

Attachment 1:
Massey Victory Height Streetlight Heritage Values Assessment



Cherry Street



Chilliwack Street & Churchill Avenue



Massey Street

*Photographs courtesy of
neighbourhood resident
S. Johnson, September 2025.*



Courtenay Street

Heritage Values Assessment Report

Massey Victory Heights Streetlights

Draft September 2025

Introduction

A Heritage Values Assessment is an unbiased study that evaluates the cultural, historical and/or architectural importance of an object or place. It identifies a subject's physical attributes, cultural associations and historic connections to inform decisions about its preservation or alteration. The "Standards and Guidelines for the Conservation of Historic Places in Canada"¹ are used to guide the assessment process. The "Standards" are based upon internationally recognized criteria used to describe the values associated with, or expressed by, the object or place for past, present and future generations. These criteria are:

- Aesthetic qualities (how it looks, feels or smells)
- Cultural qualities
- Historic qualities
- Scientific qualities
- Social qualities
- Spiritual qualities

Heritage values—whether physical or non-physical—are shown through character-defining elements. These elements can include things like the materials used, the shape or design, the location, how spaces are arranged, how the place is used, and the cultural connections or meanings it holds.

In June 2025, as part of a planned streetlight infrastructure renewal, Schueck Heritage Consulting was engaged to undertake a Heritage Values Assessment of the streetlights in the Massey Victory Heights neighbourhood. Extensive research was carried out in the New Westminster Archives as well as on-line. Local historian Jim Wolf contributed research as well. Site visits were made on July 25 and August 12, 2025 to visually assess the streetlights and to take photographs. A City-led community meeting was held on September 3, 2025 to discuss heritage values with members of the Massey Victory Heights neighbourhood and other interested residents. Over 70 people attended and contributed to the discussion. Although the discussion focussed mostly on the Engineering aspects, some good insight into heritage values was shared and has been included in this report. Afterwards, a number of residents provided their own photographs for inclusion in this report.

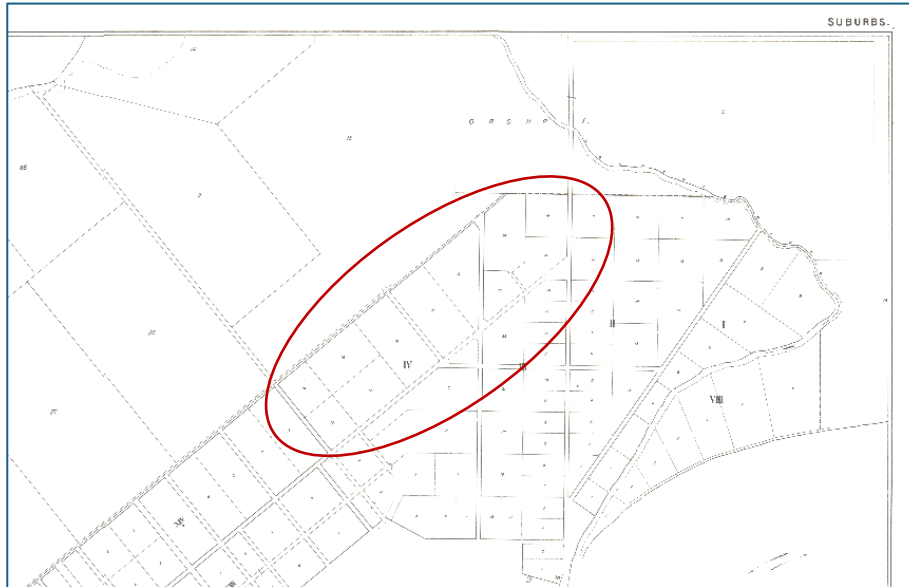


Section of Neighbourhood Map showing Massey Victory Heights (#8). Source: CNW

¹ The Standards and Guidelines for the Conservation of Historic Places in Canada, Second Edition, 2010.

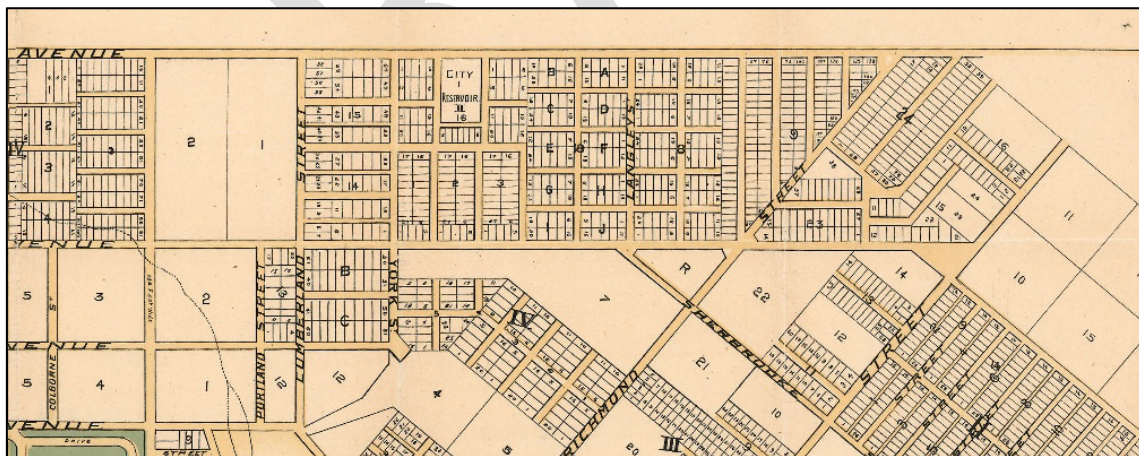
Historic Background: Massey Victory Heights

The neighbourhood now known as Massey Victory Heights was part of the Royal Engineers survey in 1859. This section of the city was divided into larger sized lots, some of which would have been used for farming. A water reservoir was constructed there in 1890².



Portion of New Westminster District Map by Royal Engineers 1859

By 1892, the grid pattern for the neighbourhood had become more detailed, with smaller, urban lots. As with the 1859 plan, the contours of the land were not considered.

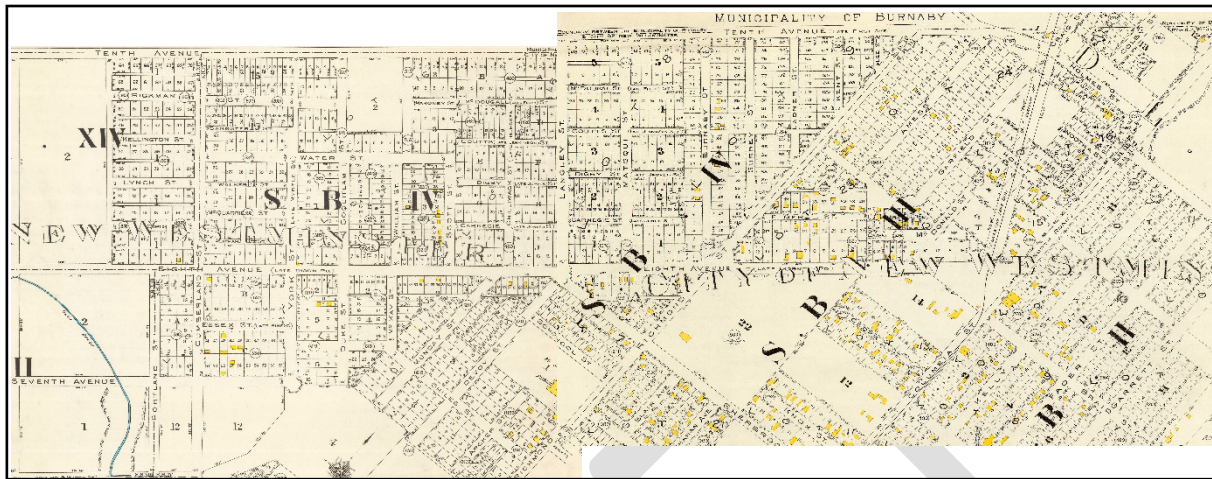


Portion of New Westminster District Map by Royal Engineers 1892. Courtesy Vancouver Archives

The Goad's Fire Atlas was a series of plans from various municipalities showing details of properties and structures contained on them. Created in 1913, it shows essentially the same layout and size of

² Massey Victory Heights Neighbourhood Historical Context Statement, August 2016, p.7.

properties in the neighbourhood as the plan from 1892. Yellow symbols on the plans indicate existing structures. A few houses from this time period remain in the area, in particular on Sangster Place, Scott Street and McDonald Street³.



Goad's Fire Atlas, Plates 117 & 118. 1913. Courtesy Vancouver Archives

As World War Two was coming to an end in 1945, the different levels of government across the country realized that they needed to provide housing for returning veterans. New Westminster began discussions early in 1945 to develop an area suitable for housing and chose the mostly vacant area north of Eighth Avenue and east of Cumberland Street.

On May 14th, 1945, Council directed the Engineering Department to prepare a plan for a housing development in this area. The plan that Engineering created differed from the earlier plans by placing the roads along the natural contours of the land in order to take advantage of the views. The area was defined in June 1945 as a District and in July the Engineering Department hired bulldozers and other equipment to clear the land and build the roads. By August of that year, the first 52 lots were ready. On August 20, 1945, City Alderman, Mr. Smith, put forward a motion to Council to honour the returning veterans by officially naming the new subdivision "Victory Heights"⁴.

In June 1945, the estimated cost to the City to develop the 43 acre subdivision was \$134,270.15⁵. The total revenue from the sale of 192 lots was estimated to be \$124,538.88, leaving \$33,196.89 to be carried by the City. In February 1946, that total cost estimate was slightly lower, \$129,230.00, of which the ornamental street lighting was estimated to cost \$14,400⁶. (See next page for the streetlight included in the June 1945 estimate by the Electrical Department.)

³ Ibid, p. 9

⁴ Source: NWMA City Engineer's subject files File 16 and 17, presentation, likely for a Council meeting titled "Victory Heights", circa 1947/48

⁵ Typed page of estimated costs by C.V. Sayer dated June 5, 1945. Source: NWMA City Engineer's subject files File 16 and 17

⁶ Estimated costs dated February 6, 1946. Costs were for sewer, water, roads, clearing, surveying and lighting. Source: NWMA City Engineer's subject files File 16 and 17

On October 1, 1945, the Land Committee recommended to Council that the lots be available to returning servicemen at a cost of 40% of the assessed value. All of the first 52 lots put on the market sold quickly.

In February 1946, Chief Engineer, Mr. R. E. Potter, recommended to the Land Committee that the lots be sold on condition that the servicemen would build a house on their property within a certain time period, or ownership would revert back to the City.⁷ The purpose for this was to avoid land speculation.

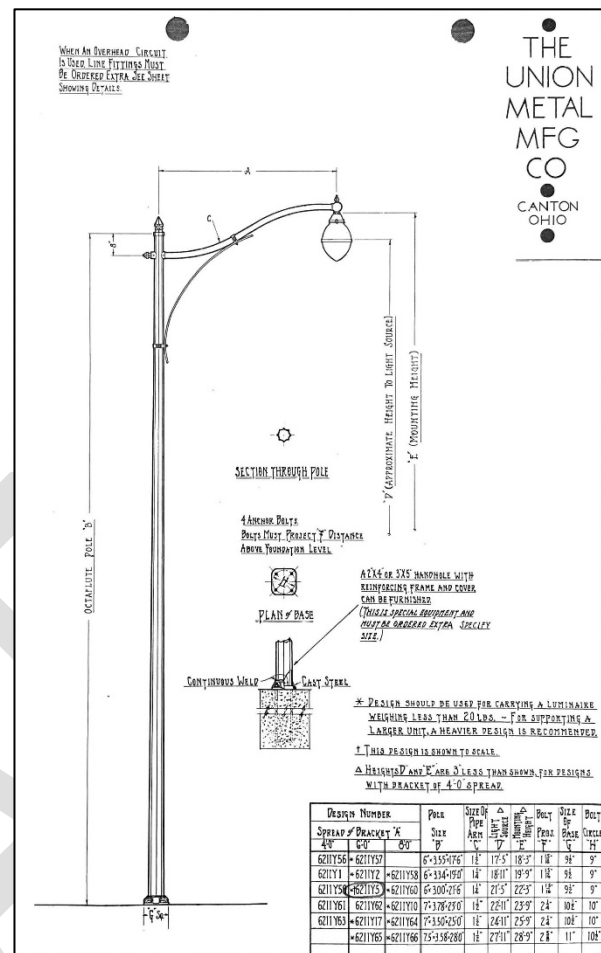
The next set of lots were put on the market in May 1946. There was so much interest that a line began at City Hall the day before the lots were being sold.

By the end of 1946, a total of 114 lots had been sold to returning veterans at the reduced rate of \$207.00 each and 80 lots were sold to civilians at the full assessed value of \$517.00 each.⁸

The area continued to be subdivided and developed during the 1950s and 1960s. The following is a list of the first five subdivisions and the dates when their plans were registered with the Land Title Office. The remaining vacant areas were subdivided and developed in the 1970s.

- 1) February 1946, Subdivision Plan 8430
- 2) November 1952, Subdivision Plan 13156
- 3) May 1954, Subdivision Plan 15338
- 4) April 1957, Subdivision Plan 17406
- 5) April 1962, Subdivision Plan 24203⁹

All of the services for a modern subdivision were provided, including water, sewer, power, telephone, cable and electricity. Victory Heights was the first neighbourhood in all of Canada to have underground utilities¹⁰. A shopping plaza was built at Eighth Avenue and McBride in the 1950s as a shopping amenity for the neighbourhood. McBride Apartments was constructed in the same time period, as was Mount Zion Lutheran Church (in 1958) and F.W. Howay Elementary School (in 1963).



"Octaflute" poles and globe lights, as presented in the June 5th, 1945 estimate on electrical specifications by C.V. Sayer.

⁷ Memo from Chief Engineer Russell Potter to the Chairman of the Lands Committee, February 22, 1946. Source: NWMA City Engineer's subject files File 16 and 17

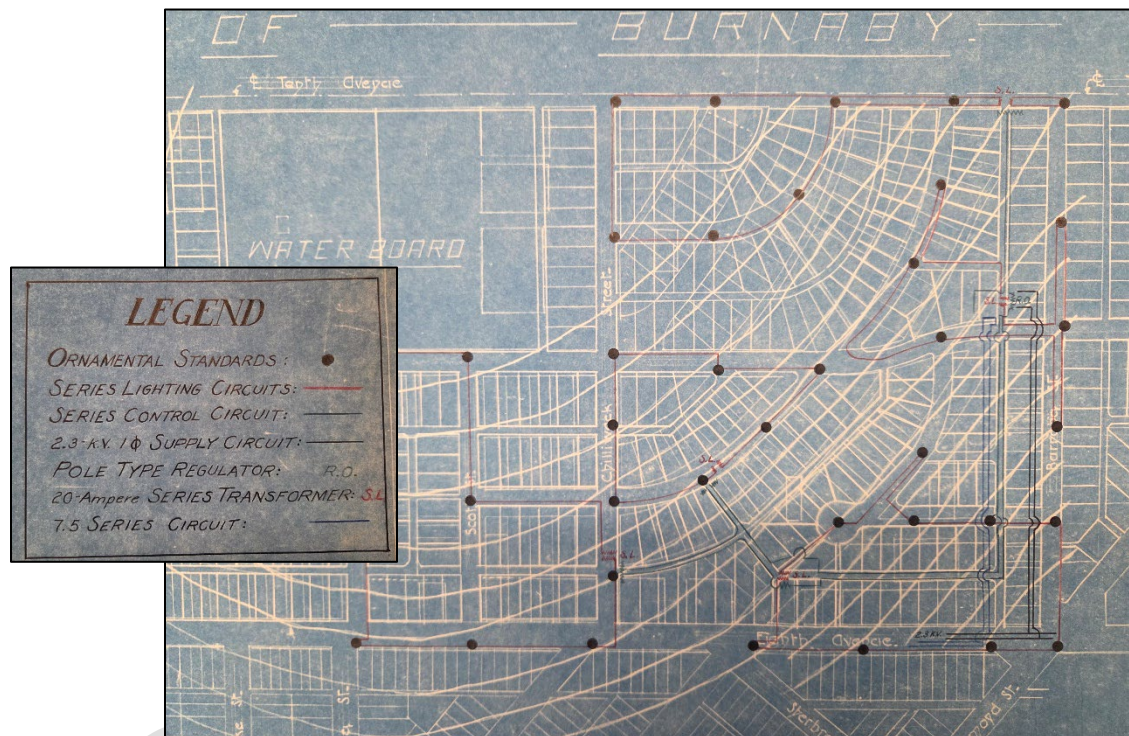
⁸ Source: NWMA City Engineer's subject files File 16 and 17, undated memo for Council titled "Victory Heights"

⁹ A.L.A.S. Consulting Services. "The Lights in the City", 2017. See Appendix for the Subdivision Plans.

¹⁰ Massey Victory Heights Neighbourhood Historical Context Statement, August 2016, p.9.

Originally called Victory Heights, the name was changed to Massey Victory Heights in the early 1950s, to honour Vincent Massey, who was appointed Governor General of Canada in 1952.

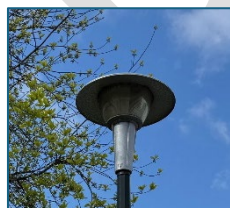
When it came time to install streetlights, the City opted to re-use the historic streetlights that had been removed from Columbia Street. Following is a portion of the plan showing the electrical circuits and the streetlights that were planned for the first subdivision, with the boundaries of William and Burnaby Streets, Eighth and Tenth Avenues. The dots represent the proposed streetlight locations.



CNW 7.01.01.11 Item #36

For the purposes of this report, the following terms are used: “lamp”, “pole”, “base”; with the entire structure referred to as “streetlight”.

“Lamp”



“Pole”



“Base”



Photo courtesy of S. Johnson

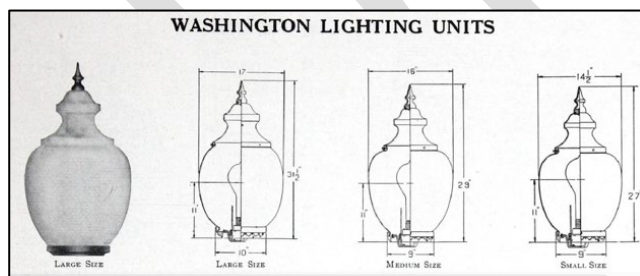
Historic Background: The Streetlights

In 1909, New Westminster City Engineer, Mr. Blackman, began a program to improve Columbia Street. New streetlights were designed with a fluted base, an octagonal shaped pole, and topped with 5 glass globes or “cluster lamps”. The height of each streetlight was about 15 feet from the ground up to the point where the lamps were attached.

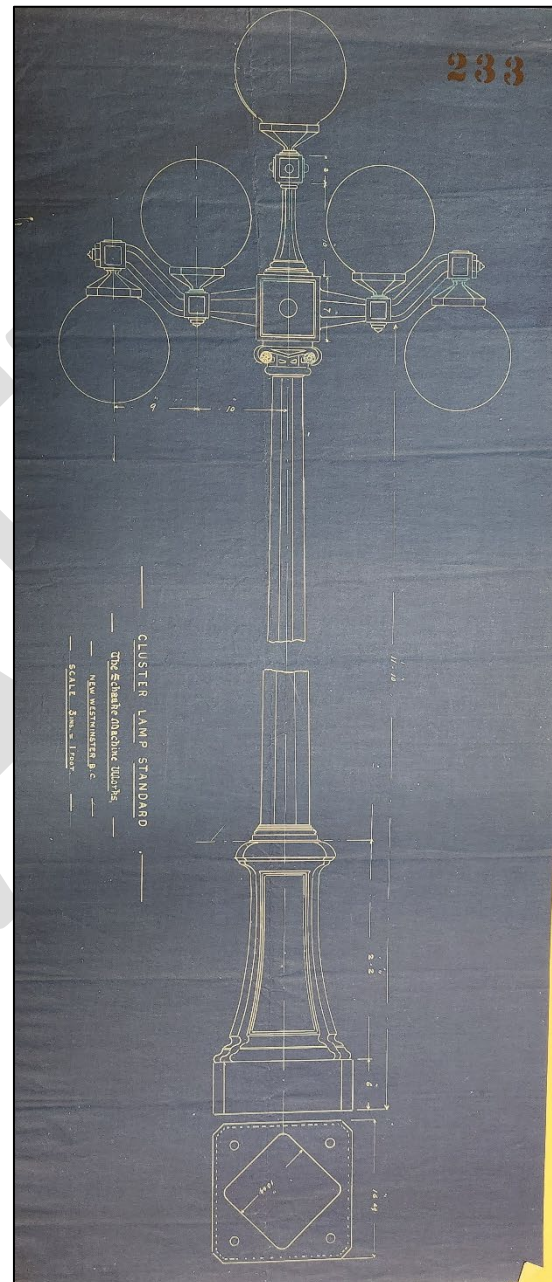
The production for these streetlights was awarded to the Schaae Machine Works, a New Westminster company.

The first contract was for 65 streetlights. Over the next several years, most of the streetlights along Columbia Street between Tenth Street and McBride were made by Schaae. It is estimated that a total of 178 streetlights were installed.¹¹

Starting in about the 1920s, the lamp portion of the streetlights along Columbia Street was changed from the cluster lamps to single acorn globe lamps. The design appears to match the “Washington” style lamp found in the ornamental street lighting catalog of the Westinghouse Company¹². This change in lamp style was also occurring in other municipalities, such as Vancouver.



Graphic from the Westinghouse Ornamental Street Lighting Equipment Catalogue, 1925 Courtesy Jim Wolf.



Plan of the cluster streetlights, drawn by Schaae Machine Works, NWMA 09-1-8 Item 5

¹¹ Jim Wolf. “City of New Westminster Massey/Victory Heights Street Lights Improvement Project Historical Study of Lamp Standards.” September 12, 2025.p. 7.

¹² Ibid, p. 9.

The streetlights along Columbia Street were gradually replaced with taller, more powerful streetlights after the completion of the Pattullo Bridge in 1937.¹³

The historic streetlights were stored and then reused in other parts of the City. Some were relocated to the parking areas around the Arena and Stadium in Queen's Park and some went to the Massey Victory Heights neighbourhood.

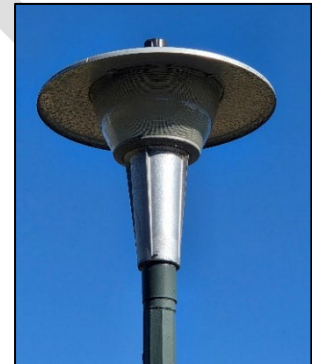
Starting in the 1960s-1970s, the acorn globe lamps were changed to a straw hat style lamp. The straw hat style lamps were likely made by the Sylvania Company. There is a close match in their "Twist-Pak" catalog of 1965¹⁴. Other municipalities were doing the same. The streetlights in the Strathcona neighbourhood of Vancouver, for example, received these same straw hat style lamps in the early 1970s.



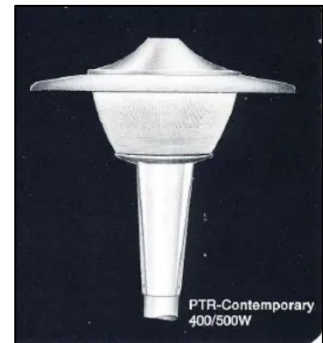
*Streetlight on Columbia St.
c.1948, NWMA Item 2427*



*Somewhere in Massey Victory
Heights c. 1982
NWMA IHP 14845*



*Massey Victory Heights
Aug 2025 Courtesy J.
Schueck*



*The Sylvania Twist Pak
Post Top Refractor
Model. Courtesy Jim
Wolf*

¹³ Ibid, p. 10.

¹⁴ Ibid, p. 11.

Regardless of location, the streetlight bases appear to have remained the same. The following three photographs show the bases in different time periods; the one on the left shows a base on Columbia Street shortly after the streetlights were installed (c. 1910), the middle shows a base on Massey Street in c.1959 and the one on the right shows a base on Massey Street in 2025.



*Columbia St. c.191-
NWMA IHP 2802*



*Massey St. c.1959
NWMA IHP 1819*



*Massey St. August 2025
Courtesy J. Schueck*

A cursory examination of the bases north of Eighth Avenue indicates that they are the bases made by the Schaaque Machine Works company. Some are stamped "1910" and some "1911". South of Eighth Avenue, bases were found with the stamp "Allard Eng. Ltd. New Westminster". Unfortunately, no date could be found on those ones.



*Base of streetlight crafted by Schaaque Machine
Works Ltd. in 1910. Located on Massey St.
Photo taken August 2025.*



*Base of streetlight crafted by Allard
Engineering Ltd. Located on Seventh Ave.
Photo taken August 2025.*

Schaake Machine Works Ltd.



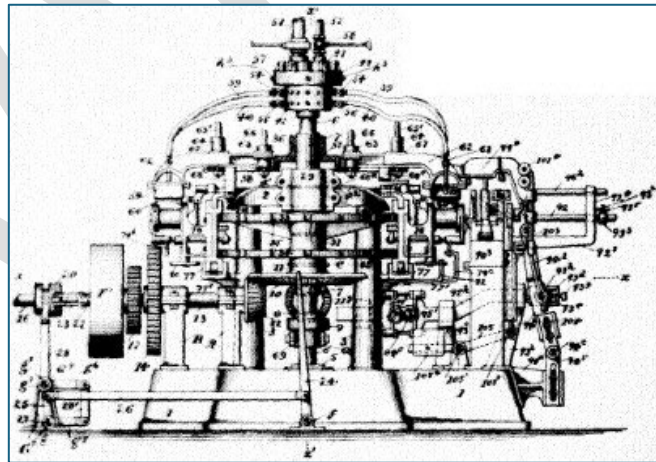
Fig. 6. Henry Schaake, inventor and business promoter and the man with the foresight to realize the potential of the Johnson shingle machine. (From R.E. Gosnell, *A History of British Columbia* (Victoria, B.C.: Lewis Publishing Co., 1906), between pp.648-9.)

From *"The Shingle Sawing Machine in British Columbia 1901 – 1925"*.

Until his own shop was up and running, Schaake had an agreement with Vulcan Iron Works, also a New Westminster company, for them to build his own patented machinery. In 1901, Schaake was approached by Frank L. Johnson with a design for an improved shingle saw machine. Johnson was working at the Dominion Shingle Company in New Westminster as the Manager at the time. He had developed a way to improve the popular shingle saw machine designed by Alexander Dunbar and which was commonly used in BC. Johnson could not find a company to produce his early design and then he met Schaake. They collaborated on the design that changed the horizontal orientation of the Dunbar model to a vertical one and added other improvements such as a linked shaft drive on a sliding bearing to allow it to be faster and more reliable. These changes impacted the industry. The development of the "upright shingle sawing machine was an event of significance to British Columbia's industrial development."¹⁵

Schaake Machine Works and Foundry was established in c. 1898 in New Westminster, originally to make and repair canning machines. Henry Schaake started as an apprentice in a Baltimore, Maryland fruit-canning company.

He moved to San Francisco, California in 1888 where he incorporated a number of companies that produced cans for the growing fish canning industry. Just after receiving a patent for a canning machine called a "Can Body Soldering Machine" in 1897, he moved to New Westminster, where the fish canning industry was growing. He managed the Automatic Can Co., owned by the Bell Irving interests, but it was destroyed a year later by the Great Fire of 1898. At about this time, he was approached by John Kellington, who worked for the cannery owned by Alex Ewen and O.J. Munn. Kellington had a design for an improved can topping and washing machine and he sold the rights to Schaake, who opened his own business to manufacture this and other machines, and to repair machinery related to the fishing industry.¹⁵



Schematic of a Can Body Soldering Machine, patented 1897 by Henry Schaake. Vintage Machinery Webpage.

¹⁵ Robert Griffin. "The Shingle Sawing Machine in British Columbia 1901-1925". BC Provincial Museum.

¹⁶ Ibid.

At some point, the name of the company was changed from Schaake Machine Works and Foundry to Schaake Machine Works Ltd. In 1912, the company was sold to Heaps Engineering. "It was probably the destruction of the Ruskin mill which led to Heap's acquisition of the Schaake Machine Works which by this time had established a reputation for sawmill machinery as well as shingle machinery. The acquisition cost approximately \$150,000. Henry Schaake stayed on as manager while Edward Heaps' son became superintendent."¹⁷

Schaake re-established his business in 1915 but quickly relocated to Granville Island in Vancouver. He continued to revise and create shingle as well as other machinery. Henry Schaake died in New Westminster in 1922 at the age of 54 years.

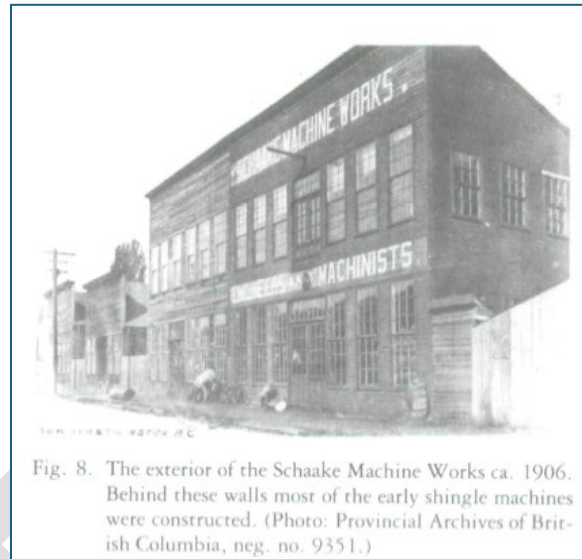


Fig. 8. The exterior of the Schaake Machine Works ca. 1906. Behind these walls most of the early shingle machines were constructed. (Photo: Provincial Archives of British Columbia, neg. no. 9351.)

Provincial Archives of BC as included in "The Shingle Sawing Machine in British Columbia 1901 – 1925".

SHINGLES

HERE IT IS

SHINGLES

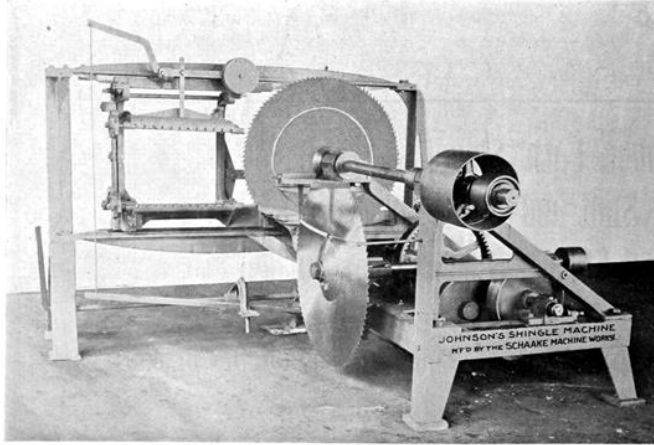
The latest and best Upright Shingle Machine on the market. No trouble to cut a uniform and perfect shingle. A machine that is always right.

SIMPLE

STRONG

DURABLE

LARGEST CAPACITY



Some of the mills using the Johnson machines :

- Pacific Coast Lumber Company, Vancouver.
- Spicer Shingle Mill Company, Vancouver.
- B. C. Shingle Mfg. Company, Vancouver.
- B. C. Mills, Timber & Trading Company—Royal City Mills Branch, New Westminster.
- Dominion Shingle Mfg. Company, New Westminster.
- A. J. Welsh Shingle Mill, New Westminster.
- Fraser River Lumber Company, New Westminster.

Vancouver, B. C., Jan. 27, 1902.

MR. FRANK L. JOHNSON, Sapperton, B. C. :

Dear Sir,—Replying to your inquiry of a few days ago, as to how we like the Improved Johnson Shingle Machine which we recently purchased from The Schaake Machine Works, we are glad to be able to state that we are much pleased with it.

We have had experience with a good many different styles of Shingle Machines, and in our opinion this one is the best of all. The two important points in which this machine excels all others is the style of friction and the method of driving the carriage, the former being very simple and positive, and the latter improvement making the machine work very smooth and easy without any jar or jerk.

If we were building another mill we would have no other kind of machine.

Yours truly,

SPICER SHINGLE MILL CO., LIMITED
H. H. SPICER, Manager.

The SCHAAKE MACHINE WORKS
Manufacturers

NEW WESTMINSTER,
British Columbia

Ad from The Canada Lumberman, 1902, for the Johnson Shingle Machine designed by Frank Johnson. Vintage Machinery Webpage.

¹⁷ Ibid.

Allard Engineering Ltd.

Allard Engineering Ltd. was also a New Westminster company.

“A small number of the existing historic poles in Massey \ Victory Heights have a later casting mark indicating that they were made by the Allard Engineering Company in New Westminster. It seems likely that the City required a number of posts to be cast in the 1930s to replace damaged poles and\or add new streetlamps in the downtown area. Allard Engineering was founded in the late 1920s by W. Allard and W. Marchese, and by 1937 the plant located at 1031 Quebec Street and specialized in sawmill, canning and fishing machinery.”¹⁸

Little more is known except that Allard Engineering Ltd. is purported to have changed its name to “Storie Industries”¹⁹.

Heritage Values – Historic Research

Based on the historic research, the following heritage values can be interpreted. The heritage values associated with the historic streetlights fall into the categories of aesthetic, cultural/historic, scientific, and social significances.

The aesthetic value of the historic streetlights can be found in their design and material (including colour), as well as their height. The scale and quality of light is also important.



Photo courtesy of neighbourhood resident M. Wong

The historic and cultural value is found in their age and in their connection to the past, in particular to the early Twentieth Century and to the post-Second World War era. Most of the streetlights were originally made by Schaaake Machine Works Ltd. and were installed along Columbia Street in circa 1910-11. As previously noted, the Schaaake company’s development of the “upright shingle sawing machine was an event of significance to British Columbia’s industrial development.”²⁰ Some of the other streetlights were made by the Allard Engineering Ltd., also a New Westminster company. The streetlights were relocated to the Massey Victory Heights neighbourhood when it was being developed in the late 1940s-early 1960s. The neighbourhood is valued for being specifically developed to provide housing opportunities for returning World War Two veterans, who were

¹⁸ Jim Wolf. “City of New Westminster Massey/Victory Heights Street Lights Improvement Project Historical Study of Lamp Standards.” September 12, 2025.p. 8.

¹⁹ Based on an old Facebook post after searching “Allard Engineering”.

²⁰ Robert Griffin. “The Shingle Sawing Machine in British Columbia 1901-1925”. BC Provincial Museum.

able to purchase the land at 40% of the assessed value. The entire neighbourhood, its design and layout, including the streetlights, is a form of ‘thank you’ to the men and women who fought in that war. As noted in the Neighbourhood Context Statement (2016), Massey Victory Heights “is a physical and philosophical representation of modern suburban development in post World War Two New Westminster. The neighbourhood is important for being the only neighbourhood in the city developed exclusively after World War Two, and as such is an excellent example of the new ideas that were designing and creating the modern residential areas of the period.”²¹ Although not identified in the City’s Heritage Register, the value placed on the historic streetlights by the neighbourhood was specifically mentioned as part of the consultation for the Neighbourhood Context Statement and included in that document. Additionally, the streetlights were an important component of the overall utilities installed in the neighbourhood, and the first in Canada to be undergrounded.

The scientific value is evident in the age and character of the subdivision patterns, the layout of the streets, the views, the houses and the streetlights. Together, these elements help people to understand and appreciate the way life looked in the 1940s, 1950s and 1960s. “Cherry Street is nicknamed Leave it to Beaver Street.”²² The historic streetlights, with their bases stamped by Schaaake and Allard, connect the neighbourhood to the history of the development of Columbia Street in the first decades of the Twentieth Century, and of the contribution that the Schaaake and Allard companies made to the industrial and resource-based growth of the city over the Twentieth Century.

Social value can be found in how the historic streetlights contribute to the character and charm of the streetscapes today. The warm, low, yellow/orange glow of the lights are appreciated for being calm and inviting, both for pedestrians and for those inside the houses. The low height of the historic streetlights contributes to the appreciation of the views that were so carefully considered as part of the original subdivision plans, allowing people to enjoy the vistas without wires or tall poles blocking them. TV and movie crews value the Mid-Century Modern character of those streets that have maintained the majority or all of the houses from the 1950s/1960s and the historic streetlights.



Photo courtesy of neighbourhood resident D. Seymour

Heritage Values – Community Consultation

This section details the findings from a community workshop held September 3rd, 2025. The intent of this workshop was to establish an understanding of the heritage values the community places on the streetlights so no vote was taken regarding the removal or retention of the poles. 70+ community members attended this workshop and their comments can be considered a valid representation of the heritage significance that the streetlights have for the neighbourhood as a whole. Handwritten comment sheets and the notes that were taken that evening can be found in the appendices.

²¹ Massey Victory Heights Neighbourhood Historical Context Statement, August 2016, p.4.

²² Ibid, p. 10.

Based on the community consultation, the following heritage values can be interpreted. As with the values interpreted from the historic research, the values interpreted from the community consultation fall into the categories of aesthetic, cultural/historic, scientific, and social significances.

Residents value how the streetlights look in terms of their design, material, and height. They appreciate the character of the streetlights and how they contribute to the overall character of the neighbourhood. They also place great value on the quality of the light that the streetlights have, which is low, non-glaring and warm. Residents value the ambience of the streetlights, stating that evening walks are calming and inviting. Wrote one resident: "I like the ambience of the light posts in my neighbourhood. I agree we need some improvement in the current lighting standards, but I don't want my neighbourhood to be lit up like a Home Depot parking lot." Another said that a main reason she and her husband moved into the neighbourhood, was the character of the neighbourhood and of the historic streetlights. When she looked out on the street the first evening they moved in, she was completely content. She further noted that it is the small things like historic streetlights that make New Westminster unique and interesting. Another stated that the historic streetlights on her street are "a major component of the street's heritage character".

Residents expressed a strong appreciation for the age of the streetlights and how they connect to the past, in particular how the neighbourhood was created for the veterans returning from World War Two. There was concern that removing the streetlights would be disrespectful of the sacrifices that the soldiers had made.

There is an appreciation of how this neighbourhood was the first in Canada to have undergrounded utilities. It was noted numerous times during the meeting that the streetlights are a key component of the character of the neighbourhood. One resident noted that three generations of her family have lived in the neighbourhood and how the streetlights are part of their history too.

Wrote one resident: "This neighbourhood is one of the oldest and historical areas of New Westminster. It's already alarming with how many vintage houses are being demolished. To switch out these lights would be just another blow to the neighbourhood."

The residents commented that the age, consistent design and uniqueness of the historic streetlights in their neighbourhood help them to appreciate the history of their neighbourhood.



Photo courtesy of neighbourhood resident S. Johnson

Residents stated that the historic streetlights contribute to the overall character and charm of the streets. The quality of the light (warm, non-glaring, yellow/orange glow) are important for those inside the houses (as not being intrusive) and for those walking in the evening. The low height of the historic streetlights contributes to the extensive views that the residents enjoy and value for being unobstructed by wires and poles. A few residents noted with pride that their neighbourhood is often used for TV and movie locations on those streets that have retained the majority or even all of their Mid-Century housing, landscaping and historic streetlights. Wrote one resident: "The Mid-Century style of homes and landscaping and lighting is unique and the heritage value of this is evident by the complimentary discussion I have had with the television crews and film crews that frequently knock on my door. It brings revenue to the City."



Photo from a film shoot, courtesy of neighbourhood resident S. Barkley.

Another resident wrote: "The Heritage lamps in the Massey Victory Heights area evoke these feelings: calm, serene, quiet, peaceful, comforting, they create an atmosphere of a 'magical fairy land' that transports you back in time, connects you to the people in the past who lived here in a simpler quieter time. It feels like you are not in the City -- because the light is low, not blinding and harsh. The lamps and the light they share welcomes us to step back in time, stay awhile and enjoy the magic of their serene glow among the foliage, the peaceful streets enhance the curves of the geography. The lamps are part of



Photo courtesy of neighbourhood resident S. Barkley.

the fabric of the community, they create a special bond among residents, they are unique and special. They are especially great for spooky Halloween glow, what an environment they create in our hillside community." Noted numerous times during the meeting was the importance of the mature trees, many of which would be lost if the historic streetlights were replaced with larger ones.

Worth noting is the number of neighbourhood residents who took the time to send in their own photographs for this report. The photographs were

not taken for this report, but rather, were ones already in their collections. It shows how special they feel the historic streetlights are that they have photographed them over the years, at different times of the day and in different seasons.

Summary of Historic Values

The research and the community consultation together create a clear set of heritage values for the historic streetlights in the Massey Victory Heights neighbourhood.

The aesthetic value of the historic streetlights can be found in their design and material (including colour), which consists of a solid fluted base, a hexagonal pole, and a straw hat style lamp. The height of the streetlights, about 15 feet from the ground to where the lamps are attached, is valued for being at a scale that makes pedestrians comfortable. The quality of the light provides a calm and inviting ambience. The streetlights visually contribute to the charm of the neighbourhood.

The historic and cultural value is found in their age and in their connection to the past, in particular to the early Twentieth Century and to the post-Second World War era. The streetlights made by the Schaahe Mahine Works Ltd. provide a physical link to that company, which was a key contributor to not just New Westminster's industrial and economic development, but to the province's development as well. The streetlights are an integral part of what was a brand new, modern, ambitious residential development, built with gratitude and optimism in the years after World War Two, and which remains largely intact today. Being the first neighbourhood in the country to have undergrounded utilities is also important.

The scientific value is evident in the age and character of the subdivision patterns, the layout of the streets, the views, the houses and the streetlights. Together, these elements help people to understand and appreciate the way life looked in the late 1940s, 1950s and 1960s.

Social value can be found in how the historic streetlights contribute to the character and charm of the streetscapes today. The warm, low, yellow/orange glow of the lights are appreciated for being calm and inviting, both for pedestrians and for those inside the houses. The low height of the historic streetlights contributes to the appreciation of the views that were so carefully considered as part of the original subdivision plans, allowing people to enjoy the vistas without wires or tall poles blocking them. The neighbourhood is valued by TV and movie crews for retaining its 1950s/60s appearance, of which the historic streetlights are an important component.

Character-defining elements of the historic streetlights would include their design, height, colour, type of light emitted, and the overall ambience that they provide.

Conclusions

The historic streetlights are highly valued by a remarkable number of neighbourhood residents. Based on the heritage significance of the historic streetlights, every effort should be made to retain them.

If the material cannot be retained due to poor condition, consideration should be given to replacing them with replicas that match not only the design, material and height, but also the warm, soft, yellow/orange glow of today's lamps. It would be reasonable to consider installing new replica streetlights closer together than they are now in order to meet today's standards of providing adequate lighting of the streets and sidewalks.

If the historic bases stamped by Schaaake or Allard cannot be reused in situ, consideration should be given to stamping the new replica bases with those names, and to include a small notation saying that these are replicas (include as well as the name of which company made the new ones and when). This is to avoid giving the impression to passers-by that new, replica streetlights are the historic ones. Some original bases could be repurposed in neighbourhood parks and/or be kept by the Museum. If removing the existing streetlights would negatively impact trees, consider disconnecting those streetlights and leaving them there, with permission granted to carefully prune the trees so that the streetlights remain visible.

The historic streetlights in Massey Victory Heights had globe lamps in the beginning, which were later changed in about the 1970s to straw hat style lamps. The residents at the meeting appeared to value the straw hat style lamps, but it might be worth a further discussion to see if that is the majority opinion or if residents would prefer that replica streetlights have the earlier globe style lamps.

In conclusion, the historic streetlights have significant heritage value. They are important place-making elements of the neighbourhood, helping to define its character. Most important of all, they are highly valued by the residents of the neighbourhood.

JSchueck

Julie Schueck, CAHP Professional Member
Principal, Schueck Heritage Consulting
julie@schueckconsulting.com

Appendix A – Historic Information

NWMA City Engineer's subject files File 16 and 17, undated 3 page presentation, likely for a Council meeting, titled "Victory Heights". List of meeting attendees on page 4.

VICTORY HEIGHTS

Early in 1945 the City of New Westminster was negotiating with various financial interests trying to develop a housing project or construction program that would help to relieve the housing shortage. The most suitable area for such a project was located on the top of the hill east of Cumberland Street and North of 8th Avenue.

On May 14th of that year the Council asked the engineering department to prepare a plan of the area showing a complete development. The Lands Committee at this time were, Chairman Alderman Smith, Alderman McDonald and Alderman Cook.

A preliminary plan laid out by the Town Planning Commission was used as a basis. This plan incorporated contour roadways and a general design that would develop the fine view of the Fraser River and surrounding mountains for each lot. The area was defined as a District under the Town Planning Act in June and orders for the replotting given to the Engineering Department.

Negotiations for builders to take over the development and construction of the area was slow and on July 23rd the Council ordered the Engineering Department to hire the necessary bulldozers and equipment and start clearing and construction of the roads. At this time a block of 52 lots was underway and on August 20th, on motion of Alderman Smith, the area was officially named "Victory Heights". On October 1st Alderman Smith on behalf of his Committee recommended that the property be offered exclusively to returned

- 2 -

service men at 40% of the assessed value. The service men to use the property on which to build homes.

The sale of the land was well received and the lots were all sold to service men.

A second group of lots was put on the market in May 1946 and interest was such that the queue formed at the City Hall on the day before the sale opened.

By the end of 1946 one hundred and fourteen lots had been sold to veterans at the 60% reduction and eighty lots sold to civilians who could also now purchase them but at full assessed value. The average assessment on the lots was \$517.00 and the average cost to the veterans was \$207.00.

A new water system had to be built to serve the area as part of it was too high to be reached with the present high level system.

The City has two pressure systems now -- the low level with a reservoir at Queens Park -- The high level with a reservoir at 10th and Coquitlam.

The new system has a 100,000 gal. wood stave tank located at 10th Avenue near Chilliwack Street which gives full water pressure to all of the high land. This tank will also serve an area about three times the present size when the remainder of the land is developed.

With the completion of the new system the entire area within the present limits of the city can be supplied with water

- 3 -

The wood tank is filled by means of a 250 gal/min. centrifugal pump from ^{our} the present high level ^{reservoir} system and is equipped so that it may get approx. 150 gals/min. from ^{the} ~~a~~ ^{the later supply of} present ^{high} ~~higher~~ pressure system in Burnaby. When ~~this~~ water is available, that is during all but the driest months of the year, the pump will not be required. These two supplies, the pump and the Burnaby pressure system are connected automatically so that either one or the other will keep the tank filled at all times.

^{new} The ^{entirely} water system is built of cast iron pipe ~~laid~~ with lead joints and the ~~entire system~~ is constructed in the best tradition of water works ~~systems~~. ^{engineering.}

MAYOR and ALDERMAN

Mayor Mott
Alderman Smith, Chairman Water Committee
" Courtney, Water Committee
" Trapp
" Jackson
" McDonald
" Cook

VISITORS

W. L. Weir	Pumps & Power Ltd., Vancouver (Pump)
Walter Johnson	Crane Ltd., Vancouver (Automatic Valve)
E. J. Cosens	Canadian Wood Pipe & Tanks Ltd., Vancouver
John Davidson	National Iron Corp. Ltd., Vancouver (Piping & Fittings)

CITY OFFICIALS

Andrew Hunter, Former Superintendent of Water Department
R. E. Potter, Chief Engineer
Wilfred Greene, City Treasurer
George Brine, City Clerk
Harry Chapman, Construction Foreman, Water Department

NWMA City Engineer's subject files File 16 and 17. Seven pages.
Estimated Costs Memo for the "8th Ave Sub-Div", dated June 5, 1945.

Estimated Costs proposed 8th. Ave. Sub-Div.			
<u>Clearing Area</u>	43 Acres.	@ \$ 140.00	\$ 6,020.00
<u>Grading</u>	14750' Streets & Lanes	@ .30¢	4,425.00
<u>Paving</u>	7250' x 26' wide		
	Gravel 6", 3491 cu. yds.	@ 1.30	4,538.30
	Prime Cost, 20,944 sq. yds.	@ 1.04	837.76
	Black Top 2", 20,944 sq. yds.	@ .35	7,330.00
<u>Lanes</u>	7500' x 20' gravel 4" 1852 Cu.Yds.	@ 1.30	2,407.60
<u>Sidewalk & Curb</u>	15,050' combined with gutter	@ 2.00	30,100.00
<u>Water Supply</u>	Domestic & Fire ✓		11,300 22,698.24
<u>Sewer</u>	Combined Sanitary & Storm		✓ 25,913.25
<u>Light</u>	Domestic		✓ 15,600.00
	Ornamental Street		✓ 14,400.00
<u>Total Estimated Cost</u>			134,270.15
<u>Total No. of Lots</u>			207
<u>Cost per Lot</u>			648.64
Number of lots available for <u>Sale allowing 1 lot for each 2-33'</u>			192
<u>Costs chargeable to City - not included in the above.</u>			
<u>Cancellation and new Survey</u>			1,200.00
<u>Exchange Privately owned Lots & Moving Buildings.</u>			
	11 Lots 59' Front - move dwelling to new foundation	@ \$350	\$ 3850.00
	1 Lot 59' Front - no improvements	@ 300	300.00
	10 Lots 33' Front - move dwelling to new foundation	@ 350	3500.00
	11 Lots 33' Front - no improvements	@ 150	1650.00
<u>Watermain Supply to Area.</u>			12,965.62
<u>Total Cost chargeable to City</u>			✓ 23,465.62
<u>Total Expenditure.</u>			
	Services		\$ 134,270.15
	Land exchange etc.		23,465.62
<u>Total Available Revenue.</u>			157,735.77
	192-Lots	@ \$ 648.64	124,538.88
<u>Total Cost borne by City</u>			33,196.89

June 5th, 1945.

ELECTRICAL SPECIFICATIONS

8th. Avenue Sub - Divison. (Part.)
(Between 8th. and 10th. Avenues, and
between Williams and Burnaby Sts.)

Part 1. Domestic, Single Phase, Light and Power.

It is proposed that all poles with the exception of those located on 8th. and 10th. Avenues, shall be placed in the lanes.

The plans and estimates for this particular part of the 8th. Avenue Sub - Division will care for 100% use of Electric Ranges and "frigidaires", as well as Domestic Lighting and appliances. We are therefore providing approximately 300 K.W. of transformer capacity.

All services will be overhead and will be placed between poles in the Lanes and the rear of all buildings.

The estimated cost is \$ 15, 600.00.

Poles:

Poles shall be of Western Red Cedar, and shall be 40 feet in length, with a minimum top and bottom circumference of 28" and 40" respectively, and shall be free of unsightly knots, and shall not have a greater sweep than 8" from a point six (6) feet from the butt to the top of the pole.

All poles shall be spoke shaved and be free from decay and fungus.

Poles shall be set in holes six (6) feet in depth, and of sufficient width as to permit of proper tamping when poles are erected in a perpendicular position.

Cross-Arms:

Cross-arms shall be of No. 1 Douglas Fir, and Manufactured to standard City of New Westminster specifications.

Cross-arm Braces:

Each cross-arm shall be equipped with two (2) 7/32" x 30" galvanized braces.

Top Pins:

All top pins shall be 1½" x 9" Locust.

(2)

Secondary Racks:

Racks shall be individual pin, three (3) wire, galvanized, and shall each be fitted with two (2) brown and one (1) white spool insulators, and shall be attached to the poles with two (2) 5/8" galvanized bolts of the proper lengths. Three 5/8" bolts shall be used wherever dead-ends occur.

Two racks shall be located on each pole where distribution wires (115/230 volt) exist.

Guying:

All strain points in pole lines shall be properly guyed with 5/16" galvanized soft guy strand, properly equipped with two insulators in each guy, and insulators to be located not less than 8 feet, nor more than 10 feet from pole and on ground level.

Head - guys shall be attached to pole guy eyes and eye bolts, and shall be equipped with two (2) #504 porcelain insulators for secondary guys, and #506 W. Ohio Brass Co., insulators for 2300 Volt guying.

Anchor guys shall be attached to pole guy eyes and attached to 5/8" x 6' anchor rods properly set and equipped with 8 foot guy guards.

All guys shall be equipped with six (6) galvanized reversable, heavy guy clamps and 5/16" galvanized servi-sleeves.

House Strain Insulators:

Insulators shall be similar to Canadian Line Materials Co. #13710.

Carriage Bolts:

All bolts will be 3/8" x 4 1/2" galvanized.

Lag Bolts:

1/2" x 4 1/2" galvanized lag screws with gimlet points, will be used.

Machine Bolts, and Space Bolts:

Machine bolts will be 5/8" in diameter and of just sufficient length so as to permit of the placing of one (1) nut without more than 1/2" of thread protruding.

All cross-arms and all secondary racks shall be supported with these bolts.

(3)

Space bolts are double-end bolts shall $\frac{5}{8}$ " in diameter, equipped with four (4) square nuts, and they shall be used wherever double arms are required, such as transformer arms and dead-ends.

Eye Bolts:

$\frac{5}{8}$ " x 10" galvanized eye bolts shall be used to "dead-end" all wires on cross-arms.

Insulators:

All insulators used in conjunction with top pins and western union pins shall be similar to #20 Hemingway glass insulators.

Strain Clevises:

These clevises shall be similar to N.E. Co., #828 $\frac{1}{2}$ 28C and shall be used in conjunction with $\frac{5}{8}$ " x 10" galvanized eye bolts, and #506 W. Ohio Brass Co., insulators for "dead-ending" 2300 Volt Circuit wires, or at any point where an angle of greater than 15° occurs in the line.

Square Washers:

All square washers shall be galvanized, $\frac{3}{16}$ " x $2\frac{1}{4}$ " x $2\frac{1}{4}$ ", with a round hole in the centre having a diameter of $1\frac{1}{16}$ ".

All machine bolts, space bolts, eye bolts, and anchor rods shall be equipped with this type of washer, and in such a manner that all nuts shall be securely set against a square washer.

Transformer Kick Arms:

Each individual transformer shall be equipped with a galvanized metal kick arm similar to that in use by the City of New Westminster.

Expulsion Cutouts:

All transformers shall be equipped with 50 ampere, 5,000 volt porcelain, standard door type cutouts and in such a manner that the transformer can when necessary, be completely isolated from the higher voltage circuit.

Cut-outs similar to Dominion cut-out Co., #5204 shall be used.

Expulsion Fuse Links:

Fuse Links similar to Dominion cut-out Company, Universal Type #6900 series, enclosed element are to be used in all expulsion type cut-outs.

(4)

TWF

Ground Rods:

All ground rods shall be 5/8" x 6' in size, and shall be either galvanized or copper-clad, and be equipped with 5/8" ground clamps, of like material.

One ground rod shall be driven adjacent to a pole located on either side of any transformer pole.

Transformers:

All transformers shall be 2300 to 115/230 volt, 60 cycle, single phase, 500C., O.I.S.C., Type C.S. with three 4 1/2% B.N.R.C. taps; pole distribution type with oil and hangers, and similar to those manufactured by Packard Electric Company

Transformers shall have a K.W. capacity, and be located on poles as outlined in the attached plan.

The grounding device on transformers shall not be used, as secondary (115/230 volt) circuits only will be grounded.

2,300 Volt Single Phase Circuits:

Wires shall be #6-B. and S. gauge D.B.W.P. soft drawn solid, and shall be located on cross-arms on either side of poles in the pole pin positions, except on transformer and on corner poles, in which case centre pin positions shall be used.

Wires shall be tied to insulators with similar sized wire for ties.

All joints shall be soldered, and be mechanically strong.

Secondary Circuits: - 3 wire, 115/230 Volt:

Wires shall be located as outlined on the attached plan, and in all cases will be three (3) wire, 115/230 volt, located on secondary racks.

The upper or highest wire shall be the neutral, and shall be attached to the white rack insulators, and shall be grounded at one point in each circuit on the next adjacent pole to the transformer installation.

A similar size of wire shall be used for the ground wire as that existing in the circuit, and in all cases all wires in any one three wire circuit shall be of the same size and type.

Wires will be attached to racks mounted on the road side of the poles in all cases except "dead-end" positions.

(5)

All conductors larger than #4 B. and gauge shall be "stranded" copper cable.

All conductors shall be D.B.W.P. soft drawn copper, of new manufacture.

All joints are to be soldered and covered with two layers of friction tape.

Transformer Installations:

All transformers shall be placed on the road side of poles, and supported on double sets of standard 6 pin cross-arms, located 18" below the line arms, and at right angles to them.

Construction detail shall be similar to that of the City of New Westminster.

Services:

All services shall be of $\frac{3}{4}$ conductor class 3 service cable, attached to the highest point adjacent to the house service entrance outlet, and supported on a house strain insulator similar to Canadian Line Materials Co., #13710 together with a Kellems cable grip. A similar cable grip will be used to fasten the cable to the rack spool pin.

Meters:

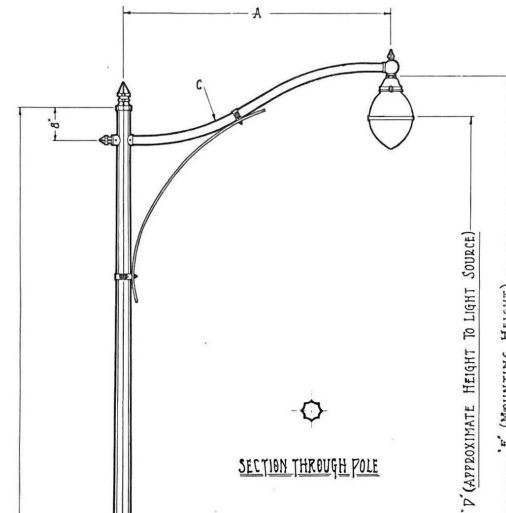
Meters will be purchased and installed by the City of New Westminster, Electric Light Department.

An item of \$ 3,000.00 has been included in the estimates for this purpose.

C.V. Sayer.

WHEN AN OVERHEAD CIRCUIT
IS USED, LINE FITTINGS MUST
BE ORDERED EXTRA. SEE SHEET
SHOWING DETAILS.

THE
UNION
METAL
MFG
CO
CANTON
OHIO



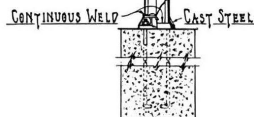
SECTION THROUGH POLE

4 ANCHOR BOLTS
BOLTS MUST PROJECT "F" DISTANCE
ABOVE FOUNDATION LEVEL



PLAN OF BASE

2"X4" OR 3"X5" HANDHOLE WITH
REINFORCING FRAME AND COVER
CAN BE FURNISHED
(THIS IS SPECIAL EQUIPMENT AND
MUST BE ORDERED EXTRA. SPECIFY
SIZE.)



CONTINUOUS WELD CAST STEEL

* DESIGN SHOULD BE USED FOR CARRYING A LUMINAIRE
WEIGHING LESS THAN 20 LBS. - FOR SUPPORTING A
LARGER UNIT, A HEAVIER DESIGN IS RECOMMENDED.

† THIS DESIGN IS SHOWN TO SCALE.

Δ HEIGHTS D AND E ARE 3' LESS THAN SHOWN FOR DESIGNS
WITH BRACKET OF 4'-0" SPREAD.

DESIGN NUMBER			POLE	SIZE OF PIPE ARM "C"	Δ LIGHT SOURCE "D"	Δ MOUNTING HEIGHT "E"	BOLT PROJ. "F"	SIZE OF BASE "G"	BOLT CIRCLE "H"
SPREAD OF BRACKET "A"									
4'-0"	6'-0"	8'-0"							
6211Y56	* 6211Y57		6'-3.55'-176"	1 1/2"	17'-5"	18'-3"	1 1/8"	9 1/2"	9"
6211Y1	* 6211Y2	* 6211Y58	6'-3.34'-190"	1 1/2"	18'-11"	19'-9"	1 1/8"	9 1/2"	9"
6211Y59	* 6211Y5	* 6211Y60	6'-3.00'-216"	1 1/2"	21'-5"	22'-3"	1 1/8"	9 1/2"	9"
6211Y61	6211Y62	* 6211Y10	7'-3.78'-230"	1 1/2"	22'-11"	23'-9"	2 1/4"	10 1/2"	10"
6211Y63	* 6211Y17	* 6211Y64	7'-3.50'-250"	1 1/2"	24'-11"	25'-9"	2 1/4"	10 1/2"	10"
	* 6211Y65	* 6211Y66	7.5'-3.58'-280"	1 1/2"	27'-11"	28'-9"	2 3/8"	11"	10 1/2"

LITH IL 12

NWMA City Engineer's subject files File 16 and 17. Estimated costs dated February 6, 1946.

8 copies

February 6th, 1946.

VICTORY HEIGHTS

SEWER COSTS

Total estimate \$ 53,183.00

This amount can be charged
as a Local Improvement except intersections
estimated to be 20%

City Share 20% \$10,636.00

Local Improvement, City to
finance temporary 42,547.00

SECOND HIGH WATER SYSTEM

35,368.00

ROADS AND CLEARING

Clearing and blasting \$4380
Grading 5353
Gravel 12846

\$22579.00 22,579.00

LIGHTING

Domestic \$15600 15,600.00
Ornamental 14400

The Ornamental lighting
would only be installed on Local Imp.

SURVEYING

2,500.00
\$ 129,230.00

Total Lots in entire area 258
Privately owned lots after replotting 38
City owned lots after replotting 220

Total estimate is \$ 130,000.00 in round figures
Total lots 220
Cost per lot \$ 600.00

Amount at above figure that can be charged to the property
as Local Improvement - Sewers \$42,547.00

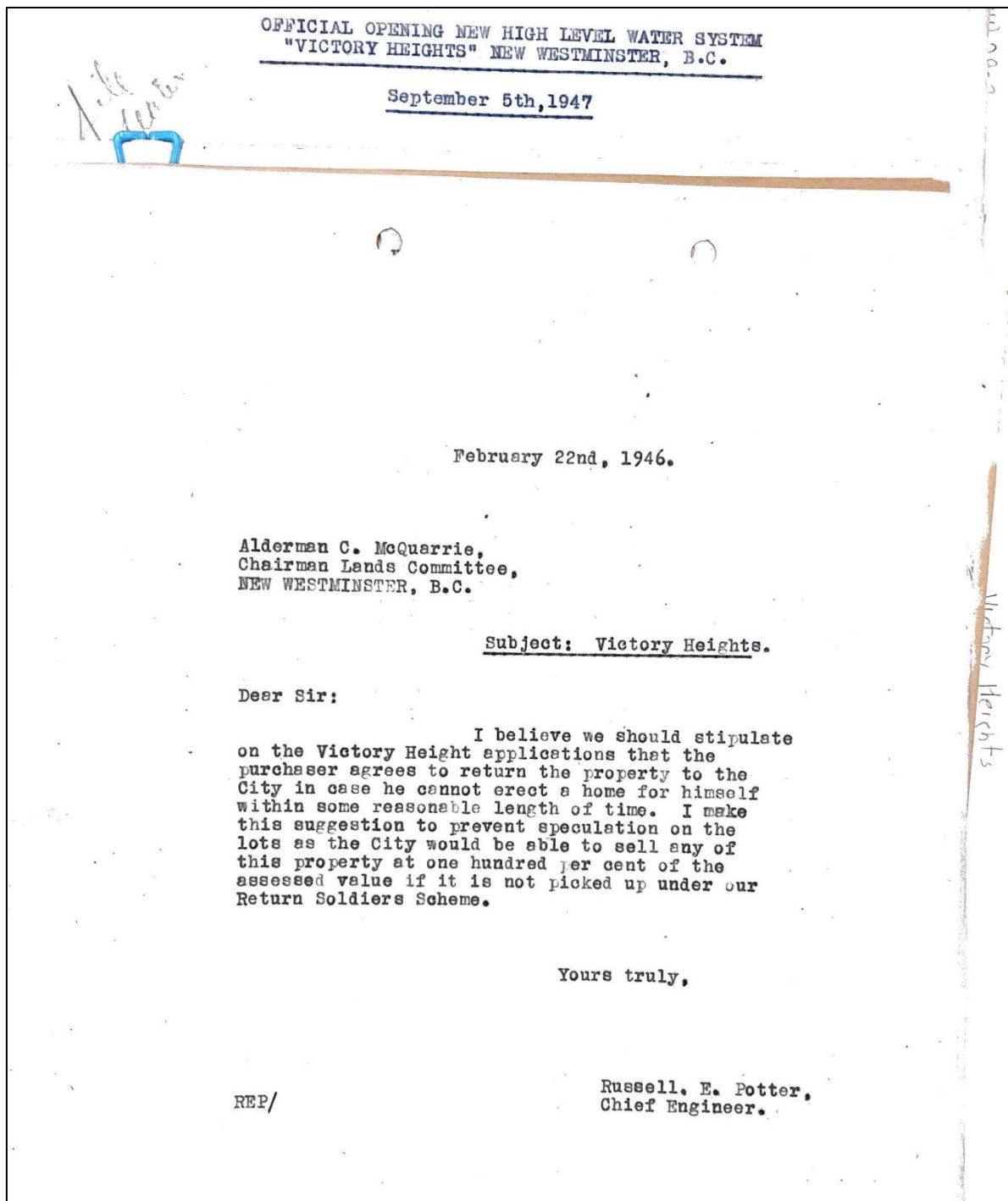
City share of cost \$ 86,683.00

Total receipts for lots on average assessment of \$500.00
sold @ 40% = \$ 44,000.00

City share or development \$ 42,683.00

NWMA City Engineer's subject files File 16 and 17

Memo from Chief Engineer Russell Potter to the Chairman of the Lands Committee, February 22, 1946.



NWMA City Engineer's subject files File 16 and 17, Four Pages
Undated memo, likely for Council, titled "Victory Heights"

VICTORY HEIGHTS

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*With the completion of the new system
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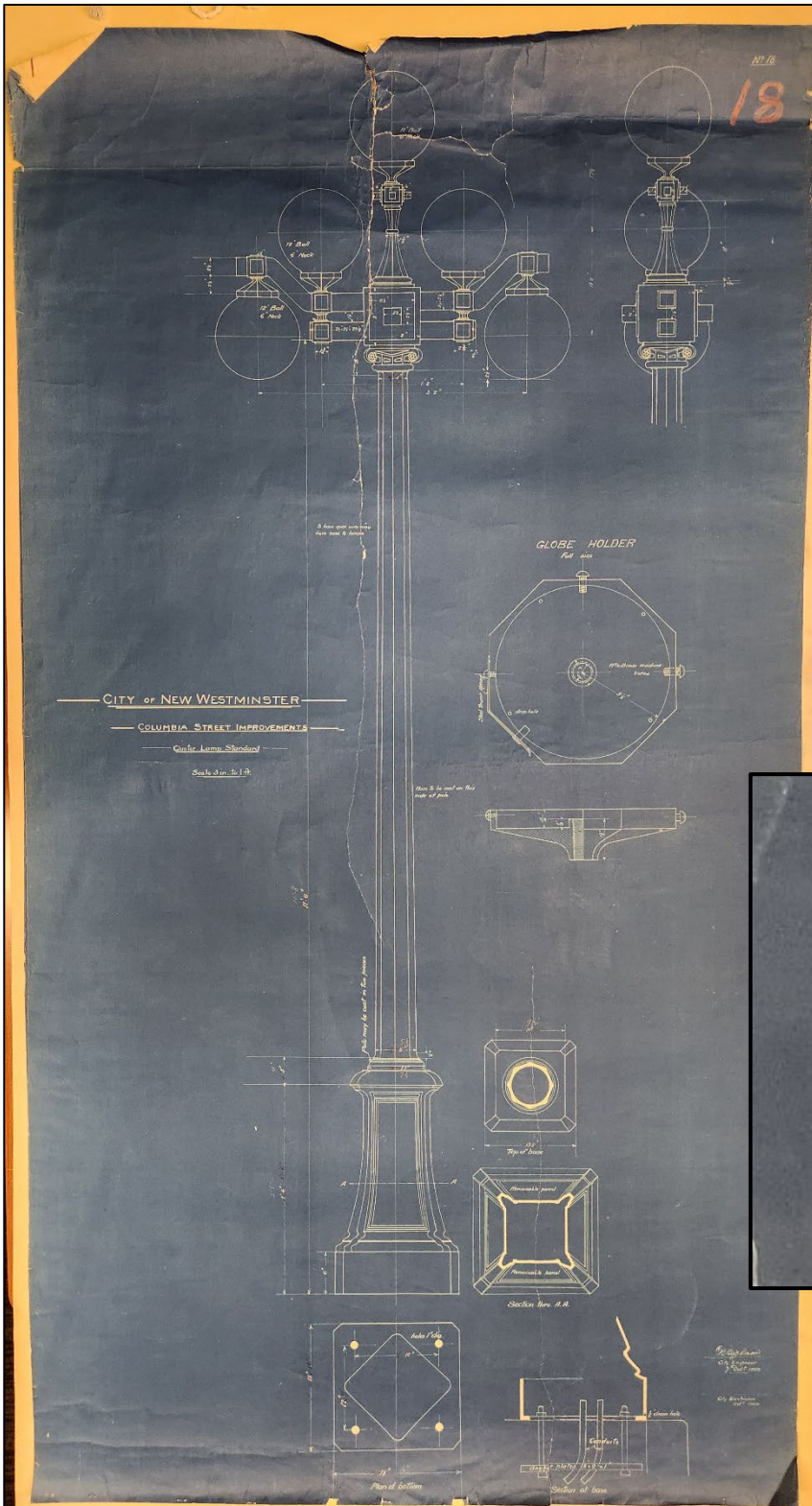
VISITORS

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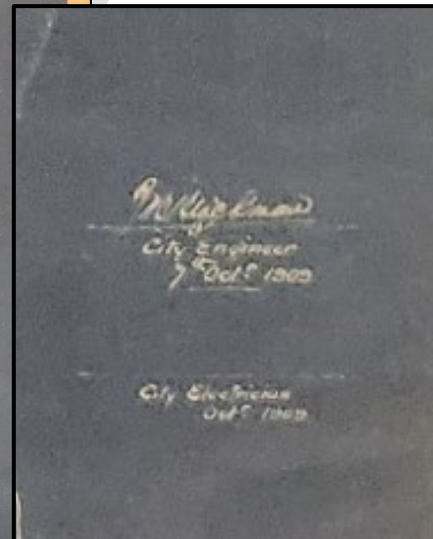
CITY OFFICIALS

Andrew Hunter, Former Superintendent of Water Department
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George Brine, City Clerk
Harry Chapman, Construction Foreman, Water Department

NWMA Item 09-1-8 Item 8 Globe Light Plans 1909



Inset showing approval signature of Chief Engineer Blackman, dated October 7, 1909. Line for the City Electrician was either not signed or faded.



Plan 15538 Registered March 1955

PLAN OF A PORTION OF LOT 9, SUBURBAN BLOCK 4, CITY OF NEW WESTMINSTER.

PLAN 2620
SCALE = 100 FEET = 1 INCH

AS SURVEYED UNDER THE SPECIAL SURVEYS ACT
AND AMENDING ACTS, UNDER INSTRUCTIONS FROM
THE ATTORNEY GENERAL, DATED 13TH DAY OF FEBRUARY AD. 1954

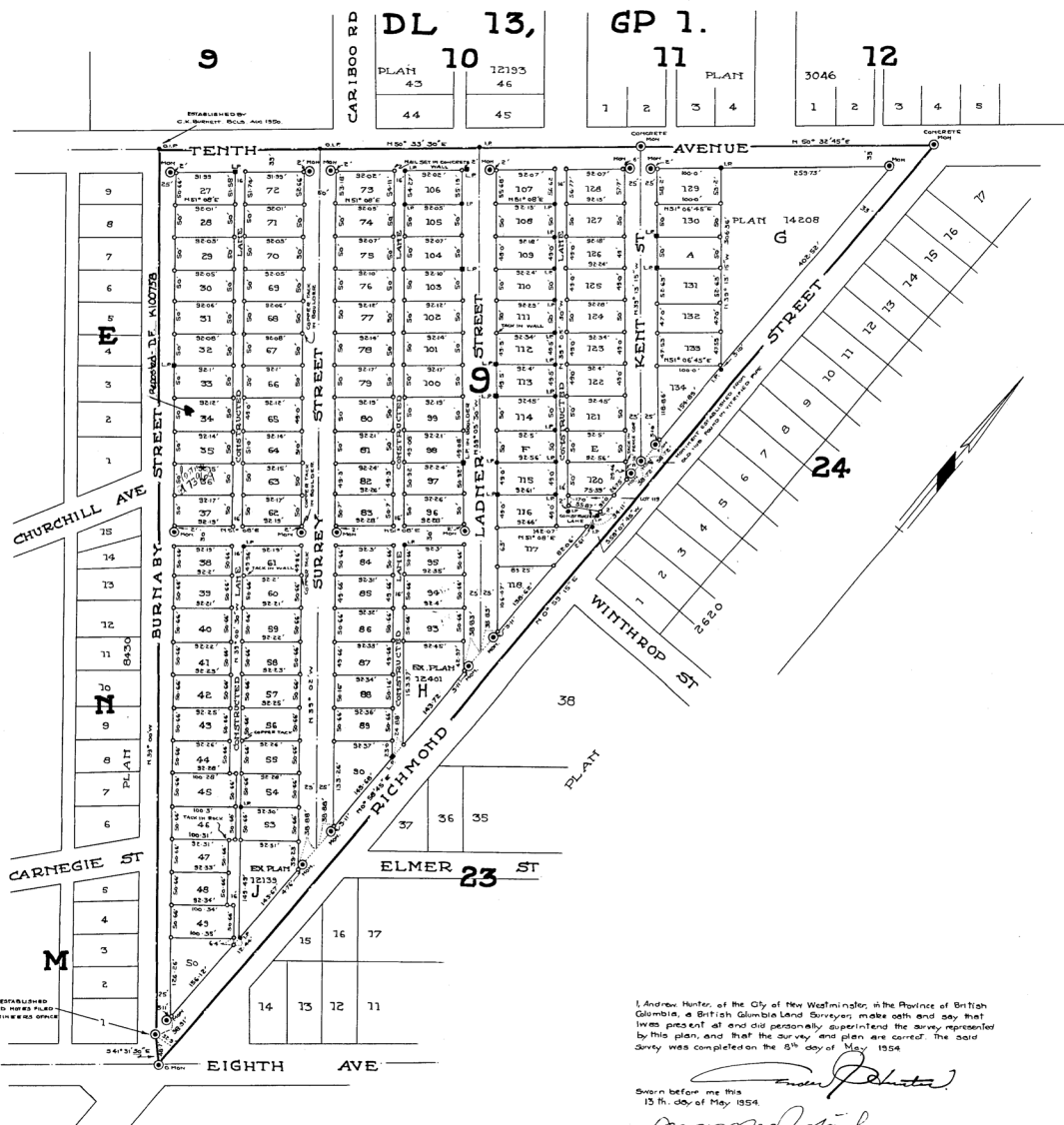
Legend:
Azimuth derived from Plan D20.
O.P.M. Denotes old special survey monument found.
CONCRETE MON. Denotes concrete monument found (established by City of New Westminster Engineering Dept. replacing original special survey monument).
O.P. Denotes old iron post found and used.
MON. Denotes concrete monument set with standard special survey bronze marker.
I.P. Denotes iron post (1 1/2" x 3/8" diameter) set.
L.P. Denotes lead plug with copper file set.
W.P. Denotes wood post (2 1/2" x 2 1/2" cedar, painted white) set.

15538

Deposited in the Land Registry
Office at New Westminster, B.C.
This 31st day of March, 1955

Registrar

Pursuant to Special Surveys Act R.S.B.C. 1948 Chap 322
See B.C. Gazette Feb 24, 1955 and filing 37602.



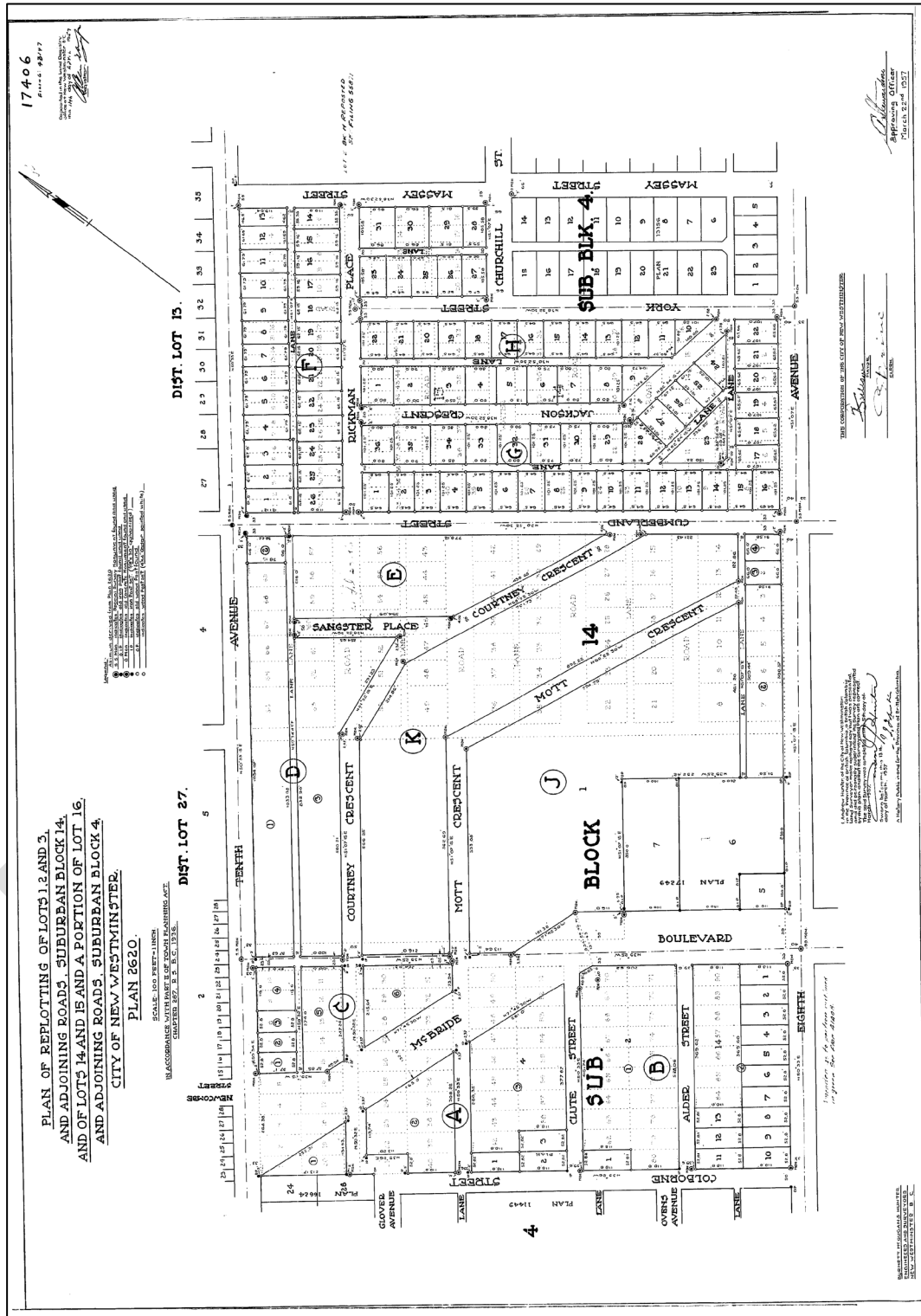
I, Andrew Hunter, of the City of New Westminster, in the Province of British Columbia, a British Columbia Land Surveyor, make oath and say that I was present at and did personally superintend the survey represented by this plan, and that the survey and plan are correct. The said survey was completed on the 6th day of May, 1954.

Sworn before me this
13th day of May 1954.

Notary Public in and for the Province of British Columbia.

SHREVE, MCGOUGH & HUNTER
SURVEYORS & ENGINEERS
NEW WESTMINSTER, B.C.

Plan 17406 Registered April 1957



Research Findings Shared by Jim Wolf, Local Historian, Heritage Consultant and Resident.

City of New Westminster Massey \ Victory Heights Street Lights Improvement Project

Historical Study of Lamp Standards

Jim Wolf, Historian & Heritage Consultant
September 12, 2025.

The City of New Westminster is undertaking a street lighting improvement project for the Massey and Victory Heights neighbourhoods. This brief report outlines the history of the existing street lamp standards of the identified study area.

This study has concluded that the area's 139 low post top lamp standards have a history determined by the origin and the design history of their component parts. Each of the lamp standards consist generally of two parts: the lamp pole and the post top lamp.

The study area has lamp pole types that be generally divided into two general types:

1910 Lamp Cast Iron Poles (see section 2.0)

These historic cast iron lamps poles have a long history associated with their design in 1910 and subsequent local manufacture and original location on Columbia Street in the City's downtown. (It is noted that although the lamps were first designed and manufactured in 1910, castings dates of some lamps in the study area indicated later dates.)

Octagonal\Round Sheet Metal Poles 1960s-1990s (see section 3.0)

These modern lamp poles were generally sourced and manufactured with galvanized steel for their installation as part of the street infrastructure purchased and installed in the study area. Some round poles appear to be aluminum.

The study area has post top lamps that have been identified as one type*:

Sylvania Post Top Aluminum Lamps 1960s-1990s (see section 4.0)

These post top lamps were designed by the Sylvania company as part of its "Twist-Pak Refractor" street lighting line with spun aluminum components and acrylic lamp. The lamps were purchased and installed in the study area beginning in the 1960s to replace the existing "Washington-styled" post top lamps on the 1910 Lamp Poles and for installation with new octagonal\round poles.

**Note that although the majority of the original post top lamps were manufactured by Sylvania, there does appear to be some minor variances in some of the existing lamp designs, however a detailed inventory is not available. It is possible that later installations may in fact be variations of the original design or by another unidentified manufacturer.*

1.0 Inventory of Low Post Top Poles and Lamps

An inventory of the study area has identified 85 historic 1910 lamp poles; 54 octagonal\round poles and 139 Sylvania post top lamps distributed across the study area and its zones as follows:

Zone 1

- 29 octagonal lamp pole standards with Sylvania post top lamps
- No historic 1910 lamp pole standards.

Zone 2

- 20 1910 lamp pole standards with Sylvania post top lamps
- No octagonal/round poles

Zone 3

- 44 1910 lamp Poles with Sylvania Post Top Lamps
- No octagonal/round poles

Zone 4

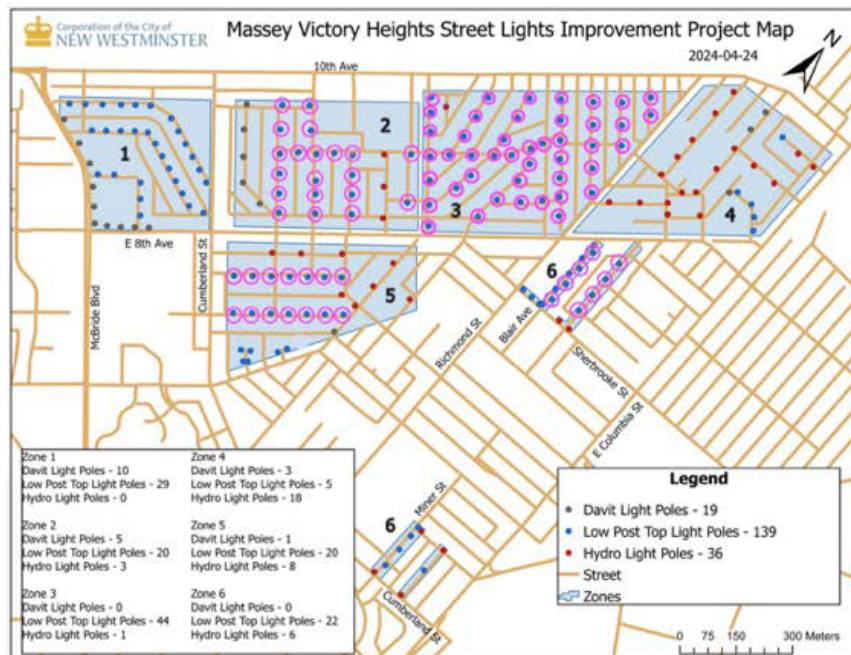
- 5 octagonal/round poles with Sylvania Post Top Lamps
- No historic 1910 lamp poles.

Zone 5

- 13 1910 lamp poles with Sylvania Post Top Lamps
- 7 octagonal/round poles with Sylvania Post Top Lamps

Zone 6

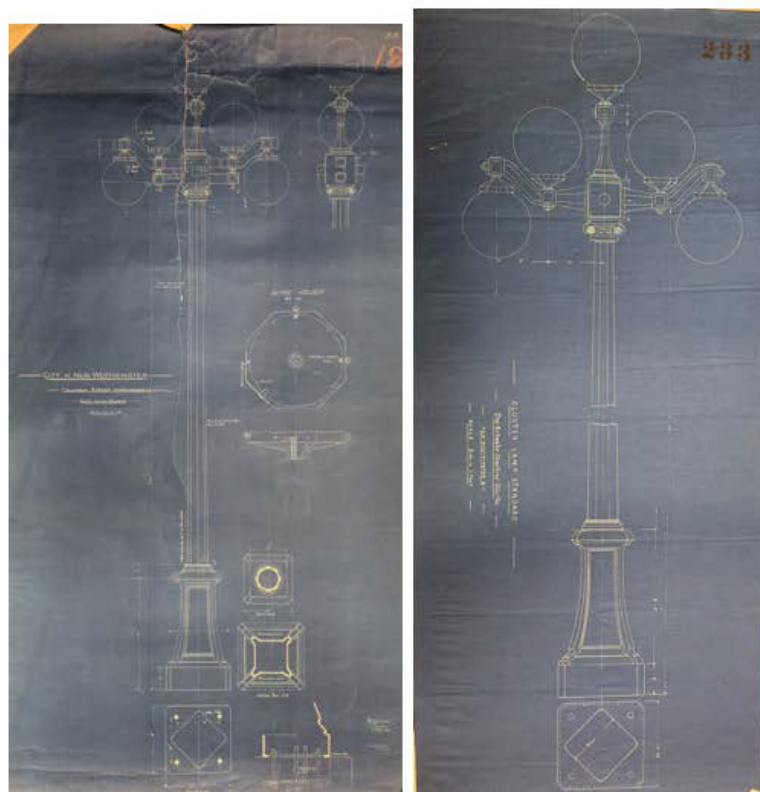
- 8 1910 lamp poles with Sylvania Post Top Lamps
- 14 octagonal/round poles with Sylvania Post Top Lamps



Map showing location of all street lighting fixtures and with the 1910 lamp poles highlighted with circles.

2.0 Lamp Pole Design History

In 1909 the City Engineer J.W.B. Blackman embarked on the improvement of Columbia Street with a new design for decorative electrical lighting at a cost of \$100,000.¹ As part of the overall scheme Blackman designed new lamp standards with a cast iron base and topped with five glass globes comprising what was then termed a "cluster lamp." The design was tendered and the contract awarded in 1910 to the Schaafe Machine Works and Foundry located in the city at a cost of \$40.00 for each lamp.² The draughtsmen of the foundry altered the design to simplify the design to provide for its manufacture. The first lights were installed on Columbia Street in July, 1910 and were a greatly admired improvement.³



The original 1910 design for the City's lamps was created by the City Engineer (at left) but slightly modified for production by the Schaafe Machine Works and Foundry (at right). New Westminster Archives – Engineering Department Fonds.

¹ Vancouver Province: December 4, 1909 p.25

² Daily News: September 21, 1909 p.3 "Lamps on Columbia Street"

³ Daily News: July 21, 1910 p.5



A circa 1911 postcard showing the original street lamps of Columbia Street shopping district at night, looking west from Sixth Street. Jim Wolf Collection.



The 1910 design showing the two components of the original street light consisting of the lamp pole (later installed at in Massey and Victory Heights) and original cluster lamp top (replaced by single globes in 1926). Detail from New Westminster Archives photo 2397.

2.1 Lamp Pole Casting History

Schaaque Machine Works

The Schaaque Machine Works was founded by Henry Schaaque in 1898 and a foundry established on Front Street. The business was purchased and absorbed by the Heaps Engineering Works in 1912. In 1914 Henry Schaaque formed the new Schaaque Company Limited which was built in Vancouver and later established on Granville Island. Schaaque died at his home at 131 Third Street in New Westminster at age 55 in 1922.



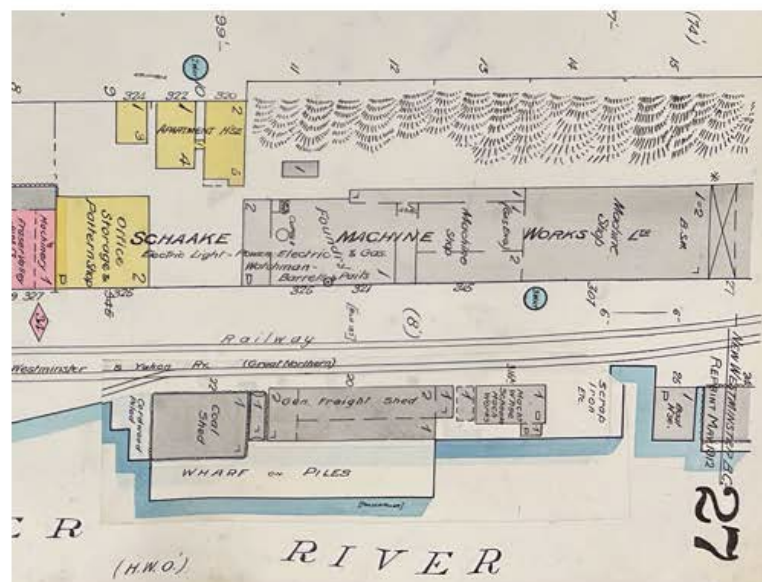
Portrait of Henry Schaaque. Source: *BC Biographical*, 1914.



Staff of the Schaaque Machine Works, c. 1910. New Westminster Archives photo 226



Schaake Machine Works building on Front Street, c. 1908 BC Archives photo A-03350



1912 Fire Insurance Plan of the Schaake Machine Works building on Front Street,

The first contract to manufacture the lamp posts to Schaake Machine Works in 1910 included the supply of 65 lamp standards.⁴ The bulk of the lights on Columbia Street between Tenth Street and McBride Boulevard were made by the firm over several years. It is noted that while number of lamp bases have casting dates of 1910 and 1911, some bases have no dates or foundry marks. In total it is estimated that 178 Columbia Street lamp standards were cast by the Schaake Machine Works before 1912.⁵

The bases of the Schaake cast lamp posts include two casting marks.



1910 Schaake casting mark.



1911 Schaake casting mark

⁴ Daily News: September 21, 1909 p.3 "Lamps on Columbia Street"

⁵ The Vancouver Sun: April 8, 1919 p.2 "Royal City Employees...." This news report states that there were 893 cluster lights on Columbia Street, which if divided by 5 for each pole, indicates that there were approximately 178 lamp posts located in downtown New Westminster in 1919.

Allard Engineering Limited

A small number of the existing historic poles in Massey \Victory Heights have a later casting mark indicating that they were made by the Allard Engineering Company in New Westminster. It seems likely that the City required a number of posts to be cast in the 1930s to replace damaged poles and/or add new street lamps in the downtown area. Allard Engineering was founded in the late 1920s by W. Allard and W. Marchese, and by 1937 the plant located at 1031 Quebec Street and specialized in sawmill, canning and fishing machinery.⁶

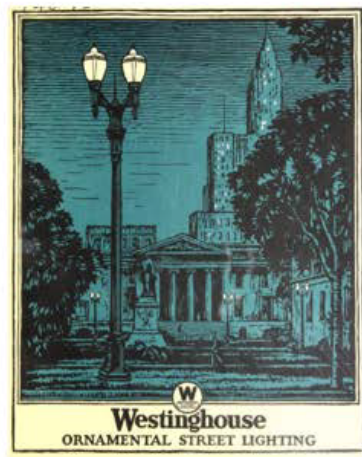


c.1930s Allard Engineering casting mark.

⁶ Vancouver Sun: April 3, 1937 p.14 "Allard Machine Works Ltd."

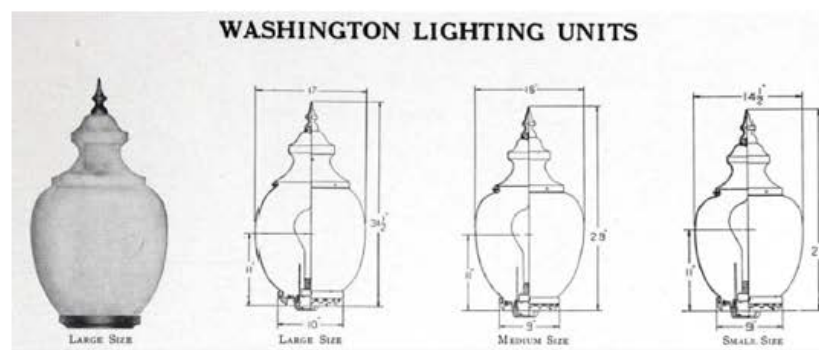
2.2 1926 Washington Globes

In 1926 City Council embarked on another modernization of the Columbia Street lighting system.⁷ It was decided to replace the decorative clustered lamp (consisting of cast iron arms supporting five glass globes) from the original 1910 lamp bases with a single globe lamp. These were ordered from Westinghouse company and have been identified as the "Washington" style globe from their ornamental street lighting catalog.



Left - Original 1910 street lamp with a Westinghouse made "Washington" styled globe lamp installed in December, 1926 and shown in location on Columbia Street, 1940. Vancouver Public Library Collection

Right - Cover design of the Canadian Westinghouse Ornamental Street Lighting Catalog 8-B, 1923 (Archive.org)



The City of New Westminster ordered the Washington styled globe lamps from the Westinghouse company to replace the cluster lamps on Columbia Street in 1926. (Archive.org)

⁷ Vancouver Province: October 1, 1926 p.5 "Royal City Will Install Single Standard Lights on Columbia Street;
Vancouver Province: December 10, 1926 p.22 "Commence Installation of New Standard Lights"

2.3 Lamp Pole Relocation History

The completion of the Pattullo Bridge, and the elimination of streetcars and the central line of electric trolley wires and old 1910-era arc lamp poles, prompted City Council to embark on a new street lighting scheme for Columbia Street. This plan appears to have occurred in stages and was first contemplated in 1930 but executed starting in 1937.⁸

The old 1910 street lamps were removed in favour of tall poles with bracketed lamps with more power to illuminate the entire roadway. Instead of scrapping the old 1910 lamps, the City's Engineering and Electrical departments removed and stored the lights for future reuse. The redevelopment of Queen's Park saw at least 15 of the lamps re-used for the parking areas around the new Arena and Stadium.⁹ Additionally, when the City installed sidewalks in the Glenbrook neighbourhood the salvaged lamp posts found new homes as part of the new street paving and sidewalk installations including Owens Avenue, Sinclair Avenue and Glover Avenue between First and Second streets.¹⁰

The same re-use of the old 1910 street lamps took place as part of developing the Massey Victory Heights neighbourhood. After World War II the City was in a housing crisis, there were not enough homes for those already living here. The prospect of welcoming back hundreds of soldiers was going to be a daunting challenge. City Council directed staff to look at creating a new residential neighbourhood for those returning from battle overseas to make a home for their families.¹¹ The City owned a large parcel of land between Tenth Avenue to the north, Eighth Avenue to the south, Richmond Street at the east, and First Street to the west. Council moved quickly to formulate a new subdivision which was dubbed Victory Heights.¹²

What had been a vast vacant area, filled with stumps, a goat farm and a few small houses, quickly became the most modern and coveted land for veterans as well as civilians. The City opened the sale of the lots on October 1, 1945, for a period of 30 days, exclusively for returning veterans at a sale price of 40 per cent of the assessed land value. All of the 53 original lots were snapped up in a frenzy of enthusiasm.¹³ The following year the City released another 92 under the same scheme. The only caveat for buying the lots was that the land had to be used immediately for the purpose of building new homes. The neighbourhood grew quickly and soon was filled with new families creating memories and contributing to the prosperity of New Westminster.

As streets in both Victory Heights and the later subdivision of adjacent lands comprising Massey Heights took shape with grading, servicing, pavement and sidewalks. Although detailed documentation has not yet been located, the use of the old lamp posts of Columbia Street became part of the new neighbourhood's infrastructure. As the City's Engineering and Electrical departments worked to upgrade downtown Columbia Street with new lighting, the old 1910 lamp posts of Columbia Street were removed it appears that they were placed into storage at the City's works yards. When the new residential development required lighting the old lamp post were pulled out of storage and installed on the new sidewalks.

This use of the old lamp posts was likely seen as a cost effective solution and made use of the attractive old lamp posts. Initially the lamps were installed with their 1926 Westinghouse globes.¹⁴ However, by the late 1960s and

⁸ Vancouver Province: January 14, 1930 p.22 "Record for Electric Light"; Vancouver Sun: October 26, 1937 p.3 "Columbia St. Lighting"

⁹ Historic photographs of the park c. 1940 (see NWMA #497) show the 1910 lamp posts installed in front of the new Arena. An inventory and count of 15 1910 lamp posts was located by the author in August, 2025.

¹⁰ The 1910 Lamp Posts were observed in the Glenbrook neighbourhood by the author in August, 2025. A full inventory and research on the exact installation dates of these historic street lights has not been undertaken.

¹¹ For an overview of the neighbourhood's development history see: "New Westminster Neighbourhoods Historical Context Statement – Massey Victory Heights" (https://www.newwestcity.ca/database/files/library/2_Massey_Victory_Heights.pdf)

¹² Vancouver Province: August 22, 1945 p.24 "Subdivision Named Victory Heights"

¹³ Vancouver Sun: October 10, 1945 p.21 "Brisk Demand for Royal City Homes"

¹⁴ Many historical photographs in the City's archive collections show the lamp posts in the Massey Victory Heights area with the Washington Globes. See for example NWMA #1819, NWMA #9266-0308.

early 1970s it appears that they had all been replaced with new Sylvania post top lamps completing the street lights as they are seen today.¹⁵



A 1910 lamp post erected on Massey Street, with the original 1926 Washington styled globe, c. 1955. Croton Studios Photo, New Westminster Archives #1819 (detail)

3.0 Octagonal/Round Poles 1960s-1990s

As the City continued to develop and service more subdivisions both within and adjacent to both Victory and Massey Heights in the 1960s its supply of the 1910 lamp poles had been depleted. Instead it turned to utilize the available modern electrical street lighting supplies available on the market. These modern lamp poles were generally manufactured with galvanized steel, in typical octagonal and round shapes. They were installed on square plinths as part of the new sidewalk construction. In general terms these lamp poles are designed very simply without ornament and were typical of mid-century design for civic infrastructure. Some of the poles installed utilize round forms and appear to be manufactured from aluminum. It appears that these poles coincided with the purchase of the modern Sylvania Post Top Lamps.

4.0 Sylvania Post Top Lamps 1960s-1990s

The study area has post top lamps that have been identified as being manufactured by the Sylvania company. The sleek modern style of the lamps were likely designed in the mid-1960s and included in their "Twist-Pak" catalog which appears to date from 1965. The exact date that the City of New Westminster purchased and installed the lamps has

¹⁵ Documentation regarding the dates of installation of the Sylvania post top lamps has not been located.

not been located but is assumed to have taken largely from the late 1960s and 1970s. However, there are a number of light fixtures installed in both the 1980s and 1990s that include the same style lamp.



New Westminster ordered the PTR-Contemporary lamp for use in both the Massey and Victory Heights neighbourhoods. Source: Scribd.com

Post on Heritage New Westminster Website, May 11, 2025

Preserving Heritage Street Lights in Massey Victory Heights

The replacement of heritage-style street lights in Massey Victory Heights (MVH) has been a longstanding issue raised by the MVH Residents Association. This spring, residents learned that the City of New Westminster plans to proceed with replacing them with modern, taller poles, featuring a davit arm extending from a vertical pole to support an LED street light fixture. The change is part of a city-wide infrastructure upgrade — but many residents were caught off guard, feeling there was little opportunity to provide input.

The project area spans East 10th to East 8th Avenue, between McBride Boulevard and Chilliwack Street, with construction expected to begin in late May 2025 and continue through the fall. The City cites safety, efficiency, and maintenance concerns: the current lights use outdated wiring that's difficult to repair, and the new design allows for fewer, taller poles with warm LED lighting.

Still, the loss of the low, post-top heritage lights — a defining feature of MVH's postwar-era charm — is a blow to the neighbourhood's historic character. The Massey Victory Heights Residents Association (MVHRA) has expressed frustration over the lack of consultation, the limited design options offered, and the uncertainty about exactly which poles will be removed.

Heritage New West shares these concerns and supports MVHRA's request for a meaningful conversation with the City before changes are finalized. Some residents have asked whether a mix of old and new poles could be considered, or if key heritage pieces might be saved and maintained at their current locations.

City Engineering has suggested it may consider retaining one sample capped-top streetlight. Both Heritage New West and the MVHRA believe the heritage value of these fixtures should be considered in infrastructure projects alongside priorities like safety and energy efficiency, as they contribute to the neighbourhood's identity and reflect its historical role in New Westminster's development.

Heritage New West will continue advocating for a better balance between modernization and preservation — and a process that gives neighbourhoods a voice in shaping their future.

Post on Heritage New Westminster Website, May 30, 2025

During this year's Heritage Homes Tour, over 150 New West and Lower Mainland residents signed a petition urging the City to preserve the heritage-style streetlights in the Massey Victory Heights (MVH) neighbourhood. The petition calls on City Council to explore options for retaining some or all of the distinctive low, post-top light standards that help define the area's historic character. Hosted at Hutchinson House, one of the homes on this year's Heritage Homes Tour, the petition table shared background on the issue and emphasized the lights' significance to MVH's postwar charm.

Earlier this year, the City announced plans to replace the fixtures with taller poles and warm LED lighting, citing safety, efficiency, and maintenance concerns. In response, MVH residents are

proposing a compromise: keep the heritage lights where possible and add new poles only as needed.

In its petition information, MVH Residents Association stated, “The original light standards in Massey Victory Heights are an important part of the neighbourhood’s historic character. Their distinctive mid-century design reflects the area’s growth during that era and adds to its unique charm. Preserving these fixtures helps maintain the neighbourhood’s identity and keeps a visible connection to its past.”

The petition calls on City Council to explore options for retaining some or all of the distinctive low, post-top light standards that help define the area’s historic character.

The petition was presented to City Council on May 26, reinforcing the community’s call for meaningful consultation before any replacements proceed.

Heritage New West continues to support the Massey Victory Heights Residents Association’s push for balanced planning that respects both infrastructure needs and neighbourhood heritage. MVHRA President Sid Johnson said he was encouraged by the strong show of support from residents. At Hutchinson House on Tour Day, the Massey Victory Heights Residents Association petition collected over 150 signatures to retain the heritage light standards in the neighbourhood. Concerned about this issue? Here’s what you can do: If you support preserving the heritage-style street lights in the Massey Victory Heights neighbourhood, email City of New Westminster Mayor and Council at: mayorandcouncillors@newwestcity.ca or [present your views to Council](#).

Post on Heritage New Westminster Website, June 24, 2025

At the June 23 New Westminster City Council meeting, staff recommendations to cancel the Massey Victory Heights street light replacement contract and proceed with a heritage review and consultation were partially adopted. The City will continue with the construction contract for Areas 1 and 2, while also undertaking a heritage assessment and engaging with the community.

While Council approved moving ahead with a formal heritage review and community consultation, they did not agree to cancel the construction contract at this time, as recommended by City staff. Council endorsed one of two staff recommendation from the June 23, 2025 report.

“THAT Community Services staff be directed to conduct the research and community consultation required to complete a heritage assessment of the street light standards in the Massey Victory Heights area and share the findings with Council and the community.”

The other staff recommendation to cancel the construction contract for Areas 1 and 2 was not approved. It was replaced with:

“THAT Engineering Services staff proceed with Phases 1 and 2 while working with the Heritage Assessment and the community to protect and preserve existing light poles as decorative elements where possible and in a way that celebrates the neighbourhood’s unique history.”

This outcome is a partial win for the Massey Victory Heights Residents Association (MVHRA) and Heritage New West, who worked together to advocate for preservation of the neighbourhood’s

distinctive mid-century capped-top street lights. A petition organized by Heritage New West gathered 153 signatures and helped bring this issue to Council's attention.

The City's heritage assessment process—expected to take 3–4 months—will include archival research, resident engagement, and a Statement of Significance to evaluate the cultural and historical value of the existing lamp standards.

Heritage New West remains committed to supporting the MVHRA and participating in the consultation process. We thank City staff for acknowledging the importance of heritage in this project and encourage continued community involvement as the review proceeds.

Post on Heritage New Westminster Website, September 3, 2025

September 3, 2025 – New Westminster, B.C. The City of New Westminster hosted a workshop inviting residents to share what they value about the Massey Victory Heights street lights, as part of the formal heritage assessment currently underway. The session took place at tāmasewtxw Aquatic and Community Centre.

More than 70 residents packed the meeting room to express their concerns about the planned replacement of heritage-style street lights in the city's Massey Victory Heights neighbourhood with city staffers that included Jennifer Miller, Manager, Public Engagement; Rob McCullough, Manager, Museums and Heritage; Kwaku Agyare-Manu, Engineering Department; and Julie Schueck, external Heritage Planning Consultant.

Residents Push for Focus on Street Light Issue

While the session began with a presentation on the concept of heritage, attendees quickly redirected the conversation to the issue at hand: preserving the neighbourhood's distinctive mid-century light standards. The facilitator adjusted the agenda, beginning with Julie Schueck's brief history of street lighting in New Westminster.

Instead of breaking into small groups, residents opted for an open discussion. Rob McCullough recorded all responses, which emphasized the residents' appreciation of the lights' aesthetic qualities, soft illumination, and strong ties to the neighborhood's origins as housing for World War II veterans. Residents also noted that the current, 15-foot-high light standards don't interfere with MVH's spectacular views.

Key Questions and Concerns

Participants pressed for answers on three main points:

1. Will street light replacements proceed before the heritage assessment is complete?

Kwaku Agyare-Manu, Engineering Department, assured attendees that the street light replacement project contractors have been reassigned to other projects and no immediate work should occur until the heritage assessment is finished and the Engineering Department and Community Heritage Commission (CHC) make their recommendations to Council.

2. Why were contracts awarded before consultation?

The Engineering staffer explained that the decision was based on asset management priorities, noting that many existing poles and bases are corroding, not up to code, and need

to be replaced for safety reasons; and the city is reluctant to maintain inventory on too many different types of light standards.

3. Who decided to move forward before consulting residents?

In response to this question, MVH Residents Association President Sid Johnson clarified that MVHRA began notifying its members about the City's plan to replace the aging, non-code-compliant heritage street lights as far back as 2018. He added that in 2025, Heritage New West partnered with MVHRA to advocate for preserving these lights as an important cultural and historical feature of the neighbourhood. He encouraged residents to join the MVHRA at <http://masseyvictoryheights.com> to stay up to date on the issue.

4. Concerns About LED Lighting

Many residents also voiced strong concerns about the intensity of LED lighting already installed on other New Westminster streets. They cited safety risks like eye fatigue and reduced night vision when transitioning from brightly lit to darker areas, which could lead to the potential danger of not spotting pedestrians in time. Homeowners also noted the intrusive nature of LED brightness, reporting that the glare often spills into homes, making interior lighting unnecessary and compromising privacy and comfort.

5. Is there room for compromise?

Residents expressed openness to reproduction heritage-style lights that meet modern safety standards. As one attendee said, "We don't want our neighborhood to look like a Home Depot parking lot with huge LED lights everywhere."

Next Steps

Heritage planning consultant Julie Schueck's draft heritage assessment report is expected by September 24, 2025, with a final report presented to Council with Community Heritage Commission recommendations in early November, 2025. An arborist report will also accompany the recommendations, as any pole replacement may affect nearby trees.

The meeting ended on a constructive note, with residents appreciating the facilitator's flexibility in shifting the agenda to focus on the streetlight replacement issue. They reaffirmed their expectation to be consulted before recommendations move forward and emphasized the need for any solution to respect the neighbourhood's unique heritage character.

Stay Involved

Heritage New West will continue to monitor this process and share updates. If you have thoughts or questions about the streetlight replacement project, the city encourages residents to contact:

Robert McCullough, Manager, Museums and Heritage, City of New

Westminster **email:** rjmccullough@newwestcity.ca

Jennifer Miller, Manager, Public Engagement, City of New

Westminster **email:** jlmler@newwestcity.ca

Appendix B - Neighbourhood Meeting September 3, 2025 Feedback

Massey Victory Heights Heritage Values Workshop

Community Feedback

September 3, 2025

Staff Notes

What Is Appreciated

- Low light – consensus for this (clapping)
- Character
- History
- Look
- How long they've been around
- Don't want big tall lamp posts as will shine into windows
- The lights define the character of the neighbourhood, we have several generations that have grown up accustomed to these lights, and who appreciate the warmth and ambience of the lights.
- The lights are part of the neighbourhood charm
- Respectful of the returning WW2 veterans
- Historical significance to MVH
- Concern about the trees that will be impacted by the light upgrade – want the old trees to stay as well as they also reflect the growth and history of New Westminster
- I am in heaven when I look outside my window at night and see the lamp – it's the small things like this that make NW unique and different.
- Low lighting = calm and people going for walks in the evening. Creates a calm and inviting environment
 - Sometimes it's the trees we aren't allowed to trim that contribute to blocking the light.
- The LED lights are too bright.
- Have 75 year old magnolia in my front yard that will be impacted by this lighting upgrade. Worries about losing magnolia
- Topography and relationship to light design.
- MVH is a very unique community and the lights are an integral part of the streetscape. This fact is present across the neighbourhood
- Connects us to the past as it is a part of our history
- These street lights connect the neighbourhood with our history
- Unique pocket of city that we should value similar to Queen's Park
- In-laws have lived in neighbourhood close to 60 years and I've been there close to 40 years. This is important as the lights have always been a present character of the neighbourhood
- Like the look and brightness of lighting and would like to see if its possible to duplicate their look.
- Lovely mid-century neighbourhood – don't change it to look like a Home Depot parking lot
 - Change and upgrade the lights but make them match the look
- Jackson Crescent – has tall davit poles in place that are mixed with other historic poles; they don't look good together, would like davit poles replaced if the rest of the neighbourhood went to a heritage look?

- We need to let things age in order for heritage to mature and become more valuable
- Embrace what New Westminster is
- Make community interesting
- be more proud of city and try not to run away from its history
- Neighbourhoods are not factories, they are built by people.
- Low lighting, low height of poles, and no overhead wires help preserve gorgeous view from our neighbourhoods; right now we can see across the neighbourhood to get unobstructed views of the mountains and river.
- Film and TV crews use the neighbourhood because of its character and how some streets have a “Leave it to Beaver” look and feel. This brings revenue to the City.

Group Questions or concerns

- Why are you coming to us now after a decision has been made?
- How much is the cost and why weren't we consulted
- Can the poles be retrofitted (new wiring, existing light standards)
- Why does the lighting need to be brighter
- Why can't we go to a lower wattage light with the LEDs
- Concern that the LEDs are harmful to people's eyes
- Important that city council knows all that is heard tonight
- There is city bylaw around lighting on private property – why doesn't it apply to these lights?
- These things are not top of mind or apparent to us until it directly impacts us
- Concern about the waste of money while dealing with this issue – didn't need to be a problem
- What will happen to the old light standards?
- Are there issues similar to headlight fatigue that will come about relative to the brightness of these lights?
- Can we have another meeting with just the City engineers to better understand the technical issues related to these lights?
- AMI brought up as related to this and concerns about it
- Lights seem to have become dimmer over time. I feel it is dangerous to not have the bright lighting. The existing lights are aging.
- Some of the light standards are unsafe, they are degrading. But I like their look and would like to see duplicates
- Light pollution is a consideration that needs to be addressed – these are too bright.
- If the lights are too dangerous then would like the city to consider duplicating them with a similar style
- I have concerns from a safety standpoint; walking in the dark at night. Concerned about my daughter walking in this darker environment
 - Would like the lights to meet standards and code for public safety.
- Why does it have to be one or the other – can still have safety with a heritage look to the lights
 - Proper lighting
 - Proper electrical
 - Doesn't need to be one or the other
 - ... Response to this is cost effectiveness with standardization, many of the lights today no longer have parts available
- In Victoria Hill and the Brewery District there appear to me street lamps with a heritage look to them – modern lights though.

- Where is standardization when there are different lighting styles in different areas of the city
 - Response: This is developer driven, they choose the lighting for their master plan developments and once the development is done they are passed over to the city to maintain and manage.
- Regarding old, rusted lamps – you can find similar lamps throughout the city that might be re-purposed. I have seen one such lamp out front of Century House entrance (700 8th St).
- There was a car that hit a post near my home at the end of Massey Street and it was replaced with a heritage style post. Where was that pole found as it looks to be the same style base?
- There needs to be more lighting but not greater intensity. There could be greater numbers of street lights along the street rather than just brighter ones at further distances apart.
- Want city council to listen to its citizens – people feel they don't have a voice; don't feel like being heard.
- Why was the work ordered before the heritage assessment completed
 - Answer: the street lights are not on the heritage inventory so they weren't a flag to consider for heritage.
- Why can't davit poles be used for the main drags and use other types for the neighbourhoods
- 6th and 6th streetscape development does not use davit lights. Is there an inventory for those?

- THIS NEIGHBOURHOOD IS ONE OF THE OLDEST & HISTORICAL AREAS OF NEW WEST. IT'S ALREADY ALARMING WITH HOW MANY VINTAGE HOUSES ~~ARE~~ BEING DEMOLISHED. TO SWITCH OUT THESE LIGHTS WOULD BE JUST ANOTHER BLOW TO THE NEIGHBOURHOOD.
- IS THERE A PROBLEM WITH THE EXISTING LIGHTS?
- IS THIS PROJECT VIOLATING ANY CITY BYLAWS?
- IS THERE A WAY TO REPLICATE THE VINTAGE LOOK & THE ORANGE GLOW? SO IT DOESN'T BLIND THE HOUSES?

I LIKE THE AMBIENCE OF THE LIGHT POSTS IN MY NEIGHBOURHOOD - YORK STREET - AND I AGREE WE NEED SOME IMPROVEMENT IN THE CURRENT LIGHTING STANDARDS, BUT I DON'T WANT MY NEIGHBOURHOOD TO BE LIT UP ~~LIKE~~ LIKE A HOME DEPOT PARKING LOT.

IF OUR LIGHTS HAVE TO BE REPLACED WHY ~~DOES~~ WE AREN'T WE CONSULTED FIRST TO IDENTIFY WHAT WE WOULD LIKE AND THEN GET CONTRACTORS RATHER THAN THE OTHER WAY AROUND. I FEEL THAT DECISIONS HAVE ALREADY BEEN MADE AND THE MEETING IS A BOX BEING TICKED AND NO MATTER WHAT I SAY IT'S A WASTE OF TIME. LIKE THE DENSITY MEETINGS.

THE MIDCENTURY STYLE OF HOMES AND LANDSCAPING AND LIGHTING IS UNIQUE AND THE HERITAGE VALUE OF THIS IS EVIDENT BY THE COMPLIMENTARY DISCUSSIONS I HAVE HAD WITH THE TELEVISION AND FILM CREWS THAT IMMEDIATELY KNOW ALL UV DADD IT BRINGS REV to the City

What we like about the light:

Character

low light

look

Heritage

Stamped on the base

Pedestrian scale

Love the low lighting beautiful light

Don't want tall lamp posts

To much light pollution

Shape of lighting post on

Define the character of the Neighbourhood

The warmth and ambience they create.

Respect for the veterans.

New Westminster ~~was~~ was very respectful to
the returning veterans.

Like the growth of the new trees

Colour of light to be warm

Appendix C - References

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