

TABLE OF CONTENTS

1.0 Introduction	2
2.0 Historic Context	3
2.1 The Geography and History of Fleetwood Town Centre	3
2.2 Cartographic History of Fleetwood	7
3.0 Heritage Resources	14
3.1 Map of Heritage Resources	14
3.2 Heritage Site in Fleetwood Town Centre	15
3.3 Heritage Sites Adjacent to Fleetwood Town Centre	17
3.4 Possible Addition	21
4.0 Heritage Options	22
4.1 Heritage Incentives	22
4.2 Regulations	22
4.3 Relocation	22
4.4 Adaptive Reuse	23
4.5 Commemoration and Historical Interpretation	24
4.6 Case Studies: Heritage Interpretation	25
4.7 Themes of Interpretation	27
5.0 Implementation Methods	28

1.0 Introduction

Surrey City Council has recently embarked upon a process for reviewing and updating the Fleetwood Town Centre Plan. This Heritage Study is one of several background studies, which will provide input into the Plan update process, and will assist the City in understanding the history of Fleetwood Town Centre, within the broader context of Fleetwood and Surrey. It will help to ensure that opportunities for the conservation, commemoration and interpretation of the area's heritage are considered in the update of the Town Centre Plan. The report includes the historic context of Fleetwood in Section 2, so that the neighbourhood's heritage resources, detailed in Section 3, can best be understood. In Section 4, heritage options are reviewed and in Section 5, specific recommendations are made.

2.0 Historic Context

2.1 The Geography and History of Fleetwood

Fleetwood was a remote, heavily wooded area until the Yale Wagon Road (now known as Fraser Highway) opened in 1875 and brought more people from New Westminster and Vancouver to the south side of the river. The area was developed relatively recently, and there is little recorded information about Fleetwood's earliest days. Most early settlers preferred the lowlands of the Serpentine or Nicomekl rivers as the land was fertile and easy to clear, and the rivers could be used to transport goods to and from markets¹. The uplands were heavily timbered and clearing them was difficult, slow and expensive work. Only a few hardy settlers took the challenge of settling in the Fleetwood area. However, with an abundance of timber and arable farmland, logging, farming and fishing provided work for early inhabitants².

The earliest settlers chose the area along Yale Road from Pike to Coast Meridian Roads. The area to the west toward Johnston Road (152 Street) was heavily timbered and therefore not settled until sometime later. Among Fleetwood's early settlers were Logan Davis, Guy Whiteside, Joseph Drinkwater, and W.E. Pike. The Davis family arrived in 1889 and established their homestead at the corner of the Pike and Davis Roads (now 160 Street and 88 Ave). The Davis homestead formed the northern end of Fleetwood bordering the Tynehead district. Guy and Ellen Whiteside emigrated from England and pre-empted a homestead of 160 acres at the corner of the Old Yale Road and Pike Road in 1889. They had cleared the land, built a home, and had a family of five by 1900³.

William Pike came to Canada from England in 1850. In 1873, he purchased 154 acres on the north side of Nicomekl River, which he sold in 1877 before pre-empting a quarter section in Fleetwood. William served one year as a Surrey Councillor, and lived in the area long enough to give the local road (160 Street) his name⁴. Around the year 1893, Joseph and Anna Drinkwater arrived in Fleetwood settling on the Coast Meridian Road, just south of the Old Yale Road. Joe worked as the local constable and the tax collector.

1907 saw newcomers Edith and James Francis settle near present-day 160 Street and Fraser Highway. Over the next decade, other members of Edith's immediate family, the Fleetwoods, joined them from England. When World War I was declared many immigrants from England, like the Fleetwoods, enlisted to see action overseas. In August 1915, Edith's brother, Arthur Thomas (Tom) Fleetwood, joined the 47th Canadian Infantry Battalion of the Canadian Expeditionary Forces and was sent to France.

Lance Corporal Arthur Thomas Fleetwood died of wounds received in battle in September 1917. He is buried in Barlin Communal Cemetery in Pas de Calais, France and is commemorated in the First World War Book of Remembrance located in the Peace Tower Memorial Chamber on Parliament Hill in Ottawa. He is also listed on the Cenotaph at the Surrey Museum and Archives⁵. Edith wanted to honour her brother and so she applied to the Provincial Government for a charter to name her community 'Fleetwood' in remembrance of him.

¹ The Corporation of the District of Surrey, 1985 *Surrey's Heritage: A selection of Surrey's historically significant buildings*

² Fleetwood Community Association, 2014, <http://www.fcasurrey.ca/asp/history.aspx>

³ Surrey History, "Fleetwood", <http://surreyhistory.ca>

⁴ Surrey History, "Fleetwood", <http://surreyhistory.ca>

⁵ Fleetwood Community Association, 2014, <http://www.fcasurrey.ca/asp/history.aspx>



Thomas Fleetwood⁶ (Fleetwood Community Association)

In 1917, Howard Henson Swank came to Canada, and in 1922 he purchased eight acres of land in Fleetwood around what is now Fraser Highway and 88 Avenue, along what would become Swank Road (158 Street). He lived in a tent while he built a home, and dug the 80-foot deep well by hand. He worked in road building, running the steam-powered cement mixer when the Fraser Highway was paved.⁷

Fleetwood's growth was gradual but steady during these early years. Homes were located on large parcels of land, and more roads were being built to allow easier access to the settlements. The cementing of the Pacific Highway in 1923 brought increased traffic from New Westminster to the United States through Fleetwood, increasing access and leading to some modest growth⁸.

In 1923, local residents formed the Fleetwood Community Association; Edith Francis was one of the founding members. The Fleetwood Community Hall was built at the intersection of Pike Road (160 Street) and Walden Road (84 Avenue) in the early 1930s, providing space for social functions and community meetings. Dan Roberts donated the half-acre of land and Association members raised funds for the hall's construction through dances held at the Wander Inn. Lumber for the construction of the building, which was undertaken by voluntary labour, cost the residents three-hundred dollars and timber on the site was felled and peeled for sills⁹. The community institutional spine that developed along 160 Street, including the Hall, Fleetwood Park (1930s) and Fleetwood Memorial Church (1950s), effectively established a neighbourhood centre that rivalled the development that was occurring along Johnston Road (152 Street), which had been designated a secondary provincial highway by the early 1930s. This "bi-polar" settlement pattern¹⁰ has persisted to the present as both corridors have developed. The historic function of the Fleetwood Community Hall has remained on 160 Street, as the current Fleetwood Community Centre was constructed across the street from the original building.

⁶ Fleetwood Community Association, 2014, <http://www.fcasurrey.ca/asp/history.aspx>

⁷ Reid, A., 2014, "Heritage projects break down barriers" *The Now Newspaper*

⁸ Surrey History, "Fleetwood", <http://surreyhistory.ca>

⁹ Fleetwood Community Association, 2014, <http://www.fcasurrey.ca/asp/history.aspx>

¹⁰ Evenden, L. J., 1991, Fleetwood in Surrey: The Making of a Place. In *British Columbia: Geographical Essays in Honour of A. MacPherson* (pp. 223-279). Burnaby, BC: Simon Fraser University.



May Day celebrations at Fleetwood Park, 1952,
Surrey Archives



Fleetwood Pool at Fleetwood Park, 1953,
Surrey Archives

During the depression years of the 1930s many people come out to Fleetwood as land was readily available and relatively inexpensive. Many farming families left the Prairie Provinces during the drought of the 1930s to come to British Columbia, where rainfall was more consistent. The families who settled here often held small holdings of 2-1/2, 5 or 10 acres, establishing small 'truck farms'; poultry farming during this time was also a popular occupation¹¹. Some used Fleetwood as a residential base as they travelled to work in other locations. During the 1930s and 1940s settlement moved westward along the Pacific Highway towards Green Timbers and north along Johnston Road (152 Street)¹².

During the war there was significant population growth in the Fleetwood area as housing shortages in Vancouver and New Westminster drove people to look for housing in the Fraser Valley. The end of World War II and the availability of heavy earth moving equipment allowed the clearing and development of Surrey's upland areas¹³. The postwar era also saw growth in settlement and population in Fleetwood, as well as an increase in urban development. Retail and commercial sites tended to locate along Pacific Highway from Coast Meridian Road (168 Street) to Johnston Road (152 Street). When the new Trans-Canada Highway was opened in the 1960s, the former Trans-Canada portion of Pacific Highway was renamed the Fraser Highway.



Fleetwood Strip on Highway: Workers and construction machinery on Trans Canada Hwy.
1952, Surrey Archives

¹¹ Surrey History, "Fleetwood", <http://surreyhistory.ca>

¹² Surrey History, "Fleetwood", <http://surreyhistory.ca>

¹³ Surrey History, "Fleetwood", <http://surreyhistory.ca>

FLEETWOOD TOWN CENTRE HERITAGE STUDY

Despite the increased settlement, agriculture remained an important function of Fleetwood through the postwar era and a handful of sites within or just outside the Town Centre boundaries, including Fleetwood Mushroom Farm (16046 90 Avenue), Fleetwood Nurseries (15543 88 Avenue) and Two EE's Farm Market (Fraser Highway at 164 Street) have been identified as significant forces in the development of the community.



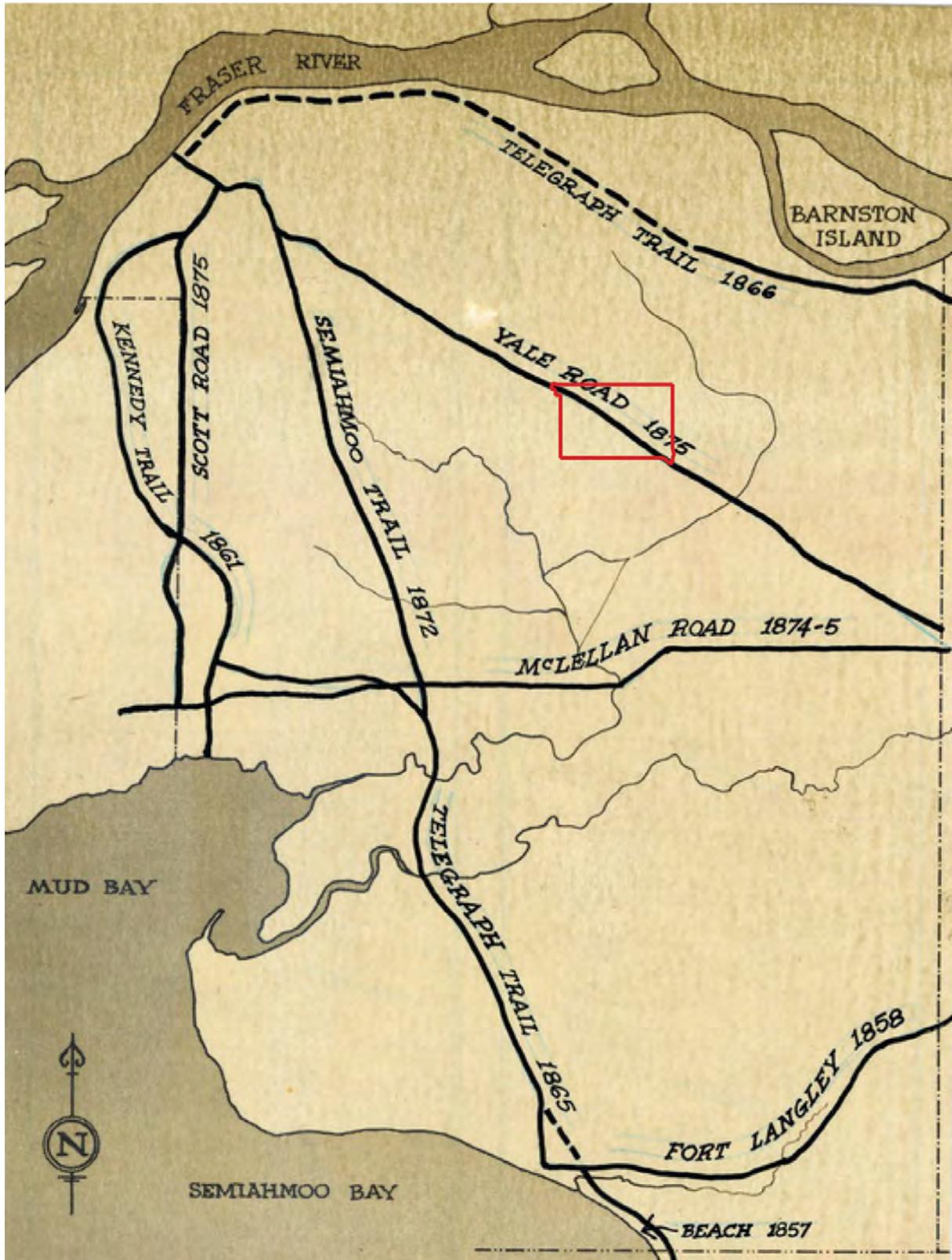
Fleetwood Nurseries, 1965, Surrey Archives



Two EE's Farm Market, 1965, Surrey Archives

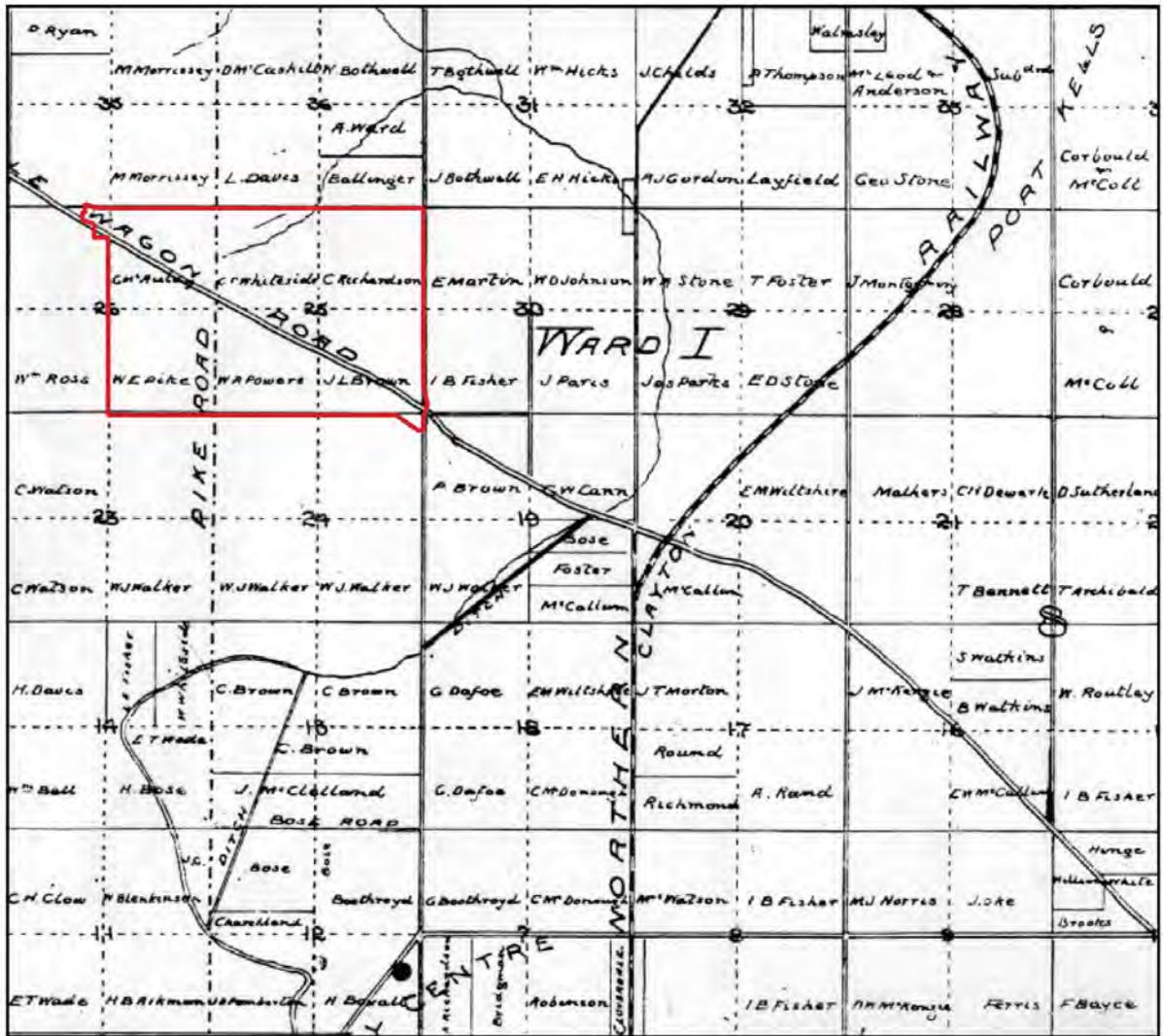
2.2 Cartographic History of Fleetwood

Several maps were provided by the City of Surrey Archives, which help to provide a visual history of the Fleetwood area and its evolution over the past 140 years. The boundaries of the Fleetwood Town Centre are outlined in red.



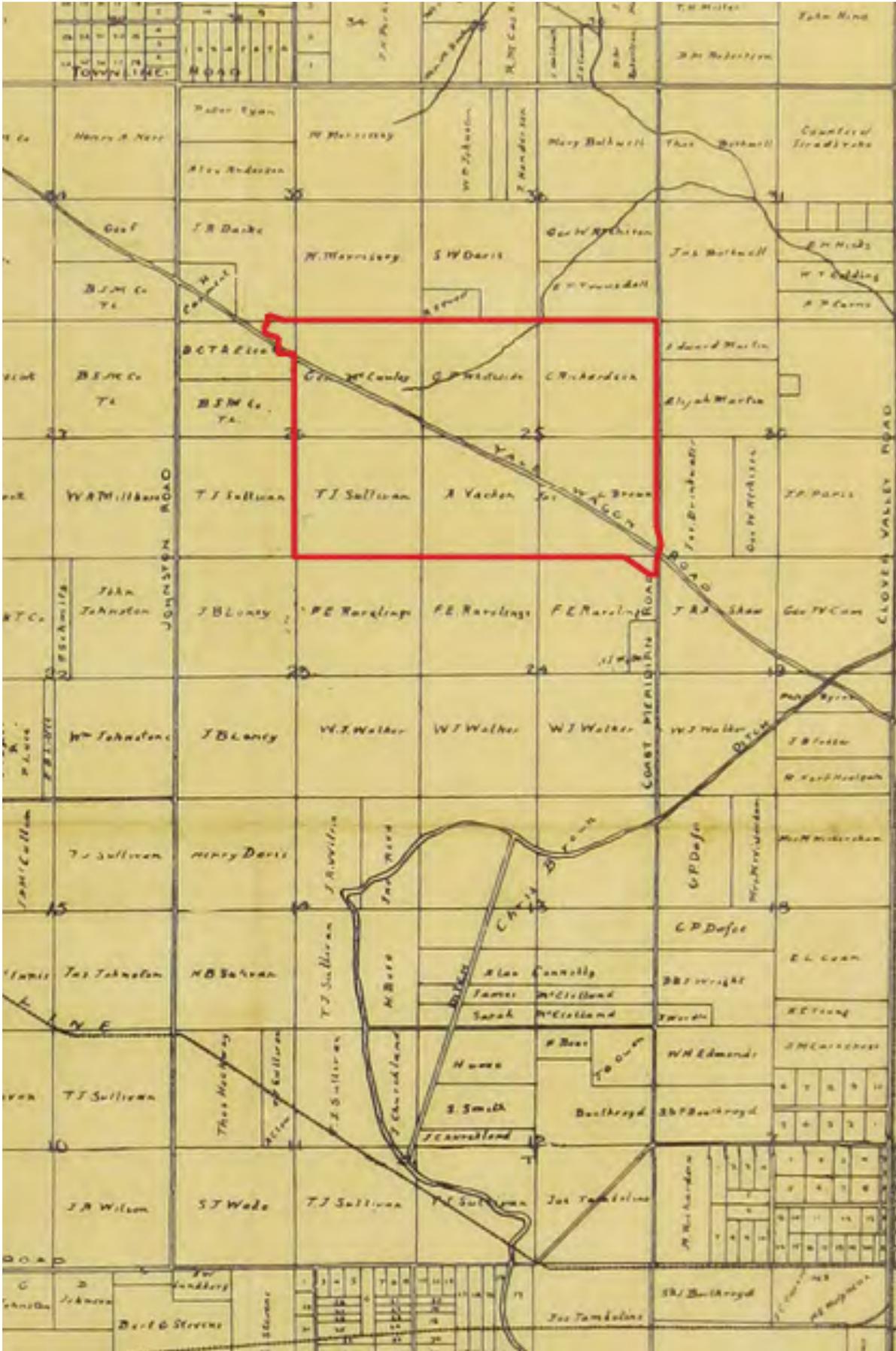
First Trails in Surrey, map produced 1969-70

FLEETWOOD TOWN CENTRE HERITAGE STUDY

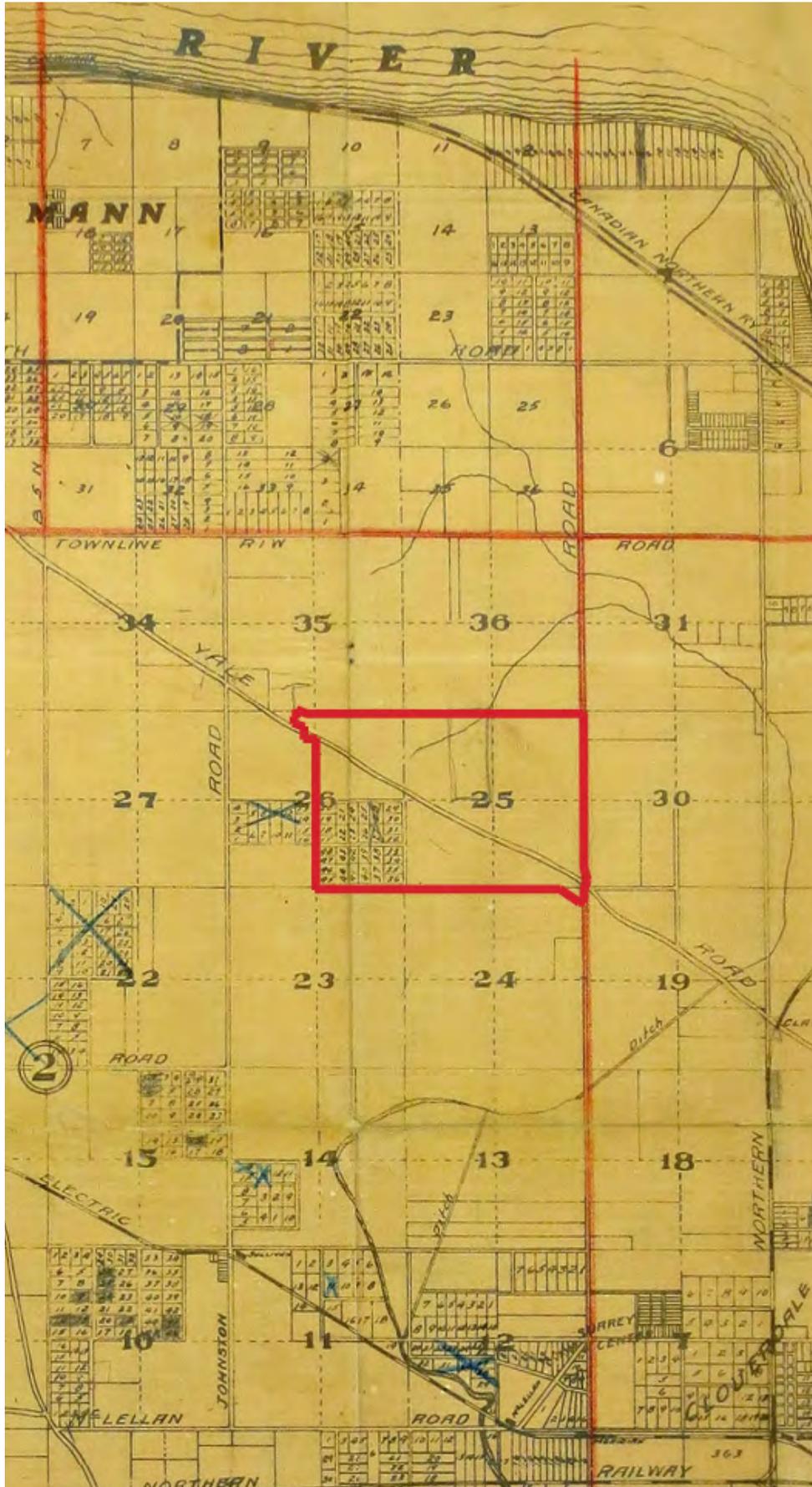


1897 Pre-emption map of Fleetwood area

FLEETWOOD TOWN CENTRE HERITAGE STUDY

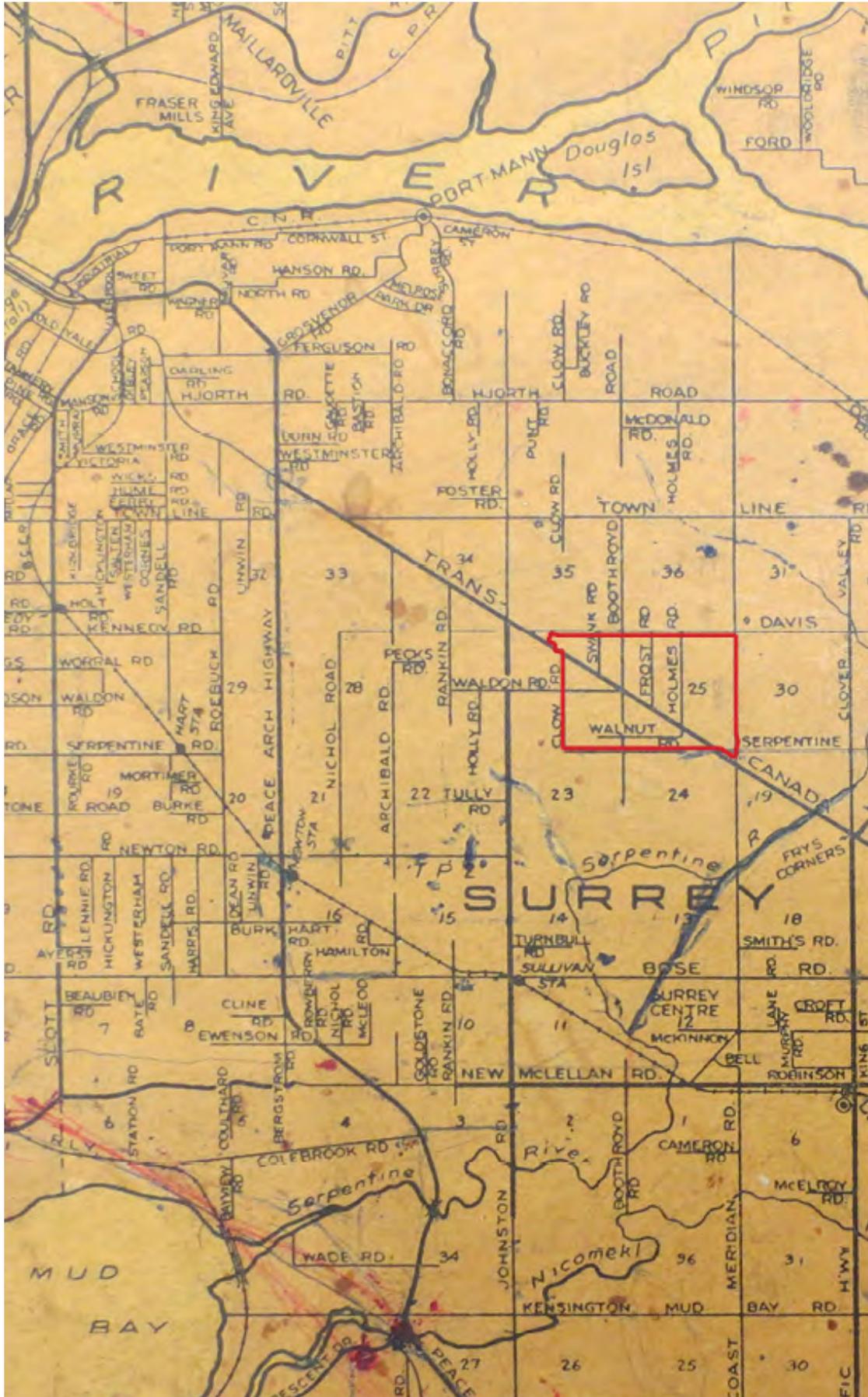


1910 Map of Surrey



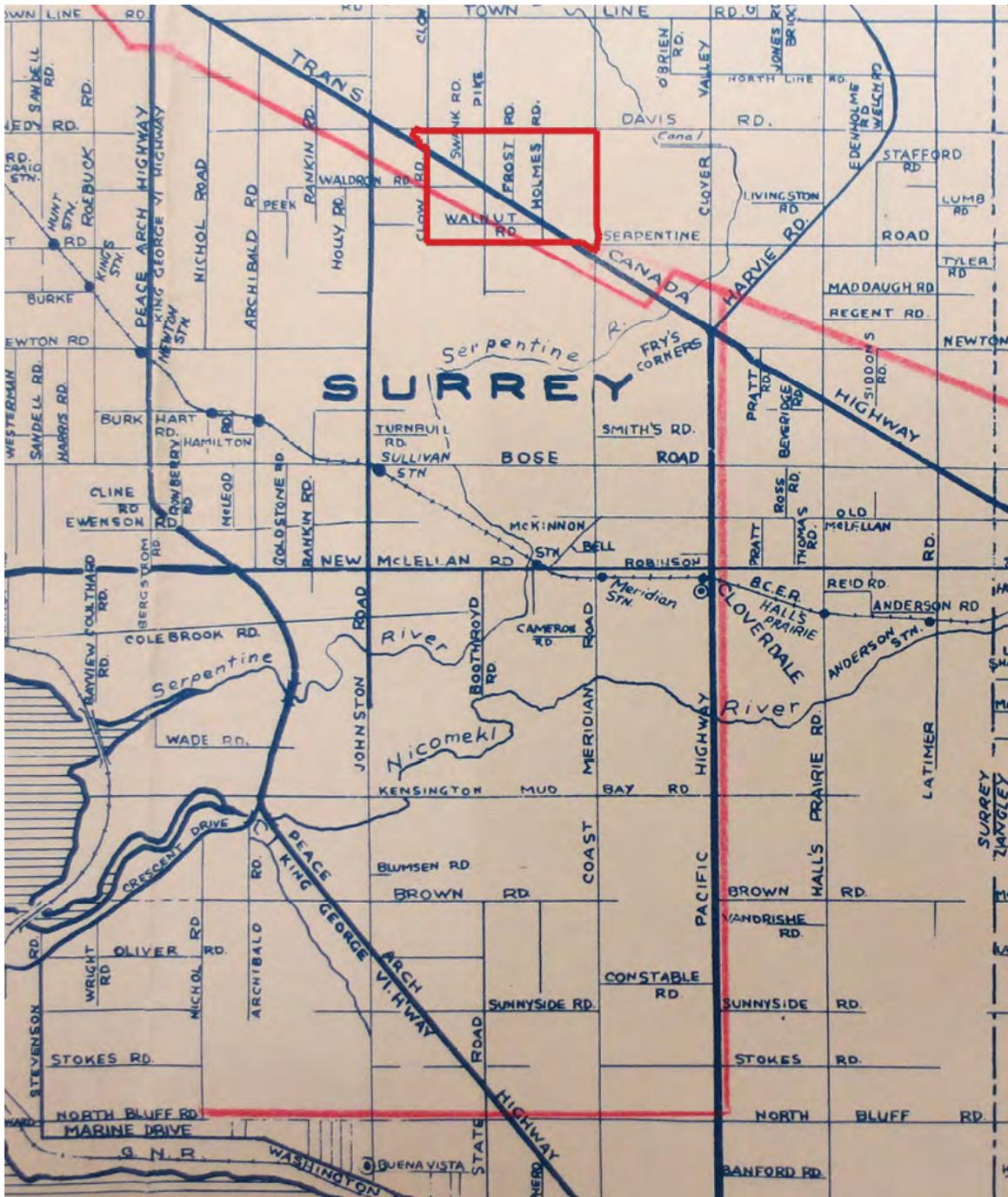
Circa 1915 map of Surrey

FLEETWOOD TOWN CENTRE HERITAGE STUDY



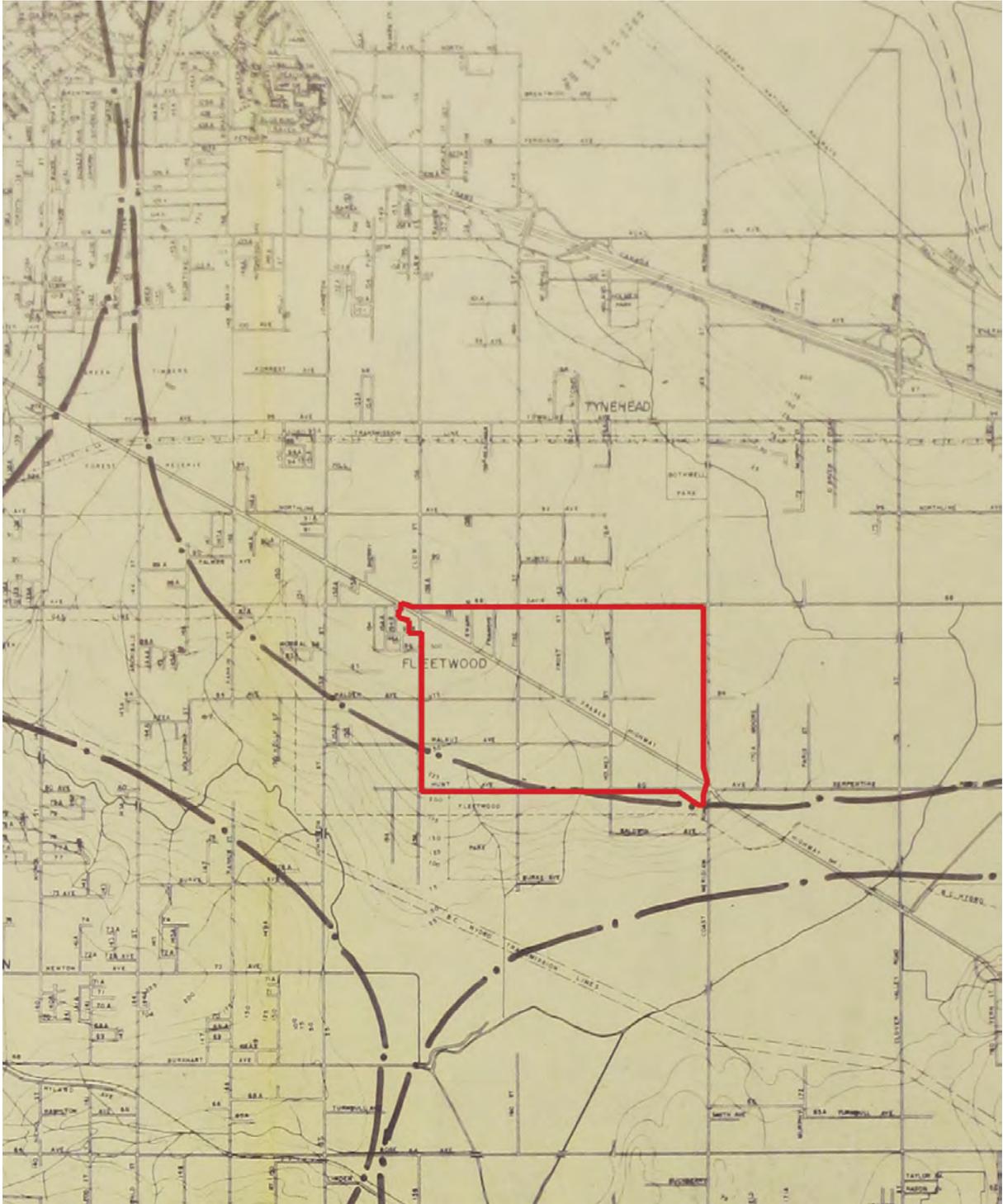
1939 Map of Surrey

FLEETWOOD TOWN CENTRE HERITAGE STUDY



Map of the Fraser Valley, dated between 1940 and 1960

FLEETWOOD TOWN CENTRE HERITAGE STUDY



1965 Map of Surrey

3.0 Heritage Resources

3.1 Map of Fleetwood Town Centre Heritage Sites



The City of Surrey’s Community Heritage Register was initially established in May 1997. There are a range of historic buildings that have been determined to have recognizable heritage significance in Surrey through the heritage evaluation process. There is one identified heritage resource within the boundaries of Fleetwood Town Centre, as well as three sites located adjacent to the Town Centre.

3.2 Heritage Site in Fleetwood Town Centre

Fleetwood Memorial United Church | 8590 160 Street (listed on Community Heritage Register)



STATEMENT OF SIGNIFICANCE

Description of Historic Place

Fleetwood Memorial United Church is a front-gabled, stucco-clad, one-storey church with a square tower, located on a large lot in the commercial area of Surrey's Fleetwood neighbourhood.

Heritage Value

Fleetwood Memorial United Church is a local landmark, valued as a reminder of the rapid development of the Fleetwood neighbourhood after the Second World War, as an example of the growth of the United Church in the post-war period, and for its architecture.

The establishment of the Fleetwood Memorial United Church in 1953-54 reflects the post-Second World War population boom in Surrey's Fleetwood neighbourhood. Many returning servicemen purchased land here for agriculture and poultry farming, and these small truck farms were integral to the development of the Fleetwood community through the early 1950s. Population growth led to the construction of community services, including this landmark church, which remains today as an anchor of the Fleetwood community.

Fleetwood Memorial United Church is also valued as an example of the post-war growth of the United Church in Canada. In 1951 a group of 23 women began raising funds for a new church in Fleetwood. Land for the church was purchased the same year and the cornerstone was laid in 1953. Built by volunteers, including three retired men who worked full time on its construction, the church was completed in 1954 and dedicated in 1955. The congregation donated services and materials for the new church. In 1994, the congregation merged with North Surrey United to become the regional church of Northwood United. Today the building continues its role as a place of worship, serving as the Surrey Chinese Baptist Church.

This church is also valued for its architecture. The designer, Harry Francis Dyke, was an English born construction engineer who also provided the plans for the Cloverdale United Church. Both churches demonstrate the persistent influence of the Gothic Revival style, as seen in the pointed arch coloured-glass windows, steeply pitched roof and square bell tower. These traditional motifs are combined with Modernist elements, such as plain stucco cladding and minimal detailing. The exterior and interior of Fleetwood Memorial United Church remain in excellent and mostly original condition.

Character-Defining Elements

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

- prominent siting on 160 Street, in the heart of the Fleetwood commercial district;
- ecclesiastical form, scale and massing, as expressed by the one-storey height with full basement, rectangular plan with transepts, front-gabled roof with boxed eaves and exposed rafters, first-storey overhang at rear of building, and projecting square corner tower
- wood frame construction;
- Gothic Revival-inspired details such as: pointed-arch windows; steeply-pitched front-gabled roof; pegged wooden front doors with original hardware; and arched front entrance;
- Modernist influence, as demonstrated by minimal detailing and plain stucco cladding
- fenestration, such as: pointed-arch multi-paned nave windows with coloured and textured glass; three stained glass panels on the east elevation behind the altar; double-hung, one-over-one double-assembly wooden sash windows; and three-paned, triple-assembly wooden-sash casement windows in the basement level;
- original interior features such as: etched plywood panelling in the front vestibule and plywood wainscoting in the nave; wooden pews; wooden door and window trim; chamfered-profile nave ceiling with applied acoustical tiles; and hanging glass-globe ceiling fixtures; and
- continuous use as a place of worship.



Group of people attending the laying of the corner-stone ceremony at Fleetwood Memorial Church 1952, Surrey Archives

3.3 Heritage Sites adjacent to Fleetwood Town Centre

Tynehead Elementary School | 8820 168 Street (Community Heritage Register)



STATEMENT OF SIGNIFICANCE

Description of Historic Place

The Tynehead Elementary School West Wing consists of a large wooden schoolhouse structure located in the historic Tynehead neighbourhood of the City of Surrey, British Columbia. Part of a larger school complex, this building is one storey in height and sits on a ground-level basement. It is characterized by a medium-pitch hipped roof and banked fenestration, features that are typical of early school architecture in British Columbia.

Heritage Value

Tynehead Elementary School West Wing is significant as a rare surviving early school in Surrey, and remains as a tangible reminder of the importance of education to the pioneers who built this community. Opened in 1908 as a one-room schoolhouse, on land granted by pioneer settler James Bothwell, Tynehead School played a vital role in the lives of Tynehead children until its closure in 1946. It later served the community as Tynehead Montessori School, and today it continues to serve the local population as a community centre.

Tynehead Elementary School West Wing is valued because it demonstrates the wide-spread influence of the Provincial Department of Public Works, which facilitated the growth of the educational system in rural communities through the provision of standardized school designs. Education is a provincial responsibility, and starting in the 1880s the province assisted growing school districts by providing architectural services. The practical and functional plans were based on readily available materials and were inexpensive to execute. In keeping with mandated school policy, the windows are banked along the sides of the building to allow abundant natural light, while leaving sufficient wall space for large blackboards for educational purposes.

Tynehead Elementary School West Wing is also valued because it represents the early development of Surrey's educational network, and illustrates the rapid growth and development of the Tynehead neighbourhood. The first one-room Tynehead School was constructed in 1891, but as the community developed, so too did the need for a larger

schoolhouse. In 1906, the Surrey School Board was established, with a mandate to serve the educational needs of the entire municipality. The second Tynehead School opened in 1908, and provided education to children from Grade 1 to Grade 8. Its expansion in 1923, which resulted in a symmetrical rectangular plan, reflected the further growth of the community during the era after the First World War.

Character-Defining Elements

Key elements that define the heritage character of Tynehead Elementary School West Wing include its:

- prominent corner location at 168 Street and 88 Avenue in the Tynehead community of Surrey
- continuous educational and community use
- institutional form, scale and massing as expressed by its one-storey plus full ground-level basement height, rectangular plan, medium-pitch hipped roof, projecting front extension with hipped roof, and front-gabled porch
- wood-frame construction, with original wooden drop siding and cedar shingle cladding at the basement level underneath the more recent stucco fenestration, including banked symmetrical window openings with original wooden framing and six-paned wooden sash windows on both floors



Tynehead School, 1908, Surrey Archives 191.53

House (Tynehead) | 8897 168 Street (Community Heritage Register)



Utilitarian two-storey farmhouse built c. 1875 using 4-inch hand-split cedar logs, featuring tri-gabled roof, patterned shingles on gable ends. This is thought to be the oldest remaining house in Surrey.

Prairie Café | 15280 Fraser Highway (Heritage Inventory)



The Prairie Café opened in 1949 and is valued as a reminder of the rapid development of the Fleetwood neighbourhood after the Second World War. The Prairie café is a two storey, wood framed commercial building which fronts onto the Fraser Highway amongst other commercial buildings. It has a low pitched front gabled roof, wooden siding and a projecting canopy sheltering the storefront.

The end of the war and the availability of heavy earth moving equipment allowed the clearing and development of Surrey's upland areas¹⁴ and many returning servicemen purchased land in Fleetwood for agriculture and poultry farming. A population boom with an increase in urban development followed. Retail and commercial sites tended to locate in the area around Pacific Highway from Coast Meridian Road to Johnston Road and this café would have been in a prime location, on the main transport route, close to one of the main commercial centres at the intersection of Pacific Highway and Johnston Road (Fraser Highway and 152 Street).

¹⁴ Surrey History, "Fleetwood", <http://surreyhistory.ca>

3.4 Possible Addition

Fleetwood Community Hall | 8415 160 Street



The original Fleetwood Community Hall, located at 8415 160 Street opened in 1933 and served as the home of the Fleetwood Community Association, which had been formed in 1923 by local residents, including Edith Francis. The Hall provided space for social functions and community meetings. Dan Roberts donated the half-acre of land and Association members raised funds for the hall's construction through dances held at the Wander Inn. Lumber for the construction of the building, which was undertaken by voluntary labour, cost the residents three-hundred dollars and timber on the site was felled and peeled for sills. The modest, wood-frame, front-gabled building has been modified over time and the Community Association moved across the street to the newly-constructed Fleetwood Community Centre in 1995.

4.0 Heritage Options

The update of the Town Centre Plan provides an opportunity to ensure that Heritage assets are conserved and celebrated in Fleetwood Town Centre. TransLink's Surrey Rapid Transit Study identified Fraser Highway as a rapid transit corridor, with options for rail-based rapid transit stops within Fleetwood Town Centre. The Surrey Official Community Plan indicates the City's support for light rail rapid transit along Fraser Highway and permits higher densities in the areas designated as Town Centres¹⁵. A careful consideration of heritage conservation will be important to maintain existing heritage assets whilst working towards these objectives.

The Local Government Act provides Council with tools to manage heritage resources. The tools can be tailored to the extent or to the degree of attention required. The tools to manage the heritage resources at different levels include:

- Identification and Education (plaques, signs, storyboards, etc.)
- Recognition (Community Heritage Register)
- Voluntary Protection (Conservation Plan, Heritage Revitalization Agreement or Heritage Conservation Covenant)
- Heritage Designation By-law

4.1 Heritage Incentives

Conservation can be encouraged as redevelopments occur in the area by offering incentives to developers who acquire Fleetwood's recognized heritage assets. The level of incentive offered should be commensurate with the level of heritage conservation that is negotiated.

Existing heritage incentives include funding (in the form of grants for approved restoration work and property tax exemption) provided to designated sites through the City's Building Preservation Program. In addition, the City has previously negotiated Heritage Revitalization Agreements to conserve sites in other areas of Surrey e.g. the Cloverdale United Church; this tool could prove useful for heritage assets in Fleetwood. Additional incentives that may be appropriate include the ability to transfer development rights and/or density to another site, in exchange for the preservation and restoration of identified heritage assets.

New incentives could include amenity contributions from developers or dedicated trust funds from a heritage foundation or a civic trust, related to specific sites, that would be reserved specifically for heritage conservation and interpretation purposes. Provincial and Federal sources of finance may also be of benefit to heritage sites in Fleetwood. These include British Columbia's Heritage Legacy Fund which specifically provides grants for the heritage sector of British Columbia e.g. for basic repair and maintenance work.

4.2 Regulations

Numerous regulations exist which can be enacted to protect identified heritage resources, e.g. a Heritage Designation By-Law. Regulations should be carefully chosen that will assist conservation within an appropriate context, and should always be coupled with incentives for maximum effectiveness.

4.3 Relocation

In many cases, a creative approach to development will allow a heritage building to be retained on site in co-operation with the developer. However, under certain circumstances, relocation of a heritage building to another property may be the only alternative to demolition. If relocation is being considered, it should represent a meaningful recreation of context as well

¹⁵ Surrey.ca, 2014

as a salvage of the building itself. To be meaningful from a conservation and interpretation standpoint, relocation should therefore be considered within the greater issue of site context.

4.4 Adaptive Reuse

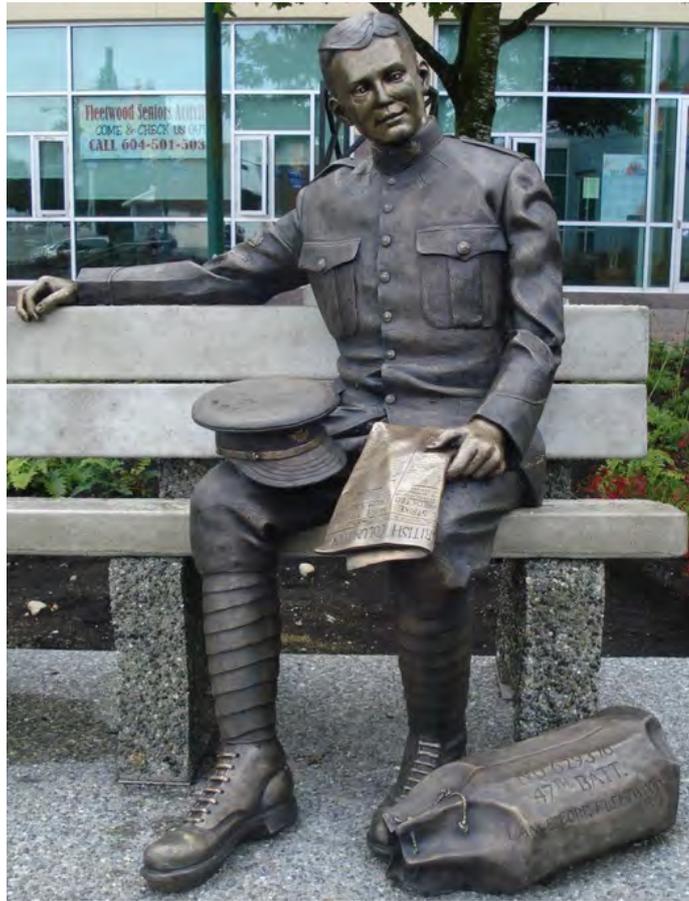
Heritage buildings can be given a second life through adaptive reuse, a process that adapts buildings for new uses while retaining heritage features. This can be a practical way to save a heritage building when its ongoing use is no longer economically productive, is incompatible with current land use, or has been made redundant through social change. An example from the City of Vancouver is the former Mount Pleasant Presbyterian Church, built in 1910. Due to a loss of congregation, the building was threatened. A local developer converted it into a residential building with a dozen individual dwelling units, benefitting from zoning relaxations and permission to install new windows.



Mt Pleasant Presbyterian Church, Vancouver (buildinghistory.ca)

The reuse and effective retrofitting of heritage buildings can be part of a community's overall strategy for environmental sustainability. The reuse of the existing building stock can reduce demolition waste and the consumption of new materials and resources, and can be effectively linked to the aims of Surrey's Sustainability Charter.

4.5 Commemoration and Historical Interpretation



Arthur Thomas Fleetwood Statue (<http://www.sculpturebynathanscott.com>)

Commemorative actions may be employed to help remember the historic context of Fleetwood. Storyboards and public art are already being used to increase the understanding of the area's history, including the Thomas Fleetwood statue and Pike and Swank Road storyboards. The continuation and expansion of this program could be used for existing structures as well as for transportation routes and other significant features of the area.

Heritage resources of lesser value can be archivally documented for future research and educational purposes. Documentation of sites that will be lost should be undertaken to archival standards so that research information is available in perpetuity.

Options for interpretation include:

- Commemoration of heritage with plaques and storyboards
- Site-specific interpretation at conserved heritage sites
- The continued use of public art for opportunities to integrate heritage information
- Production of audio-guides/a phone app/brochures with historical information on the area
- Guided walks, bus tours or talks on heritage themes
- Exploration of ways to integrate heritage references in the design of new buildings and public places
- Interactive workshops or demonstrations of traditional construction, such as woodworking or decorative crafts

4.6 Case Studies: Heritage Interpretation¹⁶

Murals/Street Art

In Pembroke, Ontario, murals on the city's downtown walls are used to celebrate the area's rich character and heritage.



(copyright Pembroke Heritage Murals)

Well-Designed Interpretive Panels

The Roman fort of Vindobala, UK has only one interpretive panel. It does not simply list facts, but instead it provides context and insight. The re-creation drawing helps visitors visualise the site's appearance, and there are three layers to the text allowing visitors to read to a level they are comfortable with.

¹⁶ Ideas from 'Bored of Boards – Ideas for Interpreting Heritage Sites, Irish Walled Towns Network



Commemoration of Trade/Transportation Routes

The following image and text are from a commemorative plaque in Manitoba, which has been installed to recognize an important First Nations trade/transportation corridor



This site is part of the Pas Moraine, a high, well-drained natural causeway that served Indians long before European contact as a major east-west travel route between the northern Interlake and Manitoba's western uplands. With the advent of watercraft several thousand years ago, narrow portions of the moraine became portages vital to north-south traffic between Cedar Lake and Lake Winnipegosis. This route was opened to white traders in 1750 when the sons of La Verendrye crossed Mossy Portage. Until the 1870s, the portages connected the main western route from Hudson Bay to the Swan River-Lake Dauphin fur areas. The crossings were important to the Hudson's Bay Company, the Nor-Westers, and independent traders. Use of the portages diminished after the introduction of steam transportation in the North-West.

4.7 Themes of Interpretation

The following are suggestions for themes and sub-themes of interpretation in Fleetwood:

Peopling the Land:

- Migration and Immigration
- Settlement

Developing Economies:

- Hunting
- Extraction and Production
- Agriculture
- Trade and Commerce
- Transportation

Governing Canada:

- Military and Defence

Building Social and Community Life:

- Religious Institutions
- Community Organizations
- Education

5.0 Implementation Methods

Recommendation One: Conservation of Identified Heritage Sites

Through the Heritage Conservation Program of the City of Surrey, the existing Heritage Register sites in and adjacent to Fleetwood Town Centre should continue to be targeted for conservation. The conservation of these sites should be taken into account in the updated Town Centre Plan. General planning actions should include identifying appropriate regulatory tools and conservation incentives, negotiating with owners of identified sites and identifying standard levels for archival documentation and commemoration.

Recommendation Two: Document the Significance of Existing Heritage Assets

Further evaluation of the heritage significance of the House (Tynehead) at 8897 168 Street should be carried out. This site is currently on the Community Heritage Register, and is thought to be the oldest remaining house in Surrey; however a full assessment of its heritage value has not yet been undertaken.

Recommendation Three: Heritage Interpretation

Some interpretation is already occurring in Fleetwood Town Centre, but there are opportunities to expand this and to incorporate heritage resources that are located just outside the boundaries of the Town Centre. Partnerships between stakeholder organizations such as the Surrey Museum, Surrey Archives, Surrey Heritage Advisory Commission, Fleetwood Community Association, Green Timbers Heritage Society, Surrey Historical Society and the Surrey Heritage Society. Suggestions include:

- Explore ways to commemorate/interpret the Yale Wagon Road (now Fraser Highway), a key transportation route vital to the development of the area. Opportunities for interpretation relating to the evolution of transportation along this corridor could be earmarked for light rail stations as the transit line is planned.
- Introduce building level interpretation, specifically an interpretation panel could be introduced at the Fleetwood Memorial United Church, incorporating archival photos. Future light rail stations could include panels that celebrate the historic stories of Fleetwood.
- Continue to make links to pioneers/family names through public art and road name projects.
- Incorporate Fleetwood's story into the streetscape through murals which explore the history of the area; murals/art panels could also be incorporated into future light rail stations.
- Develop partnerships with community groups and businesses to design interpretation programs; for specific buildings, contributions from the current business owner could be sought.
- Partner with heritage town centres around Surrey to arrange events which celebrate local history, perhaps during 'BC Heritage Week'.
- Landscaping could take into account Fleetwood's history; the incorporation of plants seen in its early community days could provide further public interest, and could be placed around future light rail stations, along with interpretation panels explaining their significance. Landscaping could differentiate historic transportation corridors in the Town Centre, such as Yale Road (Fraser Highway), Johnston Road (152 Street) and Pike Road (160 Street).