearly completed CPR Station along West Cordova Street. (CVA 152-1.080)

to remain physically independent of the Station, with no penetrations or structural attachments proposed. The previously contemplated internal links and basement-level program that would have required new openings or interior modifications have been eliminated from the scope. As a result, the exterior masonry walls and architectural detailing will remain unaltered.

During construction of the adjacent tower, the exterior walls of the CPR Station will require appropriate protective measures to prevent physical damage, moisture intrusion, or vibration-related impacts. These measures may include temporary physical barriers, vibration and settlement monitoring, crack gauges, and controlled construction methodologies developed in consultation with the project's structural engineer and heritage consultant. Any required cleaning, minor repairs, or maintenance of the exterior walls should follow best conservation practices and guidelines outlined in the *Standards and Guidelines for Conservation of Historic Places in Canada*.

All exterior wall elements are to be preserved. As no direct interventions are proposed under this project, the conservation focus for the exterior walls is limited to protection during construction and ensuring that the adjacent development does not compromise their integrity, condition, material character, or visibility.

*1920s view of the CPR Station with crowds gathered along West Cordova Street.
(Albertype Co., LAC PA-031680)*



1933 interior of the CPR Station concourse.
(CVA 260-1444)

5.4 FENESTRATION

The fenestration of the CPR Station reflects both its Beaux-Arts design and its historic role as a major transportation hub. The primary Cordova Street façade is distinguished by large arched windows at the ground floor that reinforce the monumental scale of the colonnade. The upper levels of the south, east, and west façades contain paired rectangular windows, except for the single openings above the central colonnade. These groupings contribute to the building's strong symmetrical composition and reinforce its horizontality through consistent sill, lintel, and secondary cornice alignments. On the north façade, a series of arched openings and gabled bays respond to the grade change toward Burrard Inlet, forming a distinctive pattern integral to the Station's architectural identity.



No alterations, replacements, or new penetrations to the existing fenestration are proposed as part of the redevelopment. All window openings and assemblies will be preserved in situ. Earlier concepts involving internal links or basement-level integration, elements that would have required modifications to the heritage building, have been removed from the scope. As a result, the fenestration will remain intact, retaining its material integrity, functional pattern, and contribution to the building's overall composition.

Given the scale and proximity of the adjacent excavation, select windows on the east elevation may require temporary protection, bracing, or removal to ensure their safety during construction. Any such measures would be reversible and undertaken solely to protect vulnerable heritage materials from vibration, equipment movement, or accidental impact. All temporary work will be fully

documented, carried out under the direction of the heritage consultant, and reinstated following completion of excavation and shoring activities.

Construction-stage protection measures may also include temporary coverings, vibration and moisture monitoring, and controlled methodologies developed in coordination with the project's structural engineer. Any future repair or maintenance, such as work to frames, sashes, re-glazing, or repainting, should follow best conservation practices in accordance with Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*.

With no permanent interventions proposed, the conservation approach is limited to retaining and protecting the historic window assemblies throughout construction.

5.5 CORNICES

The CPR Station exhibits a highly articulated cornice system that is integral to its Beaux-Arts architectural expression. The primary cornice along the Cordova Street façade is defined by a continuous horizontal projecting band that visually unifies the central colonnade with the flanking brick wings. This upper cornice is composed of architectural concrete elements, supplemented in some locations by ornamental terracotta components, and is reinforced by a secondary architrave below. On the north façade, the cornice expression adapts to the rhythm of the gabled parapets, providing both a functional and ornamental termination to the wall assemblies.

The proposed redevelopment introduces a single limited connection perimeter along the east elevation of the CPR Station, where a light, non-structural glazed lobby enclosure forms part of the new tower entrance. This glazing assembly will interface minimally with the CPR Station at the cornice line, using flexible, weather-sealed joints designed to avoid load transfer, eliminate rigid connections, and maintain a physical separation between the new structure and the historic fabric.

The design is intended to be minimal-contact, visually recessive, and will be refined through subsequent design phases to ensure that any required building envelope considerations are incorporated thoughtfully and with minimal impact. No anchoring, fastening, drilling, or mechanical attachment into the cornice or underlying masonry will occur.

During construction, the cornice assemblies will require standard protective measures, such as temporary coverings, vibration monitoring, and moisture control, to prevent damage from adjacent excavation and building activity. If future maintenance of the terracotta or concrete components becomes necessary, all work must follow best conservation practices and guidelines outlined in the *Standards and Guidelines for Conservation of Historic Places in Canada*.

Under the current proposal, the cornices will be fully retained in situ, with the only change to their immediate context being the minimal-contact interface created by the glazed lobby enclosure, which has been specifically designed to ensure that the CPR Station's character-defining cornices remain unaltered.

5.6 ROOF

Under the current redevelopment proposal, no interventions, modifications, penetrations, or alterations are proposed to the CPR Station roof. The heritage building will be retained in its existing location and condition, with the full roof structure, parapets, and all visible roofline components preserved in situ. The adjacent mixed-use tower has been designed to remain structurally independent from the CPR Station, and no mechanical equipment, access points, new openings, or weatherproofing transitions will be introduced at the heritage roof.

During construction, the roof may require standard non-invasive protective measures, such as temporary coverings or controlled access protocols, to prevent accidental damage from nearby activity. These measures should not involve any attachment to the parapet or alteration of the existing roofing materials and should be implemented in coordination with the project's structural engineer and heritage consultant. As no work is proposed to the roof under this application, future maintenance or repair, if required, should follow the *Standards and Guidelines for Conservation of Historic Places in Canada*, ensuring compatibility of materials, preservation of original profiles, and protection of the historic parapet line.

The roof will remain unaltered, and its historic form and materials will be fully preserved.

5.7 FOUNDATION

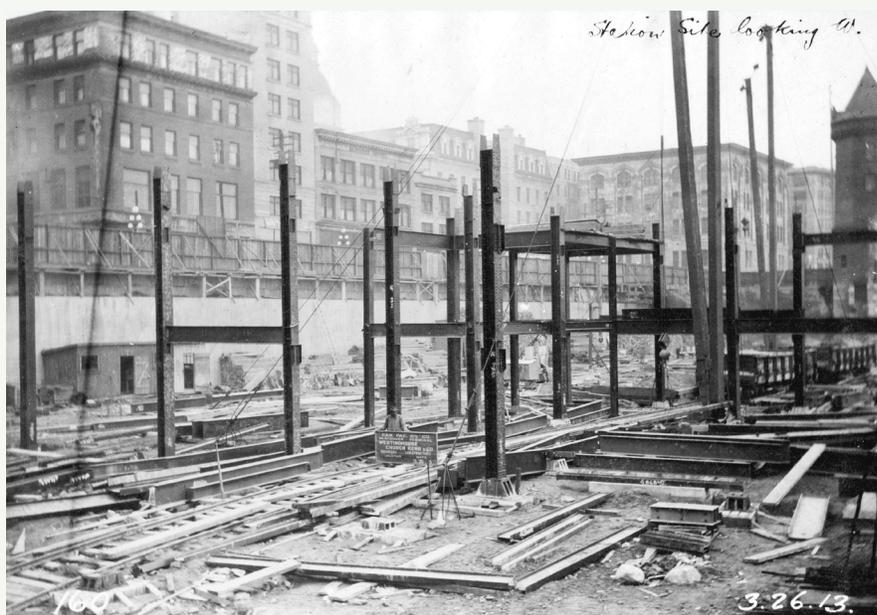
Under the current redevelopment proposal, no physical interventions, modifications, or penetrations are proposed to the CPR Station foundation. The heritage building will be retained in its existing location, with any required shoring or bracing limited to non-invasive protective measures to ensure its stability during construction on the adjacent site. The new mixed-use tower is designed to remain fully structurally independent, with no physical or structural engagement with the heritage building.

Given the scale of excavation required for the adjacent redevelopment, including multiple new below-grade levels and the site's proximity to Burrard Inlet, the primary conservation considerations relate to protecting the CPR Station from groundwater-related and excavation-induced impacts rather than modifying the foundation itself. Prior geotechnical and hydro-geological studies completed for the area indicate that groundwater is present at shallow depths and that dewatering or groundwater diversion may be required during excavation. Groundwater drawdown, if unmanaged, can

cause settlement, lateral soil movement, and changes in hydrostatic pressure, all of which present risks to adjacent heritage structures.

To mitigate these risks, the excavation support system must be designed to function independently of the CPR Station and to prevent soil loss, settlement, and uncontrolled groundwater inflow. A comprehensive groundwater management strategy will be required to ensure that excavation, dewatering, and temporary works do not adversely affect the heritage foundation. Elements of the excavation support system, including shoring, cut-off systems, and any dewatering infrastructure, must not connect to, bear upon, or otherwise engage with the CPR Station foundation.

All excavation support, groundwater management, and temporary stabilization measures will be designed by the project's structural and geotechnical engineers, with review by the heritage consultant to confirm that the CPR Station remains protected throughout construction. Continuous monitoring, such as settlement readings, vibration monitoring, and groundwater observation, will be required to ensure that the heritage structure remains stable.



The CPR Station foundation will therefore be retained in situ and unaltered. Conservation considerations at this level are focused exclusively on ensuring that excavation and groundwater management activities do not compromise the building's stability, condition, or long-term integrity.

March 26, 1913 construction view of the CPR Station, showing foundation and early steel framing on the Cordova Street frontage. (CVA 152-5.095)

5.8 WAR MEMORIAL: ANGEL OF VICTORY

The Angel of Victory is a bronze war memorial created in 1921 by sculptor Coeur de Lion McCarthy to honour Canadian Pacific Railway employees who died in the First World War. The sculpture depicts a winged angel lifting a fallen soldier, symbolizing sacrifice and remembrance. It is one of three identical castings commissioned by the CPR; the others are located in Montreal and Winnipeg.



In Vancouver, the memorial originally stood at the west end of the CPR Station, near the Granville Street entrance. It was moved to its current position when the Granville Street Pedway was constructed. This later location is not original and provides limited space and visibility, and the statue's exposed setting has contributed to its deteriorated condition.

As part of the proposed site redevelopment, the Angel of Victory is expected to be relocated. At this stage, the final siting has not been determined. Potential options include placement within interior public areas of Waterfront Station or integration into a new exterior plaza or gathering space. Final decisions will be confirmed through coordination with the design team and the City of Vancouver.

Prior to any relocation, a detailed condition assessment will be required to document the current state of the bronze and identify necessary conservation treatments. This assessment will inform safe handling, transport, and installation procedures to ensure the memorial's long-term preservation in its new setting.



1920s views of the CPR Station, showing the Angel of Victory war memorial in its original location at the south-west corner of the building. (Bullen, CVA 268-8, Thomson, CVA 99-3386)



April 30, 1922 view of the Angel of Victory war memorial in its original location at the south-west corner of the CPR Station. (Dominion Photo Co., VPL 21265)

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