Hammond Area Plan Process

HAMMOND AREA PLAN PROCESS

Phase I: Neighbourhood Context

Open House Prep:
- Info Primers
- Community Character photo project
- Social media prep

Phase II: Public Consultation

- Open House Event
- Launch "MyHammond" community blog
- "MyHammond" link to project webpage
- Council Update and Approval of Area boundaries*

Phase III: Draft Hammond Area Plan

- Present draft plan to Council*
- Post draft plan on MyHammond webpage
- Present draft plan at public open house Solicit public input

Phase IV: Area Plan Endorsement

- Present draft to Council for endorsement*
- Prepare form and character guidelines
- Update MyHammond webpage

Phase V: Plan Approval

- Prepare OCP Amendment Bylaw
- Present plan to Council for Readings*
- Outside agency referrals
- Make available for public viewing

Council endorsement of Area Plan Process March 3, 2014

*Council Update Fall 2014

*Present draft plan to Council Early 2015

*Draft to Council for endorsement Spring 2015

*Final Draft to Council for Readings 2015

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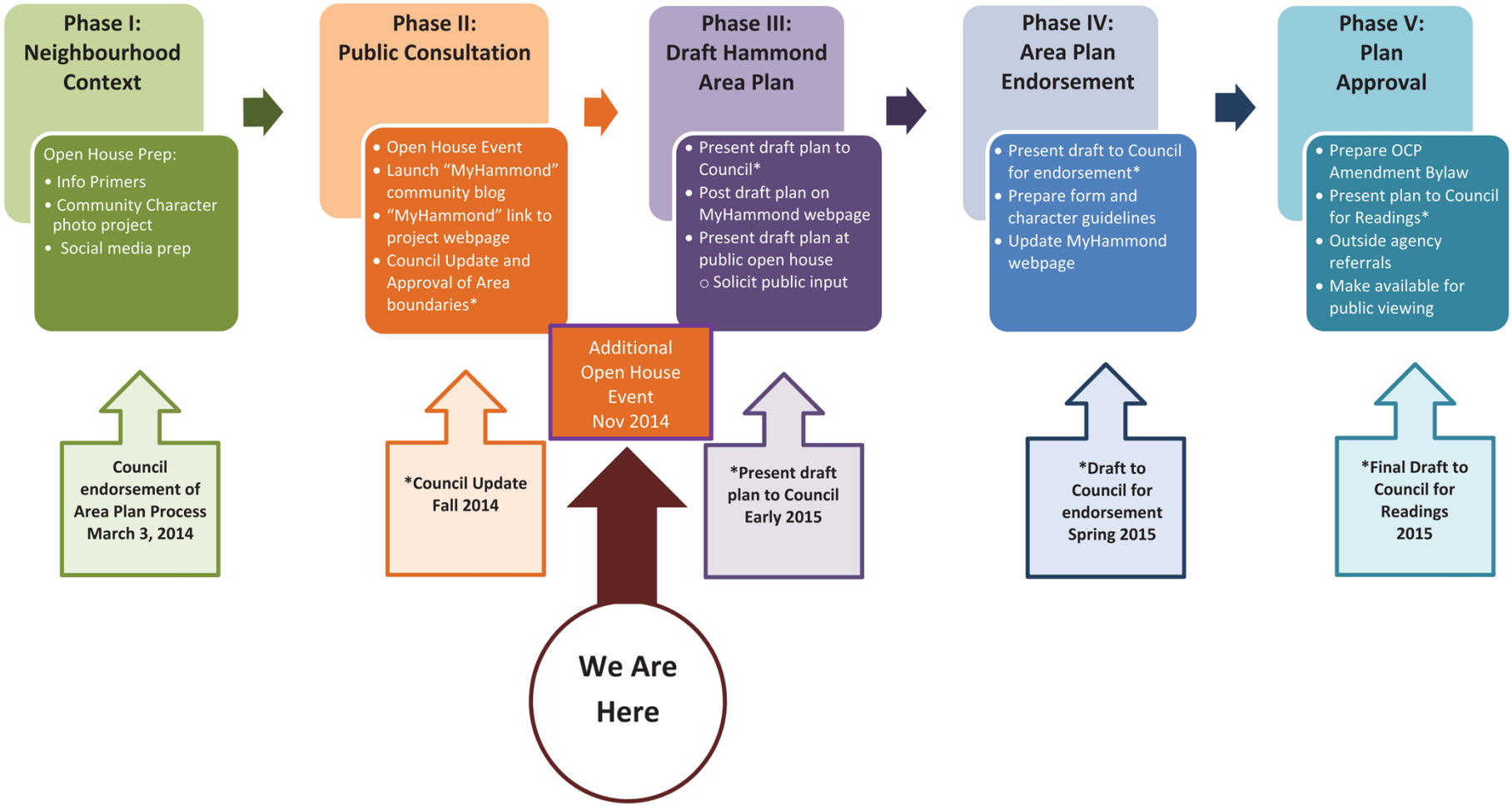
Hammond Area Plan Process



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"A Vibrant Hammond is…"

(Please use one post-it note for each special quality you identify)

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My Hammond is Special Because….

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Draft Guiding Principles

Retain small town charm and friendly atmosphere

New form fits with existing built form and heritage character

Revitalize historic commercial area

Utilize Sustainable Development Practices

Enhance trail system and community gathering spaces

Establish measures for flood mitigation

Ensure transportation routes are safe and efficient

Promote a safe community

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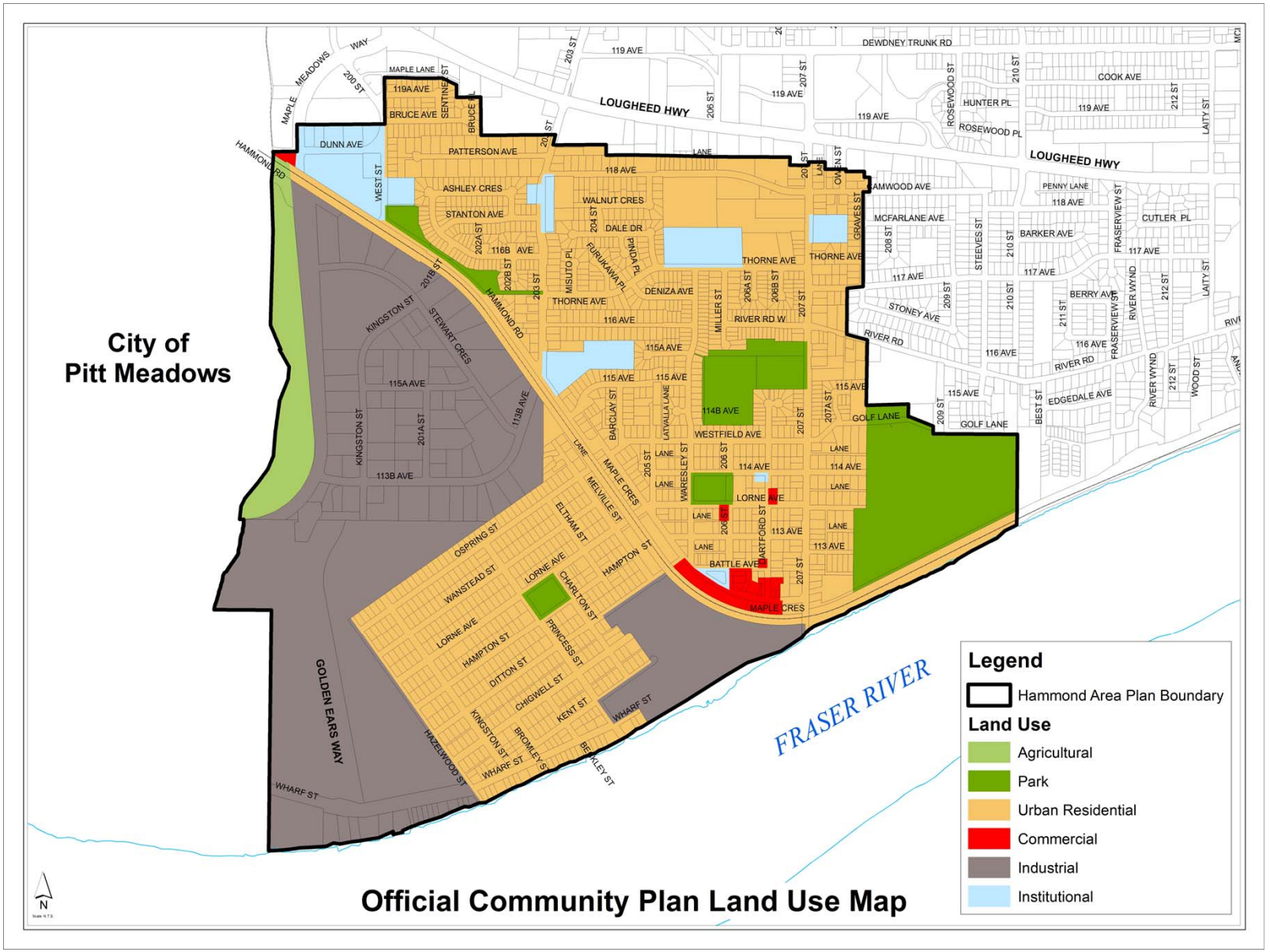
Official Community Plan Map



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Hammond Area Plan

Commercial Development

Historic Commercial Assets

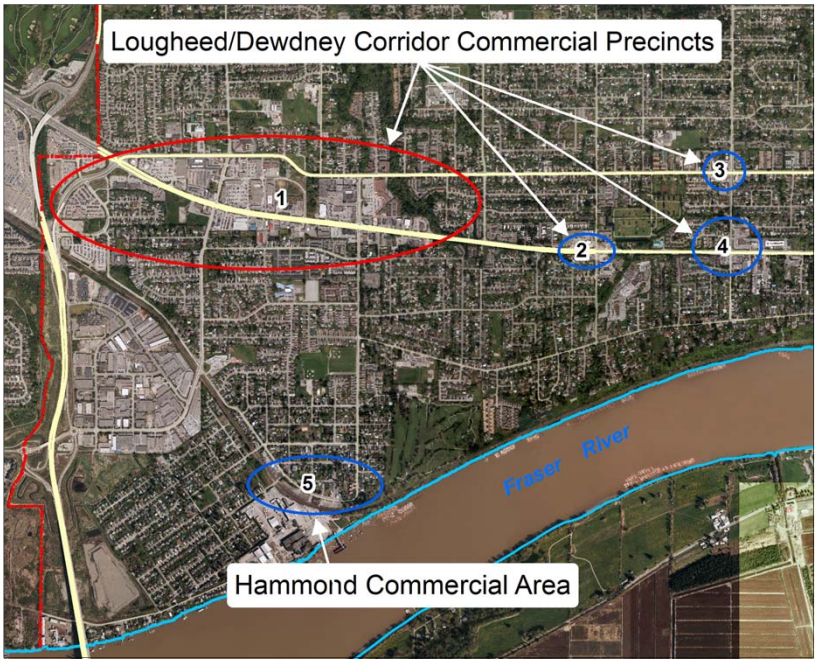
- Throughout Canadian cities and towns, historic commercial street fronts are critical economic and social hubs, linking local residents with needed shops and services, and each other.
- To continue this role, Hammond's historic commercial area needs further community input and exploration of its feasible market possibilities.
- Healthy main streets provide unique neighbourhood character and depend on local residents to support them.
- The amount of commercial floor space that can be supported will be limited by the number of residents nearby. (approximately 10 square feet of retail space per capita).

Maple Ridge Commercial & Industrial Strategy indicates population growth will increase commercial demand in West Maple Ridge, including service oriented businesses, which are a good fit for the Hammond Historical Commercial Node.

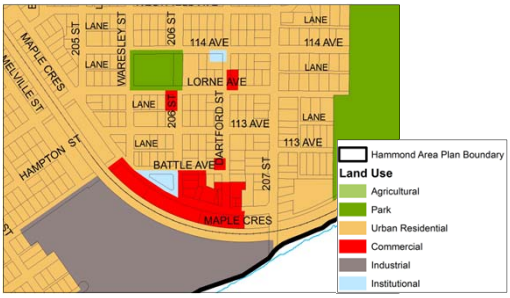
Realizing Commercial Potential

This phase of the Area Planning process includes dialogue aimed at improving Hammond's commercial potential. Key features include:

- Differentiating between the Hammond historic node and the general commercial uses in West Maple Ridge and Dewdney Trunk Road.
- Supporting residential density increases sensitive to the historic neighbourhood. A local population will improve opportunities for population serving businesses such as retail.



Hammond Historic Commercial Node:
6.2 acres zoned, 0.8 acres underutilized, 1.7 acres are vacant.
Extensive range of permitted uses under current zoning.



Metro Vancouver Examples including new construction and adaptive reuse of vernacular heritage creates a historic neighbourhood feel in context of high residential density, integrated civic core, and waterfront trail system.

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Maple Ridge Official Community Plan Policies

Urban Residential OCP Policies

from Sections 3.1.3 and 3.1.4 of the Maple Ridge Official Community Plan

3 – 18 Maple Ridge will support a range of densities within the Urban Area Boundary. Urban Residential consists of two residential categories with the following characteristics:

1) Neighbourhood Residential – General Characteristics:

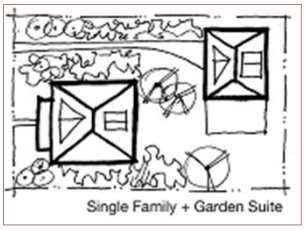
a) a maximum of one principal dwelling unit per lot and an additional dwelling unit such as a secondary suite or garden suite;
b) density that is based on the current zoning of the property, or surrounding neighbourhood context;
c) single detached dwellings will remain the predominant housing form within neighbourhoods. Other housing forms are possible, subject to compliance with the Neighbourhood Residential Infill policies;
d) is not within a neighbourhood with an Area Plan, a Community Commercial Node, or located on a Major Corridor as illustrated on Figure 4.

2) Major Corridor Residential – General Characteristics:

a) Major Corridor Residential is characterized by the following:
   i. has frontage on an existing Major Road Corridor as identified on Figure 4 Proposed Major Corridor Network Plan, or has frontage on a road built in whole or part to a collector, arterial, TransLink Major Road, or Provincial Highway standard;
   ii. may be adjacent to Community Commercial Node, or designated commercial centre.
b) b) includes ground oriented housing forms such as single detached dwellings, garden suites, duplexes, triplexes, fourplexes, townhouses, apartments, or small lot intensive residential, subject to compliance with Major Corridor Residential Infill policies.

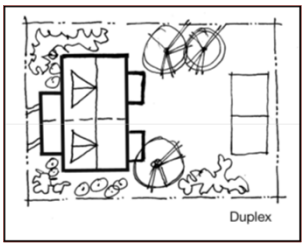
3.1.4 Residential Infill And Compatibility Criteria

Compatibility refers to development that "fits' with the character of a neighbourhood. It does not mean that the development looks the "same" as neighbouring development, rather the housing form is similar in size, scale, massing and architectural elements. As an example, attached housing forms could be considered compatible with single detached housing if they were ground oriented and similar in height and architectural details.

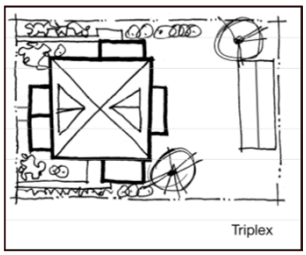

Single Family + Garden Suite

POLICIES

3 – 19 Neighbourhood Residential Infill is permitted subject to compliance with the following criteria:


Duplex

1) Infill development on a property that is larger than the prevailing lot size of the surrounding neighbourhood or existing zoning of the lot may include the following:
   a) a possible change in lot size and configuration providing that:
      i. the proposed lot area and widths should be not less than 80% of the lot area and width prescribed under the predominate or adjacent zoning in the surrounding neighbourhood;
      ii. the proposed lot configuration is similar to the prevailing lot pattern that exists within the neighbourhood; and
      iii. the proposed housing form is consistent in scale and massing to that of the surrounding neighbourhood.
   b) a change in unit type - unit types such as single detached dwellings, secondary suites, garden suites, duplexes and triplexes that resemble a single detached dwelling, with an emphasis on orientation to the street.
2) Neighbourhood Residential infill must be designed to be compatible with the surrounding neighbourhood and will be evaluated against Policy 3-21.


Triplex

Maple Ridge Official Community Plan Policies

Urban Residential OCP Policies

3 – 20 Major Corridor Residential Infill developments must be designed to be compatible with the surrounding neighbourhood and will be evaluated against the following criteria:

a) building forms such as single detached dwellings, duplexes, triplexes, fourplexes, townhouses, apartments, and small lot intensive residential developments subject to Policy 3-21;
b) a maximum height of two and one-half storeys with an emphasis on ground oriented units for all developments except for apartments;
c) a maximum height of four storeys for apartments; and
d) adherence to Development Permit Guidelines for multi-family and intensive residential developments as outlined in Chapter 8 of the Official Community Plan.

3 – 21 All Neighbourhood and Major Corridor Residential infill developments will respect and reinforce the physical patterns and characteristics of established neighbourhoods, with particular attention to:

a) the ability of the existing infrastructure to support the new development;
b) the compatibility of the site design, setbacks, and lot configuration with the existing pattern of development in the area;
c) the compatibility between building massing and the type of dwelling units in the proposed development and the surrounding residential properties;
d) the location, orientation, and visual impact of vehicle access/egress in relation to:
    i. adjacent developments
    ii. the street
    iii. the pedestrian environment
e) minimizing adverse parking and traffic impacts on the existing neighbourhood;
f) a gradual transition of scale and density through the design of building mass and form, such as:
    i. reduction in building heights at the edges of a development;
    ii. location of lower density components towards the perimeters of a site; and
    iii. concentration of density to the centre of a development or towards a non-residential boundary;
g) retention and preservation of significant trees, other natural vegetation, and environmental features;
h) Maintaining adequate light, view and privacy for residents on adjacent properties or in adjacent neighbourhoods;
i) conservation of special landscapes such as gardens, or built-form features, including heritage buildings, that contribute to the unique character of a neighbourhood.

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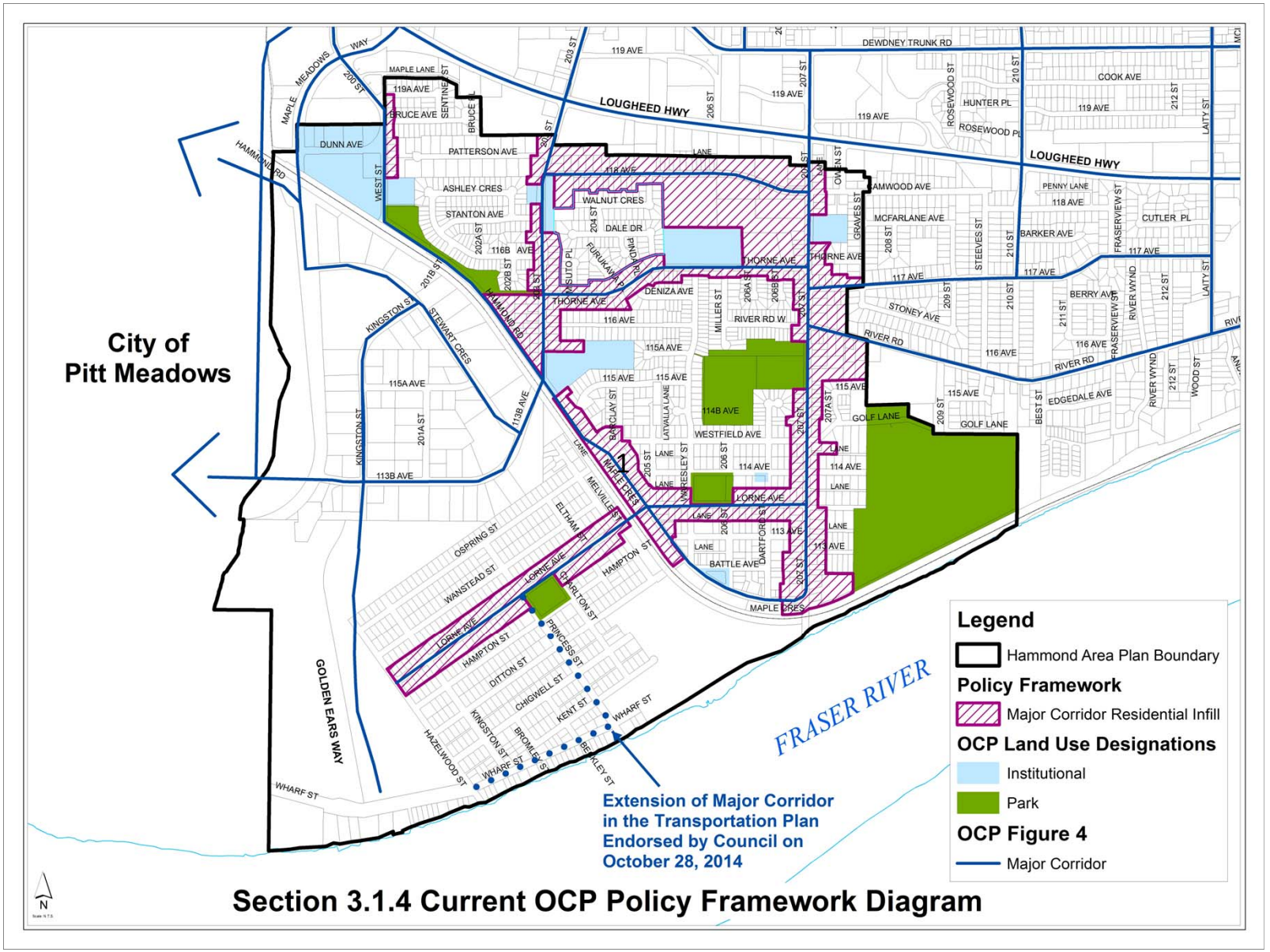
Policy Framework Diagram



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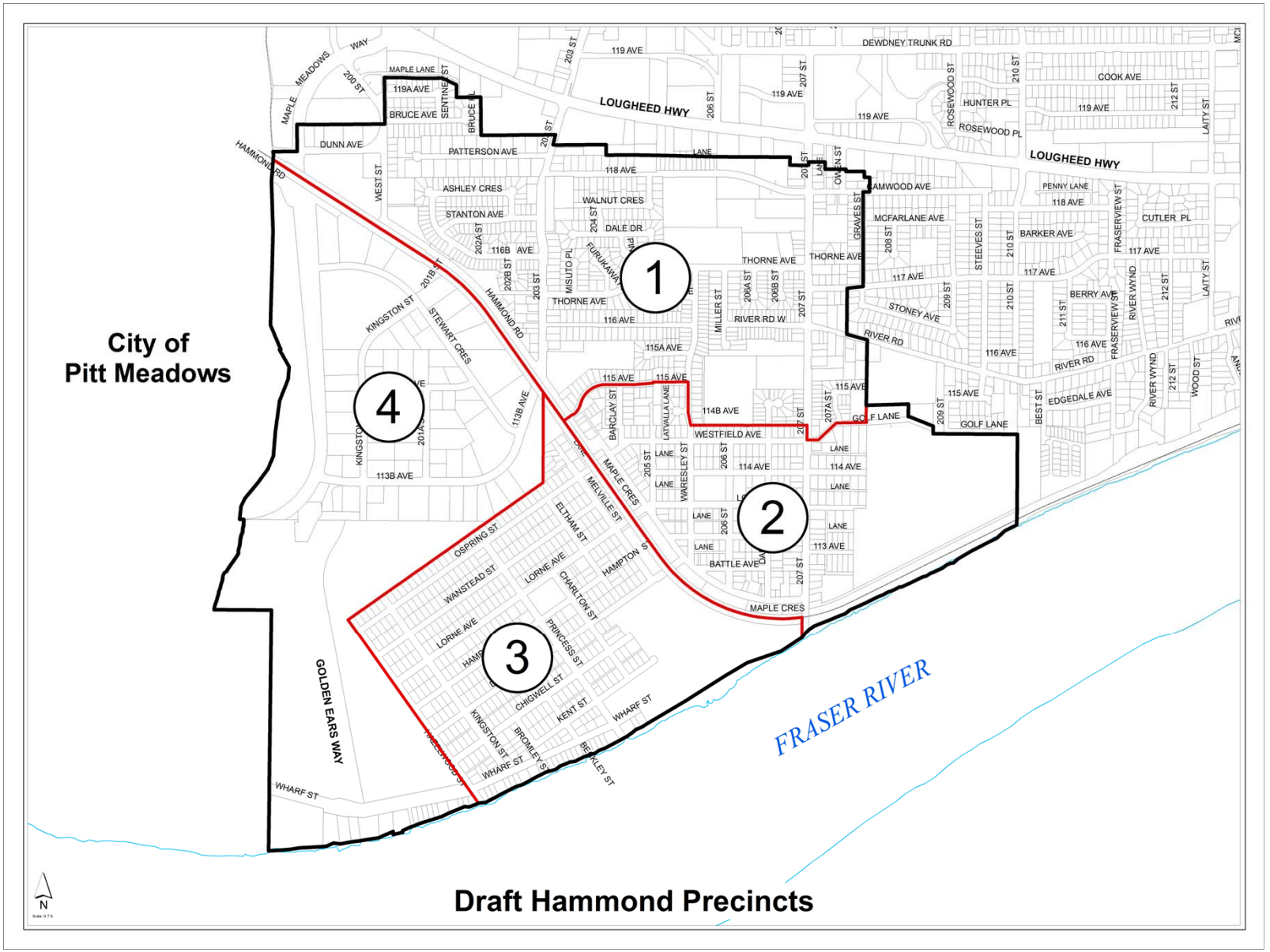
Draft Hammond Precincts



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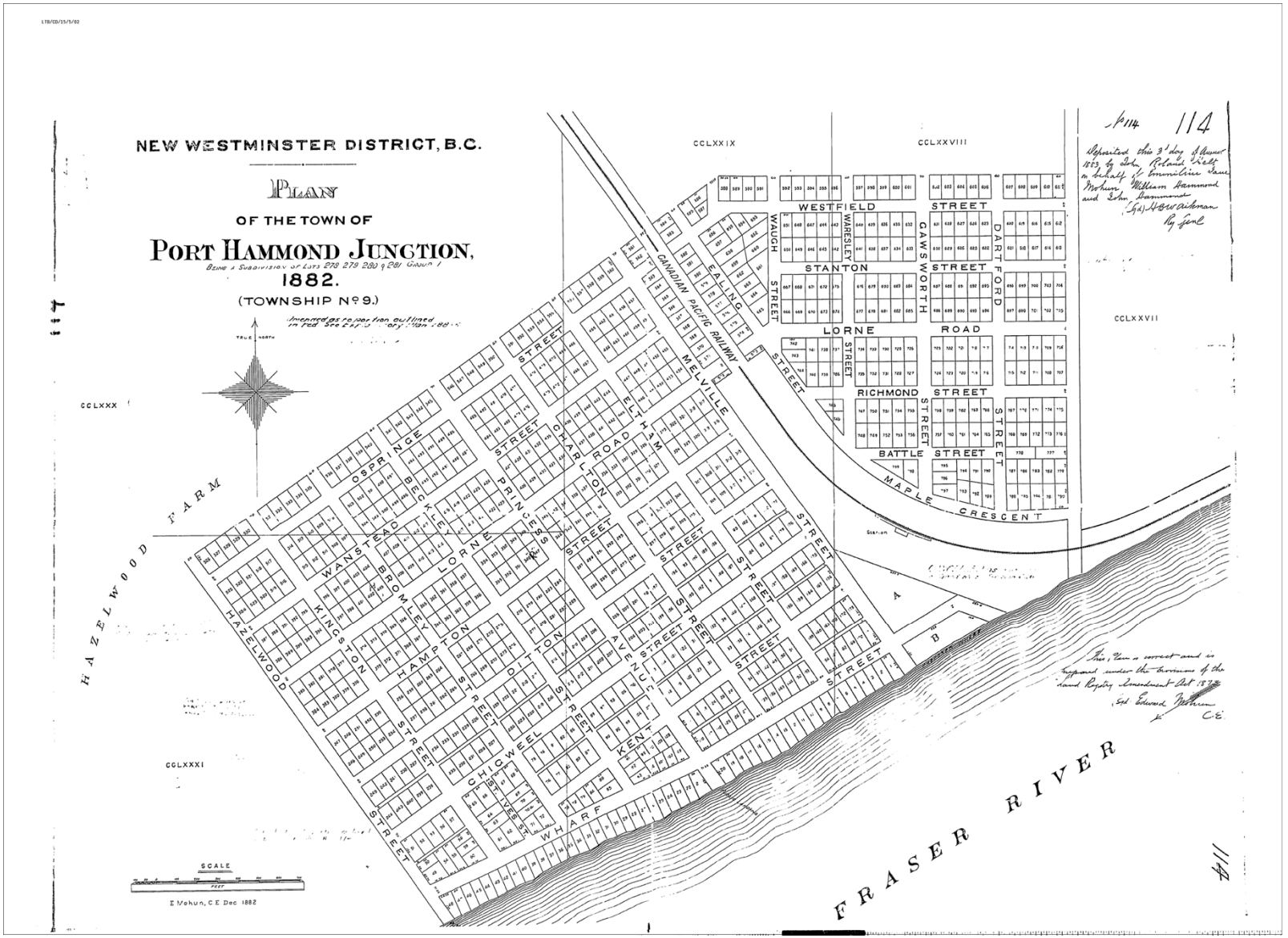
Historic Townsite Map



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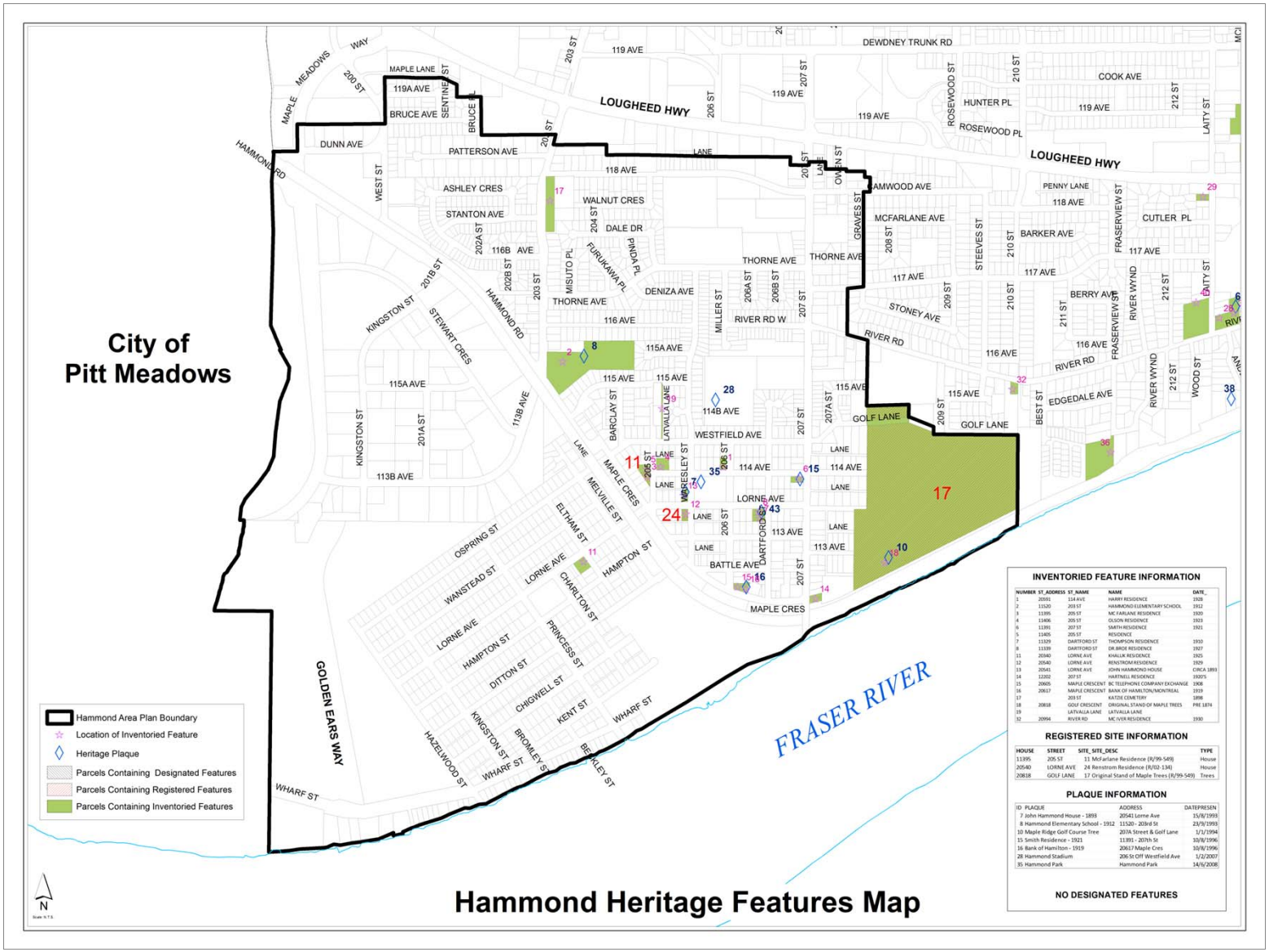
Heritage Features Map



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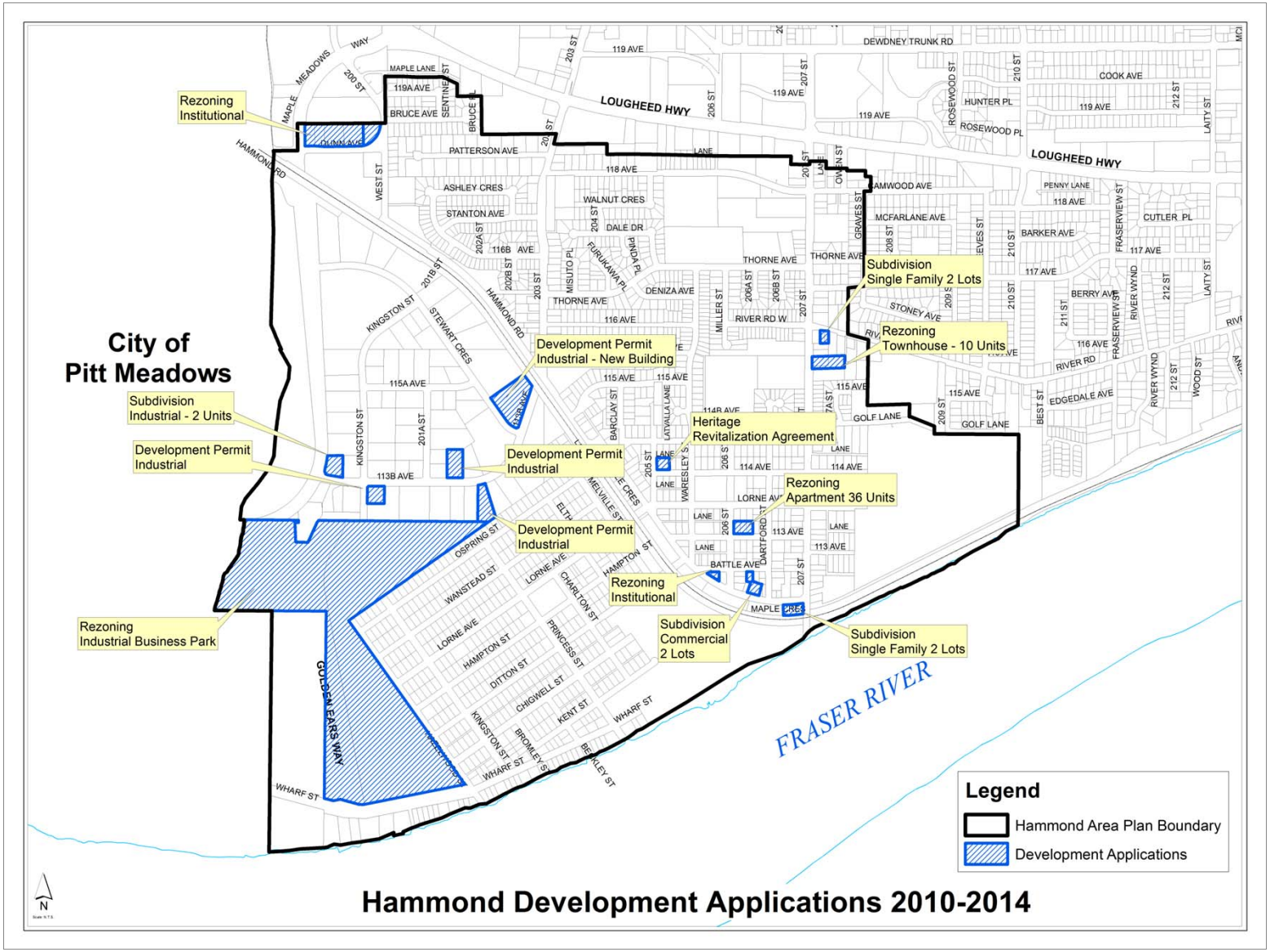
Development Applications Map



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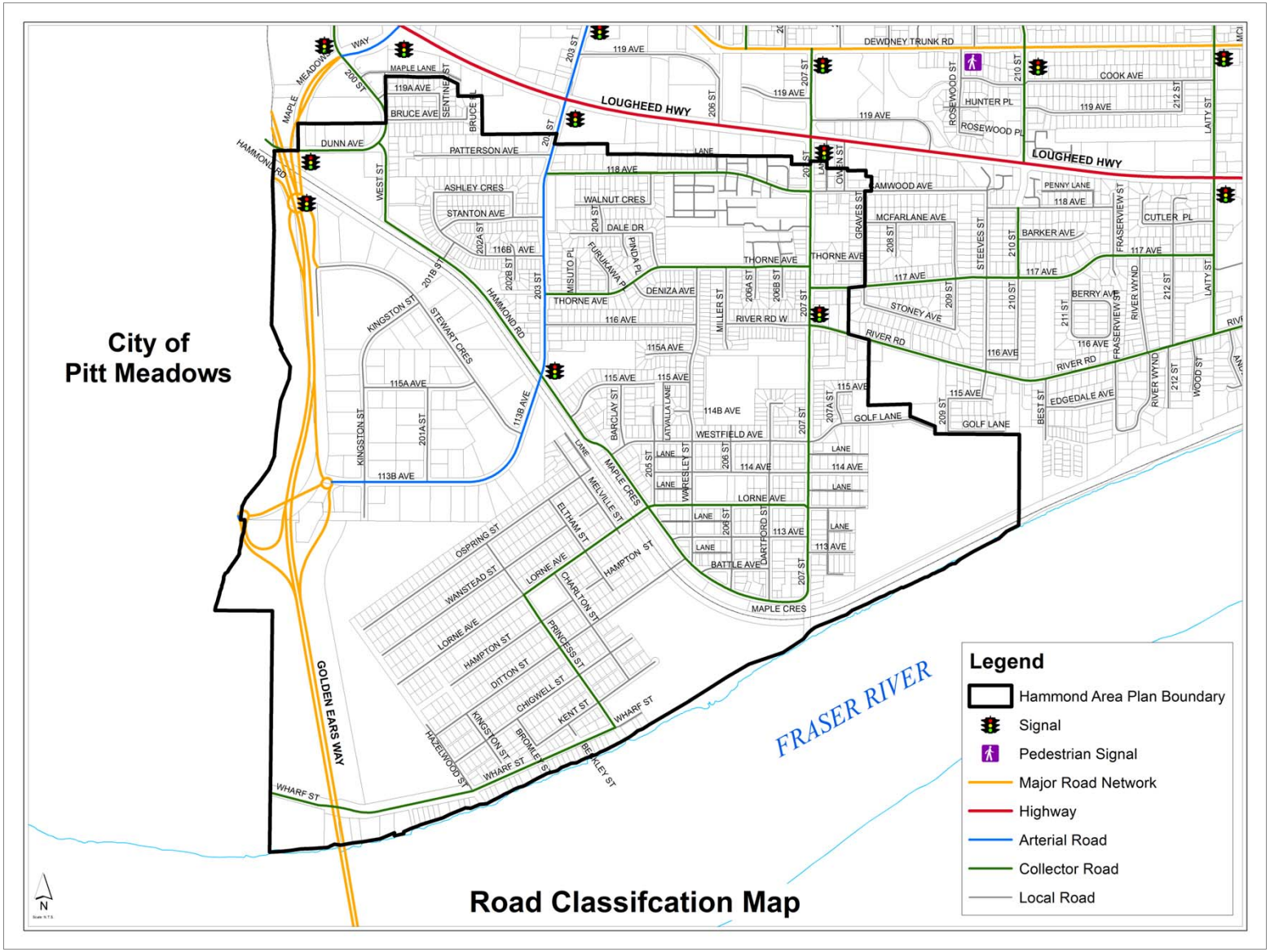
Road Classification Map



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Standard Road Cross Sections

Urban Arterial

- Four Travel Lanes
- Lane Access Only
- Bike Lanes on Designated Routes Only
- Separated Sidewalks
- Grassed Boulevard with Street Trees
- Streetlights Both Sides

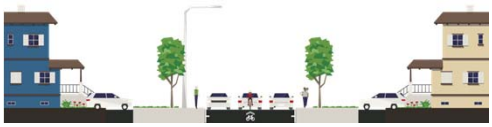
High capacity roads provide movement across the community and access routes to the regional highway network.

Urban Collector

- Two Travel Lanes
- Two Parking Lanes
- Access from Frontage (Lane Only if Available)
- Bike Lanes on Designated Routes Only
- Curb and Sidewalks on Both Sides
- Grassed Boulevard with Street Trees
- Streetlights Both Sides

Moderate capacity roads provide movement and parking in commercial and high density residential nodes as well as the Access to single family residential areas.

Urban Through Local



- Shared Travel Lane
- Two Parking Lanes
- Access from Frontage
- Neighbourhood Bike facility
- Curb and Sidewalk on Both Sides
- Grassed Boulevard with Street Trees
- Streetlights One Side

Urban Limited Local

- Shared Travel Lane
- Two Parking Lanes
- Access from Frontage
- Curb on both Sides
- Sidewalk on One Side
- Grassed Boulevard with Street Trees
- Streetlights on Both Sides

Low capacity roads provide neighbourhood connections and are the primary access to residential properties.

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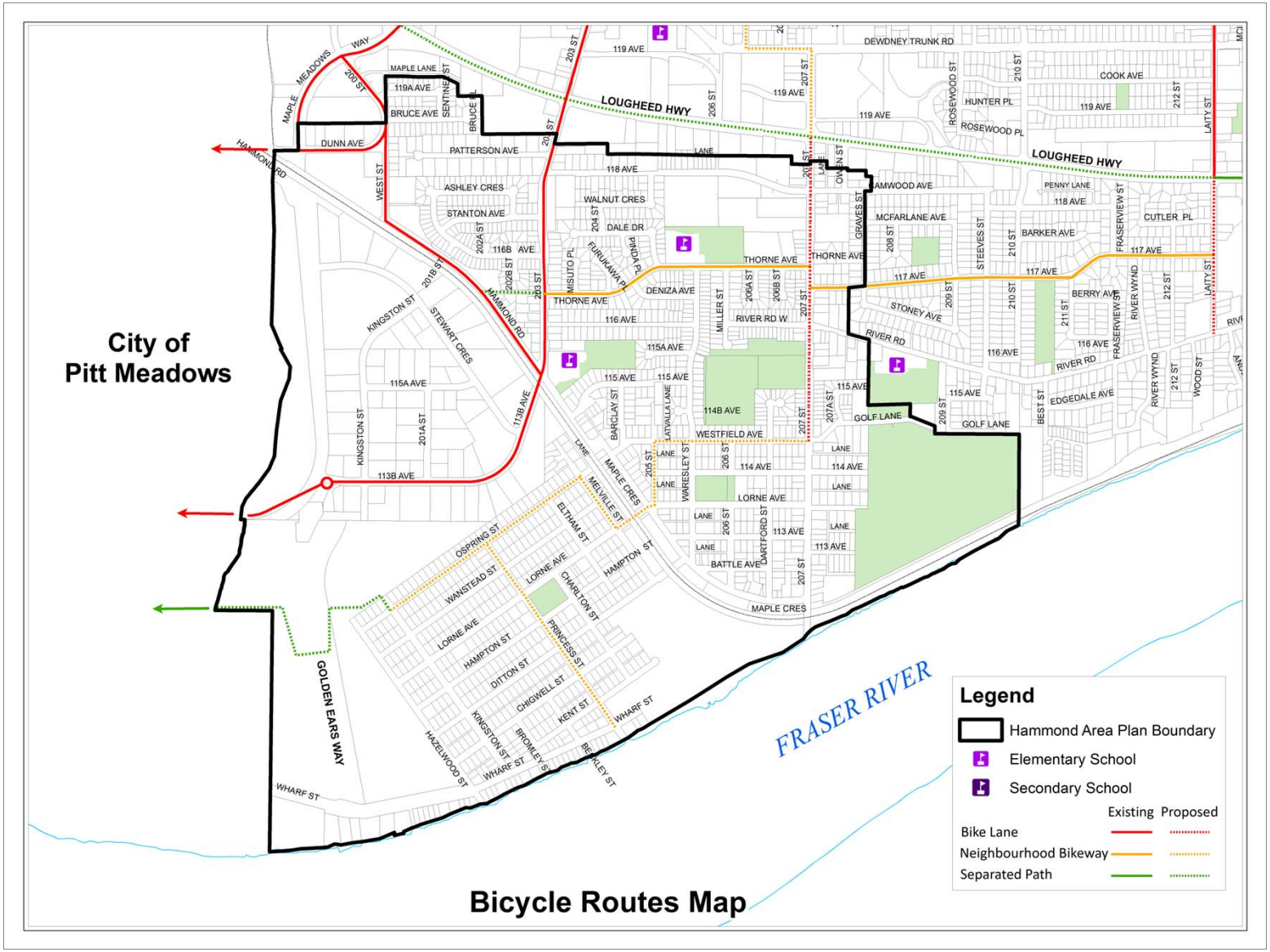
Bicycle Routes Map



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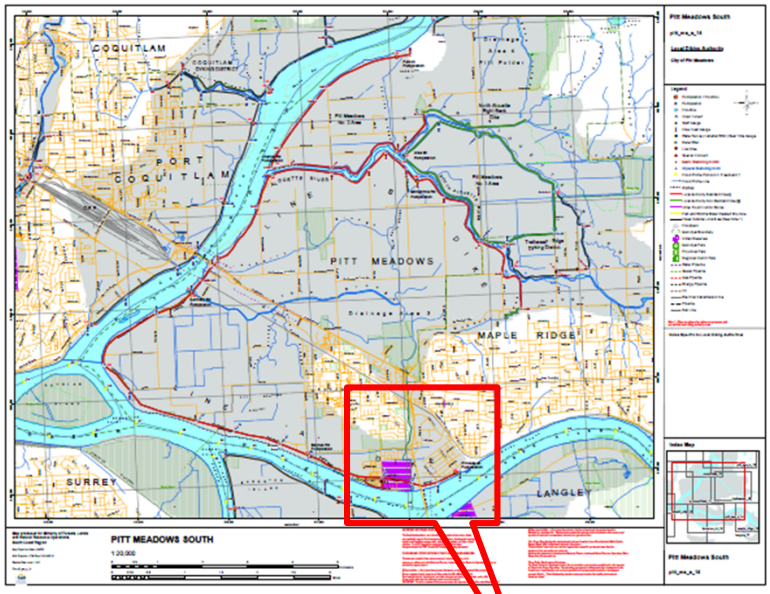
Hazard Management

Fraser River Floodplain

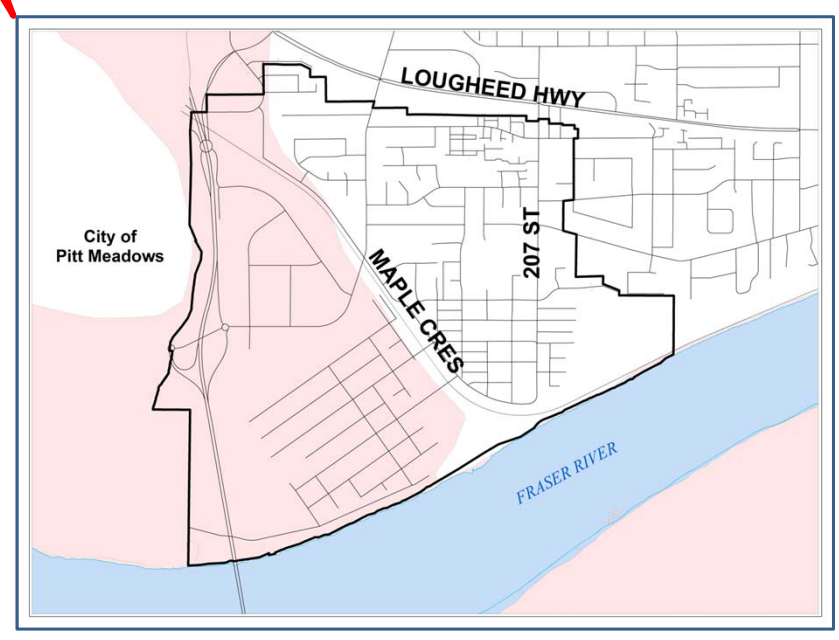
Hazard management is an important consideration of the Hammond Area Plan. The areas highlighted (as per BC Ministry of Environment) may be subject to increased risks associated with flooding. These risks can be reduced by careful consideration of how land is designated and developed.



The Fraser River is influenced by the amount of snow that accumulates in the mountains over the winter. The Fraser River is monitored by the Province on an annual Basis during the spring to provide advanced warning of potential flood risks.

Based upon the Fraser River Hydraulic Model Update (completed for the Province in 2008 by Northwest Hydraulic Consultants), the City applies a Flood Construction Level to reduce the risk of property damage in the event of a flood.

The pink shading identifies the general area that may be affected should a flood event occur.



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Hammond Area Plan

Developing in the Floodplain

Provincial Legislation

Section 56 of the *Community Charter* provides that where land may be subject to flooding the building inspector may require certification by a qualified professional (engineer) that the land is safe to use as intended. The engineer is also required to provide a design ensuring the building will withstand flooding sufficiently to allow for evacuation. The building department will also expect that – unless severe conditions occur – the building will be able to be re-used with relatively minor repairs.

Section 910 of the *Local Government Act* permits the designating of floodplains under municipal bylaw. Maple Ridge has not pursued this, as the Province determined the floodplain designation in the 1960's and included requirements for new development.

The following is the minimum requirements for floodplain construction:

- A covenant is registered on title identifying it as being in the floodplain. Requirements are outlined within a geotechnical engineering report and attached to the covenant.
- For lots created by subdivision after the late 1800's, there is an additional covenant provision that no habitable floor space may be located below the flood construction level (FCL);
- A structural engineer design is required to ensure the loads created will be adequately handled by the foundation and the supporting soils; and
- Requirements are in place to ensure new construction does not impact existing surface drainage flows to the detriment of the adjacent properties.

City of Maple Ridge Zoning Bylaw

An additional limitation placed on land in the floodplain occurs within the Maple Ridge Zoning Bylaw, Section 402.8(h), that prohibits the installation of rental accommodations (suite) on a property situated in the floodplain.

Definition of Flood Construction Level

The flood construction level is the level of flooding that could occur during a flood event. This elevation is determined based on the potential flood levels of the Fraser River. In 2008 a study was completed that found the flood level for the Fraser River in this area at 6.7 metres geodetic. This elevation includes what is called "freeboard", which is the potential for elevated levels due to wave action on the river.

Photo: Floodplain Construction in Maple Ridge

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Hammond Trails, Parks & Vacant Public Lands

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Hammond Trail, Parks & Vacant Public Lands (South)

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Municipal Utilities in Hammond (South)

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