
The Hidden Heritage Gem of B.C.: The Economic and Architectural History of the Granville Island Public Market

Report prepared at the request of Vancouver Heritage Foundation, in partial fulfilment of Geography 429: Research in Historical Geography, for Dr. David Brownstein.

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Abstract:

This research study investigates the heritage value of Granville Island, a man-made land owned by the Canadian federal government. This paper argues, although the site is relatively young, it should be preserved through heritage registration. The island's urban space has become a complex and unique socio-economic system over the years. To understand the heritage significance of this system its landmarks must be studied both individually and in relation to the whole island throughout the history. Such investigation requires much research and should not be limited to the results gathered over one academic semester. This study focuses on the heritage value of the Granville Island Public Market to offer a preliminary plan for preserving this landmark. The paper is primarily intended for Vancouver Heritage Foundation, and hopes to provide supplementary information for a Statement of Significance (SOS) document. To do so, the history of Granville Island is divided into four historical epochs. After highlighting the significant urban developments in each section, the study recommends the major elements to be preserved in the Public Market structure. The author strongly believes the recommendations must be revised once the rest of the landmarks on the island are thoroughly studied and their relations to the whole space are identified.

Introduction:

Granville Island will turn a hundred years old sometime this year. Although the land is relatively young, I would argue, it should be recognized as a heritage site because its architecture reflects the complex socio-economic shifts in Canada over the past century. Granville Island had a unique opportunity to preserve some aspects of each historic epoch, and yet it continued to grow and develop as the urban oasis we know today. In this context, the island is a rare (if not the only) surviving example of a place of its kind in British Columbia.

The Canadian Register of Historic Places (CRHP) defines a historic place as “any physical place in Canada that has been formally recognized for its heritage value by a local, provincial, territorial and/or federal authority.”¹ A Statement of Significance (SOS) is prepared to formally identify heritage value and help in planning for the future of the place. The SOS consists of three sections: A description of the historic place, its heritage value, and its character defining elements.² This report aims to assess the heritage value of the island by telling the story of the urban development of the Granville Island Public Market. To do so, the report is divided into four major historical periods. At the end of each section the elements that characterize the heritage value of the market are identified. This study draws on the information gathered through a number of primary and secondary sources, as well as two interviews with Michael Kluckner (a well-known historian and author) and Norman Hotson (a key figure behind the redevelopment of Granville Island in the late 1970s).

Barry Konkin claims the development of a city depends on traditional industrial activities to provide essential goods and services. As the developing phase passes, the traditional industrial activities are replaced by service oriented sectors.³ This general urban development concept describes the overall transformation of space in Granville Island.

From Mud Island to Industrial Island

In 1859, captain George Richards spotted the entrance to False Creek and mapped a long sandbar in its mist. This sandbar provided a rich fishing ground for the aboriginal community until mid to late nineteenth century. The aboriginals' way of life and its connection to the Mud Island before the arrival of the Europeans is not well documented. After a massive fire in 1886 on False Creek's north shore, European settlers fled to the southern shores, and some remained in the region to form the first permanent settlement on the shore neighbouring the sandbar.⁴

In the early twentieth century, much attention was given to the CPR holdings in Vancouver.⁵ A sharp increase in shipping traffic in the Port of Vancouver called for the

1 Parks Canada, (2011). Canada's Historic Places. Canadian Register of Historic Places: Writing Statements of Significance. Parks Canada, p.3.

2 Ibid.

3 Barry Konkin “Planning Policy Responses to the Challenge of Industrial Restructuring: The Case of Vancouver BC” (MA. Thesis, Planning department, UBC, 1992).

4 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 8-15.

5 Ibid.

construction of an industrial area.⁶ In 1911, Harry Stevens was elected as a member of parliament and urged the government to construct a harbour in western Canada. He envisioned a manmade Island in the heart of False Creek in his proposal in 1913. The federal government voted in favor of the proposal in 1915, and the island was constructed on top of the mud flat inside the basin in 1916 in hopes of becoming a super port. This ten-foot-high island was thirty six acres and cost fourteen cents per acre.⁷ Figure 1 represents the west half of Mud Island before filling in 1916 (where the Public Market is located today). Figure 2 depicts Granville Island by the early 1917 when the land was filled. Its lots had sixty-three year lease periods for tenants, and the rent was \$500-\$1500 per acre. The island was officially named Industrial Island by Pacific Dredging Company Ltd, but was known as Granville Island to the Vancouverites.⁸



Figure 1: "West half Granville Island before Filling", Major J.S. Matthews, 1916, Box: 173-A-10 album A-8, AM54-S4-1---: A-8-24.2, City of Vancouver Archives Databases. Available at: <http://searcharchives.vancouver.ca/west-half-granville-island-before-filling-2>.



Figure 2: "Pacific Dredging Co. Ltd. Vancouver, B.C. March 26.1917", Major J.S. Matthews, March 26.1917, AM54-S4-3-: PAN N96, City of Vancouver Archives Database. Available at: <http://searcharchives.vancouver.ca/pacific-dredging-co-ltd-vancouver-b-c-march-26-1917>.

The current architecture of the Public Market incorporates the two oldest buildings on the island.⁹ They are identified in Figure 3. The first building (on the right)

⁶ "The Industrial Heyday" Granville Island Works [Granville Island: Granville Island Business and Community Association, 2009].

⁷ Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 25-33.

⁸ *Ibid.* 25-34.

⁹ Hotson, N. (2016). *Granville Island History*.

on this island belonged to the B.C. Equipment warehouse. It was built in 1917, and the business remained there until 1975. Some architectural historians claim the B.C. Equipment simplistic design with corrugated tin appearance set the architectural standards for the rest of the buildings in the late 1910s and the early 1920s.¹⁰

The second building was Schaaque Machinery which belonged to the American-born Schaaque brothers, Henry and Howard. The development of this company remained a crucial part of the island's history, and played a major role in the economic advancement of British Columbia. The business was established in 1899 in New Westminster, and moved to a modern and convenient factory building on Granville Island at the end of 1917 thanks to Schaaque Machinery's highly profitable production. This one-acre building was fully equipped with modern machinery as well as a pattern shop, a foundry, a blacksmith shop, and a steel plate shop. The manufacturing products included shingle and sawmill machinery, transmission machinery, canning machines, and gasoline engines. Schaaque Machinery, therefore, facilitated two major industries of British Columbia: Fishery and forestry. The sawing machines produced in British Columbia maintained a share of major markets in the global market. The low quality sawing machines produced in the eastern states of the United States, for example, could not compete with the quality of the British Columbian shingle sawing machines.¹¹

Within two years, at least twelve companies were in business on the Island.¹² Figure 3 shows the expansion of the industrial park in 1919. The year 1920, was marked by the expansion of construction industry in Vancouver. The town was booming, and Granville Island had been in business for three years. By 1923, the lots were all rented, and the island was host to nearly fifty tenants.¹³ Figure 4 shows the list of the tenants found on Vancouver city directory of 1925. This phase of urban development in Granville Island portrays the famous concept of agglomeration economies by Alfred Weber (1909). The concept refers to the efficiency of the clusters of industrial activities, and claims that industrial districts and industrial parks are economically feasible.¹⁴

10 Michael McCullough, *Granville Island: An Urban Oasis* [Vancouver: Grey Advertising and Public Relations Ltd., 1998], 14.

11 Griffin, R. (1981). The Shingle Sawing Machine in British Columbia 1901 to 1925. *Material Culture Review / Revue de la culture matérielle*, [online] 13. Available at: <https://journals.lib.unb.ca/index.php/MCR/article/view/17070/22909> [Accessed 09 Apr. 2016]; J. H. Hamilton, *The Industries of British Columbia* [Vancouver: Progress Pub. Co., 1918], 92.

12 Henderson's Greater Vancouver City Directory [Vancouver: 1919] [online] 192. Available at: http://www.vpl.ca/bccd/index.php/browse/title/1919/Henderson%27s_Greater_Vancouver_City_Directory [Accessed 01 Apr. 2016].

13 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 32-35.

14 David Kaplan et al., *Urban geography*. [Hoboken: John Wiley and Sons Inc., 2009], 170-171.



Figure 3 "[View of Granville Island from atop the north end of the Granville Bridge]", Major J.S. Matthews, June 12, 1919, AM54-S4-3: PAN N97, City of Vancouver Archives. <http://searcharchives.vancouver.ca/view-of-granville-island-from-atop-north-end-of-granvill>.

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| <p>graph</p> <p>For automatically printing typewritten names or addresses on statements, payroll forms, dividend sheets, circulars, etc., 15 times faster than pen or typewriter, without errors.</p> <p>HAND, FOOT OR MOTOR MACHINES</p> <p>Write for booklet</p> <p>Addressograph</p> <p>Sales Co. of B.C.</p> <p>402 Pender W. VANCOUVER</p> | <p>Mkt</p> <p>2739 Sunset Apts</p> <p>1 Bannan J</p> <p>2 Livingstone A</p> <p>3 Shill H W</p> <p>4 Varey H H</p> <p>2741 Livingstone Ltd</p> <p>2756 Lewis A V Ltd</p> <p>2798 McWhinney J</p> <p>12th Av intersects</p> <p>2801 Teiffel A J</p> <p>2805 Limin W H</p> <p>2809 Baba S</p> <p>2813 Gee C B</p> <p>2818 Deedy F</p> <p>2818 Dunham A</p> <p>2825 Delta Dairy</p> <p>2838 Semlin Apts</p> <p>1 Borland Mrs A</p> <p>2 Hutchinson Mrs N A</p> <p>3 Anderson J B</p> <p>4 McLean C H</p> <p>5 Haddad ---</p> <p>6 Warman E G</p> <p>7 Selman H E</p> <p>2840 Armitage Mrs B</p> <p>2840 Shaffer Miss E</p> <p>2843 Meston & Co</p> <p>2845 Mountain Mrs J E A</p> <p>2863 Bacon Bros</p> <p>2865 Beveridge S J</p> <p>2871 Elves F A</p> <p>2881 Library The</p> <p>2889 Peace E H</p> <p>2899 Parisienne Patisserie</p> <p>13th Av intersects</p> <p>2902 Rickard C</p> <p>2963 Cunningham's No 2</p> <p>2904 Shaughnessy Drap Sh</p> <p>2906 Crittenden Miss E</p> <p>2907 Stockhill F</p> <p>2911 Inlay H F Co</p> <p>2912 Stockhill F</p> <p>2916 Cornell A L</p> <p>2926 Booth A E</p> <p>2926 Rosburgh R</p> <p>2924 Rosburgh R</p> <p>2939 Gordon Apts</p> <p>1 Deisen J</p> <p>2 Gallagher ---</p> <p>3 Lang T</p> <p>4 Middleton ---</p> <p>5 Makinson Mrs -</p> <p>6 Paul H L</p> <p>White T H</p> | <p>3989 Jagoe H B</p> <p>King Edward Av intersects</p> <p>4005 Evans W F</p> <p>4025 Andrews P C</p> <p>26th Av intersects</p> <p>Nanton Av intersects</p> <p>4112 Barker P W</p> <p>4205 Bowman R</p> <p>4255 Broutman P</p> <p>28th Av intersects</p> <p>4437 Chapman F W</p> <p>4461 Wilson J W</p> <p>4487 Malher J J</p> <p>29th Av recommences</p> <p>Cannought Dr intersect</p> <p>Minto Crescent ends</p> <p>32nd Av ends</p> <p>4850 Perkins F</p> <p>33rd Av intersects</p> <p>4988 Clarke W T F</p> <p>5012 Dalton W</p> <p>34th to 36th Avs intersect</p> <p>5288 Dempsey J M</p> <p>37th to 48th Avs intersect</p> <p>6325 Christie H P</p> <p>6325 Christie G M</p> <p>49th Av intersects</p> <p>es Moore H J</p> <p>6550 McSpadden Mrs M</p> <p>6570 McSpadden S R</p> <p>6776 Walker W T</p> <p>52nd to 55th Avs intersect</p> <p>7255 Moore G R</p> <p>7255 Cherniavsky Mrs M</p> <p>57th to 59th Avs intersect</p> <p>7500 Green J T</p> <p>60th to 62nd Avs intersect</p> <p>7875 Sutherland D</p> <p>7876 Ramsell G</p> <p>63rd Av intersects</p> <p>7963 Ashmore H E</p> <p>7972 Brownson T W</p> <p>7977 Lobb F</p> <p>7991 Wilson E B</p> <p>7991 1/2 Chapman H W</p> <p>64th Av intersects</p> <p>8002 Fawcett A E</p> <p>8006 Sandell Block</p> <p>1 Fawcett A E</p> <p>2 Wilson W H</p> <p>3 Tait T B</p> <p>4 Clunie Mrs M</p> <p>8006 Sandell Grove Co</p> <p>8041 Singleton D A</p> <p>65th Av intersects</p> <p>8115 Kirkham P</p> | <p>20 LEWIS L A</p> <p>Vancouver Av here</p> <p>GRANVILLE ISLAND below</p> <p>Granville St Bridge False Creek B-25</p> <p>Aberdeen Fish Co</p> <p>Beaty W R & Co Ltd</p> <p>Brandram-Henderson of BC</p> <p>Britannia Wire Rope Co Ltd</p> <p>B C Equipment Co Ltd</p> <p>Canada Chain & Forge Co Ltd</p> <p>Can Ingot Iron Co Ltd</p> <p>Columbia Bithalithic Co</p> <p>Coalmont Collieries Ltd</p> <p>Cons Distil Ltd</p> <p>Crane Ltd (whse)</p> <p>B C Govt Dept of Industries</p> <p>Diether L M Coal Co Ltd</p> <p>Dom Machinery Co Ltd</p> <p>Electrical Mfg Co</p> <p>Fairview Sand & Gravel Co Ltd</p> <p>False Creek D & W Co</p> <p>Franks Bros Ltd</p> <p>Gen Eng & Weld Co</p> <p>Gen Const Co Ltd</p> <p>Harbor Commissioners</p> <p>Harrison & Lamond Const Co</p> <p>Independent Tar & Asphalt</p> <p>Ideal Lbr & Shingle Co Ltd</p> <p>Importer Hardware Ltd</p> <p>Island Restaurant</p> <p>Morrison Steel & Wire Co Ltd</p> <p>National Machinery Co Ltd</p> <p>National Color Co</p> <p>Northern Construction Co Ltd</p> <p>Palmer A B Co Ltd</p> <p>Pacific Construc Co (whse)</p> <p>Pacific Roofing Corp</p> <p>Pac Sht Mtl Wks (Van) Ltd</p> <p>Pacific White Lead Co</p> <p>Spear Jackson (BC Ltd)</p> <p>Stewart F R & Co (whse)</p> <p>Tetley D</p> <p>Tyee Mach Co Ltd</p> <p>Van Cartage Co</p> <p>Vancouver Pickle Co Ltd</p> <p>Vulcan Iron Works Ltd</p> <p>Wallace Fndry Co Ltd</p> <p>Walsh Construction Co Ltd</p> <p>Watkins-Winram Coal Co Ltd</p> | <p>1006 Schooley W F</p> <p>1562 Hardy J W</p> <p>1663 Vacant</p> <p>1669 Moors W G</p> <p>1672 Hillcrest Apts</p> <p>5 Reynolds R D</p> <p>6 McConaghy A</p> <p>7 Sands E G B</p> <p>8 Turner D J</p> <p>Cotton intersects</p> <p>604 Cronley J E</p> <p>605 Chumpton A</p> <p>616 Homeston S T</p> <p>617 Fawdry J E</p> <p>624 Milson P H</p> <p>628 McLeod W</p> <p>631 Wheeler J</p> <p>637 McLeod C</p> <p>645 Clarke W H</p> <p>648 Wilson A J</p> <p>649 Shunn F</p> <p>658 Sanderson Mrs G M</p> <p>Coml intersects</p> <p>1 Ness Mrs F</p> <p>2 Robertson Mrs F</p> <p>708 Vacant</p> <p>715 Alvarado Flats</p> <p>1 Martin Mrs L</p> <p>2 McPhie Mrs K</p> <p>4 Palmatary M P</p> <p>5 McMullin A E</p> <p>6 Hallett W J</p> <p>718 100P Hall</p> <p>720 Vacant</p> <p>729 McKwan F E</p> <p>735 McKibben R</p> <p>736 Redford J W</p> <p>744 Ross W</p> <p>745 Blamin M</p> <p>754 Secret W</p> <p>761 Sanderson D</p> <p>764 Charman C</p> <p>765 White A</p> <p>Salsbury Dr intersects</p> <p>823 Carlson E</p> <p>827 Webster G W</p> <p>830 Byers J W</p> <p>833 Milne J R</p> <p>835 Powell C D</p> <p>836 Barnes J</p> <p>838 Nicol J J</p> <p>843 Lawrence H J</p> <p>847 Niven T</p> <p>857 Halwell C</p> <p>865 Davis Mrs E</p> <p>Victoria Dr intersects</p> |
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Figure 4 Wrigley Henderson Amalgamated British Columbia Director, 1925, Vancouver, P424. Vancouver Public Library. Available at: http://www.vpl.ca/bccd/index.php/browse/title/1925/Wrigley_Henderson_Amalgamated_British_Columbia_Directory.

The new tenants built long, skinny, corrugated tin plants with their fronts facing the railway lines and their end facing the water for easy transfer of their products (more than two miles of tracks ran down the centre of the island and along its perimeter).¹⁵

¹⁵ Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 40-42; Hotson, N. (2016). *Granville Island History*.

Such constructions also hint to the original purpose of Granville Island as a super port.¹⁶ The economic purpose of the island resulted in the unique use of the urban space as seen in figures 5.A. (left) and 5.B. (Right).

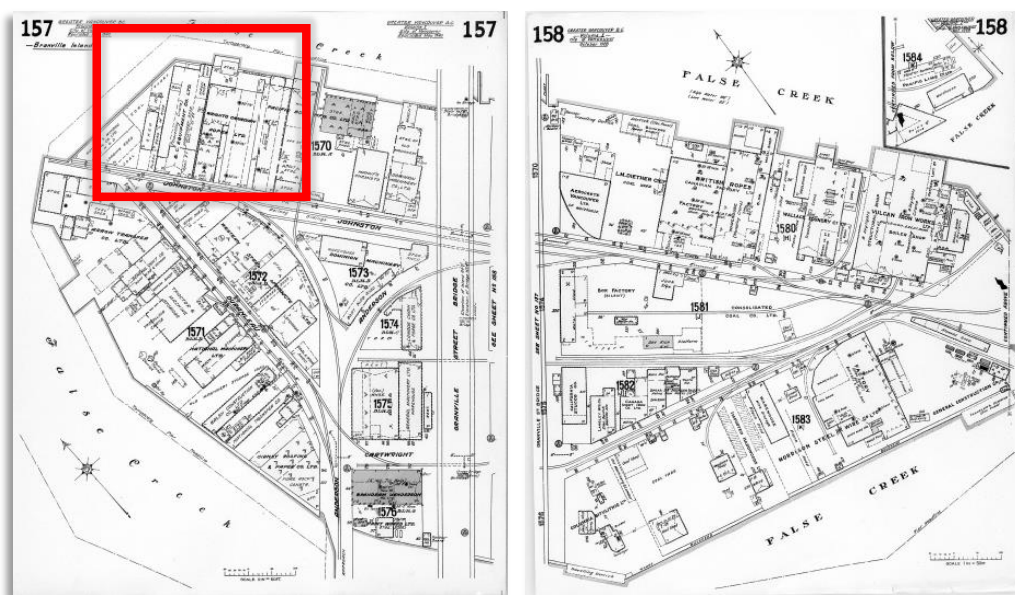


Figure 5.A. (Left) "Fire Insurance Atlas of Vancouver", B.C. Insurance Underwriters' Association, Reprinted in May 1940, Volume I, 599-157, City of Vancouver Archives.

Figure 5.B. (Right) "Fire Insurance Atlas of Vancouver", B.C. Insurance Underwriters' Association, October 1928, Volume I, 599-158, City of Vancouver Archives.

The red rectangle on figure 5.A. shows the current location of the Public Market. As mentioned before, B.C. Equipment continued to be there until later. In the reprint version of the map in 1940, there is no trace of the Schaaque Company. The industry continued to be on Granville Island until 1924.¹⁷ As Griffin mentions in his article, the mid 1920s saw a major decline in the production of shingle sawing machines as new technologies were introduced to the industry. This development had a major impact on the economy of British Columbia as the province was a major sawing machine producer in the global market.¹⁸

Agnes Hooi Ping Hor notes the industries often create new communities and extend the cities we live in. Therefore, industrial buildings are important parts of a city's history, and are to be preserved.¹⁹ I would argue, there are three major elements to be preserved from this era. The interior and the exterior structure of the B.C. Equipment building highlights the building standards of 1910s while emphasizing on the history of the built environment of the island. There are also the remains of some industrial

16 Hotson, N. (2016). Granville Island History.

17 Henderson's Greater Vancouver City Directory [Vancouver: 1924] [online] 430. Available at: http://www.vpl.ca/bccd/index.php/browse/title/1924/Henderson%27s_Greater_Vancouver_City_Directory [Accessed 01 Apr. 2016].

18 Griffin, R. (1981). The Shingle Sawing Machine in British Columbia 1901 to 1925. *Material Culture Review / Revue de la culture matérielle*, [online] 13. Available at: <https://journals.lib.unb.ca/index.php/MCR/article/view/17070/22909> [Accessed 09 Apr. 2016].

19 Agnes Hooi Ping Hor. "Industrial Evolution" (MA. Architecture Department. Thesis, Dalhousie University, 2001).

equipment inside the building that are worth preserving as they emphasize on the industrial history of the island. Lastly, the overall shape of the market should be preserved. The building is extended from the railway to the waterfront emphasizing on the history of export in B.C. and reflecting the dream of a super-port.

Before and During the WWII

Sometime between 1924 and 1931, Schaake Company's building would be occupied by the Wrights Canadian Rope company. Wrights Rope's name appeared on the city directory in 1931 for the first time.²⁰ However, the company itself began "[b]ack in 1770[.] Wright's Rope started making ropes in Birmingham, England."²¹ Attorney-General Bonner mentioned in an interview: "This company, coming as it does from the United Kingdom into our expanding economy, is new evidence of the close relationship between Britain and B.C. which has characterized our trade history."²² His comment suggests that the Wrights Canadian Rope Company was as significant and successful on the island as its predecessor (Schaake Machinery). Wrights Rope Ltd. was famous for supplying wire ropes to construct major bridges throughout the Commonwealth. Among them were the Sydney Harbour Bridge and the Chelsea Suspension Bridge.²³

With the construction of Industrial Island, Vancouver quickly became the manufacturing heart of the province. By the 30s, nearly 1200 people worked in Granville Island's factories. As the sawmills began to move out of the creek, and the overseas competition limited the province's manufacturing role the businesses on the island began to decline. The Depression years hit Granville Island badly, but many tenants managed to survive;²⁴ by the mid 1930s, the economy slowly revived, and people managed to pay their rents to the federal government.²⁵

Throughout the 1930s, the current Public Market building was occupied by three companies: B.C. Equipment, Wrights Canadian Rope and Pacific Bolt MFG (Figure 6). The latter's name first appeared on the city directory in 1926.

20 Henderson's Greater Vancouver City Directory [Vancouver: 1931] [online] 430. Available at: http://www.vpl.ca/bccd/index.php/browse/title/1931/Henderson%27s_Greater_Vancouver_City_Directory [Accessed 01 Apr. 2016].

21 Province, (1955). Wire Rope Factory Strengthens UK Ties. Accessed Through Vancouver Public Library Clipping Files, Central Location. Accessed Through Vancouver Public Library Clipping Files, Central Location.

22 Ibid.

23 R.J. Moore, Province, (1954). \$1,000,000 Rope Plant Will Start Next Month. Accessed Through Vancouver Public Library Clipping Files, Central Location.

24 Catherine Gourley, Island in the Creek: The Granville Island Story [Madeira Park: Harbour Publishing, 1988], 40-42.

25 Horace Harrison, A single Voice: The Story of the Vancouver Regional Construction Association [Vancouver: Creative Connections Publishing, 2001], 11.

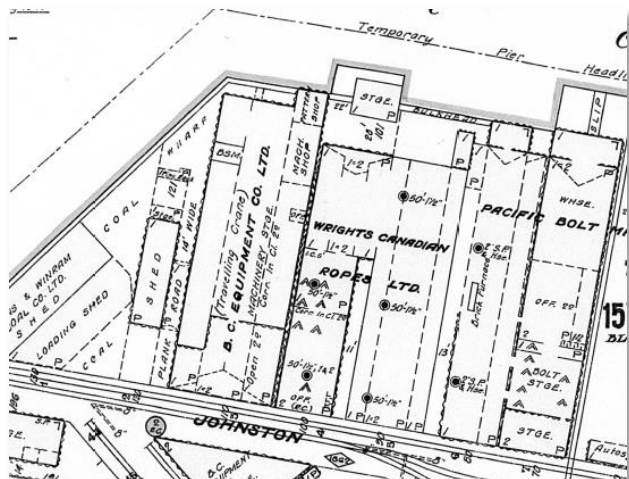


Figure 6 Part of "Fire Insurance Atlas of Vancouver", B.C. Insurance Underwriters' Association, Reprinted in May 1940, Volume I, 599-157, City of Vancouver Archives.

When in 1939 Canada declared war, Granville Island responded to the federal government's call for full production.²⁶ During the Second World War, the production of chains, ships, ropes, nails and other crucial defence equipment in the area made Granville Island the centre of the province's war effort.²⁷ At least twenty seven firms were engaged in war work.²⁸ Wrights Canadian Rope, alone, "produced 32 percent of the wire rope used in Canada's war effort."²⁹ In the early 1940s, the island was only accessible to the employees to maintain high security standards for the factories that produced war equipment on the island.³⁰

This section provided a detailed history of the Public Market to emphasize on the role this space played in the years before and during the WWII. Both Schaaque Machinery and Wrights rope signified Canada's strong ties with its two major economic partners (Britain and the USA) in the industrial era. Although this tie must be recognized by the economic historians, I believe, preserving any physical elements of the island for this sake will provide difficulties in future redevelopment plans of the island.

Towards a New Renaissance

Productions died down once more after the Second World War. The dream of False Creek as the secondary harbour of Vancouver was slowly fading in the 1950s. Multiple fires seriously damaged some of the buildings, and tenants preferred to leave the old buildings rather than renovating them.³¹ One major fire occurred on September 26th, 1953 which severely damaged two of the Wrights Rope buildings. The repairing cost was estimated to be \$500,000 at the time.³² By September of 1955, the company

26 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 43-44.

27 Robert M. Bone, *The Regional Geography of Canada* [New York: Oxford University Press, 2011], 288.

28 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 44-46.

29 Province, (1955). *Wire Rope Factory Strengthens UK Ties*. Accessed Through Vancouver Public Library Clipping Files, Central Location.

30 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 44-50.

31 Chrissie Gibson and David Hardman, "Regenerating Urban Heritage," *Managing Leisure* 3 (1998): 37-54, Accessed Jan 27.

32 Sun, (September 28, 1953). *Massive Fire Hits the Wrights Canadian Rope Factory*. Accessed Through Vancouver Public Library Clipping Files, Central Location.

would move to a modern five-acre site (five times bigger than the original site on the island) on Southeast Marine Drive.³³

After the Wrights Rope company moved out of the island, Brown Fraser and Co. Ltd. replaced it. The earliest record of this company I found on the University of British Columbia online database belonged to a 1919 advertisement (Figure 7). At the time, the factory was located on 1150 Homer Street (not on the island) according to the advertisement. I could not find the exact date it moved to Granville Island. It was likely that the company had already been on the island and moved to that lot after Wrights Rope had left. In the 1950s and 60s many companies moved within Granville Island. An example of this claim can be seen in the relocation of Canada Chain and Forge Ltd.. Its record of existence on Granville Island dates back to the 1920s according to the Vancouver city directory. A map produced in 1962 shows the company replaced the Pacific Bolt MFG before 1960.³⁴



Figure 7 Advertisement for Brown, Fraser & Co., Ltd., *British Columbia Record*, April 30, 1919.

By the late 1950s, progress, growth and modernization were praised by the city officials.³⁵ The provincial and federal governments knew the island was due for a rejuvenating process, but three factors hint to its massive transformation rather than a simple updating of the buildings. First, the federal government decided on building Roberts Bank, the super port south of the city. Second, Vancouver's downtown core was densely populated; therefore, becoming a residential area would be more profitable for the Island than remaining an industrial location. Third, there was a shift in the way of life after WWII. For Vancouverites, quality of life, clean environment and personal fulfilment replaced the pursuit of government's industrial goals. In 1963, many citizens complained about the island being an "eyesore".³⁶

Many scholars and local interest groups lobbied to propose new plans for Granville Island's landscapes.³⁷ In the mid-1960s, the idea of Granville Island moving beyond an industrial hub was first introduced.³⁸ Alan Clapp was among the first activists who convinced the federal government "to convert [Granville Island] to a place for

33. R.J. Moore, Province, (1954). \$1,000,000 Rope Plant Will Start Next Month. Accessed Through Vancouver Public Library Clipping Files, Central Location.

34 "False Creek interim harbour headline", F. Wile., 1962, Box: 205-C, AM1594-: MAP 756. Available at: <http://searcharchives.vancouver.ca/false-creek-interim-harbour-headline>

35 Will Langford, "Gerald Sutton Brown and the Discourse of City Planning Expertise in Vancouver 1954-59," *Urban History Review* 41.2 (2013), 38, Accessed Jan 19.

36 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 54-59.

37 Richard J. Johnson, "Recreation and Open Space in Urban Waterfront Development" (M.A. Thesis, UBC, 1984).

38 Catherine Gourley, *Island in the Creek: The Granville Island Story* [Madeira Park: Harbour Publishing, 1988], 44-50

makers, artists, performers and foodies: long before words like foodie and maker were part of the parlance.”³⁹ Many believe his bold ideas saved the island's life.

Under Clapp's influence, “the Minister of Urban Affairs, Ron Basford, took Granville Island under his proverbial wing and transformed the management of the island from Harbour Board to Central Mortgage and Housing Corporation (CMHC)” against all the criticisms.⁴⁰ In this era, as Kluckner mentions in an interview, Granville Island transformed from a place for people to go to work to a place for them to be entertained.⁴¹ Ian Chodikoff (a Canadian architect) also mentions in an interview that development of Granville Island in particular had a major influence on the history of Vancouver as it promoted a new successful life style in the 1970s.⁴²

The most significant aspect of this era is the participation of the local people in the federal government decision-making process. Instead of government dictating the local businesses on what to do (production, transportation, etc.) on this land (similar to 1940s), Vancouverites would decide on what they wanted on the Island. On these grounds, I would recommend preserving some major elements of the Market Place business to honour Clapp's futuristic ideas and his efforts in rejuvenating the island.

Becoming an Oasis

As Hotson rightfully remarks, the integration of the post-modern economy and architecture was a vital component to the successful redevelopment of Granville Island at the time. Norman Hotson Architects firm and Urbanics Consultants were hired by the CMHC to collaborate on this project. “In this case, it was an integrated approach and that led to certain land uses and quantities of uses, and it resulted in a [unique] rent structure [in which] some tenants pay full rent and some tenants are not for profit” (the Robin Hood principal as he calls it).⁴³ When asked to do similar projects elsewhere, Hotson declines the offers as he strongly believes this project was unique because of the location and the time.

In the process of redevelopment, Hotson explains, “we said: ‘how can we build on this existing fabric in a very positive way and yet turn it from a primarily industrial to primarily public use.’”⁴⁴ Instead of demolishing every construction, they looked at the physical features of each building and planned for a new urban use that would benefit the island's economy while saving its heritage. There was no individual precedent in the world at the time. The inspirations mainly came from the streets of Western Europe, Ghirardelli Square, Pier 39 in San Francisco, and most importantly the Pike Place Market in Seattle.⁴⁵ Penelope Street has done a thorough comparison between The Pike Place Market and The Granville Island Public Market in Urban Reader. She quotes

39 Bramham, D. (2015). Daphne Bramham: Granville Island needs another Alan Clapp. *Vancouver Sun*. [online] Available at: <http://www.vancouversun.com/daphne+bramham+granville+island+needs+another+alan+clapp/11372295/story.html> [Accessed 10 Apr. 2016].

40 Street, P. (1980). The Tale of Two Markets. *Urban Reader*, (V8N2), pp.15.

41 Kluckner, M (2016). Granville Island History.

42 YouTube, (2016). Industrial Revolution: The Design and Influence of Granville Island. [online] Available at: <https://www.youtube.com/watch?v=-YFavdWspTQ> [Accessed 27, Feb. 2016].

43 Hotson, N. (2016). Granville Island History.

44 Ibid.

45 Ibid.

Norman Hotson: “At the Pike Place they have quite a mix of vegetables and meats and fish.... We felt it was important to have the same kind of diversity.”⁴⁶

In Terms of physical architecture, Hotson Architects did not introduce new materials to the island. They kept the original fabrication as much as possible, adapting to new uses.⁴⁷ The island’s buildings are perfect examples of such adaptation; The Public Market, for example, connected seven existing industrial buildings together; five of them can be identified today thanks to their color coding system. (Figure 8)

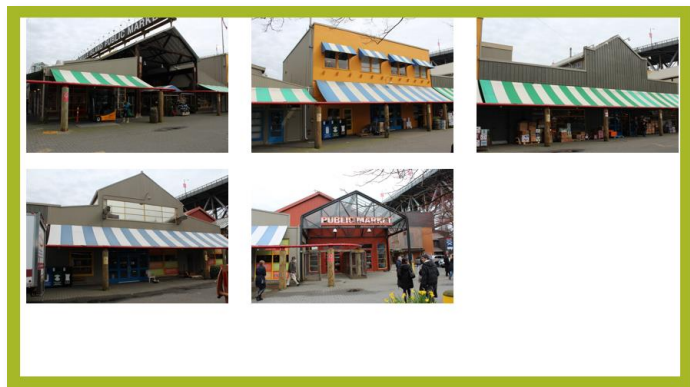


Figure 7 "The Public Market View from the Street", Yasaman Fazel, March 11, 2016.

This Successful urban transition led the island on the path to a popular tourism destination. Granville Island has been studied by international scholars such as Chrissie Gibson and David Hardman for its tourism industry.⁴⁸ The Granville Island Public Market in particular, is considered the number one market in North America for its local and tourist visitors on a daily basis.⁴⁹

In this section, I emphasized on the integration of economy and architecture to present the foundations on which Granville Island was preserved in the late 1970s. It is important to acknowledge the success achieved through this integration and preserve the concept through maintaining a diversified economy on the island, and more particularly in the Public Market. One of the most significant aspects of Granville Island heritage is that it maintained its original character throughout the history while actively redeveloping its urban space. This feature is a rare element of the island and as Hotson mentions if its economy loses its diversity to become a tourism hub, the fabrication of the island will tear apart.⁵⁰ If this prediction comes true B.C. will lose a rare heritage gem.

46 Street, P. (1980). The Tale of Two Markets. Urban Reader, (V8N2), pp.13-18.

47 Hotson, N. (2016). Granville Island History.

48 Chrissie Gibson and David Hardman, "Regenerating Urban Heritage," Managing Leisure 3 (1998): 37-54, Accessed Jan 27 2016.

49 Hotson, N. (2016). Granville Island History.

50 Ibid.

Conclusion:

In this research study, I explored the character defining elements of the Granville Island Public Market while telling the story of the island's existence. The island began as a mud land and came to be the successful service-based district and the tourism hub we know today. Though the land is relatively young, the socio-economic changes throughout the past century created a unique island that deserves to be preserved for the future generations. It is extremely disappointing that the place has not been recognized as a heritage site in municipal, provincial, or federal level. This study focused on the history of the Public Market and offered a preliminary plan for preserving its character. However, it is crucial to consider the socio-economic complexity of the island as a whole, and treat this space as a system. In other words, the different parts of the island (buildings, roads, open spaces, and even parking lots) must be studied both independently and in relation to the whole before a reliable plan for preservation is produced.

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