



# APPENDIX 3: LOCO TOWNSITE HERITAGE CONSERVATION AREA GUIDELINES

## 1.0 DESIGNATION CATEGORY

The Local Government Act allows for the establishment of heritage conservation areas to provide for the long term protection of community heritage resources (Sections 970.1 and 971).

### 1.1 THE LOCO TOWNSITE HERITAGE CONSERVATION AREA

The loco Townsite stands as one of few surviving early company towns in the Lower Mainland. It is a distinct district with special heritage value to the City of Port Moody, and has been identified for long-term protection for heritage conservation purposes. Creating a Heritage Conservation Area for loco Townsite is the first step towards achieving the appropriate revitalization of loco.

That portion of the City identified in Schedule “B”, which is attached to and forms part of this plan, is hereby designated as the loco Townsite Heritage Conservation Area (HCA). Map 3 of the Official Community Plan also shows this area. The HCA is the planning tool by which loco’s heritage will be managed. Development procedures are specified in Bylaw No. 2489, and minimum standards of maintenance are specified in Bylaw No. 2490, both adopted on September 10, 2002. Certain actions within the Heritage Conservation Area will be exempt from the need for a Heritage Alteration Permit, as outlined in the subsection titled “Heritage Alteration Permits”.

It is recognized that a comprehensive land use plan and the accompanying, appropriate rezoning for the entire loco site will be required, which will recognize and protect the Townsite’s unique heritage character and development while defining new opportunities for sensitive new development on both the Townsite and surrounding lands. The area plan and rezoning (for either the Townsite alone or encompassing all of Imperial Oil’s land holdings in the northwest portion of the City) will be prepared in conjunction with additional design guidelines,

which will supplement those outlined in the subsection titled “loco Townsite Heritage Conservation Area Guidelines”. In the meantime, this Bylaw recognizes that opportunities may arise at any time to work with the property owners and with community and other groups to achieve conservation and revitalization within the Townsite; the City will facilitate any potential conservation activity that can be achieved in both the short- and long-term. These planning initiatives and any building activities within the Conservation Area will recognize the following objectives:

### 1.2 OBJECTIVES

Objectives of the designation of the loco Townsite Heritage Conservation Area are:

- to recognize and enhance the historic nature of the loco Townsite for the benefit of present and future generations;
- to encourage the preservation, rehabilitation, restoration, or reconstruction of existing structures within the Townsite;
- to accommodate and manage infill development on existing lots to ensure that new buildings constructed within this historic area are designed and maintained so as not to detract from the overall effect and character of the buildings, structures, land and features listed in Schedule “A”;
- to create an opportunity for a living, neo-traditional, pedestrian oriented, revitalized, waterfront community that allows for a wide range of residential, commercial, cultural, institutional and recreational uses;
- to re-establish the existing bowling green and baseball field for use by the community;
- to ensure that the buildings listed in Schedule “A” of this bylaw are neither demolished nor altered in any way that is not consistent with their original design or appearance;
- to retain the buildings listed in Schedule “A” in their original location to the greatest extent where practical and legally possible. Where relocation is essential, especially when buildings are located directly within watercourses, an appropriate new location will be determined within the

context of the above referenced area plan. As a preliminary step, an illustrative concept plan has been prepared through the HCA process to identify potential infill and redevelopment opportunities and is shown in Schedule "D";

- the City is committed to working with the property owners in arriving at a comprehensive area plan and appropriate rezoning for the loco Townsite (and as well the surrounding lands) that will deal in greater detail and refine the potential vision expressed by the illustrative concept plan. The area plan and rezoning process will engage the community for input;
- to support the use of reduced setbacks for existing and proposed buildings and structures from watercourses, down to 5 metres, so that the historic fabric of the central part of the site can be re-established, and the existing heritage buildings be adapted for reuse. This setback relaxation is supported in principle as a key condition of the Heritage Conservation Area Bylaw and is an essential component in revitalizing the existing Townsite;
- to accept the existing non-conforming road standards within the Townsite.

### 1.3 HISTORICAL SIGNIFICANCE

The Imperial Oil plant was one of the first refinery operations in Western Canada and a very significant site in the industrial development of British Columbia; the Townsite was a planned residential community that provided housing for the workers at the refinery. The Townsite, the majority of which is still owned by Imperial Oil Limited, is a lingering example of an early 20th century planned community developed to serve a major Canadian industry.

Construction of the refinery and the Townsite were significant aspects of the development of Port Moody. Conceived at a time when the local economy was booming, the project was barely underway when the outbreak of the First World War accelerated the need for fuel and ensured loco's completion despite a general, post-war economic collapse. The refinery provided employment for many people, and given its relative isolation, the Townsite was designed to provide workers' housing adjacent to the plant. loco was self-sufficient, with its own school, churches, commercial outlet, recreational opportunities and community hall. Primary access was by water until the 1930s when loco Road was constructed.

The loco Oil refinery was one of the first large industrial projects tackled by engineer and entrepreneur Alfred James Towle Taylor, who was later instrumental in the development of the Lions Gate Bridge and the British Properties. The townsite was cleared in preparation for construction during the fall and winter of 1920. In 1921, 43 new houses were built by Dominion Construction at the new townsite location and 15 houses that had been built elsewhere on the loco property were moved to the townsite. Seventeen (17) additional houses were built in 1922 and six (6) more were built in 1923 for a total of 81 houses.

Houses were assigned on a first-come, first-served basis. Each house is somewhat unique, given the Company's practice of allowing owner input into the design of the dwelling.

The school was built in 1921, and two churches, a grocery and a community hall were all built during the 1920s. The houses and other buildings were well-designed and substantially built. There was an active community life at loco Townsite. Given its isolation, the churches, school and bowling green provided the local focus for the residents. The quality of landscaping at the Townsite was very high, and it was regularly maintained by a gardening crew selected from Imperial Oil employees.

The Townsite was a pedestrian oriented, self-sufficient traditional, community containing residential, commercial, and recreational opportunities for loco employees. The historic townsite consisted of the following types of buildings and community facilities:

- Two churches;
- A community store;
- A community hall;
- A school (the original one room school was replaced by the present school);
- A bowling green and clubhouse;
- Tennis courts;
- Baseball pitch;
- A dock;
- A boat house; and
- 81 residential houses.

While a number of buildings have since been demolished over the years, the following buildings presently remain on site:

- Community Store;
- Community Hall;
- One Church;
- One School;
- 13 residential houses.

The remaining building stock within the loco Townsite presents opportunities for creative, adaptive reuse. loco represents a unique opportunity to conserve a significant community heritage resource while allowing the area to redevelop and evolve simultaneously. The conservation of this site will preserve a regionally significant example of a once thriving company town.

Photos of the remaining structures are included as Schedule "C" to these guidelines.

### 1.4 VISION FOR IOCO'S REVITALIZATION

A revitalized loco Townsite could become the heart of a new community on the north shore of Burrard Inlet. With its gentle south-facing slopes, surviving heritage buildings and

historic land use patterns, this unique site presents a significant opportunity to act as a generator of new development, both infill within the site and in the surrounding vacant lands also owned by Imperial Oil. The Townsite itself offers tremendous opportunities for adaptive reuse, sensitive infill and revitalization. Ioco, as a restored and rehabilitated historic commercial and residential village, would be a source of pride to the citizens of Port Moody, and could augment the context of surrounding new development by providing clues as to appropriate form and scale, materials and design, and neo-traditionalist values.

The Townsite could accommodate a range of commercial and residential uses, and could become a vibrant and lively mixed-use community with its own special identity based on its heritage character. The southern part of the site traditionally accommodated commercial and institutional uses in larger structures, while the northern part was residential in character, with a lower form and scale. The revitalized Townsite should recognize this historical pattern of land use which will be addressed in the preparation of an area plan.  
Heritage Character Statement

The historic Ioco Townsite was a unique, designed company town adjacent to a large industrial site, located close to the waterfront of Burrard Inlet, with road, rail and water access. Its heritage character defining elements include its south-sloping topography; its tightly laid out street grid (with major axes oriented north-south); its regular rhythm of rectangular housing lots, and its surviving early buildings. The southern part of the site was a cluster of commercial (the store), institutional (school, churches) and recreational (bowling green, community hall) uses. The northern part of the site was residential (a number of remaining houses). The surviving street grid, and its existing subdivision lines, is the strongest reminder of the historical form of the Townsite.

The small, intimate nature of the site - with its low scale of buildings, wide north-south streets (only partially curbed), and narrow sidewalks - recalls a traditional village centre. It was designed to be oriented to pedestrians, and the workers could walk to the adjacent industrial plant.

The most striking feature of the site was its architectural consistency. The buildings of the Townsite were built in a common vocabulary, based on the popular Craftman style of the era, using natural materials such as wood siding and shingle cladding. This architectural consistency is the essential element of the Townsite's heritage character, as only a company town - developed by one owner for a specific purpose - would display such tight control over form and appearance.

The mature landscaping also contributes to the character of the site. Early street trees line the public space of the bowling green, and are crucial to its identification as a public space. The site is bisected by a small stream with steep banks. Remnants of landscaped yards also provided an appropriate country cottage

feeling to the early houses. The surrounding forest landscape forms a buffering element around the Townsite.

## 1.5 HERITAGE CONSERVATION STANDARDS AND GUIDELINES

Any work to be undertaken on existing buildings as listed on Schedule "A", should conform to accepted heritage conservation principles, standards and guidelines. For the purposes of this Bylaw, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (2003) will be used as the basis for the review of any proposed work. These standards were adopted by Port Moody City Council in November 2007 to guide conservation efforts.

## 1.6 HERITAGE ALTERATION PERMITS

Heritage Alteration Permits (HAP) will be required for the authorization of changes within the Heritage Conservation Area. These permits will be used in a flexible way to respond to the requests and needs of the owners of scheduled properties over time. A HAP can be used to vary or supplement portions of the Local Government Act, but may not vary land use or density.

Heritage Alteration Permits will be required if buildings listed in Schedule "A" are to be permanently relocated within the Townsite. However, the HAP will be expedited if the building must be relocated due to site drainage conditions, and the receiving site is appropriate to the redevelopment scenario envisioned in the Townsite area plan.

Heritage Alteration Permits will not be required under the following conditions:

- for the lifting, temporary relocation and/or storage of buildings listed on Schedule 'A', provided appropriate security measures are in place (and approved by the City) and provided the building is ultimately relocated on a new foundation at its original location. Grade must be returned to its original level, and the building must be relocated at the same relative relationship to original grade. [Note that a building permit will be required for the new foundations];
- environmental remediation of buildings listed on Schedule 'A', up to the building's perimeter, provided the building itself is not moved or altered in any way, and the site is returned to its original grade;
- environmental remediation of vacant sites, providing grade is returned to its original level; and
- minor repair or maintenance of buildings listed on Schedule 'A', including replacement in-kind of existing deteriorated materials on a limited basis.

## 1.7 IOCO TOWNSITE HERITAGE CONSERVATION AREA GUIDELINES

Although the form of development within the Townsite is yet to be determined through the preparation of the area plan, it is felt that the illustrative, concept plan provides a general, potential vision to revitalize the site and retain its existing heritage character and buildings. It is therefore essential that a comprehensive area planning and rezoning process for the Heritage Conservation Area and surrounding loco lands be undertaken. The area plan and rezoning should recognize historic land use patterns, and facilitate the introduction of a variety of land uses including commercial and institutional.

A unique feature of loco is its consistent use of an Arts and Crafts architectural vocabulary, reflective of its origins as a company town, the era in which it was conceived, and the rapidity of its construction. As the area plan and zoning bylaw are prepared, appropriate guidelines will be developed for both heritage and vacant sites. It is anticipated that any new buildings within the Townsite will reflect the common architectural vocabulary of the existing buildings, and that an appropriate form and scale will be developed to reflect a historic commercial town centre.

The following principles will be used as the basis of a comprehensive set of design guidelines to be prepared in conjunction with the area plan:

- buildings listed in Schedule “A” will be subject to the heritage conservation standards and guidelines as listed in the subsection titled “Heritage Conservation Standards and Guidelines”;
- the form and scale of infill and new buildings will recognize the single family residential form to the north of the area, and the proposed, denser, mixed use residential/commercial/institutional uses to the south of the site;
- guidelines for new and infill buildings will recognize the consistent Arts and Crafts architectural vocabulary of the Townsite’s original wooden buildings, including existing, relocated, and demolished examples. These guidelines will include, but not be limited to:
  - building design, height and form;
  - exterior materials and colour;
  - roof design, material and orientation;
  - windows and doors;
  - porches and verandahs;
  - signage;
  - lighting; and
  - landscaping.

## 1.8 HERITAGE CONSERVATION INCENTIVES

The City is enabled to provide appropriate incentives to assist with the conservation of heritage properties. These can be

offered in several different ways, including developmental, financial and administrative incentives, as well as building code equivalencies. A range of incentives will be considered by the City, and may be utilized to facilitate the retention and rehabilitation of heritage properties by ensuring financial viability. Additional relaxations can be provided through Heritage Alteration Permits and Heritage Revitalization Agreements. Each situation will be different, and the City will endeavour to provide these incentives in the most flexible and effective manner as development issues are negotiated.

There may be other funding assistance available through other government programs, including the Federal Residential Rehabilitation Assistance Program (RRAP). The City will facilitate the delivery of heritage conservation incentives offered by senior levels of government.

For the properties listed in Schedule “A” the award of potential heritage conservation incentives would be subject to the following conditions:

- any proposed alterations conform to heritage conservation standards and guidelines;
- for larger incentives, proof of financial necessity may be required (pro forma analysis);
- municipal heritage designation would be required, and any further claim to compensation would be waived; and
- financial incentives would be subject to repayment if the heritage property is willfully destroyed or defaced.

## SCHEDULE “A”

### DESCRIPTION OF THE IOCO TOWNSITE EXISTING STRUCTURES AND LANDSCAPE FEATURES

The following existing buildings, structures, vacant lands and landscape features located within the loco Townsite Heritage Conservation Area are protected heritage property under the Local Government Act. Detailed Statements of Significance are in place for each building describing the heritage value and character defining elements for each property (see City of Port Moody Heritage Register).

### COMMUNITY BUILDINGS

***Loco School (1921)*** The school building is one of the landmarks of loco and is believed to have been constructed in 1921. The school is located at the entry to the townsite and shares many architectural features with school buildings in other jurisdictions of the province. The building itself is a symmetrical design with banked multi-paned windows.

***St. Andrew’s Presbyterian Church*** (now loco United Church) (1924) This is the last remaining church located within the loco Townsite. This building marks the entry to the townsite from

the east. The front door has wrought iron strap hinges and the interior has a wooden tongue and groove ceiling. The building includes a distinctive bell tower roof element. Exterior materials include wooden siding and asphalt shingles.

**Loco Grocery (1922)** This is a large and unusual structure with a broad hip roof and multipaned windows on the top floor. The building shares a number of features with other heritage buildings located within Moody Centre such as the treatment of the second storey with unpainted wooden shingles and the hipped roof previously identified.

**Community Hall (1921)** The community hall is one of the most prominent remaining structures in loco. The hall is a large utilitarian building with a jerkin headed roof, half timbering in the gable ends, and triangular eave brackets that are reminiscent of the Craftsman style. The building has been finished with wooden siding and asphalt shingles.

## RESIDENTIAL BUILDINGS

**306 First Ave (1921)** This bungalow structure has superb proportions. The simple side facing gable structure is Craftsman inspired as is the textured siding made from shingles with alternating narrow and wide exposures.

**205 Second Avenue (1921)** This loco company house has several sophisticated details such as the triple wood columns, the use of shaped shingles to add texture to the façade, special shaping of the corner boards, projecting window box, sloping porch roof, clack trim and special notch and peg detailing along the eaves fascia board.

**300 Second Avenue (1923)** This simple bungalow has an inset corner porch, triangular eave brackets, and shingle siding with a slight bellcast, where it meets the foundation skirting.

**304 Second Avenue (1921)** This building is detailed in a simple straight forward manner with a front porch and square columns. The structure has a hipped roof covered in asphalt shingles and wooden siding.

**306 Second Avenue (1914)** This is the only surviving two storey house at loco. It is believed to have been one of the first constructed houses within the townsite. The floor plan is square, with a pyramidal hip roof.

**316 Second Avenue (1922)** The design of this building has been influenced by the Craftsman style. The structure is in original condition except for the replacement of some of the window sash on the main floor. The simple side facing gable structure possess a front dormer and is finished in wooden siding.

**207 Second Street (1921-1922)** This variation on the loco company house features shingle cladding and an open front porch and hipped roof.

**200 Third Avenue (1925)** This well maintained modest bungalow sits on a corner lot and features two covered porches, a hipped roof and wooden siding.

**206 Third Avenue (1922)** This structure features shingle cladding and a side facing, low pitched gable roof.

**207 Third Avenue (1922)** This bungalow is set into the slope and features an inset corner porch, a front gabled roof and triangular eave brackets.

**303 Third Avenue (1922)** This structures features a side gabled roof, eave brackets and an inset corner porch. 307 Third Avenue (1921) This bungalow demonstrates the way that different rooflines and details were used to avoid monotony in the townsite's buildings. It features a side jerkin-headed roof with eave brackets at the roofline, and a shed roofed extension over the front porch.

**203 Fourth Avenue (1923)** This is the only remaining house on Fourth Avenue. The building exhibits a front facing gabled roof, triangular eave brackets, small front and side porches and wooden cladding.

## LANDSCAPE FEATURES

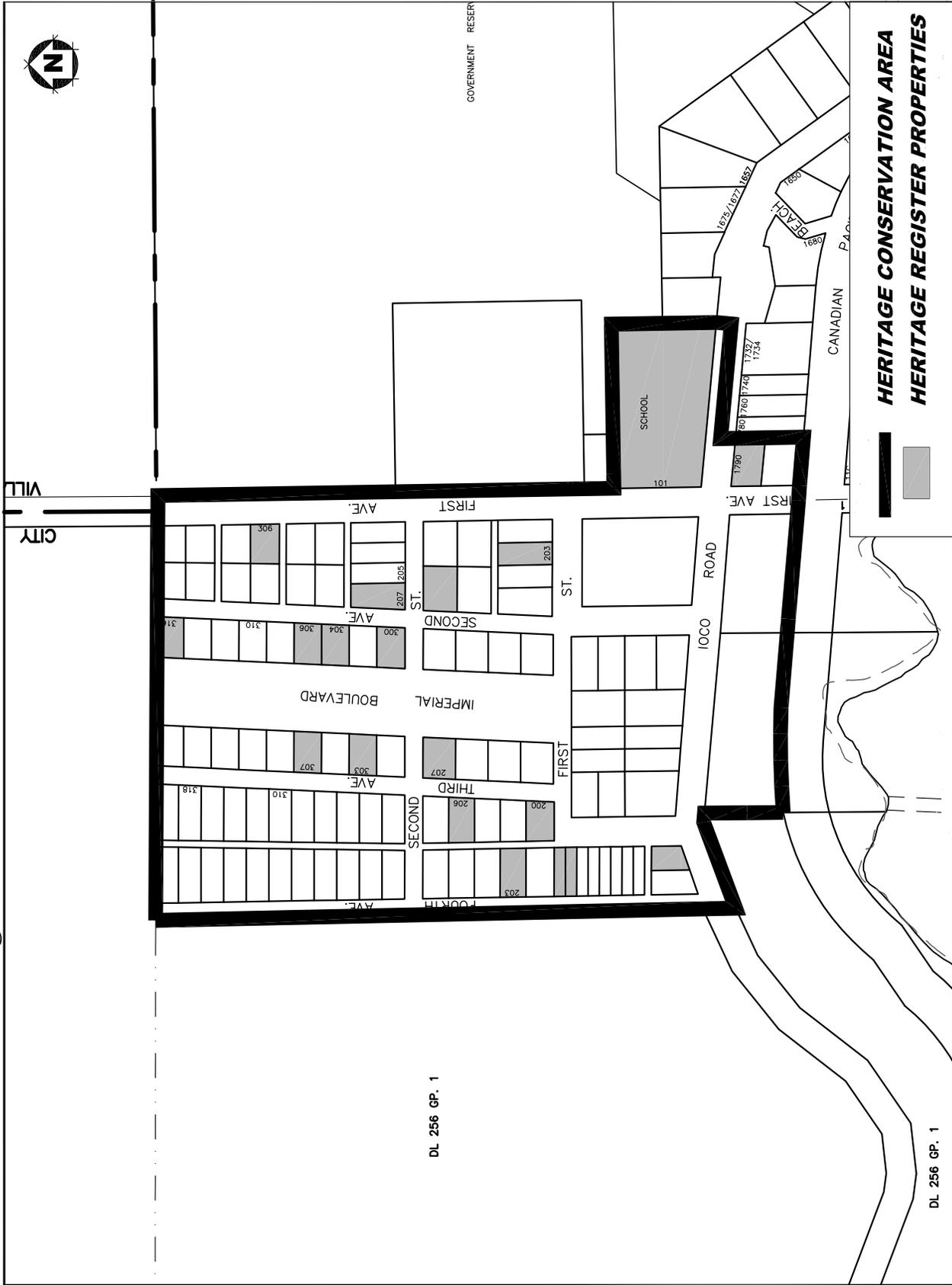
**Bowling Green** The former bowling green is bounded by First Street to the north, First Avenue to the east, loco Road to the south and Second Avenue to the west as shown on the accompanying map. This open space exists at the heart of this once thriving company town.

## VACANT PROPERTIES

One of the objectives of the loco Townsite HCA is to accommodate and manage infill development on existing vacant lots to ensure that new buildings constructed within this HCA are designed and maintained so as not to detract from the overall effect and character of the original structures listed in Schedule "A". Therefore, all new construction built on vacant properties located within the boundaries of the loco Townsite Heritage Conservation Area, as shown in Schedule "B" and Map 3 of the Official Community Plan (OCP), must be consistent with the loco Townsite Heritage Conservation Area guidelines.

SCHEDULE B: IOCO TOWNSITE HERITAGE CONSERVATION AREA

*Ioco Townsite Heritage Conservation Area*



# SCHEDULE C: PHOTOS OF EXISTING STRUCTURES

