

## City of Maple Ridge

**TO:** Her Worship Mayor Nicole Read  
and Members of Council  
**FROM:** Chief Administrative Officer  
**DATE:** September 19, 2016  
**FILE NO:** 2014-009-CP  
**ATTN:** Workshop  
**SUBJECT:** First Reading: Hammond Area Plan Bylaw No. 7279-2016

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### EXECUTIVE SUMMARY:

On June 13, 2016 Council endorsed the Hammond Area Concept Plan and directed staff to use it as a guide for development and as the basis for the preparation of the Hammond Area Plan Bylaw. The Concept Plan was created from input received through an extensive public process, various municipal departments, and the following three technical studies:

1. Hammond Historic Character Area Study, Donald Luxton & Associates
2. Commercial Demand and Capacity Analysis for Hammond Area Plan, Rollo & Associates
3. Residential Density Bonus/Density Transfer Program Assessment for Hammond Area Plan, Urban Systems

A questionnaire inviting community feedback on the Hammond Area Concept Plan was posted on the #MyHammond webpage from June 15, 2016 to August 5, 2016. A total of four responses were received and discussed in this report.

The Hammond Area Plan and Development Permit Area Guidelines will be incorporated into the Maple Ridge Official Community Plan upon adoption of the Bylaw. Upon First Reading of the Bylaw and prior to Second Reading, the Hammond Area Plan will be sent to outside agencies for formal referrals and each will have until October 21, 2016 to respond with comments.

This report also outlines the implementation process that will affect development applications in the Hammond Area after First Reading of this Bylaw (attached as Appendix B) and the requirements to be followed in accordance with the *Local Government Act*.

### RECOMMENDATION:

That the report titled, First Reading: Hammond Area Plan Bylaw No. 7279-2016, dated September 19, 2016, be forwarded to the September 20, 2016 Council meeting for consideration of the following recommendations:

- 1) That, in accordance with Section 475 of the *Local Government Act*, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw titled, Hammond Area Plan Bylaw No. 7279-2016 on the municipal website, and Council considers it unnecessary to provide any further consultation opportunities, except by way of formal referrals to outside agencies, as outlined in the Hammond Area Plan Scoping Report, dated March 3, 2014, and holding a Public Hearing on the bylaw;
- 2) That Hammond Area Plan Bylaw No. 7279-2016 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;

- 3) That it be confirmed that Hammond Area Plan Bylaw No. 7279-2016 is consistent with the Capital Expenditure Plan and Waste Management Plan;
- 4) That Hammond Area Plan Bylaw No. 7279-2016 be given First Reading and formal referrals be made to City of Pitt Meadows, Katzie First Nation, School District 42, and Agricultural Land Commission.

## 1.0 DISCUSSION:

### 1.1 Background Context

The Hammond Area Plan process commenced in March 2014 with Council's endorsement of the process. It was a desire of the community to establish an Area Plan for Hammond, as the neighbourhood was beginning to experience redevelopment pressure. Five phases have made up the Area Plan process:

Phase I:	Neighbourhood Context
Phase II:	Public Consultation
Phase III:	Draft Hammond Area Plan (Preliminary Concept Plan)
Phase IV:	Area Plan Endorsement (Concept Plan)
Phase V:	Plan Approval

Social media was used in a variety of ways throughout the process as a tool for engagement and communication. At the outset, #MyHammond was used as an easy recall project tagline for community engagement through Facebook, Twitter, Instagram, YouTube videos and a #MyHammond webpage. Traditional outreach was also used to engage the community through posters, emails, letters, background briefs, etc. The Communications Department provided support and guidance throughout this part of the process.

The process included three public open houses, each with a corresponding questionnaire, made available at the event and online. Open house events were well attended with approximately:

- 120 participants at the June 5, 2014 event – with 240 comments received
- 60 participants at the November 26, 2015 event – 50 completed questionnaires received
- 66 participants at the March 30, 2016 event – 38 completed questionnaires received

Early in the process the public was also invited to provide input through three #MyHammondTalks online questionnaires and a total of 370 responses were received on the questions posed. The outcomes of the first two questionnaires were provided through a "What We've Heard So Far" update bulletin and issued just before the third questionnaire was posted.

Prior to the first open house event, the community was invited to send in, through Facebook, Instagram, or email, photos of what they think makes Hammond special. Over 300 photos were received and these have been utilized in #MyHammond open house banners, information postcards, #MyHammond webpage, and will also be incorporated into the Hammond Area Plan document.

Significant community input was received throughout the process and compiled to prepare a Preliminary Concept Plan, which was the focus of the third open house. Feedback from the community showed that the proposed land uses were largely supported leading to preparation of a draft Hammond Concept Plan. Feedback on the Preliminary Plan was also received from Fraser

Health and TransLink. Council endorsed the Concept Plan in June 2016 and directed staff to use the document as a guide for development and the basis for the preparation of an Area Plan Bylaw.

Community input received through the process contributed to identifying the scope of technical information needed to inform the Preliminary Concept Plan. As such, the process was expanded to include three technical studies, as follows

1. **Hammond Historic Character Area, Donald Luxton & Associates:** Identifies and describes the highest concentration of sites with heritage character within the Hammond Area boundaries.
2. **Residential Density Bonus/Transfer Program Assessment for Hammond Area Plan, Urban Systems:** Looks at market viability for a density bonus/transfer program as well as feasibility of density increase and development form.
3. **Commercial Demand and Capacity Analysis for Hammond Area Plan, Rollo & Associates:** Looks at commercial demand and capacity of Hammond's historic commercial area over the next 30 years to 2045.

### **1.2 Public feedback on Concept Plan**

The Concept Plan endorsed by Council was posted on the #MyHammond webpage and the public was invited to provide comments on the Concept Plan from June 15, 2016 to August 5, 2016. Notifications went out as follows:

- Email notification went out to a Hammond Area Plan subscriber list with a link to the webpage and questionnaire on June 15<sup>th</sup> with a reminder email sent on July 6<sup>th</sup>;
- Posting on the Hammond Neighbours Facebook page also on June 15<sup>th</sup> and July 6<sup>th</sup>;
- Posting on the Maple Ridge Facebook page on July 22<sup>nd</sup> and 29<sup>th</sup>; and
- Posting on twitter on July 22<sup>nd</sup>.

Four comments were received and are attached as Appendix B. Comments received discuss:

- Concern regarding no alternative route out of Lower Hammond
- Concern regarding timing of redevelopment and impact on existing property owners
- Request for more sidewalks and attractions for kids in parks
- Request for more sidewalks in Lower Hammond

### **1.3 Overview of Hammond Area Plan**

The Hammond Area Plan (attached as Appendix B) is a long-range planning tool that will provide direction for planning and development within the neighbourhood through designated land uses and Plan policies. The Plan contains ten Guiding Principles and supporting Objectives that were created from inputs received through the Area Planning process and these have been used as a foundation from which to build the Area Plan policies. Preparation of the Area Plan policies has involved interdepartmental input and review, including Planning, Engineering, Parks & Leisure Services, Building, Sustainability & Corporate Planning, and Economic Development.

Highlights of the Hammond Area Plan are as follows:

### **Population Projection**

It is estimated that Hammond has a current population of 5,782 and total unit count of 1,974. At build-out, which is anticipated in possibly 20-30 years, it is estimated that the population will be approximately 12,692 people residing in 4,964 units.

The forms of development and the density proposed in the Area Plan are similar overall to what existing development policies in the Official Community Plan would support and as such would potentially result in a similar population and unit count at build-out. However, the density permitted for specific areas of Hammond are greater than what is currently supportable in the Official Community Plan (eg. adjacent to the West Coast Express and just north of the Village Commercial Area) and specific areas of the Area Plan do not permit the level of density that is currently supportable in existing Official Community Plan policies (eg. along Thorne Avenue, which is a major corridor, and west side of 207<sup>th</sup> in Heritage Character Area). These aspects emphasize the need for a Hammond Area Plan.

It is also estimated the build-out population will be able to support approximately 26,000 square feet (2,415 m<sup>2</sup>) of commercial floorspace in the Hammond Village Commercial area. Existing businesses currently occupy approximately 7,000 sq. ft. of commercial floor area.

### **Guiding Principles & Objectives**

The inter-departmental review of the Area Plan has resulted in refinement of the Guiding Principles and Objectives since the Concept Plan stage. These were initially developed through the Area Plan process utilizing all input received. Changes primarily involve wordsmithing and additional objectives to ensure all topics are accurately captured for policy development. The ten Guiding Principles set the stage for the supporting objectives and the Area Plan policies and are as follows:

1. Neighbourhood Character is retained
2. A range of housing forms and tenures promotes demographic diversity
3. New development enhances and compliments existing built forms and neighbourhood character
4. Historic commercial area serves community needs
5. Sustainable building technologies are utilized
6. Flood risks are minimized through a variety of mitigation measures
7. Natural landscape is retained and enhanced
8. Multi-modal transportation routes provide options to automobile
9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents
10. Employment opportunities are available close to home

### **Hammond Precinct Areas**

Four precincts are identified as reflecting the development pattern and history within Hammond and these were introduced through the Preliminary Concept Plan, as:

- Precinct 1: North Hammond
- Precinct 2: Upper Hammond (which includes a Heritage Character Area)
- Precinct 3: Lower Hammond
- Precinct 4: Maple Meadows Business Park



The Area Plan includes descriptions of each Precinct, along with Key Characteristics. In order to describe the inherent character elements valued by the community, these characteristics outline:

- Street and block pattern
- Typical lot size and layout
- Greenspace and landscaping
- Housing and heritage sites

#### **Hammond Area Plan Policies**

The Area Plan's policy sections were introduced in the Preliminary Concept Plan and are as follows:

- Hammond Land Use Designations:
  - Residential
    - Single-Family & Compact Residential
    - Low Density Multi-Family
    - Medium Density Multi-Family
  - Employment
    - Hammond Village Commercial
    - Maple Meadows Business Park
    - Infill General Employment
    - Hammond General Industrial
  - Parks & Open Space
  - Institutional
  - Conservation
- Multi-Modal Transportation & Connectivity
- Water & Habitat

While the Guiding Principles and Objectives set the foundational structure for the Area Plan, the policies complete the framework for shaping Hammond's future through land use and development.

One key theme that arose early in the process and was predominant throughout is the community's desire to retain Hammond's heritage character. A technical study was undertaken by Donald Luxton & Associates in 2015 to identify where heritage character sites are concentrated in the neighbourhood. The study identified a Heritage Character Area in Upper Hammond and this information is included in the Hammond Area Plan with supporting policies. While a key policy emphasizes the community's interest to see existing character and heritage buildings retained, it is recognized that further evaluation and discussion is needed to determine how best to implement this policy vision. Given that, one of the policies states further that:

*Maple Ridge will establish a community engagement process to explore potential regulatory tools for conservation of the Heritage Character Area identified in Figure 1, Hammond Heritage Character Area. Examples of some potential tools include a Heritage Conservation Area Bylaw, property tax exemption for protection of a heritage property, heritage conservation covenants, and/or a specific Heritage Character Area zone that permits uses, densities, setback, etc. that are specific to this historic enclave of Hammond.*

Proposed policies related to the recent public comments include:

- Parks & Open Space section 3.0
  - Policies 3-43, 3-44, and 3-45 outline the importance of meeting the needs of recreation users of all ages within local parks.
- Multi-Modal Transportation & Connectivity section 4.0:
  - Policy 4-4 outlines the intent for an alternative access route for Lower Hammond (Precinct 3).
  - Policy 4-3 discusses identifying opportunities for improving pedestrian and cycling connections.

The timing of new development within the Hammond neighbourhood is subject to market forces and it should be noted that no property owners will be forced to sell or move out of their home to make way for new development.

Other themes that arose during the Area Plan process and are addressed through the Area Plan's policies include:

- **Walkability/Connectivity** – Residents enjoy walking through the neighbourhood and would like to see improvements with increased sidewalks and crossings.
- **Park amenities** – Outdoor activities in parks are popular and many would like to see more park amenities.
- **Recreation trails** – Some recreation trails exist and several are informal trails. These trails are enjoyed by many and several comments asked for more of them.
- **Traffic Safety** – Traffic has increased in Hammond over time and comments have been received about concerns with safe pedestrian routes, intersections, etc.
- **Bicycle infrastructure** – Bicycling for recreation and for commuting are both common in Hammond and people expressed a desire for more opportunities for both.
- **Local ecology/drainage** – Several comments were received on a desire to see the drainage canals retained as they serve a valuable purpose as well as provide aesthetic and ecological value.
- **Flood mitigation** – Some residents living in the floodplain area have concerns about potential flooding and emphasized the importance of flood mitigation measures.
- **Neighbourliness/Social Resilience** – Many comments were received about the friendliness of Hammond residents and that neighbours often know each other. There is a desire to retain this neighbourliness as Hammond grows and changes over time.
- **Trees and Greenspace** – The lovely gardens and ample greenspace amongst the private residences of Hammond received several comments as an important part of the neighbourhood character.

#### **1.4 Katzie First Nation**

A meeting was held recently with the Chief, council members, and staff of the Katzie First Nation. The Katzie have identified a large part of Hammond as their traditional territory and as such, a policy has been included regarding referral of future development applications to the Katzie First Nation to inform them of new development on their traditional territory and ensure that archaeological reviews are undertaken where appropriate. A formal referral will be made to the Katzie First Nation after First Reading of the Area Plan Bylaw.

## **1.5 Hammond Development Permit Area Guidelines**

The Hammond Development Permit Area Guidelines (attached as Appendix B) are intended to guide form and character of new development in Hammond in accordance with Section 488 of the *Local Government Act*. This section of the *Local Government Act* also enables Development Permit Area Guidelines to establish objectives to promote:

- Energy conservation
- Water conservation
- The reduction of greenhouse gas emissions

and these are also included in the Hammond Development Permit Area Guidelines.

The Hammond Development Permit Area Guidelines are intended to support the Hammond Area Plan policies and ensure that new development supports the surrounding heritage character and is compatible with the unique qualities and features of the Hammond neighbourhood. The land use designations that are addressed in the Hammond Development Permit Area Guidelines are as follows:

- Lower Density Multi-Family
- Medium Density Multi-Family
- Hammond Village Commercial
- Infill General Employment

Within each section above, the guidelines specifically address (where appropriate):

- Siting
- Massing
- Parking
- Landscaping and Private Outdoor Space
- Architectural Patterns and Materials
- Lighting
- Landscape, Energy Efficiency and Water Conservation

Like the Hammond Area Plan Bylaw, the Hammond Development Permit Area Guidelines Bylaw will form part of the overarching Official Community Plan Bylaw.

## **2.0 NEXT STEPS**

### **2.1 Transition**

After First Reading of the Hammond Area Plan Bylaw No. 7279-2016:

- a) Development applications that have not yet received Third Reading of an:
  - Official Community Plan Amending Bylaw: These applications must comply with Hammond Area Plan Bylaw.
  - Zoning Amending Bylaw: These applications must comply with Hammond Area Plan Bylaw and if applicable the Hammond Development Permit Area Guidelines Bylaw.
- b) Development applications that have already received Third Reading of an:

- **Official Community Plan Amending Bylaw:** These applications are exempt from compliance with the Hammond Area Plan Bylaw.
- **Zoning Amending Bylaw:** These applications are exempt from compliance with the Hammond Area Plan Bylaw and the Hammond Development Permit Area Guidelines Bylaw.

The following three rezoning applications are underway in Hammond:

- Development proposal on vacant lands in south portion of Maple Meadows Business Park has received Third Reading (2012-031-RZ) and therefore exempt, but it is consistent with the proposed Hammond Area Plan.
- Rezoning and Official Community Plan amendment application seeking First Reading for development of a public storage facility in the proposed Hammond General Employment area (2016-320-RZ). This application is consistent with the proposed Hammond Area Plan.
- Rezoning application has received First Reading for a proposal to allow a subdivision for two single-family lots (2016-223-RZ). This application is consistent with the proposed Hammond Area Plan.

## 2.2 Amendments to Zoning Bylaw

It is anticipated that the following amendments will be brought forward at the time of Second Reading of the Hammond Area Plan Bylaw that will include:

- Hammond Village Commercial Zone:** This is intended to be a commercial zone that is specific to the size and character of the area and addresses minimum and maximum building heights, permitted uses, setbacks, etc.
- Infill General Employment Zone:** The lands for this proposed designation are located along Maple Crescent and surrounded by residential use. The intent for this zone is to allow for light industrial and business park type of uses that do not generate much traffic, noise, odor, or fumes. Examples of this are a public storage facility, medical testing laboratory, manufacturing, or art studio.
- Hammond Townhouse Zone:** Currently the RM-1 Townhouse Residential District zone that applies throughout Maple Ridge permits a floor space ratio of 0.6 times the net lot area. There is a focus in the Area Plan to ensure a significant amount of new development allows for ample light and greenspace on site and this is the intent for the proposed Low Density Multi-Family designation. An appropriate floor space ratio will be considered that is less than what is permitted in the RM-1 zone along with a potential increase in the requirement for open space. Additionally, considerations to this zone will be made for developing in the floodplain and mitigating impacts of new development on adjacent existing buildings.

However, higher densities are intended for the proposed Medium Density Multi-Family designation with more units on site and less required open space and this will also be considered for townhouse form within this higher density designation. Areas proposed for a Medium Density Multi-Family designation were selected with a higher density in mind as they are located on a major corridor route, and will help support public transit, as well as being located near a commercial area, such as Hammond Village Commercial, and will help support the local business area.

## **2.3 Local Government Act Requirements**

The referral process of the Hammond Area Plan to other government agencies was outlined in the Hammond Area Plan Scoping Report, dated March 3, 2014. Formal referrals will be made immediately after First Reading to City of Pitt Meadows, Katzie First Nation, School District 42, and the Agricultural Land Commission with a request to provide comments by October 21, 2016. Comments received and any resulting updates to the Hammond Area Plan will be discussed in the Second Reading Report.

The Area Plan will be forwarded as information to Metro Vancouver, TransLink, and Fraser Health.

## **2.4 Interdepartmental Implications**

Some review of the Hammond Area Plan by internal departments will continue prior to Second Reading and may result in minor changes. Any changes made as a result of an ongoing internal review will be discussed in the Second Reading Report.

### **CONCLUSION:**

The Hammond Area Plan is the culmination of the significant and varied input received through the Area Plan process. Public input was received through questionnaires, public open house discussions, videotaped interviews, and the submission of over 300 photographs. The community remained very engaged throughout the process, which contributed significantly to the Area Plan content and the intent that it reflects the community's values. Additional inputs were provided through the three technical studies and interdepartmental feedback and review.

The Hammond Area Plan is intended to guide land use and development over the next two to three decades and contribute to the neighbourhood's growth and vitality while maintaining its unique character, heritage features, and family friendly atmosphere.

"Original signed by Lisa Zosiak"

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**Prepared by:** Lisa Zosiak, M.R.M., MCIP, RPP  
Planner

"Original signed by Christine Carter"

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**Approved by:** Christine Carter M.PL., MCIP, RPP  
Director of Planning

"Original signed by Frank Quinn"

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**Approved by:** Frank Quinn, MBA. P.Eng  
GM: Public Works & Development Services

"Original signed by Frank Quinn" \_\_\_\_\_ for

**Concurrence:** E.C. Swabey  
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A: Comments received on Hammond Concept Plan, June 15-August 5, 2016

Appendix B: Hammond Area Plan Bylaw No. 7279-2016

**APPENDIX A****Field****Response**

Please provide your comments on the "Hammond Concept Plan" by Tuesday, August 2, 2016.

I have read through the Hammond concept plan and the most important issue I have is not addressed in the plan, that is a safe route out of lower hammond. At this time there is only two streets out of lower Hammond both of which cross the rail tracks, this leaves residents in a dangerous position in the unlikely event of a rail incident or fire at the nearby mill. At one time the Katzie reserve had an access road but it has since been blocked with a 12 foot tall cement wall. I understand their concerns with land use and garbage dumping but surely the Hammond plan could include some joint efforts to address these issues with the Katzie nation and have the only secondary route out of Lower Hammond open again.

## Field

## Response

Please provide your comments on the "Hammond Concept Plan" by Tuesday, August 2, 2016.

Not sure what is in store for 203 st. + Hammond. I see that a portion of it is coloured in brown meaning that the homes currently on that land will be removed and in place have townhomes or apts? I just bought a house here...What if I don't want to move?

Field	Response
Please provide your comments on the "Hammond Concept Plan" by Tuesday, August 2, 2016.	Lower Hammond – more sidewalks and more attractions for kids in the park



Field	Response
Please provide your comments on the "Hammond Concept Plan" by Tuesday, August 2, 2016.	Lower Hammond: Needs sidewalks. Improves safety and appeal of neighborhood.

## CITY OF MAPLE RIDGE BYLAW NO. 7279-2016

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

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**WHEREAS** Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

**AND WHEREAS** it is deemed expedient to amend Schedules “A”, “B”, and “C” to the Official Community Plan;

**NOW THEREFORE**, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This bylaw may be cited for all purposes as “Hammond Area Plan Bylaw No. 7279-2016.”
2. **Schedule “A”, Table of Contents** is amended as follows:
  - a. To add the following after 8.12 Wildfire Development Permit Area Guidelines:  
  
“8.13 Hammond Development Permit Area Guidelines”
  - b. To add the following after 10.4 Town Centre Area Plan:  
  
“10.5 Hammond Area Plan”
3. **Schedule “A”, Chapter 6, Employment, sub-section 6.3.8 Historic Commercial** is amended as follows:
  - a. To add the following sentence to the end of policy 6 - 38:  
  
“Specific land uses and policies to guide long range planning and development for Hammond and Port Haney are within their respective Area Plans, the Hammond Area Plan and the Town Centre Area Plan, which are imbedded in the Official Community Plan in Chapter 10, Area Planning.”
4. **Schedule “A”, Chapter 10 Area Plans** is amended as follows:
  - a. To add “Hammond Area Plan” to Section Title Page after Town Centre Area Plan
  - b. By the addition of the Hammond Area Plan, a copy of which is attached hereto and forms part of this bylaw as Schedule 1 in correct numerical order.
5. **Schedule “A”, Chapter 8, Development Permit Area Guidelines**, is amended as follows:
  - a. To add “Wildfire” and “Hammond” to Section Title Page after Town Centre

- READ** a first time the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_
- READ** a second time the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_
- PUBLIC HEARING** held the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_
- READ** third time the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_
- ADOPTED**, the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

CORPORATE OFFICER

## 10.5 Hammond Area Plan

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FIGURE 2 – Connectivity

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## **INTRODUCTION**

### **1.1 Background**

The Hammond neighbourhood is located in the southwest corner of Maple Ridge. Just west of the neighbourhood is the City of Pitt Meadows and Katzie First Nation, south is the Fraser River, north is Lougheed Highway and Dewdney Trunk Road commercial area, and east is mainly single-family development. The nearby highway network also includes the Golden Ears Bridge, providing quick access to regional transportation routes.

Hammond has a number of unique qualities combining to make it a neighbourhood with heritage character. Some prominent features include several early 1900's single-family houses, a historic commercial area, 5.4 hectare baseball park, and 16 hectare golf course. Local employment opportunities exist within the Maple Meadows Business Park, Hammond Cedar Mill, and nearby commercial areas.

Residents of Hammond describe it as a friendly and family-oriented place, where many neighbours know each other and get together for social events. Hammond is also valued for its smaller size homes with ample garden space, mature trees, and open drainage canals. Many residents also enjoy walking and bicycling through the neighbourhood.

#### **1.1.1 History**

Prior to settlement, the area we know today as Hammond was one of the five original Katzie communities located in southwestern British Columbia. European settlement in this area began in the 1860s, at a time when the area was described as 'heavily timbered down to the river's edge.'

The Hammond brothers, William and John, arrived in the area from Fenstanton, England in 1862. They donated several acres of land to the CPR on the condition that the first railway station in Maple Ridge be built in Hammond. Emmeline Mohun, whose husband, Edward Mohun, drafted the town layout, donated the lower portion of the townsite. Construction of the Canadian Pacific Railway line, station and yards began in 1882. Labourers flocked to the area, including many Chinese workers. In these early years, Port Hammond Junction served as a supply depot, and the town continued to grow with businesses, such as hotels and bars, in response to the influx of workers, settlers and industry.

In August 1883 the township of Port Hammond Junction was registered at the New Westminster Court House. Two years later, the Hammond Post Office opened, and Hammond Station was completed. The first train pulled into Hammond in November 1885, over a year before the rail line to Burrard Inlet was completed. The area prospered, with many farms under cultivation, and by 1910, the opening of first lumber mill, which grew into the largest cedar mill in the world. As the community developed, schools, churches, a bank and telephone service were all established.

Today, the urban fabric of historic Upper and Lower Hammond reflects the origins of the early settlers who worked in local industry and agriculture. Small commercial buildings and modest wood-frame houses, set within a regular street grid, still exist today. Their construction reflects the ready availability of wood, and some houses display a high degree of sophistication in their use of wooden ornamentation. These early buildings, and their landscaped settings, anchor the historic character of the community.

### **1.1.2 Katzie First Nation**

Prior to European settlement, Hammond was inhabited by the Katzie people. The Katzie traditional language is called Halkomelem, which the Katzie are currently attempting to revive. Hammond was just one of five Katzie communities that also included Pitt Lake, Sheridan Hill, Point Roberts and Point Grey.

Like many First Nations people, the Katzie migrated seasonally within their territory to locations where they could hunt, fish, and harvest. Residences were temporary structures made of poles and woven cedar mats and used most of the year. During the winter season, families shared permanent longhouse residences made of cedar.

The Katzie diet consisted mainly of fish, seal, game and shellfish. Wapato, a type of potato that grows in wet marshy areas was also an important source of starch in the Katzie diet. Marshlands still exist within the Pitt Meadows and Hammond area and the Katzie are working on a program to proliferate these starchy tuberous roots that once grew in abundance.

Most of the Hammond area is identified by the Katzie as traditional territory. Indeed, at one time Hammond provided the marsh lands, Fraser River access, and forest for the Katzie people to source food, clothing, and shelter. A Katzie cemetery that dates back to 1898 still remains in Hammond and is in active use today.

#### **Sources:**

Wapato in Katzie Traditional Territory, by Terry Spurgeon <http://www.sfu.ca/archaeology-old/museum/peb/wapato1.html> (sourced on August 19, 2016).

Katzie First Nation History, [http://www.katzie.ca/katzie\\_history\\_part\\_1.htm](http://www.katzie.ca/katzie_history_part_1.htm) (sourced on August 19, 2016).

Katzie First Nation Background, [http://www.katzie.ca/background\\_information.htm](http://www.katzie.ca/background_information.htm) (source on August 19, 2016).

Katzie Eco-cultural Restoration Project pamphlet: Outlines the history and use of wapato in Katzie culture and provides a description of the restoration project.

## **1.2     Impetus and Timing of Hammond Area Plan Process**

Prior to 2006, Maple Ridge initiated amendment to the Official Community Plan to re-designate a considerable portion of the area from Commercial to Residential. The amendment was necessitated to address issues relating to the non-conforming status of many of the single family residences in the area, as well as to respond to findings stating that the area was over-supplied with Commercial designated land. Since 2006, this area has experienced development applications that are inconsistent with the Official Community Plan. At the January 2012 Public Hearing, Council heard from area residents commenting on a development application, involving an Official Community Plan and rezoning amendment, that was proposing a 36 unit apartment building in an area predominantly designated for single detached residential use. It was at this Public Hearing that the request to consider Hammond for a future area plan was made. Some of the comments recorded from speakers at the Public Hearing were as follows:

“... concern as to the impact of the proposed application on the neighbourhood and on his property...He requested that Council consider exploring a vision for the neighbourhood and not grant proposals for lots here and there.”

“...spoke in favour of the proposal however he agreed with the concept of a plan for the whole neighbourhood which would allow further development.”

“...agreed that an overall plan for the area is needed with an emphasis on the preservation of existing heritage.”

Development applications in Hammond prior to and during the Area Plan process have indicated that development pressure is beginning to increase.

## **1.3     Area Plan Process**

The Hammond Area Plan process commenced in March 2014. In the years prior, Hammond was experiencing redevelopment pressure and the community wanted a process to discuss appropriate development forms and density along with a plan to guide development in the future.

The Hammond Area Plan process was made up of five phases:

- Phase I:     Neighbourhood Context
- Phase II:    Public Consultation
- Phase III:   Draft Hammond Area Plan (Concept Plan)
- Phase IV:   Area Plan Endorsement
- Phase V:    Plan Approval

Social media was used in a variety of ways throughout the process as a tool for engagement and communication. At the outset, #MyHammond was used as an easy recall project tagline for community

engagement through Facebook, Twitter, Instagram, YouTube video and a #MyHammond webpage. Traditional outreach was also used to engage through posters, emails, letters, background briefs, etc.

The process included three public open houses, each with a corresponding questionnaire, made available at the event and online. Early in the process the public was also invited to provide input through three #MyHammondTalks online questionnaires. The outcomes of the first two questionnaires were provided through a “What We’ve Heard So Far” update bulletin and issued just before the third questionnaire was posted.

Prior to the first open house event, the community was invited to send in, through Facebook, Instagram, or email, photos of what they think makes Hammond special. Over 300 photos were received and these have been utilized in #MyHammond open house banners, information postcards, #MyHammond webpage, and also incorporated into the Hammond Area Plan document.

Significant community input was received throughout the process and compiled to prepare a Preliminary Concept Plan, which was the focus of the third open house. Feedback from the community showed that the proposed land uses were largely supported leading to preparation of a draft Hammond Concept Plan. Council endorsed the Concept Plan in June 2016 and directed staff to use the document as a guide for development and the basis for the preparation of an Area Plan Bylaw.

#### **1.4     Assumptions and Targets**

Table 1, below, shows the current population of Hammond is estimated to be 5,782. This was calculated using Metro Vancouver’s “family size ratio” data from 2011 multiplied by the total number of units within the Hammond Area boundary. There is currently a total of 1,974 dwelling units in Hammond, as shown below with the range of housing types.

**Table 1. Existing housing profile for Hammond neighbourhood.**

<b>Housing Type</b>	<b>Actual Number of Dwelling Units by Type</b>	<b>Current Estimated Population (2015)</b>
Single Family	1,365	3,986
Single Family / Secondary Suite	196	572
Duplex	17	50
Tri-plex	2	6
Four-plex	2	6
Townhouse	342	1,026
Apartment	50	136
<b>TOTAL</b>	<b>1,974</b>	<b>5,782</b>

It is anticipated that through the Hammond Area Plan new development will occur over several years and result in a build-out population estimated at 12,692 people residing in a total of 4,964 units. It is



also estimated that this population will be able to support approximately 26,000 sq. ft. (2,415 m<sup>2</sup>) of retail and non-retail commercial floorspace in Hammond's historic commercial area. At the outset of this Area Plan, Hammond businesses occupy approximately 7,000 sq. ft. of commercial floor area.

## **1.5     The Role of the Area Plan**

The Hammond Area Plan reflects the community's values and is intended to be the preeminent document for long range planning and development within the Hammond Area boundaries. The Hammond Area Plan will form part of the overarching Official Community Plan Bylaw within Chapter 10, Area Plans. Foundational to the Area Plan are the Guiding Principles with supporting Objectives. These were derived from the Area Plan process to help set goals for the neighbourhood's long-term evolution. Area Plan policies were developed out of the Guiding Principles and Objectives and expand on how the goals and will be applied and acted upon.

### **1.5.1     Hammond Development Permit Area Guidelines**

The Hammond Area Plan is supported by Development Permit Area Guidelines intended to help maintain the unique character of the Hammond neighbourhood. Specifically, the Guidelines outline design criteria for new development and are also incorporated into the Official Community Plan. The content of the Guidelines is derived from the same inputs that contributed to creation of the Area Plan, through the Area Plan process, as well as best practices in sustainable design and development. The Hammond Development Permit Area Guidelines will be used in conjunction with the Hammond Area Plan for the following land use designations:

- Low Density Multi-Family
- Medium Density Multi-Family
- Infill General Employment
- Hammond Village Commercial

## **1.6 Guiding Principles**

As discussed above in Section 1.5, The Role of the Area Plan, the Hammond Area Plan process produced 10 Guiding Principles to inform policy development for the Hammond Area Plan.

### **1.6.1 Guiding Principles and Supporting Objectives**

To ensure clear linkages between the Guiding Principles and Area Plan policies, supporting Objectives have been developed and are included below.

#### **1. Neighbourhood Character is retained**

##### ***Objectives:***

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, features, or events

#### **2. A range of housing forms and tenures promotes demographic diversity**

##### ***Objectives:***

- Allow diverse housing forms and densities to increase the range of housing cost options
- Plan for development that enables "aging in place" for residents
- Encourage a greater supply and variety of rental housing forms

#### **3. New development enhances and compliments existing built form and neighbourhood character**

##### ***Objectives:***

- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development on vacant lots
- Ensure new development incorporates useable and attractive greenspace
- Encourage industrial development that is designed to mitigate impacts on adjacent uses

#### **4. Historic commercial area serves community needs**

##### ***Objectives:***

- Plan for a pedestrian-oriented commercial hub of shops and services that meet residents' daily needs
- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area

- Allow for short-term pop-up commercial ventures to help revitalize village commercial area and enhance other employment areas

5. Sustainable building technologies are utilized

**Objectives:**

- Retain, reuse and adapt existing buildings, particularly those with heritage value or character
- Incorporate energy efficiencies into building design to help reduce greenhouse gas emissions
- Design new buildings to adapt to future uses
- Encourage building design, technologies and materials that promote energy and water conservation as well as the reduction of greenhouse gases (GHG)
- Continue to promote waste reduction and responsible disposal of all waste materials

6. Flood risks are minimized through a variety of mitigation measures

**Objectives:**

- Continue to manage Wharf Street dyke as a defence against flood events
- Apply floodplain construction standards for new development
- Continue to utilize a three-tier stormwater management approach
- Ensure landscape design incorporates progressive strategies to manage stormwater runoff
- Continue to make flood mitigation and emergency program information available to the public
- Continue to recognize natural drainage areas for the important role they play in flood mitigation

7. Natural landscape is retained and enhanced

**Objectives:**

- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Maintain and enhance drainage canals for greater biodiversity
- Encourage and support local stewardship activities

8. Multi-modal transportation routes provide options to automobile

**Objectives:**

- Ensure increased neighbourhood walkability as development occurs
- Promote identified bicycle routes throughout the neighbourhood
- Incorporate speed management measures as development occurs
- Promote community gathering spaces and points of interest along pedestrian and bicycle routes

9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents

**Objectives:**

- Plan for new recreation trails, where opportunities exist
- Identify opportunities for trail connections to align with pedestrian and bicycle network
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs
- Work with community to identify and support local food production opportunities
- Provide public access to Fraser River

10. Employment opportunities are available close to home

**Objectives:**

- Continue to support operation of the Hammond Cedar Mill and recognize its historical presence in the community
- Provide for a range of shops and services in the historic commercial area that contribute to Hammond's small business community
- Continue to support and encourage business development in the Maple Meadows Business Park and lands within the Infill General Employment designation

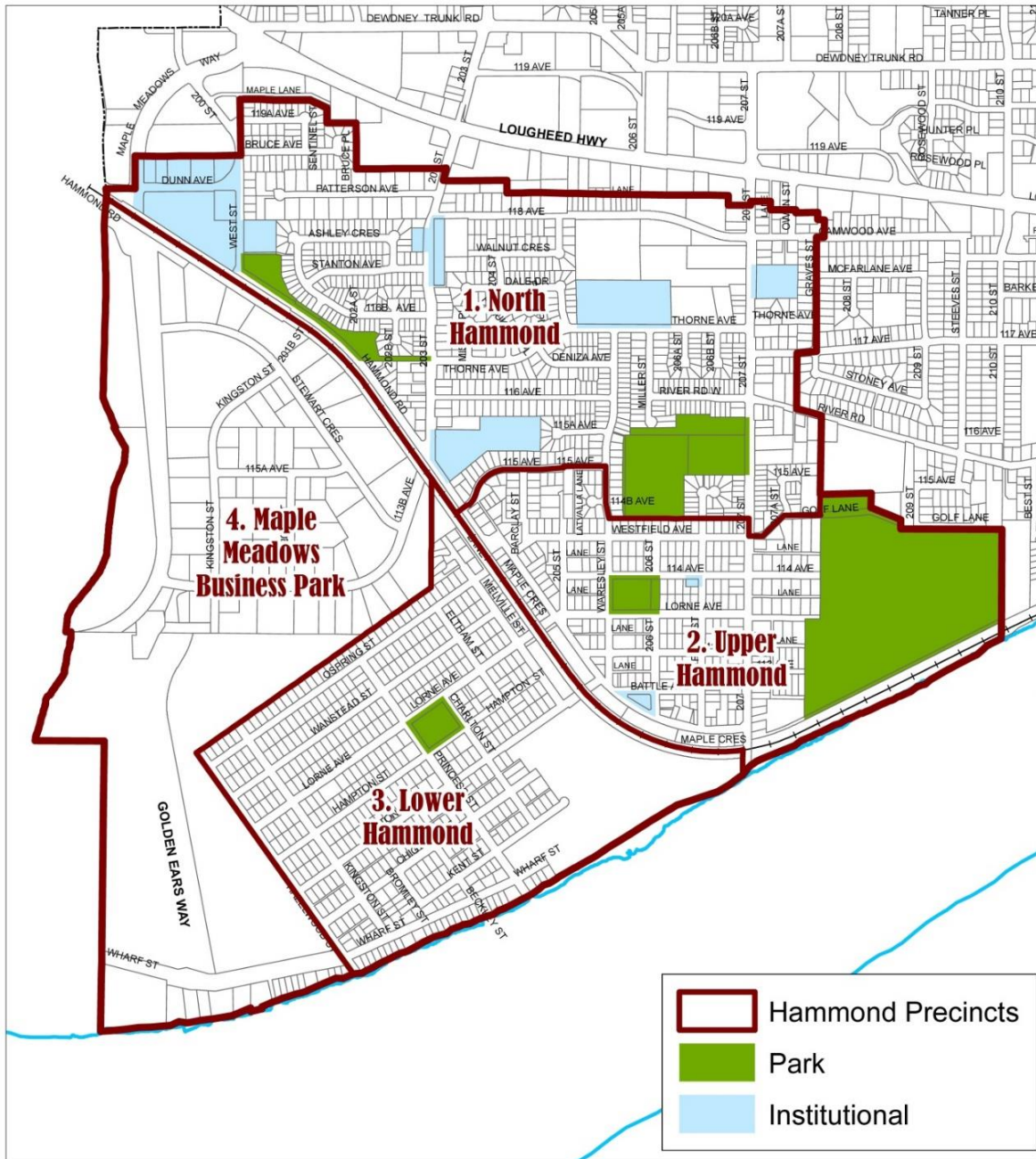
## **2.0 NEIGHBOURHOOD CHARACTERISTICS**

The Hammond neighbourhood has grown significantly since it was registered as a Township in 1883 and character differences are reflected in the time period in which various parts of the neighbourhood were built. Differences in character are evident in land use, street grid pattern, built form, and design of public space. A primary goal of the Hammond Area Plan is to retain these neighbourhood characteristics that contribute to the vitality and livability of the area. To achieve this goal, precincts are identified where clear differences in neighbourhood character exist. The intent is to retain and enhance the desirable features within each of these areas over time.

Using input received through the public consultation process, four precincts have been identified:

- Precinct 1: North Hammond
- Precinct 2: Upper Hammond
- Precinct 3: Lower Hammond
- Precinct 4: Maple/Meadows Business Park

# Hammond Precincts



## **2.1     Precinct 1: North Hammond**

North Hammond is predominantly a single-family low-density residential area. One large pocket of townhouse development is located at 207<sup>th</sup> Street, 118<sup>th</sup> Avenue, and Thorne Avenue. The North Hammond area was developed in the 1980's, long after the residential areas to the south were established. Characteristics such as curved roads, cul-de-sacs, and sidewalks confirm North Hammond's more contemporary era. Compared to earlier eras, many North Hammond houses are large with smaller yards and gardens and garages prominently facing the street. These building features indicate a mid to late 20<sup>th</sup> century style.



Although North Hammond development is more recent than the areas to the south, it is well established and many of the trees and shrubs planted during development contribute character to the urban landscape.

A key focus for this area is retaining existing connectivity to other areas of the neighbourhood for pedestrian and cycling activity and creating new opportunities wherever possible. This may be accomplished by retaining existing and creating new sidewalks as well as existing and new multi-use trails that help shorten travel routes within the neighbourhood (see Figure 2, Connectivity).

### **2.1.1     Precinct 1 - Key Characteristics**

#### **Street and Block Pattern**

North Hammond streets are wide, compared with Precincts 2 and 3, with cul-de-sacs incorporated into the network and sidewalks included along every street for pedestrians. However, developing cul-de-sacs, instead of grid pattern blocks, often increases the travel distances to nearby neighbourhood destinations. Street trees are not present in this Precinct as they were not part of the required road standard during the era of North Hammond's development.

#### **Typical Lot Size and Layout**

North Hammond is primarily residential, with single family lots. Lot sizes are standard to large with some irregular shapes and sizes. Homes are larger and typically cover 35-40% of the lot area.

#### **Greenspace and Landscaping**

North Hammond homes are larger and cover more lot area than those in Precincts 2 and 3. Many of the homes feature front lawns and manicured landscaping. Although trees and shrubs are not as mature as

some in the other residential Precincts, they have become well established and contribute to the character of the area.

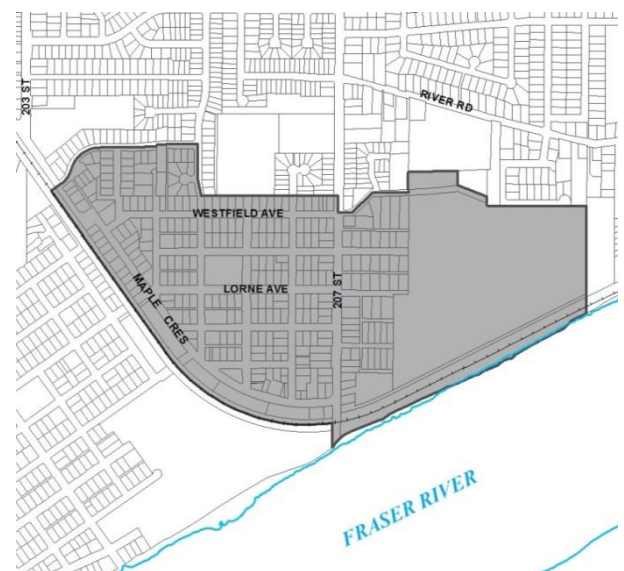
### **Housing and Heritage Sites**

Houses in this area are characterized as standard single family homes with wide front garages and driveways. The Katzie First Nation cemetery is a heritage site identified in this area.

## **2.2 Precinct 2: Upper Hammond**

When the Hammond Township plan was registered in 1883, Upper Hammond began to expand rapidly. The opening of Hammond's railway station in 1885 resulted in more homes, commercial businesses, and industry. As the commercial hub grew into a bustling centre of activity, the Port Hammond Lumber Company began its operation on the riverfront in 1908.

Much of the unique character that grew out of Hammond's early days remains evident within Precinct 2 and retaining this character is a goal of this Area Plan.



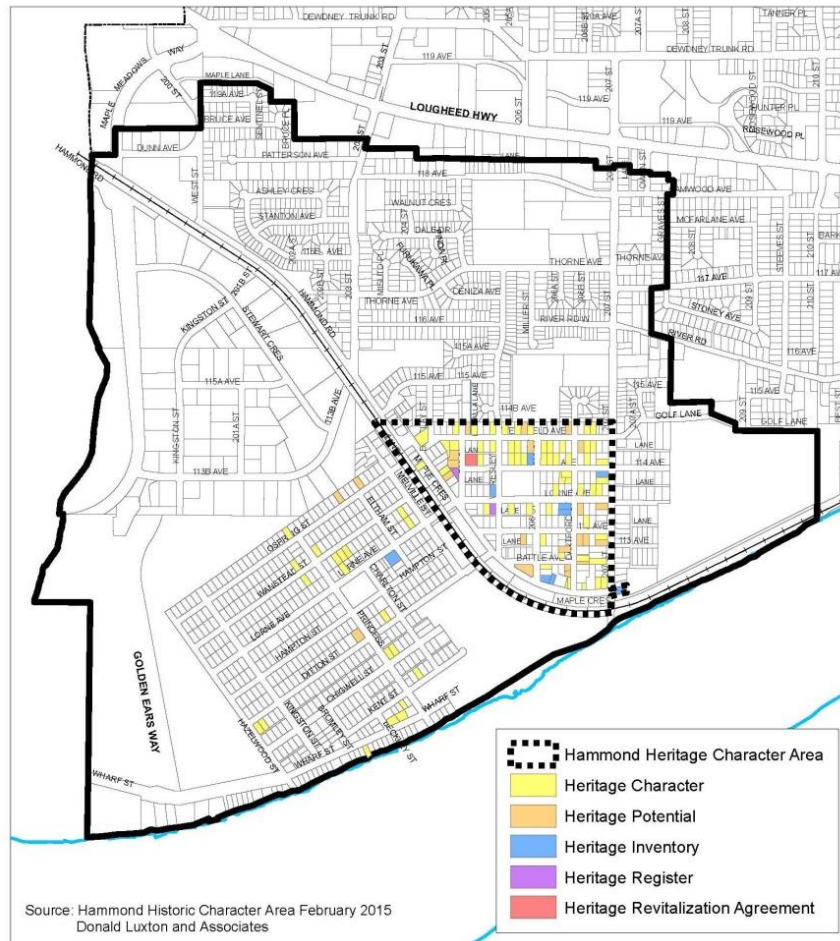
### **2.2.1 Heritage Character Area**

A heritage character study was undertaken by Donald Luxton & Associates and the findings were summed up as follows:

*The concentration of heritage and character sites is situated in Upper Hammond, where a significant number of resources exist in fairly close conjunction.*



# Hammond Heritage Character Area



**Figure 1: Hammond Heritage Character Area**

The above map, prepared by Donald Luxton & Associates, shows the boundaries of the heritage character area identified through the study. The characteristics that contribute to the concentration of these heritage character sites include:

- Built form – “Small commercial buildings and modest wood frame houses reflect the working class nature of the settlement...”.
- Land Use Pattern – “The early commercial area contains a number of modest early commercial buildings...This has always been the location of commercial activities, across from the mill site. The residential areas developed north of the commercial area and also to the west. This pattern continues to the present day.”
- Lot Pattern and Street Grid – “The very tight street grid provides more of a village atmosphere and a more walkable environment”.
- Landscaping – “Landscaping has matured to provide visual interest”.



## **Hammond Heritage Character Area – Definitions of Figure 1 Heritage Classifications**

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

### **Heritage Revitalization Agreement**

These are legally protected heritage sites. Statements of Significance have been prepared for these two sites.

### **Heritage Register**

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

### **Heritage Inventory**

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

### **Heritage Potential**

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

### **Heritage Character**

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

## **2.2.1 Precinct 2 – Key Characteristics**

### **Street and Block Pattern**

Lots divided into a tight grid system, with very few lanes, characterize Precinct 2. The tight street grid provides a village atmosphere and a more walkable environment. Typically, there are 10 lots to a block, providing a very generous street allowance. There are also a number of irregular and triangular lots caused by the curving sweep of the railway that provide variety and interesting neighbourhood pockets within the area.

### **Typical Lot Size and Layout**

Upper Hammond is primarily comprised of residential, single family lots with a few larger, multi-family buildings. Lots are standard to large in size with many homes typically small and modest in size, particularly in the Heritage Character Area (HCA). Lots within the Village Commercial Area vary in size from slightly smaller and slightly larger than the nearby residential lots. The curve of the railway line has also created some irregular shaped residential and commercial lots. Residential lots outside of the HCA tend to be larger, although some are smaller and narrower.

### **Greenspace and Landscaping**

The mature and varied greenspace and landscaping of Upper Hammond is an important character element. Many lots located in the HCA are large in size and homes are small. This allows for more light and open space on each site, contributing to a 'green' feel within this part of the neighbourhood.

### **Housing and Heritage Sites**

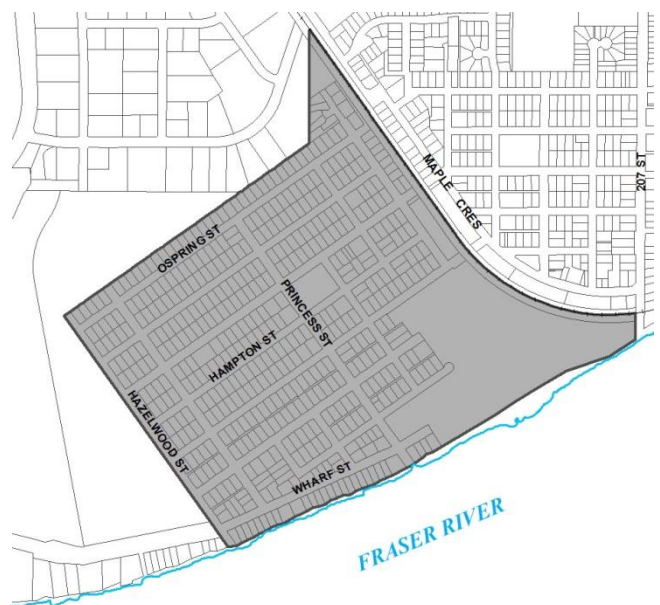
The historical architectural style of the Hammond neighbourhood remains primarily concentrated within the Heritage Character Area of Precinct 2. Houses in this area are small and modest and are characterized as a simplified version of the well-known Craftsman style. Several sites in this Precinct are listed in the Heritage Resources of Maple Ridge.

### **Other Historic Activities & Community-led Amenities**

Throughout Upper Hammond, there is a legacy of human activity that is commemorated with a sign, plaque, or public art.

## **2.3 Precinct 3: Lower Hammond**

The development of Lower Hammond occurred over several decades in predominantly a single-family form. In the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, when Upper Hammond was growing rapidly, this area was growing at a slower pace around the cedar mill which started operation in 1908 and continues today. There are a number of older homes scattered throughout Lower Hammond, described in the Heritage Character Study (Donald Luxton & Associates), as being "pre-1940's wood frame structures that reflect the working-class nature of the area", but lacking in concentration of similar structures found in Upper Hammond. Most development in Lower Hammond represents eras from the mid to late 20<sup>th</sup> and early 21<sup>st</sup>



centuries. The study also identified Lower Hammond's grid-pattern road network and lot configuration, which is similar to that found in Upper Hammond, adding to the heritage character of the area. The different eras of development throughout have created an eclectic and interesting mix of housing form. Also noteworthy in the study is the following observation:

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

Lower Hammond is located in the Fraser River floodplain and this will continue to impact the form and design of new development into the future. This area has been described by some as having a rural character not typically found in single-family suburban areas. Features that contribute to this character, not already discussed above, are:

- Numerous vegetated open drainage channels with adjacent informal trails that connect various blocks
- Roads with a narrower paved width compared to other suburban residential areas (such as Precinct 1)
- Few sidewalks

Two areas of focus for Lower Hammond are:

- 1) Maintaining the rural character;
- 2) Enhancing connectivity within Precinct 3 and identifying opportunities to link with other Hammond Localities and beyond.

### **2.3.1 Precinct 3 – Key Characteristics**

#### **Street and Block Pattern**

Lower Hammond has a very regular, repetitive, grid street pattern in large blocks. Many of these blocks are broken up with unopened road right-of-ways and vacant lots that contain informal trails along drainage canals. Some laneways currently exist in Precinct 3, south of Ditton Street.

#### **Typical Lot Size and Layout**

Lower Hammond is made up of mostly single family lots that are primarily a standard size and shape. The Hammond Cedar Mill is also located in Precinct 3 and covers close to ¼ of the area. Housing in this Precinct has been constructed over several decades resulting in an eclectic style, size, and lot layout. The older homes, constructed prior to the 1980's, tend to be more modest with a smaller footprint and more open space is the result. Homes constructed during and after the 1980's tend to have a larger footprint and smaller front and rear yards.

## Greenspace and Landscaping

Undeveloped and open right of ways used by pedestrians with vegetated drainage canals help provide a sense of rural openness from the street. Several sites have older small homes with generous setbacks that contribute to the greenspace and open feel. Although Lower Hammond was established at the same time as Upper Hammond, it does not have the same abundance of mature trees. This is likely due to its lower elevation and drainage issues. Wharf Street serves both as a road and dyke for the floodplain area. The street has homes on both sides and while the homes on the Fraser River side have spectacular views, they do not benefit from the flood protection the dyke provides.

## Housing and Heritage Sites

Similar to houses in the Heritage Character Area of Upper Hammond, the vernacular heritage architectural style is also evident in Lower Hammond. The Heritage Character Area Map (see Figure 1) shows several sites with heritage character or potential and one listed on the “Heritage Resources of Maple Ridge”.

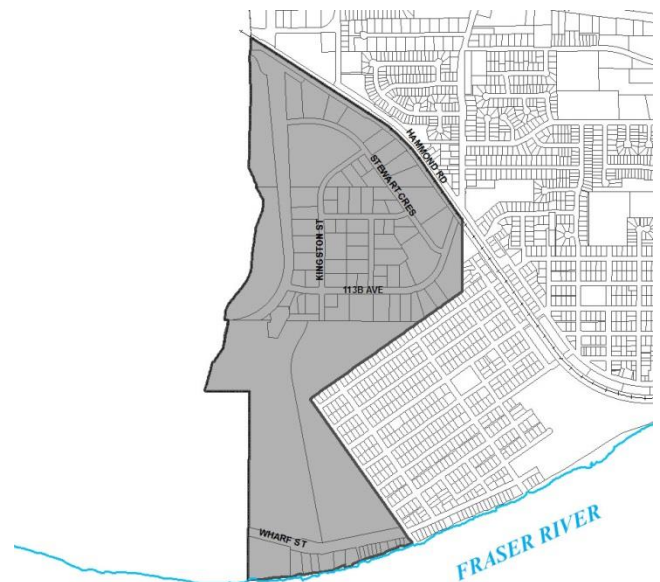
## Other Historic Activities & Community-led Amenities

Much history is evident and recorded within Lower Hammond and as such there are signs, plaques, and park names to help commemorate Hammond’s history.

### 2.4 Precinct 4: Maple Meadows Business Park

Although land use is a primary factor that sets Precinct 4 apart, the area does have other characteristics important to its future. Most of the northern portion of Maple Meadows Business Park was constructed in the early 1990’s and the southern portion is currently undeveloped. Because the business park has grown slowly over the years, the pattern of older to newer light industrial building design is clearly evident. Part of the Katzie Slough is located at the western edge of the Precinct and provides natural drainage for the area. All of Precinct 4 is located in the Fraser River floodplain.

A key feature of Maple Meadows Business Park is its auto-oriented connectivity with the regional highway network. The Business Park is located close to Lougheed Highway and adjacent to Golden Ears Way and Golden Ears Bridge. When the southern lands eventually develop, an alternative access to the area will be required. This will be particularly beneficial for emergency access.



Enhancing local and regional connectivity is an important aspect for the Precinct 4 road network, which includes improvements to roads and routes, as well as increasing pedestrian and cycling connections to other areas within the neighbourhood. Considerations regarding development in the floodplain will also continue to be a focus for Precinct 4, including best practices for stormwater management.

#### **2.4.1 Maple Meadows Business Park – Key Characteristics**

##### **Street and Block Pattern**

The street network is purposed with a focus on automobile access to business and to the regional road network via the Golden Ears Bridge, Golden Ears Way, and Loughheed Highway. All roadways have sidewalks on at least one side, but no pedestrian and bicycle connections exist within blocks to help shorten travel routes. As the Business Park continues to develop (particularly to the south) and redevelop, opportunities will be identified for creating linkages, where appropriate, for pedestrian and bicycle activity. It is intended that an alternative access for Lower Hammond will be provided through Precinct 4, as both existing access points for Lower Hammond are at railway crossings.

##### **Typical Lot Size and Layout**

Lot sizes vary throughout the Business Park and layout varies depending on the needs of individual businesses located within the area.

##### **Greenspace and Landscaping**

Greenspace and landscaping is minimal, typically occupying a narrow edge around lots. Asphalt paving predominates.

There are no heritage sites identified within Precinct 4.

### **3.0 HAMMOND LAND USE DESIGNATIONS**

Population growth is anticipated to drive change within Hammond over the next several years. The Hammond Area Plan encourages a range of housing types and tenures to accommodate community needs and enable aging in place for residents. Currently there are approximately 1,974 residential units within the neighbourhood with a population of 5,700 residents. It is anticipated that at build-out, the number of residential units will be approximately 4,964, with a population of 12,000 residents. While growth and change are supported by the community, retaining the existing heritage character of the neighbourhood is strongly desired.

Providing a greater range of housing forms and accommodating an increase in density within some areas of Hammond will support revitalization of the historic commercial area at Maple Crescent and 207<sup>th</sup> Avenue and provide local shops and services within walking and cycling distance of nearby homes (see Schedule 1, Hammond Area Land Use Designations). Increasing residential densities will also help

support the ridership of the West Coast Express and the Frequent Transit Network of bus routes just north of Hammond with stops located along Lougheed Highway and Dewdney Trunk Road.

***Guiding Principles:***

1. Neighbourhood character is retained
2. A range of housing forms and tenures promotes demographic diversity
3. New development enhances and compliments existing built form and neighbourhood character
4. Historic commercial area serves community needs
5. Sustainable building technologies are utilized
6. Flood Risks are minimized through a variety of mitigation measures
7. Natural landscape is retained and enhanced

***Objectives:***

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, features, or events
- Allow diverse housing forms and densities to increase range of cost housing options
- Plan for development that enables "aging in place" for residents
- Encourage a greater supply and variety of rental housing forms
- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development on vacant lots
- New development incorporates useable and attractive greenspace
- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area
- Retain, reuse and adapt existing buildings, particularly those with heritage value or character
- Incorporate energy efficiencies into building design to help reduce greenhouse gas emissions
- Design new buildings to adapt to future uses
- Encourage building design, technologies and materials that promote energy and water conservation as well as the reduction of greenhouse gases (GHG)
- Continue to promote sound management of all waste materials
- Landscape design incorporates progressive strategies to manage stormwater runoff
- Promote retention and expansion of the tree canopy on public and private lands

- Improve the quality and function of greenspace in Hammond

**Policies:**

- 3-1 Community Amenity Contributions collected through new development, within the Hammond Area Plan boundaries, will be utilized within the Hammond neighbourhood and be applied in accordance with Council Policy 6.31, entitled “Community Amenity Contribution Program”.
- 3-2 The adaptive reuse of heritage sites and buildings is encouraged. Rehabilitation of a heritage site may involve the use of heritage conservation legislation identified in the *Local Government Act* and *Community Charter*. This policy applies to sites and buildings determined by Maple Ridge to have heritage value and/or heritage character, including listings on the “Heritage Resources of Maple Ridge” and specific properties identified within the Heritage Character Area shown in Figure 1.
- 3-3 For heritage projects requiring a Statement of Significance or a Heritage Conservation Plan, Maple Ridge shall comply with the “Standards and Guidelines for the Conservation of Historic Places in Canada” published by Parks Canada. This tool helps users first understand the historic place and secondly determine the best approach in its conservation.
- 3-4 Maple Ridge will establish a community engagement process to explore potential legislation and regulatory tools for conservation of the Heritage Character Area identified in Figure 1. Examples of some potential tools include a Heritage Conservation Area Bylaw, property tax exemption for protection of a heritage property, heritage conservation covenants, and/or a specific Heritage Character Area zone that permits uses, densities, setback, etc. that are specific to this historic enclave of Hammond.
- 3-5 Hammond is an established neighbourhood, with a predominantly single-family use. As density increases over time, design compatibility with the existing character is encouraged to maintain livability, streetscape aesthetics, and Hammond’s sense of place. Elements of the existing built form should be incorporated into site and building design for all forms of development. For example:
  - a) Space for ample light penetration should be provided between buildings;
  - b) Building heights should not appear imposing to smaller existing buildings;
  - c) Existing mature trees and shrubs should be retained, wherever possible; and
  - d) Landscaping should include new plants and trees that will attract bees, butterflies, and songbirds;
  - e) Establish garden areas that provide energy conservation benefits, such as shade in the summer and light penetration in the winter (i.e. using deciduous trees).

- 3-6 Providing a range of housing forms and tenures is encouraged throughout the Hammond neighbourhood. These include single-family and multi-family forms, with tenures ranging from home ownership, rental (including purpose-built rental), affordable, and subsidized housing.
- 3-7 To ensure a range of housing needs are accommodated within Hammond, Maple Ridge will work with government and housing agencies to encourage and support development that provides:
- a. For those with special housing needs due to income, age, or disability;
  - b. Special needs housing incorporated within the Hammond neighbourhood located close to public transit, shopping and services, and parks and recreation; and
  - c. Flexible living units to accommodate people with physical disabilities.
- 3-8 The Hammond area is part of the Katzie First Nation's traditional territory, wherein artifacts may still remain from Katzie activities well over a hundred years ago. Maple Ridge will work with Katzie First Nation to create a process for ensuring that applications for new development undertake an archaeological review, wherever warranted, in accordance with the *Heritage Conservation Act*.
- 3-9 Land assembly or lot consolidation proposed in conjunction with development, redevelopment, conversion, or infill development should meet the following conditions:
- a. That any residual lots or remaining land parcels are left in a configuration and lot area suitable for a future development proposal, or may be consolidated with other abutting residual lots or land parcel, and complies with the applicable Land-Use Designations and Policies of Section 3.0.
  - b. The use of any residual abutting lots or land parcels can continue to function in accordance with the applicable Land Use Designation and Policies of Section 3.0.
  - c. Residual abutting lots or land parcels are not left in a condition unsuitable for the maintenance of the existing land use;
  - d. The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.
- 3-10 Shadow studies may be required for proposed buildings greater than three (3) storeys in height and where a building façade is more than double the width of adjacent buildings. Site and building design should mitigate for potential shadow casts and blocking of daylight on nearby properties.



- 3-11 Maple Ridge encourages noise abatement and vibration mitigation measures for all new building construction within 50 metres of the railway corridor. The level and impact of noise and vibration on a development site should be assessed by a qualified acoustic and vibration consultant through the preparation of a noise and vibration impact study, undertaken early in the process. The study should assess the impact of all noise and vibrational sources affecting the development site and provide recommendations for noise abatement and vibration mitigation for the site.

NOTE: Heritage buildings listed in the Heritage Resources of Maple Ridge may be exempt from this policy.

- 3-12 Applying principles of Crime Prevention Through Environmental Design (CPTED) are encouraged, particularly to the internal spaces and finishing of all garage structures.
- 3-13 To minimize impervious surfaces, incorporate on-site landscaping infiltration strategies and rainwater retention to comply with the Subdivision and Development Servicing Bylaw.
- 3-14 Energy efficient design and Best Management Practices are encouraged in all developments in Hammond. Maple Ridge supports the green technologies embedded in the Hammond Development Permit Area Guidelines and encourages these within all development.
- 3-15 Achieving a LEED (Leadership in Energy & Environmental Design), Built Green, Passive House or similar certification program is encouraged, as they contribute to energy savings and greenhouse gas reductions through enhanced envelope performance and decreased reliance on mechanical systems for heating, cooling, and ventilation.

### **3.1 Residential**

Hammond is an established neighbourhood and it is important that new development is compatible with existing character. Retaining neighbourhood character is a key aim for the Hammond Area Plan, while allowing for increased residential densities that support a more vibrant community. Additionally, introducing new forms of residential development is intended to attract new residents and enable current residents to “age in place”.

#### ***Guiding Principles:***

1. Neighbourhood character is retained
2. A range of housing forms and tenures promotes demographic diversity
3. New development enhances and compliments existing built form and neighbourhood character
4. Natural landscape is retained and enhanced

***Objectives:***

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, features, or events
- Allow diverse housing forms and densities to increase the range of housing cost options
- Plan for development that enables "aging in place" for residents
- Encourage a greater supply and variety of rental housing forms
- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Encourage development on vacant lots
- Ensure new development incorporates useable and attractive greenspace

**3.1.1 Single-Family & Compact Residential:**

***Intent:***

Single-family dwellings, duplex, and triplex are the forms of development permitted in the **Single-Family & Compact Residential** designation. The intent is to allow for some density increase that is compatible with existing single-family form and neighbourhood character. Secondary suites and garden suites are also encouraged uses outside of the floodplain area.

***Policies:***

- 3-16 Single-family, duplex and triplex housing forms are permitted in the Single-Family & Compact Residential designation.
- 3-17 Detached garden suites and secondary suites are permitted, subject to consistency with existing Maple Ridge bylaws and regulations.
- 3-18 Adaptive re-use of existing buildings is encouraged.

3-19 The following characteristics should be incorporated into all forms of new development within the Single-Family & Compact Residential designation:

- a. A site size and configuration that enables building orientation towards streets and laneways wherever possible;
- b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
- c. Design that is sensitive to surrounding built form, particularly for buildings that are three (3) storeys in height; and
- d. Parking for residents is provided in a concealed structure.

### **3.1.2 Low Density Multi-Family:**

#### ***Intent:***

Encouraging an increase in density and expanding residential form is the intent of the **Low Density Multi-Family** designation, which permits townhouse, fourplex and courtyard development forms. Lands in this designation are primarily located in high activity areas along major corridor roads and adjacent to large community gathering spaces and the West Coast Express. It also serves as a transitional development form and density between **Single-Family & Compact Residential** and the **Medium Density Multi-Family** designations. Consideration of Hammond's existing neighbourhood character, including historic building elements and attractive garden spaces, is an important aspect of this designation.

#### ***Policies:***

3-20 Townhouse, fourplex, and courtyard housing forms are permitted in Low Density Multi-Family designation, with ground level entry to each unit.

3-21 Maximum building height permitted is three (3) storeys.

3-22 The following characteristics should be incorporated into all forms of development within the Low Density Multi-Family designation:

- a. A site size and configuration that enables building orientation towards streets and laneways wherever possible;
- b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;

- c. Design that is sensitive to surrounding built form, particularly for buildings that are three (3) storeys in height;
- d. Parking for residents is provided in a concealed structure.

### **3.1.3 Medium Density Multi-Family:**

#### ***Intent:***

The Medium Density Multi-Family designation allows for the highest residential densities within Hammond. Providing for a level of density aimed at establishing a vibrant Hammond neighbourhood is the intent of the **Medium Density Multi-Family** designation, which permits residential forms of townhouse, rowhouse and apartment. Similar to the **Low Density Multi-Family** designation, this future land use is primarily located along major corridors with focus areas being where Hammond's highest density is most suitable and beneficial to neighbourhood vibrancy.

#### ***Policies:***

- 3-23 Townhouse, rowhouse, and apartment housing forms are permitted within the Medium Density Multi-Family designation.
- 3-24 Maximum building heights for townhouse and rowhouse development forms is three (3) storeys.
- 3-25 Maximum building height for apartment form is four (4) storeys.
- 3-26 Ensuring that higher densities are compatible with existing character is an important consideration. Design for new development should include:
  - a. Orienting living and activity spaces toward streets and laneways, so that opportunities for "eyes on the street" are created wherever possible;
  - b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
  - c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) or more storeys in height;
  - d. Parking for residents is provided in a concealed or underground structure.

### 3.2 Employment

There are four land use designations for employment within Hammond: **Hammond Village Commercial, Maple Meadows Business Park, Infill General Employment** and **Hammond General Industrial**. The intent is to provide a range of employment options for local residents and the region, support the local economy, and provide nearby shops and services that will help meet the community's daily needs.

#### ***Guiding Principles:***

1. Neighbourhood character is retained
3. New development enhances and compliments existing built form and neighbourhood character
4. Historic commercial area serves local community needs
7. Natural landscape is retained and enhanced
10. Employment opportunities are available close to home

#### ***Objectives:***

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, or features
- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development on vacant lots
- Ensure new development incorporates useable and attractive greenspace
- Encourage industrial development that is designed to mitigate impacts on adjacent uses
- Plan for a pedestrian-oriented commercial hub of shops and services that meet residents' daily needs
- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area and enhance other employment areas
- Allow for short-term pop-up commercial ventures to help revitalize village commercial area
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Continue to support operation of the Hammond Cedar Mill and recognize its historical presence in the community
- Provide for a range of shops and services in the historic commercial area that contribute to Hammond's small business community

- Continue to support and encourage business development in the Maple/Meadows Business Park and the Infill General Employment designation

### **3.2.1 Hammond Village Commercial**

#### ***Intent:***

**Hammond Village Commercial** designated lands are mainly concentrated in Hammond’s historic commercial node at Maple Crescent and Dartford Street. Creating a hub of vibrant commercial activity is encouraged through mixed-use development forms that include ground level retail shops and services with apartments or offices above. Additional ways to attract people and enliven the area are seasonal or temporary “pop-up” businesses and the incorporation of public spaces into new development.

#### ***Policies:***

- 3-27 Principal buildings within the Hammond Commercial designation will range from a minimum of three (3) to a maximum of four (4) storeys.
- 3-28 Conservation and/or adaptive re-use of buildings listed on “The Heritage Resources of Maple Ridge” is encouraged.
- 3-29 Ground floor commercial is required within the Hammond Commercial designation with office and/or residential use above grade.
- 3-30 Orient living and activity spaces toward streets and public spaces, so that opportunities for “eyes on the street” are created wherever possible.
- 3-31 Creating public outdoor meeting spaces is encouraged in the Hammond Village Commercial designation and may take the form of a public square, plaza, courtyard, or passageways between buildings.
- 3-32 Attractive landscaping and seating design is important in public spaces to invite people to rest, reflect, or meet and visit with others.
- 3-33 Incorporating public art into new development and public spaces is encouraged.
- 3-34 Maple Ridge will undertake a study to explore appropriate parking standards and alternative parking options, such as a nearby parking lot, for the Hammond Village Commercial area.
- 3-35 All parking is encouraged in an underground structure. Where challenging site conditions exist, options include landscaped visitor parking at grade, concealed above-grade structure for all parking, or concealed above-grade structure for residents’ parking and landscaped visitor parking at grade.

- 3-36 Temporary, seasonal, or pop-up businesses will be encouraged, particularly where there is a vacancy within an existing store-front.
- 3-37 Interpretive signage, plaques or other medium that provides historic information of a place, people, and/or event should be incorporated into development wherever possible.

### **3.2.2 Maple Meadows Business Park**

#### ***Intent:***

**Maple Meadows Business Park** designated lands encompass most of Precinct 4. This area has been an employment generator since its inception in the early 1990's and accommodates many large, medium and small businesses. It is well located close to Lougheed Highway and Golden Ears Bridge, both routes being part of the regional highway network. The Business Park has experienced significant growth over the years and it is anticipated it will continue to expand and evolve into the future.

#### ***Policy:***

- 3-38 Lands within the Maple Meadows Business Park designation will be subject to existing policies to regulate Business Parks in the *Maple Ridge Official Community Plan*.

### **3.2.3 Infill General Employment**

#### ***Intent:***

The **Infill General Employment** designation is applied primarily to underutilized lands adjacent to residential areas and the railway tracks in Precincts 2 (Upper Hammond) and 3 (Lower Hammond). These lands are narrow and limited in potential. The intent of **Infill General Employment** is to create opportunities for businesses that do not generate much traffic and have minimal need for public parking. Additionally, this designation is limited to businesses that produce minimal noise, odor, or fumes and blend well into the nearby residential areas either through attractive building design or landscape screening. Some examples may include public storage facility, medical testing laboratory, manufacturing operation, multi-media and/or art studio.

#### ***Policies:***

- 3-39 Businesses in the Infill General Employment designation will be light industrial or business park uses that do not generate significant traffic, noise, fumes, or odors.

- 3-40 Lands within the Infill General Employment designation are located in close proximity to residential areas and compatibility with adjacent use is important. Incorporating the following elements into site and building design within the Infill General Employment designation is encouraged:
- a. Principal buildings within the Infill General Employment designation are Permitted at a maximum height of 3 storeys;
  - b. Attractive landscaping, including fencing/screening, should be provided along the perimeter of the site;
  - c. Outdoor storage and refuse/recycling areas should be well-screened with attractive landscaping and fencing, particularly those visible to roadways and/or adjacent residential areas.

### **3.2.4 Hammond General Industrial**

#### ***Intent:***

The Hammond Cedar Mill is located in Lower Hammond (Precinct 3) and the site makes up the **Hammond General Industrial** designation. The Mill has been providing local jobs since 1908 and is anticipated to continue for the foreseeable future. The operation is as much a part of Hammond's historic character as the railway and street grid pattern.

#### ***Policy:***

- 3-41 Lands within the **Hammond General Industrial** designation will be subject to existing policies to regulate Industrial lands in the *Maple Ridge Official Community Plan*.

### **3.3 Parks & Open Space**

#### ***Intent:***

When the original Hammond township plan, registered in 1883, was created, two parks were set aside for park use. One is Hammond Park, which is located in Upper Hammond (Precinct 2) and the other is Tolmie Park, located in Lower Hammond (Precinct 3). Baseball was played in both parks, with Hammond Park being the location for the Hammond Cedar Baseball team – a team of amateur players recruited by the cedar mill manager starting in 1924. League baseball was moved to the Hammond Stadium when it opened in 1957.

Hammond is also home to the Maple Ridge Golf Course, which officially opened in 1925.



Several parks have been established in Hammond since the township's inception, and today they include the following:

- Hammond Stadium, Pool, and Community Centre
- Hammond Park
- Maple Ridge Golf Course
- Tolmie Park
- Emmeline Mohun Park

The **Parks & Open Space** designation continues to include lands dedicated to a range of recreational activities located within all three of Hammond's residential Precincts that contribute to outdoor leisure activity, neighbourly interactions, and locally organized events. Additionally, **Parks & Open Space** lands are important areas for urban ecology and natural habitat for wildlife.

***Guiding Principles:***

1. Neighbourhood character is retained
7. Natural landscape is maintained and enhanced
9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents

***Objectives:***

- Promote retention of heritage character elements
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, features, or events
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Maintain and enhance drainage canals for greater biodiversity
- Encourage and support local stewardship activities
- Plan for new recreation trails, where opportunities exist
- Identify opportunities for trail connections to align with pedestrian and bicycle network
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs
- Work with community to identify and support local food production opportunities
- Provide public access to Fraser River

***Policies:***

- 3-42 All lands designated as Park within Hammond are subject to a master plan administered by the Parks & Leisure Service Department.

- 3-43 Maple Ridge will continue to endeavour that uses within any new and existing Park spaces should serve the needs of all ages and demographics, particularly seniors and youth.
- 3-44 Maple Ridge will continue to work with the Parks & Leisure Services Commission on the delivery of recreation programs that create age-friendly opportunities and meet the needs of all genders, abilities, and income levels within the community.
- 3-45 In an effort to ensure that Parks within Hammond are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.
- 3-46 To enhance connectivity throughout Hammond and create links with Parks and other points of interest, new pathways and trails within Park spaces will be selected in consideration of the larger pedestrian and bicycling network.
- 3-47 Where sufficient neighbourhood demand is confirmed, Maple Ridge will consider identifying suitable space for a community garden in Hammond.
- 3-48 Emmeline Mohun Park currently provides public views and access to the Fraser River. Where new opportunities arise, Maple Ridge will consider establishing additional park space along the river to provide increased public access.
- 3-49 To encourage urban wildlife, including songbirds, bees, butterflies and other insects, appropriate native shrub and plant material will be used in Park areas, wherever feasible.
- 3-50 Maple Ridge will work with the community to identify opportunities to enhance Hammond Park spaces through inclusion of new recreation activities, public art, heritage feature(s), interpretive plaques and/or wayfinding signage.

### **3.4     Institutional**

#### ***Intent:***

Hammond has a broad range of **Institutional** uses that are both public and private operations. An **Institutional** use includes services such as education, government, fire protection, public transit, health and welfare, and cultural/spiritual.

***Guiding Principles:***

1. Neighbourhood character is retained
3. New development enhances and compliments existing built form and neighbourhood character
7. Natural landscape is retained and enhanced
9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents

***Objectives:***

- Promote retention of heritage character elements
- Retain historic grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, features, or events
- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development on vacant lots
- Ensure new development incorporates useable and attractive greenspace
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs
- Work with community to identify and support local food production opportunities

***Policies:***

- 3-51 Maximum building height for new Institutional development is three (3) storeys.
- 3-52 Building and site design for new development should be compatible with the existing character of the area and adjacent buildings. Design should include:
- a. Orienting active spaces toward streets and laneways, so that opportunities for "eyes on the street" are created wherever possible;
  - b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
  - c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) storeys in height.

### **3.5     Conservation**

#### ***Intent:***

Most of this land is adjacent to the Golden Ears Bridge and part of the Katzie Slough. The Slough was once an area rich in biodiversity, but today mainly provides natural drainage for the surrounding developed area, including Lower Hammond (Precinct 3). Increasing biodiversity not only contributes to effective rainwater management, but also productive habitat for a range of small mammals, insects and freshwater invertebrates. This natural area that is abundant with small wildlife provides a regular food source for birds of prey making the Katzie Slough an important raptor habitat area. In addition to biodiversity, the Slough's drainage capability also provides an essential benefit to nearby property owners and as such it is important to retain and enhance the ecology of these lands wherever possible.

It is important to note that the Conservation designated land in the Katzie Slough is in the Agricultural Land Reserve and any changes intended for this area may require approval from the Agricultural Land Commission.

#### ***Guiding Principles:***

6. Flood risks are minimized through a variety of mitigation measures
7. Natural landscape is retained and enhanced
9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents

#### ***Objectives:***

- Continue to recognize natural drainage areas for the important role they play in flood mitigation
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Maintain and enhance drainage canals for greater biodiversity
- Encourage and support local stewardship activities
- Plan for new recreation trails, where opportunities exist
- Identify opportunities for trail connections to align with pedestrian and bicycle network
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs

#### ***Policies:***

- 3-53     Maple Ridge will continue to protect natural features designated Conservation, while ensuring public safety, including land resources, water resources, and air quality under current requirements within the *Maple Ridge Official Community Plan* and related policies and bylaws, and also in accordance with Provincial and Federal regulations.

- 3-54 Maple Ridge will support efforts to enhance biodiversity within the Katzie Slough to support native insect, fish, and wildlife species, while continuing to maintain this wetland area as a natural drainage system for the surrounding floodplain area.
- 3-55 Maple Ridge will encourage education and awareness of the environmental and flood protection benefits of natural drainage systems, through programs, projects, publications, or other forms of communication and public engagement.
- 3-56 Recreation trails will be retained, expanded and enhanced, wherever possible, to permit sensitive public access to natural areas for recreation and education.

#### **4.0 MULTI-MODAL TRANSPORTATION & CONNECTIVITY**

##### ***Intent:***

The original 1883 Port Hammond Junction Township plan laid out numerous short blocks, some containing laneways, enabling numerous connections for local residents to travel from one area of the neighbourhood to another. As Hammond grew over the years, the grid pattern for new areas was not laid out in the same manner and resulted in longer blocks, numerous cul-de-sacs, and fewer connectivity options for local residents.

Today, connectivity in Hammond is provided through various modes, such as Major Corridor routes to manage large volumes of traffic within and through the neighbourhood, defined bicycle routes, sidewalks, and formal and informal recreation routes. Walking and cycling are popular activities in Hammond and the community has expressed a desire for road and route improvements to make these activities safer and more desirable. A West Coast Express Station, part of the TransLink network, is located in the northwest corner of Hammond and provides regional connectivity via railway. TransLink also provides one regular bus route through Hammond, along with two limited bus service routes.

Although the railway provides regional access, it has also been identified as an obstacle to connectivity within Hammond, particularly Lower Hammond, with longer and more frequent trains impacting four railway crossings. This limits access into and out of the Lower Hammond area. Figure 2, Connectivity shows existing and proposed routes intended to support multi-modal transportation, including a new multi-modal access connecting Lower Hammond with Maple Meadows Business Park.

##### ***Guiding Principles:***

- 8. Multi-modal transportation routes provide options to automobile use

##### ***Objectives:***

- Ensure increased neighbourhood walkability as development occurs
- Promote identified bicycle routes throughout the neighbourhood

- Incorporate speed management measures as development occurs
- Promote community gathering spaces and points of interest along pedestrian and bicycle routes

***Policies:***

- 4-1 Universal accessibility is encouraged in transportation planning and design. Wherever possible, the needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by pedestrians with disabilities, as well as by families, teenagers, and seniors will be accommodated in the design of sidewalks, public plazas, and other public spaces throughout Hammond.
- 4-2 Maple Ridge will continue to monitor traffic flows through Hammond to effectively manage traffic volumes and/or improve safety as higher density development is introduced to the community.
- 4-3 Where new developments are proposed, pedestrian and cycling connections should be improved or created, wherever possible, linking into the local and broader community. New routes may be identified that reduce long blocks and travel time to destinations, such as the West Coast Express, bus routes, nearby shopping and services, local parks and Hammond Elementary School.
- 4-4 Access in and out of Lower Hammond (Precinct 3) is currently impeded with railway crossings at both entry/exit points. Creating an additional multi-modal connection between Lower Hammond (Precinct 3) and Maple Meadows Business Park (Precinct 4) will be created through new development to provide uninterrupted access.
- 4-5 Greenway Trails are located in naturalized areas, including those along drainage canals. It is intended that Greenway Trails connect with other pedestrian and cycling routes to expand connectivity throughout Hammond.
- 4-6 Maple Ridge will encourage the retention of laneways and the creation of new laneways should be considered, where appropriate and feasible.
- 4-7 Access to both underground and surface parking areas is encouraged off a laneway wherever possible.
- 4-8 Maple Ridge will continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit and particularly to:
  - a. Increase existing transit service to a level that is consistent with a compact and multi-modal community; and
  - b. Provide safe and convenient access to transit facilities.

## 5.0 WATER & HABITAT

### *Intent:*

Approximately half of the Hammond area is located in the Fraser River floodplain and flooding has long been a concern for residents, particularly during peak storm events and freshet season. Climate change is also bringing greater frequency and intensity of storm events. Existing flood mitigation measures in Hammond include the Wharf Street dyke, vegetated drainage canals, and the Princess Street Pump Station.

### Water & Habitat

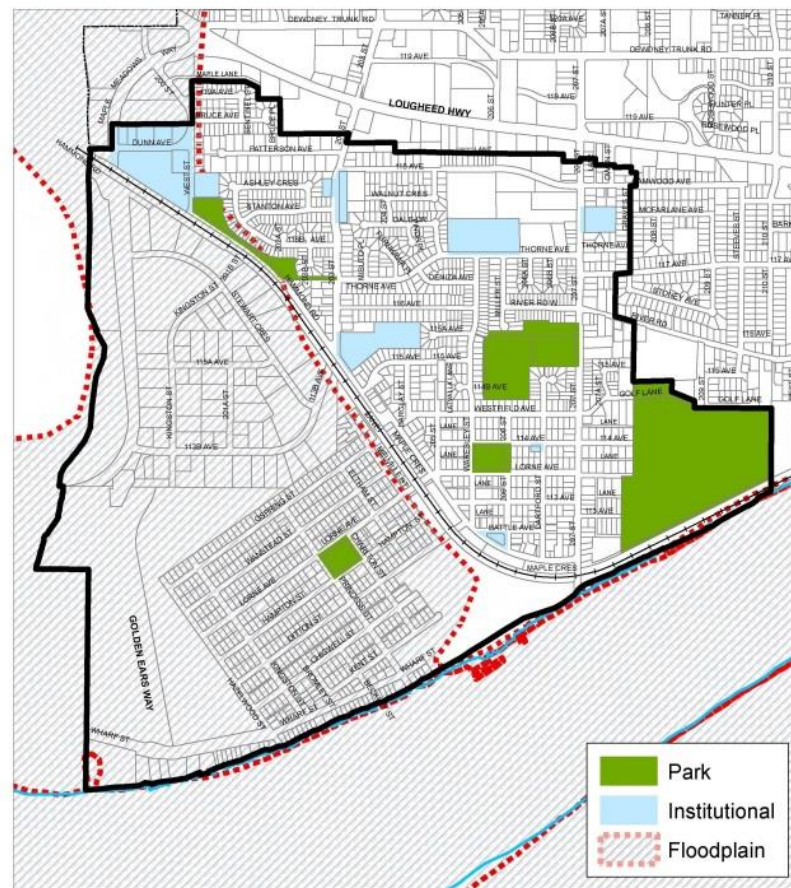


Figure 3: Water & Habitat

Effectively managing rainwater runoff is important in the protection of property and the natural environment. The greater the percentage of impervious surfaces within a drainage area, the greater impact urbanization will have on both water quantity and quality. Two key components of rainwater management are: 1) capitalizing on opportunities to reduce impervious surfaces; and 2) enhancing natural areas to help slow and infiltrate rainwater. Selecting appropriate landscape design options including a mix of plant materials that promote biofiltration and exfiltration in natural drainage areas.

Healthy natural environments help improve water quality, slow volume during peak events, and reduce pressure on nearby floodplain pump stations. The pump stations are designed for large scale water conveyance from flood prone areas.

There are a number of opportunities for improving greenway corridors and increasing biodiversity within existing drainage canals in Lower Hammond located in road right-of-ways and on vacant municipally owned lots.

***Guiding Principles:***

6. Flood risks are minimized through a variety of mitigation measures
7. Natural landscape is retained and enhanced

***Objectives:***

- Continue to manage Wharf Street dyke as a defence against flood events
- Apply floodplain construction standards for new development
- Continue to utilize a three-tier stormwater management approach
- Ensure landscape design incorporates progressive strategies to manage stormwater runoff
- Continue to make flood mitigation and emergency program information available to the public
- Continue to recognize natural drainage areas for the important role they play in flood mitigation
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- Maintain and enhance drainage canals for greater biodiversity
- Encourage and support local stewardship activities

***Policies:***

- 5-1 Maple Ridge will maintain both open channel and conduit drainage systems in Lower Hammond with a goal of improving water quality and biodiversity in the area.
- 5-2 Maple Ridge will continue to investigate the viability of drainage canals in Lower Hammond.
- 5-3 Any enhancement work on the vegetated areas of the drainage canals should involve increasing biodiversity to improve habitat for native insects, birds, and small mammals. Plant materials that help to improve water quality will also be considered to help ensure fewer chemicals and contaminants are flushed into nearby waterways, including the Fraser River.



- 5-4 Maple Ridge will encourage opportunities for public outreach to educate and raise awareness of the benefits of drainage canals in stormwater management, including flood mitigation, and enhancement of local ecology.
- 5-5 Maple Ridge will continue to maintain Wharf Street, which runs along the Fraser River, as a dyke to help protect Hammond's floodplain area.
- 5-6 Maple Ridge will require new development to build to flood construction standards established in the Zoning Bylaw to help maximize safety in a flood event. This includes building to required flood construction levels and prohibiting the construction of living spaces within the "freeboard" area.
- 5-7 Maple Ridge will continue to maintain its emergency response system, including an Emergency Operations Centre and Emergency Support Services, that are activated in the event of a serious incident such as flood, fire or earthquake.
- 5-8 Maple Ridge will complete an Integrated Stormwater Management Plan for the Hammond neighbourhood that will recommend and prioritize projects, programs and policies intended to:
- Protect and where possible enhance existing aquatic and riparian habitat;
  - Facilitate development and re-development of land in a manner that protects ecosystem integrity;
  - Develop cost effective capital, operations and maintenance solutions to identified issues;
  - Protect life and property; and
  - Ensure safe conveyance of stormwater .

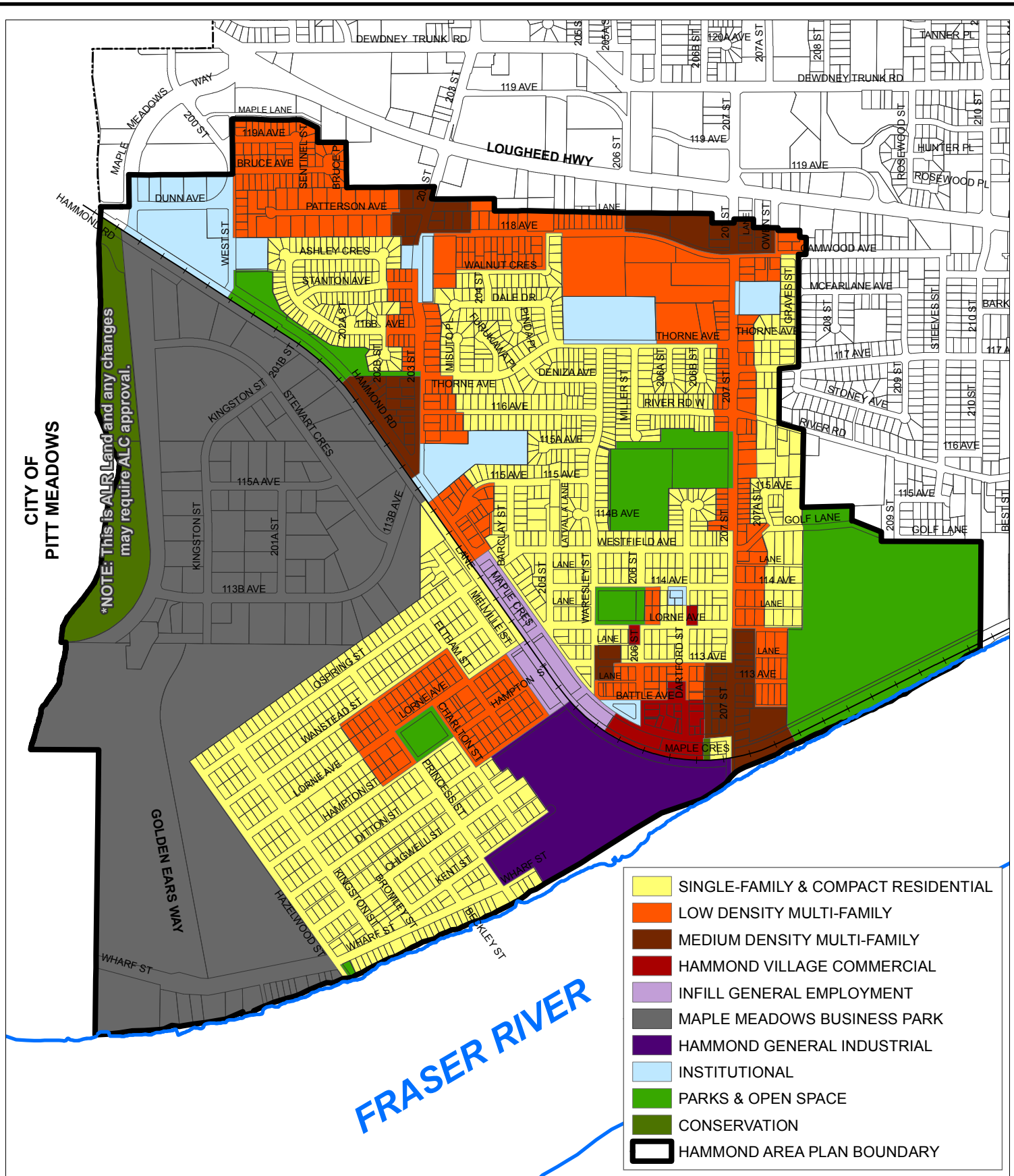
## APPENDIX A – ZONING MATRIX

### 1. Conditions:

- a) This Matrix is to be read in conjunction with the policies and criteria in the Hammond Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;
- d) Comprehensive Development Zones may be considered within Official Community Plan Land Use Designations and Categories based on compliance with Official Community Plan policies;
- e) The P-4 Church Institutional Zone will be considered in all Land Use Designations subject to satisfying all requirements of the Zone.

### 2. Zoning Matrix:

Hammond Area Plan Land Use Designation	Zones
Single Family & Compact Residential	R-1 Residential District CD-1-93 Amenity Residential District RS-1 One Family Urban Residential RS-1b One Family Urban (Medium Density) Residential RT-1 Two Family Urban Residential
Low Density Multi-Family	TBA
Medium Density Multi-Family	RM-1 Townhouse Residential RM-2 Medium Density Apartment RM-4 Multiple Family Residential District RM-5 Low Density Apartment Residential
Hammond Village Commercial	TBA
Infill General Employment	TBA
Maple Meadows Business Park	M-3 Business Park
Hammond General Industrial	M-2 General Industrial
Institutional	P-1 Parks and School P-2 Special Institutional P-4 Church Institutional P-4a Church Institutional/Educational P-6 Civic Institutional
Parks & Open Space	P-1 Park and School P-3 Children's Institutional P-4 Church Institutional P-6 Civic Institutional



N.T.S.

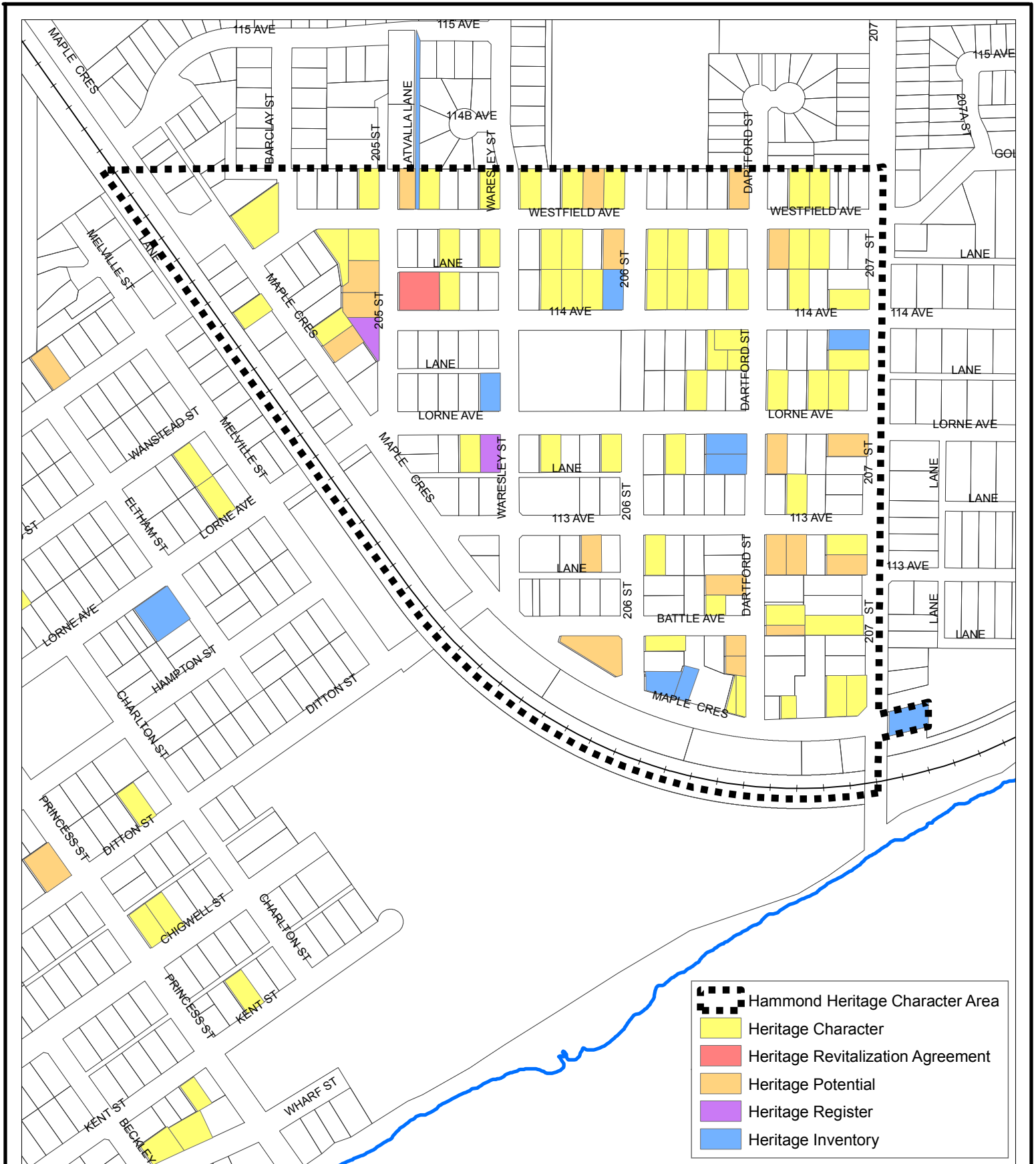
# HAMMOND AREA PLAN LAND USE DESIGNATIONS "SCHEDULE 1"



**CITY OF  
MAPLE RIDGE**  
PLANNING DEPARTMENT

DATE ADOPTED: XXX, XX 2016  
DATE OF LAST REVISION: XXX XX, 2016

BY: DT



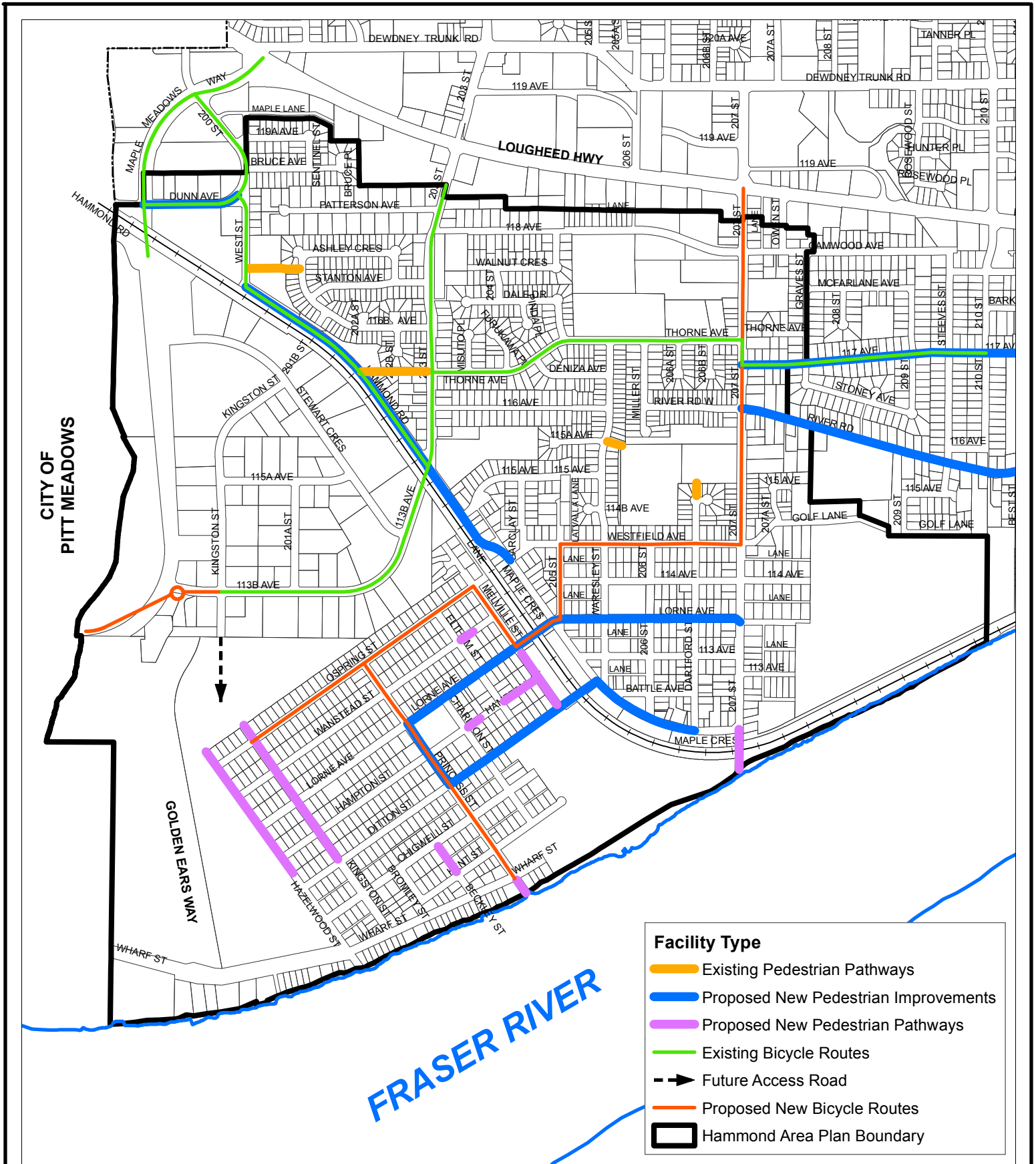
**FIGURE 1**  
**HAMMOND HERITAGE**  
**CHARACTER AREA**



**CITY OF**  
**MAPLE RIDGE**  
 PLANNING DEPARTMENT

DATE ADOPTED: XXX, XX 2016  
 DATE OF LAST REVISION: XXX XX, 2016

BY: DT



N.T.S.

**FIGURE 2  
CONNECTIVITY**

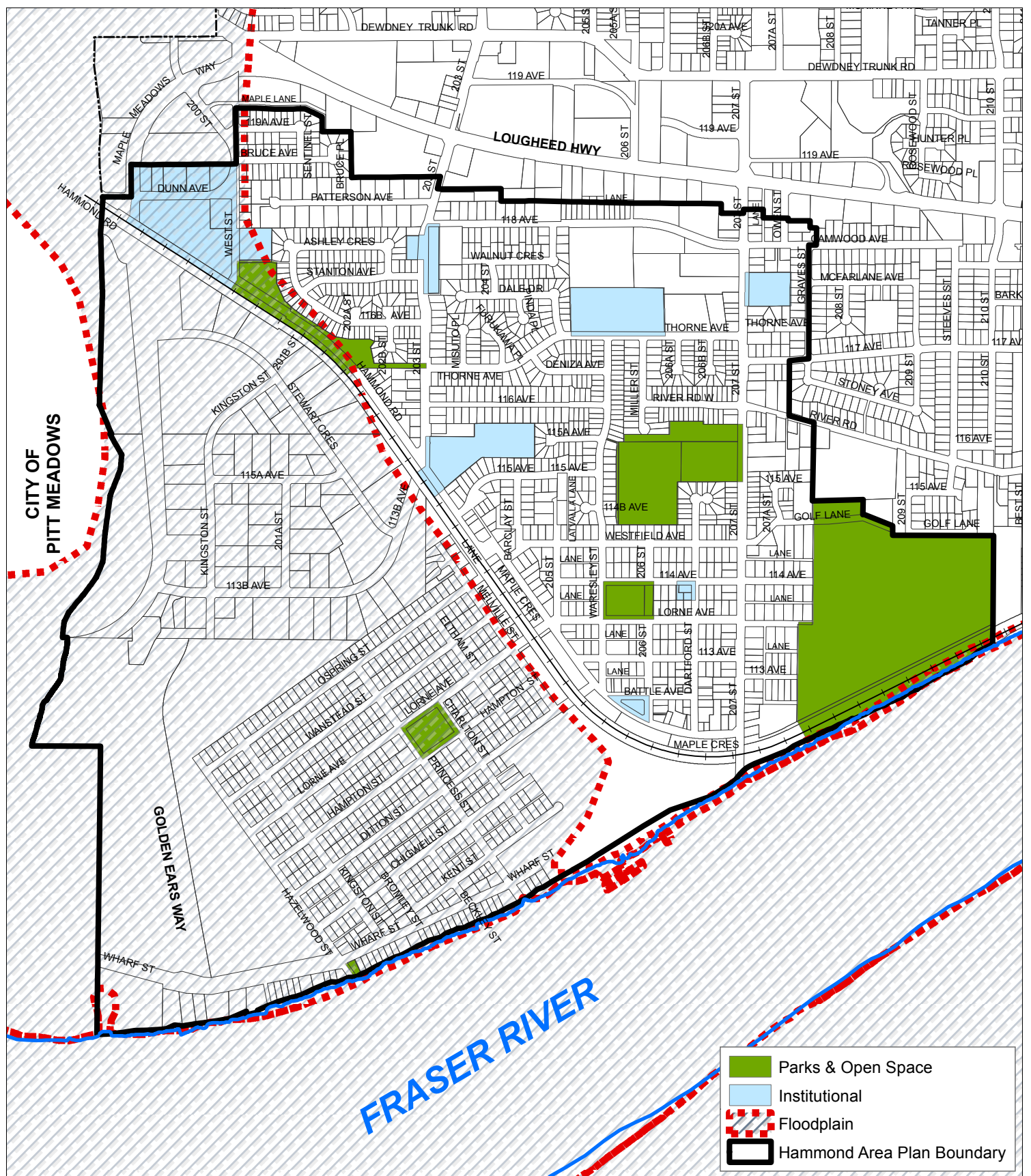


**CITY OF  
MAPLE RIDGE**  
PLANNING DEPARTMENT

DATE ADOPTED: XXX, XX 2016  
DATE OF LAST REVISION: XXX XX, 2016

BY: DT





N.T.S.

**FIGURE 3  
HAMMOND AREA  
FLOODPLAIN**



**CITY OF  
MAPLE RIDGE**  
PLANNING DEPARTMENT

DATE ADOPTED: XXX, XX 2016  
DATE OF LAST REVISION: XXX XX, 2016

BY: DT



A photograph of a yellow house with white trim and a wooden fence in the foreground. The house has two windows with white frames and a white door. A large tree is on the left, and a wooden fence is in the foreground. The house is partially obscured by the tree and the fence.

# Hammond Area Plan

## Development Permit Area Guidelines

September, 2016

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# Overview and Purpose

## Hammond Development Permit Area

The Hammond Development Permit Area (DPA) is designated pursuant to Section 488 of the *Local Government Act* for all properties within the Hammond Area Plan as identified on Schedule 1 of the Official Community Plan, Bylaw No. 7060-2014.

The Hammond DPA Guidelines apply to the following Hammond Area Plan land use designations and development of:

- Low Density Multi-family
- Medium Density Multi-family
- Infill General Employment
- Hammond Village Commercial

The Hammond DPA Guidelines outline design criteria for new development. These Development Permit Guidelines work in tandem with other regulatory policies and bylaws found in the Hammond Area Plan and the City of Maple Ridge Zoning Bylaw, which must also be taken into consideration for Development Permit approval. Other accompanying documents (bylaws, codes) and resources may need to be consulted during the development proposal process.

In the event of a conflict between the Hammond DPA Guidelines and the Hammond Area Plan Land-Use Designations on “Schedule 1” adopted by the City, the latter take precedence. In the event of a conflict between the Hammond DPA Guidelines and regulations outlined in the City of Maple Ridge Zoning Bylaw and the City’s Sign Bylaw, the latter two should take precedence. However, in the event of a conflict between Hammond DPA Guidelines and other area guidelines, the Hammond DPA Guidelines take precedence.

## Justification

The purpose and objective of the Hammond DPA Guidelines is to maintain the unique neighbourhood character identified within each precinct, particularly key heritage elements outlined through the neighbourhood area planning process, the area plan guiding principles and public engagement work. Guidelines also support high quality design, revitalization of the Hammond commercial node, improving connectivity and pedestrian safety in the neighbourhood, enhance housing affordability through encouraging energy and water efficiency, and help the City achieve greenhouse gas emission targets embedded in the OCP.

## Organization of the Guidelines

The guidelines document is divided into three main parts:

**Part One** provides the context and background for the Hammond DPA Guidelines and identifies heritage sites that contribute to the character of the neighbourhood.

**Part Two** outlines each Hammond Neighbourhood Precinct and defines the characteristics and design elements and the intent for new development.

**Part Three** contains the development permit guidelines based on Parts 1 and 2. The guidelines outline the desired character, form and design elements to maintain and enhance the character, look and feel of the Hammond neighbourhood.

Concept sketches, diagrams and images are provided with the guidelines as reference only to illustrate how the objectives of the development guidelines might be achieved through design.



# Hammond Neighbourhood

Hammond is a unique and important neighbourhood in Maple Ridge with distinct character and great potential for future growth. However, with growth and change, it is important the neighbourhood retain its current charm and characteristics that make it the special place it is today and to ensure smart and sensitive development that respects and retains current and encourages future residents.

Part 1 and 2 of the Hammond Development Permit Area Guidelines describe the context, history and important character aspects of the neighbourhood as the context for Part 3: Guidelines. For additional and more detailed information, explanation of the planning process or overview of community input that outlined these character elements, see the [Hammond Area Plan](#).



Plan of the Town of Port Hammond Junction, 1882

# Part 1 Introduction





# Hammond Heritage Character Area

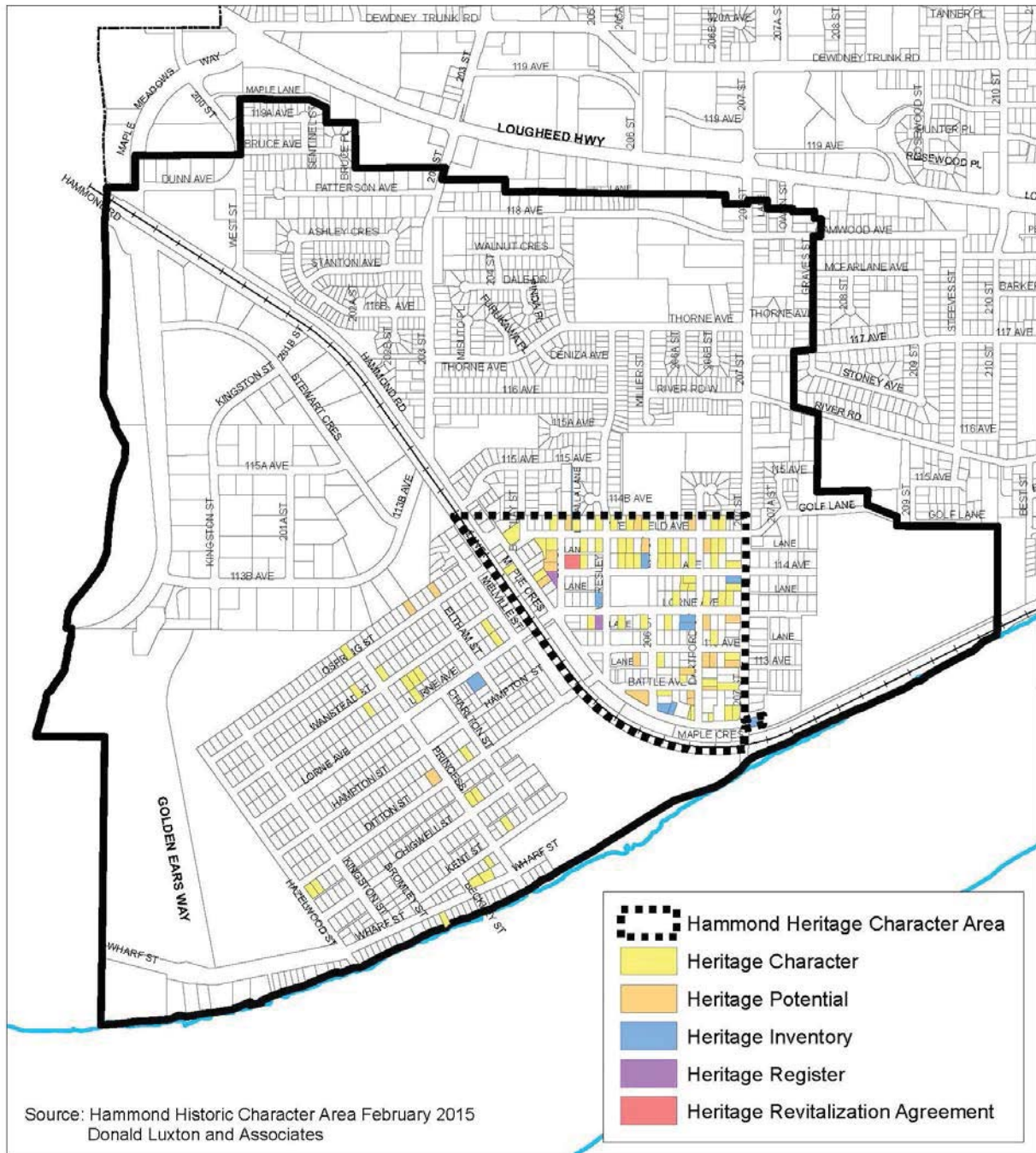


Figure 1. Map showing concentration of heritage sites within the 1882 Hammond Townsite boundaries and heritage character area (outlined in dashed black line).

## Hammond Neighbourhood Context

The Hammond neighbourhood is located in the south west corner of Maple Ridge. The area is south of Lougheed Highway and directly adjacent to the Fraser River. The community is divided by the rail line which runs north west and separates the neighbourhood from the Fraser River on the east side, and splits the neighbourhood in half. This is an active rail line which supports a nearby West Coast Express Commuter Station at the north west corner of the neighbourhood. The area is primarily residential, but contains an historic commercial centre and significant employment lands in the Maple Meadows business park and Mill site. Primary access into and out of the neighbourhood is via Lougheed Highway.

While many older aspects of the neighbourhood remain intact, the area has seen recent interest in redevelopment due to a number of strong community assets, including:

- good transportation access;
- a nearby rail commuter station;
- riverfront property potential;
- employment lands;
- small commercial node; and
- a unique historic quality with heritage features remaining.

With continued growth pressure throughout the Lower Mainland, Hammond will redevelop and change over time. As such, there is opportunity to build on the neighbourhood's unique and historic qualities valued by the community.

## Hammond Heritage and History

At the heart of the Hammond community is the historic townsite and commercial node. Surrounded by a residential area, two central parks, and oriented to the Mill site and activities on the Fraser River, the node forms a unique enclave within the larger neighbourhood, containing significant history and historic value. With this in mind, a heritage character study identified key heritage features and sites within the original 1882 Port Hammond Junction Township plan boundaries.

The historic places with contributing heritage character and value are identified as follows:

**Heritage Revitalization Agreement** - Legally Protected Heritage Sites. Statements of Significance have been prepared for these two sites.

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

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

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

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

Lots identified in the heritage character area and categories within other areas are key to the unique character, look and feel of the neighbourhood overall. As such, their importance is significant to the neighbourhood's future identity. Redevelopment of sites within the neighbourhood, both those which are situated directly in this historic area as well as those in the surrounding areas should take great care to support, build on and foster the heritage and historic elements and qualities identified.

# Hammond Precincts

Hammond has grown significantly since it was first registered as a Township in 1883 and each phase of new development reflects the time period in which it was built. As a result, specific areas or precincts within the neighbourhood have been identified with the primary goal to maintain and build on the character, look and feel of each one. Specific precinct features may include the era of development, characteristics of the built form including road patterns, historic and/or current land use, a prevailing theme and natural features or elements that support the precinct character.

New development should consider the current form and structure of each precinct and review the intent for development outlined in this section.



## Part 2

### Neighbourhood Precincts



## Hammond Precincts

### Overview

The Hammond Neighbourhood is structured around the small commercial node on Maple Crescent at the Fraser River and Mill site. The commercial area contains a number of modest early commercial buildings, some dating back to the very early 1900s. This has always been the location of commercial activities, across from the Mill site and adjacent to the CP Rail right-of-way and Fraser River. Over time, additional residential areas developed north of the commercial area and also to the west (see map of Hammond Area Plan Precincts on the following page).

Hammond's character in each of these areas reflects these eras of the neighbourhood's history and development. Upper Hammond, with its tight grid street pattern, transitions north of Hammond Stadium to a more curvilinear pattern. Lower Hammond, west of the CP rail line, remains a grid but with larger blocks and wider streets. The streets of Upper and Lower Hammond streets are set at different angles, with Upper Hammond oriented north-south and Lower Hammond approximately 45 degrees relative to True North. This contributes to a distinct identity within each area, which each have self-contained views.

The Hammond Area Plan Precincts map (following page) outlines the four distinct character area precincts within the Hammond Neighbourhood. The character and defining heritage elements of each precinct are described below. What sets these areas apart is the era of development, road and lot patterns, train tracks, and predominant land use.



*Figure 2. Images of Hammond's variety of existing uses, character, look and feel.*

# Hammond Precincts

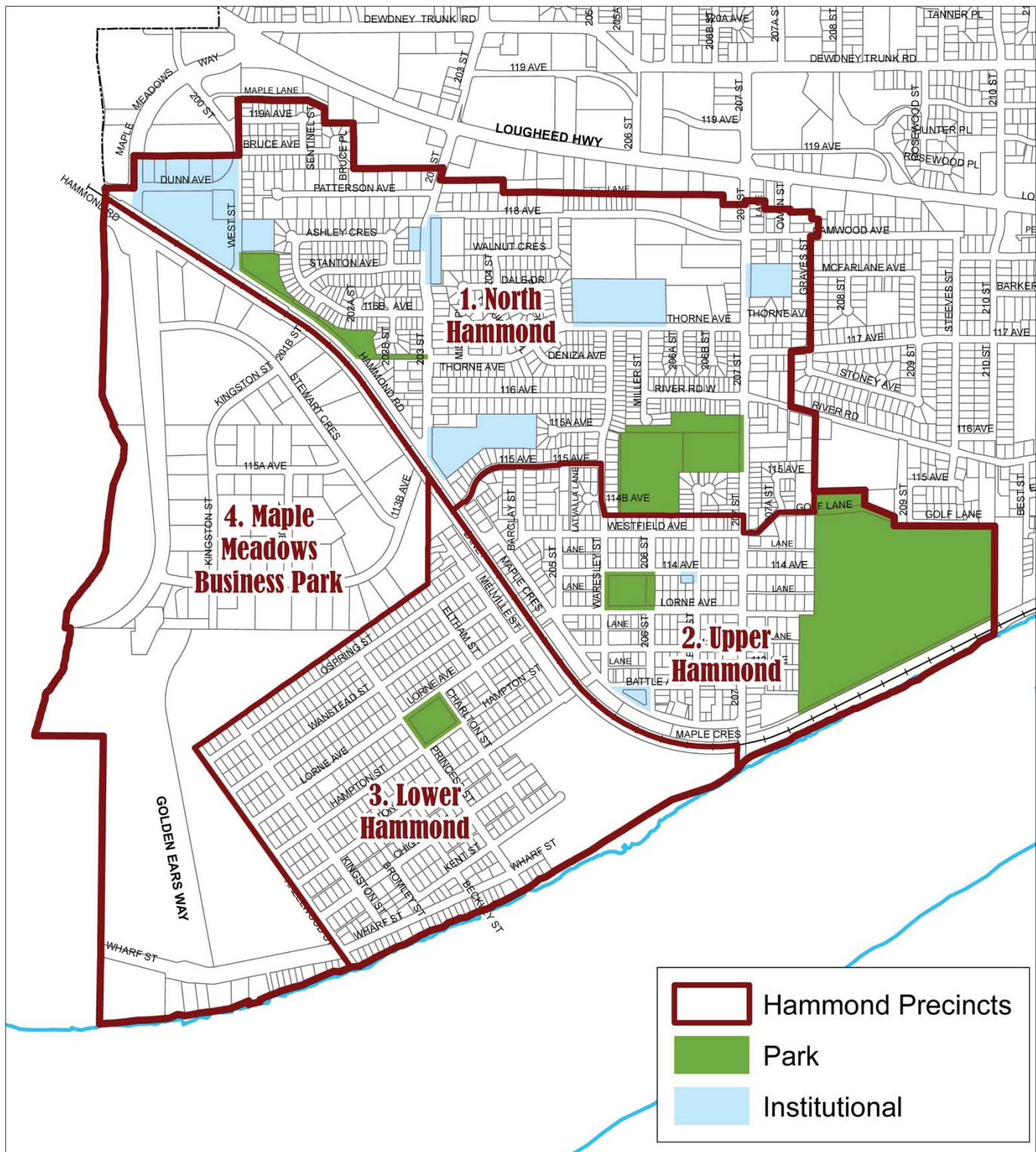


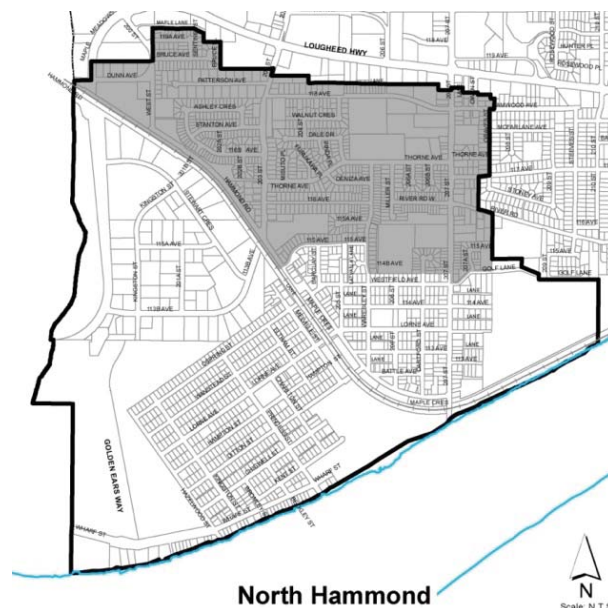
Figure 3. Hammond neighbourhood precincts.



## Precinct Description & Key Guideline Concepts for Development

### Precinct 1: North Hammond

North Hammond Precinct is located south of Lougheed Highway, east of the CP Rail line, west of Graves Street and north of 115 Avenue and Hammond Stadium. This area of the neighbourhood was developed primarily in the 1980s. The area contains primarily single family homes with some multi-family along 207 Street south of Lougheed Hwy and areas along major corridors. This precinct also contains the West Coast Express station at the very northwest corner.



### Key Guideline Concepts

As outlined in the Hammond Neighbourhood Area Plan, the intent of this precinct is to remain largely residential with some redevelopment along major corridors at key nodes and focused sensitive residential infill. With redevelopment, opportunities to increase the connectivity and pedestrian route options in the neighbourhood will be important to better facilitate a walkable development pattern. Redevelopment will also provide an opportunity to incorporate a more refined style.

Figure 4. North Hammond precinct (grey).

New development within this precinct should be sensitive to existing character, yet incorporate new development and meets the intent as described above. The following are key concepts to focus on within this precinct. Development Permit Guidelines that support these concepts are most important.

#### 1. Street and Block Pattern

- increase residential density with a finer grain of housing style; and,
- increase pedestrian connectivity of the neighbourhood by connecting to local destinations and public sidewalks.

#### 2. Typical Lot Size and Layout

- maintain the current lot pattern and coverage, look and feel with larger duplex, triplex homes and four-plexes (on corner lots). Use similar massing to other homes in the area, mimicking the same block pattern;
- increase ground-oriented and street fronting townhomes, and;
- Siting to take best advantage of sunlight and/or shading in order to plan for future use of solar technology.

### 3. Greenspace and Landscaping

- increase the number of trees planted on lots and within new development; and,
- ensure high quality & climate change resilient landscaping and common greenspace areas.

### 4. Housing & Heritage Features

- enhance the neighbourhood look and feel with new development that presents a friendly face to the street (ground-oriented, street-fronting multifamily housing with parking and driveways that are incorporated in a subtle manner);
- enhance the character and identity of the area with architectural details, themes and materials that speak to Hammond's history and area and/or increase the social and community feel of the neighbourhood. This may include:
  - the use of wood, horizontal wood siding, wood shingles;
  - entrances with porches that overlook the street; and,
  - symmetrical front elevation and second storey with articulated units.



*Figure 5. Images of typical development in North Hammond.*

## Precinct 2: Upper Hammond

Upper Hammond Precinct is the heart of the Hammond Neighbourhood. It is the historic Port Hammond area and contains the small commercial district surrounded by residential uses. It is directly adjacent to the CP Rail line and Mill site. This area is important for the commercial core and strong heritage value and character. The smaller blocks and tight grid network of streets create a more traditional, pedestrian oriented, small neighbourhood character, look and feel.

### Key Guideline Concepts

Upper Hammond includes the active commercial core area and residential area east of 207<sup>th</sup> St and the Hammond Golf Course. As outlined in the Hammond Neighbourhood Area Plan, development intent of this precinct is to:

- accommodate new development and density;
- build a strong, viable and vibrant commercial area for Hammond neighbourhood residents, and;
- retain the heritage character and history of this area.

New development within this precinct will be aligned with the existing character of the precinct.

#### 1. Street and Block Pattern

- maintain the tight grid network and walkable nature of precinct
- where larger parcels exist new development should strive to incorporate internal walkways and visual corridors through the development.

#### 2. Typical Lot Size and Layout

- maintain a sense of scale with development and ensure the massing and scale are broken up to appear consistent with the scale and character of the area.

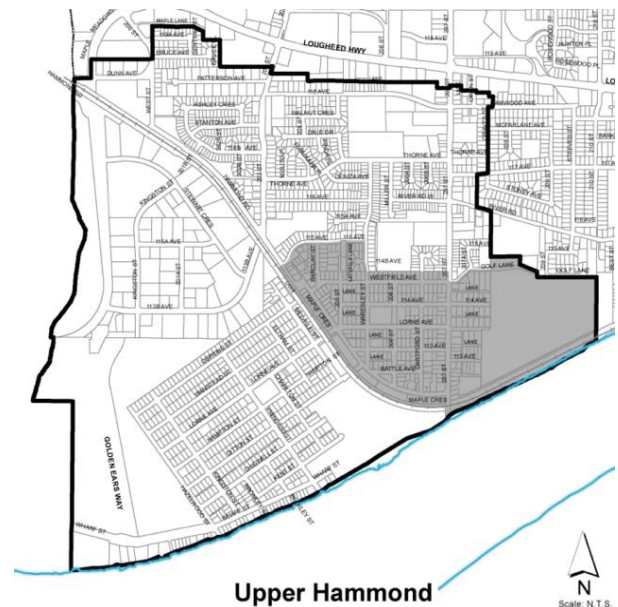


Figure 6. Upper Hammond precinct (grey).



Figure 7. Images of typical Upper Hammond precinct homes.

### 3. Greenspace and Landscaping

- maintain a high quality and climate change resilient landscape;
- where possible, maintain existing mature trees and shrubs on the lot.

### 4. Housing and Heritage Features

The following key features are the hallmarks of the heritage style within the Hammond neighbourhood:

- use of wood (for example: wood shingles, horizontal wood siding);
- central front entrance;
- full open front veranda;
- tapered columns;
- shed dormers;
- double hung windows and multi-pane windows, and;
- symmetrical front elevation and second storey.

New development should be aligned with the development guidelines in the following section and is strongly encouraged to exemplify the character and preserve heritage value where possible. Historic buildings should be retained or facades incorporated into new development. Recycling or reuse of heritage structures and materials is strongly supported.



*Figure 8. Landscaping in Upper Hammond*



*Figure 9. Townhouse development (background is integrated with an older historic home, taking on a similar style, colours and look.*

### Other Historic Activities and Community-led Amenities

Celebration of intangible cultural heritage could be continued through further interpretive information that tells the history of the area and stories of people and activities of the past.

- Integrate, recognize and commemorate heritage where identified; and,
- Incorporate heritage in design and architecture of buildings.
- Explore further opportunities for Public Art



## Precinct 3: Lower Hammond

Lower Hammond Precinct lies west of the CP rail line, north of the Fraser River and south of the Maple Meadows Business Park. This area includes the Mill site, but is otherwise residential and was largely developed in the 1990s.

The Lower Hammond Precinct also has a gridded street network but with larger block sizes, lots and street widths. Bounded by the Maple Meadows Business Park, Fraser River and CP Rail line, this precinct is isolated from the rest of the Hammond Neighbourhood. The precinct area, within the Fraser River Floodplain, is low, flat and fairly homogeneous in land use, with few access and pedestrian connections in and out of the area.

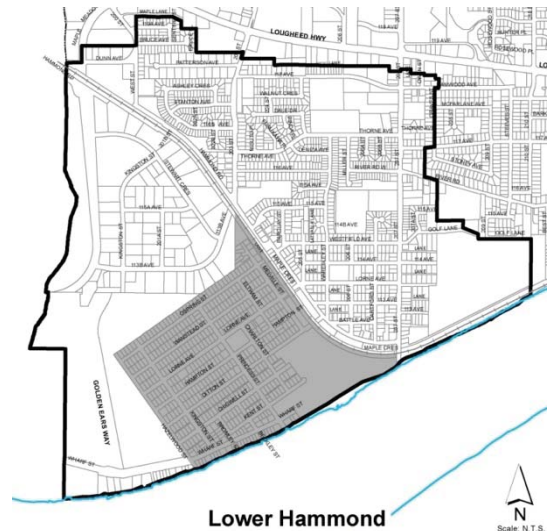


Figure 10. Lower Hammond precinct (grey).

## Key Guideline Concepts

### 1. Street and Block Pattern

- maintain the grid pattern with street facing ground-oriented multi-family housing;
- provide mid-block pedestrian connections through blocks to minimize the length/size of the block.

### 2. Typical Lot Size and Layout

- provide a variation in land use, and residential density, thereby adding interest to the area and creating nodes of density and activity.

### 3. Greenspace and Landscaping

- provide high quality and climate change resilient landscaping,
- where possible, maintain existing mature trees,
- preserve the central park area and make direct pedestrian connections to it.

### 4. Housing and Heritage Features

- Where heritage character homes have been identified, preserve the building, or with new development mimic or draw from the design aspects to reflect in new development.



Figure 11. Images of Lower Hammond precinct homes.



## Precinct 4: Maple Meadows Business Park

The Maple Meadows Business Park Precinct is a key employment node within the Hammond Neighbourhood Area Plan boundary. The area is not well connected to the rest of the neighbourhood overall. However, this area offers nearby business and employment opportunities for the neighbourhood.

The Maple Meadows Business Park uses can be described as discrete and internalized campus-type development. These uses are clustered and not well connected to the adjoining neighbourhood area, in part, due to the nature of the uses contained within.

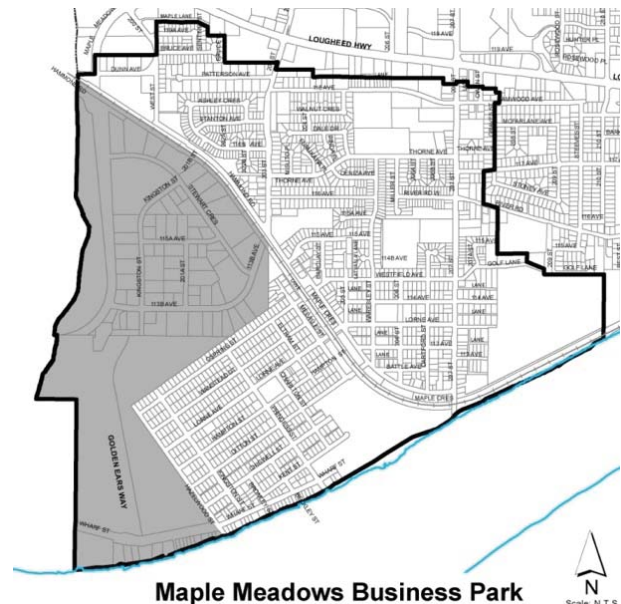


Figure 12. Maple Meadows Business Park precinct (grey).

### Key Guideline Concepts

With new development, an opportunity exists to provide, where appropriate, a greater level of connectivity to and through these areas for residents within the adjacent neighbourhood who may be employed here or require more direct non-vehicle access to areas within or through the area to other destinations.

The intent of this precinct is to further develop similar uses to the south, directly adjacent to Lower Hammond and therefore the interface between this area and residential will be an important consideration.

Here, the intent is to:

- Enhance safe pedestrian and cycling connections at the site and neighbourhood level (including connections the trail networks in Pitt Meadows)
- Provide climate appropriate and green features
- Reflect Hammond's history in a contemporary way
- Provide buffer between non-compatible uses



Figure 13. Images of the Maple Meadows Business Park.

### Street and Block Pattern

- New development in this area should seek to provide safe pedestrian connections where opportunities exist.



### **Greenspace and Landscaping**

- The intent of new development is to ensure a high quality and climate change resilient landscaping (including tree lined paths or sidewalks, landscaped rest areas, adequate lighting, visually pleasing shrubs and groundcover), along pedestrian and bicycling connections through this area.
- Provide well maintained planted vegetated buffers that include trees, shrubs and groundcover plants between non-compatible uses.
- Incorporate public art or decorative, or colourful materials and signage through the area that enhances wayfinding and is pedestrian friendly.



*Figure 14. Landscaping in Maple Meadows Business Park*

# Application of Development Permit Area Guidelines

The Development Permit Area (DPA) Guidelines are based on an examination of the existing conditions and character within each of the Hammond area precincts as described in Part 2, with the intent to either build on, improve, or manage and maintain the character and form of new development within each precinct while allowing for some change and sensitive residential infill distributed over the entire neighbourhood area. The Hammond DPA Guidelines should be read with the Hammond Area Plan.



## Part 3

### Development Permit Area Guidelines

## Application

Development Permit Area (DPA) Guidelines for form and character may be established for multi-family, commercial, mixed-use and industrial forms of development. DPA Guidelines help inform building and site design so that new development compliments and reinforces the existing character. This includes information on the use of appropriate building materials, siting, colours, design features, landscaping, green space and energy efficiency. The *Local Government Act* does not allow for Development Permit Guidelines to regulate form and character for single family.

Key Guideline Concepts are established in Part 2 for the purpose of identifying focus areas within each precinct and for assessing development permit application for sites in the Hammond Area Neighbourhood and should be reviewed with these guidelines prior to development application.

As designated in the Hammond Area Neighbourhood Plan, the following Development Permit Guidelines apply to all new development of:

- Multi-Family Residential
  - Low Density Multi-Family
  - Medium Density Multi-Family
- Hammond Village Commercial
- Infill General Employment

Concept sketches, diagrams and images are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

## 1.0 General Guidelines

The following general guidelines are specific to energy efficiency and water conservation. These apply to all land use designations and new development. Additional sustainability related guidelines (for example, guidelines related to climate change resilient landscaping, support for walkable communities, design for health, accessibility, etc.) are incorporated throughout each land use designation as suitable.

### 1.1 Energy Efficiency and Water Conservation

- 1.1.1 Where the street grid allows, orient buildings towards the south, with the long axis running east-west. A southern building orientation is ideally achieved on south-facing lots with minimal obstructions that can block solar access (sun/shade analysis can identify the impact of obstructions).
- 1.1.2 Locate larger windows on the south-facing facade whenever possible for maximum winter solar gain and natural light. Limit the size of windows on the north facade to limit heat loss. With this, provide deciduous trees in front of south facing windows or shades on south facing windows to provide summer shade.
- 1.1.3 Use deciduous trees on the southern and western-facing side of a building to maximize the warming effect of solar radiation in winter months and the cooling effect of shade in summer months.
- 1.1.4 Where needed, use window overhangs and/or fixed operable shading devices to control solar gain.
- 1.1.5 Where compatible with existing development within each precinct, choose roof shape and orientation to maximize passive solar gain and opportunities for solar energy collection.
- 1.1.6 Vary height, rooflines and massing to reduce shade on neighbouring buildings and optimize sun exposure for heat gain and daylight.
- 1.1.7 Allow for collection of water from roof downspouts and/or direct drainage to planted areas or into rain barrels for irrigating non-edible plants and landscaping, per best management practices for stormwater management.



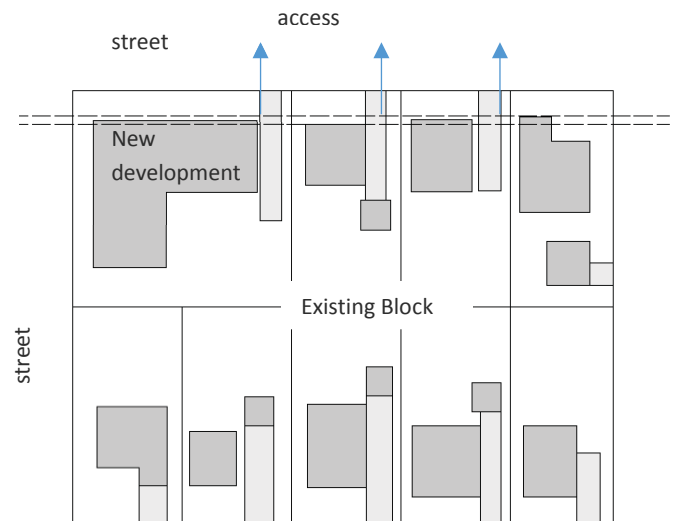
*Figure 15. Maximize opportunities for solar gain and solar collection.*

## 2.0 Multi-family Residential (Low and Medium Density)

**Low density multi-family** includes townhouse, fourplex and courtyard development forms. **Medium density multi-family** includes townhouse, rowhouse and apartment.

### 2.1 Siting

- 2.1.1** All new development should be oriented toward the street.
- 2.1.2** Buildings on corner sites should be treated as if they have two main façades.
- 2.1.3** Where possible, new development should be sensitive to existing building setbacks, and comply with the siting restrictions of the Zoning Bylaw.
- 2.1.4** Rear yard setbacks may vary from the established pattern to accommodate development on irregularly shaped lots.



*Figure 16: Maintain the typical pattern of access along the block and building on corner sites should front both streets..*



*Figure 17: Siting Development Permit Guidelines*



- 2.1.5 New development shall provide access to parking that maintains the established pattern of lot access within the existing block (see section 1.3 parking and access for additional guidelines).

## 2.2 Massing

- 2.2.1 New development should mimic existing development and attempt to match the established massing and pattern of the existing streetscape within each precinct.
- 2.2.2 New development with large buildings or groups of units should be articulated to break up the size and massing of the development.
- 2.2.3 Height and roofline of new development or renovated buildings should be consistent in slope and style with the typical pattern established within the precinct. Heights must also comply with the Zoning Bylaw.
- 2.2.4 Apartment buildings over 2 storeys should articulate or step back upper storeys of buildings (the third storey and above) to reduce the scale and massing of the building.
- 2.2.5 New development should provide a transition in scale to adjacent land uses with a different land use designation. This can be achieved through:
- Building design and articulation of building features;
  - Setback or buffer to adjacent development, and;
  - a combination of the above with landscaping and trees.



Figure 18: Example of a duplex that reduces the prominence of front vehicle access and garage by emphasizing the entrance and verandah.



Figure 19: Image showing a tri-plex with heritage character and front access with parking at the side.



Figure 20. Articulated building face breaks up the massing.



Figure 21: Guideline 1.1.9 A transition of scale and density for adjacent land uses.

## 2.3 Parking and Access

2.3.1 Rear lane access is preferred, where feasible.

2.3.2 Where front access and garages are required, one or more of the following strategies should be applied:

- Smaller shared parking areas or driveways to the side or rear of the units or building;
- Where a front loaded unit is necessary, the garage should be set back from the primary entrance;
- Ensure other building elements (such as porches, trellises, landscaping, etc.) act as key focus points to the street face, or;
- Locate the garage partially below grade (except in floodplain area);
- Use of garage doors with larger windows or other decorative elements.
- Use shared parking driveways to reduce the number of crossings at the sidewalk.

2.3.3 A covered and secure area for bike lock up and storage should be provided and located with easy and direct access to bike routes, trails and/or public right of ways.

2.3.4 Where possible, pedestrian and cycling connections should be improved or created with new development, linking into the local and broader community.

2.3.5 The creation of new laneways should be considered, where appropriate and feasible with new development and used as secondary vehicular and pedestrian access.



*Figure 22. 4 storey apartment building steps down to three to transition to adjacent existing two storey single family.*



*Figure 23. Children's play space within a multi-family development.*



*Figure 24: Landscaping in parking areas.*





Figure 25: Siting Development Permit Guidelines

## 2.4 Landscaping and Private Outdoor Spaces

- 2.4.1 Retain existing greenspace, natural assets and landscaping typical to the precinct. Where possible, maintain and incorporate into the site plan, significant tree stands or single mature trees already existing on a building site, in accordance with the Tree Protection and Management Bylaw.
- 2.4.2 Use a vegetation buffer to conceal from view all utility areas, parking areas, and along pedestrian walkways to provide screening, while maintaining visibility for security purposes.
- 2.4.3 Incorporate landscaping within driveways or parking areas, such as planters, trees, landscape strips, or permeable paving.
- 2.4.4 All new multi-family development should create private and semi-private common green space and social areas, for example, a courtyard, covered seating areas, children's play space, common garden plots, and small private yard spaces.



Figure 26: Provide direct pedestrian pathways within new developments.

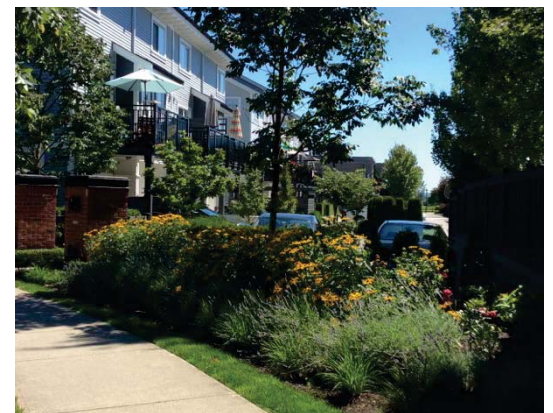


Figure 27. Landscape buffers provide screening to parking and utility areas, soften and mark walkways.

- 2.4.5 New development shall incorporate direct pedestrian pathways within the development that directly link to parking areas, public rights-of-ways, nearby transit stops or amenity destinations.

## 2.5 Architectural Patterns and Materials

- 2.5.1 Maintain the established use of materials where significant heritage value of the precinct is recognized

and has been identified. New development should include more than one of the following:

- use of horizontal wood siding;
- use of wood shingles;
- an open front, and central veranda;
- use of straight or tapered columns;
- shed dormers; and,
- use of multi-paned windows.

- 2.5.2 A symmetrical front elevation for new development is encouraged.

- 2.5.3 The total area of windows/doors (including front porches) should be similar to the area of wall surface.



*Figure 27. Semi-private seating/waiting area along the street next to multi-family development.*



*Figure 28. Multi-family development with a small verandah, overhang, and use of horizontal wood siding.*

Use of similar style and rooflines to existing development



Minimize scale differences of new development by stepping down and using landscaping to buffer



*Figure 29: New multi-family development shall borrow existing styles and materials.*



### Utilities, recycling and garbage

- 2.5.4 Screen all external services (meters, connections), storage, loading and utility areas with landscaping or decorative fencing.
- 2.5.5 Provide for recycling, green waste and garbage bin storage to be enclosed in a building or shelter, with a design that borrows from the architectural vocabulary of the main building on the site.
- 2.5.6 Shelter rooftop utilities and infrastructure from view.



*Figure 30: Use of wood siding, columns, and multi-paned windows.*



*Figure 31: Direct internal pedestrian access through a multi-family development connecting to sidewalks.*

## 3.0 Hammond Village Commercial

Hammond Village Commercial lands are primarily located in Hammond's historic commercial node at Maple Crescent and Dartford Street, within the Upper Hammond Precinct.

### 3.1 Siting

3.1.1 The front face of the buildings should abut sidewalk and property line.

3.1.2 Where buildings must be set back from the front of the property line:

- Use landscaping to create small outdoor public spaces, such as "pocket parks" and courtyards;
- Where possible, provide outdoor patio space in relation to the building use;
- At a minimum, incorporate decorative planters, benches and trees.



Figure 32. Shops set at property line and sidewalk, facing the street.

### 3.2 Massing

3.2.1 Incorporate large areas of glazing (windows) to create visual interest and enable views into and out of the businesses. A minimum 75% glazing on the ground floor is desired.

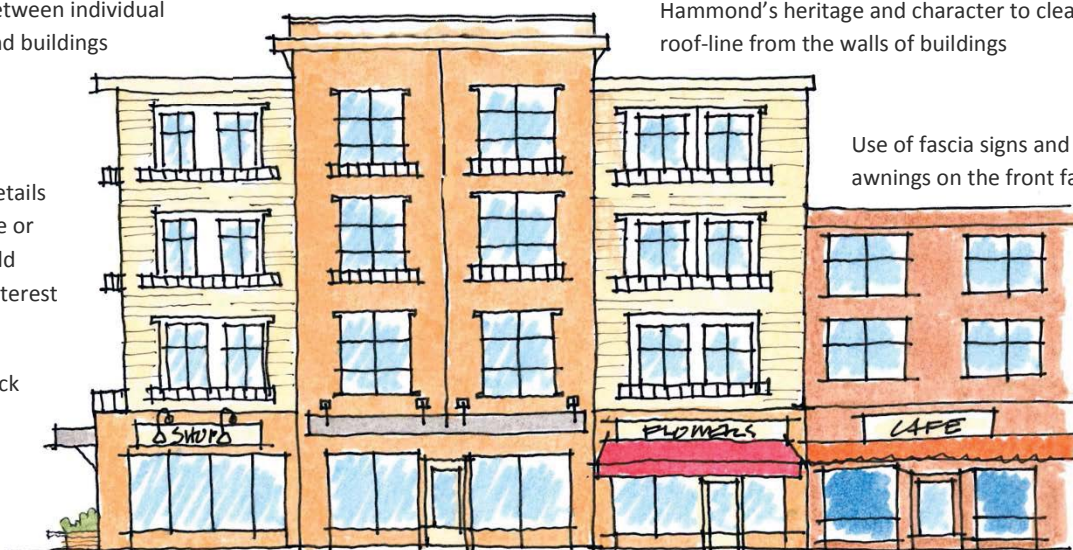


Figure 33: Mixed use with residential units above and smaller retail shops below.

Pilasters and columns to distinguish between individual businesses and buildings

Use of trim details and landscape or planters to add variety and interest

Slight step back to reduce massing



A cornice, overhang or other decorative motif reminiscent of Hammond's heritage and character to clearly distinguish the roof-line from the walls of buildings

Use of fascia signs and 4 point awnings on the front face

Smaller retail units with transparent fronts and clearly marked entrances

No front set back

Figure 34: Mixed use development, articulated horizontal massing, smaller retail units, transparent store fronts.



3.2.2 Maintain smaller commercial retail units at ground level, not bigger than 300m<sup>2</sup> (3,000 sq.ft.).

3.2.3 Incorporate frequent entrances along the street. Where appropriate, recess entryways to provide weather protection and further identify the entrance.

3.2.4 Incorporate functional weather protection, awning, canopies and overhangs into facades with no front setback that correspond to the placement of doors and windows.

3.2.5 Articulate the design of buildings to accentuate building edges, corners and entryways.



*Figure 36: Landscape screening and side parking lot.*

### **3.3 Parking and Access**

3.3.1 Locate parking at the rear or side of buildings.

3.3.2 Where parking to the side is necessary, provide a landscape edge to define the street edge and pedestrian realm. Incorporate seating, and architectural materials and form to reflect the building vernacular.

3.3.3 Where possible, include a dedicated parking space to car share vehicles and an electric vehicle charging station.



*Figure 35: Provide for outdoor patio space and allow activity to spill out onto the street.*

3.3.4 Provide covered, secure bike lock-up areas near main entrances.

3.3.5 Provide direct accessible pedestrian sidewalks from parking areas to entrances and from entrances to public streets and sidewalks.



*Figure 37: Seating areas, paving patterns and planters ensure a high quality and inviting public realm within commercial areas.*

### **3.4 Landscaping & Public Realm Amenity**

3.4.1 Use a vegetation buffer to conceal from view all utility areas, parking areas, and along pedestrian walkways to provide screening, while maintaining visibility for security purposes.

- 3.4.2 Incorporate landscaping within driveways or parking areas, use planters at entrances, trees, landscape strips, or permeable paving to incorporate additional greenspace.
- 3.4.3 Where parking is visible from a fronting or flanking street it should be screened with trees, plants or decorative fencing.
- 3.4.4 Where possible, incorporate and integrate public art within plaza areas, courtyards, infrastructure, sidewalks, etc.
- 3.4.5 Incorporate public amenities with new development, for example, seating/resting areas, landscape strips, planters and paving patterns.

### 3.5 Architectural Patterns and Materials

- 3.5.1 Incorporate architectural materials and features that reflect the Hammond area or add to the historic qualities and character of the area. This may include:
  - Incorporating a front parapet;
  - Use of wood siding ;
  - Use of masonry (paving, stones, brick patterns, etc.);
  - Vertical and/or tapered columns;
  - Ornamental or integrated artwork;
  - Integrated architectural lighting; and,
  - Trim details and moldings
  - Multi-paned windows
- 3.5.2 Incorporate colour and decorative details within building design.



*Figure 38. Incorporate public art that references Hammond's history, adds vibrancy, entertains or educates.*



*Figure 39. Use multi-paned windows to create a historic look and feel.*



*Figure 40. Incorporate patterns and materials that reflect aspects of Hammonds heritage.*





### 3.6 Transition of Use and Vacant Lot Improvement

- 3.6.1 Keep vacant lots clean, clear and grassed. Temporary or seasonal uses are strongly encouraged (e.g. outdoor patio, market, pop up store, sitting area, garden spaces, etc.) with appropriate permits.
- 3.6.2 Where fencing is required on a vacant lot, use transparent and decorative fences that maintain sight lines between the sidewalk and main building entrance. Steel, aluminum, wood or vinyl are acceptable materials. Chain link fencing is strongly discouraged except at the rear lot line or to separate the lot from industrial uses. Subject to the general regulations of the Zoning Bylaw.

### 3.7 Signage

- 3.7.1 Provide attractive signage on commercial buildings that clearly identifies uses and shops.
- 3.7.2 Signage shall be directed at pedestrians.
- 3.7.3 Provide visible signage identifying the building address at all entrances.
- 3.7.4 Limit the total number of signs to a maximum of three (for example, entrance sign, awning sign and sandwich board) to reduce visual clutter and make individual signs easier to read.
- 3.7.5 Representational and iconic signage (for example, signs that reference Hammond's History) are encouraged to supplement conventional text-based signs. This will help establish the special character of Hammond's small commercial core.



Figure 41. Commercial open to the street, incorporating patio space, landscaping and nearby bike parking.



Figure 42: Recessed, clear entry with weather protection awning and signage above and on the window.



Figure 43: Smaller retail spaces, multiple entries, transparent front and visible signage on the canopy.

3.7.6 A single external sign band may be applied to each façade a the first storey, and should not exceed 1.0m in height along any length.

3.7.7 A minimum clearance of 2.3m should be maintained for signs projecting over the sidewalk or other public space.

3.7.8 The following are preferred and acceptable types of signage in the Hammond Village commercial designation (see image examples on the following page):

- Projecting two dimensional or blade signs suspended from canopies and awning (fitting within a 92cmx153cm (36"x60") horizontal rectangle);
- Externally lit signs;
- Small vertical banners and signs; and
- Temporary sandwich board signs located on the sidewalk, and out of the direct flow of pedestrian traffic.

3.7.9 Any free standing signs should incorporate architectural features and materials used by the main building on the site.

### 3.8 Lighting

3.8.1 Illuminate building facades and features by providing architectural lighting on the face of buildings.

3.8.2 Provide pedestrian scaled lighting with high quality design above sidewalks for night time visibility.

3.8.3 Illuminate paths and entry areas sufficiently to ensure pedestrian comfort and safety.

3.8.4 Soft white LED lighting is preferred in public areas.

3.8.5 Minimize light pollution and ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down lights or up lights with cut-off shields.



Figure 44. Temporary sandwich board signs placed out of the main flow of pedestrian traffic can add to the street life and look.



Figure 45: Small recessed courtyard shops with blade signage and potted planting at entrance add character and a welcoming feel..



- 3.8.6 Gooseneck lights and sconces applied to fascia underneath weather protection elements are the preferred types of storefront lighting.
- 3.8.7 Incorporate valence lighting into canopies and up-lighting to illuminate pathways.
- 3.8.8 Use of LED lighting for storefronts and seasonal lighting on street trees is encouraged.
- 3.8.9 Avoid the use of exterior fluorescent light sources.
- 3.8.10 Incorporate architectural glare free lighting into the canopy soffit that has either a low-level light source or one not directly visible to pedestrians.



*Figure 46: Gooseneck lighting highlights signage and directs light.*

### **3.9 Utilities, Recycling and Garbage**

- 3.9.1 Screen all storage, loading and utility areas or incorporate landscaping or decorative fencing.
- 3.9.2 Provide areas for recycling collection, composting and waste disposal that are appropriately sized, screened from view using an enclosure that reflects the materials and architecture of the main building on site, are easily accessible and have capacity for future expansion.
- 3.9.3 Shelter rooftop utilities and infrastructure from view.

## 4.0 Infill General Employment

The Infill General Employment designation is applied to mostly underutilized lands adjacent to the railway tracks in Precincts 2 (Upper Hammond) and 3 (Lower Hammond). These lands are narrow and limited in potential for redevelopment. The intent of Infill General Employment is to create opportunities for businesses that do not generate much traffic and have minimal need for public parking. Additionally, this designation is limited to businesses that do not produce much noise, odor, or fumes and blend well into the nearby residential areas either through attractive building design and landscape screening.

### 4.1 Siting

- 4.1.1 All new development should address the street with a clear and visible entrance.
- 4.1.2 Where possible, new development should have a reduced or zero front yard set-back.
- 4.1.3 Ensure direct pedestrian connections to the nearest public right of way and to adjacent lots.
- 4.1.4 Pedestrian access to the site should be well marked and accessible. Connect front doors and public streets with paved sidewalks.



*Figure 47: Development addresses the street and blends well with surrounding residential area.*

### 4.2 Massing

- 4.2.1 Avoid blank walls. Where walls without windows are necessary, decorative architectural details and materials, landscape screening, or artwork is encouraged.
- 4.2.2 Large developments should be articulated, include varying height and rooflines or use decorative materials to break up the mass and scale of the building.
- 4.2.3 Incorporate outdoor patios, plazas or amenity areas with comfortable seating and gathering areas.



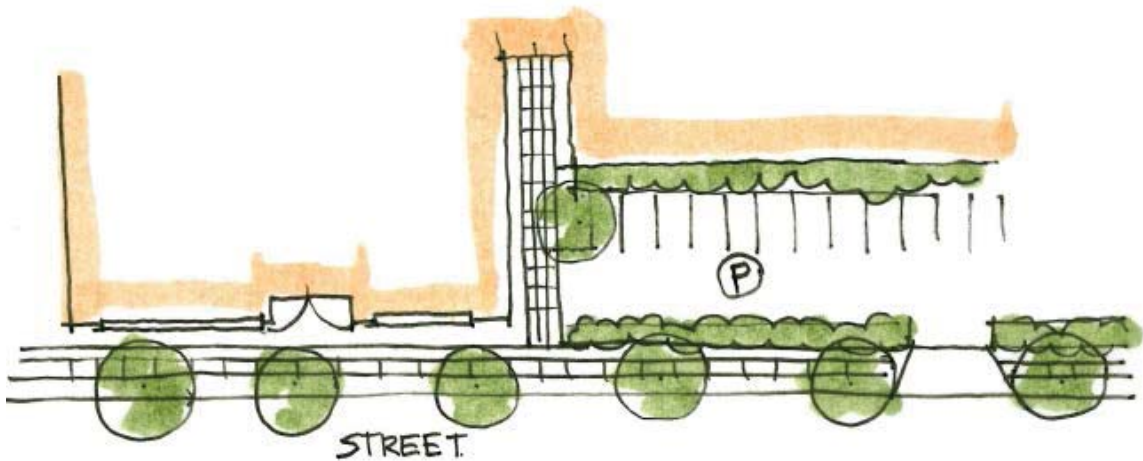
*Figure 48: Pedestrian and bicycle amenities are strongly encouraged.*

### 4.3 Parking, Access, Loading and Utility Areas

- 4.3.1 Locate parking areas at the side and rear of buildings.
- 4.3.2 Where parking is visible from a fronting or flanking street it should be screened with trees, plants or decorative fencing.
- 4.3.3 Screen all storage, loading and utility areas or incorporate landscaping or decorative fencing.
- 4.3.4 Provide areas for recycling collection, composting and waste disposal that are appropriately sized, screened from view using an enclosure that reflects the materials and architecture of the main building on site, are easily accessible and have capacity for future expansion.
- 4.3.5 Where possible, include a dedicated parking space to car share vehicles and an electric vehicle charging station.
- 4.3.6 Provide pedestrian amenities and bicycle parking on site in a convenient and covered location.



*Figure 49: A friendly face to the street, use of landscape, clear entrances, and pedestrian amenities help employment buildings blend well with nearby residential.*



*Figure 50: Parking located to the side or rear of the building, where visible from the street should be screened with landscaping.*

### 4.4 Landscaping

- 4.4.1 Maintain mature tree stands and vegetation on site and replace trees that were removed during site development with trees suited to the climate and soil conditions (Maple Ridge Tree Protection and Management Bylaw).

- 4.4.2 New development shall ensure direct and accessible pedestrian connections to public rights-of-way and/or local trail networks and cycling pathways within new or existing green corridors to encourage alternative modes of transportation.
- 4.4.3 All new development should include high quality landscaping at entrances, along pedestrian pathways.
- 4.4.4 Apply climate change resilient, 'xeriscape' or low water use landscaping techniques to minimize and/or eventually eliminate the need for irrigation.
- 4.4.5 Plant shade trees and vegetation in paved open spaces, in particular to break up larger parking areas, line internal roads, sidewalks and driveway access.
- 4.4.6 Fencing of the lot perimeter is not permitted except where safety or storage of materials are of concern. In this case, landscape screening with fencing and only in this designated area within the lot is encouraged to provide a more attractive visual appearance.

#### 4.5 Architectural Patterns and Materials

- 4.5.1 New development should incorporate architectural materials and features that reflect Hammond's history and/or where a more contemporary style is desired, add to the unique character of the area and exhibit a design response to the location and context. Some examples of contextual components to draw on include:
  - the railway;
  - the Fraser River; or
  - the cedar mill/forest industry.

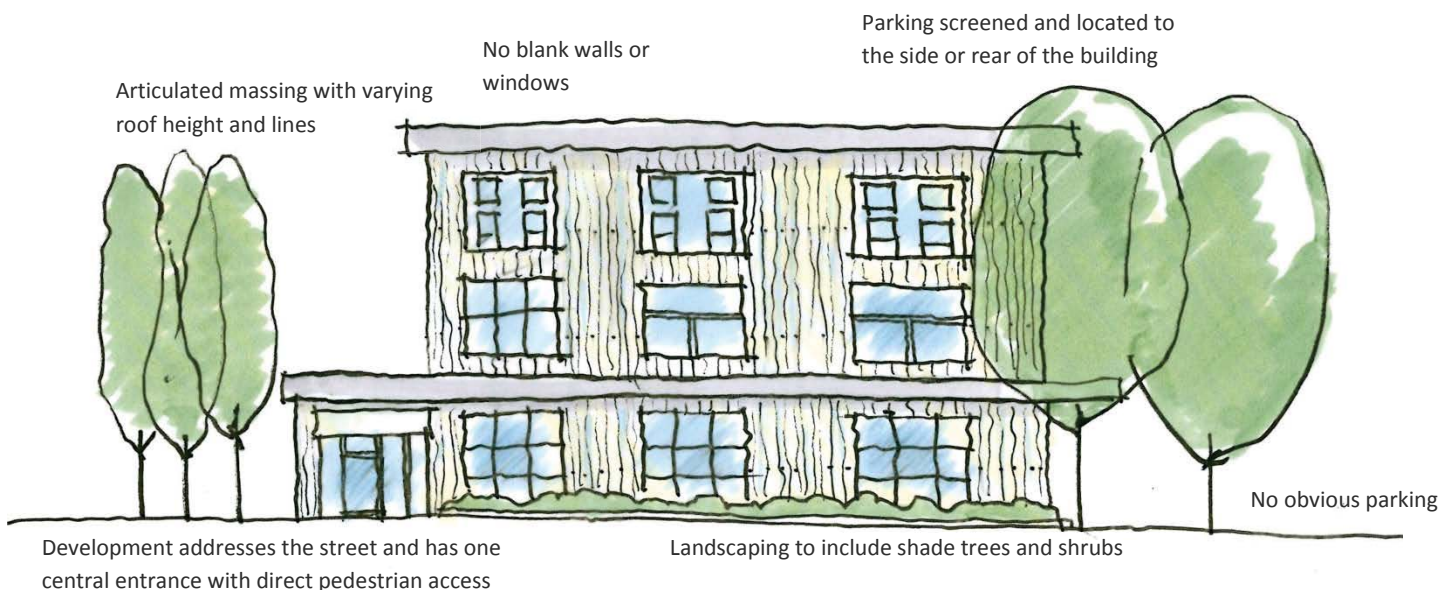


Figure 51: General employment guidelines.

- 4.5.2 In order to blend into the adjacent residential area, new development shall minimize the number of entrances. A common entrance should be used where there are multiple units in one building. Entrances shall be clearly marked and addressed.

#### **4.6 Signage**

- 4.6.1 All freestanding signs should be located in a landscaped area and/or incorporated in the design of the building. They should be no higher than the first storey of the primary building on the site they identify. A freestanding sign should incorporate architectural features and materials used by the main building on the site.
- 4.6.2 All other signage providing directional information or identifying the purpose of buildings should be no more than 1 m (3 ft.) wide near or over doors and windows intended for public access.

#### **4.7 Lighting**

- 4.7.1 All walkways, driveways, entrances and pedestrian pathways should be adequately lit with energy efficient lighting.
- 4.7.2 Minimize light pollution and ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down lights or up lights with cut-off shields

#### **4.8 Transition of Use and Vacant Lot Improvement**

- 4.8.1 Keep vacant lots clean, clear and grassed.
- 4.8.2 Where fencing is required on a vacant lot, use transparent and decorative fences that maintain sight lines between the sidewalk and main building entrance. Steel, aluminum, wood or vinyl are acceptable materials. Chain link fencing is strongly discouraged except at the rear lot line or to separate the lot from industrial uses. Subject to the general regulations of the Zoning Bylaw.

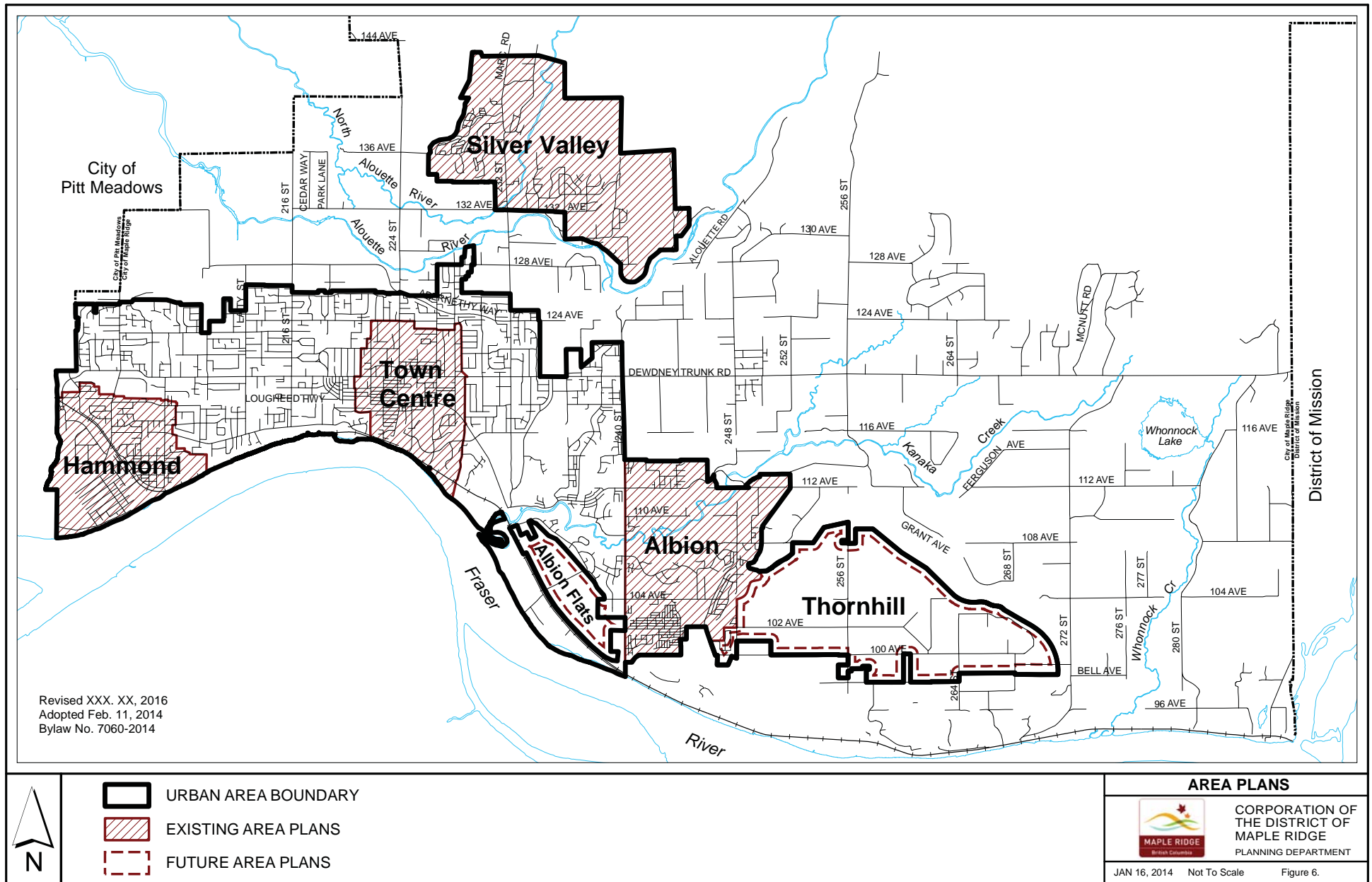






# APPENDIX B

## Schedule 3



# APPENDIX B

## Schedule 4

