

referrals or approvals by federal government agencies. Building permits, development applications, heritage agreements between property owners and the City (i.e. Heritage Revitalization Agreement By-laws) or similar City approval processes are not affected. When owners of heritage sites on the CRHP seek federal heritage incentives, the proposed works will need to comply with the requirements of the new Standards and Guidelines. This is similar to the practice that is currently followed by the City when assessing building permits to undertake renovations to a heritage site that are subject to a Heritage Revitalization Agreement By-law, a Heritage Restrictive Covenant or a similar protective tool approved by Council. Staff currently refer to the BC Heritage Trust Conservation Guidelines as the basis for determining whether the work proposed by the building permit is appropriate.

To make the CRHP a reality, the federal and provincial governments have agreed to use a common method and format for the analysis and documentation of heritage sites. This format is called a Statement of Significance. In cooperation with the Heritage Branch in Victoria, the information contained in the SOS is uploaded onto the CRHP.

In 2004, the City of Surrey received a \$25,000 grant from the provincial government to assist in undertaking the preparation of the first set of SOS for heritage sites in Surrey. The provincial grant was supplemented by \$19,500 in funding from the Surrey Heritage Advisory Commission (the "HAC") budget. Through a proposal call and evaluation process, HAC selected Donald Luxton and Associates as the consultant to assist in the preparation of SOS for 41 City heritage sites. These 41 SOS have been prepared by the consultant, reviewed by the HAC and City staff and are attached to this report.

In continuing the HPI program, the Heritage Branch in Victoria has advised that an additional \$24,000 is available to allow Surrey to prepare a further 21 SOS in 2004-2005. On November 1, 2004, Council adopted the following recommendation from the HAC, respecting this project.

"That the City enter into an agreement with Donald Luxton and Associates to proceed with the Second Stage Statements of Significance Review for twenty-one more sites to be selected by the HAC, subject to agreement with the Province for a \$24,000 grant; and

That the General Manager, Planning and Development be advised of the recommended consultant selected, in order that the department may enter into an agreement to undertake the preparation of the Second Round Statements of Significance".

DISCUSSION

Surrey has traditionally assessed heritage sites, based on a Heritage Evaluation Worksheet that assigned points to certain historical or physical attributes of a building or a site. The HAC then used this evaluation approach to recommend sites to Council for inclusion in the City Heritage Register.

The federal HPI process involves a shift to a value-based heritage management strategy. In addition to historical and architectural factors, social, cultural, economic, natural, spiritual, scientific and educational attributes can also be influential in determining whether a site or building has heritage significance. In January 2004, these expanded attributes were the basis upon which sites were added to the Surrey Heritage Register, as follows:

- Economic attributes: e.g., Semiahmoo Trail, BC Electric Interurban Line and the Great Northern Rail Right-of-way, as examples transportation systems that brought settlers to the area, shaped the settlement patterns and promoted early entrepreneurism in Surrey;
- Scientific Attributes: e.g., The International Peace Arch is one of the first structures in North America designed to resist earthquakes; and
- Cultural Attributes: e.g., The former Columbian Newspaper's community drive to erect the Centennial Totem Pole on the City Hall grounds to celebrate the 1967 Canada Centennial.

Statements of Significance

The SOS will be stored on a national web-based register, which has electronic search capability, as depicted in Appendix II (e.g., geocoding, retrieval by classification, keywords, etc.) and includes a description of the history and

significance of each building or site on the register. The three principal factors described in each SOS are:

- **Location:** In addition to address or legal description, an effort is made to paint a picture of "the place" that is deemed to have heritage significance for a community;
- **Heritage Value:** This is a description of the historic, architectural, cultural, social, spiritual, economic, scientific and/or educational values that are assigned by or perceived by the community to make the place significant; and
- **Character-defining Elements:** This is a listing of key identifiable elements, including physical characteristics that express the heritage value of the place. These are integral to the successful long-term conservation of the heritage building or site.

In addition to those cited by the HAC, the sources used to select Surrey heritage sites for the preparation of SOS were:

- The Surrey Heritage Register, which contains 216 heritage buildings and sites;
- The Heritage Inventory, which lists 188 sites for future consideration relative to inclusion in the Surrey Heritage Register; and
- Twelve other sites identified through the "Heritage Hunt" campaign conducted in the Spring of 2004.

Using criteria to identify sites that are the most significant or most representative of Surrey's history and character, the HAC selected 41 sites for the consultant to analyze and document using the SOS methodology (see Appendix III for the analysis details). The completed SOS for 40 of the selected sites, including the descriptions of place, value and character, are attached as Appendix I. These SOS incorporate changes and suggestions made by the HAC at its meetings on February 19, 2004 and April 28, 2004, as well as input from various City Departments and the City Architect. The SOS for the 1891 Lodge is attached as Appendix IV, but is not recommended for uploading to the CRHP at this time, pending the completion of additional work, as discussed in the next section of this report.

Continuing Work

With the first round of SOS development complete, the City is in a position to refer these completed SOS to the Province for uploading onto the CRHP.

With respect to the SOS for the 1891 Lodge (also known as the Loyal Orange Lodge), there has been some uncertainty about its future. However, at its meeting on December 13, 2004, Council adopted a resolution authorizing the completion of a Heritage Conservation Plan for this building and relocation of this building to another site in the City. It is recommended that the uploading of the SOS, related to the 1891 Lodge (Appendix IV), be held in abeyance pending completion of the Heritage Conservation Plan for this building. The SOS for this building can be uploaded at any time.

It is recommended, that Council authorize staff to forward to the Province, to be uploaded onto the CRHP, the 40 SOS attached as Appendix I. It is recommended that the SOS related to the 1891 Lodge, attached as Appendix IV, be held in abeyance pending completion of the Heritage Conservation Plan for this building.

Future Work on Statements of Significance

Subject to the necessary resources being available, additional Surrey Heritage Register sites will be documented as SOS and listed in the CRHP. The strategy that will be followed in this regard is:

- To seek provincial or federal government grants to retain consultants to assist in preparing the SOS;
- To use the SOS methodology as the basis for evaluating sites for inclusion in the City's Heritage

Register; and

- To require developers to prepare a SOS for each heritage building or feature located on a site that is subject to development application.

Based on a provincial grant, Council approved a recommendation from the HAC to retain Don Luxton and Associates to assist in the preparation of SOS for 21 additional heritage sites in the City. This work will be undertaken over the next three months.

CONCLUSION

HPI is a significant change to heritage planning in Canada. In addition to representing a change in determining places of heritage significance, it established a new heritage analysis methodology called a SOS. An on-line register will allow information about heritage sites across Canada to be readily accessible to interested members of the public. Financial and or tax incentives for heritage conservation will, hopefully, soon be available from the federal government to assist in the upkeep of heritage sites.

As more sites are uploaded, Surrey will have a greater national presence through the on line CRHP, which will assist in enhancing the City's image and be a source of pride for our City.

It is recommended that Council authorize staff to forward to the Province, for uploading onto the CRHP, the SOS that are attached as Appendix I to this report.

Original signed by



Murray Dinwoodie
General Manager
Planning and Development

AK/kms/saw

Attachments:

Appendix I	Surrey Statements of Significance
Appendix II	Sample of the Canadian Register of Historic Places (CRHP)
Appendix III	A Summary of the Criteria that Applied for the Selected SOS Sites
Appendix IV	Statement of Significance – 1891 Lodge

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Appendix I



Statements of Significance

City of Surrey Planning and Development Department

December 2004

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Transportation Corridors

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Semiahmoo Trail

Description of Historic Place

Semiahmoo Trail is a late nineteenth century historic trail/wagon road, today consisting of linear parks and City streets. It runs from the Nicomekl River, south to 20th Avenue, through forested, rural and developed areas of the Semiahmoo Peninsula. The 1872 trail passed from the border with the United States, at Blaine, Washington (then named Semiahmoo),

through Surrey to where it joined the Yale Wagon Road (now Old Yale Road), south of Hjorth Road (now 104 Avenue) in Whalley. The portions that most closely follow the original alignment include the stretch in South Surrey, north of 24 Avenue to the Nicomekl River crossing at Elgin, then continuing northward in the agricultural area on the present day alignment of the King George Highway (including an un-constructed portion east of the flyover) and up Woodward Hill on what is now 144A Street, south of Highway No. 10 in the Panorama Ridge Area.

Heritage Value of Historic Place

The Semiahmoo Trail is valued as an early and important transportation route through Surrey, demonstrating how pioneers settled and travelled in Surrey from a very early period. The Semiahmoo Trail began as a series of pioneer trails between the Fraser River in the north and the United States border at Blaine, Washington in the south.

The Trail is significant as a representation of the different modes of transportation used by Surrey pioneers and the difficulty of local travel and historic trail-building in the area. Known as the "Semiahmoo Trail" or the "Semiahmoo Wagon Road", this trail was used as early as 1858. Blaine, Washington, at the time was known as Semiahmoo. The British Columbia provincial government widened the trail in 1872 to accommodate wagons as part of a network of roads to formalize a route between Blaine, Washington and Fort Langley. The Semiahmoo Trail name dates to this period.

Today, the Semiahmoo Trail is valued as a linear park and recreational trail in South Surrey. It has remained largely unpaved and provides residents with a quiet and peaceful place to walk and interact with wildlife. Semiahmoo Trail was the first property protected by a Heritage Designation By-law in the City of Surrey. The heritage designation demonstrates the commitment of the City of Surrey in recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements, that define the heritage character of the Semiahmoo Trail, include its:

- unpaved walking and biking trail, still largely a graded trail;
- natural, green corridor that provides habitat to a variety of indigenous plants, trees and fauna;
- sense of enclosure provided by the plant and tree material along the trail; and
- natural setting.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Crescent Road

Description of Historic Place

The Crescent Road corridor in southwest Surrey is a 4.5 kilometre length of two-lane road, with gentle curves, hills and landscaped verges covered with lush vegetation. Its context is primarily single-family residential lots of a half-acre size or more, with large houses set back from the road. There is some limited commercial use at King George Highway in Elgin and at 128 Street.

Heritage Value of Historic Place

Crescent Road is a link to the pioneer origins of Surrey and reflects the lifestyle of the area at a time of early settlement. It is the last extant example of roadwork completed by Surrey's earliest engineers, built as part of the local road system. Today, the road retains its semi-rural character and early engineering standards, such as its restricted width and landscape verges. Following natural contours, it connects three evolving and successive north-south corridors, east of Boundary Bay: Semiahmoo Trail/wagon road, King George (originally Peace Arch) Highway and Highway 99 Freeway, with the community

of Crescent Beach. Between logging, agricultural land clearing and road building, little vegetation remained. Today's road-side vegetation was created largely by natural regeneration of a variety of indigenous species of trees and under storey. The area's rural origins are still reflected in the landscape and the views of crops are much the same as they have been for decades.

Crescent Road is also significant for its association with the development of the Elgin and Crescent Beach neighbourhoods. The area has been a seasonal destination for local people for thousands of years. The Coastal Salish tribes, of the Snohomish and the Semiahmoo, used this area for a fishing camp. Non-native settlement along the Nicomekl River began in the 1860s, with settlers engaging in a mixture of agriculture and forestry. Elgin developed along an important communication and transportation route where the historic Semiahmoo Trail crossed the river. Until 1875, Semiahmoo Trail was the only passable land route between New Westminster and Blaine, Washington. The low-lying land in the area flooded frequently, but after a series of dykes were constructed, agriculture became the predominant local activity, spurring a growth in population. When Surrey was incorporated in 1879, it became possible to organize and finance local improvements. Sponsored by Councillor John Stewart, an early improvement was the surveying and cutting of a road from Elgin to Crescent Beach, completed in 1882 by James Holt. Crescent Beach became popular as a tourist and beach resort area, spurred by the completion of the Great Northern Railway (GNR) in 1909. There was further work undertaken on the road from 1910 to 1923.

The heritage designation of Crescent Road demonstrates the commitment of the City of Surrey in recognizing and preserving its built and natural heritage.

Character-Defining Elements

Key elements that define the heritage character of Crescent Road corridor include its:

- semi-rural character;
- restricted width;
- undulating hills;
- curving layout that follows natural contours;
- landscaped and natural verges;
- planting of Western Flowering Dogwood; and
- prominence of indigenous species, including Western Red Cedar, Douglas Fir and Big-leaf maple trees

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Great Northern Railway Right-of-Way

Description of Historic Place

The former Great Northern Railway (GNR) Right-of-Way is located in a rural area between, 16 Avenue and 28 Avenue in rural Surrey. This section of the old GNR cuts through a portion of Redwood Park. Other portions of the GNR are now paved over as roads, including parts of Harvie Road.

Heritage Value of Historic Place

The heritage value of the former Great Northern Railway (GNR) Right-of-Way is associated with the growth of the Fraser Valley, as a result of access to transportation for settlement and the sale of produce. The growth of the local railway system was crucial to Surrey's economic development, and brought an influx of settlers that caused the establishment of regional centres throughout the region. Goods were shipped to the terminus at Port Guichon, and a rail yard located near Cloverdale had a significant impact on the local economy.

The GNR made farming communities along the tracks accessible for trade and commerce and contributed to their growth and

improvement. American railroad magnate, James Jerome Hill, President of the GNR, built a new line from South Westminister to the United States border that opened in 1891. The railway bridge, built across the Fraser River at New Westminister in 1904, connected the GNR lines to Vancouver. In 1909, the GNR completed its new line along the coast of Semiahmoo Bay and Mud Bay and then inland from Colebrook, to the west side of Brownsville. Despite its later abandonment and the removal of its rails, the GNR Right-of-Way exists throughout most of its original length. Parts of the Right-of-Way were incorporated into Surrey's developing road system, such as Harvie Road and the Pacific Highway, and others have been left as linear open spaces.

Several surviving portions of the GNR Right-of-Way have been protected by the City of Surrey, demonstrating a commitment to the preservation of its industrial heritage.

Character-Defining Elements

Key elements that define the heritage character of the Great Northern Railway Right-of-Way include its:

- rural character;
- horizontal and linear development;
- retention of the original alignment as both later road alignments and as linear open space;
- original raised railed or trestle structure remnants in some locations; and
- vistas along the length of the Right-of-Way.

Parks and Landscapes

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Redwood Park

Description of Historic Place

Redwood Park is situated on a wooded hill that slopes steeply southeast, towards a predominantly agricultural area and slopes north and west, to Grandview Heights. The property contains many Redwoods and other coniferous and deciduous tree specimens and an accompanying under storey of herbaceous layers of vegetation.

Heritage Value of Historic Place

The heritage value of Redwood Park is its association with the Brown family. David Brown homesteaded on the Clover

Valley Road, now 176 Street, in Surrey in 1878, when the land was heavily timbered. Committed to the growing community, he was the area's first postmaster and later became a provincial Justice of the Peace. When his deaf twin sons David and Peter were twenty-one in 1881, Brown gave them each sixteen hectares on this hilltop. The brothers immediately planted redwood seeds that they had picked up in California, later planting fruit trees and laying out the park as an orchard. They also planted dozens of cedar, Ponderosa pine and fir, as well as imported plants from all over the continent, as well as Russia and Japan - just for the love of trees. The orchard died due to a cold snap in 1955, ending the brothers' fruit farming. David and Peter lived on the property all their lives, eventually building a tree house that sat on stilts, six metres high. Though it has burned down more than once, the tree house has been rebuilt and remains a feature of the park.

This park is additionally valued for containing the largest stand of Redwoods, north of California, as well as for its wide selection of other tree species from around the world, particularly evergreens.

Redwood Park is significant as an indication of the value the City of Surrey places on its natural heritage. The City of Surrey owns Redwood Park, today a popular natural attraction in the Lower Mainland of British Columbia. It has been recognized by the City of Surrey for having tree specimens that are exceptional in size, age and species.

Character-Defining Elements

Key elements that define the heritage character of Redwood Park include its:

- mature scale of the trees and forest canopy;
- densely forested areas with native under storey of herbaceous species;
- open field with views across Grandview Heights and agricultural lands;
- native and non-native mature tree species; and
- form, scale and massing of the reconstructed tree house

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Red Cedar Stump

Description of Historic Place

The Red Cedar Stump is a highly-visible landmark, on a City lot that extends into the front yard of a single-family lot in a mature urban residential area, consisting of thirty to forty-year old single-family houses. The stump is approximately nine metres in circumference and about four metres high.

Heritage Value of Historic Place

The heritage value of this Western Red Cedar stump lies in the fact that it is a remnant of the first growth trees in North Surrey, representing the landscape of pre-European settlement. This stump reveals the maturity and scale of the natural landscape in the area, prior to European settlement.

Forestry played a crucial role in Surrey's settlement and development and the Red Cedar Stump is evidence of the extent of the local logging industry in the early 1900s. It was the high quality of Surrey's forests which attracted many people and a number of logging and milling firms, to the district. It is estimated that the tree was over 500 years old at the time it was cut. This stump provides some context of the size of the trees cleared by the early loggers. It has springboard markings that were notches cut into trees allowing loggers to insert a board and stand higher up off the ground to cut the tree.

With its designation, the Red Cedar Stump illustrates the City of Surrey's commitment to recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the Red Cedar Stump include its:

- original location;
- prominence and visibility along Queen Mary Boulevard; and
- size, girth and springboard markings.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Rock Tree and Boulder

Description of Historic Place

The Rock Tree is a native mature Western Red Cedar growing out of a split glacial erratic boulder that is approximately two metres by three metres in size. The Rock Tree sits within a six-metre circumference fenced preserve, close to the street and surrounded by open space, that straddles the property line between two houses in a residential development.

Heritage Value of Historic Place

The Rock Tree is significant in that it is growing out of a glacial erratic boulder. While it is common to find trees like this growing out of rocks in mountainous regions, it is unusual to find a tree of this size growing out of an erratic boulder within the Lower Mainland. The fact that the tree and boulder are now located within the context of a new single-family subdivision makes this tree and boulder even more unique.

Today, local First Nations people consider this tree to have spiritual significance and have given it the name 'Th'exsiyamia,' which means 'pushing forward great respected one'.

Character-Defining Elements

Key elements that define the heritage character of the Rock Tree include its:

- mature Western Red Cedar growing from a glacial erratic;
- glacial erratic boulder, approximately two metres high, three metres wide and three metres deep, now split by the growth of the tree; and
- six-metre square preserve of its 'natural' environment.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Avenue of Trees

Description of Historic Place

The Avenue of Trees is a row of ceremonial trees consisting of fourteen Douglas Fir trees. They are located along Old McLellan Road, in the historic centre of Surrey, beginning adjacent to Christ Church and terminating at Bell Road.

Heritage Value of Historic Place

The value of the Avenue of Trees rests in its connection to the pioneers of Surrey Centre, who participated in their planting shortly after the establishment of Christ Church. Additionally, they serve as a reminder of the significance of Old McLellan Road to the settlement of Surrey Centre. Old McLellan Road was an early transportation route in the community, leading southward to the Serpentine River where steamboats would stop over to transport settlers and carry goods. Community services were located to the north, including a general store, a post office and the first Town Hall, built in 1881. Church services in the Surrey Centre area were held in the Town Hall until the building of Christ Church in 1884.

The trees represent the spirit of the pioneers who worked, witnessed and worshipped within Christ Church, many of whom are buried in the cemetery beside the trees. The trees form a boundary along the front of the cemetery and give a sense of prominence to the Christ Church site. The number, mass and height of the trees make them a landmark on this rise of land along historic Old McLellan Road.

The trees are also valued because they create a transition and symbolic break between a public road and the churchyard. The heritage designation of the Avenue of Trees also demonstrates the commitment of the City of Surrey in recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the Avenue of Trees include its:

- prominence and visibility along historic Old McLellan Road;
- siting, on a low hill adjacent to the road;
- location on the boundary of the church property and its accompanying church yard and adjacent municipal cemetery;
- consistent height of approximately eighteen metres and full canopy;
- pattern created by regular spacing of trees along the property line; and
- contribution to the overall character of the historic Old McLellan Corridor from Five Corners to the Serpentine River.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

St. Oswald's Trees

Description of Historic Place

St. Oswald's Trees consists of a row of four significant Douglas Fir, located in a predominantly industrial/business park area of Port Kells. Highly visible, the trees are situated along the property line along 190 Street, which define the western boundary of the St. Oswald's Church grounds.

Heritage Value of Historic Place

The heritage value of St. Oswald's Trees lies in their association with the formation of Port Kells and the community's later growth and development. In 1885, two men, who shared the name of Henry Kells, planned the town site of Port Kells. Anticipating development due to the Canadian National Railway (CNR) terminals at Port Mann, Walter James Walker, a real estate developer and former Surrey Reeve, donated money for construction of three Anglican churches in North Surrey in 1910. The Kells family donated eight of the original town lots for the church. The anticipated development failed to occur and the town lots reverted to agricultural use, followed by industrial development upon the completion of the Trans-Canada Highway in the 1960s. St. Oswald's is maintained by a circuit of priests operating out of St. Helen's Anglican Church in

Surrey.

These heritage trees have been evaluated as exceptional in size, age and species and are living examples of Surrey's natural heritage. The trees line the street west of the church, defining the church property as a special enclave within its altered context.

The trees are also valued as landmarks, visible from the surrounding area and marking a transition space between a public transportation corridor and private property. Creating an important and symbolic break between the churchyard and the busy road, the trees demonstrate the commitment of the City of Surrey in recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the St. Oswald's Trees include their:

- prominence and visibility along the east side of 190 Street;
- location on the boundary of the church property and its accompanying green space, in contrast with the surrounding industrial area; and
- height (approximately 41 to 45 metres) and full canopy

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Green Timbers Inaugural Plantation

Description of Historic Place

Green Timbers Inaugural Plantation is located at 140 Street and 96 Avenue, in a forest setting amidst Surrey's urban development. It consists of the surviving twenty-seven specimens from a commemorative tree planting in 1930.

Heritage Value of Historic Place

The Green Timbers Inaugural Plantation is valued as the first reforestation project in British Columbia. Over 2,000 hectares of towering old growth trees once lined the Old Yale Wagon Road (now the Fraser Highway). This was the last virgin forest that remained along the Pacific Highway that stretched from San Diego, California to Surrey, British Columbia. Before the felling of the final tree, the British Columbia Forest service promised to set aside a fourteen-hectare reserve for replanting and this became the site of British Columbia's first production forest nursery, supplying seedlings for distribution throughout the Province. The reforestation began with an Inaugural Ceremony on March 15, 1930, which was aimed at attracting public attention to the planting scheme. The Inaugural Plantation was the site of this initial planting and twenty-six selected foresters, politicians, newspapermen, farmers and businessmen sponsored the planting of the original 121 seedlings.

The Green Timbers Inaugural Plantation is valued for the twenty-seven trees from the initial planting that survive at the site. They are significant for their maturity and height and as an indication of the original form of the forest.

The Green Timbers Inaugural Plantation is also significant as a pioneering initiative in the scientific study of forestry in British Columbia. In 1930, Green Timbers was established as a Provincial Forest Reserve, with a forestry training school and major tree nursery. Trees were carefully monitored and this information was used to increase the survival and growth of saplings planted throughout the Province, indicative of the importance of silviculture to the ongoing maintenance of British Columbia forests.

Character-Defining Elements

Key elements that define the heritage character of the Green Timbers Inaugural Plantation include its:

- twenty-seven surviving trees from the original 1930 planting;
- mature form and height of the grouping; and
- forest setting within an urban area.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Royal Oak Tree, Surrey Centre

Description of Historic Place

This Royal Oak Tree is a ceremonially-planted tree located on the west side of Old McLellan Road, near Christ Church Anglican and the Surrey Centre Cemetery in Surrey Centre, the historic pioneer area of Surrey.

Heritage Value of Historic Place

Royal Oak Trees are valued for their symbolic ties to the British Empire and monarchy. This tree was planted by Reeve J.T. Brown and C. Raine, President of the Surrey Farmers' Institute, on May 12, 1937 as a commemoration of the coronation of King George VI and Queen Elizabeth. It is set on a prominent location on the ridge of historic Old McLellan Road, adjacent to the City-owned cemetery, in an attractive setting. Its location illustrates the importance of this area to the City of Surrey as its historic centre and the historically close ties to the Mother Country.

The tree symbolizes the British origins of many of Surrey's first settlers and also the importance of the Anglican Church in early settlements throughout the British Empire. Countries throughout the Empire were sent English Oak seedlings from the royal forest at Windsor Great Park, to act as a lasting commemoration of the Coronation. Many of the seedlings were planted near Anglican Churches and cemeteries. The oak leaf has long been used as a symbol of strength on tombstones.

This Royal Oak Tree is also valued as a part of the extensive landscaping throughout the historic core of Surrey Centre, which includes the Avenue of Trees, as well as the planting at Christ Church and the Surrey Centre Cemetery. The heritage designation of this tree demonstrates the commitment of the City of Surrey to recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the Royal Oak Tree includes its:

- mature height (approximately fifteen metres), species (*Quercus robur*) and full seasonal canopy;
- prominence and visibility along Old McLellan Road;
- contribution to the attractiveness of the streetscape, with a massive, spreading crown, deeply furrowed grey-black bark, lush dark green foliage in the spring/summer and autumn acorns;
- transition between a public road and private property;
- bronze dedicatory plaque: "Royal Oak commemorating the coronation of King George VI and Queen Elizabeth, May 12, 1937. Planted by Reeve J.T. Brown and President C. Raine, Surrey Farmers' Institute"; and
- relationship to other historic plantings in Surrey Centre; in particular the Avenue of Trees, also along Old McLellan Road and the planting at Christ Church and the Surrey Centre Cemetery.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Royal Oak Trees, King George Highway

Description of Historic Place

The Royal Oak Trees are a row of ceremonial trees set along the wide side boulevards of the King George Highway, from the Nicomekl River near Crescent Road to the convergence with Highway 99 at 8 Avenue in South Surrey.

Heritage Value of Historic Place

Royal Oak Trees are valued for their symbolic ties to the British Empire and monarchy. These trees were planted as a commemoration of the 1937 coronation of King George VI and Queen Elizabeth and symbolize the British origins of many of Surrey's first settlers. Countries throughout the Empire were sent English Oak seedlings from the royal forest at Windsor Great Park to act as a lasting commemoration of the Coronation.

The King George VI Highway, part of an international highway system that connected Canada from the Fraser River, south to the Peace Arch at Blaine, Washington, was officially opened on October 16, 1940. The naming of the highway for the King was also a demonstration of loyalty to the Mother Country at a time of war. The trees were planted to define the highway as a formal processional.

The Royal Oak Trees are also valued because they provide a transition between a major public transportation corridor and private property. Creating a visual and symbolic break, the trees have become an important part of the landscape along King George Highway, from the Nicomekl River to 8 Avenue. The protection and maintenance of these trees also demonstrates the commitment of the City of Surrey in recognizing and preserving its natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the Royal Oak Trees include their:

- prominence and visibility along the King George Highway from the Nicomekl River to 8 Avenue;
- large spreading crowns, lobed leaves, deeply furrowed grey-black bark, lush dark green foliage in the spring/summer and autumn acorns;
- height (approximately fifteen metres), species (*Quercus robur*) and full seasonal canopy; and
- punctuation of the wide side boulevards, created by equal spacing on a straight line.

Civic Monuments and Features

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Surrey Centre, Old McLellan Road and Five Corners

Description of Historic Place

Surrey Centre is the original civic and cultural centre of Surrey, where the original Surrey Town Hall (1881) was located. Surrey Centre was located on Old McLellan Road, a historic corridor stretching for 1.1 kilometres from a former boat landing on the Serpentine River, at about 56 Avenue, to 'Five Corners,' where Old McLellan Road intersects with the Coast Meridian Road (now 168 Street) and 60 Avenue.

Heritage Value of Historic Place

Surrey Centre is valued as the first village in today's City of Surrey. It grew along Old McLellan Road, built in 1875 from 'Five Corners' - the intersection of 60 Avenue, 168 Street and Old McLellan Road - to Bell Road, just before Old McLellan Road makes its descent to the agricultural area to the south. Old McLellan Road ended at the south at the banks of the Serpentine River, where a boat landing was located. Passengers arriving by boat would then proceed up the hill to Surrey Centre.

Surrey Centre has value as illustrating settlement patterns that were part of that great wave of migration that brought settlers to western Canada. Early community leaders are remembered in the names of roads and recent developments: Abraham Huck, the first settler on record in Surrey Centre, donated the land for the church and for the first Town Hall; George Boothroyd built Boothroyd House, which stands where Old McLellan and Coast Meridian Roads meet; and Arthur Richardson opened a store and post office at the northwest corner of Old McLellan and Coast Meridian Roads, the area that became the centre of the neighbourhood.

Surrey Centre has historical significance as the first town centre and administrative centre of Surrey, which became a district municipality in 1879 and a city in 1993. In 1881, council chose Surrey Centre - accessible by river and at the crossing of two roads - to build the first Town Hall. Surrey Centre became the administrative and institutional core of Surrey, serving the area's agricultural economy with the one-room Surrey Centre School, a church and church hall, Anglican and Methodist cemeteries and the area's original fair grounds.

The architectural resources in Surrey Centre are of heritage value, including existing nineteenth and twentieth-century buildings and remnants of their landscape context that evoke the early character of Surrey Centre. They include Christ Church and its cemetery, Boothroyd House and Bell Hall. In addition, there are a number of important landscape resources including the Avenue of Trees, the Royal Oak on Old McLellan Road, the Anglican and Surrey Centre Cemeteries and the Five Corners intersection.

Character-Defining Elements

Key elements that define the heritage character of Surrey Centre include its:

- low density and open, rural character;
- extant historic architectural resources;
- extant historic landscape resources;
- role as a transportation route, providing a direct and continuous pedestrian routes from the riverfront to the Five Corners intersection;
- narrow road configuration, with sidewalks and lighting only on the east side, north of Bell Road;
- natural treed edge along the west side of the road and on both sides, south of Bell Road; and
- unique geometry, with three roads meeting at a five corner intersection

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Lorne Circus

Description of Historic Place

Lorne Circus is the incomplete realization of a grand urban planning scheme, with a radial street pattern laid out around a central roundabout in a residential area, located south of the Fraser River. The plan is partially extant at the intersection of Grosvenor Road, McBride Drive, Bedford Drive and 114 Avenue, in the neighbourhood of Port Mann in North Surrey. Curved streets to the south, including Gladstone Drive, Melrose Drive, Kindersley Drive and Park Drive, follow the radius of the original circus.

Heritage Value of Historic Place

Lorne Circus, located in the former City of Port Mann, is valued as one of the first Canadian examples of urban planning, based on scientific principles. Port Mann was planned as a new industrial city with streets radiating from a central circus in the residential section. The proposed business section was designed to cluster around a large open square.

Lorne Circus is valued as demonstrating an important phase in the history of Port Mann and with the rapid industrial and residential growth of the Lower Mainland of British Columbia. The New Westminster Southern Railway established a stop in 1891 at Bon Accord, a small fishing settlement that included a landing where steamboats refuelled. In 1911, its name was changed when Sir Donald Mann and Sir William MacKenzie, co-builders of the Canadian National Railway, decided to establish Port Mann as their western terminus and a rival to Vancouver. Despite the development of extensive rail yards and warehouses at Port Mann, the CNR's grandiose plans for a major urban centre failed to materialize.

Lorne Circus is also valued for its association with pioneer Canadian landscape architect, Fredrick G. Todd (1876-1948), who supervised the planning of Port Mann. Todd was born in New Hampshire and worked for the famed Olmsted office, from 1896-1900, before moving to Montreal to supervise work on Mount Royal Park and, eventually, to establish his own office. He was an influential landscape planner and founder of the Town Planning Institute of Canada and the Canadian Society of Landscape Architects. Frederick Todd designed some of Canada's most beloved places, including Bowering Park in St. John's, Mount Royal Park and the Town of Mount Royal in Montreal, Leaside in Toronto and Shaughnessy Heights in Vancouver. Todd popularised naturalistic landscape designs, including the idea of a 'necklace of parks' as linked open space.

Character-Defining Elements

Key elements that define the heritage character of Lorne Circus include its:

- form and scale as public open space;
- radial geometry;
- radiating views to the North Shore mountains; and
- adjacent landscaped area.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Peace Arch

Description of Historic Place

The Peace Arch is a monumental white-painted concrete arch located on the Canadian and American border on the 49th Parallel, between Surrey, British Columbia and Blaine, Washington.

Heritage Value of Historic Place

The Peace Arch is valued as a symbol of the peaceful co-existence of two nations and marks the western edge of the longest undefended border in the world. Dedicated on September 6, 1921, it is the only monumental arch in the world dedicated to peace and the first site to be listed on the National Historic Registers of both countries.

The Peace Arch is significant for its association with Samuel Hill, American millionaire and founder of the Washington State Good Roads Association and the Pacific Highway Association. As a Quaker and humanitarian, Hill was an ardent advocate of peace. The last hostilities between Canada and the United States had ended in 1814 with the Treaty of Ghent, and Hill sought to commemorate that event with an appropriate public memorial. The First World War delayed his efforts, but after the Armistice he pursued the idea as part of his road-building schemes that were occurring in the Pacific Northwest.

The Peace Arch is significant for demonstrating cooperation in commemorating over a century of peace between the two countries. Hill's friends and supporters from both nations donated their services. The main proponents included Canadians, Albert E. Todd, credited with the idea for the monument and Robert Pim Butchart, who operated a quarry on Vancouver Island and donated construction materials. Americans, W.H. Bassett acted as the lead contractor and E.W. Simmons as the engineer. Permission to build the Arch had to be received from both Canadian and American authorities. The Arch is located diagonally on the border with one pylon support in each country.

The significance of the Peace Arch also lies in its architectural symbolism. The design is based on the classical Doric Order. Massive in scale, the Arch dominates the view. Two huge piers support a monumental pediment. Mouldings and ornamentation are over-scaled, intended to be viewed from a distance. The colour of the paint, pure white, symbolizes peace. References to the peaceful ties between the two countries are an integral part of the architecture. Mounted on the exterior walls are bronze plaques to two famous ships, the Hudson's Bay Company 'S.S. Beaver' on the Canadian side and the 'Mayflower' on the American side; wooden relics from each ship were originally sealed behind each plaque. Also significant is the design and construction of the Peace Arch structure. A massive example of reinforced concrete construction, the Arch stands over twenty metres high and seventeen metres wide. It is believed to be one of the first structures in North America designed to be earthquake resistant.

The Peace Arch is also valued for its association with famed American architect, Harvey Wiley Corbett (1873-1954), who donated the design. A graduate of the Ecole des Beaux Arts in Paris, Corbett's practice was based in New York City and he is credited with the design of some of that city's more prominent commissions, including several early skyscrapers. Corbett's firm was one of three that were teamed together to design Rockefeller Centre in New York.

The Peace Arch is also of value for its setting within the Peace Arch Provincial Park in Canada and Peace Arch State Park in the United States, symbolic of the cooperation and goodwill between the two countries, who have jointly undertaken planning and development of the park. School children from both sides of the border participated in fundraising to acquire additional park land to enhance the setting of the Peace Arch and the Canadian portion of Peace Arch Park was officially dedicated in 1939.

Peace Arch Park has also been the site of symbolic events and protests, such as the four famous concerts performed by American singer and peace activist Paul Robeson, from the back of a flatbed truck after his passport had been revoked by the American Government. The Park continues to be a catalyst that brings people from the two countries together to participate in annual events celebrating peace and friendship.

Character-Defining Elements

Key elements that define the heritage character of the Peace Arch include its:

- location close to Canadian Highway 99 and American Interstate 5, diagonally astride the Canadian-American border;
- position in the central median of the highway;

- placement within a landscaped park setting, including an expanse of lawn, planted flower beds and mature shrubs and trees;
- form, as expressed by a flat arch with pediments; oversize scale; and monumental size and massing;
- reinforced concrete construction;
- Classical expression in the Doric Order;
- inscriptions on the Arch: "Brethren Dwelling Together in Unity" on the Canadian side and "Children of a Common Mother" on the American side;
- wrought iron gates, fixed in an open position, with inscriptions above: "1814 - Open One Hundred Years – 1914" and "May These Gates Never be Closed";
- moulded bronze plaques such as relief panels of the 'S.S. Beaver' and the 'Mayflower';
- two spruce flagpoles, each over seven metres high, flying the Canadian and American flags; and
- symbolic use of the colour white.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Surrey Columbian Centennial Totem Pole

Description of Historic Place

The Surrey Columbian Centennial Totem Pole is a finely carved twelve metre tall, four-figure wooden pole carved in the Kwakwaka'wakw tradition of North West Coast First Nations art, situated on the Surrey Municipal Centre Grounds.

Heritage Value of Historic Place

The Surrey Columbian Centennial Totem Pole is valued as a demonstration of community-driven initiatives, of the changing attitudes of the public towards a more inclusive vision for their community, for its association with its carver, John Edward 'Ted' Neel, and as a well executed example of Kwakwaka'wakw monumental art.

The Surrey Columbian Centennial Totem Pole is one of four poles raised by readers of the Columbian chain of local newspapers as tribute to the local First Nations during Canada's centennial in 1967. The pole, and the three other such poles in Coquitlam, Burnaby and New Westminster, is valued as an example of a community-generated commemorative project. An indication of the changing attitudes towards First Nations people, the pole was erected "to preserve the art and legends of the Salish Indians". While this may have been the goal, Salish art at this time was less developed than other North West Coastal art traditions; the pole was carved by a Kwakwaka'wakw carver in the tradition of his people. The carver, John Edward 'Ted' Neel, is the son of the well-known woman carver, Ellen Neel. The finely carved pole contains four figures, from top to bottom: Eagle, Bear, Beaver and Frog. The colours used to decorate the carving are distinctly Kwakwaka'wakw, employing bright 'paintbox' colours as well as the traditional red, black, and teal colours.

Character-Defining Elements

Key elements that define the heritage character of the Surrey Columbian Centennial Totem Pole include its:

- form and scale, as expressed in its unbroken twelve metre height;
- use of traditional Kwakwaka'wakw colours and stylistic features;
- four figures, from top to bottom, Eagle, Bear, Beaver and Frog; and
- park setting, providing a complementary setting and foreground for viewing the pole.

Residences

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Anderson Cabin

Description of Historic Place

The Anderson Cabin is a small single-storey log pioneer building, rectangular in plan with a side gable roof, located at the entrance to the Surrey Museum.

Heritage Value of Historic Place

The Anderson Cabin is valued as Surrey's oldest extant pioneer building and is an outstanding example of an early pioneer shelter. The cabin measures six metres by four metres and is constructed of hand-hewn, original growth timber, illustrating the simple and challenging life of the early pioneers.

This log cabin is of significant value to the people of Surrey for its strong cultural association with the first pioneers of the area. Eric Anderson, who died in 1911 at the age of fifty-nine, built this log cabin by hand in approximately 1873. After he married Sarah Morrison in New Westminster in 1879, they built a larger farmhouse for their family and this cabin was used for livestock.

The heritage value for this modest dwelling also lays in its educational value as a pioneer structure. The cabin is an important cultural feature for the interpretation of Surrey's heritage to the public. It was donated to the City of Surrey in 1970 by Mr. and Mrs. William Sweet, who owned the farm where it was located and had the foresight to recognize the value of the cabin. In its current location, the cabin now serves as an illustration of pioneer domestic life and the home building resources and early technology of a pioneer settlers home.

It is also a fine example of an early commitment to preservation, both privately and by the local government. The heritage designation of this site demonstrates the commitment of the City of Surrey in recognizing and preserving its built and natural heritage.

Character-Defining Elements

Key elements that define the heritage character of the Anderson Cabin include its:

- location on public land;
- simple form, modest scale and rectangular plan massing;
- hand-hewn square logs with notched corners and chinking;
- large original growth logs;
- gabled roof, clad with split cedar barn shakes; and
- lapped wooden siding in gable ends.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Boothroyd House

Description of Historic Place

The Boothroyd House is a two-storey gable roofed Frontier dwelling and one of the earliest pioneer farmhouses in Surrey. It is situated at the junction of the historic 'Five Corners,' in Surrey Centre, beside the original Coast Meridian Road (now 168 Street), one of the earliest roads in Surrey.

Heritage Value of Historic Place

The Boothroyd House is valued as representing the early pioneer history of Surrey, and is the oldest building in the Surrey Centre area and, therefore, a valuable link to Surrey's first development. After pre-empting 65 hectares in Surrey Centre, pioneer settler George Boothroyd built this house in approximately 1875. The Boothroyds were the second family to settle in this area of Surrey. George Boothroyd was an active community member, serving on the early Municipal council and the first School Board, and was an original member of both the Milner Methodist Church, Langley, and the Loyal Orange Society Lodge at Surrey Centre.

Because the settlement of the Boothroyds predates road construction in Surrey, the house is valued because it is a reminder of building methods and acquisition of resources for construction early in the community's development. The original portion of the house is built of logs; finishing lumber for the house was milled in nearby communities and floated along the Fraser and Nicomekl Rivers. The materials were hauled along what is today's old McLellan Road, a diagonal route from the Nicomekl River to 'Five Corners,' to the building site. The house remains as a testament to the difficulty of construction in this once-remote area, and the determination of its early settlers.

The Boothroyd house is valued for its architecture, with simple massing enhanced by classically-inspired architectural detailing. The modest window pediments, trim, and other wood elements, including lathe-turned columns, railings and decorative porch brackets, add visual interest and are a testimony to the pride of the original builders. Further, the house is an interesting example of pioneer construction methods. It was built with a combination of log, balloon and traditional timber framing, in order to erect the building quickly. The original foundation consists of rough hewn logs on boulders. The roof structure consists of small poles and hand-forged fastenings.

Character-Defining Elements

Key elements that define the heritage character of the Boothroyd House include its:

- original setting and location in relation to the historic 'Five Corners';
- form, scale and massing as expressed by the two storey side gable form with two separate additions;
- steep pitched side gabled roof with a gable roof extending from centre rear, clad in cedar shingles;
- wooden siding over original mixture of log and balloon frame construction;
- asymmetrical fenestration pattern;

- full width open front veranda with lathe-turned wood columns and scroll-cut brackets;
- double-hung 2-over-2 wood-sash windows;
- pedimented hoods over windows and doors;
- square nails used in original construction;
- original internal spatial layout around a central stair; and
- surviving original interior features, such as newel posts and handrail, single 30 centimetre high baseboards, crown mouldings, fir tongue-and-groove floor boards, V-notched ceiling boards, bedroom doors with windows and interior hardware and doorknobs.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Stewart Farm

Description of Historic Place

Stewart Farm comprises a two-storey wood-frame farmhouse with a deep veranda on the south and east sides, surrounded by seven associated farm buildings: root cellar, wood shed, pole barn, bunkhouse, machine shed, threshing machine shed and garage. The complex now forms part of Elgin Heritage Park.

Heritage Value of Historic Place

The heritage value of the Stewart Farm lies in its interpretive value, as the only intact farm complex from the late nineteenth century remaining in Surrey. Stewart Farm provides a valuable illustration of pioneer life and demonstrates important aspects of Surrey's agricultural heritage to the public. Originally, a two-story log structure was located just to the north of the existing farmhouse. The success of the farm operations allowed for the construction of a new farmhouse in 1893 and the earliest outbuildings the following year. The large and elaborate farmhouse and the surrounding buildings demonstrate both the wealth and way of life that could accompany a farming livelihood in the late 1800s. The farmhouse is a good example of the Queen Anne Revival style, which was popular at the time of its construction. The farmhouse is furnished as it would have been at the turn of the century, demonstrating a typical farming lifestyle.

The outbuildings are significant in demonstrating the functions of a traditional farm. The root cellar, built into the ground and conveniently close to the house, was used for storing perishable produce through the winter and illustrates the lack of refrigeration in the late nineteenth century. The large open woodshed demonstrates the need for self sufficiency in fuel. The necessity for a bunkhouse for farm labourers points to the labour-intensive nature of farming, even though the farm boasted a threshing machine and other machinery. The garage was likely a later addition to the site in the 1920s, when John Stewart owned a Model T truck. The pole barn is one of the oldest and largest remaining barns of this type in the region. It is framed with minimally worked peeled logs, plank walls, board floors and a hand-split cedar shake roof. The raised midstorey allows a fully loaded hay wagon to enter.

Stewart Farm is important for its association with John Stewart, who was active in social and municipal affairs. John Stewart came to the area in 1880 and served on the Municipal Council for a number of terms in the 1880s and 1890s. He made a substantial contribution to farming in the area by leading in the construction of dykes to drain the low-lying land of Mud Bay. The Stewart family ran a successful hay farm operation at this location for six decades, which was then owned by the Ward family from 1944 until the City of Surrey purchased the farm in 1984.

The location of the Stewart Farm, on the banks of the Nicomekl River, is a demonstration of the importance of water transportation to the development of the area. The river is tidal and sternwheeler boats originally travelled up the river to collect produce from the local farms. In the 1950-1970s era, the Ward family created a small boat launching marina and boat repair area. The wharf, boat moorage and launching ramp for non-motorized vessels have now been reconstructed.

The municipal ownership and restoration of this site demonstrates the commitment of the City of Surrey in preserving and interpreting its built and natural heritage. The main restoration works took place between 1987-93: the farmhouse was restored and adapted to museum use in 1988-89; the Machine Shed was renovated and adapted for re-use as public washrooms in 1986; the Threshing Shed and Bunkhouse were restored and adapted for exhibition and public programming use in 1987-1988; the Pole Barn was restored for exhibition purposes in 1990-91; the orchard landscape was recreated in 1994 from heirloom specimens typical of the 1880s and sourced from several heritage orchards of the Fraser Valley; and the kitchen garden has been replanted.

Character-Defining Elements

Key elements that define the heritage character of the Stewart Farm include its:

- proximity to the banks of the Nicomekl River;
- spatial arrangement of all eight buildings;
- form, scale and massing of each individual buildings;
- exterior elements of the farmhouse such as the veranda with its lathe-turned columns and decorative brackets; turned finials at the gable peaks; the bay windows on the first floor; double-hung 1-over-1 wood-sash windows; and cedar shingle roof cladding;
- interior elements of the farmhouse such as fir floors, pocket doors, turned newel posts, leaded windows, and panelled entry doors typical of the later nineteenth century;
- structural and finishing elements of the pole barn, such as the peeled log frame, plank siding, board floors and hand-split cedar barn shake roof cladding;
- vernacular characteristics of the remaining outbuildings; and
- a small wharf, boat moorage and launching ramp for non-motorized vessels reflecting the former commercial use of the river.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Daniel Johnson House

Description of Historic Place

The Daniel Johnson House is a large, symmetrical two and one-half storey wood-frame Edwardian era farmhouse, with a wraparound veranda. It is set back a significant distance from Crescent Road, in the neighbourhood of Elgin in Surrey. Now located on a north-facing slope, the house has been moved closer to the street from its original location near the riverfront of the Nicomekl River.

Heritage Value of Historic Place

The Daniel Johnson House is valued as a representation of the early pioneer history of the neighbourhood of Elgin, one of the oldest communities in Surrey. This large farmhouse serves as a reminder of the agriculture-based roots of the community and of the scale of housing and development which occurred, and reflects the success of the early farming communities of Surrey. Until 1875, Semiahmoo Trail was the only passable land route between New Westminster and Blaine, Washington. With the construction of the Elgin Hotel in about 1870 and the establishment of a Customs Outpost, Elgin or 'Port Elgin' became an important stopover point and river crossing for travellers to and from the United States. The Nicomekl River was used as early as 1883 for steam boats bringing in supplies and settlers to the area, and taking farm produce and timber to outside markets. The riverfront location of this site illustrates the importance of water transportation to the community's development and agricultural ventures.

Daniel Johnson (1838-1925) was important to the history of Surrey as a pioneering settler, homesteading in Mud Bay on the Serpentine River in 1880, and later moving to the banks of the Nicomekl River on Crescent Road, to expand his successful dairy operation. At the time of his death he had lived in Surrey for forty-six years.

The Daniel Johnson House is valued as an excellent example of a grand Edwardian era farmhouse. Symmetrical in plan, the house displays a sophisticated classical formality, unusual for a rural farmhouse, that reflects Johnson's success at farming. The house is also notable for its size and generous proportions.

Character-Defining Elements

Key elements that define the heritage character of the Daniel Johnson House include its:

- location on a site along the Nicomekl River;
- form, scale, and massing, as expressed by its symmetry, rectangular plan and generous proportions;
- bellcast hipped roof with hipped dormers;
- large wraparound veranda encircling the house with square columns and balusters;
- fenestration, including: double-hung 1-over-1 wood-sash windows, in single, double and triple arrangement; oval wood-sash feature window with keystone motif on north facade; and triple assembly fixed pane feature window above entry;
- gabled pediment above front entry; and
- surviving interior details such as wood trim and floors.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Collishaw House

Description of Historic Place

The Collishaw House is a side-gabled two-storey wood-frame Queen Anne Style farmhouse, distinguished by an octagonal turret. It is located close to 40 Avenue in Kensington Prairie, a rural neighbourhood of Surrey.

Heritage Value of Historic Place

The Collishaw house is valued as a unique example of Victorian architecture in a rural setting and for its association with first owners, successful farmers William and Elizabeth Collishaw. The Collishaws were among the first settlers in the area, homesteading on Mud Bay Road in 1887. They started what became a thriving vegetable farm, and William Collishaw (1846-1916) became known locally as the 'Onion King' for his farm's prodigious crop. The construction of this farmhouse in 1889 indicates the rapid growth and success of the Collishaws' farming ventures.

The Collishaw House is also important for its association with the development of agriculture in the Kensington Prairie area. Despite the danger of the Nicomekl River flooding its banks, the rich alluvial soil attracted farmers at an early date in Surrey's settlement. Valued for its age and importance to the development of Surrey, this is one of the oldest continuously operated farms, and the third oldest house, in Surrey.

The house is also significant for its Queen Anne style architecture, unusually ornate for a farmhouse of this era. The steep roof, turret and architectural details convey a sense of prominence in relation to the surrounding flat farmland.

Character-Defining Elements

Key elements that define the heritage character of the Collishaw House include its:

- farm setting and associated rural landscape;
- form, scale and massing as expressed by the asymmetrical massing, two-storey height;
- picturesque roofline: side gable roof; two-storey gable wing extending to the rear; steep turret roof topped by a finial; and hipped roofs covering the front and side verandas;
- cedar shingle roof cladding;
- engaged octagonal turret, forming bay windows on both the main and upper floors;
- open front veranda, with lathe-turned columns and open screenwork;
- wood construction, including: wooden drop siding with cornerboards; wood-frame structure; and decorative details including eave brackets;
- fenestration: double-hung 1-over-1 wood-sash windows; and flashed glass sidelights flanking the front entry door;
- surviving interior features such as the wooden staircase.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

The 'Castle' - Baron Von Mackensen House

Description of Historic Place

The Baron Von Mackensen House is a two-storey, wood-frame, Late Victorian house with Edwardian additions, now located on the main pedestrian street in Port Kells, Surrey.

Heritage Value of Historic Place

The Baron Von Mackensen House is valued for its representation of the early development of Port Kells, conceived as a fresh-water port on the banks of the Fraser River. The townsite was laid out in 1889, and two years later became a stop on the New Westminster Southern Railway. Development was sporadic, but there was hope that the area would benefit from the Canadian National Railway's development initiatives at nearby Port Mann. These grandiose plans failed to materialize and the area remained primarily agricultural until the construction of the Trans Canada Highway in the 1960s facilitated industrial development in the area.

The house is significant for its association with Baron Carl Von Mackensen, a German national, who purchased the Bryce family home in 1910. The house became the focus of social activity in the Port Kells area, with many occasions celebrated there, including an annual Christmas party. Baron Von Mackensen was well liked by the community until the First World War broke out. Rumours broke out about his spying activities, and the Baron was interned at Vernon, B.C. and his property confiscated and sold. In July 1919, he was deported to Germany.

The house is valued as a grand manor house from the early twentieth century. The original section of the house was initially constructed by the Bryce family at the turn of the twentieth century. Under the ownership of Baron Von Mackensen, the house was enlarged with the addition of the large east-west wing. The addition included a landmark nine-metre tall square bell tower, complete with bell. Located on the high point of the property, the house dominated the surrounding area. Inside, an open central hall with a grand staircase led off to the home's sixteen rooms. Adding to the speculation of Von Mackensen's spying activities were the internal passageways between rooms, which connected through communicating closets.

Character-Defining Elements

Key elements that define the heritage character of the Baron Von Mackensen House include its:

- location at the top of a rise, prominent in the area;
- form, scale and massing as exemplified in the two storey, irregular shape;
- combination of Late Victorian and Edwardian style and detailing;
- asymmetrical roofline: partially hipped roof with gabled south elevation; gable dormers; square bell tower; flared dormer eaves; and hipped roofs over two bay windows on south floor main elevation;
- gabled entrance porticos with flared eaves on south and west elevations;
- wood shingle cladding: mostly coursed, with staggered shingle pattern on the upper portion of the second-storey west elevation; fish-scale patterning in the gable ends on the south and west porticos; and alternating fish-scale and diamond patterning in the south gable end;
- fenestration, including: double-hung 1-over-1 wood-sash windows; and paired wood-sash casement with single transom above;
- two internal corbelled brick chimneys; and
- surviving interior features, including passageways between interior rooms through closets.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Pillath House

Description of Historic Place

Pillath House is a two-storey, plus basement and attic, vernacular wood-frame early twentieth century home with Queen Anne detailing. It is set back from the street on a very large and well landscaped lot in an established residential area in the Port Mann neighbourhood of Surrey.

Heritage Value of Historic Place

The Pillath House is significant for its association with the early development of Port Mann. The New Westminster Southern Railway established a stop in 1891 at Bon Accord, a small fishing settlement on the Fraser River that included a landing where steamboats refuelled. In 1911, its name was changed when Sir Donald Mann and Sir William MacKenzie, co-builders of the Canadian National Railway (CNR), decided to establish Port Mann as their western terminus and a rival to Vancouver. Despite the development of extensive rail yards and warehouses at Port Mann, the CNR's grandiose plans for a major urban centre failed to materialize.

Pillath House is an excellent example of a prosperous farmer's home. Many farmers settled in Surrey in the late nineteenth and early twentieth centuries, drawn to the area by the promise of fertile land and the growing urban markets of New Westminster and Vancouver. Ludwig Pillath (1851-1919) and Wilhemena Pillath (1865-1948) settled on approximately 8 hectares on the Bon Accord Road, and took up mixed farming. Indicative of their success, they built a large, two storey vernacular Late Victorian style home with Queen Anne detailing, a style popular during this period. Their property includes some remains of an old orchard, a common feature of early farmyards. The home has served as a focal point of the neighbourhood since its construction. The house is owned and protected by the City of Surrey and represents a commitment to the preservation of local heritage.

Character-Defining Elements

Key elements that define the heritage character of the Pillath House include its:

- prominent location on an early transportation route;
- simple form, modest scale and cubic massing;
- vernacular style with Queen Anne detailing;
- side jerkin-headed roof with boxed eaves, clad with cedar shingles;
- full width open front hipped-roof veranda with chamfered columns, open screenwork and decorative scroll-cut balusters;
- central second-storey porch, with front gable roof supported by lathe-turned porch columns;
- one-storey porch at rear;
- fenestration: double-hung 1-over-1 wood-sash windows, double-assembly at the front, and single assembly on sides and rear; and triple assembly wood-sash casement windows in the third floor gable with diagonal muntins in the central pane;
- panelled and glazed double front doors with transom;
- shingle cladding with a bellcast beltcourse between the first and second floors clad with fish scale shingles; fish-scale shingles in the front-facing gable; and
- large landscaped lot with a number of large mature trees.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Stagecoach House

Description of Historic Place

The Stagecoach House is a two and one-half storey, wood-frame building, with prominent attic gables visible from Old Yale Road. It has a pyramidal roof with dormers on two sides. The front facade has unique stacked inset verandas, with arched openings on the top floor.

Heritage Value of Historic Place

The Stagecoach House is of value for its association with Walter James Walker, who owned the property from 1907 to 1910. Walker served as Surrey Reeve, but he is best remembered for his generosity in commissioning three Anglican churches, including St. Helen's and St. Oswald's. Walker acquired this house from J.W. Stein, who owned the property from 1889 to 1907.

The Stagecoach House is significant for its association with the development of the South Westminster area. This was the location of the first commercial fish cannery on the B.C. coast, and a small community was established at Brownsville, across the Fraser River from New Westminister, at the convergence of the Yale Wagon Road and Semiahmoo Trail. Ferries connected the area to New Westminister. A two level bridge was built across the Fraser River at Brownsville in 1904, with the upper level for pedestrians and the lower level for the New Westminister Southern Railway, the Great Northern Railway (GNR), the BC Electric Railway (BCER) and the Canadian Northern Railway (CNR). South Westminister was already an established community and a transportation hub when the BCER established a passenger station here in 1910.

The building is also significant for its unique architectural form. It is a vernacular translation of the Colonial Revival style and features unique stacked verandas that face out to a commanding view, and give an unusual character to the overall form.

Character-Defining Elements

Key elements that define the heritage character of the Stagecoach House include its:

- location on a corner near Old Yale Road, on a steeply sloping site;
- form and massing, including rectangular plan and symmetrical front façade;
- external design features, such as the stacked full width front verandas, with square columns and arched openings on the second floor;
- cladding: cedar shingle siding, bellcast at the second storey, with some courses of decorative fish scale shingles and

- encircling stringcourses; and
- fenestration: double-hung 1-over-1 wood-sash windows; some windows in double-assembly; several with decorative leaded panes

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Robert Dougal MacKenzie House

Description of Historic Place

The Robert Dougal MacKenzie House is a one and one-half storey, plus basement, Craftsman influenced home, on a large well landscaped residential corner lot in the Cloverdale area of Surrey.

Heritage Value of Historic Place

The Robert Dougal MacKenzie House is valued for its connection to Robert Dougal MacKenzie (1871-1925) who was active in school, community, municipal, and provincial affairs, and served as municipal reeve from 1921 to 1923. MacKenzie operated a successful twenty-eight hectare farm, which afforded enough wealth to build this substantial home in 1911. It is believed to have been the first house in Surrey to boast of running water. The MacKenzie family lived here until 1918.

The house is also valued for its association with another community leader, John McIntyre. McIntyre and his wife, Elizabeth, purchased the farm in 1918. McIntyre, a teacher by training, was heavily involved in regional farming organizations, such as the Fraser Valley Milk Producers Association, and founded the Surrey Cooperative Association. He was active in community affairs, serving on the Cloverdale Waterworks, Building Committee, and as Superintendent of the Surrey School Board.

The Robert Dougal MacKenzie House is also significant for its association with the development of the Cloverdale area. Originally a small agricultural settlement, the local population expanded after Cloverdale became a stop on the New Westminster Southern Railway in 1891. The arrival of the Great Northern Railway, the BC Electric Railway and two highways made Cloverdale into an important transportation junction and initiated major growth.

Character-Defining Elements

Key elements that define the heritage character of the Robert Dougal MacKenzie House include its:

- its prominent corner location;
- form, scale and massing as expressed by its steep side gable roof, full width open front veranda and large front hipped dormer;
- wooden construction, including cedar shingle siding and roof cladding;
- mixed fenestration: double-hung 1-over-1 wood-sash windows; casement assemblies with upper sash multi-paned leaded glass; and one small square window is turned 45 degrees to give a diamond shape on upper floor on the south side;
- back porch with hipped roof; and
- large landscaped lot with hedge and mature shade trees in front, smaller trees in rear.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Guy Richardson House

Description of Historic Place

The Guy Richardson House is a one and one-half storey, plus basement, wood-frame, stucco clad, Craftsman Bungalow style farmhouse, retained as part of a recent subdivision of single family homes in the west Cloverdale area of Surrey.

Heritage Value of Historic Place

The Guy Richardson House is valued for its long-time association with the Richardson family. Guy C. Richardson (1890-1979) was the second generation to operate this property as a dairy farm, built this house and added a cow barn and cleared several hectares for a pasture. Guy Richardson was active in the Fraser Valley Milk Producers Association and the Surrey Co-op. In the 1950s, Guy began to raise beef cattle, an operation which his son Lance, the third generation of Richardsons to live on the property, turned into a feedlot in 1972.

Architecturally, the Guy Richardson House is valued as an example of the popular Period Revival influences of the time, and reflects the late persistence of the British Arts and Crafts style. The house has associated period landscape features planned by Lucy Richardson. It is also an example of the incorporation of modern technologies in rural homes during the interwar period, and included all of the modern conveniences of electricity, running water, and a telephone, with a private line.

The Guy Richardson House is also significant for its association with the development of the Cloverdale area. Originally a small agricultural settlement, the local population expanded after Cloverdale became a stop on the New Westminster Southern Railway in 1891. The arrival of the Great Northern Railway, the BC Electric Railway and two highways made Cloverdale into an important transportation junction and initiated major growth.

Character-Defining Elements

Key elements that define the heritage character of the Richardson House include its:

- location on a former rural lot;
- form, scale and massing as expressed by the rectangular plan with several irregular protrusions;
- jerkin-headed side gable roof of the main house and a similar roof of lower pitch on the addition;
- cladding, with a combination of shingles on the main and upper floors, and narrow lapped siding along the lower portion;
- shed roof front dormer and inset corner entry vestibule;
- fenestration: double-hung wood-sash windows with multi-paned upper sash, 6-over-1 and 8 over-1 configurations; and second-storey bathroom window of casement assembly; and
- mature landscaping including: a stepping stone walkway from the rear of the house; an extensive rockery; and many mature plants including rows of holly trees behind the home, a wisteria which was allowed to climb a birch tree, a filbert bush, an English Walnut tree, and a small orchard.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Latimer Residence

Description of Historic Place

The Latimer Residence is a simple one-storey, wood-frame, cottage located on a treed lot on 192 Street, near the Port Kells area of Surrey.

Heritage Value of Historic Place

The Latimer Residence is valued as a good example of an early cottage style home, built in approximately 1928. Its simple design and detailing, and location on what was once a quiet rural road, mark it as representative of the types of homes constructed in the area in the early twentieth century. A barn located behind the house, contemporaneous with its construction, also indicates the home's rural origins.

The Latimer Residence is valued for its representation of the early development of Port Kells, conceived as a fresh-water port on the banks of the Fraser River. The townsite was laid out in 1889, and two years later became a stop on the New Westminster Southern Railway. Development was sporadic, but there was hope that the area would benefit from the Canadian National Railway's development initiatives at nearby Port Mann. These grandiose plans failed to materialize, and the area remained primarily agricultural until the construction of the Trans-Canada Highway in the 1960s facilitated industrial development in the area. This site's rural nature is increasingly significant as the Port Kells area undergoes significant urban development.

Character-Defining Elements

Key elements that define the heritage character of the Latimer Residence include its:

- location close to 192 Street, bounded on the north by Latimer Creek, with an expanse of open space behind the home;
- rectangular massing with irregular projecting bays and bay window at rear;
- low pitched side gable roof;
- cedar shingle cladding with corner boards;
- multi-paned wood-sash windows enclosing inset front corner porch; and
- landscaping: mature trees and bushes, including a maple and a horse chestnut tree; an unpaved driveway leading to a barn of similar age as the house; and a row of large spruce and fir trees along the length of the driveway.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Mound Farm

Description of Historic Place

Mound Farm is set on and around a prominent hill that is extensively covered with mature trees. There are two wood-frame houses on the site: Snow House is designed in the Colonial Revival style and the Smith House is a vernacular Craftsman-influenced dwelling.

Heritage Value of Historic Place

Mound Farm is of significance for its setting, created by a unique geological formation at the centre of the site. This mound, which gives the farm its name, is a glacial drumlin, a streamlined hill in the shape of an inverted spoon with one steep side and one gently sloping, created during the last age of glaciation. Drumlins frequently occur in groups, and there are several others in the area, but Mound Farm stands as a landmark in the surrounding flat land. Few trees have been logged from the drumlin and it retains exceptional stands of deciduous and coniferous trees, such as Douglas and Grand fir, hemlock, cedar, spruce, and vine and big-leaf maples. Mound Farm also provides a unique habitat for birds of prey. Mound Farm is owned and maintained by the City, representing a commitment to the preservation of natural and heritage resources.

The site is important for its association with early pioneer farming families of Surrey. William and Anne Smith settled on a large farm known as 'The Mound' in 1884. Their son, Bion B. Smith, became City Clerk, was elected to municipal council and was a charter member of the Odd Fellows Lodge. A later owner of the property, James Loney was involved in local

politics and was a member of the School Board. Another valuable association was with the tenure of the 'Friends of the Homeless' Society, which offered homes and support to young men with mental disabilities.

The two houses on this site provide information about the evolution of the property; the Bion Smith House, built c. 1928, is a small utilitarian building with Craftsman style influences that originally occupied the highest point on Mound Farm. After the land was sold to George H. Snow, this small house was moved to its current site and in 1936, Snow erected a fine Colonial Revival mansion. The Snows operated this property as a hobby farm.

The Colonial Revival mansion of George H. Snow is of architectural significance both for the use of the style, which is less frequently found in Canada than in the United States, and for its idiosyncratic detailing of stylistic features. Although the House exhibits the form and massing of the Colonial Revival style, its asymmetrical facade is a demonstration of the popular recreation of vernacular Period Revival styles between the two World Wars, a time of entrenched traditionalism.

Character-Defining Elements

Key elements that define the heritage character of the Mound Farm site include its:

- location in an agricultural area;
- visual prominence as a landmark in the area;
- height and shape of the drumlin on which the houses are situated;
- location of the houses on high land above the floodplain;
- stands of mature and old growth trees;
- exterior features of the Bion Smith House, including: form scale and massing; low-pitched gable roof with open eaves and decorative knee brackets; and original wooden siding; and
- exterior features of the George H. Snow House, including: its location on the high point of the mound; form, scale and massing; fenestration, such as a ribbon of five double-hung 6 over-1 wood-sash windows on the left of the main entrance and three on the right-hand side, and symmetrical arrangement of upper-storey windows with external shutters; main entrance with open pedimented porch supported by Doric columns; deep eaves with exposed rafter tails; wide lapped wooden siding; cedar shingle roof cladding; and garage set into the basement level.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

W. Gillis House

Description of Historic Place

The W. Gillis House is a one and a half-storey, plus basement, traditional home in the historic Sullivan area of Surrey. The original site of the dwelling is being developed as a large, residential enclave which incorporates the historic home and a pedestrian walk that follows a portion of a former spur line from the former BC Electric Rail line. This spur line linked the mainline that paralleled 64 Avenue, passing diagonally through the site past the Gillis Millwork Workshop, once located just south of the house, and terminating further south near 60 Avenue, where a gravel pit was operated.

Heritage Value of Historic Place

This house is valued for its association with Wes Gillis, who was active in the development of the community of Sullivan in the 1930s. Gillis purchased three one-hectare parcels at auction from the Vancouver Electric Company. Trained as a carpenter, in 1938 Gillis started a millwork and sash business that prospered during the Second World War, when millwork was difficult to obtain. Gillis ran the business until just six months before his death in 1993.

An expert builder, Gillis built many homes in the Sullivan area in the 1950s, as well as schools from Surrey to Quesnel, and

the fountain at the Vancouver Court House (now the Vancouver Art Gallery). Gillis was also active in developing many community spaces and organizations in the community of Sullivan, such as Sullivan Park and Sullivan Community Hall, and served as president of the Sullivan Community Hall Association for seventeen years. He also participated in the local Air Raid Patrol, the Volunteer Fire Department, serving as fire chief for forty years, and provincially, the Volunteer Fire fighters Association of B.C. For all of his many achievements, Wes Gillis received Surrey's Citizen of the Year Award in 1989.

Wes Gillis designed and built his small traditional-style home, initially a four metre by six-metre shack. In 1929, a foundation was poured and the shack moved by logs to its current location. The rear veranda and dormer were added as his financial situation allowed, and the house was finally fully completed in 1936. The house is unique in its eclectic mix of styles and design elements, such as the Tudor style front gable, the front porch with its keyhole entry and circular opening whose design came from a magazine, and the 'widow's perch,' an upper floor deck over the front porch, a design feature that Gillis brought with him from his birthplace of Nova Scotia.

The W. Gillis House is also significant for its association with the development of the Sullivan neighbourhood. Two brothers, T.J. and Henry Sullivan, acquired the timber rights in this area in 1903, and the settlement of Sullivan grew up around their mill. A station on the BC Electric Railway interurban line was established here in 1910, spurring further development.

Character-Defining Elements

Key elements that define the heritage character of the W. Gillis House include its:

- location close to the street, in the historic core of the Sullivan community;
- form, scale and massing, as expressed in its rectangular plan with small one level projections on south and north sides;
- front porch punctured by a circular opening, with flared wall edges and a keyhole entrance at the top of the stairs;
- widow's perch: a narrow door leading from the upper hall out on to the roof deck over the front porch;
- letter 'G' inset into openwork balustrade at balcony above entry;
- wide brick chimney, corbelled at the top;
- curved concrete retaining wall leading to the original one car garage in the basement; and
- proximity to the walkway on the former spur line.

Assembly and Community Halls

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

1881 Town Hall

Description of Historic Place

The 1881 Town Hall is a single-storey, single-roomed, wood-frame building, rectangular in plan, with a front gable roof, clad in vertical board and batten. The building is now completely encased within a later building, with only the peak of its gabled roof visible from the street. The original interior and most of the exterior are preserved, and can be seen inside the enclosing building.

Heritage Value of Historic Place

The 1881 Surrey Town Hall is valued for its role in the history of the City and as a testament to the generosity, determination, and civic will of the area's pioneers. Abraham Huck, the area's first settler, bought land at Surrey Centre in 1872. Gradually, more settlers arrived and began laying the foundations of the community. In 1879 the District of Surrey was incorporated, but at the time there was no public meeting place. Abraham Huck donated one acre of his Surrey Centre land for the construction of this Hall, and the first meeting in the building was held on May 2, 1881. The erection of the Town Hall, which was also used for church services until Christ Church was completed nearby, symbolized rapid progress within the community.

The Town Hall is also significant as an example of early frontier wooden construction, with vertical board and batten siding and square forged nails. The simplicity of the design reflects vernacular building techniques, and the modest pioneer origins of Surrey.

The heritage value of the Town Hall also lies in its interpretive value. The building is an important cultural feature for the interpretation of Surrey's civic heritage to the public. It was moved, in 1938, to the Cloverdale Exhibition Grounds, and later became Surrey's first museum, indicative of Surrey's commitment to preserving and interpreting its built and cultural heritage.

Character-Defining Elements

Key elements that define the heritage character of the 1881 Town Hall include its:

- symmetrical form, scale and massing, as expressed by its simple rectangular floor plan;
- front gabled roof with cedar shingle cladding;
- exterior vertical board and batten siding, with original square forged nails;
- original multi-paned double-hung wood-sash windows; and
- surviving original interior features such as wood panelling and wooden floors.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Tynehead Community Hall

Description of Historic Place

The Tynehead Community Hall is a modest vernacular one-storey, wood-frame structure, with a gabled roof and simple ornamentation. It is located in the community of Tynehead, near the south east corner of Coast Meridian Road (168 Street) and 96 Avenue, and close to Tynehead Regional Park.

Heritage Value of Historic Place

The Tynehead Community Hall is significant for its association with the development of the Tynehead and Anniedale

neighbourhoods, settled in the 1860s by the Bothwell brothers, who pre-empted land along one of the first roads in the area, the Coast Meridian Road (168 Street), near the headwaters of the Serpentine River. Surveyed in 1859, the Coast Meridian was defined by the meridian of longitude closest to the Pacific coast at the 49th parallel. Settlement occurred as logging, farming and fishing developed in the area.

The Hall is also valued as the second oldest community hall in Surrey. Demonstrating the initiative of settlers in the area, and the need for common and permanent community space, the original hall was built in 1907, on land donated by Thomas Bothwell, through an initiative of the Orangemen of the Loyal Orange Lodge 1471 at Surrey Centre. Its open interior retains its original floor and wainscoting and had large prominent windows along the long side of the hall. The hall was used for meetings, performances, and social gatherings of the community and has remained in active community use for nearly a century.

The Tynehead Community Hall is valued for its association with many of the early settlers of the area. The Hall was built to serve the social and community functions of the area's pioneering families. The Hall reflects the small size of the early community in its simple, rectangular plan and limited ornamentation. It provided the community with a meeting and social space and became a prominent social hub. There continues to be links between the original settlers and their descendants who have used the Tynehead Hall for their annual reunion since 1952.

Character-Defining Elements

Key elements that define the heritage character of the Tynehead Community Hall include its:

- location near a major intersection in the historic Tynehead community;
- simple form, modest scale, and massing expressed in the one storey height and rectangular plan, with a central front entry and a later kitchen and washroom addition to the north side;
- roof form, with cedar shingle cladding, including a front gable roof with a hip roof over the front entry and a shed roof at the side;
- drop siding under later stucco siding;
- large windows in main hall, covered over by later siding; and
- surviving original interior features, such as the wooden floor and wainscoting of the main hall.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

1912 Municipal Hall

Description of Historic Place

The 1912 Municipal Hall is a one and one-half storey, plus basement, masonry Arts and Crafts-style institutional building, set back from the street on a well-landscaped lawn with a fieldstone wall on the north side of Highway 10 (56 Avenue) and 176A Street. It is located on the southwest corner of a larger block of City-owned lands in the Cloverdale Town Centre area of Surrey.

Heritage Value of Historic Place

The 1912 Municipal Hall is valued as a proud symbol of the origins of civic government, as a reflection of the growth and prosperity of Surrey, prior to the First World War and the long-time importance of Cloverdale as the centre of municipal administration. It was constructed to replace the 1881 Town Hall in Surrey Centre, which had become too small for Surrey's growing municipal business.

The Municipal Hall is of architectural value for its bold Arts and Crafts architecture. Befitting its civic purpose, the Hall was

designed in an imposing style facing one of the main streets in Cloverdale. The symmetrical main facade, grand central entry and prominent front-facing gables all contribute to its imposing appearance, and the sophisticated use of proportion and detailing emphasizes the monumental scale of the building. The Arts and Crafts style, allied to the typical Craftsman residential vocabulary, was almost always used locally for municipal halls of the Edwardian era. By using a common architectural vocabulary, this allowed the institution to reflect the values and aspirations of the local community. The Arts and Crafts style also demonstrated an allegiance to British legislative antecedents and a demonstration of loyalty to the Mother Country. The style was commonly utilized in British Columbia due to the large number of British born or trained architects familiar with principles of the movement and the strong association many citizens still felt to Britain. Designed by local architect, C.H. Clow (1860-1929) - a resident of Cloverdale, and built by contractor J.H. Vickers, the building stands as a monument to the vision of Surrey as an emerging urban centre. The 1912 Hall was built in a prominent location with a large setback and of brick construction, indicating a sense of permanence and stability.

The Hall is also significant for its association with the development of the Cloverdale neighbourhood. Originally a small agricultural settlement, the population expanded after Cloverdale became a stop on the New Westminster Southern Railway in 1891. The arrival of the Great Northern Railway (GNR), the BC Electric Railway (BCER) and the construction of the Pacific Highway (176 Street) and Highway No. 10, transformed Cloverdale into an important transportation junction and initiated major growth. The building is much larger than the original 1881 Town Hall, indicating a rapidly growing community and an increasing need for public services. Cloverdale was the seat of municipal government from 1912 until 1962, when a new municipal hall was opened. This site's continued use as a community facility represents a long history of public association with this landmark site.

Character-Defining Elements

Key elements that define the heritage character of the 1912 Municipal Hall include its:

- landmark siting at a prominent corner location, with the building well setback from the property lines;
- continuous public/community use since its construction;
- institutional form, scale and massing as expressed by its dominant symmetry, formal siting, H-shaped floor plan with central entry, one and one-half storey height plus full basement, and tall main floor ceilings;
- elements of the Arts and Crafts style, such as: use of natural materials; prominent gables with stucco and wood half-timbering; casement windows; exposed purlins and decorative brackets;
- complex roofline: side gable roof, with two dominant north-south cross gables; and small central front gable dormer;
- masonry construction: random ashlar granite at foundation level; red brick cladding at main floor;
- fenestration, with wood-sash casements throughout, triple-assembly with transoms on the main floor;
- formal central entry: granite stair cheeks, concrete steps and flanking metal light standards; and
- associated landscape features such as mature shrubs and trees, surrounding grassed lawn, original rock wall at site perimeter.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Elgin Hall

Description of Historic Place

Elgin Hall is a one-storey, wood-frame vernacular community hall, located on historic Crescent Road in the early Surrey community of Elgin. Its simple form, with a projecting entry hall, displays a late influence of the Craftsman style.

Heritage Value of Historic Place

Elgin Hall is valuable to the community of Elgin, and adjacent Mud Bay, for its cultural association with community life and as a testament to community spirit and generosity. With the construction of the Elgin Hotel and the establishment of a Customs Outpost, Elgin or 'Port Elgin' became an important stop over point and river crossing for travellers to and from the United States. After a series of dykes were constructed in the area, agriculture became the predominant local activity.

Local families gathered for social events in various homes, but as the population began to increase in the early 1920s, there was a pressing need for a larger space for community events. The Elgin Community Association was formed in 1922 to raise funds for the construction of this Hall. Daniel Johnson, who lived across the street, donated the land and carpenter John Anderson and a volunteer crew undertook the construction work.

Elgin Hall is notable for its considerable size and for its straightforward construction. The wood-panelled interior remains substantially intact, and includes a unique resilient sprung maple dance floor, purported to be packed with horsehair. The Hall has been in continuous use as a community facility since it opened in 1923.

Character-Defining Elements

Key elements that define the heritage character of Elgin Hall include its:

- prominent location in a residential area on historic Crescent Road;
- continuous use as a community facility;
- form, scale and massing as expressed in its linear arrangement of spaces, rectangular main hall with central front entry hall, front facing gables, prominent height, regular fenestration and relatively large size;
- late influence of the Craftsman style, as seen in the decorative eave brackets in the gable ends;
- interior elements such as fir wainscoting and with horizontal and diagonal tongue and groove panelling above, and the original sprung maple floor packed with horsehair; and
- associated landscape features such as foundation and perimeter plantings.

Churches

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Christ Church, Anglican

Description of Historic Place

Christ Church, Anglican, a wood-frame vernacular Gothic Revival structure, is the oldest church in Surrey. Set on a prominent hill on historic Old McLellan Road in Surrey Centre, it is a landmark in the area. The church is surrounded on three sides by a cemetery, which contains early headstones and funeral monuments. The Avenue of Trees, a prominent row of Douglas Fir trees, lines Old McLellan Road in front of the church.

Heritage Value of Historic Place

Christ Church, Anglican has strong spiritual and cultural significance for the people of Surrey as a reminder of the faith of the early Anglican pioneers. It was the first church of any denomination built in Surrey. Originally, the first settlers worshipped in private houses and in the first Town Hall, which attests to their enthusiasm for religious observance and the spiritual ties in the community. When the Reverend William Bell arrived in the parish in 1884, he immediately organized a church building committee of prominent local pioneers. Abraham Huck, the area's first pioneer, donated the land for the church. The church is further valued as part of the local tradition of the Surrey Free Masons. Members of the Fraternity laid the cornerstone on August 6, 1884, and the church was dedicated with full Masonic rites. The Masons have returned every year to commemorate the event.

Christ Church, Anglican is valued as a rare and early example of a simple, rural church, based on Gothic Revival precedents, the accepted vocabulary by the 1880s for local churches of all denominations. The isolated pioneer nature of this new community is demonstrated by the vernacular adaptation of the style. It is similar in design to All Saints' Anglican Church in Ladner, B.C., built in 1881; both churches were built by contractor William Flood. Christ Church exhibits a marked verticality characteristic of Gothic Revival architecture, with a dominant, steeply pitched gable roof running the length of the building. A bell tower marks the entry porch at the east end of the building. Internal and external scissor trusses indicate a secondary influence of the Arts and Crafts movement.

Memorial inscriptions in the church and cemetery provide an important record of the area's pioneers. The style and variety of headstones and monuments is typical of the period and an indication of the personal success achieved by many of the early settlers. A recent addition to the cemetery is a Memorial Garden, open to all faiths and valued as a testament to the multi-faith character of Surrey and the generosity and compassion of the Anglican congregation. The local community continues to value this historic structure, and volunteers work with the parish to ensure its continued maintenance and security. Christ Church, Anglican remains in continuous and active use.

Character-Defining Elements

Key elements that define the heritage character of the Christ Church, Anglican include its:

- prominent location in historic Surrey Centre on Old McLellan Road;
- continuous use as a church;
- surrounding historic cemetery with memorial headstones and monuments;
- form, scale and massing as expressed by the gabled roof, rectangular plan and gabled entry porch;
- wood frame construction: wooden drop siding (portions covered by later wooden siding); cedar shingle roof cladding; interior and exterior scissor trusses; and interior wooden panelling;
- elements of the Gothic Revival style: steeply pitched roof; tall, slender bell tower; and narrow lancet windows;
- interior features such as: tongue-and-groove cladding; wooden pews; original priest's chair; the Bible, (a gift from the Vicar and Churchwarden of Besford, Worcestershire, dated April 7, 1884 and presented to the church by the Bishop of New Westminster); oak lectern; elaborately carved pulpit; and stained glass panels; and
- associated landscape features: the Avenue of Trees along Old McLellan Road; the surrounding churchyard and cemetery; and prominent mature trees and other plantings

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

St. Helen's Anglican Church

Description of Historic Place

St. Helen's Anglican Church stands in a prominent location on the historic Old Yale Wagon Road, high on the south bank of

the Fraser River. The site is comprised of a church and rectory, with a small cemetery located adjacent to the church. The building is clad in rough-cast stucco enlivened by three-dimensional detailing on the towers and gable ends. The Church has a traditional floor plan, based on a central nave with flanking side aisles, with British Arts and Crafts style detailing. The adjacent rectory was built at the same time as the church, and was designed in a complementary Arts and Crafts style.

Heritage Value of Historic Place

St. Helen's Anglican Church is valued as a superb example of British Arts and Crafts design. This church represents the Arts and Crafts Movement principles of fine craftsmanship, good design and the use of natural materials. The form and massing are unmistakably that of a Christian place of worship; the interior woodwork and finishing are of the highest quality and, combined with the stained glass by Charles Bloomfield, create an awe-inspiring and spiritual space. The interior is finished in British Arts and Crafts style with a Tudor-arched ceiling, decorative woodwork and stained glass. The adjacent rectory was designed at the same time in a complementary Arts and Crafts style. Adjacent to the church is a small cemetery, indicative of the parishioners' traditional desire for interment near their place of worship.

The church and rectory are significant surviving examples of the work of architect Frank William Macey (1863-1935). Born and trained in England, Macey was well-respected for having published two standard texts for the architectural profession. He was the first resident architect in Burnaby, where he settled in the first decade of the twentieth century, and where he obtained a number of commissions from prominent businessmen who were building grand homes in the new community of Deer Lake. He designed predominantly in the British Arts and Crafts style and introduced the use of rough-cast stucco for building exteriors, a characteristic for which he was renowned, and of which St. Helen's is a superior example.

St. Helen's is additionally valued for its association with Walter James Walker, Surrey Reeve and wealthy philanthropist, who wanted to ensure that the Anglican Church was established in the Diocese of New Westminster. Walker commissioned Macey to design three churches, two of which survive: St. Helen's in the South Westminster neighbourhood and St. Oswald's in Port Kells. Walker is also remembered in the adjacent City of New Westminster where a street is named in his honour for services as City Auditor, City Assessor, Police Commissioner and License Commissioner.

St. Helen's is also significant for its association with the development of the South Westminster area. A small community was established at Brownsville, across the Fraser River from New Westminster, at the convergence of the Yale Wagon Road and Semiahmoo Trail; this was also the location of the first commercial fish cannery on the B.C. Coast. Ferries connected the area to New Westminster. The first rail bridge across the river was built in 1904, and was used by the New Westminster Southern Railway, the Great Northern Railway (GNR) Electric Railway (BCER) and the Canadian Northern Railway. By 1910, when the BCER established a passenger station, South Westminster was already an established community and a transportation hub for a rapidly growing population. The church occupies a strategic location and was a visual landmark in the area. The beacon in the tower (no longer extant) was used as a navigation aid by the Norwegian fishermen on the Fraser River.

Character-Defining Elements

Key elements that define the heritage character of the St. Helen's Anglican Church include its:

- prominent location on a hill, at a corner site on Old Yale Road at 128 Street;
- continuous use as a site of worship;
- picturesque and asymmetrical form, scale and massing, with gabled and pent roofs, square bell tower with engaged octagonal turret and complex surface articulation;
- British Arts and Crafts style, as expressed in the use of natural materials, fine craftsmanship and British historical precedents;
- exterior elements such as: rough-cast stucco cladding; the bell tower terminating the steeply pitched gable roof at the west; the secondary tower at the north east corner; the central spire marking the southern entry to the nave; glazed roof dormers; bas-relief designs on the end walls and the tower; entry porches on the north and south; regular fenestration in the church and irregular fenestration in the tower;
- interior elements, such as Tudor-arched ceiling; rood screen; granite font with carved Tudor designs; carved wooden pulpit; wooden pews and stained glass windows;
- superior craftsmanship and detailing, including a finely worked granite baptismal font, exceptional woodwork and stained glass, and consistent use of decorative motifs throughout;
- adjacent one and one-half storey, plus basement rectory, designed in a complementary British Arts and Crafts style with generally symmetrical massing, a high side gable roof with front gable wall dormers, central brick chimney, wooden

siding on the ground floor, rough-cast stucco and half-timbering on the second floor, and wood-sash casement windows in multiple assemblies;

- cemetery, located adjacent to the church, with early grave markers; and
- associated landscape features, including mature shrubs and trees, grassed areas and informal paths.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

St. Oswald's Anglican Church

Description of Historic Place

Set in a grassy churchyard on a prominent corner location in the neighbourhood of Port Kells, St. Oswald's Anglican Church is a well-proportioned vernacular example of an early church in Surrey from the pre-World War One era. It features a bell tower and a vestry at the rear, and is surrounded by a small cemetery. There is a row of four landmark Douglas Fir trees situated along the property line along 190 Street, which define the western boundary of the churchyard.

Heritage Value of Historic Place

St. Oswald's Anglican Church is significant for its association with the early development of Port Kells. Conceived as a fresh-water port on the banks of the Fraser River by two men, both named Henry Kells, the townsite was laid out in 1889 and two years later became a stop on the New Westminster Southern Railway. There was hope that the area would benefit from the CNR's development initiatives at nearby Port Mann, but these grandiose plans failed to materialize. The church remains as a significant link to the modest nature that characterized Port Kells during its early years, and the hope that the community would grow and mature over time.

Dating from 1911, St. Oswald's is of architectural significance for its British Arts and Crafts design, and represents the principles of fine craftsmanship and the use of natural materials that are hallmarks of the style. The interior woodwork and finishing are of the highest quality, with structural elements emphasized to create a distinctive interior character. St. Oswald's is additionally significant as a surviving example of the work of architect Frank William Macey (1863-1935). Born and trained in England, Macey was well-respected for having published two standard texts for the architectural profession. He was the first resident architect in Burnaby, where he settled in the first decade of the twentieth century, and where he obtained a number of commissions from prominent businessmen who were building grand homes in the new community of Deer Lake. He designed predominantly in the British Arts and Crafts style, of which this rural church is a notable example.

The church is valuable for its association with two men of local importance: Henry Kells, whose family donated eight of the original town lots for the church; and Walter James Walker, Surrey Reeve and wealthy philanthropist, who wanted to ensure that the Anglican Church was established in the Diocese of New Westminster. Walker commissioned Macey to design three churches, two of which still exist, this church and St. Helen's on Old Yale Road.

The site is also significant for its landscape features and the small cemetery surrounding the church. Along the western property line is a row of Douglas Firs that are exceptional in size, age and species. These trees create a strong boundary along 190 Street, setting St. Oswald's apart from its now largely industrial context. There is also a Royal Oak Tree planted on the site, signifying connections to the Anglican faith and the Mother Country.

Character-Defining Elements

Key elements that define the heritage character of St. Oswald's Anglican Church include its:

- prominent corner location, at the corner of 190 Street and 96 Avenue;
- continuous use as a site of worship;
- picturesque and asymmetrical form, scale and massing, with gabled roofs, square bell tower and regular fenestration;
- British Arts and Crafts style, as expressed in the use of natural materials, fine craftsmanship and British historical precedents;
- front gable roof with hipped roof porch with raised gable over entry, clad with wood shingles;
- exterior features such as: horizontal wooden siding; the bell tower; the open front porch with square timber columns and open screenwork; and banks of casement windows;
- interior features such as: the wooden pews with carved ends; wooden panelling; and stained glass in the chancel;
- superior craftsmanship and detailing, including exceptional woodwork and consistent use of decorative motifs throughout;
- surrounding cemetery with early grave markers; and
- associated landscape features such as: a row of four Douglas Fir trees along the west edge of the site; a Royal Oak Tree planted on the site; and other mature shrubs and trees.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Hazelmere United Church

Description of Historic Place

Hazelmere United Church consists of a simple wood-frame pioneer church located at the northeast corner of 184 Street and 16 Avenue in Surrey. Adjacent to the church is a wood-frame school that has been relocated to the site for use as a church hall.

Heritage Value of Historic Place

Hazelmere United Church is significant for its association with the development of the Hazelmere area. Opened up for settlement in 1860, by 1879 Hall's Prairie was one of four small communities that had grown in Surrey. Until 1881, when a road was built through the area down to the American border, the only access was by the Nicomekl or Serpentine Rivers or by a rough trail. Henry Thrift settled in the area and called his farm 'Hazelmere' after the hazel bushes that grew there. When the New Westminster Southern Railway was built through the area in 1891, the local stop was called Hazelmere. Over the years the agricultural focus shifted to dairy farming, due partly to the completion of the BC Electric Railway interurban line in 1910 that allowed greater access to markets.

As the first church built in Hazelmere, Hazelmere United Church is valued as an indication of the importance of religion in the lives of the early settlers. By 1905, Henry Thrift had donated the land for a church on the condition that it be built as non-denominational. The small population of the community meant that separate denominations could not afford to build individual churches, and this allowed members of different denominations, such as the Congregationalists, the Methodists and the Presbyterians to work together to build a common space. Following Unification in 1925, it became home to a United Church congregation. A century later the church continues to serve the spiritual and social needs of this rural community.

The church is valued as a representation of a modest pioneer church, designed in a simple manner with vestiges of Gothic Revival influence. The adjacent hall, a former school built at Hall's Prairie in 1923 and moved to the site in 1949, demonstrates the growth of the local population and the continuing need for public facilities in the area.

Character-Defining Elements

Key elements that define the heritage character of Hazelmere United Church include its:

- location of the church and hall at a prominent intersection in the heart of the Hazelmere community, backing onto the Twin Creek ravine;
- continuous use as a site of worship;
- form, scale, and massing of the church and the hall on one property;
- exterior elements of the church, such as: steep pitch front gable roof with gabled vestibule and shed roof vestry at rear; elements of wood construction such as drop wood siding and cedar shingle roof cladding; Gothic Revival inspired wood-sash pointed arch windows of the church; and stained glass;
- adjacent church hall, including: exterior elements such as its hip roof, exposed rafter tails, wooden siding, cedar shingle roof and original multi-paned wood-sash windows; and surviving interior features such as original woodwork; and
- associated landscape features such as the ravine, groupings of mature coniferous trees on the property and a small grassed churchyard.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Colebrook United Church

Description of Historic Place

Colebrook United Church is a modern A-frame structure designed in the West Coast style, linked to an adjacent new church structure. It is located in the residential neighbourhood of Panorama Ridge in Surrey, and is surrounded by single dwelling houses.

Heritage Value of Historic Place

Colebrook United Church is valued as an indicator of the population growth in the Panorama Ridge neighbourhood of Surrey, following the end of the Second World War, as many returning soldiers and their families settled in the area. When the parish was founded in 1947, they purchased an old community hall, moved it to this site, and rebuilt and enlarged it for use as a church. In 1959, a new church was built to its south side, reflecting the continued expansion of the parish within a relatively short time. The original building on the site has now been replaced by a large new structure, indicative of the still growing congregation; three stained glass windows and the doors from the original building were salvaged and re-installed in the new building. The 1959 church has been retained in pristine condition and has been incorporated into the new complex.

Architecturally, Colebrook United Church is significant as an intact and excellent example of a post-war religious structure, designed at a time when vertical proportions and expressionistic roof structures, rather than traditional styles and ornamentation, were used to highlight spirituality. The A-frame configuration, a common variation on the West Coast style, was enabled through the use of laminated wooden beams. The structure employed a variety of materials - including coloured glass, stone walls and an extensive use of wood surfaces - in non-traditional ways, resulting in a composed and balanced interior that expresses spiritual calm. The use of solid walls at the lower level, with clerestory windows above and a large window assembly centred on the front facade, visually enclose the sanctuary, but allow it to be flooded with light in a way that enhances the soaring nature of the roof form.

The Colebrook United Church is also significant as the first post-war era building in the City of Surrey to receive heritage protection, based on its architectural significance and its interior and exterior integrity.

Character-Defining Elements

Key elements that define the heritage character of the Colebrook United Church include its:

- location on a heavily treed lot in a residential area;
- continuous use as a church;
- form, scale and massing as expressed in its verticality, symmetrical A-frame roof configuration and asymmetrical massing of the base;
- original exterior elements, including: random ashlar multi-coloured stone walls, running straight across the front facade and curving into the side entry, and continuing down the side facade; front facade stained glass window assembly with cross motif; and vertical wooden siding in front gable;
- original interior features, including: wooden pews; exposed wood surfaces such as the laminated trusses and plank ceilings; and hanging metal light fixtures;
- cornerstone: 'To the Glory of God Colebrook United Church Oct. 25, 1959. Founded 1947.';
- features from the earlier church incorporated into the new church building, including doors and a three-part stained glass window assembly; and
- associated landscape features such as large mature trees.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

St. Mary's Ukrainian Greek Orthodox Church

Description of Historic Place

St. Mary's Ukrainian Greek-Orthodox Church is a traditional Orthodox Church located in a mixed commercial and residential part of the Whalley neighbourhood of Surrey. Its distinctive roof form is a landmark in the area.

Heritage Value of Historic Place

St. Mary's Ukrainian Greek-Orthodox Church is significant as a landmark place of worship for over half a century. A large population of Ukrainian-Canadians were among the many groups of people that settled in Whalley, and they soon recognized the need for their own place of worship. After the church property was purchased about 1948, through donations and fundraising, construction on the church began in 1950, and was completed in 1955 with volunteer labour. The use of the historical style for the church, at a time when many churches chose to build in new modern styles, indicated a strong desire to maintain a distinct community identity. St. Mary's is valued for its traditional Greek-Orthodox architectural features, such as the cross-gabled roof on a Greek cross plan, with an octagonal dome over the central interior space. The interior also features traditional elements such as a carved iconostasis screen. It remains a symbol of the Ukrainian community, and traditional Ukrainian Greek Orthodox services are still held at St. Mary's.

St. Mary's is also significant for its association with the development of the Whalley neighbourhood, which originated as a local service centre after the Pacific Highway was paved in 1923. This became a favoured location for auto-based businesses, and local growth accelerated with the opening of the Pattullo Bridge in 1937, and the completion of the King George Highway in 1940. The transportation corridors throughout the area facilitated rapid settlement after the end of the Second World War.

Character-Defining Elements

Key elements that define the heritage character of St. Mary's Ukrainian Greek-Orthodox Church include its:

- location near the centre of Whalley;
- continuous use as a Ukrainian Greek Orthodox church;
- form, scale and massing as expressed in the complex three-dimensional articulation, Greek cross plan, bell towers flanking the central entry and a central octagonal dome marking the crossing of the transepts;
- traditional elements of Greek Orthodox church architecture, including the concave flared octagonal dome and octagonal

- turret roofs surmounted by Orthodox crosses, round-arched window openings and the interior cruciform volume;
- wood frame construction, with wooden siding under the later vinyl siding;
- exterior elements such as: sheet metal cladding on the domed roofs; square, partially inset bell towers on each side of the central front entry; complex fenestration with multi-paned single-assembly sash surmounted with round-arched tops with fan pattern muntins; and a single octagonal window above the front entry;
- interior elements such as a carved iconostasis screen and coloured glass panels in the windows;
- twin brass name plaques flanking the central front entry, in English and Ukrainian; and
- associated landscape features such as a wrought iron fence with concrete fence posts and a concrete arch marking the entrance.

Schools

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Elgin Centre School

Description of Historic Place

Elgin Centre School is a one-storey vernacular rural schoolhouse located in a park-like setting in South Surrey. Typical of standardized school architecture of the time, it is clad in wood siding with a gabled roof facing the street, a gabled front porch, and banked fenestration along the north facade. This location was at the junction of two historic transportation routes, Semiahmoo Trail and Crescent Road.

Heritage Value of Historic Place

Elgin Centre School is valued by the people of Elgin as an indication of the importance of education in the early days of settlement, and also for its association with the development of the Elgin area. Until 1875, Semiahmoo Trail was the only passable land route between New Westminster and Blaine, Washington. With the construction of the Elgin Hotel in about 1870 and the establishment of a Customs Outpost, Elgin or 'Port Elgin' became an important stopover point and river crossing for travellers to and from the United States. The low-lying land in the area flooded frequently, but after a series of dykes were constructed, agriculture became the predominant activity, spurring a growth in population. Given the local growth, after the end of the First World War it was decided that a new school would be located at Elgin, rather than at Mud Bay. Barbara Lamb donated the land on which Elgin Centre School now stands, and the new building opened for classes in 1921. The school closed in 1984, and was then transferred to the City of Surrey for operation as a recreation centre.

The school is a valuable reminder of the spirit of volunteerism that was so important in the establishment of young

settlements. It was built due to local initiative that involved multiple communities joining together to reach a common goal. This is one of the last one-room schoolhouses remaining in active use in Surrey.

Character-Defining Elements

Key elements that define the heritage character of the Elgin Centre School include its:

- location on a prominent intersection at the junction of two historic transportation routes
- continuous community use;
- modest form, modest scale and massing typical of standardized school design of the 1920s
- wood-frame construction, including wooden structural elements, wooden siding and cedar shingle roof cladding;
- exterior features, such as the front gable roof; central front gable entry porch; decorated bargeboards, internal brick chimney; and fenestration, including the banked row of windows on the north wall; and
- associated landscape features such as grassed schoolyard and mature perimeter trees.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, December 2004

Old Anniedale School

Description of Historic Place

Old Anniedale School is a simple wood-frame, one room schoolhouse, rectangular in plan with a hipped roof and an enclosed central entry porch. The school bell hangs adjacent to the entrance. Typical of the standardized school design of the era, a bank of multi-paned sash windows lights one side of the classroom. The school is in notably intact interior and exterior condition, and has been relocated to a schoolyard. Its position makes it highly visible from the Trans-Canada Highway.

Heritage Value of Historic Place

Old Anniedale School is valued as one of the earliest schools built in Surrey, and as the City's oldest surviving school. Originally located at the corner of 96 Avenue and 184 Street, it opened in 1891 with thirteen pupils and, until it closed in 1954, it played a vital role in the education of the community's children. During all the years of its operation it had the local distinction of having the highest percentage of its graduates obtain university degrees.

Old Anniedale School is also significant for its association with the development of the Tynehead and Anniedale neighbourhoods, first settled in the 1860s by the Bothwell brothers, who pre-empted land along the Coast Meridian Road (168 Street) near the headwaters of the Serpentine River. Surveyed in 1859, the Coast Meridian was defined by the meridian of longitude closest to the Pacific coast at the 49th parallel. Settlement occurred at an early date as logging, farming and fishing developed in the area. The school demonstrates the early growth and maturation of the local community.

The school is also valuable as an early example of standardized school planning and a reflection of the principles of education mandated by provincial authorities. The plans for the building were provided by the British Columbia Department of Lands and Works, who contracted Samuel Edge as its contractor. This is also a rare surviving example of a one-room schoolhouse, once common in emerging rural settlements, but often replaced by larger schools as local populations expanded.

The school's historic value to the community was recognized by the Anniedale Parent Teacher Association, which relocated it in 1975 to its present site in a later schoolyard. It continues to play a valuable role in the interpretation of the history of education, through the presentation to modern students of turn-of-the-century school lessons in an historic environment.

Character-Defining Elements

Key elements that define the heritage character of the Old Anniedale School include its:

- landmark location, visible from the Trans-Canada Highway;
- continuous use in an educational context;
- modest form, scale and massing as expressed by its one-storey height and one-room configuration;
- exterior elements, such as its hipped roof, central enclosed entry porch and internal red brick chimney;
- wood-frame construction, as expressed by its wooden structural elements, wooden drop siding with cornerboards, vertical foundation skirting and cedar shingle roof cladding;
- 4-over-4 wood-sash windows; banked in quadruple assembly on the east facade, and two in single assembly on the west facade; and
- surviving original interior features.

Appendix II

Sample Of The Canadian Register Of Historic Places (CRHP)

The screenshot shows the top portion of the website. It features a dark red header with the text "Canada's Historic Places" and a small blue question mark icon. Below this is a light green navigation bar with links for "Français", "Home", "What's New", "About the Tools", "FAQ", "Contact Us", "Site Map", and "Search". A URL "http://www.historicplaces.ca/-_snay" is visible. Below the navigation bar is another dark red section with "Canada's Historic Places" and another question mark icon. A menu is displayed with "The Register", "Standards and Guidelines", and "General Information". The main content area begins with "Welcome to Canada's Historic Places web site!" followed by "Or search by using the drop down menu:". Below this is a search area with a question mark icon and a dropdown menu. The dropdown menu is open, showing "Or search by using the drop down menu:" and "Select a Province or Territory". At the bottom, a paragraph states: "This web site provides access to two new pan-Canadian conservation tools: the Canadian Register of Historic Places, and the *Standards and Guidelines for the Conservation of Historic*".

Places.

Click here to learn about the new pan-Canadian heritage conservation tools

There are many ways to use this web site:

- **Conservation** - The standards and guidelines provide practical advice for conserving your historic place.
- **Education** - Search the register to learn about a building that's part of Canada's history.
- **Research** - Find information about a historic place in your community.
- **Travel** - Locate places to visit on your next trip.

Canada's Historic Places web site is a single source for information about historic places of local, provincial, territorial, and national significance - places that shape our lives, describe our history, and represent the diverse character of our country.

Explore, enjoy, and return! Federal, provincial and territorial partners are adding new listings all the time.

Appendix III

A Summary of the Criteria that Applied for the Selected SOS Sites

The table that follows is a summary of the analysis undertaken by SHAC to select the recommended sites which Council approved by on December 1, 2003 for the preparation of Statements of Significance.

Seven criteria were used to select to prioritise the sites for which the consultant would prepare Statements of Significance. The criteria used by SHAC were as follows:

1. **Legal Criteria:** the site has legal protection (Heritage Designation or Heritage Revitalization By-laws, Heritage Restrictive Covenant, etc.)
2. **Register Criteria:** the site is on the Surrey Heritage Register
3. **City Ownership Criteria:** the site is on lands owned by the City of Surrey
4. **Public Ownership Criteria:** the site is in public ownership
5. **Institutional Ownership Criteria:** the site is in public or private institutional ownership
6. **Revenue Generating Criteria:** the site is in commercial ownership or is a business (revenue generating property, actual or potential)
7. **Special Significance Criteria:** the site has other special significance to Surrey.

Priority was given to those sites subject to Heritage Designation Bylaws under the Heritage Conservation Act or the Local Government Act, or other protection instruments like Heritage Revitalization Agreement Bylaws. City or public ownership, identifiable community institutions like churches and properties that could benefit from future federal commercial incentives were the other criteria. All Statements of Significance sites need to be on the Heritage Register to be eligible for the CRHP.

The table below summarises the criteria that applied to the selected sites. The asterisk denotes sites added to the Heritage Register from the Heritage Inventory on January 12, 2004.

				City	Public		Revenue	Special
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Name of Site	Legal	Register	Owned	Owned	Institutional	Generating	Significance
1. Semiahmoo Trail (*)	✓	✓	✓	✓			
2. 1912 Municipal Hall	✓	✓	✓	✓	✓		
3. St. Helen's Church	✓	✓			✓		
4. Hazelmere United Church	✓	✓			✓		
5. Christ Church	✓	✓			✓		
6. Elgin Hall	✓	✓	✓	✓	✓		
7. Elgin School	✓	✓	✓	✓	✓		
8. 1881 Town Hall	✓	✓	✓	✓	✓		
9. Pillath House	✓	✓	✓	✓			
10. St. Oswald's Church	✓	✓	✓		✓		
11. Crescent Road	✓	✓	✓	✓			
12. Stewart Farm	✓	✓	✓	✓		✓	
13. Red Cedar Stump	✓	✓	✓	✓			
14. Old Anniedale School	✓	✓		✓	✓		
15. Royal Oak Tree in Surrey Centre	✓	✓	✓	✓			
16. Avenue of Trees in Surrey Centre	✓	✓	✓	✓			
17. Robert Dougal McKenzie House	✓	✓					
18. Tynehead Community Hall	✓	✓			✓		
19. St. Oswald's Trees	✓	✓	✓				
20. Latimer Residence	✓	✓					
21. Richardson House	✓	✓					
22. Collishaw House	✓	✓					
23. Daniel Johnson House	✓	✓	✓	✓			
24. Colebrook United Church	✓	✓			✓		
25. Boothroyd House	✓	✓				✓	
26. Baron von Mackensen	✓	✓				✓	
27. Anderson Cabin	✓	✓	✓	✓			
28. Mound Farm (*)		✓	✓	✓	✓		✓
29. Gillis House	✓	✓					
30. Stagecoach House		✓				✓	✓
31. Green Timbers Inaugural Plantation (*)		✓	✓	✓	✓		✓
32. The Peace Arch (*)		✓		✓	✓		✓
33. Rock Tree		✓					✓
34. St. Mary's Church		✓			✓		✓
35. King George Highway and Royal Oak Trees (*)		✓	✓	✓			✓
36. Lorne Circus (*)		✓	✓	✓			✓
37. Great Northern Rail Right of Way (*)		✓	✓	✓			✓
38. Surrey Centre and Old McLellan Road (*)		✓	✓	✓			✓
39. Centennial Totem Pole (*)		✓	✓	✓			✓
40. Redwood Park (*)		✓	✓	✓	✓		✓
41. 1891 Hall (Loyal Orange Lodge) (*)		✓	✓	✓			✓

Note: Although Council also approved the addition of the BC Electric Interurban Line and Brownsville Park sites to the Heritage Register, these sites were not subsequently pursued for Statement of Significance preparation as research beyond the scope of the consultant's contract was required.

CITY OF SURREY STATEMENTS OF SIGNIFICANCE

Donald Luxton and Associates, January 2005

1891 Lodge (Loyal Orange Lodge No. 1471)

Description Of Historic Place

The 1891 Lodge (Loyal Orange Lodge No. 1471) is a one-storey wood-frame institutional building, presently located on 60 Avenue, on the grounds of Surrey Centre Cemetery. It has been relocated from its original site near the historic 'Five Corners' intersection.

Heritage Value Of Historic Place

The 1891 Lodge is significant as one of the oldest surviving public assembly buildings in Surrey and for its role in the early settlement and cultural development of Surrey Branch No. 1471 of the Loyal Orange lodge, which was formed at Grey's Corner, Langley in 1871, with a membership consisting of settlers from Langley and Surrey. In 1884, the Society moved to Surrey Centre. This building was constructed in 1891 on land donated by pioneer settler Arthur Richardson after his wife, Lucy, became tired of the men of the Lodge meeting at their house. The Society and its building served to meet the community and social needs of the largely Protestant families of British origin, who had settled in Surrey Centre. This local group of the Order, that has its roots in an eighteenth century organization founded by Ulster Protestants in Ireland, was founded by several prominent men of Surrey Centre, including George Boothroyd, Reverend William Bell, Abraham Huck, Henry Thrift, and Thomas Shannon.

The building is also valued as a representation of the frontier style of construction that occurred early in the development of the region. Although simple in massing and construction, some of the decorative elements, such as the scroll-cut rafter tails, indicate a pride of place and community in this building and an early use of carpenter ornamentation.

It is also valuable as an example of the type of fraternal organization that helped pioneer settlers bind together as a community and survive in harsh frontier conditions. Developed at a time when churches, not governments, provided social assistance, such associations gave an additional level of mutual support to families in need.

The Loyal Orange Society also provided continuity in the spiritual ties to the Mother Country. The Society (more commonly known as The Orange Order) is a Protestant fraternity with members throughout the world. The Order is primarily a religious organization, but is also involved in social and charitable work. The Order is unique in that it is probably the only organization founded in Ireland that has spread across the world, becoming an integral and vital part of life in many different countries.

Character-Defining Elements

Key elements that define the heritage character of the 1871 Lodge include its:

- form, scale and massing, as expressed by its simple vernacular design, rectangular plan and one room interior
- steeply-pitched front gable roof
- wooden construction, such as wood framing and cladding of drop wooden siding with corner boards
- regular fenestration on the side elevations
- decorative elements such as scroll-cut exposed rafter tails
- surviving interior features including wainscoting, wooden panelling and wood floors
- Insignia on front gable

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