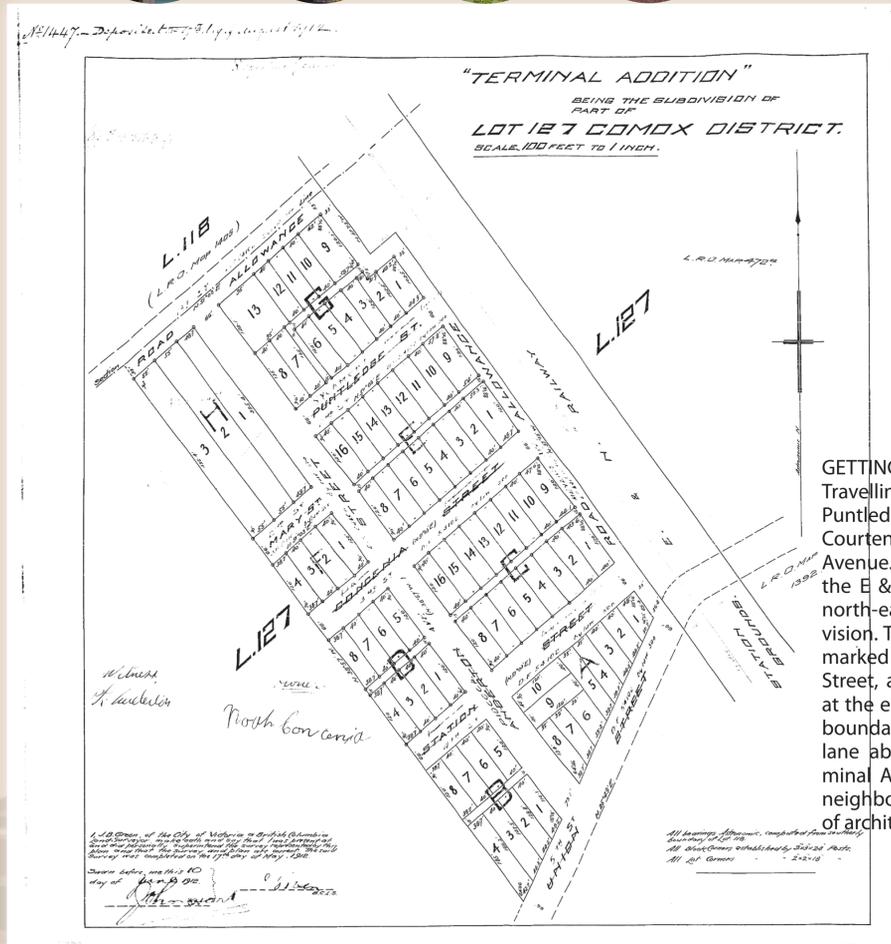


Terminal Addition



The Terminal Addition had its 100th birthday last year!

The original subdivision was registered on the 10th of June 1912 by developer Noah Concenia. Lots were offered for sale that year by Island Realty, managed at the time by P. Leo Anderton. It was cleared land, "high and dry" above the river and was developed on spec awaiting the arrival of train service, which began in 1914.



GETTING HERE
 Travelling up Fifth Street towards Puntledge Park from downtown Courtenay, turn right onto Menzies Avenue. Menzies Ave, together with the E & N right-of-way, forms the north-east boundary of the subdivision. The north-west boundary is marked by Quinn Avenue off Fifth Street, and the fence you can see at the end of Third Street. Its other boundaries are Fifth Street and the lane above First Street. The Terminal Addition is a compact little neighbourhood with a good deal of architectural variety.



445 Pidcock (1923)



320 Pidcock (1922)

HOUSES & GARDENS

The subdivision filled gradually with houses over nearly a century. There are houses built in 1915 and 1916, in the twenties and thirties, and one of the most recent (1013 Fifth Street) built in 2008. The houses are diverse in size as well as style. Some homes are built on double lots, with ample gardens, shrubs and trees adding to their appeal. The shade of a row of large sycamore trees on both sections of Second Street is a particular feature, unusual in Courtenay.

THE PLAN

You can see the original street names assigned by Noah Concenia, and also the back lanes, a common feature of older neighbourhoods.



Lane between 2nd and 3rd Street



4th Street (various dates of construction)



995 2nd Street (1931)



931 3rd Street (1940)



345 Pidcock (1915)



1013 5th Street (2008)



Sycamores on 2nd Street

THE NAME

Although the train station seems some distance away, the tracks crossed Fifth Street to the actual terminus of the line where freight, including livestock, was unloaded.