

Memo



Date: November 13, 2009

To: City Manager

From: Community Sustainability Division

File No: HD09-0001

Applicant: Trotter & Morton (Lucia Cochrane)

At: 520 Clement Avenue

Owner: 0847922 B.C. Ltd., Inc. No.
BC0847922

Purpose: To designate the former CN station at 520 Clement Avenue as a municipal heritage building under Section 967 of the Local Government Act.

Report Prepared by: Alec Warrender

1.0 RECOMMENDATION:

THAT City Council consider designation of the building located at 520 Clement Avenue, Kelowna, B.C., commonly known as the CN Station as a Municipal Heritage Site pursuant to Section 967 of the Local Government Act;

AND THAT the Heritage Designation Bylaw be forwarded to a Public Hearing for further consideration.

2.0 COMMUNITY HERITAGE COMMISSION:

The Community Heritage Commission (CHC) passed the following recommendation at their meeting of November 5th, 2009:

THAT the Community Heritage Commission support designation the former CN station at 520 Clement Avenue as a municipal heritage building under Section 967 of the Local Government Act.

3.0 HERITAGE DESIGNATION BYLAW BACKGROUND INFORMATION:

The owners of the subject property have voluntarily requested that the 'CN Station' be designated as a Municipal Heritage Site.

3.1 Heritage Value and Heritage Character (Canadian Register of Historic Places):

This Canadian National Railways station, constructed in 1926, has heritage value as a central facility in the transportation history of Kelowna, representing the final stage in the transformation of Kelowna's economy from water-based to land-based access.

The role of the CNR and its station - which is the primary built feature associated with the line - in this important development is seen in the story of the railway's coming to Kelowna. Until 1925, the development of local industry was limited by the high cost and the inconvenience of lake transport. The Canadian Pacific Railway's lines came only as near as Okanagan Landing, at the head of Okanagan Lake. After 1909 goods could be loaded onto freight cars at the CPR's Kelowna's yards and transported along a short line from Ellis Street and Cawston Avenue to the CPR wharf, between Smith and Haynes Avenues, and then barged north to Okanagan Landing, from which a

A handwritten signature in the bottom right corner of the page.

branch line connected to the CPR main line. But this took time and was not very satisfactory to the local business community, especially the fruit and vegetable shippers, who had to get perishable goods to market quickly in an era before the advent of refrigerated cars.

The construction of a second transcontinental rail line, the Canadian Northern Railway, was nearing completion by 1910, when BC Premier Richard McBride took the opportunity to negotiate the construction of branch lines to areas that the CPR did not serve. In 1912 the provincial legislature approved construction of a Canadian Northern Railway line to Kelowna from the main line at Kamloops. Construction was delayed from the start, and then suspended with the outbreak of World War I in 1914.

During the War, financial over-extension and reduction of anticipated immigration and development brought the Canadian Northern Railway to insolvency. The federal government was forced to take over it and its transcontinental rival, the Grand Trunk Pacific, which along with other lines were amalgamated into the publicly-owned Canadian National Railways in 1923.

Construction resumed on the rail link from Kamloops, and in 1925, after a thirteen-year wait, the long-anticipated CNR line to Kelowna was completed. On September 11, cheered on by a crowd of 1,500 people, Mayor D.W. Sutherland drove a gilded spike to mark the arrival of the first train within Kelowna's city limits.

The CNR completed its facilities in Kelowna in 1926 with the construction of this stalwart station for passengers and light freight. It is 130' by 30' in size, with fieldstone walls surmounted by stucco and trimmed with brick. The new rail link was not only an economic stimulant to Kelowna's industries, but it also caused a shift of Kelowna's industrial district north and east, away from the waterfront where lake transportation had sited it, to a new centre in the North End, around the yards and spurs of the rail line. By 1930 twenty-two packing houses, four commercial canneries, and numerous other industrial facilities clustered along the line.

Highway developments, especially the completion of the Rogers Pass section of the Trans-Canada Highway in 1956, the Hope-Princeton Highway in 1951, and the Okanagan Lake Bridge in 1958, opened the Okanagan to easy road access. As elsewhere in Canada, travellers abandoned the trains for their automobiles. As a consequence, in 1967 the CNR ceased passenger service on its Kelowna-Kamloops line. The station has continued to function as its freight and express depot.

The Kelowna Station has been designated a Heritage Railway Station by the Government of Canada, on the recommendation of the Historic Sites and Monuments Board of Canada.

3.1.2 Character Defining Elements:

- Good example of an historic train station, unique in Kelowna
- Characteristic of many CN railway stations built between the wars
- Large roof proportions in relation to the building mass
- Steeply pitched hipped roof with small gables cut into the ends, and with deep, bellcast eaves and six eyebrow dormers
- Long, thin building form
- Projecting bay window for the operator on the



north side

- Red brick quoins at the corners
- Fieldstone lower walls, with battered (tapered) elevation, capped by a string course
- Stucco walls (painted cream) above the fieldstone / string course
- Wood, double-hung one-over-one window sash, brick framed
- Ginko tree located at north property line while safe and healthy

3.2 Compatibility with the Official Community Plan and community planning objectives:

The Heritage Designation of the 'CN Station' is compatible with the policy direction of the Official Community Plan which promotes the conservation of heritage buildings listed in the Kelowna Heritage Register. Specifically, the OCP states that the City of Kelowna will encourage owners of properties listed in the Kelowna Heritage Register to voluntarily provide long-term heritage protection for their properties through the use of a Heritage Designation Bylaw or a Heritage Conservation Covenant.

3.3 Compatibility of Conservation with Lawful Uses of the Property and Adjoining Lands:

The proposal is consistent with the designation of the Commercial in the Official Community Plan future land use designation. The Commercial designation covers a variety of commercial and complementary uses (OCP, Chapter 9). The property is zoned I4 - Central Industrial, although the existing Heritage Revitalization Agreement indicates that future development of the site should be in accordance with the C4 - Urban Centre Commercial zone. The proposed use (restaurant) of the property is consistent with the existing Zoning, the Heritage Revitalization Agreement and Future Land Use Designation.

3.4 Condition and Economic Viability of the Property:

The Kelowna Heritage Register indicates that the CN Station survives with few external changes as seen from the street. Various internal updates and external rehabilitation efforts are required to bring the building up to the BC Building Code Standards. A tenant has been arranged and the building should be occupied as soon as the project is complete.

3.5 Possible Need for Financial or Other Support to Enable Appropriate Conservation:

The applicant has applied for the City's Heritage Tax Incentive Program. The building, however, will be completely rehabilitated negating the need for major upgrades requiring financial assistance in the near future.

4.0 LAND USE MANAGEMENT DEPARTMENT:

The building is currently listed on the Heritage Register. The former CN Station is also protected through Heritage Revitalization Agreement (HRA) Bylaw No. 8512 pursuant to Section 966 of the "Local Government Act." As a part of this application the applicant is committed to having the CN Station designated under Section 967 of the *Local Government Act* as a Municipal Heritage Building. This designation will afford additional long-term protection for the structure.

Submitted by:



Danielle Noble
Manager, Urban Land Use



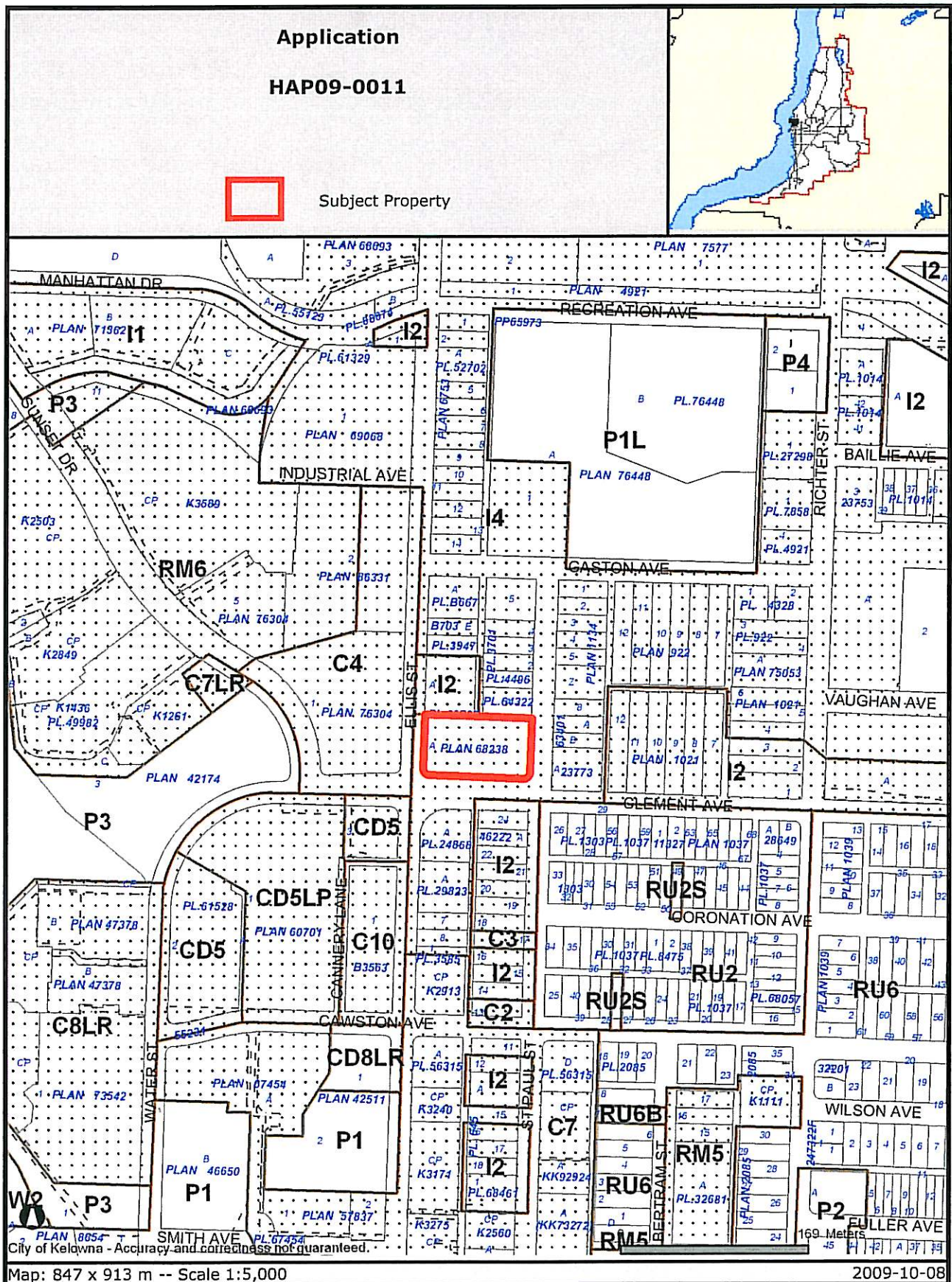
Approved for inclusion:



Shelley Gambacort
Director, Land Use Management

Attachments:

- Location Map
- Heritage Register Information



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.

HOME Search

Heritage Building

Heritage Building Information



Kid: [567633](#) **Plan:** 68238 **Lot:** A **Block:**
[Map](#)
Civic Address: 520 Clement Ave
Neighbourhood: North End
Building Name: CN Station
Conservation Area: no
Date Built: 1927
Status: Active

Historical Significance: Represents the first and only rail link integrating Kelowna into the provincial and national transportation networks. Locally it caused the relocation of industry away from the waterfront, reshaping the North End.

History: Built by the Canadian National Railways. The railway reached Kelowna from Kamloops in 1925. Used until the cessation of of passenger service: now used for other CN purposes.

Architectural Significance: A very good example of a historic train station; unique in Kelowna.

Style / Character: Characteristic CN Station from the 1920s to the early 1940s.

Design Features: Large roof proportions in relation to building mass. Long, thin building form, broad eaves / roof overhang (to shelter the platform). Small projecting bay NW corner, loading bay doors on east end. Staggered red brick quoining on corners. Fieldstone lower walls/foundation are battered adding to rustic appearance.

Architect: CNR

Builder: unknown

Building Construction: timber frame

Foundation Construction: fieldstone / concrete

Stories: 1.5

Roof Type: Hipped roof with very small gables cut into the ends, bell cast flare, eyebrow dormers

Window types: DH 1/1 sash, brick quoins, sills, lintels surround windows, 3 small eyebrow dormers

Exterior Wall Material: stucco

Original Wall Material: same

Exterior Wall Color: cream

Landscape Features: pavement around building, no landscaping, railway tracks to the north

Associated Buildings: none

Alterations Documented: 1971 alterations for express service centre; 1973 extension to platform and canopy [STREET FILES]

Alterations Observed: none

Site Context: A landmark amid the major industrial belt of the downtown. Access to rail, main roads and close to city centre. Nothing similar is nearby this somewhat isolated building.

Source: KHRI 1983; STREET FILES.

Additional Notes and Comments: Designated under the Heritage Railway Stations Protection Act.

Updates:

History Recorder Name: 1983 Inventory/ S. Fraser

Date Recorded:

Field Recorder Name: Leigh-Ann Carter

Date Recorded: 1997-06-20

Photographer: Leigh-Ann Carter

Date Photographed: 1997-06-20

Photo Reference: CD2.54-56

Main Photo File:



Additional Photos:



CRHP Inventory: [Click Here](#)

