

HAMMOND HISTORIC CHARACTER AREA

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Above: [Maple Ridge Museum & Archives P00360]
Cover Image: [Maple Ridge Museum & Archives P00358]

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EXECUTIVE SUMMARY

Hammond is one of the oldest Townships in Maple Ridge. It was registered as Port Hammond Junction in 1883, and the original street grid pattern has largely remained intact over time. There are a number of heritage sites within the Hammond Area Plan boundaries that are listed in “The Heritage Resources of Maple Ridge”, as sites with heritage value to the community. These sites are significant to the people, activities, and structural form from Hammond’s early days and include the John Hammond Residence (one of the founders of Port Hammond Junction), the Dr. Broe Residence (the house of the first physician in Hammond), and the Thompson Residence (Dr. Broe’s first house and then his office).

The intent of this project is to identify Hammond Historic Character Area preliminary boundaries that will help define core areas containing the highest concentration of heritage features within the original Port Hammond Junction Township plan boundaries.



Maple Crescent, Hammond, 1910s [Maple Ridge Museum & Archives P03759]

HISTORY OF EARLY HAMMOND



Plan of the Town of Port Hammond Junction, 1882

Prior to settlement, the area we know today as Hammond was one of five Katzie communities located in various areas of southwestern British Columbia. Settlement in this area of Maple Ridge began in the 1860s and was referred to as “Katzie” prior to it being a registered township. Many of the Katzie living in the area died from smallpox in the early days of Hammond.

The first settlement began in the year 1860 when the first Pre-emption act was promulgated by Governor Douglas on January 4, and provided for the granting of rights to un-surveyed crown lands to an extent not exceeding 160 acres, at a purchase price not exceeding two dollars and fifty cents per acre. In the same year, my father, John McIver, returned from the service of the Hudson Bay Company, whom he had served for eight years took up 160 acres, part of which is where we are today. The beautiful home and grounds of the present Hartnell home is located on part of it.

John McIver (written in 1933, published in The Gazette, 1958).

In his 1933 notes, John McIver described the area during early settlement as “heavily timbered down to the river’s edge”. The Fraser River was the major travel route, transporting people and goods. During particularly cold winters the river would freeze and prevent travel until it thawed.

The Hammond brothers, William (aged 19) and John (aged 22) arrived in Maple Ridge from Fenstanton, England, in 1862. The brothers originally resided on Hammond’s Island (now Cod Island), in the then-undrained Sturgeon Slough. Ten years later, after the rejection of their plan to dam the mouth of the Pitt River and divert the water to a proposed canal to the Burrard Inlet, they pre-empted the 120 acres of land, part of which they would eventually donate to the future town of Port Hammond.

Once the Fraser Canyon was chosen as the route for the federally promised railway in 1881, the only question that remained locally was where the route would pass through Maple Ridge. After an all-night debate at Haney House, it was settled that the route

HISTORY OF EARLY HAMMOND



Canadian Pacific Railway Water Tank at Hammond, circa 1885
[Onderdonk Albums; British Columbia Archives D-08575]

would follow the Fraser River to Hammond, at which point it would leave the shores of the Fraser River. The Hammond brothers donated several acres of land to the CPR on the condition that the first railway station in Maple Ridge would be in Hammond. Emmeline Mohun donated most of the lower portion of Hammond, southwest from the railway.

The first registered owners in the area were:

- Lot 278: W. Hammond, Lee Chew and the Corporation of Maple Ridge
- Lot 279: W. & J. Hammond
- Lot 280: Callaghan et al.
- Lot 281: Mohun

In December 1882, the Town of Port Hammond Junction was mapped by Emmeline's husband, Civil Engineer E. Mohun, a subdivision of Lots 278, 279, 280 and 281 of Group 1, Township No. 9. It was deposited as Plan 114 on August 3, 1883. Hazelwood Farm straddled Lots 280 and 281 directly to the west of the Townsite.

Construction of the Canadian Pacific Railway line, station and yards began in 1882. Labourers flocked to the area during railway construction, which included Chinese immigrants, and Hammond became a tent town overnight. In these early years, Port Hammond Junction also served as a supply depot and headquarters for railway construction and the town continued to grow with businesses, such as hotels and bars, as well as several boarding houses in response to the influx of labourers and industry.

The Chinese experience of working on the railroad in Hammond was typical of the time. Chinese workers built shacks along the dyke on Wharf Street, as well as near the intersection of McKenney Road and Maple Crescent. The workers commonly undertook dangerous work, and often received poor treatment from their European foremen. During the digging for the section of railway between Haney and Hammond as many as seventy people were killed, including one incident where three Chinese labourers were swept away in a landslide caused

by a steam-shovel near McIver's property. After the steam-shovel incident, the surviving Chinese workers were forced back to work at gunpoint. The Chinese were considered to be non-persons, and store owners are the only Chinese people listed by name in Hammond in B.C. Directories from the time.

Hammond also served as a steamboat junction with Victoria, thanks to Captain John Irving, founder of the Canadian Pacific Navigation Company.

Port Hammond is the shipping point where steamers from Victoria connect with the C.P.R., and has become a station of some importance.
British Columbia Directory, 1884-85, page 186.

The opening of the railway expanded the transportation network year-round and put Port Hammond Junction on the map. The railway was extended further west to Vancouver in 1887, and Vancouver's importance to Hammond became greater as the railway and roads between the two centres improved.

The year of 1885 was a big one with the opening of the Hammond Post Office and completion of the Hammond Station. The first train pulled into Hammond in November 1885 and for many years after, the CPR continued to employ many of the labourers who helped construct the railway as section hands. Trains, which had overtaken riverboats in their importance in Hammond, were eventually overtaken by trucks and cars, and in 1965 the CPR no longer stopped in Hammond or Haney.

Maple Ridge Municipality – *This is the only rural municipality in British Columbia through which the Canadian Pacific Railway passes. It extends from Pitt River to Stave River, a distance of 16 miles on the right bank of the Fraser River. It has three railway stations, viz: Hammond, Haney, and Warnock [sic]. Haney's chief industry is brickmaking. It also has a salmon freezing establishment. Hammond is the most important point on the right bank of the Fraser above New Westminster. Being centrally located in the best agricultural section of the municipality, it presents advantages for business which are destined to make it an important town. Dairying as an industry has not yet been prosecuted to any great extent, but taking into consideration the many thousands of acres of*

meadow lands in the vicinity of Hammond, producing nutritious grasses in abundance, this industry, in the near future, will be an important factor in conducing to the wealth of the municipality. British Columbia Directory, 1887, page 238.

Port Hammond – *On the main line of the C.P.R., 24 miles east of Vancouver, railway station called Hammond; has post office. Mails daily. Express and telegraph office.* Henderson's Gazetteer & Directory, 1889, page 345.

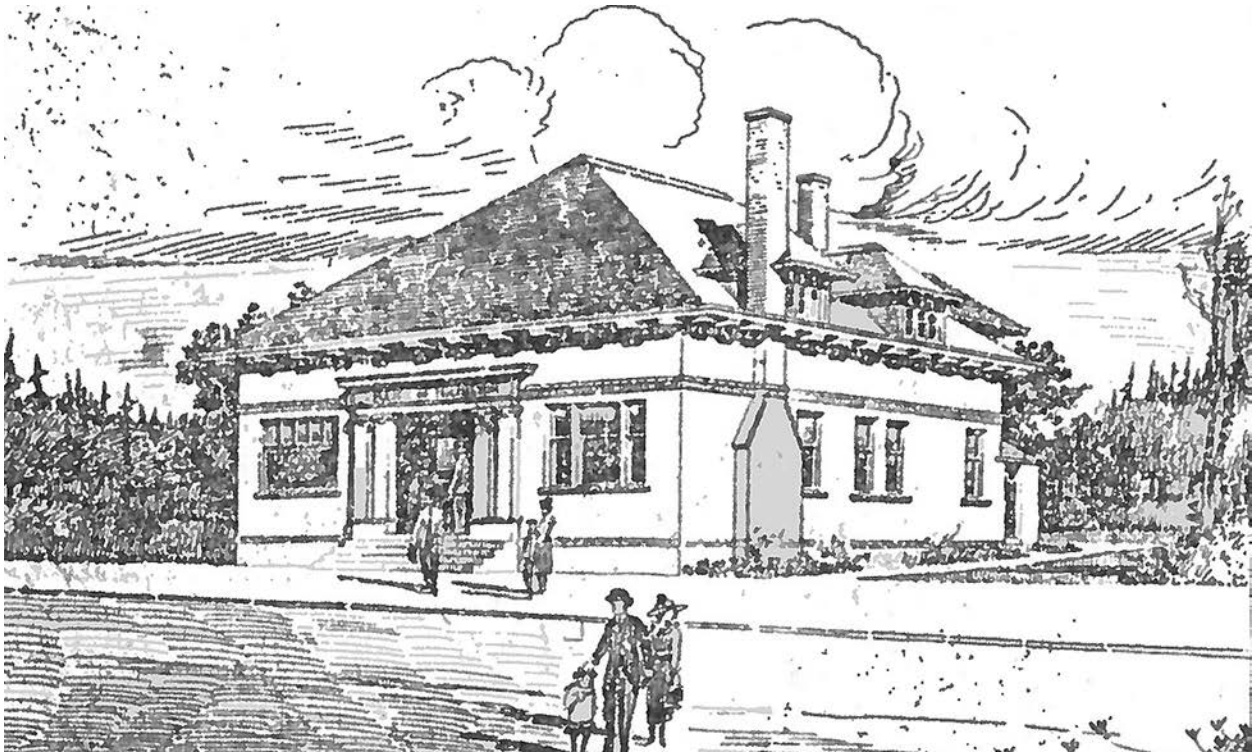
By the late 1890s, fruit growing was listed as the principal industry and remained so for a number of years.

A one-room schoolhouse was opened on the current site of Hammond Elementary School in 1900. Prior to this schoolhouse the Maple Ridge School had served the community of Hammond. A two-room schoolhouse replaced the one-room building in 1912, and the 1900 school was renamed Fossett Hall and relocated to Lorne Road to be used for meetings.

Hammond's first bank, the Bank of Hamilton, opened in 1908. Prior to the opening of this bank the citizens of Hammond had to travel to New Westminster to do their banking. New Westminster had been the trading centre for the Fraser Valley, but as transport improved between Hammond and Vancouver, New Westminster became less central to life in Hammond.

1916 saw a large fire destroy most of the business sector of Hammond. The fire had started in the frame hotel's restaurant kitchen, and though many buildings were burned down the postmaster managed to save the post office by covering the exterior walls with wet blankets. In addition to the post office, the telephone exchange building was also saved by demolishing the adjacent burning stable with dynamite. The rebuilding took several years due to wartime interruptions in labour and material. The Bank of Hamilton burned down in 1916, and re-opened in a house until a new building was finished for the bank in 1919. In 1924 the Bank of Hamilton merged with the Bank of Commerce, and during the Depression the Hammond branch became the Bank of Montreal. The bank closed in 1935, only to reopen again in 1948 as the Bank of Montreal.

HISTORY OF EARLY HAMMOND



"Bank of Hamilton Builds New Premises at Port Hammond." Architect's rendering by A.E. Henderson; contractors Baynes & Horie. [Hammond, Haney and Coquitlam Weekly Gazette, October 10, 1919, page 1]

PORT HAMMOND

Port Hammond is chiefly known to the west-bound tourist as a station about 24 miles from Vancouver, where the Canadian Pacific Railway leaves the Fraser, beside which it has run for many miles. Port Hammond, however, has other claims to attention. The town itself possesses good general stores, a telephone and telegraph system, and many other conveniences, whilst the high-power line of the Western Power Company, which has been recently carried through the district, will shortly supply electric light and power for all purposes. It is worthy of note that when the town site was registered in 1883, it was intended to form the terminus of the Canadian Pacific Railway, and the importance which Hammond would have attained had this intention been adhered to afford ample scope for an interesting if idle speculation. The railway, however, proceeded to its more natural halting-place, and Port Hammond became largely dependent on the natural resources of the soil. In the matter the confidence of the town was fully justified, and today a very considerable part of the surrounding country is

under cultivation. On the flat meadow lands many dairy farms can be found, whilst fine hay and potato crops are raised here. As the land slopes gradually upwards toward the Pitt Mountains the soil becomes less suitable to this form of industry, and fruit farms take the place of hayfields and pasture lands. Much of the fruit grown here finds a natural market in Vancouver. A considerable amount, however, travels as far east as Winnipeg and Ontario. Almost every variety of fruit is cultivated, the crops of apples, pears, quinces, strawberries, raspberries, cherries, currants, gooseberries and other fruits being very satisfactory. Additional value is lent to the land by the fact that no system of artificial irrigation is necessary. From the sportsman's point of view Port Hammond affords a convenient centre. Bear, cougar, deer, pheasants, grouse, ducks, and geese are plentiful in the Pitt Mountains, and excellent fishing is to be had within the radius of a few miles.

Henry J. Boam. *British Columbia: Its History, People, Commerce, Industries and Resources*. London, England: Sells Ltd., 1912, page 279.



Street Scene in Hammond from Mill Structure, Showing the Telephone Office, 1930s
[Detail from Maple Ridge Museum & Archives, P09078]

The first telephone exchange in Maple Ridge opened in Hammond in 1908. Built at a cost of \$500, it was a prefabricated structure ordered from the B.C. Mills Timber & Trading Company. This patented modular system used panels assembled from short ends of milled lumber, which were delivered by rail, and bolted together on site. In 1928, the Exchange contained the first automatic dial exchange in Maple Ridge, with 125 subscribers.

The Bailey Lumber Company's mill, complete with two water towers and a wharf on the Fraser River, has been a vital industry in Hammond since its opening in 1910. In 1912 the mill became the Port Hammond Lumber Company, then the Hammond Cedar mill in 1916, and was finally taken over by B.C. Forest

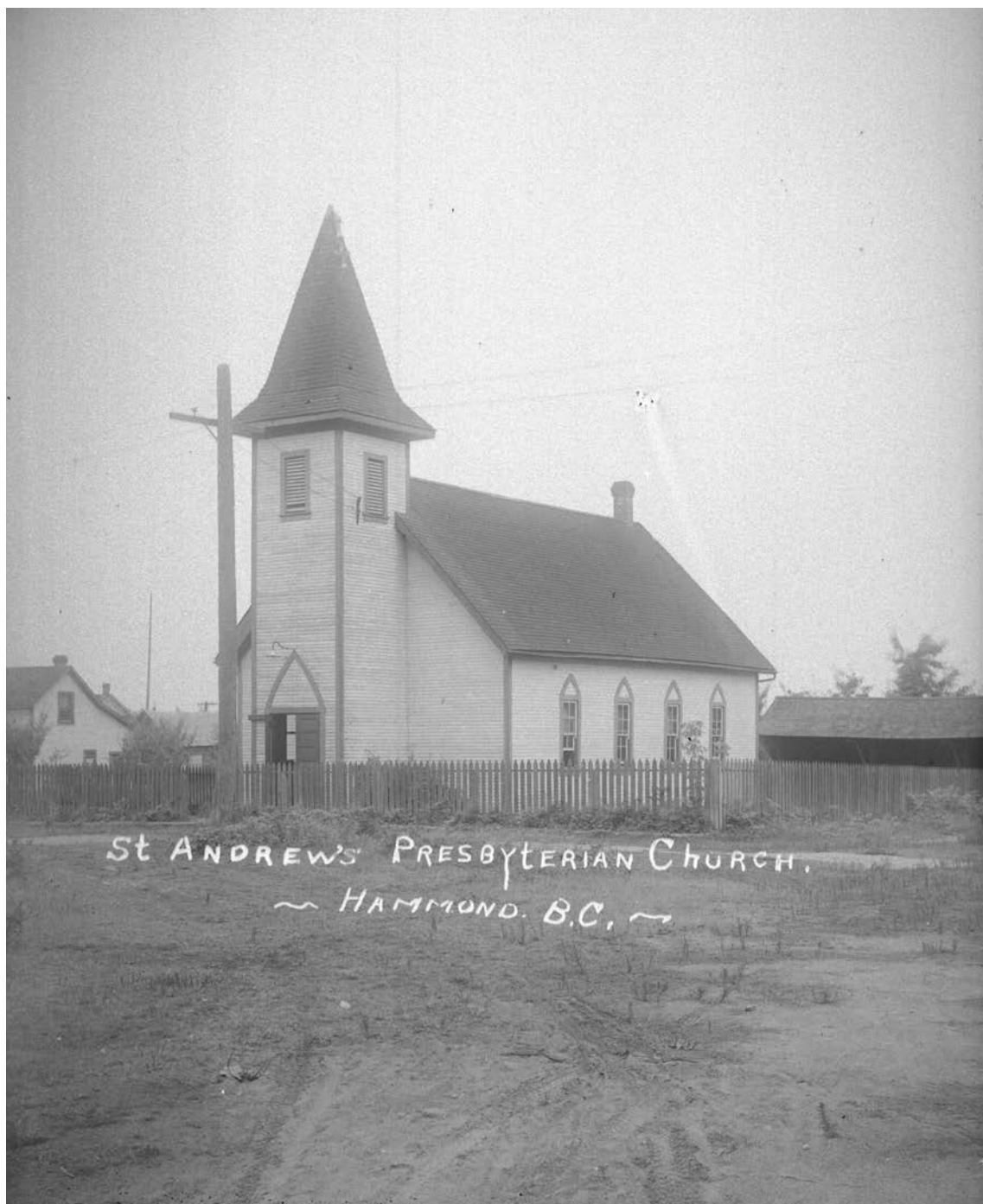
Products in 1946. At one point the mill was the largest red cedar mill in the world, and the largest employer in Maple Ridge.

During the first decades of the twentieth century, the businesses of Hammond were more prosperous than those of Haney, and the populations of both towns grew steadily with each other. In 1919 Hammond has a population of 750, Haney had 800, and in 1925 Hammond had 950 residents, Haney had 1,000. The two towns grew in tandem until the Lougheed Highway was built in 1931. Haney was able to shift its business district towards the new highway; however, in Hammond, where the mill still played a central role, the businesses were not able to move away from the river.

HISTORY OF EARLY HAMMOND



Top to Bottom: Hammond Train Station, circa 1922. [Philip T. Timms, photographer. City of Vancouver Archives CVA 677-1068]; Staff in front of Hammond Mills, between 1935-38. [City of Vancouver Archives CVA 1376-308]; Lumber piled in Hammond Cedar Co. yard, 1928. [Leonard Frank Studio. Vancouver Public Library #5821].



St. Andrew's Presbyterian Church, Hammond, circa 1921. [Philip T. Timms, photographer.
City of Vancouver Archives CVA 677-1068]

HISTORY OF EARLY HAMMOND



Fire Insurance Plan, Maple Crescent [Maple Ridge Museum & Archives]



View from atop a mill building looking north to Maple Crescent.
[Maple Ridge Museum & Archives P09090]

HAMMOND NEIGHBOURHOOD CHARACTER



11406 205th Avenue

Neighbourhood character refers to the 'look and feel of an area,' and also includes the activities that occur there. In everyday usage, it can often be synonymous with local character, residential character, urban character and place identity. Planning policies impact the way a place is used and what it feels like to be there, along with a range of other social, cultural, ecological, physical and economic factors that shape human settlements. As interest in the concept of place has increased since the 1970s, urban designers and planners have accordingly become more focused on issues of character. The way that character is regulated varies from place to place, with some areas being planned in more proscriptive ways than others, including areas that are managed for their heritage value to a community.

In its formal use in the planning system, neighbourhood character refers to the qualities that make one neighbourhood distinct from another, and encompasses a range of physical components of the built environment, architectural style, street width and layout, vegetation, fence height and style. Every urban place has a neighbourhood character.

The urban fabric of historic upper and lower Hammond reflect the early working-class origins of the settlement, focused on workers who made a living in local industries and farming. Small commercial buildings and modest wood frame houses reflect the working class nature of the settlement, and display proximity to the Mill that was the major local employer. There is a notable cluster of houses first

HAMMOND NEIGHBOURHOOD CHARACTER



20259 Wanstead Street



20583 114th Avenue

occupied by Scandinavian immigrants who worked at the Mill. The availability of wood – again due to the proximity of the Mill – provide ready resources for the construction of local buildings, some of which display a high degree of sophistication in their use of wooden ornamentation (e.g. 11252 Dartford Street and 20259 Wanstead Street).

The following resources have been identified and mapped in order to determine the concentration of heritage resources and heritage character sites within the 1882 Hammond boundaries.

Heritage Revitalization Agreement

Legally Protected Heritage Sites. Statements of Significance have been prepared for these two sites.

Heritage Register

Recognized for their heritage value, and officially Listed on the Maple Ridge Community Heritage Register. Statements of Significance have been prepared for these two sites.

Heritage Inventory

Identified in “The Heritage Resources of Maple Ridge, 1998” as having heritage value but not yet officially recognized. Statements of Significance have not been prepared for these sites.

Heritage Potential

There are a number of sites within the area boundaries that have high potential for inclusion on the Maple Ridge Heritage Inventory or Register. These sites have not been fully researched or evaluated, but they make a strong contribution to neighbourhood character and have been flagged for their potential heritage value.

Heritage Character

These sites contribute to the heritage character of the neighbourhood. They are generally modest in scale, pre-1940s wood frame structures that reflect the working-class nature of the area. Some of the sites have been significantly altered, but may have potential for sensitive renovation. These sites have been identified at this time through a visual survey only, and are noted as supporting overall neighbourhood character.



Top: 11252 Dartford Street; Bottom Left: 20582 113th Avenue; Bottom Right: 11339 Dartford Street

HAMMOND NEIGHBOURHOOD CHARACTER

The following map shows the concentration of these sites within the 1882 Hammond Townsite boundaries:



Map Showing Concentration of Heritage Sites within the 1882 Hammond Townsite Boundaries

POTENTIAL HERITAGE CONSERVATION AREA BOUNDARIES

Under the *Local Government Act*, a municipality is enabled to enact legislation that will define a special area in the Official Community Plan to provide long-term protection to a distinctive heritage area. Heritage conservation areas may require a heritage alteration permit for:

An HCA is intended to provide long-term protection to a distinctive area that contains resources with special heritage value and/or heritage character. A heritage conservation area can provide protection to all or some of the properties within its boundaries. Properties that are to be protected must be specifically identified in the bylaw. In a heritage conservation area, a property owner may not do any of the following without a heritage alteration permit:

- subdivision of a property;
- addition of a structure or addition to an existing structure;
- construction of a new building; or
- alteration to a building, structure, land, or feature.

A local government establishes a heritage conservation area when it has identified a distinctive area that it feels should be managed by long-term protection:

1. Through a process of planning and research, a community identifies a distinctive area that it determines should be managed by long-term heritage protection.
2. Local government, in consultation with the area property owners, agrees that a heritage conservation area is the best tool to provide long-term protection.
3. Local government consults with area property owners regarding the control mechanisms (including design controls) that may be included in the bylaw.
4. Local government prepares a bylaw to amend the official community plan to identify the heritage conservation area. The bylaw must include:
 - a description of the special features or characteristics which justify the establishment of a heritage conservation area

- the objectives of the heritage conservation area
- guidelines for how the objectives will be achieved

The bylaw may also:

- identify circumstances for which a permit is not required
 - include a schedule listing the protected properties in the area, and identify features or characteristics that contribute to the heritage value or heritage character of the area
5. At least ten days before a public hearing is held to discuss the amendment, local government notifies all owners of property listed on the heritage conservation area schedule.
 6. Local government adopts the heritage conservation area bylaw.
 7. Local government notifies the Land Title Office and the minister responsible for the Heritage Conservation Act of the adoption of the heritage conservation area bylaw, as well as any additions or deletions that may be made to the heritage conservation area schedule.

Please refer to **Appendix A: Local Government Act** for further information.

The 1882 Hammond Map area has been assessed for the potential for a Heritage Conservation Area. The concentration of heritage and character sites is situated in Upper Hammond, where a significant number of resources exist in fairly close conjunction.

Other character-defining elements that are contributing features that contribute to the historic character of the area include:

LAND USE PATTERN

The early commercial area contains a number of modest early commercial buildings, some dating back to the very early 1900s. This has always been the location of commercial activities, across from the mill site. The residential areas developed north of the commercial area and also to the west. This pattern continues to the present day.

POTENTIAL HCA BOUNDARIES



Map Showing Concentration of Heritage Sites within the 1882 Hammond Townsite Boundaries with Proposed Heritage Conservation Area

LOT PATTERN AND STREET GRID

Very small lots divided into a tight grid system, without alleys, characterize the Townsite. This varies from a more typical townsite grid system (e.g. as seen in much of Vancouver) that is based on a 66' module (surveyor's chain) resulting in 33x120 foot lots with 24-foot alleys. The very tight street grid provides more of a village atmosphere and a more walkable environment. Notably there are generally only 10 lots to a block, providing a very generous street allowance. There are also a number of irregular and triangular lots caused by the curving sweep of the CPR right-of-way that provide variety and visual interest.

Upper and Lower Hammond are also at a different orientation, with Upper Hammond oriented north-south and Lower Hammond angled relative to True North. This gives each area a more distinct identity and provides visual containment.

LANDSCAPING

Landscaping has matured to provide visual interest,

especially in Upper Hammond. Due to its lower elevation and drainage issues, Lower Hammond does not appear to have been as heavily planted. Some sites have spectacular south-facing views to the Fraser River.

OTHER HISTORIC ACTIVITIES

Throughout Hammond Townsite, there is a legacy of human activity that is commemorated with several plaques. This celebration of intangible cultural heritage could be continued through further interpretive information that tells the history of the area and stories of people and activities of the past.

The above map shows the greatest concentration of heritage and character sites within the 1882 Hammond Townsite boundaries, and a potential boundary that defines this concentration. Please note that the vacant properties on the south side of Maple Crescent have been included within the boundary to provide consistency in design control for any potential HCA area.

NEXT STEPS

Further steps could be undertaken to understand greater the heritage character and the significance of Hammond, and assist in the development of appropriate mechanisms to manage heritage values.

- The heritage merit of individual properties could be further evaluates to determine those that have sufficient heritage significance to be officially recognized. A number of sites have been flagged in this report based on visual appearance, but further research and evaluation would be required.
- The understanding of the area's heritage significance could be assessed through the development of a Statement of Heritage Value. This could ultimately be included as a part of an HCA Bylaw, which must include "a description of the special features or characteristics which justify the establishment of a heritage conservation area."
- The HCA boundaries could be refined based on further study of area characteristics, historic sites and other planning considerations.
- The potential planning mechanisms that would complement and enhance heritage conservation should be studied to ensure proper fit between allowable development potential and protection of the modest nature of the area's historic resources.
- There are other identified and potential heritage resources located outside the 1882 map boundaries but within the Hammond neighbourhood that could be further assessed and considered.

APPENDIX A: LOCAL GOVERNMENT ACT

Designation of heritage conservation areas 970.1

- (1.) For the purposes of heritage conservation, an official community plan may designate an area as a heritage conservation area to which section 971 (1) applies.
- (2.) If a heritage conservation area is designated under subsection (1),
 - (a) the official community plan must
 - (i) describe the special features or characteristics that justify the designation, and
 - (ii) state the objectives of the designation, and
 - (b) either the official community plan or a zoning bylaw must specify guidelines respecting the manner by which the objectives are to be achieved.
- (3) If a heritage conservation area is designated under subsection (1), the official community plan may do one or more of the following:
 - (a) specify conditions under which section 971 (1) does not apply to property within the area, which may be different for different properties or classes of properties;
 - (b) include a schedule listing buildings, structures, land or features within the area that are to be protected heritage property under this Act;
 - (c) for the purposes of section 971 (3), identify features or characteristics that contribute to the heritage value or heritage character of the area.
- (4) At least 10 days before the public hearing on an official community plan that includes a schedule under subsection (3) (b), the local government must give notice in accordance with section 974 to the owner of each property that is to be included in the schedule, unless the property was already included in the schedule.
- (5) Within 30 days after the adoption of a bylaw that includes a property in or deletes a property from a schedule under subsection (3) (b) to an official community plan, the local government must
 - (a) file a notice in the land title office in accordance with section 976, and

(b) give notice to the minister responsible for the *Heritage Conservation Act* in accordance with section 977.

Heritage conservation areas 971

- (1) If an official community plan designates a heritage conservation area, a person must not do any of the following unless a heritage alteration permit authorizing the action has been issued:
 - (a) subdivide land within the area;
 - (b) start the construction of a building or structure or an addition to an existing building or structure within the area;
 - (c) alter a building or structure or land within the area;
 - (d) alter a feature that is protected heritage property.
- (2) Subsection (1) does not apply if conditions established under section 970.1 (3) (a) apply.
- (3) If a heritage alteration permit is required by subsection (1), a delegate may only act in relation to such a permit if
 - (a) the property is protected heritage property, or
 - (b) the permit relates to a feature or characteristic identified under section 970.1 (3) (c).

APPENDIX B: IDENTIFIED HERITAGE AND CHARACTER SITES

Heritage Revitalization Agreement

11406 205th Street - Whitehead Residence
11414 205th Street - Whitehead Cottage

Heritage Register

11395 205th Street - McFarlane House
20540 Lorne Avenue - Renstrom Residence

Heritage Inventory

20591 114th Avenue - Harry Residence
11391 207th Street - Smith Residence
11329 Dartford Street - Thompson Residence
11339 Dartford Street - Dr. Broe Residence
20340 Lorne Avenue - Khaluck Residence
20541 Lorne Avenue - John Hammond House
11224 Maple Crescent - Hartnell Residence
20605 Maple Crescent - BC Telephone Co. Exchange
20617 Maple Crescent - Bank of Hamilton
Latvalla Lane

Heritage Potential

20582 113th Avenue
20540 114th Avenue
20583 114th Avenue
11405 205th Street
11415 205th Street
11281 207th Street
11339 207th Street
11239 Dartford Street - Commercial Building
11245 Dartford Street - Commercial Building
[Former Birthing House]
11252 Dartford Street
11273 Dartford Street
11284 Dartford Street
11334 Dartford Street - McMillan House [druggist]
11430 Dartford
11338 Maple Crescent
20581 (20591) Maple Crescent - Hammond Hotel/
Maple Crescent Lodge
20275 Ospring Street
20311 Ospring Street
11143 Princess Street - Rogers House
20505 Westfield Avenue - Latvalla House
20590 Westfield Avenue
20641 Westfield Avenue

Heritage Character

20591 113th Avenue
20606 113th Avenue
20665 113th Avenue
20512 (20514) 113th Avenue
20523 114th Avenue
20565 114th Avenue
20575 114th Avenue
20607 114th Avenue
20615 114th Avenue
20623 114th Avenue
20641 114th Avenue
20656 114th Avenue
11386 205th Street
11240 206th Street
11249 207th Street - Church
11293 207th Street
11381 207th Street
11407 207th Street
20631 Battle Avenue
11100 Beckley Street
11258 Dartford Street - William Hope House
11391 Dartford Street - Church
20337 Ditton Street
10960 Hazelwood Street
20384 Kent Street
20427 Kent Street
20275 Lorne Avenue
20382 Lorne Avenue
20383 Lorne Avenue
20530 Lorne Avenue
20564 Lorne Avenue
20590 Lorne Avenue
20614 Lorne Avenue
20621 Lorne Avenue
20623 Lorne Avenue
20657 Lorne Avenue - Garage
20675 Lorne Avenue
20683 Lorne Avenue
11348 Maple Crescent
11369 Maple Crescent
11406 Maple Crescent
20643 Maple Crescent - Commercial Building
20645 Maple Crescent - Commercial Building
20661 Maple Crescent - Old Post Office

REFERENCES

Heritage Character (continued)

20685 Maple Crescent
11275 Princess Street
20224 Wanstead Street
20225 Wanstead Street
20259 Wanstead Street
20274 Wanstead Street
20282 Wanstead Street
20290 Wanstead Street
20464 Westfield Avenue
20478 Westfield Avenue
20483 Westfield Avenue
20515/20519 Westfield Avenue
20522 Westfield Avenue
20540 Westfield Avenue
20541 Westfield Avenue
20557 Westfield Avenue
20564 Westfield Avenue
20574 Westfield Avenue
20575 Westfield Avenue
20583 Westfield Avenue
20591 Westfield Avenue
20606 Westfield Avenue
20614 Westfield Avenue
20630 Westfield Avenue
20664 Westfield Avenue
20665 Westfield Avenue
20674 Westfield Avenue
20675 Westfield Avenue
20314 Westfield Avenue
20379 Westfield Avenue

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Waite, Donald. *Maple Ridge & Pitt Meadows: A History in Photographs*. Maple Ridge: Waite Bird Photos Inc., 2008.

Maple Ridge Official Community Plan (Bylaw No. 7060-2014)

Maple Ridge Community Heritage Register (2008)

Maple Ridge Heritage Discussion Paper (2004)

Hammond Area Plan process web page, including historical background papers entitled, "Early History of Hammond" and "History of Community Spaces".

Back Cover: Staff in front of Hammond Mills, between 1935-38. [City of Vancouver Archives CVA 1376-308]

