

Township of  
Langley



Est. 1873

---

# COMMUNITY PLAN

---

**FORT LANGLEY**

\$5.15

# THE CORPORATION OF THE TOWNSHIP OF LANGLEY

## LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (FORT LANGLEY COMMUNITY PLAN) BYLAW 1987 NO. 2527

Adopted by Council on October 26, 1987

### AMENDMENTS

<b>BYLAW NO./NAME</b>	<b>MAP/TEXT CHANGE</b>	<b>DATE OF ADOPTION</b>
3204 (Development Permit Area)	Map/Text	May 3, 1993
3710 (Heritage Conservation Area)	Text	October 27, 1997
3757 (Derby Reach Holdings)	Map	March 23, 1998
3826 (Langley Lions Seniors Housing)	Map	November 2, 1998
3809 (Larry & Julie Willoughby)	Map	July 19, 1999
4308 (Fort Langley Fire Hall)	Map	August 23, 2004
4372 (Simpson Hospital)	Map/Text	March 14, 2005
4085 (Interfor)	Map	March 6, 2006

**SCHEDULE "A"**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979, NO. 1842  
AMENDMENT (FORT LANGLEY COMMUNITY PLAN) BYLAW 1987  
NO. 2527**

## TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	LAND USE	1
2.1	REGIONAL ROLE	1
2.2	LAND USE CONCEPT	2
2.3	COMMERCIAL	3
2.3.1	Commercial Core	3
2.3.2	Service Station Commercial	4
2.3.3	Campground Commercial	5
2.4	RESIDENTIAL	5
2.5	INSTITUTIONAL	6
2.6	INDUSTRIAL	7
2.7	PARKS AND OPEN SPACE	7
2.7.1	Overview of Parks and Open Space	7
2.7.2	Municipal Parks	8
2.7.2.1	Community Parks	8
2.7.2.2	Special Purpose Park	8
2.7.2.3	Park Requirements	9
2.7.3	Community Open Space	9
2.7.4	Linear Park System	9
2.7.4.1	Recreational Pedestrian Routes	9
2.7.4.2	Potential Regional Linear Park	10
2.7.4.3	Connection to Brae Island	10
2.8	TOURIST AMENITIES	11
2.8.1	Heritage Resources	11
	Historical Pictures	12
	Historical Pictures	13
	Table 1: Land Use Summary	14
	River Road – Mavis Ave. Intersection	15
2.8.2	Museums	16
2.8.3	Commercial Facilities	17
2.8.4	Recreational Facilities	17
2.9	PEDESTRIAN CIRCULATION	18
2.9.1	Pedestrian Network	18
2.9.2	Sidewalks	18
2.9.3	Recreational Walkways	19
2.10	PARKING	20

## Table of Contents (cont'd)

2.11	MUNICIPALLY-OWNED LAND	21
2.12	HAZARDOUS LANDS	23
2.13	SUMMARY OF RECOMMENDED IMPROVEMENTS	23
2.13.1	The Village Centre Plan	23
2.13.2	Walking and Cycling Routes	25
3.	UTILITY SERVICING	26
3.1	WATER SUPPLY	26
3.2	WASTEWATER DISPOSAL	26
3.3	STORM WATER MANAGEMENT	27
4.	ROADS	27
4.1	GLOVER ROAD	27
4.2	MAVIS AVENUE	28
4.3	REGIONAL ROAD NETWORK	29
5.	IMPLEMENTATION	30
5.1	HERITAGE CONSERVATION AREA	30
5.2	PROVINCIAL GOVERNMENT FUNDING	31
5.3	HERITAGE AREA FUNDING	31
5.4	LIAISON WITH ENVIRONMENT CANADA PARKS	31
5.5	DEVELOPMENT PERMIT AREA	32

#4372 14/03/05

## LIST OF FIGURES

Table 1	Land Use Summary
Figure 1	River Road - Mavis Avenue Intersection
Map A	Village Centre Plan
Map B	Walking and Cycling Routes
Map 1	Community Plan Map
Map 2	Major Road Map
Map 3	Water System Plan
Map 4	Heritage conservation area
Map 5	Open Space Map

## 1. INTRODUCTION

The Fort Langley Community Plan provides a statement of the Township of Langley's policies for the future of Fort Langley. It conforms with the goals and objectives of the Langley Official Community Plan and provides more detailed land use policies.

The community of Fort Langley is a place with a significant historical role which has retained much of the scale and character of a rural small town in the midst of the urbanization of the Fraser Valley. Its character and ambiance are prized by the area's residents. Fort Langley's beauty and small town atmosphere also attract visitors from out-of-town. This attractiveness to tourists is the strength of Fort Langley's commercial area and its hope for future expansion and growth.

The Community Plan seeks to retain the features of the community, which make it such a desirable place to live. The Plan strives to keep the character of the community as improvements to the commercial area, to tourist services, and to recreational amenities of Fort Langley are made.

This Plan results from a Downtown Revitalization Study of the community's commercial core area, completed in 1984, and from a community planning process undertaken in 1986. This planning process involved background research and preparation of a range of feasible future development options for the community. This information was presented to Langley Council in a **Report on Options for Fort Langley** (October 29, 1986) and to the public in an Open House display (November 1, 1986). The results of the Open House and the questionnaire were then used to guide the preparation of this Plan.

## 2. LAND USE

### 2.1 REGIONAL ROLE

Fort Langley is a distinct community within the Township of Langley. It was one of the Province's earliest towns, with the community established next to the Hudson's Bay Company fort. The Fort itself was built at its present site in 1839 - and the Crown Colony of British Columbia was proclaimed there in 1858. The town prospered in its early years as a supply point for the Fraser River gold rush.

Fort Langley has retained much of its historical land use pattern. The entire community is situated on a rise of land surrounded by the Salmon River and by farms on the good soils of its flood plain, now within the Agricultural Land Reserve. The Fort, now a National Historic Park, overlooks the Fraser River from this escarpment. The remaining major industrial use is located on the waterfront. Nearby, the commercial area is focussed on the "main street", Glover Road, and surrounded by the community's residential area comprised almost entirely of single family homes.

This historic land use pattern ensures a distinct community identity for Fort Langley. Approaching the community from any direction, there is a clear sense of arrival. Entering town from the north involves crossing the Fraser by ferry and use of a bridge across the Bedford Channel; from any other direction one arrives in Fort Langley's residential area from rural farmland.

Fort Langley also retains a distinct character by virtue of its scale of development. Homes of one and two storeys are sited on large lots. The commercial area is generally comprised of small stores, with individual structures and identities, and primarily one and two storeys in height.

There is also a significant stock of heritage buildings in Fort Langley, including houses, stores, churches, and the Community Hall. The recently restored C.N.R. Station is an important visual focus and tourist resource in the commercial core. The community benefits as well from having a heritage resource of the stature of the Fort Langley Historic Park within it.

As a result of its distinctive scale and character and of its heritage structures, Fort Langley is in a special position to take advantage of its assets and attract tourists and tourist-related development. The best opportunity for economic growth is tourism, particularly the attraction of visitors for day trips from throughout the Lower Mainland. Significant improvements to the commercial, recreational, and tourism amenities of Fort Langley can be compatible with retention of the existing, and highly valued, character of the community.

## **2.2 LAND USE CONCEPT**

The land use concept for Fort Langley's future reinforces its regional role. The intent of this Plan is to foster the introduction of improvements within the commercial core area and to the recreational and tourist amenities while protecting the community's scale and character.

The existing single family residential area, which comprises the majority of Fort Langley, will continue to develop at the permitted minimum lot size of 930 square metres where vacant and subdividable land is available. Densities should not increase since residential lot size is a factor of land area required for wastewater disposal tile fields.

Current population figures are estimated at 2,376 people (1986). Fort Langley's growth has been considerably slower than that of other parts of the Township of Langley where new subdivisions have been created.

Under the Community Plan, residential growth will continue to be limited. Nevertheless, there are locations within Fort Langley which could be developed or redeveloped to permit additional people to move into the community. For example, residential units could be located on vacant lots and introduced over stores within the commercial core.

Population projections for Fort Langley estimate 2,450 residents in 1991 and 2,540 by 1996. These estimates represent limited residential growth of the community from its 1981 Census population of 2,326. In order to achieve these estimates, most of the remaining development opportunities, both already existing under current zoning and subdivision regulations and those created by the land use concept of the Community Plan (should rezonings be undertaken), will have to be used. Therefore, a population of 2,540 could be considered an ultimate one under this Plan.

However, a maximum population of 2,830 by 2011 was projected, at a comparable slow rate of growth, for the purpose of planning municipal services, particularly for modelling the requirements of the water supply system, to ensure that these services are adequate for all feasible future development. It also permits an assessment of the possibility of new wastewater treatment technology coming into cost-effective use within the next twenty years which would permit significant residential development over commercial uses within the commercial core to be feasible, as is already permitted under current zoning regulations.

## **2.3 COMMERCIAL**

### **2.3.1 Commercial Core**

The Fort Langley commercial core focuses on Glover Road between St. Andrews Street and the bridge across Bedford Channel. It is intended that this commercial core be a compact, pedestrian-oriented shopping area. The Fort Langley Downtown Revitalization Study (1985) serves as a guide to both public and private developments in the commercial core. Improvements to pedestrian sidewalks and crosswalks are currently being implemented as part of the reconstruction of Glover Road.

---

*Policy: The objective of the commercial core is twofold: to provide retail commercial, personal services, and offices to serve the residents of Fort Langley and its surrounding service area and to offer retail commercial and food services oriented to out-of-town visitors.*

---

Key to the revitalization guidelines for Glover Road is the heritage building theme for commercial buildings fronting on Glover Road and Mavis Avenue. These theme

guidelines call for the restoration of heritage buildings and older buildings with potential heritage interest and for treatment of contemporary and new buildings with elements to complement the heritage theme.

The heritage theme for the key streets in the commercial core was adopted to protect Fort Langley's advantage as a tourist destination within the Lower Mainland and to promote new development and streetscape improvements to increase its appeal to visitors.

At present, Fort Langley's intimate character in the commercial core is protected by the fact that larger and higher buildings are difficult to achieve due to the on-site wastewater disposal constraints. However, the Community Commercial zoning in the commercial core permits much taller buildings (12 metres) and higher density residential use (74 units per hectare) than that of current development. If a developer could solve the problem of servicing to the satisfaction of the Ministry of Health, then a substantially larger building than is now found in the commercial core could be built.

3710 97/12/01 The Heritage Conservation Area shown on Map 4 will serve two important objectives: it will ensure that new development will respond to the heritage theme, thereby enhancing the commercial core's attractiveness to tourists, and it will protect the area from the introduction of much larger new buildings in a style which could potentially affect the scale and character of the core area. (Refer to section 5.1.)

### **2.3.2 Service Station Commercial**

There are three sites zoned for service station uses within Fort Langley: on the northeast corner of Glover Road and St. Andrews Street, on the southwest corner of Glover Road and Mavis Avenue, and the southeast corner of Church Street and Mavis Avenue. The community supports three service stations at present by virtue of the through traffic generated by the ferry service. Once the ferry service is abandoned, the sites already zoned for service station use should be more than adequate to serve the Fort Langley area for the foreseeable future.

If an additional service station is sought in the future, it should not be located to front on Glover Road. The large building setbacks and usual contemporary design of service stations is not compatible with the objective of promoting a heritage theme for Glover Road, as described in the Fort Langley Downtown Revitalization Study (1985).

If existing service stations are found to be in excess of demand after the ferry closes, redevelopment of service stations to other commercial use should be designed to meet the streetscape objectives and heritage theme for Glover Road and Mavis Avenue.

### 2.3.3 Campground Commercial

The block bounded by Taylor Street on the west, by Mavis Avenue on the north, and by McBride Street on the east is zoned for campground use. This use is regulated by both the Township of Langley Zoning Bylaw and by the "Langley Campground Regulation Bylaw".

At present, this use complements the intent to provide tourist services within Fort Langley's commercial core area. Additional campground use is not recommended. Adequate provision for campgrounds has been made on Brae Island, immediately across the bridge at the north end of Glover Road.

## 2.4 RESIDENTIAL

Single family residential development is the predominant land use in Fort Langley. Most of the Plan area is designated as "Single Family Residential" on the Community Plan Map. The housing stock is unusually mixed, ranging in size from small cottages to homes with many bedrooms and in age up to 80 years.

---

*Policy: Single family residential use should continue to be the dominant land use and residential housing type in Fort Langley.*

---

Current zoning generally permits subdivision to lots of 930 square metres. However, exceptions may be made to allow lots with a minimum of 90% of the required lot area where the surrounding subdivision pattern has lots which are smaller than the permitted minimum. Under this subdivision requirement, there remain few opportunities to create new single family lots within Fort Langley. Nevertheless, lot sizes should be kept within the current size limits in order to ensure that tile fields have sufficient site area for effective operation.

There is one multiple family site in Fort Langley: the townhouses on the corner of McBride Street and Mary Avenue. Since these townhouses were built, the zoning has been changed to exclude similar uses from being built in the surrounding blocks of the commercial core. Accessory residential uses are permitted above the first floor in commercial buildings within the commercially zoned area at the centre of the community. Few commercial buildings have been constructed with residential uses within them. The potential number of units from this form of development is currently limited by tile field requirements but could be increased significantly if permission were obtained for the use of holding tanks or an alternative means of wastewater treatment and disposal.

The only other residential use in the commercial core of Fort Langley is a mobile home park on McBride Street. The block immediately north of the mobile home park on the west side of McBride Street is zoned for a commercial campground.

In the future, single family homes will continue to be the form of residential development permitted in Fort Langley. Over the next years, it is anticipated that new houses will be built at the rate of a few each year on vacant or newly subdivided sites or replacing older homes.

While Fort Langley is generally not an appropriate location for multiple family development, there are special situations in which a community should consider multiple family uses. For example, a multiple family development could be considered desirable if it were sponsored for a particular user group within the community, such as senior citizens who might otherwise be forced to move out of Fort Langley to obtain an appropriate dwelling unit, or by a specified institutional group, such as one of the community's churches or service clubs.

If a multiple family use is sought by the community in the future, it should be low density (not in excess of 30 units per hectare) and compatible in scale (not in excess of 2 1/2 storeys in height) and design to Fort Langley. The appropriate location for such a use is in the vicinity of McBride Street including the present mobile home and commercial campground sites and the remainder of the block next to the existing townhouses fronting on McBride. Any such use would require approval of the wastewater disposal system by the Ministry of Health.

## **2.5 INSTITUTIONAL**

For its size, Fort Langley is well served by a variety of institutional uses, both public and private. Institutional uses include educational, religious, community service, and other public-oriented facilities.

There are two schools within the community: Fort Langley Elementary and Fort Langley Junior Secondary. There is a centrally located Community Hall and the nearby Firehall No. 2. Four churches are situated within the community. In addition, there are the Simpson Private Hospital, the Lions Club building, and Douglas Manor, sponsored by the Lions.

Any new institutional uses locating in Fort Langley could be accommodated within either the residential or commercial areas, provided that the buildings which house them are in scale and of complementary design to adjacent existing uses. Individual review of each case is required to determine its compatibility with adjacent uses.

---

*Policy: New institutional land uses should be permitted within Fort Langley provided that each is demonstrated to be compatible with the uses in its immediate vicinity both in use and with respect to the buildings which house the use.*

---

## **2.6 INDUSTRIAL**

Over the years, Fort Langley's industrial base has shrunk to the point where there are only two uses with industrial zoning. The sole heavy industrial use is McDonald Cedar occupying the flats between the Fraser River and the railway tracks west of Glover Road and behind the Derby Reach Restaurant. This use is well established and will likely continue into the future. This major industrial presence contributes to the character of the waterfront and provides a link with the river's industrial heritage.

The second industrial use is an auto body shop on Mavis Avenue west of Glover Road, which provides a service industrial function complementary to the adjacent commercial area fronting on Glover Road.

No expansion of industrial use is considered desirable in the future, except on land already zoned for industry.

---

*Policy: No additional land for industrial use should be created within Fort Langley.*

---

## **2.7 PARKS AND OPEN SPACE**

### **2.7.1 Overview of Parks and Open Space**

The community of Fort Langley has two municipal park sites within its boundaries. Two local schoolgrounds provide additional public recreation space and facilities. However, there are many other open spaces within Fort Langley which are either public or accessible to the public and which greatly expand the passive recreational opportunities available in the community.

Furthermore, there are recreational opportunities afforded by roads and pedestrian routes both within Fort Langley and connecting to attractive walking and bicycling destinations in the surrounding areas. There are potentially more recreational routes in the area.

### **2.7.2 Municipal Parks**

### 2.7.2.1 Community Parks

---

*Policy: The community park should provide for the active athletic and recreational requirements of the community.*

---

The municipal park which meets this objective within Fort Langley is a community park/school at the Fort Langley Junior Secondary School (3.89 ha) with playfields and school related play equipment combined with the adjacent Fort Langley Community Park (2.3 ha) with a variety of active and passive park facilities including a pool, dressing rooms, washrooms, concessions, playfields, and a fitness track.

### 2.7.2.2 Special Purpose Park

---

*Policy: Waterfront access to the Fraser River within Fort Langley should be available to both residents and tourists. The appropriate designation for waterfront park is special purpose park.*

---

Fort Langley Marina Park (.68 ha) is the community's only special purpose park. It features passive recreation facilities including picnicing, parking, restrooms, and boat launching. It provides recreational opportunities through access to the riverfront to both local residents and to out-of-town visitors, particularly those with small boats. Adequate parking to support recreational boat launching should be available.

*Policy: A master plan of Marina Park should be undertaken in order to determine the optimum location for the pedestrian waterfront link and to consider the possibility of a link to Glover Road, perhaps over the river itself on a boardwalk. Marina Park development should complement the improvements planned on Parks Canada lands to the east.*

---

### 2.7.2.3 Park Requirements

Fort Langley is currently below municipal standards for publicly-owned park and recreation areas. The Parks and Recreation Comprehensive Plan Update (1982) suggests that some of the community's park requirements will be met by community athletic and passive park development in nearby Walnut Grove.

Provision of new parkland within Fort Langley is constrained by the lack of vacant land.

In recognition of the fact that park facilities are below standard in terms of site area, it is important that available park and other public open spaces be effectively and efficiently used. New development, especially that on the municipally-owned lands near the Fort, should seek to provide landscaping and passive recreation areas as part of their overall development concept.

## 2.7.3 Community Open Space

---

*Policy: The role that public open space plays in providing additional passive recreational opportunities within Fort Langley should be recognized, protected, and enhanced.*

---

In addition to its public parks, the community of Fort Langley enjoys a number of other public open spaces which contribute to the recreational opportunities available to its residents. These open spaces include the Fort Langley National Historic Park with its landscaped setting and picnic area, the green space in front of the Community Hall, and the Fraser River waterfront. There are plans to landscape more fully the open space adjacent to the C.N.R. Station along Glover Road which will provide both an open space amenity as well as a garden with heritage interest.

The important role that these open space areas play in augmenting the character of the community should be recognized and protected. As future development takes place in the commercial area, additional opportunities to provide landscaping and open space amenities should be sought (refer to Map A).

## 2.7.4 Linear Park System

### 2.7.4.1 Recreational Pedestrian Routes

Recreational walkways are a key part of the recreational resources of Fort Langley. Linear park experiences help to enhance the strong impression of landscape and rural character for the community. Recreational walkways are discussed in detail in section 2.9.3.

Heritage walking tours are another linear recreational experience which Fort Langley offers (refer to section 2.8.1 and Map B).

#### 2.7.4.2 Potential Regional Linear Park

The Greater Vancouver Regional District has a long term interest in the provision of a linear park with a walking trail along the south side of the Fraser River through Fort Langley and continuing westward to the Derby Reach Regional Park.

A linear park link along the Fraser River will add another significant attraction for visitors to the Fort Langley area. This link would offer heritage interest since the site of the original fort, relocated to Fort Langley within a few years of its founding, is located within the G.V.R.D. park. The commercial enterprises and other tourist-oriented facilities should benefit from an increase in patronage and the community's residents will enjoy another recreational amenity.

---

*Policy: The Township of Langley should encourage detailed planning for and development of a linear park link between Marina Park in Fort Langley and the Derby Reach Regional Park.*

---

In the short term, a cycling link on the road shoulder could connect Fort Langley and the regional park (refer to Map B).

#### 2.7.4.3 Connection to Brae Island

Brae Island is an important landscape resource for Fort Langley both as a view from across Bedford Channel and as a destination for walking and bicycling. The bridge over the channel of the Fraser River is key to this linear recreational opportunity

---

*Policy: The Township of Langley should work with the Ministry of Highways to ensure that any reconstruction of the bridge across Bedford Channel makes good provision for both pedestrian and bicycle use as well as for vehicles, and is consistent with the Downtown Revitalization Plan.*

---

A safe pedestrian and cycling route to link with the ferry and Brae Island should be developed. Such a route could attract visitors from the Maple Ridge area to combine a trip on the ferry with walking or cycling to Fort Langley.

## 2.8 TOURIST AMENITIES

### 2.8.1 Heritage Resources

Fort Langley is fortunate to have retained a stock of heritage structures from its early days. There is an active interest in the heritage resources of Fort Langley by residents and by the Langley Heritage Society.

To date, two structures within Fort Langley have been designated as heritage buildings by the Township of Langley: the Fort Langley Community Hall (1930) designed by early B.C. architect Archibald Campbell Hope and the recently renovated Canadian Northern Railway Station (1915).

Six other heritage buildings are included in the inventory prepared by the Heritage Society: St. George's Anglican Church, the Coronation Block, the Marr House, the Hadden House, St. Andrew's United Church, and the Bedford House Restaurant. (Refer to Maps A and 4 for the location of these heritage buildings).

In addition, the Fort Langley Downtown Revitalization Study (1985) identified a number of other buildings with heritage interest within the commercial core of the community. These early buildings contribute to the character of the downtown area, even if they have undergone alterations over the years.

The community's stock of heritage buildings is a very significant tourist amenity. Their presence in the commercial area serves to create interest for visitors. Each building is an opportunity to interpret Fort Langley's history and to promote a tourist attraction to complement the Fort and other museums. The use of the C.N.R. Station as a visitors information site is very supportive of the goal of maximizing the heritage interest of Fort Langley for tourists. Brochures available to tourists which lead them on a walking tour of Fort Langley's heritage buildings also contribute to increasing the depth of interest for visitors to this area.

---

*Policy: Walking tours and other means of providing visitors to Fort Langley with information to enhance their appreciation of heritage resources in the community should be encouraged.*

---

In the future, the stock of heritage buildings is key to increasing the attractiveness of Fort Langley to visitors. Efforts to renovate buildings in keeping with the heritage theme for the downtown will aid in promoting the commercial area as a tourist destination. (Refer to section 5.1).





**TABLE 1: Land Use Summary**

	<b>Net Area (hectares)</b>	<b>Percentage</b>
Single Family Residential	82.2	68
Multiple Family Residential	0.4	less than 1
Mobile Home Park	0.9	less than 1
Campground	0.8	less than 1
Commercial	8.2	7
Heavy Industrial	5.2	4
Light Industrial	0.08	less than 1
Institutional	12.9	11
Park	3.4	2
School	6.3	5



---

*Policy: Upgrading and adaptive use of heritage buildings is encouraged wherever possible over demolition and construction of new buildings.*

---

A heritage walking tour of the points and heritage interest in the Downtown should be promoted as a visitor attraction. A route which links the heritage destinations in the Village Centre is shown on Map B.

## **2.8.2 Museums**

Fort Langley's museums are the cornerstone of the community's attraction for tourists. The Fort Langley National Historic Park is an important visitor destination within British Columbia. The park features the restored fur trading post originally built at this site in 1839. A management plan developed by Environment Canada Parks in 1986 proposes a number of improvements which will introduce new features into the exhibit such as interpretive demonstration sites for historic activities and a demonstration farm/garden. The park planners are also preparing a marketing strategy for promotion of the park which will seek to market other visitor destinations in Fort Langley.

Across Mavis Avenue from the Fort, are two local museums: the Langley Centennial Museum and National Exhibition Centre and the B.C. Farm Machinery Museum. These museums complement the Fort, offering visitors the opportunity to view additional historic displays before or after touring the Fort. The eventual upgrading and possible expansion of these museums and the potential for using land owned by the Township of Langley in this process is discussed in section 2.11.

---

*Policy: The Township of Langley should continue to work with the park planners for the Fort Langley National Historic Park to coordinate the interests of the community with those of the park. To this end, the park planners should be encouraged to consider the objectives of the Community Plan as improvements are undertaken on the Federally-owned land surrounding the Fort. Most importantly this should include integrated pedestrian routes along the waterfront between Glover Road, through Marina Park, and linking to the proposed pedestrian crossing of the C.N.R. tracks north of the Fort.*

---

### 2.8.3 Commercial Facilities

Fort Langley offers a number of commercial establishments which cater primarily to visitors including restaurants, craft and gift shops. The community is known for its concentration of antique shops. Shopping often serves as a recreational activity for out-of-town visitors. Stores oriented primarily to local customers also benefit from tourist activity as people stop to purchase groceries or sundries.

Tourist-oriented commercial establishments tend to benefit from competition. As the numbers of antique, gift, and related shops proliferate, visitors will be willing to travel from greater distances to shop due to the opportunity to see a wide variety of merchandise with one stop.

---

*Policy: Fort Langley should be promoted as both a local and a specialized, tourist-oriented shopping area and new commercial enterprises should be encouraged to locate in the core area.*

---

### 2.8.4 Recreational Facilities

Most of the recreational uses within Fort Langley are oriented to local residents. Fort Langley Marina Park is the key exception. With its boat launch and picnic facilities, this park draws both local and visitor use.

It is appropriate that the parks adjacent to the two schools should serve the community. On the other hand, Marina Park and the public open spaces in and around the commercial core should be used by both local residents and visitors.

---

*Policy: The distinction between resident-oriented parks and those serving both residents and visitors should be encouraged and reinforced in the future.*

---

## **2.9 PEDESTRIAN CIRCULATION**

### **2.9.1 Pedestrian Network**

---

*Policy: The objectives of the pedestrian system in Fort Langley are to provide direct, convenient access for pedestrians to destinations within the community and to provide pleasant, safe walking opportunities.*

---

A good pedestrian network reinforces the objective of a pedestrian orientation for the commercial core as well as encouraging longer stays by visitors. In particular, good pedestrian links between the Fort and museum complex and the commercial area will promote visits into the Downtown by people who park in the National Historic Park's parking lot.

### **2.9.2 Sidewalks**

Sidewalks contribute to the comfort and sense of security of people shopping in the commercial core. Sidewalks and clearly marked pedestrian crosswalks at intersections define where it is expected that pedestrians will walk, demarcating these areas as separate from parking or roadways.

---

*Policy: As road and other public realm improvements are made to the major roads in the commercial core (Glover Road and Mavis Avenue east of Glover) sidewalks should be incorporated in these improvements and should be designed to create a comfortable and attractive pedestrian environment.*

---

The north end of Glover Road, from the river to the intersection with Mavis Avenue, is an important arrival point or gateway to Fort Langley. Improvements should be considered to provide direct and safe pedestrian access both to the bridge and to the recommended waterfront pedestrian link. Sidewalk improvements in this area should be integrated with the Mavis Avenue beautification and should include an extension of the street tree planting.

Should the bridge over the river be rebuilt in the future, the municipality should work with the Ministry of Highways to ensure that it includes wide (at least 3 meters) sidewalks on both sides. The bridge design should be compatible with the heritage theme for the commercial core. Other desirable features would be an outlook with seating and pedestrian-oriented night lighting using an appropriate design of character lighting.

### 2.9.3 Recreational Walkways

Walkways separated from road right-of-ways provide access to parkland and other open space and offer a different kind of pedestrian experience than that provided by sidewalks. Provision of recreational walkways is an objective for new park and open space development within Fort Langley, particularly in the commercial core and the museum district.

The highest priority recreational walkway location is along the riverfront east of the bridge. The park planners for Environment Canada Parks are proposing pedestrian pathways around the Federally-owned land north of the C.N.R tracks to provide access to a series of interpretive sites where early food preparation and industrial techniques would be demonstrated. A reconstruction of the fort wharf, the historic landing point for traders, is also suggested. They propose to link this demonstration area with the Fort with a safe pedestrian crossing of the tracks and River Road.

The walkway system on Federal property should be linked to a riverfront walkway through Marina Park connecting, as a minimum to Church Street, and eventually to Glover Road and westward to Derby Reach Park (refer to section 2.7.5). The Downtown Revitalization Study suggested the idea of a boardwalk built over the surface of the Channel as a means to create a link between Marina Park and the foot of Glover Road.

The boardwalk would permit the pedestrian system to be continuous through a section where privately-owned lands front on the river. If desirable, the boardwalk could incorporate a small craft marina, visitor dock space, provision for fishing, and seating.

The creation of a waterfront pedestrian route between Glover Road and the Fort would permit out-of-town visitors to walk one route over, and another back from whichever location they parked their car. Loop routes of this sort are a definite attraction to encourage tourists to get out of their cars and investigate what the area has to offer. (Refer to Map A for locations of recreational walkways).

---

*Policy: The implementation of a loop route connecting Glover Road to the Fort Langley National Historic Park via Mavis Avenue in one direction and via the waterfront in the other should be a high priority.*

---

## 2.10 PARKING

Up to the time of the adoption of the Community Plan, adequate parking for visitors and shoppers has been available in the vicinity of the commercial core. This parking has been provided by a combination of on-street parking and private, on-site parking. The provision of adequate parking is a key objective since it will ensure the viability of the downtown as a commercial and tourist destination.

Fort Langley historically did not require parking to be provided on-site with new development. Therefore, existing on-site parking has been provided based on the owners' requirements for employee and customer parking. The lack of parking requirements has served to shape a commercial core with a pedestrian scale. The guidelines for commercial development along Glover Road and Mavis Avenue are intended to protect and promote an intense, pedestrian-scale environment in the downtown (refer to section 5.1). This objective is significantly easier to achieve without required on-site parking since parking lots do not contribute to pedestrian interest. In addition, provision of on-site parking is constrained by the requirements for septic fields.

The zoning for Fort Langley makes the community an exception to the general requirements for provision of on-site parking in the municipality. The Plan anticipates an increase in commercial and tourist-oriented development in the downtown. Provision of additional parking spaces within the commercial area is required to protect the current level of accessibility.

A separate Parking ByLaw should be established by the Township of Langley which will require developers of new buildings within the commercially zoned district of Fort Langley to contribute a specific amount for each parking space which would have been required of them within the same commercial district elsewhere in the Township of Langley. The funds acquired by these charges should be used toward the acquisition of land for public parking and/or the upgrading of existing public parking.

---

*Policy: As new development occurs in the commercial area of Fort Langley, funds should be collected from the developers and used to provide public parking in surface lots adjacent to the shopping area in order to ensure that there will be an adequate supply of parking for patrons of the commercial area in the future.*

---

The location which should be improved first for the provision of additional public parking is the north foot of Church Street. This area could either be improved to accommodate public parking as part of the planned improvements to Mavis Avenue or through the use of parking funds from new development.

The redevelopment of the municipally-owned land near the Fort (refer to Section 2.11) and the block which currently contains the Centennial Museum should be planned to accommodate some public parking in a manner which will not intrude on the other public uses of these blocks (refer to Map A).

Any new parking areas created within the commercial core should be planned with the minimum possible impact on the pedestrian ambiance of the area. Landscaping should be used to screen views of parking areas. New on-street parking, especially that created with the improvement of Mavis Avenue, should be defined with curbs and clearly separated from crosswalks.

## **2.11 MUNICIPALLY-OWNED LAND**

The Township of Langley currently owns a number of lots in the vicinity of the Fort. These include the site of the Langley Centennial Museum at the corner of Mavis Avenue and King Street and all except two of the lots in the block bounded by Mavis and Mary Avenues and by King and Royal Streets.

---

*Policy: The lands owned by the Township of Langley east of the commercial area and adjacent to the Fort should be used to benefit the community by providing open space and recreational amenities, to enhance the existing museums in its vicinity by providing either outdoor exhibit and program space or sites for new buildings which could include museum use, and to increase the attraction of Fort Langley to out-of-town visitors.*

---

The municipality should seek to acquire the two remaining lots in the block next to the Fort as they come onto the market. This block represents an opportunity for the municipality to develop a site it owns with uses which will complement the adjacent museums and increase the recreational, cultural, and tourism importance of this area.

As a first step, the Langley Centennial and B.C. Farm Machinery Museums should be asked to study their requirements and objectives for the future. The community should be given the opportunity to review and comment on the museums plans before they are finalized.

The municipally-owned block could potentially provide a new site for museum buildings, permitting a phasing of construction while the exhibits are kept open except for a brief moving period. If the museum study does not indicate a potential or need for new buildings on this block, then the site should be planned with outdoor exhibits and public open space amenities which support the adjacent museum activities. Possible features could include:

- a village green of an historic character to serve as a focus for community and visitor activities such as May Day or the starting point for an annual bicycle race and for historic displays or re-creations. This green could be enclosed along one or more sides by buildings.
- early farm implements or vehicles, and related demonstrations of early farming methods;
- demonstrations of crafts and historic industrial techniques, similar to Folklife at Expo 86;
- an open air setting for performances and concerts and a gathering place for special events;
- relocation of one or two heritage buildings from places within the general Langley area which are characteristic of the historic styles associated with Fort Langley's past and which are slated for demolition at their original sites. A heritage building such as an early farmhouse could be restored and its use interpreted for the public. Heritage buildings can be effectively integrated into a public open space as has been done at Parksite 19 in Vancouver,
- horticultural gardens, with emphasis on historic farm uses and their interpretation. A gazebo in a style from the turn of the century could provide shelter from the weather.
- some public parking could be provided on part of the site, away from view of the central green.

Once the museums requirements are established, the plan for the use of the municipally-owned land might achieve a larger site area by incorporating adjacent road rights-of-way. There are possibilities for road closures to expand the site at the north end of Royal Street, at the east end of Mavis Avenue, or at the north end of King Street, which could potentially be turned into a cul-de-sac.

Furthermore, the acquisition of Lots 1, 2, and 3 behind the Langley Centennial Museum should also be considered in the preparation of the plan for the museums. Ownership of these lots by the municipality would increase the range of options available for the future development and expansion of museums and related uses in this area.

When the plan for the municipally-owned land has been determined and is ready for implementation, it should be rezoned from its current residential designation to civic institutional.

## **2.12 HAZARDOUS LANDS**

Fort Langley is surrounded by the flood plain of the Fraser and Salmon Rivers. Construction of structures on flood plain lands is subject to regulation by the Ministry of Environment and Parks.

---

*Policy: In order to prevent loss of life and damage to property and trauma associated with flooding, it is the object of the Township of Langley to discourage the development of land which may be subject to flooding. Lands subject to a general liability to flood should, where possible, be used for parks, open space recreation, or agricultural uses.*

---

Where there is no alternative land available, and floodable lands are required for development, the construction and siting of buildings and mobile homes to be used for habitation, business, or the storage of goods damageable by floodwaters shall be floodproofed, where relevant legislation exists, to those standards specified by the Ministry of Environment and Parks.

Industrial uses of land subject to a general liability to flood shall be floodproofed to the Designated Flood Level as prescribed by the Ministry of Environment and Parks together with appropriate setbacks.

Floodproofing shall not be required for farm buildings other than dwelling units except for closed-sided livestock structures, which may be floodproofed to less than those standards specified by the Ministry of Environment and Parks.

Map 1 identifies the limits of lands subject to flooding within Fort Langley. These limits are defined by the 6.6 metre contour along the Fraser River waterfront which occurs at the embankment of the C.N.R. tracks.

## **2.13 SUMMARY OF RECOMMENDED IMPROVEMENTS**

### **2.13.1 The Village Centre Plan**

The Village Centre Plan, Map A, presents a graphic summary of many of the key points in Section 2. The following chart lists the area-by-area recommendations contained in Map A.

	<b>Route</b>	<b>Recommendation</b>	<b>Discussion</b>
1.	Municipal lands	Develop area with public facilities, open space, and parking	Refer to 2.11
2.	Parks Canada Historic Site (The Fort)	Relate new visitor and community facilities to Fort	Refer to 2.8.2
3.	Parks Canada proposed historic waterfront development	Encourage Parks Canada to introduce planned visitor attractions	Refer to 2.9.3
4.	Public waterfront walk	Work with Parks Canada to develop a waterfront pedestrian route	Refer to 2.9.3
5.	Marina Park	Integrate waterfront pedestrian route into existing Marina Park	Refer to 2.7.2
6.	The Boardwalk	Consider implementation of a waterfront link between Marina Park and the foot of Glover Road, potentially on a boardwalk over the water	Refer to 2.9.3
7.	North Glover Road gateway beautification	Improve the gateway area adjacent to the river on Glover with pedestrian amenities	Refer to 2.9.2 and 4.1
8.	The Station	Reinforce the significant contribution of the station to the heritage theme	Refer to 2.8.1
9.	Mavis Avenue beautification	Improve Mavis Avenue to create a strong link between the Fort and the commercial core	Refer to 2.9.2 and 4.2
10.	Glover Road Downtown Beautification	Continue to implement the recommendations of the Downtown Revitalization Study	Refer to 2.3.1 and 5.1
11.	South Glover Road gateway beautification	Consider additional improvements, especially street trees	Refer to 4.1

### 2.13.2 Walking and Cycling Routes

Fort Langley is built to a scale conducive to easy walking and cycling. A series of walking and cycling routes would offer a range of interesting destinations to both residents and visitors. Map B depicts recommended locations for both walking and cycling routes in the Village Centre. These routes link, in some cases, to regional routes as shown on Map 5.

The following table summarizes the routes shown on Map B.

<b>Route</b>	<b>Recommendation</b>	<b>Discussion</b>
Downtown Heritage Walking Tour	Promote a walking tour linking all the points of heritage interest in the core	Refer to 2.8.1
Brae Island Link	Provide a safe pedestrian and cycling link to Brae Island and the ferry	Refer to 2.7.4
Derby Reach Route	Consider an interim link for cycling	Refer to 2.7.4
Other Cycling Routes	Enhance local roads for cycling purposes	Refer to 2.9.3
Public Waterfront Route	Create a continuous public pedestrian route along the waterfront from the Fort to Glover Road	

### 3. UTILITY SERVICING

#### 3.1 WATER SUPPLY

Domestic water is currently supplied to Northwest Langley including Fort Langley, by two groundwater wells located on the east side of the Salmon River at 88th Avenue. Water is distributed through the community of Fort Langley by a series of water mains ranging in size from 150 mm to 300 mm in diameter. Water storage for fire protection is provided by a reservoir located near 212th Street and 85th Avenue.

An approval in principle is currently in place to have the Greater Vancouver Water District supply water to the Township within the next few years. The above wells would then be abandoned, eliminating any potential future contamination problem of the well supply by agricultural activities and on-site wastewater disposal in Fort Langley.

The distribution system is adequate to supply water flows for fire protection to the single family residential areas. Higher flows, desirable in the commercial are, cannot be supplied concurrently with the future maximum day domestic water demand.

In order to resolve this problem and provide a more reliable water system, a 250 mm diameter water transmission main should be constructed from 96th Avenue and 216th Street, along 96th Avenue, to connect with the existing distribution system in Fort Langley.

#### 3.2 WASTEWATER DISPOSAL

Wastewater management in the community is currently by on-site septic tanks and tile fields. A few commercial establishments utilize holding tanks that require occasional pumping and disposal of the wastewater in the Township's wastewater treatment plant.

The sand/gravel surface soils allow tile fields to perform satisfactorily in the majority of the residential area due to the relatively low development density. In areas of higher density commercial development, holding tanks have been used where sufficient undeveloped area was not available to construct the required tile field area.

A community wastewater system is not required to achieve the Community Plan. No changes to the current methods of wastewater disposal are proposed.

However, it is not the intention of the Official Community Plan to prohibit the possibility of a community wastewater system for Fort Langley in the future. The benefits of a municipal sewer system are recognized. The decision to proceed with the expenditures represented by a community sewer system will require both a favourable cost-benefit analysis and demonstration of ability to pay for the service by property owners.

### **3.3 STORM WATER MANAGEMENT**

The topography and underlying soil conditions of Fort Langley ensure that a system of natural drainage works extremely well. Much of the precipitation is dispersed by percolation into the underlying sand and gravel soils. At the boundaries of the community, the ground slopes in all directions to surrounding rivers and flood plains, which provide natural destinations for runoff from Fort Langley.

This natural drainage system works so well that the only piped storm sewers which have been installed are limited to very short lengths and culverts to avoid interruption to natural drainage patterns.

With the present level of development of the community, installation of an artificial drainage system cannot be considered appropriate. However, increased development of the community would likely bring with it increased areas of paved surface for roads and parking lots, coupled with drainage restraints such as curb and gutter. Should this occur, concentration of precipitation as runoff at localized points is likely, which could lead to overtaxing of the natural drainage system at these locations. Some form of piped drainage system may then be needed. Road reconstruction or building projects should therefore be required to include adequate drainage facilities.

## **4. ROADS**

### **4.1 GLOVER ROAD**

Glover Road is the most important traffic arterial in the community, as it connects directly to the Fraser River ferry. As a north/south link, Glover Road carries through traffic from the ferry to the Trans Canada Highway at 232nd Street and to the urbanized area of the City of Langley.

Relatively high volumes of traffic are presently carried on this road and the Ministry of Transportation and Highways is in the process of carrying out road improvements. These improvements include the installation of curb and gutter and development of two lanes for traffic and two lanes for parallel parking.

On-going streetscape improvements should be considered for the key gateway area between the intersections at 96th and 88th Avenues. Tree retention and the introduction of new street trees will add to the sense of entry into Fort Langley created along Glover Road.

It is understood that the Ministry of Transportation and Highways plans to build a new bridge across the Fraser River, to the west of Fort Langley in the area of 216th Street. The timing of construction of this bridge is currently unknown, although it is likely to be tied to the rate of development on the north shore of the Fraser and could

conceivably be required within five to ten years. With the completion of this bridge, the Fort Langley ferry will be discontinued. Glover Road will then lose its importance as a through highway and will only serve the local needs of Fort Langley residents and visitors. With the 1986 upgrading,, Glover Road is unlikely to require further improvements, particularly with the likely drop in traffic loading with ultimate ferry closure.

---

*Policy: Glover Road is the most important road within Fort Langley. Any furture roadworks or improvements should be designed to support the objective of an active, compact, and pedestrian-oriented shopping area focused on GLOver Road.*

---

## **4.2 MAVIS AVENUE**

---

*Policy: Mavis Avenue should be considered as the key vehicular and pedestrian link between the Fort and the community's commercial area. It plays an important role in encouraging visitors to the Fort to also spend time in the commercial area. Therefore, it should be upgraded with the objective of creating a safe and attractive pedestrian environment.*

---

Improvements to Mavis Avenue are currently being designed for implementation in 1987. These improvements will create a much improved pedestrian environment and link between the Fort Langley National Historic Park and the commercial core area.

The proposed plan for Mavis Avenue includes new curbs, sidewalks, street trees, street furnishings, and screened and organized parking areas.

As part of these improvements, the River Road/Mavis Avenue intersection should be improved. Currently River Road to Mavis Avenue is designated the through route. As a result, truck traffic from River Road enters Fort Langley at some speed, posing a hazard to local vehicular and pedestrian traffic. River Road should be realigned to intersect Mavis Avenue at a right angle with a stop sign on River Road and continuity of traffic flow on Mavis Avenue to resolve this problem (refer to Figure 1.).

### 4.3 REGIONAL ROAD NETWORK

The regional road network includes those roads which carry through as well as local traffic. Streets designated as part of the regional network within Fort Langley are Glover Road, 88th Avenue, 96th Avenue, and River Road (refer to Map 2.).

Glover Road is the only road under the jurisdiction of the Ministry of Transportation and Highways. 88th Avenue, 96th Avenue and River Road are Municipal arterials which are eligible for revenue sharing grants from the Ministry of Transportation and Highways.

Glover Road is currently being improved by the Ministry of Transportation and Highways. 88th and 96th Avenues are presently adequate for the traffic which uses them and there are no plans for upgrading these roads. River Road is much less heavily trafficed than the other regional roads and is used mainly by truck traffic to and from gravel pits to the east. Changes to its intersection with Mavis Avenue are recommended in section 4.2 and illustrated in Figure 1.

Prior to the preparation of this Community Plan, the regional road network indicated a future diversion of River Road immediately east of the Fort to climb the face of the cliff on the eastern edge of the community and join 88th Avenue at Hudson Bay Street. This diversion had been considered desirable to divert truck traffic from the downtown core of Fort Langley.

The cost of this diversion was estimated at approximately \$2,000,000 for construction costs only. Land acquisition and the cost of underpasses to provide continuity of existing farm access roads would have been additional. Furthermore, the diversion would have placed truck traffic on 88th Avenue between Hudson Bay Street and Glover Road, which is currently a quiet residential area. It was considered that the costs and impact of construction of the diversion route would not have been justified by the benefits it would have achieved. Consequently, the future link has not been shown on the Major Road Map (2).

A more cost effective approach to limiting the gravel truck traffic on Mavis Avenue and Glover Road is for the Township of Langley to insert clauses in new gravel pit development permits to prohibit the use of River Road by gravel trucks from new pits.

## 5. IMPLEMENTATION

### 5.1 HERITAGE CONSERVATION AREA

#3204 - The area shown on Map 4 is designated a heritage conservation area under  
(03/05/93) Section 945 (c) of the Municipal Act for the protection of municipal heritage sites.

As noted previously in this plan, heritage is a very important element in the community. Fort Langley was the first settlement in the Township and one of the earliest towns in B.C. as well as its first capital. Fort Langley's heritage significance is enhanced by several buildings of heritage interest in the heritage conservation area, including two that have been designated as heritage sites.

The purpose of heritage conservation area designation is to protect the heritage character of downtown Fort Langley. This will be accomplished by encouraging new development and alterations that complement and enhance buildings with heritage value and the heritage character of the area.

General building design guidelines are as follows:

- (a) historic buildings should be renovated and restored in a manner appropriate to their individual period and style and, whenever possible, original forms, materials and details should be uncovered or left in place and preserved;
- (b) new construction and infill projects should be designed to blend harmoniously with historic elements of the streetscape; and
- (c) decorative styles which are out of place with the architectural evolution of Fort Langley should be avoided.

3710 97/12/01 Council shall adopt by resolution detailed building design guidelines for this heritage conservation area, encompassing facades, canopies, signage and lighting. In accordance with Section 880(3)(a) of the Municipal Act , a heritage alteration permit is not required for facade improvements (any reconstruction or improvements including new siding, doors, windows, cornices or awnings or canopies to any elevation of an existing building) or signage that is in conformity with these guidelines. A heritage alteration permit is also not required for minor additions that are less than 50 m<sup>2</sup> (538 sq. ft.) in floor area, do not front a road (other than a lane) and are in conformity these guidelines or are constructed in a similar style and of similar materials as the existing building."New signs that are not covered by a heritage alteration permit require a permit under the Sign Control Bylaw and shall conform to the guidelines."

## **5.2 PROVINCIAL GOVERNMENT FUNDING**

Fort Langley is already recognized by the Provincial government as a tourist destination. The fact that Fort Langley's downtown area serves out-of-town visitors as well as local residents may entitle the community to consideration for funding of future programs and projects. At present, improvements to Glover Road, funded by the Ministry of Transportation and Highways and by the Township of Langley have responded to design objectives for Glover Road, especially with respect to the pedestrian environment.

As Fort Langley continues to improve its visitor and community amenities, its role as a Provincial tourist destination will be enhanced. Dialogue with Provincial agencies should be continued with an eye to obtaining funding which is appropriate to community objectives.

## **5.3 HERITAGE AREA FUNDING**

The Heritage Canada Foundation administers the Main Street Program for the revitalization of downtown commercial areas with significant heritage resources within them. The Program is currently in its second phase, which follows after an initial period which focused on demonstration projects such as Nelson, B.C. The current phase provides training, technical services, and consultant support to downtown revitalization efforts sponsored by the local community.

The costs of participation in the Main Street Program are probably beyond the resources available to a community of the small sized of Fort Langley, particularly under current economic conditions. Nevertheless, consideration should be given to the potential of using programs administered by the Heritage Canada Foundation in the future and use should be made of the literature generated by the Foundation from its experience with both the demonstration projects and the current program.

## **5.4 LIAISON WITH ENVIRONMENT CANADA, PARKS**

Fort Langley National Historic Park and the community of Fort Langley will both benefit from efforts made to promote increased, appropriate tourist activities. The current jointly funded marketing study will lead to a coordinated marketing strategy for both the Federal ministry and the Township to follow. Continued liaison and coordination of plans and programs by each group will benefit the objectives of the community.

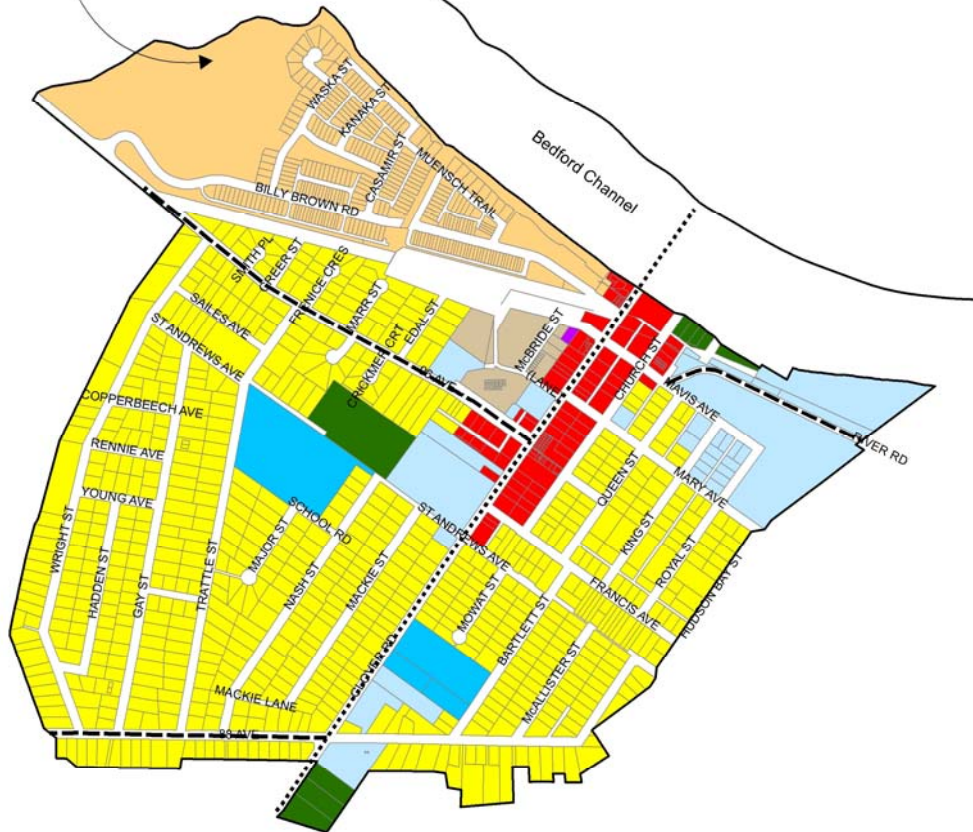
## **5.5 DEVELOPMENT PERMIT AREA**

The area shown on Map 4 is designated a mandatory Development Permit area under Section 919.1 of the Local Government Act. Prior to issuance of a building permit, a Development Permit must be approved by Council. Developments within the Development Permit area must be developed in a manner sympathetic with the Heritage Conservation Area guidelines contained in Section 5.1 and be compatible with adjacent development and uses.













# Fort Langley Community Plan

Note: Lands designated Comprehensive Development in the Township of Langley Bylaw 4842 Amendment (Interfor) Bylaw 2002 No. 4085 are designated as Mandatory Development Permit Area and are subject to Development Permit Area Guidelines as provided for in Schedule F of Bylaw No. 4085



## LEGEND

- |   |                           |   |                  |  |                    |
|---|---------------------------|---|------------------|--|--------------------|
|  | Single Family             |  | Light Industrial |  | Provincial Highway |
|  | Multi Family              |  | Park             |  | Arterial Road      |
|  | Comprehensive Development |  | School           |  |                    |
|  | Commercial                |  | Institutional    |  |                    |

UPDATED: March 6, 2006 - BYLAW 4085