

City of Maple Ridge

TO: Her Worship Mayor Nicole Read
and Members of Council
FROM: Chief Administrative Officer
DATE: June 13, 2016
FILE NO: 2014-009-CP
ATTN: Workshop
SUBJECT: Hammond Preliminary Concept Plan Public Consultation Outcomes and
Hammond Area Concept Plan Endorsement

EXECUTIVE SUMMARY:

On March 14, 2016 Council received a report on the Hammond Preliminary Concept Plan. The report discussed the work undertaken after the November 2014 open house event and presented the Preliminary Concept Plan as a comprehensive outline including supporting Land Use Plan maps. The report also informed Council of a public open house scheduled for March 30, 2016 for community input on the Preliminary Concept Plan.

The event was held at Hammond Elementary School and was well attended with 66 participants signed in. A questionnaire was distributed to participants and was also available online with an initial closing date of April 18, 2016 and an extension to April 25, 2016. A total of 38 questionnaires were received, both in paper and electronic form.

This report discusses the questionnaire results from the March 30, 2016 open house and reviews all information received through the Area Plan process to provide a synopsis of how it has contributed to the content of the Concept Plan. The responses show that the majority of participants are in favour of change, including revitalizing the historic commercial area and increasing residential density.

Feedback on the Preliminary Concept Plan shows the majority of respondents support the residential density proposed for North Hammond (Precinct 1) - 69% - and Lower Hammond (Precinct 3) - 60%. Additionally, for the three land use options presented for Upper Hammond (Precinct 2), the outcomes suggest that Option 3, concentrating a density increase around the historic commercial node, is the most viable and balanced option for revitalizing the commercial node and retaining the historic land use within the heritage character area.

RECOMMENDATION:

That the Hammond Area Concept Plan, attached to the staff report entitled "Hammond Area Concept Plan", dated June 13, 2016, be endorsed; and

That staff are directed to use the Hammond Area Concept Plan as a guide for development and the basis for the preparation of an Area Plan Bylaw.

1. DISCUSSION:

a) Background Context:

The Hammond Area Plan process is nearing completion and currently in the fourth of five phases. These are:

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

Phase IV, Area Plan endorsement, involves reporting out on the outcomes of public input on the Hammond Preliminary Concept Plan and obtaining Council's endorsement of the Concept Plan (Appendix A). The next steps through Phase V, Plan approval, will involve preparing the Area Plan Bylaw along with supporting regulatory tools, such as development permit area guidelines and zoning bylaw amendments.

b) Hammond Preliminary Concept Plan Outcomes

Public Open House Event

A public open house was held on March 30, 2016 at the Hammond Elementary School between 4:00 and 8:00 p.m. Advertisements were published in The Maple Ridge News on March 11th, 18th, 23rd, and 25th. Using a subscriber list, an email was sent out to 81 addresses on March 4th and 124 letters were mailed out on March 14th. A poster advertising the open house was put up at the Hammond Community Centre and the Dartfords Social House. Postcards were placed in the neighbourhood library boxes in Upper and Lower Hammond.

The #MyHammond webpage was updated to advertise the open house event and present the Preliminary Concept Plan, supporting information, and March 7, 2016 Council report. A notification was posted on the Maple Ridge website homepage, under "Newsroom", and notification postings were made on the Hammond Neighbours Facebook page on March 4th, 23rd, and 29th.

A total of 66 people signed in as participants at the event. A paper version of the questionnaire was handed out at the open house and was also made available online on March 30, 2016, along with the open house presentation boards. The questionnaire was scheduled to close on April 18, 2016, however, a request was made by a resident to complete it after the deadline and it remained open until April 25, 2016. Notifications of the extension for the online questionnaire were made through email contacts and the Hammond Neighbours Facebook page on April 19th.

To round out the multi-media public input process, participants at the open house were given an opportunity to provide some feedback on the Preliminary Plan and the Area Plan process in an interview format. Several community members took part and these comments have been compiled into a video that is posted on the #MyHammond webpage.

Participation from Outside Agencies

The Katzie First Nation were invited to participate early in the process and various notifications have included the link to the #MyHammond webpage for further information. A letter and copy of the Preliminary Plan were mailed to the Katzie First Nation Chief on April 14, 2016 extending an invitation to meet and discuss the Plan, or provide comments only. A letter was received from Chief Susan Miller, dated May 31, 2016, which states: “Katzie are concerned with any activities that may affect our constitutional rights and interests on our territory” (attached as Appendix B). Staff will be meeting with the Katzie and will update Council of the outcome in a future report.

A Fraser Health representative has participated throughout the process and the agency’s comments were received in a letter, dated April 22, 2016, wherein they discuss principles of a healthy built environment (attached as Appendix C). Fraser Health wants to promote the benefits of complete communities that encourage active transportation, such as walking and bicycling, provide a variety of housing options, and facilitate social connectivity. The letter notes that creating a complete community “can help improve physical and mental well-being and reduce the risk of chronic disease”. Fraser Health is supportive of the Preliminary Concept Plan and their letter states:

We are pleased to see many elements of the plan align with healthy built environment principles. Overall, the intent to create a complete and connected neighbourhood for the residents of Hammond is apparent. These neighbourhoods encourage walkability and the use of active transportation. We strongly support guiding principles and objectives that strive to create a walkable neighbourhood such as retention of existing grid networks, enhancing connectivity, and providing a mix of residential and commercial uses to meet residents’ needs.

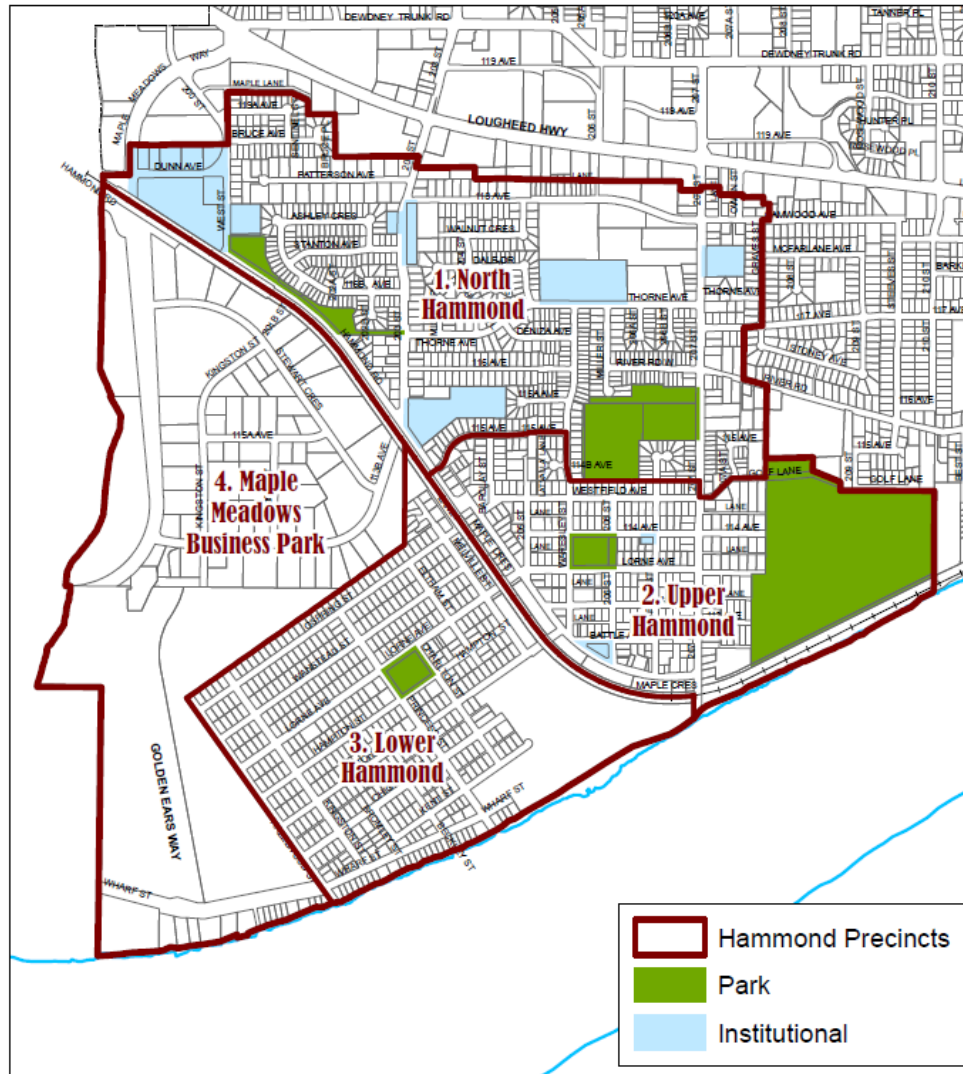
A letter and copy of the Preliminary Plan were mailed to TransLink on April 20, 2016, requesting their comments. A follow-up email was sent to TransLink staff the next day. TransLink provided comments in an email (attached as Appendix D), wherein they express an appreciation for “the plan’s strategies to focus growth adjacent to the West Coast Express station and along the northern boundary of precinct 1, which is within walking distance of the Frequent Transit Network (FTN) along Lougheed Hwy and Dewdney Trunk Road.”

Once the Hammond Concept Plan receives Council endorsement, the document will be forwarded to the City of Pitt Meadows, School District No. 42, Agricultural Land Commission, and Metro Vancouver for information. Formal referrals for comments will be sent to these three organizations after First Reading to ensure consultation compliance under the *Local Government Act*. This is consistent with the formal referrals identified in the March 3, 2014 scoping report. No other outside agencies have been identified for consultation.

Preliminary Concept Plan Questionnaire Results

The Hammond Preliminary Concept Plan questionnaire was designed to obtain input on where land use changes are proposed within the Hammond Area boundaries. Specifically, changes are proposed to current land uses in Precincts 1, 2, and 3 and questions were focused on these areas. The Hammond Precincts Map is shown below and the Preliminary Concept Plan land use map, with three land use options for Precinct 2, is attached as Appendix E.

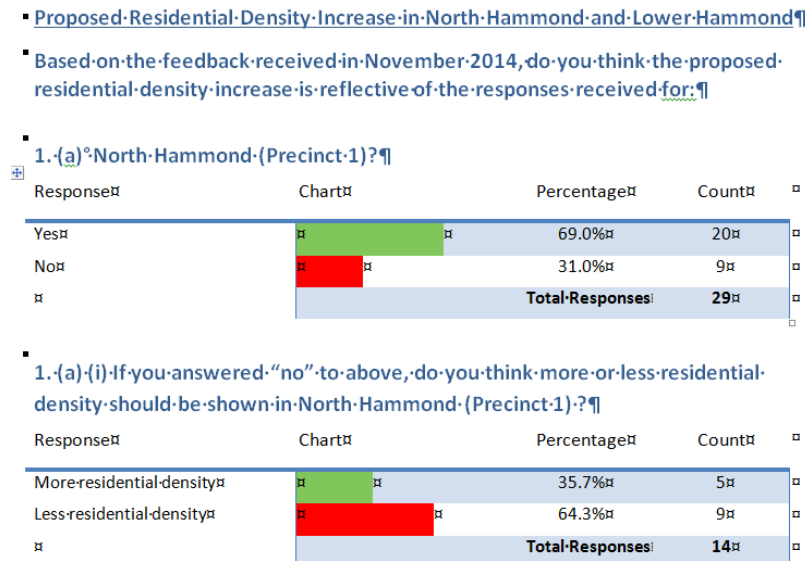
Hammond Precincts



A total of 38 questionnaires were received, both paper and electronic versions. The results are summarized for each question below.

Precinct 1 - North Hammond:

The graph below shows the total number of individuals who responded to the two residential density questions regarding North Hammond.



Out of 29 responses to question 1(a), 20 respondents (69%) stated they thought the density proposed for North Hammond was reflective of previous community input and 9 respondents (31%) did not agree.

Comments from those in favour of the proposed density, and those who would like to see even more, felt increased residential density is warranted because of the close proximity to Lougheed Highway retail/services, public transit, and an elementary school. For those who are not in favour of increased density, comments received include concerns that more units will increase traffic congestion and that "roads and shopping and schools cannot support more people". One respondent also expressed a concern that increased density in North Hammond would not reflect the historic character of the community.

Precinct 2 - Upper Hammond Options:

Three options were presented in the questionnaire for potential land uses within the heritage character area in Upper Hammond. This was identified through a heritage character study completed by Donald Luxton & Associates. The options and outcomes are as follows:

Option 1: Minimal change in land use and density – 41.7% of respondents chose this option

Option 2: Density increase along major corridors – 19.4% of respondents chose this option

Option 3: Concentrate density increase around historic commercial node – 30% of respondents chose this option

Option 4: None of the above – 8.3%

Comments received from respondents who prefer Option 1 primarily reflect a strong desire to retain the existing form and heritage character of the area. Comments from Option 2 supporters include a desire to support commercial revitalization and introduce design guidelines to protect heritage character, as well as an interest in enabling a range of housing types and attracting a broader demographic. Respondents who selected Option 3 include comments in support of revitalizing the existing commercial area and retaining the heritage character of the area. There were a few respondents who chose Option 4, none of the above, and the comments here included a desire to keep heritage homes (by combining Options 1 and 3), either go high density or low density on large lots, and a recommendation to create a business plan with well-rounded business ideas and start improving the commercial area with trees, sidewalks, and light standards.



Precinct 3 – Lower Hammond:

The question regarding density in Lower Hammond in the March 30, 2016 open house questionnaire is very similar to the one asked for North Hammond.



■ Proposed Residential Density Increase in North Hammond and Lower Hammond

■ Based on the feedback received in November 2014, do you think the proposed residential density increase is reflective of the responses received for:

■ 1. (b) Lower Hammond (Precinct 3)?

Response	Chart	Percentage	Count
Yes		60.0%	18
No		40.0%	12
		Total Responses:	30

■ 1. (b) (i) If you answered "no" to above, do you think more or less residential density should be shown in Lower Hammond (Precinct 3)?

Response	Chart	Percentage	Count
More residential density		23.1%	3
Less residential density		76.9%	10
		Total Responses:	13

The results show that 60% of respondents support the density proposed in the Preliminary Concept Plan. Respondents in favour of higher density have commented that new development, particularly with a change in land use, will bring infrastructure such as sidewalks, improved lighting, and will “promote community diversity” through expanding housing choice.

Comments from those opposed to higher densities in Lower Hammond include a desire to retain the existing single-family character with small houses, as well as concerns about increased traffic and the issues related to access and railway crossings. Two comments received expressed concerns about the area being prone to flooding (and one was also concerned about earthquakes) and questioned whether higher densities should be considered in this part of Hammond.

Improving/Increasing Connectivity

Respondents were requested to provide their comments on potential future improvements to the existing informal trails along the existing drainage canals in Precinct 3. A total of 27 comments were received on this question, with 19 specifically stating their support for improved trails in Lower Hammond. Six respondents commented on a desire for more pedestrian connections/sidewalks. Three respondents are interested in the connection between the existing informal trails, green space and nature preservation area. There were two comments received on the role drainage canals play in stormwater management. One person expressed a desire to see the “ditches” filled in and culverted and another was concerned about traffic calming.

General Comments

A final section was provided in the questionnaire for general comments on the Preliminary Concept Plan. Comments received not already mentioned in other sections above include:

- Wanting to know potential for Hammond Mill site if operations cease in future;
- Desire to see Hartnell Residence included in Option 3;
- Would like see a trail route under bridge to Pitt Meadows;
- Keep green space in Hammond;
- Incentives for people to renovate older, smaller homes;

Additional comments recorded by staff through discussions with attendees at the open house event are attached as Appendix F.

c) Hammond Area Plan Process – Review of all Inputs Received

Detailed Summary of Public Input

Numerous opportunities for public input have been provided through the Hammond Area Plan process, including three open house events. Viewing the compilation of public input provides a clear picture of the community’s priorities and future vision for Hammond. A matrix summarizing the number of inputs received on key topics through the Area Plan process is attached as Appendix G. The tallies shown for each topic were restricted to one tally per topic per questionnaire. For example, if a respondent commented on a desire to retain heritage character on more than one question within a questionnaire, the comment has received one tally in support of heritage character.

The outcomes for the three key themes predominant throughout the Area Plan process have contributed significantly to future land use considerations. These themes and the total support shown for each are as follows:

1. Retain Heritage Character – 96% of comments showed support
2. Protect/Revitalize Commercial Area – 92% of comments showed support
3. Allow for Density Increase – 82% of comment showed support

Support for the above themes was recorded along with input received indicating non-support for each. The summary matrix also shows where support was received for other popular topics that will be developed into policy within the Area Plan Bylaw and incorporated into the development permit area guidelines.

Other topics that were prominent throughout the process and will provide additional policy considerations are:

1. Traffic Safety Concerns – 49 comments received;
2. Enjoy and/or improve walkability in urban areas – 62 comments received;
3. Enjoy and/or improve recreation trails – 63 comments received;
4. Enjoy and/or improve park amenities – 52 comments received;
5. Support local ecology/drainage canals – 18 comments received;
6. Flooding concerns – 12 comments received
7. Enjoy and/or improve bicycling infrastructure - 24

Two other popular topics that arose consistently through the process and will contribute to development of Area Plan policies are:

1. Enjoy and/or enhance neighbourliness and social resilience – 60 comments received
2. Encourage trees and greenspace in urban areas – 31 comments received

All of the above topics are incorporated into the Guiding Principles and supporting objectives that are guiding development of the Area Plan. The public was asked to comment on the draft Guiding Principles at the November 2014 open house and updates were made with a final draft presented at the March 30, 2016 open house event.

Analysis of Information Inputs Received Through Area Plan Process

In addition to input from the public and outside agencies, three technical studies were completed:

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

The outcome of these reports were provided to Council in a Council report dated March 7, 2016 Council. Utilizing all of these inputs, thorough analysis has been undertaken to ensure all key topics, identified in Appendix E and the summary section above, are addressed through the Concept Plan and Area Plan Bylaw. Analysis for each key topic is discussed below.

Retain Heritage Character

It became clear early in the process that retention of heritage character is a community priority. At the first open house event the community was asked for general comments on the Hammond neighbourhood's future. Retaining heritage character was the most popular topic by far. Comments

continued to be received from the community on this theme as the public process progressed. The technical study undertaken by Donald Luxton & Associates identified a high concentration of heritage features in Upper Hammond (Precinct 2), which is also where the historic commercial area is located. Properties identified as having heritage character are located throughout the heritage character area. Three potential land use scenarios were presented as options at the March 30, 2016 open house event. Of the three scenarios, only Option 1 showed no change to the current land use in the heritage character area. Both options 2 and 3 would encourage a density increase and therefore, redevelopment of some heritage character properties. The public was asked which land use option they preferred for the heritage character area and the greatest support was given to Option 1 – no change in land use with 41.7% of respondents. The results for this question, however, did not show overwhelming support for Option 1, with support for option 2 at 30% and option 3 at 19.4%. The results for this question show the community leaning toward heritage conservation as a priority, but with results not definitive enough (less than 50% for each Option) to rule out a conclusive outcome.

Protect/Revitalize Commercial Area

Community support for retaining and revitalizing the commercial area is strong with 92% of overall responses being favourable on this topic. Currently, Hammond's historic commercial area is struggling with business retention. The study undertaken by Rollo & Associates assessed commercial viability of Hammond's historic commercial area within three residential density scenarios over the next 30 years: 1) base/current density; 2) medium density (mainly townhouse form); 3) medium/high density (townhouse and apartment form). Rollo & Associates found that even at baseline density (i.e. no change in current land use) there is commercial demand potential for approximately 20,800 sq. ft. of space. Under the medium density scenario demand for commercial space would increase to 26,000 sq. ft. The types of businesses identified through the study under the baseline and medium density scenarios are:

- Pharmacy
- Restaurant
- Wine & beer store
- Personal services
- Café
- Grab & go/bakery/deli
- General store/green grocer
- Comparison boutiques
- Hardware
- Daycare
- Martial arts/yoga
- Professional office

Some of above are also reflected in the comments received from the community in the kinds of businesses they would like to see in their neighbourhood.

Rollo & Associates also identified three obstacles that help to explain the current low commercial demand in Hammond:

- Age and quality of building stock;
- Relative isolation, both real and perceived; and
- Area reputation (viewed by many as an area in decay, not an up-and-coming neighbourhood).

Considering the current business mix within Hammond and the findings of the Rollo & Associates study, it appears that businesses are unlikely to be attracted to the area until the above obstacles are addressed. The most viable approach to overcoming these obstacles is likely through redevelopment, infrastructure improvements (i.e. roads, sidewalks, etc.) and more people living nearby to support local businesses.

Allow for Density Increase

Through the Area Plan process, 82% of responses on this topic were in support of an increase in density. The community was asked what level of residential density they would support along major corridor roads at the November 2014 open house and the majority (84%) responded in favour of a medium density residential scenario (i.e. fourplex and townhouse forms). The community response aligned with the outcomes of the study undertaken by Urban Systems, which looked at the viability of a residential density bonus/transfer program for Hammond. Urban Systems concluded:

“It is clear that the optimal value of additional density in the Hammond area would be townhouse zoning” and

“at the present time, townhouses are the only higher density residential form for which there is strong measurable demand”

It is important to note that the residential infill policies within the Official Community Plan currently support higher residential density, such as townhouse, along major corridors within Hammond. In some cases, where a building design is compatible with adjacent existing built form, the Official Community Plan’s Major Corridor Infill Policies would support a four storey apartment form.

The Preliminary Concept Plan and the proposed Concept Plan show an increase in density along most of the major corridors in Hammond, under a Low Density Multi-Family designation and a Medium Density Multi-Family designation. The Low Density Multi-Family designation proposes fourplex and townhouse forms of development, whereas the Medium Density Multi-Family designation proposes courtyard, townhouse, and four-storey apartment forms.

It is anticipated that under the Medium Density Multi-Family designation, which is strategically located close to Loughheed Highway, bus routes, the West Coast Express, and the historic commercial area, apartment form is not likely to be marketable in Hammond for the foreseeable future, based on the outcomes of the Urban Systems study. However, it has been included in the Medium Density Multi-Family designation to ensure that when market conditions support such a use, the option is available to help support future vibrancy of the neighbourhood.

Additional Topics for Policy Consideration

Nine additional topics have emerged through this process. They are: traffic safety, walkability, bicycling routes, recreation trails, park amenities, local ecology, social resilience, flood protection, and greenspace. Each were identified through the process as being desirable to the community. Achieving these community desires will require additional funds to enable expansion or improvements to existing infrastructure, which will be difficult to finance without redevelopment. New development leads to infrastructure upgrades for roads and sidewalks and through Council's new policy on Community Amenity Contributions may help fund recreation trails, park amenities, and local ecology enhancement.

d) Proposed Direction for Hammond Concept Plan

Focusing on the areas identified for land use change within Precincts 1 through 3, the rationale for moving forward with all information inputs received to date are discussed below.

North Hammond (Precinct 1)

Proposed: Allow for Increased Density



The residential density that was presented in the Preliminary Concept Plan is also proposed for the Hammond Concept Plan. Currently, North Hammond is predominantly single-family form with some townhouse developments at 207th Street and 118th Avenue. The Hammond Stadium, Community Centre, and outdoor pool are located in this precinct. There is a majority of community support for increased residential density within North Hammond, which is proposed along the major corridors (except part of Thorne Avenue) and adjacent the West Coast Express station.

Increasing density in North Hammond will support the West Coast Express and TransLink's interest in seeing higher densities

within walking distance of the Frequent Transit Network along Loughheed Highway and Dewdney Trunk Road. Additionally, increasing residential density close to a Frequent Transit Network and the commercial area along Loughheed Highway contributes to the benefits of a compact community discussed in the letter received from Fraser Health.

While an increase in density is proposed, Low Density Residential would be the predominant land use in North Hammond. This designation is proposed to allow single-family, duplex, and triplex forms.

Upper Hammond (Precinct 2) Heritage Character Area
Proposed: Option 3, Concentrating Density Around Commercial Area



Upper Hammond retains much of the heritage character from Hammond's early days and is mostly single-family form. However, there are also some more recent forms in this area, such as two four-storey apartment complexes. Hammond Park is centrally located within this precinct and provides tennis and basketball courts, walking paths, picnic tables, and playground area. The historic commercial area remains, but has significantly declined over the years. A primary area of concern for Upper Hammond is the community's desire to revitalize the historic commercial area and retain the neighbourhood's heritage character. It will be difficult to encourage commercial revitalization without redevelopment and increased density within and around

the commercial portion of the heritage character area.

Commercial use is a historic activity in Hammond and Donald Luxton's heritage character area study refers to this use and that it contributes "to the historic character of the area". Additionally, local commercial activity helps facilitate social resilience, as neighbours meet and visit at local coffee shops, or bump into each other at the local produce store. The importance of "knowing your neighbours" was often mentioned through the public process. The "friendly" atmosphere and common "neighbourliness" is clearly part of Hammond's historic character that still exists today.

Because the outcomes of the March 30, 2016 open house questionnaire on the three land use scenarios for Hammond's heritage character area were not definitive, it is proposed that Option 3 (concentrating density around commercial area) be the land use scenario for the heritage character area based on the following:

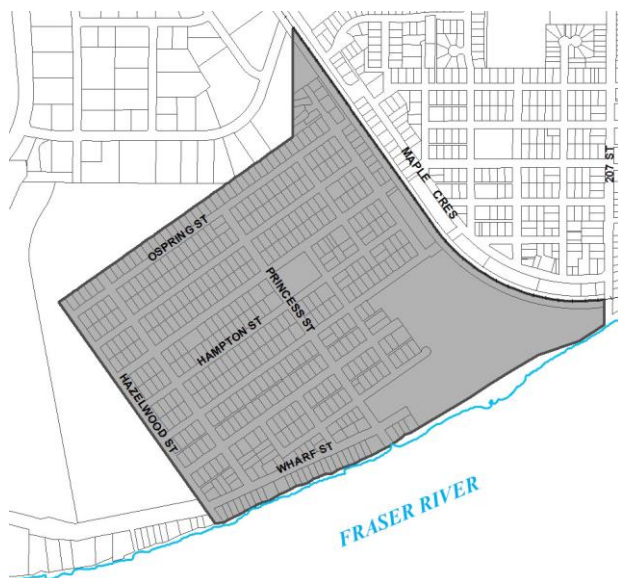
- It is the most viable option for revitalization of the historic commercial area;
- 90% of total responses received through the process showed support for revitalization of the commercial area;
- Contributes to a compact and walkable community;
- The remaining lands within the heritage character area are proposed to maintain their current land use with future consideration for more heritage conservation tools to be explored with the community after adoption of a Hammond Area Plan Bylaw.

Based on the above rationale, Option 3 is the land use scenario that is likely to provide the greatest support for commercial vitality and resilience over the long-term. Development permit guidelines are a tool used to influence the form and character of new development and these would help ensure building and landscape designs are sensitive to the existing character of Hammond. It is intended that development permit guidelines will be created in support of the Hammond Area Plan Bylaw and brought to Council, along with First Reading of the Bylaw. Additionally, legislative tools (such as a

Heritage Revitalization Agreement) may be used to encourage retention of buildings identified as having heritage value.

Lower Hammond (Precinct 3)

Proposed: Allow for Increased Density



Lower Hammond is mostly single-family form, but also contains the mill site. The area has two parks: 1) Tolmie Park is centrally located within the area and provides a baseball/softball diamond, picnic tables, playground, and greenspace; 2) Emmeline Mohun Park is a recent park addition and is located on the Fraser River off of Wharf Street and provides benches, picnic tables, and scenic views. Several informal trails along existing drainage canals are well used by locals.

The questionnaire outcomes for Lower Hammond are similar to those in North Hammond, where the majority of respondents supported the proposed increased density. A

modest density increase is proposed, leaving the Low Density Residential designation as the predominant land use in Lower Hammond. Using all of the information received throughout the process, the supporting rationale for the level and location of density presented through the Preliminary Concept Plan is as follows:

- The increased density proposed close to Maple Crescent is important to help support revitalization of the historic commercial area;
- The density proposed along Ditton Street will help create a transition from low density single-family to multi-family adjacent to the mill site, which may redevelop sometime in the future to a multi-family residential and mixed-use form;
- Location around Tolmie Park to help activate and animate the park space;
- The park space is located close to unopened right-of-ways with existing informal trails and both park and trails may help to create a more formal and walkable/bicycling network throughout this part of Hammond;
- The benefits of a walkable and compact community apply to Lower Hammond also;
- The outcomes of the Heritage Character Area study did identify heritage features within Lower Hammond, but not within a sufficient concentration to indicate a heritage character area;
- Lorne Avenue is a major corridor and Ditton Street is built to a major corridor standard and as such intended to manage higher traffic flows.

e) Hammond Area Concept Plan – Proposed Updates

Minor changes are proposed from the Preliminary Concept Plan to Concept Plan, as follows:

- Option 3 is inserted for Upper Hammond (Precinct 2), as discussed under the analysis in section d) above, which concentrates higher residential density close to historic commercial area.
- Existing property lines have been included, along with street names, and this has resulted in a few minor expansions and reductions of higher residential density along major corridors of 203rd and 207th Streets and Maple Crescent. These minor changes have been made to ensure the best fit for redevelopment within the adjacent existing development.

The Preliminary Plan's comprehensive outline remains relevant and no changes to content are proposed for the Concept Plan.

f) Policy Development for Hammond Area Plan

Policy development is essential for Area Plan implementation and all policies are intended to build upon the Guiding Principles, Objectives and intent for each section. Highlighted below are the areas for policy development that align with the community's three top priorities:

1. Retain the existing heritage character;
2. Improve walkability and trails throughout Hammond; and
3. Enhance traffic safety.

Policy development in the three areas will involve:

Retention of Heritage Character: Exploring all available and appropriate regulatory tools with the community for retaining the neighbourhood's heritage character is anticipated after approval of the Area Plan Bylaw. It is anticipated that the Area Plan Bylaw will include a policy indicating an intention to undertake this project that will focus on the heritage character area identified in Upper Hammond (Precinct 2).

Enhancing Trails and Improving Pedestrian and Cycling Connections: Routes have already been identified in North Hammond (Precinct 1) and Lower Hammond (Precinct 3) and these will be identified on a figure map and supported by Area Plan policies. Additionally, new routes may be identified and constructed through redevelopment. It is anticipated that a policy related to community amenity contributions will be included in the Area Plan Bylaw and the contributions collected through new development will help fund trail enhancements in Hammond.

Improving Traffic Safety: Identifying potential opportunities for improving traffic safety as traffic volumes continue to increase through this area are currently being discussed. Looking at options for upgrades at busy

intersections and alleviating short-cutting concerns on residential streets are two areas of focus. It is anticipated that the Area Plan Bylaw will contain a policy that identifies the future work needed to address these issues over the long term.

g) Next Steps

The next step in the process is Phase V - Plan Approval. Upon Council endorsement of the Concept Plan, preparation of the Area Plan Bylaw will commence. The Concept Plan will be posted on the #MyHammond webpage and general comments will be received through June and July, to help inform preparation of the Area Plan Bylaw.

This phase will involve preparation of regulatory tools intended to support implementation of the Area Plan:

- **Development Permit Area Guidelines:** Are for form and character specific to Hammond and also to the unique character within each neighbourhood precinct. Guidelines will be developed for the following land use designations within the Hammond Plan:
 - Low Density Multi-Family
 - Medium Density Multi-Family
 - Hammond Commercial
 - Hammond General Employment
 - Institutional
- **Hammond Village Commercial Zone:** Commercially designated properties in Hammond are currently zoned C-3 (Town Centre Commercial) and would be better served with a commercial zone that is specific to Hammond in terms of land uses, building height, setbacks, etc.
- **Multi-Family Zones in Hammond:** The multi-family zones permitting townhouse and low-rise apartment use will be reviewed for Hammond to determine densities and building heights that are reflective of the Area Plan's intent for these uses. Additionally, some zoning modifications are anticipated for proposed townhouse use within the floodplain area of Lower Hammond (Precinct 3) to help ensure compatibility with the existing building stock.

It is intended that an Area Plan Bylaw package, that includes the above supporting pieces, will be presented to Council for First Reading in the form of a package in early Fall 2016.

h) Interdepartmental Implications

Planning will continue to work with other departments, such as Engineering, Parks & Leisure Services, Building, Communications, and Economic Development wherever necessary in policy development for the Hammond Area Plan Bylaw.

CONCLUSION:

Upon Council endorsement of the Hammond Area Concept Plan, the project will enter the fifth and final phase of the process. The Area Plan Bylaw will be prepared along with regulatory tools, such as development permit area guidelines and zoning amendments.

A variety of public input formats were utilized throughout the process, resulting in a significant amount of feedback received from the community and contributing to Plan development. Many in the community have been very engaged in this process and their feedback invaluable. Additional inputs received from TransLink and Fraser Health and three technical studies commissioned for this project have also helped inform content of the Concept Plan. No further open house events are planned for the process, however, opportunities for public input will be provided between First and Second Reading, as well as at Public Hearing.

“Original signed by Lisa Zosiak”

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

“Original signed by Christine Carter”

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

“Original signed by Frank Quinn”

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

“Original signed by E.C. Swabey”

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

The following appendices are attached hereto:

- Appendix A: Hammond Concept Plan
- Appendix B: Letter from Katzie First Nation, dated May 31, 2016
- Appendix C: Letter from Fraser Health, dated April 22, 2016
- Appendix D: Email from TransLink, dated May 12, 2016
- Appendix E: Summary of Questionnaire Responses on Hammond Preliminary Concept Plan
- Appendix F: Comments recorded by staff at March 30, 2016 open house event
- Appendix G: Public Input Matrix for Hammond Area Plan Process

Hammond Area Concept Plan

The Hammond Area Concept Plan is comprised of six sections forming a comprehensive outline for the Hammond Area Plan. These sections are as follows:

- 1.0 Guiding Principles
- 2.0 Neighbourhood Characteristics
- 3.0 Land Use Designations
- 4.0 Transportation & Connectivity
- 5.0 Water & Habitat
- 6.0 Land Use Map

Section 1.0 sets the foundation for the Area Plan with ten Guiding Principles and supporting objectives. The next four sections build upon the Guiding Principles and establish the framework for the Area Plan, which includes an introduction to each topic and the intent for future policies and what they will aim to achieve. The final section is the Concept Plan land use map.

1.0 Guiding Principles

The Hammond Area Plan process has produced 10 Guiding Principles to help navigate content development for the Concept Plan. Supporting Objectives have been developed to create clear linkages between the Guiding Principles and the policies that will be developed for the Area Plan Bylaw.

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 are supported

Objectives:

- Permit diversity in housing forms and densities for modest cost housing options
- Plan for development that enables "aging in place" for residents
- Facilitate a greater supply and variety of rental housing forms

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

Objectives:

- Plan for a range of development forms that fit with surrounding character
- New development is designed to foster “eyes on streets” and laneways
- Public spaces are attractive and inviting with plant materials and seating areas
- Enhanced neighbourhood vibrancy leads to development on vacant lots
- All new development incorporates useable and attractive greenspace

4. Historic commercial area serves community needs

Objectives:

- Plan for a pedestrian-oriented commercial hub of shops and services that meet residents’ daily needs
- A greater density of mixed-use development contributes to viability of the village commercial area
- Short-term pop-up commercial ventures help revitalize village commercial area and enhance other employment areas

5. Innovative building technologies are utilized

Objectives:

- Adaptively reuse existing buildings, particularly those with heritage value or character
- Design buildings to adapt to future uses
- Encourage the use of innovative building technologies and materials
- Continue to promote sound management 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 make flood mitigation and emergency program information available to the public
- Natural drainage areas are recognized for the important role they play in flood mitigation

7. Natural landscape is maintained and enhanced

Objectives:

- Promote maintenance 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. Transportation routes are safe and effective

Objectives:

- Ensure streets provide safe and walkable surfaces
- Promote identified bicycle routes throughout the neighbourhood
- Incorporate traffic calming measures where warranted
- Ensure community gathering spaces and points of interest are identified 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, to improve pedestrian and bicycle network connections
- Work with community to identify and support local food production opportunities
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs

10. Employment opportunities are 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 the Hammond General Employment designation
- Mitigate impacts of industrial use on adjacent and nearby residents

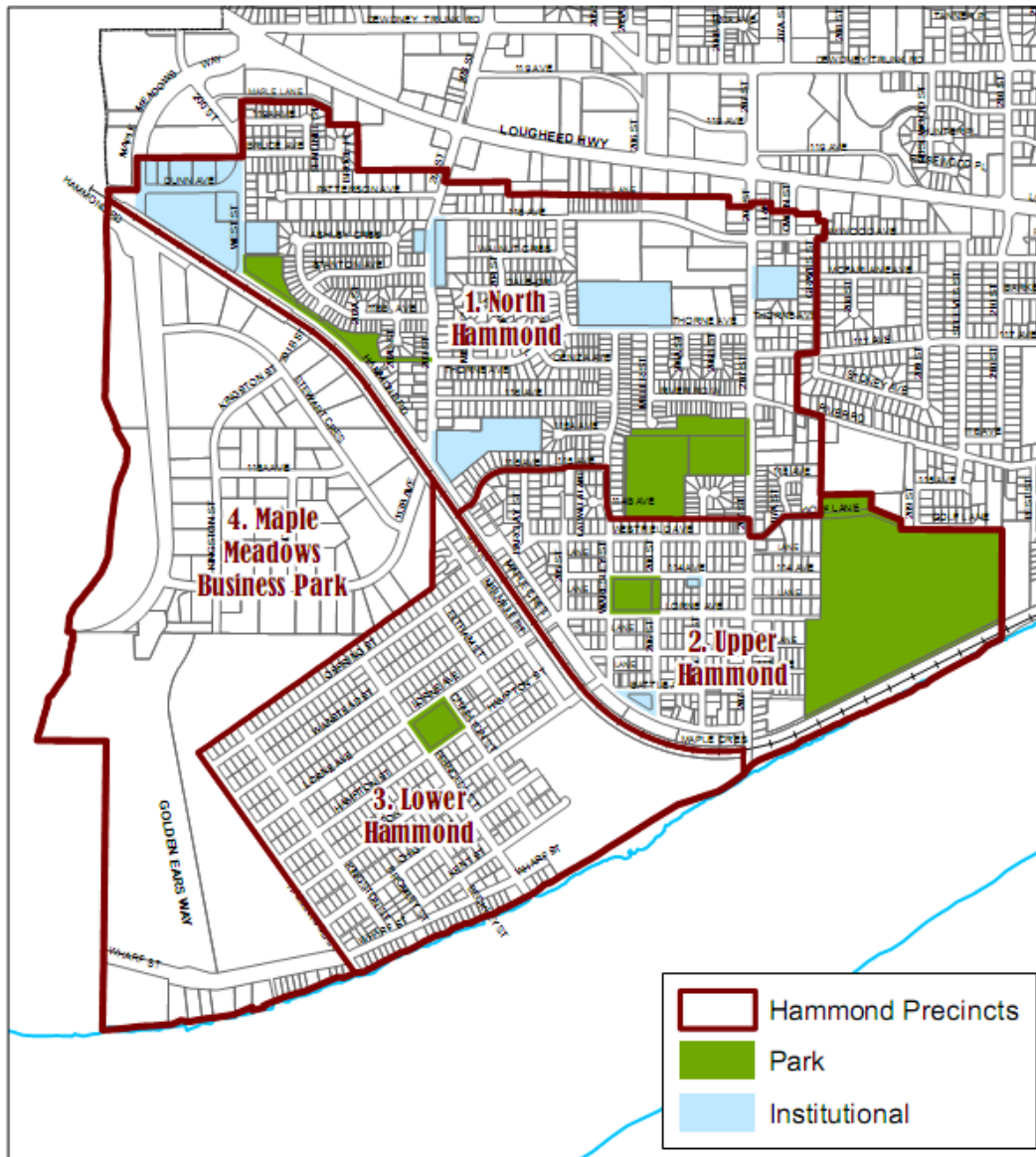
2.0 Neighbourhood Characteristics

The Hammond neighbourhood has grown significantly since it was registered as a Township in 1883 and the character of each development era reflects the time period in which it was built. Differences in character of developed areas are evident in land use, street grid pattern, built form, and design of public space. Retaining neighbourhood characteristics that contribute to the vitality and livability of Hammond over the long term is a primary goal of the Hammond Area Plan. One approach to achieving this goal is in the identification of precinct areas where clear differences in neighbourhood character exist and are considered as each of these areas evolves over time.

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

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

Hammond Precincts



Guiding Principles:

1. Neighbourhood Character is retained
3. New development enhances and compliments existing built form and neighbourhood character

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
- Plan for a range of development forms that fit with surrounding character

2.1 Precinct 1: North Hammond

Intent:

North Hammond is predominantly low-density residential in single-family form. One large pocket of townhouse development is located at 207th Street, 118th 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 of North Hammond houses are large with smaller yards and gardens and garages prominently facing the street. These building features indicate a mid to late 20th 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 are large enough to contribute character to the urban landscape.

A key focus for this area is retaining existing connectivity for pedestrian and cycling activity and creating new opportunities wherever possible.

2.2 Precinct 2: Upper Hammond

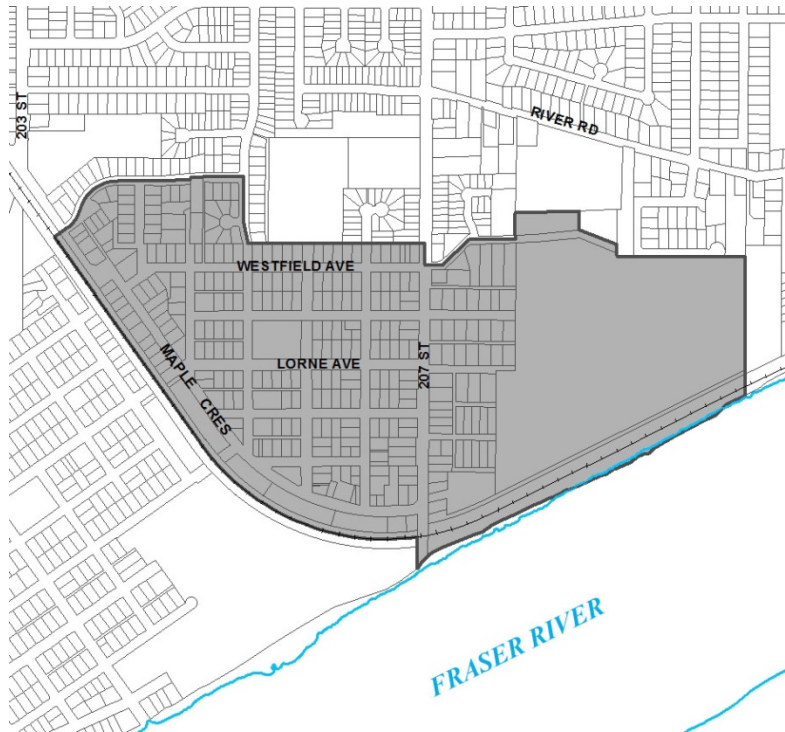
Intent:

When the Hammond Township plan was registered in 1883, Upper Hammond began to expand rapidly. The opening of Hammond train 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.

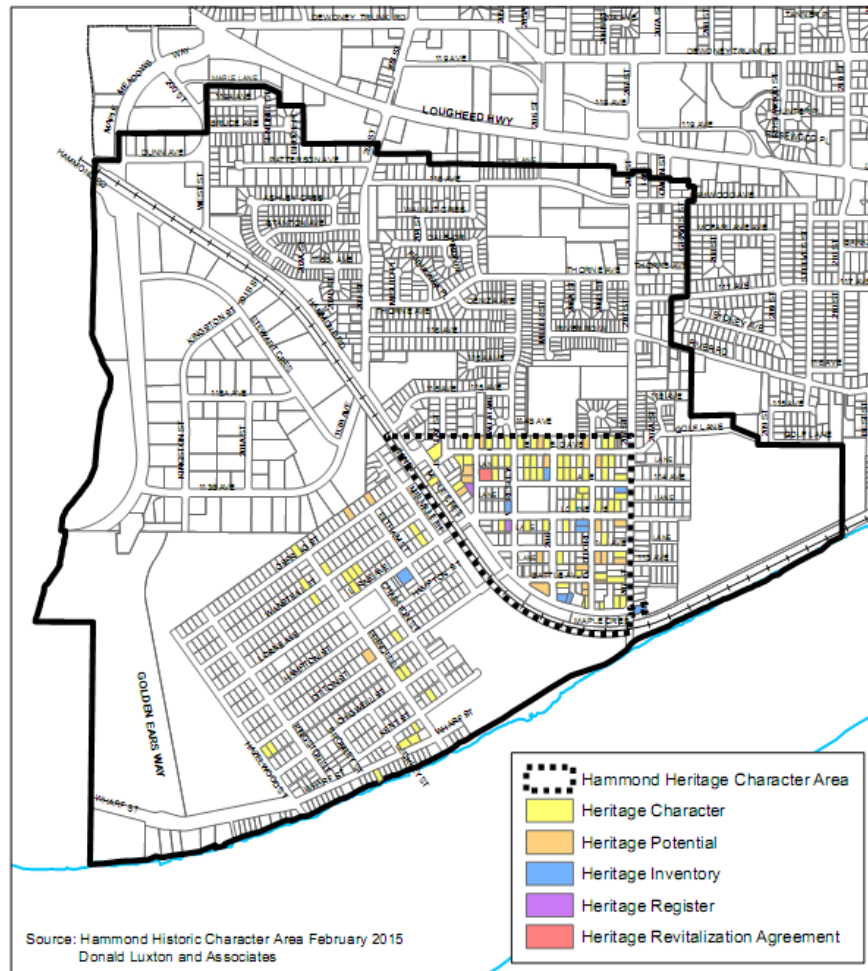
Much of the unique character that grew out of Hammond's early days remains evident within Precinct 2 and retaining this character was the predominant message received through the public consultation process.

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



#MyHammond



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 features 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”.

Additional Details:

The heritage character study identifies the potential for a Heritage Conservation Area as a regulatory tool within Upper Hammond. A Heritage Conservation Area is one option for retaining historic value. Other options include Development Permit Area Guidelines and zoning regulations specific to lands within the heritage character area, as discussed below:

- **Heritage Conservation Area:** A Heritage Conservation Area Bylaw is the most effective tool available in the *Local Government Act* for preserving heritage character within a neighbourhood. For properties identified as being important to the heritage character of the area, alterations beyond regular building maintenance, such as painting, replacing existing materials, or re-roofing, will require a Heritage Alteration Permit. Design standards would be required within the Bylaw for building additions, exterior modifications, and new development.
- **Expanding Commercial Uses in the Heritage Character Area:** This approach would involve creating an “Expanded Commercial Use” zone to apply to single-family properties within the heritage character area. Such a zone would enable expanded commercial uses such as art studio/gallery, retail, coffee shop, bakery, antiques, hair stylist, flower shop etc., either within the existing primary building or within an accessory building on site.
 - If combined with Heritage Conservation Area Bylaw, the “Expanded Commercial Use” zone would be applied to the entire area covered by the HCA Bylaw and property owners would have the option to utilize the permitted commercial uses or continue to retain the single-family use of their property.
 - If this approach is not used in conjunction with a Heritage Conservation Area Bylaw, it may still be considered as a viable heritage conservation tool. As such, the “Expanded Commercial Use” zone could be made available to residential property owners who are willing to designate their property as heritage in exchange for the expanded commercial use.
- **Development Permit Area Guidelines:** Note that Development Permit Area Guidelines for form and character may be established for new multi-family, commercial, mixed-use, institutional, and industrial forms of development. Single family form is exempt from Development Permit Area Guidelines. DP Guidelines help inform building and site design so that new development complements the existing character. This includes information on the use of appropriate building materials, siting, colours, and design features, such as encouraging front porches, shed dormers, and multi-paned double hung windows. Also incorporated into Development Permit Area Guidelines is the use of landscaping, advising on outdoor features such as era appropriate trees, shrubs, and fencing.

2.3 Precinct 3: Lower Hammond

Intent:

The development era of Lower Hammond is mixed. In the late 19th and early 20th centuries, when Upper Hammond was growing rapidly, Lower Hammond was growing at a slower pace. There are a number of older homes scattered throughout Lower Hammond, described in Donald Luxton & Associates' heritage character study, 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 20th and early 21st centuries. The study also identified Lower Hammond's grid-pattern road network and lot configuration, which is similar to that found in Upper Hammond, contribute heritage character to the area. The grid-pattern roads and lot configuration define the precinct boundaries as "Lower Hammond", but 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)
- Very few sidewalks, and

Two areas of focus for Lower Hammond in the Area Plan are:

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

2.4 Precinct 4: Maple/Meadows Business Park

Intent:

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 auto-oriented connectivity with the regional highway network. The Business Park is a prime location very 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 constructed. This is particularly beneficial for emergency access.

Considerations regarding development in the floodplain will continue to be a focus for Precinct 4, including best practices for stormwater management. Additionally, there will be a focus on enhancing local and regional connectivity with improvements to roads and routes, as well as increasing pedestrian and bicycle opportunities within and through the area.

3.0 Land Use Designations

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 are supported
3. New development enhances and complements existing built form and neighbourhood character
5. Innovative building technologies are utilized

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
- Permit diversity in housing forms and densities for modest cost housing options
- Plan for development that enables “aging in place” for residents
- Facilitate a greater supply and variety of rental housing forms
- Plan for a range of development forms that fit with surrounding character
- New development is designed to foster “eyes on streets” and laneways
- Enhanced neighbourhood vibrancy leads to development on vacant lots
- All new development incorporates useable and attractive greenspace
- Adaptively reuse existing buildings, particularly those with heritage value or character

- Design buildings to adapt to future uses
- Encourage the use of innovative building technologies and materials
- Continue to promote sound management of all waste materials

3.1.1 Low Density Residential:

Intent:

Single-family dwellings, duplex, and triplex are the forms of development permitted in the areas of Hammond identified for **Low Density Residential**. 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 outside of the floodplain area.

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, where appropriate, adjacent to large community gathering spaces and the West Coast Express. It also serves as a transitional development form and density between **Low Density Residential** and the **Medium Density Multi-Family** designations. Consideration of Hammond's existing neighbourhood character, that includes historic building elements and attractive garden spaces, is an important aspect of this designation.

3.1.3 Medium Density Multi-Family:

Intent:

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 – for example, some lands east of 207th in Precinct 2 and some lands within 100m of the Lougheed Highway in Precinct 1.

3.2 Employment

Four land use designations for employment within Hammond are **Hammond Village Commercial, Maple/Meadows Business Park, Hammond 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
5. Innovative building technologies are utilized
10. Employment opportunities are 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
- Plan for a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets" and laneways
- Public spaces are attractive and inviting with plant materials and seating areas
- Enhanced neighbourhood vibrancy leads to development on vacant lots
- Plan for a pedestrian-oriented commercial hub of shops and services that meet residents' daily needs
- A greater density of mixed-use development contributes to viability of the village commercial area
- Short-term pop-up commercial ventures help revitalize village commercial area
- Adaptively reuse existing buildings, particularly those with heritage value or character
- Design buildings to adapt to future uses
- Encourage the use of innovative building technologies and materials
- Continue to promote sound management of all waste materials
- 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 Hammond General Employment designation
- Mitigate impacts of industrial use on adjacent and nearby residents

3.2.1 Hammond Commercial

Intent:

Hammond 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 pocket parks into new development.

Additional Details:

- Intended uses are very similar to those in C-3, C-5 and H1 zones – however, a new commercial zone will be created so that it is specific for Hammond. This zone will include a ground-oriented multi-family form combined with commercial use to ensure viability of a mixed-use development form.

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.

3.2.3 Hammond General Employment

Intent:

The **Hammond 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 **Hammond 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 or landscape screening.

Additional Details:

- A new Hammond General Employment zone will be created for properties under this designation with considerations for proximity to a residential area and close to historic commercial node.
- Proposed is a maximum height of 3 storeys to mitigate building heights adjacent to residential uses.

3.2.4 Hammond General Industrial

Intent:

The Hammond Cedar Mill lands make up the **Hammond General Industrial** designation and this operation is anticipated to continue for the foreseeable future. The Mill has been providing local jobs since 1908 and is as much a part of Hammond's historic character as the railway and street grid pattern.

3.3 Parks and Open Space

Intent:

Hammond has a number of Park spaces that include:

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

The **Parks and Open Space** designation continues to include lands dedicated to a range of recreational activities located within all three of Hammond's residential Precincts. It is intended to identify a suitable location for a community garden within Hammond to contribute further to outdoor leisure activity, neighbourly interactions, and locally organized events.

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:

- Celebrate Hammond’s history in ways that identify special places, people, features, or events
- Promote maintenance 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, to improve pedestrian and bicycle network connections
- Work with community to identify and support local food production opportunities
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs

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
2. New development enhances and compliments existing built form and neighbourhood character
3. New development enhances and compliments existing built form and neighbourhood character
5. Innovative building technologies are utilized
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
- Plan for a range of development forms that fit with surrounding character
- New development is designed to foster “eyes on streets” and laneways

- Public spaces are attractive and inviting with plant materials and seating areas
- Adaptively reuse existing buildings, particularly those with heritage value or character
- Design buildings to adapt to future uses
- Encourage the use innovative building technologies and materials
- Continue to promote sound management of all waste materials
- Work with community to identify and support local food production opportunities
- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs

3.5 Conservation

Intent:

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). The Slough's drainage capability provides an essential benefit to nearby property owners and as such it is important that the ecology of these lands are maintained and enhanced where possible.

Additional Details:

- The Agricultural Land Commission has identified this property as one that they would support removal from the ALR and this will be pursued through the Area Plan process;
- It is anticipated that with ALC approval of the ALR lands, the more suitable designation of "Conservation" will be applied through the Area Plan process.

Guiding Principles:

6. Flood risks are minimized through a variety of mitigation measures
7. Natural landscape is maintained and enhanced, wherever possible, for aesthetics and ecological value

Objectives:

- Natural drainage areas are recognized for the important role they play in flood mitigation
- Continue to make flood mitigation and emergency program information available to the public
- Promote maintenance 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

4.0 **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.

Guiding Principles:

5. Innovative building technologies are utilized
6. Flood risks are minimized through a variety of mitigation measures
8. Transportation routes are safe and effective

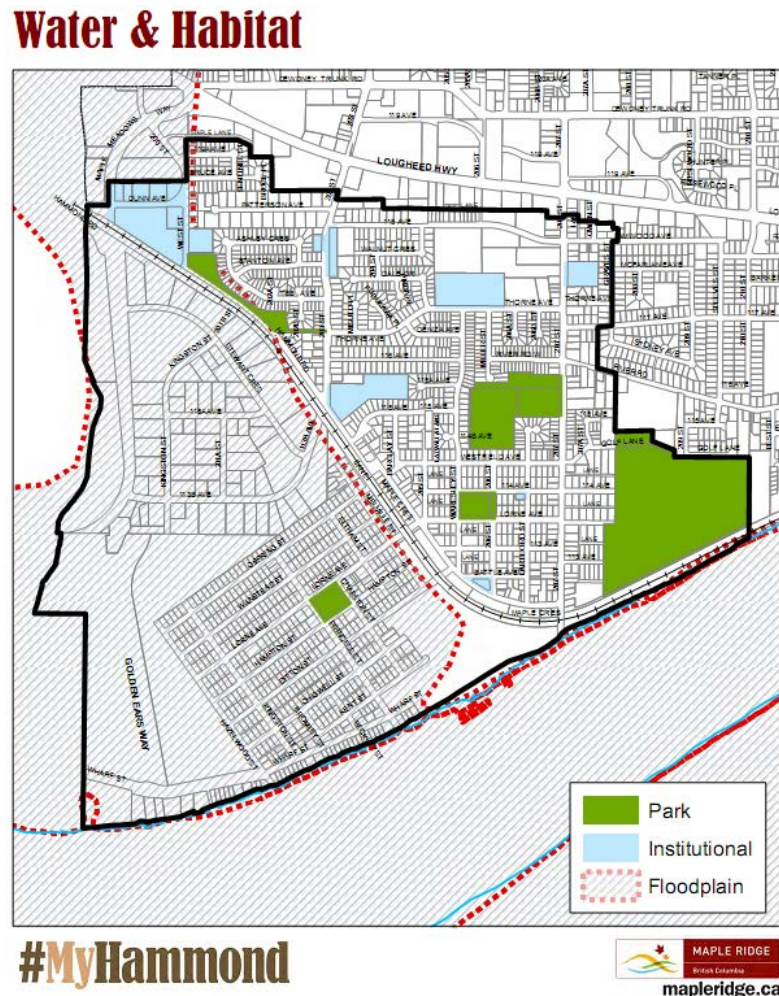
Objectives:

- Encourage the use of innovative building technologies and materials
- Continue to promote sound management of all waste materials
- Continue to management Wharf Street dyke as a defense against flood events
- Natural drainage areas are recognized for the important role they play in flood mitigation
- Ensure streets provide safe and walkable surfaces
- Promote identified bicycle routes throughout the neighbourhood
- Incorporate traffic calming measures where warranted
- Ensure community gathering spaces and points of interest are identified along pedestrian and bicycle routes

5.0 Water & Habitat

Intent:

Approximately half of the Hammond area is located in the floodplain and flooding has long been a concern for residents, particularly during peak storm events. Existing flood mitigation measures in Hammond include the Wharf Street dyke, vegetated drainage canals, and the Princess Street Pump Station.



Effectively managing rainwater runoff is important in the protection of property and the natural environment. It is an approach concerned with both water quantity and quality, each impacted by the amount of effective impervious surfaces within a drainage area. 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 an appropriate mix of plant materials promotes biodiversity 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 increasing biodiversity within existing drainage canals in Lower Hammond located in road right-of-ways and on vacant municipally owned lots. Increasing biodiversity not only contributes to effective rainwater management, but also improved function as habitat for a range of insects and freshwater invertebrates.

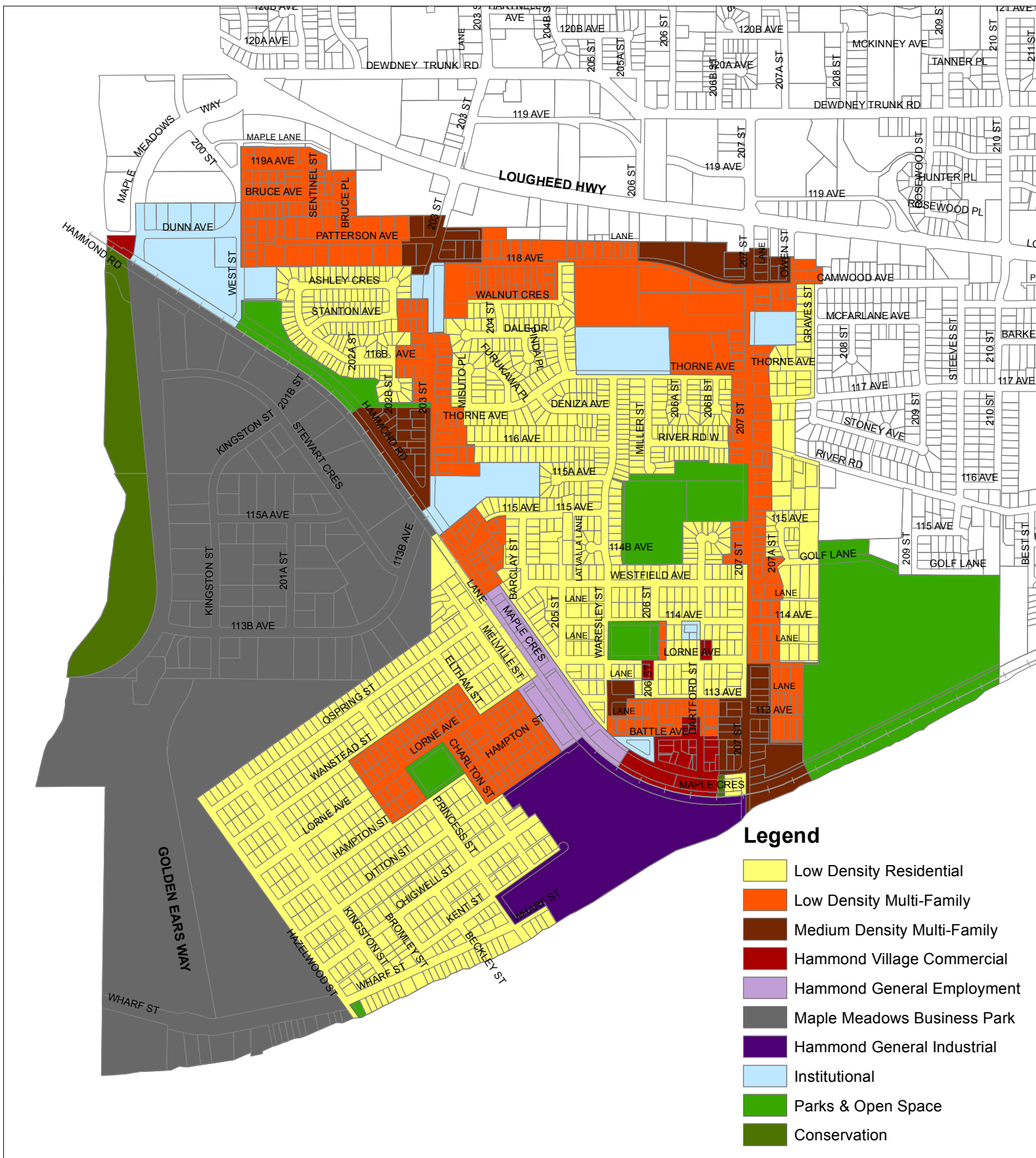
Guiding Principles:

6. Flood risks are minimized through a variety of mitigation measures
7. Natural landscape is maintained and enhanced, wherever possible, for aesthetics and ecological value

Objectives:

- Continue to manage Wharf Street dyke as a defence against flood events
- Apply floodplain construction standards for new development
- Continue to make flood mitigation and emergency program information available to the public
- Natural drainage areas are recognized for the important role they play in flood mitigation
- Promote maintenance 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.

Hammond Concept Plan



#MyHammond

May 31, 2016



City of Maple Ridge
Attention: Lisa Zosiak, Planner
11995 Haney Place,
Maple Ridge, BC V2X 6A9

Lzosiak@mapleridge.ca

Dear Lisa Zosiak:

Re: Hammond Preliminary Concept Plan

Katzie First Nation's traditional territory includes the area identified in the Preliminary Concept Plan. Katzie is concerned with any activities that may affect our constitutional rights and interests on our territory.

Chief and Council would like to meet with you to discuss the proposal and any concerns that Katzie may have with the concept plan. Please contact Debbie Miller, Treaty Negotiator at our offices at 604-465-8961 or at Treaty@katzie.ca to arrange a time to make a presentation to Chief and Council.

Respectfully,

A handwritten signature in blue ink, appearing to be "Susan Miller", written over a horizontal line.

Chief Susan Miller
Katzie First Nation



Sent by e-mail

April 22, 2016

Lisa Zosiak
City of Maple Ridge
11995 Haney Place,
Maple Ridge, BC V2X 6A9

Dear Ms. Zosiak,

Re: Hammond Preliminary Concept Plan

Thank you for the opportunity to review and provide comments on the Hammond Preliminary Concept Plan. We recognize the importance of this plan in guiding growth and development in this neighbourhood and creating a healthy community. Supportive settings are one of the best ways for municipalities to encourage healthy human behaviours and social interactions. Local governments play a key role in creating healthy communities through careful design of the built environment which can help improve physical and mental well-being and reduce the risk of chronic disease.

Fraser Health recognizes five principle areas in creating a healthy built environment including:

- Healthy Neighbourhood Design – *people can easily connect with each other and a variety of services*
- Healthy Housing – *a variety of diverse and affordable housing options all available for all*
- Healthy Natural Environments – *the natural environment is protected and people can connect with nature*
- Healthy Food Networks – *healthy food choices are accessible and encouraged for all*
- Healthy Transportation – *transportation is safe and accessible for all and active transportation is prioritized*

We are pleased to see many elements of the plan align with healthy built environment principles. Overall, the intent to create a complete and connected neighbourhood for the residents of Hammond is apparent. These neighbourhoods encourage walkability and the use of active transportation. We strongly support guiding principles and objectives that strive to create a walkable neighbourhood such as retention of existing grid networks, enhancing connectivity, and providing a mix of residential and commercial uses to meet residents' needs. Obesity is associated with high blood pressure, stroke, and heart disease, which are among the leading causes of disability and death in Canada¹. The My Health My Community Health Profile (2015) for Maple Ridge reports an obesity rate of 33% which is higher than the average for the Metro Vancouver area². Increasing the mix of land use and proximity of amenities is important to encourage physical activity and reduce the risk of obesity³. We are pleased to see that physical activity is also encouraged in the plan through

increasing pedestrian and bicycle opportunities via street improvements and the use of greenways. We agree that transportation routes must be safe and support traffic calming measures being incorporated as noted in the plan. Engineering measures that reduce traffic speed and volume, increase safety for all road users and promotes walking and bicycling⁴.

We are pleased to see principles and objectives which seek to provide a range of housing forms (including multi-family residential), a greater supply and variety of rental housing, and options to allow for aging in place. Housing is a major determinant of health and communities should offer a variety of diverse and affordable housing options to ensure the needs of all community members are met. Prioritizing housing for vulnerable groups such as the elderly, low income groups, and people with disabilities can lead to improved general health and quality of life³.

We support efforts to create a complete community through the revitalization of the commercial downtown area. This will allow the community better access to local amenities and employment opportunities. The Plan also recognizes the importance of social connectivity and mental well-being through principles directed at enhancing public spaces as attractive and inviting places for the public to gather. Moreover, interaction with nature can also promote mental well-being and this is supported in the plan through ensuring the natural landscape is maintained and enhanced and the quality and function of greenspace is improved and recreational opportunities exist. In addition to promoting physical activity and linking the community, access to trail networks, greenspace and nature can further support both mental and physical well-being and provide a place for social interaction⁵.

Through the items highlighted above, it is apparent that the well-being of the residents of Hammond has been considered. To further set the framework for the health in this neighbourhood, we recommend the following:

- **Update Guiding Principle #8 to indicate transportation routes will be accessible and active transportation will be prioritized over private automobile use.** For example: *“Transportation routes are safe, effective **and accessible and active modes of transportation such as walking, biking, and transit use are prioritized.**”* Community Design that supports active transportation has been demonstrated to provide multiple health benefits including promoting regular physical activity, improving air quality, and improving community liveability⁶. A hierarchy of street users, with priority given to those who are walking, cycling, or using public transit can increase road safety for all users¹.
- **Support mobility and accessibility for all by updating objectives under Guiding Principle #8.** For example, *“Ensure streets provide safe, walkable surfaces **for people of all ages and abilities.**”* Walking is the most basic form of travel and is particularly important for health and ability to reach essential goods and services. Efforts should be made to ensure walking facilities accommodate all potential users regardless of age or physical ability⁴. Streets with sidewalks, crosswalks, lighting, and benches are associated with an increase in physical activity for older adults⁷.
- **Prioritize pedestrian and cycling infrastructure improvements in areas which provide linkages from residential areas to key destinations** such as ensuring safe routes to schools and improving access to transit stops and stations (eg. Maple Meadows West Coast Express station) and nearby employment areas (eg. Commercial areas and Maple Meadows Industrial Park). Making active transportation

routes convenient and safe can encourage the decision to walk, cycle or use transit³. As well, convenient access to public transit can encourage equality by enhancing mobility among a wide range of vulnerable groups¹ such as the elderly, those of lower income or those with disabilities.

- **Include policies to support access to healthy food** such as locating affordable housing near existing food retail, encouraging the development of local food hubs or providing incentive for healthy food retail to locate in commercial space. The availability and accessibility to food retail outlets that sell fresh produce is linked to decreased obesity rates³.

We appreciate your consideration of our recommendations and look forward to continued dialogue. If you have any questions or would like additional information, please contact me at (604) 476-7012.

Sincerely,



Jana Cranch
Healthy Built Environment Program

-
1. The Canadian Medical Association. (2013). Policy on the Built Environment and Health.
 2. My Health My Community. (2015). Maple Ridge Community Health Profile.
https://www.myhealthmycommunity.org/Portals/0/Documents/Community%20Profiles/MapleRidge_final.pdf
 3. Provincial Health Services Authority (2014) Healthy Built Environment Linkages A toolkit for Design, Planning, Health.
http://www.phsa.ca/Documents/linkagestoolkitrevisedoct16_2014_full.pdf
 4. Jacobsen PL, Racioppi F, Rutter H. Who owns the road? How motorized traffic discourages walking and bicycling. *Inj Prev* 2009; 15:369-73
 5. Frumkin, H. (2001) Beyond Toxicity: Human health and the natural environment. *American Journal of Preventative Medicine*, 20(3), 234-240
 6. Litman T. (2012) Integrating Public Health Objectives in Transportation Planning. Victoria Transport Policy Institute.
https://www.myhealthmycommunity.org/Portals/0/Documents/Community%20Profiles/Hope_final.pdf
 7. Hanson, H.M., M.C. Ashe, H.A. McKay, and M. Winters. (2012) "Intersection Between the Built Environment and Social Environments and Older Adults' Mobility: An Evidence Review." National Collaborating Centre for Environmental Health.

From: [Clark, Joanna](#)
To: [Lisa Zosiak](#)
Cc: [Ross, Sarah](#)
Subject: Hammond Neighbourhood Plan - TransLink's Comments
Date: Thursday, May 12, 2016 1:22:14 PM

Hi Lisa,

Thank you for the opportunity to review the Hammond Preliminary Concept Plan. We appreciate the plan's strategies to focus growth adjacent to the West Coast Express station and along the northern boundary of precinct 1, which is within walking distance of the [Frequent Transit Network \(FTN\)](#) along Lougheed Hwy and Dewdney Trunk Road. The FTN network is a regional network where there is enough service to provide 15 minute or less all day frequency. In this case, bus routes #701 and #791 collectively provide all day frequency. Strategies for increasing pedestrian connections from the Hammond neighbourhood to the FTN may be a consideration in your planning processes.

Your letter requested more information on the future of transit planning for Maple Ridge. At the moment the primary plan to reference is The [Mayors' Transit and Transportation Plan](#). This plan identifies a new B-Line express bus along Lougheed Highway from the Evergreen extension in Coquitlam to Maple Ridge (see map pg. 7) and potential expansion of coverage service to Maple Ridge's lower density neighbourhoods (see pg. 19). When these investments will be implemented depends on available funding.

TransLink has been in initial discussions with the City of Maple Ridge and other neighbouring municipalities regarding improving transit service along Lougheed Highway. This has included a shared interest in further study to review transit along the corridor.

Please feel free to call or e-mail with any questions or clarifications. You also mentioned in the letter that you reviewed the website for plans and strategies. Although there is a lot of information on the website, I understand it may be difficult to tease out how TransLink's transportation planning processes work. I would be happy to meet or chat over the phone to discuss these processes further.

Sincerely,

Joanna

Joanna Clark

Senior Planner, Partner Consultation | TransLink

T: 778.375.7623

E: joanna.clark@translink.ca

www.translink.ca



Please consider the environment before printing this e-mail

Hammond Preliminary Plan



March 30, 2016 Open House Questionnaire Results

(Completion rate: 100.0%)



Proposed Residential Density Increase in North Hammond and Lower Hammond

Based on the feedback received in November 2014, do you think the proposed residential density increase is reflective of the responses received for:

1. (a) North Hammond (Precinct 1)?

Response	Chart	Percentage	Count
Yes		69.0%	20
No		31.0%	9
Total Responses			29



1. (a) (i) If you answered “no” to above, do you think more or less residential density should be shown in North Hammond (Precinct 1) ?

Response	Chart	Percentage	Count
More residential density		35.7%	5
Less residential density		64.3%	9
Total Responses			14



Proposed Residential Density Increase in North Hammond and Lower Hammond

Based on the feedback received in November 2014, do you think the proposed residential density increase is reflective of the responses received for:

1. (b) Lower Hammond (Precinct 3) ?

Response	Chart	Percentage	Count
Yes		60.0%	18
No		40.0%	12
Total Responses			30

1. (b) (i) If you answered “no” to above, do you think more or less residential density should be shown in Lower Hammond (Precinct 3) ?




Response	Chart	Percentage	Count
More residential density		23.1%	3
Less residential density		76.9%	10
Total Responses			13

Upper Hammond (Precinct 2) Options

A technical study was undertaken by Donald Luxton & Associates to identify where heritage character is concentrated in Hammond. The study concluded that the “*concentration of heritage character sites is situated in Upper Hammond, where a significant number of resources exist in fairly close conjunction.*”

2(a) Three residential density options are presented for Upper Hammond (Precinct 2) within the Heritage Character Area identified by Donald Luxton & Associates. Which option do you prefer?

Response	Chart	Percentage	Count
Option 1: Minimal change in land use and density		41.7%	15

Option 2: Density increase along major corridors (i.e. Lorne, Maple Cresc., 207th)		19.4%	7
Option 3: Concentrate density increase around historic commercial node		30.6%	11
None of the above		8.3%	3
		Total Responses	36

Appendix

1. (a) (ii) Do you have any comments or suggestions related to density for North Hammond?

#	Response
1.	more density on thorne ave as it is a East -west cross road through north hammond plus proximity to school site.
2.	Since North Hammond is closer to services then Multi Density makes more sense as lower income residents would have less need of transport as they would be closer to those services.
3.	I would support slightly more density in this area.
4.	I don't really know how to answer question 1 as I don't recall seeing any breakdown of the previous responses for each area (Precinct) so can't say if the drawing is consistent with those responses.
5.	That section is already done, built as primarily single family detached homes, many with illegal suites. There's no point in re-designating that area for more units for the sake of re-designation. That should've been done before the subdivisions were OK'd.
6.	The residential density needs to reflex the historic nature of the community and does not need to have a whole lot of high rise apartments within the areas. I think it should contain single family residential density and housing. And retain all historical buildings in the area as well in the commercial area be reestablished.
7.	People move to this type of area because of reduced traffic, in the ten years I have lived in Hammond we have had a considerable increase in traffic. I don't think we need any more.
8.	This area is already well served by being close to many commercial facilities - shops, medical services, restaurants. The density is only going up relatively slightly over time, focused on main access roads
9.	I am concerned that the heritage survey did not consider Precinct 1.
10.	None
11.	I think level of density in Nor Hammond is sufficient for the infrastructure (roads/schools/shops/transit).
12.	The roads and shopping and schools cannot support more people.
13.	Why is graveyard "institutional"? Why are you so anxious to change face of N Hammond? SOOO many multi-family.
14.	Do not clog major road ways with multi housing. 203rd has become so much busier with large truck traffic. It will only get worse and make for a disastrous mixture of pedestrians and large vehicles.
15.	no

16.	Major concerns over traffic on 207/203 meeting Lougheed if density increases more than existing - especially 203rd.
17.	Keep density to high traffic, low character, areas.

1. (b) (ii) Do you have any comments or suggestions related to density for Lower Hammond?

#	Response
1.	any densification in lower Hammond needs to require sidewalks /improvements to further facilitate pedestrian traffic movement. especially on lorne/princess/ditton streets and pedestrian specific improvements at railcrossings or future pedestrian overpass over the tracks near the area for future discussion....
2.	Keep about the same maybe slightly more density
3.	Same as for Precinct 1 above (I don't really know how to answer question 1 as I don't recall seeing any breakdown of the previous responses for each area (Precinct) so can't say if the drawing is consistent with those responses).
4.	It's particularly silly to make this area more dense until there is at least one or two more exit roads from the area. Residents are trapped in two places by train tracks and no access back out through the reserve. This original plan was suggested before the Katzie closed access along Wharf Street through property, no? Until safety and access gets resolved, no more development. There are other issues surrounding flood zones but that is for another time.
5.	Single family residential with no multi-family other than the odd duplex, no apartment buildings. and retain all heritage houses in the area.
6.	We must preserve the heritage characteristics of Hammond. Smaller homes! Unique home, not cookie cutter style.
7.	People move to this type of area because of reduced traffic, in the ten years I have lived in Hammond we have had a considerable increase in traffic. I don't think we need any more.
8.	A very difficult area - the southern portion is in major flood/earthquake risk, very limited access from N.E. which if blocked by a train crash/derailment leaves people trapped with no escape route until a back way in is built. Dyke road is not wide enough to be a major route either. You cannot put many more people in under such conditions
9.	This seems like a reasonable way to finance better access to amenities around the park. I am concerned that disaster planning is hampered by present access, and that the potential for flooding increases as time passes.
10.	I think were proposed area is should end there as far as low density multi family
11.	I also think the density in lower Hammond is compatible to the demand, especially considering this area is blocked in by train tracks. Keep commercial properties minimal.
12.	We need a trail along the river...I realize it's difficult.
13.	The roads as they are cannot support more traffic

14.	Every neighbourhood that is single-detached-only can benefit from some densification to promote community diversity as well as housing choice for existing residents.
15.	I'm not against town homes in lower Hammond. It will make busier but I think it's better fit than new monster houses. Road / traffic calmers would need to be implemented.
16.	Keep single family only. Please consider an exit strategy for potential train emergencies. Thanks to the local first nations blocking Wharf Street if a train situation every blocked Ditton and Lorne Ave is there access for emergency vehicles???
17.	It would be nice to have a 3rd exit leaving lower Hammond. Perhaps connecting Hazelwood to the industrial park.
18.	It is a bad flood area so less density for the safety of the people.
19.	<p>NOT interested in more density in Lower Hammond. Especially not in that area around the park. By the tracks, ok. By the industrial area, ok. Don't close in the central park with a bunch of townhomes please. And that's the main exit out of Lower Hammond. Clogging it up seems unhelpful.</p> <p>Want to retain the community feel of the smaller, single family homes. Smaller homes, larger yards, more green space, more welcoming. Less people means the roads are less busy, children can play more freely. Not interested in widening roads on smaller streets. Encourages people to fix up the smaller homes not tear down in favour of development. Densifying the area would lose the charm of the neighbourhood.</p> <p>Increased traffic at railroad crossings is not pleasant.</p> <p>Please change the percentage of land space used for dwellings in Lower and Upper Hammond. Limit the land space that people can use for development, thereby limiting the monster homes that are being built. Save the character homes!</p>
20.	Maintain character of the area in Lower Hammond. Single family homes only. No monster homes. Lower the percentage of land used for homes on each property.
21.	How was the area of low density multi-family determined for Precinct 3? Why were some blocks included and other adjacent blocks excluded?
22.	<p>Side yard setbacks should be increased where new higher densities may abut lower single family density zoning.</p> <p>Form & character guidelines for proposed low density multi-family should encourage building forms and architectural detailing that complements the vernacular of historic Hammond Homes.</p>

2. (c) (i) Please tell us your reasons for your preferred option for Upper Hammond (Precinct 2):

#	Response
1.	<p>While i remain concerned that there could be a loss of the heritage character in upper Hammond, I also recognize that there is no guarantee a property owner may want to keep the home. I understand that changing the zoning may accelerate the gentrification of the area, yet we also need to think about the cost of homes and how much we will give up in density to preserve what we can. Option 2 brings density and renewal to an older part of Maple ridge but affords us the opportunity to preserve and protect early.</p> <p>My suggestion should option 2 be selected is to encourage strict design principles that can be reviewed by the city's design committee when new applications come forward. Any new project should most definitely have forma and character to fit with the community. All housing types should be required to fit with the look and feel of the heritage aspect within precinct 2, and should use wood and architectural accents to achieve this such as gables, awnings. For larger buildings the same should apply, and where possible, duplexes, row/townhomes should be designed so that they appear as separate homes and not a big block. These design principles will help ensure that the heart of the community remains throughout new develops, and would make it easier for purchasers/owners of the identified heritage properties, to keep and revitalize key heritage sites as they would easier blend into the new buildings around them.</p> <p>Further, i encourage the city to find a way to encourage the preservation or even relocation of any potential heritage buildings should they come forward for redevelopment. Perhaps the remaining low density residential in option 2 (above the commercial centre) could be designated a heritage village in the future, to encourage high value heritage homes relocated here should we see a problem with losing them?</p>
2.	we need to keep the heritage in the neighbourhood
3.	Traffic is already to much with the park and daycare on lorne .
4.	I like the feel of Hammond with all it's natural openness and some of the character/heritage homes. i would like to see some commercial development in the lower part of Hammond on Dartford and Maple Crescent similar to Osprey Village.
5.	<p>The population is growing and people need a place to live, but this is a Heritage area, and if you take a backhoe to the houses and ruin this area then it will be like the song - You don't know what you have till it's gone. I would support only minimal change in this area maybe the odd lot,</p> <p>the apartments that have gone in already do blend in very well.</p>
6.	Density has to increase. I would support even more areas of low density multi family as long as heritage sites are accommodated, parking is appropriate, streets & sidewalks appropriate, etc.
7.	The area has this 'heritage' neighbourhood feel for a reason. It's old. The homes are 'quaint'. That's why so many people want to live here. Absolutely some areas should be apartments,

	condos, townhouses, and there are certainly a lot of properties with yards large enough to support multiple units. Unless there will be a corresponding increase in utilities maintenance, safe sidewalks, police and ambulance support, there is no valid reason to build up more density in an already overpopulated area - the entire City of Maple Ridge.
8.	<p>We moved to "Upper Hammond" nearly 15 years ago. The attraction was the historic character of the neighbourhood and its rural nature. It was not the most attractive neighbourhood at that time, but during the last decade, people have improving their houses and cleaning up the landscape. This will never be a fancy neighbourhood, but that is part of its attraction. I would be very disappointed in Maple Ridge if policies were to be put in place that would change this quaint, friendly little corner of Metro Vancouve, unique in its history.</p> <p>I believe that option 1 best preserves the historic and character of Upper Hammond that initially attracted us to this area.</p>
9.	There is a need to protect the heritage character of the area and re build the commercial area to be used by the residents to gather and enjoy their community.
10.	My preference is option #1. It is the least intrusive to the Hammond area.
11.	I do not want to see an abundance of multi family units that is not what our neighborhood is about.
12.	The increased density would be focussed around a new commercial concentration to which people can walk or bike. The area immediately north of Maple Crescent is generally quite rag-tag anyway. If the community wants to develop - some density has to increase - this is a good compromise as the main working class core will be maintained.
13.	My concerns here include the aging out of the Heritage Inventory - why is the mill manor house threatened by options 2 and 3? Can we make good decisions without asking the community for in-depth conversation about what numbers specifically value here?
14.	We already have a commercial area (which needs to be developed). Higher density residential seems logical to say in that area.
15.	the heritage portion is why I live here. It is of utmost importance. A commercial node would be nice, but very difficult to accomplish.
16.	Option (3) Land assembly & multi-family.
17.	I like the small town feel. Children able to go almost anywhere. If change must come make sure the road system can handle the change before it happens.
18.	Fits with the regional norm - preserves quality of most historic streets - supports commercial revitalization.
19.	Preserves heritage character, but includes employment & shopping opportunities.
20.	<p>Option #1.</p> <p>Do not change anything, leave as is. We don't need "townhouses etc", that are all stacked</p>

	rabbit boxes.
21.	Come up with a combination of option 1 & 3. Keep Heritage homes (designated and those that should be), increase density along 207th, and have more commercial on Maple.
22.	Please consider doing anything that could improve the look of the old commercial area on Maple Crescent across from the mill. That area looks nasty. It currently only appeals to business like Pot shops / Biker store / Rehab. Please propose a plan that encourages well rounded business ideas. Start by planting trees, nice sidewalks and light standards and maybe new fresh business would build-up. I would love to open a restaurant / cafe but the area looks grim.
23.	I have concerns regarding the ability of commuters to leave the area. The intersection at 203rd and Hammond road will need to be widened for more left hand turn traffic.
24.	<p>I think you go high density. Or low density and decide this is residential on large lots.</p> <p>The houses identified as "Heritage character" is a joke, we had a dinner party and we were talking and people were laughing at the stupidity of those house's being "Heritage character", they are falling down not saveable and not beautiful buildings not worth the money it would cost to restore them they are tiny little shacks. I love heritage, walking in Fort Langley and Vancouver but come on common sense here folks.</p>
25.	<p>I'm halfway between Option 1 & 3...</p> <p>I like the idea of sprucing up the commercial area and densifying a little around that space. I know we can't have a cute coffee shop or anything the way it is now (Option 1) and that would be a really nice idea - like Bonson Landing but less so. But honestly, I'm concerned about saying ok to Option 3. I know it's rundown in several places so I can see the appeal of this densifying this space. Rezone the empty lots and use that. If you rezone the smaller older homes in there, they will just get torn down in the blink of an eye. Can you remove the character homes identified by Donald Luxton from the rezoning process? We just had those heritage homes moved from Vancouver to Hammond. Can we encourage this kind of revamp in the area? Moderation!</p>
26.	Keep character homes separated from the rezoning process. Revitalizing the commercial area would be good.
27.	<p>The proposed Option 3 residential density seems in keeping with the amount of commercial space to be supported by the community.</p> <p>Properties with heritage designations appear to be considered for rezoning under Option 2, which I am not in support of, as I would hope these homes would be protected.</p>
28.	<p>-If (when) the Interfor Mill is eventually closes, concentrating density in the historic commercial node area would set up the Interfor site to the south to be rezoned and developed for higher density / mixed use as well.</p> <p>-Provides for employment options along Maple Crescent</p>

	<p>-Respects a large area of historic homes</p> <p>-This option suggests density increase in an area with a lot of vacant lots, homes in poor condition, etc. so larger scale re-development makes sense</p>
29.	<p>Its about time that Hammond grew up. Lets have families move into area and not just single people.</p> <p>Hopefully, two and 3 and 4 bedroom units will be built. If a 3 or 4 storey apartment gets built overlooking my house, then I will sell up and move and its goodbye to Hammond.</p>

3. (a) Please provide your comments on this key aspect of the Preliminary Concept Plan:

#	Response
1.	<p>all of the identified routes would be appreciated ! the sooner the better !</p> <p>due to wharf st's narrow width, please identify wharf st as a potential improvement for walking/cycling path when dyke improvements are made in the future.</p> <p>would still like to see more connections and improvements made in precinct 2 in the future so that that it is even better to connect to an improved commercial node, the community centre/park. a wider and lit multiuse path on lorne (maple to 207) and 206 (from the stadium through the park all the way to maple) makes the most sense and there is currently not a sidewalk on 206 at all.</p>
2.	I like the plans for the trails
3.	These trails would be a welcome addition.
4.	not clear on what you are specifically asking?
5.	Yes I support better sidewalks and especially bike paths.
6.	I don't know that a series of pathways are necessary through residential neighbourhood, as long as streets have sidewalks. I see pathways more for connecting into pathways outside the neighbourhood, getting to and touring through parks, along the river, etc.
7.	"Walkability" in this area, from my perspective, is having the ditches changed to proper storm sewers with proper, safe sidewalk access. The entire area is scary to walk in with the ditches and rat-racers. This should be basic civic upgrading and not off-loaded to the area residents on our property taxes. I would still not use this area for walking due to the lack of lighting and open ditches. If these could be addressed as basic taxpayer considerations, it may be more practical.
8.	This is a very important part of the revitalization of the heritage character of the community and having the ability to ride and walk within the area is vital.
9.	<p>I would love to have more trails throughout Hammond. Green spaces, places to sit to watch the river, measured & marked trails (like 2km, 5kms)</p> <p>* More families in the area will impact Hammond School. Can it handle the load?</p>

	* Allow for heritage homes from other areas to be relocated in Hammond. They would add to the unique quality of the neighbourhoods
10.	I think walking and cycling trails are good as long as they do not the road traffic. I also think that installing attractive (heritage style?) street lights and small sidewalks in the neighborhood would be an asset.
11.	More safe walking/biking trails always useful
12.	Hammond represents an opportunity for ground-breaking community development rather than just talking about density issues, why not undertake a healthy community process that reveals the heart of Hammond's potential and delivers neighbourhood-grounded ongoing programs that articulate social and economic values. For example: does Hammond need a community police presence? A medical/education facility? A co-op/credit union to support commercial growth?
13.	Good lets do it.
14.	- Safer, brighter walking trails with side walks - Improve cycling route
15.	yes, please, please - more trails are ALL good!
16.	The Trails are mostly used as walking trails improve with gravel trails maintaining most of the wild area around the ditches.
17.	Best investment a community can make is in landscaped pedestrian trails. Check out Grand Forks, BC. Check out Surrey! Barnston View Waterfront in Pitt Meadows is attracting lots of people.
18.	Good idea - helps keep people out of cars.
19.	Right now, lower Hammond feels disconnected with the other districts, we need more infrastructure to connect them together so it feels more like a part of the neighborhood. As for the pedestrian sidewalks, there are none right now. As a resident of lower Hammond, we need these to be built so kids are able to travel safely on the side of roads.
20.	traffic calming
21.	I would like to see a hard surface on some of the trails as they are often muddy. Neighbours dumping their yard waste along the trails is another problem.
22.	Very much like this aspect of the preliminary concept plan. Would prefer not to see a through road at the west end from the industrial area. Too much traffic cutting through Hammond on Maple Crescent from the bridge and train station already.
23.	I think it is irresponsible in a major flood areas to have high density.
24.	LOVE, LOVE, LOVE the proposed walkways. As a young family we love to walk in Lower Hammond. There are always people walking in Hammond out of enjoyment, not necessity. The ditches are a nice cut through. Jazzing these up a bit would be lovely.
	Can we encourage talk about green space and nature preservation? We have coyotes,

raccoons, frogs, squirrels, and an abundance of birds. Limiting the amount of densification encourages the mini ecosystems that exist along these drainage canals and along the river to grow. It makes for a more natural and relaxing community overall. Missing cats aside :(

There was talk of a walk under the bridge (along the ditch, across Ospring, and in to the undeveloped industrial area). That would be amazing! It's a beautiful space over there. Ponds with cranes and frogs and lizards and ducks. Tall reeds to look for mice and insects. It's a whole ecosystem existing undisturbed and a great deal of people use it for strolls, jogging, cycling, and dog walking. Us west end Maple Ridge home owners have so far to go to obtain this kind of natural, outdoor space. Once that industrial park kicks in, it's all gone. Can the city purchase a portion to keep as recreational space?

25. Improving the walking paths would be great. They are well used in the neighbourhood. Nice for wildlife/birds.

26. I am in favour of further development and/or enhancement of these existing and proposed trails and pedestrian routes, as it will encourage safer local areas to walk and cycle, and provide for environmental enhancement opportunities and possible storm water management applications.

I would prefer to see the open drainage canals preserved, as they have a far greater capacity than a piped system, and provide for significant wildlife habitat throughout the neighbourhood.

I walk to and from Precinct #3 to the West Coast Express Station, and would appreciate consideration for a safer pedestrian route on Hammond Road from 203rd to the Station. Many of us walk that section daily on the road shoulder in too close proximity to traffic at speed. This pedestrian route should be a priority, as it is a significant safety concern.

In general, I am in favour of narrower road right of ways to encourage more pedestrian friendly streets.

27. I strongly support the development of the trail system as indicated in the concept plan.

Where infill development or lot consolidation may take place by one of these corridors, I would support public pedestrian trail systems through or beside the private development, paid for by the developer.

These corridors should not just be looked at as pedestrian routes, but also as opportunities to enhance much needed stormwater management and to provide wildlife habitat benefits. Community gardens could also be considered if there is demand.

4. Please provide any additional comments you may have on any aspect of the Hammond Preliminary Concept Plan. |

#	Response
---	----------

1.	would like to see / know more about what could potentially happen should the Hammond
----	--

	cedar mill ever cease operation as i think that would potentially be a huge site to develop and tie into the the Hammond commercial district as part of a planned community. I would not want to see this site turned into a different type of industrial. Therefore would like to hear more about how that specific zoning designation would apply should the mill cease operations.
2.	<p>Would like to see more shops and some development around the Maple Crescent area up to Lorne ave. Sidewalks to improve safety for pedestrians walking along the streets ie Westfield. we have a number of vehicles that blow through the stop signs along there, especially at Dartford and Westfield. Very dangerous especially when children are playing in the area. May need to consider traffic calming alternatives for some of these areas as we get a lot of bridge and West Coast Express traffic. Some townhouse complexes that would fit with the character of the community. Would also love to see an updated community centre. I think the city could learn a lot from the development of Osprey Village in Pitt Meadows. Cute little shops, with lovely townhomes and traffic calming roundabouts in the area. Looking forward to hearing more about this. One thing I am not interested in seeing is more low barrier housing, drug treatment centres. These are things our community needs however I feel there needs to be further discussion on the best location and wrap around services to tie into all areas.</p>
3.	<p>This is a nice quiet area, I walk and ride my bicycle quit a bit in this area and would hate to see it spoiled.</p> <p>I grew up when the downtown was a little vibrant, although I would like to be proven wrong I cannot see a coffee shop or the like going in the downtown area as long as the mill is there and I</p> <p>would not like to see the mill go, I worked there 39 years. Maybe if the mill went there would be something like a Westminster Quay only smaller.</p>
4.	<p>Density has already started here. Many people are still looking for the older, 'character' homes but they were built quickly and cheaply back in the day. It's costly to maintain them and many are in disrepair. The ones that sell are being torn down and new, larger homes or homes with suites are going up in their place. I recognize that more homes means less property tax for everyone- in theory - but this area has been overlooked for basic services for so long it will be a lot of money to catch up. For this reason only, a modest amount of density within a couple of blocks of the existing condos may work for this. It's going to cost a lot of money to upgrade the storm sewers, water lines, ultimately get the power poles underground. The bulk of the suburban areas of Maple Ridge already have this. Why not here? I would support a modest density plan IF it came with basic upgrades just to be on par with the rest of the City without the entire cost being offloaded to those of us who've been here over 20 years already. Just my opinion.</p>
5.	<p>Respect the heritage character and the natural character of the community to allow people both who live here and visit the ability to enjoy it. It is a community that can be the best for the ones that live here as well as visitors. Also it would be nice to see the return of some of the signage that described the area and involve the railroad and the river transport as it was a big part of the past of the community.</p>
6.	<p>I prefer option #1, but I am ok with #3. Option #2 is NOT ACCEPTABLE. !Restrict the size of home that can be built. Do not allow "monster homes" to be built. Smaller homes make the lots seem larger and keep the residential areas looking open and bright.</p>

*More families in the area will impact the 203rd st Traffic situation. The light at 203rd & Lougheed is already overloaded & ridiculous.

I live on 115A Avenue, and I have been there for 25 yrs. (a 35 year M.R. resident) My daughter lives in a designated heritage home on Wanstead. My father-in-law, who was a barber at The Stag for over 45 years, Bob Kilsby, & his 3 brothers grew up in Hammond. Their old home is now a designated heritage home. So, you see I have personal ties to this lovely little community. I like to see Maple Ridge modernizing and growing but, once our small precious areas are gone we can never get them back. Thank you.

7. I would prefer no additional multi family units in our neighborhood, currently we do not have the resources to support additional people. Have you ever been admitted to the Maple Ridge Hospital in the last few years?

8. We live in a culture that is embedded with an illusion of space and the luxury of cars. If we are going to survive then we need to be looking 20 - 40 yr down the road and we have to densify both in terms of people but also dynamic mini-cores to which people can walk or bike. Hopefully cars will become much more of a luxury in commercial core of Hammond above Maple Crescent. We need to encourage a variety of facilities from medical to food and restaurants at the east end. We can build on some parking areas and better utilize space. If we don't start thinking that way we will be in trouble. The heritage house on 207th at the east end of Maple crescent needs to be included in Option 3. the original upper-lower Hammond Plan has survived to now as a rare example anywhere in BC of a "worker's town". From a heritage perspective this could make it unique as everywhere else it seems only the history of affluence counts.

9. I thought the city secured a pathway under bridge to connect to Pitt Meadows. That would be great. A connection to Wharf would be great.

10. Create park, trail space, bike routes in lower Hammond especially under the bridge. Clean that area up and push out the negative impact of loitering and illegally dumping garbage.
*Keep Hammond single family homes, affordable for buyers that will actually live on site and reduce rental properties.

11. I am concerned about the traffic funneling off the Bridge through our neighbourhood roads are narrow and how will the side streets cope with the extra traffic. Are we going to have 4 way stops along the way to help us. As it is, it is hard to maneuver around. More dedicated left turn lights needed at 203 and Lougheed 207th and Lougheed and Maple Crescent and 113B going into the industrial park from Hammond.

12. Thanks for doing this work. Would be interesting to see what minor aesthetic cues you could build in to create more unity. Also - please push the developers to raise their game with regard to building exteriors, front and back. the situation has improved over 20 years but as the Prime Minister says things can always get better.

13. The wood mill in lower Hammond obviously sticks out like a sore thumb in a residential neighborhood but if they can't be relocated, there should be more commercial buildings surrounding it to mask it.

14. I would like apartments height to be limited to 3-4 stories.

15. I don't understand how you came up with the boundaries for this area ?

- | | |
|-----|---|
| 16. | <p>Hammond should go high density because it is the right thing to do for the environment.</p> <p>Half way like the preliminary plan is no good. I think it just leaves Hammond in a disaster no investors are going to invest in it. No one is going to fix up or build if they don't know what is going up beside them. You need to attract the builders and to me the preliminary plan does not do that. Going high density would attract builders, if not then go low density at least people might build big beautiful homes.</p> |
| 17. | <p>To sum up:</p> <p>*Overall, keep densification out of the character areas of Upper and Lower Hammond and leave it to the main corridors (Maple Crescent, 203, 207).</p> <p>*Keep green space in Hammond. Encourage as many natural spaces, parks, walkways, as possible.</p> <p>*Find incentives for people looking to reno the older smaller homes. Limit development use so the land to house ratio stays balanced - thus fitting in with the character of Hammond.</p> <p>*Address traffic in the area: Coming through the industrial park from the bridge at rush hour is a horrible experience. Using 203 onto Lougheed on a weekend or at rush hour is ridiculous.</p> <p>Thank you for your commitment to the project and your consideration of our wishes.</p> |
| 18. | <p>Consider traffic in the area. Traffic is lame in industrial area entering Hammond at rush hour. Reopen the right turn lane at the school! Lorne at the new 4way stop when there's a train is very unsafe. Smooth out trax at Lorne please!</p> |
| 19. | <p>I am in favour of mixed use development that allows for first floor commercial with residential units above, including on properties adjacent to the railway tracks.</p> <p>Maple Ridge should remain flexible as to the designation of the Hammond Mill property, given its key location and the life-expectancy of the business. While the Mill remains an important Hammond neighbour, Maple Ridge should be prepared to consider alternative opportunities for the property, including a higher density waterfront residential component.</p> <p>I would like more information on how Donald Luxton & Association determined the heritage potential and character of Precinct #3.</p> |
| 20. | <p>-I strongly oppose the long term zoning of the Interfor Mill site as 'Hammond General Industrial'. If (when) the mill eventually closes, there is an opportunity to develop this large waterfront site to a much better and higher mixed use development. The Interfor site should be considered a special study area and subject to a comprehensive development</p> |

planning process, should the Mill shut and the property be sold. It makes no planning sense, if the mill closed, to wedge low density residential lower Hammond in again on both sides with more industrial zoning.

-There are quite a few examples of successful live/work multi-use developments on or near railway tracks in Vancouver and other areas. The Hammond General employment designation along Maple Crescent should be reconsidered, or be flexible enough to permit mixed commercial, live/work and residential uses near the railway tracks.

-In regards to the area for further discussion and unopened road allowances in Hammond, where development may be considered, I am in favour of narrower road right of ways, relaxing the road standard width and having a more pedestrian focused street to integrate with our existing road patterns. The extra road right of ways could be sold to the developer of the adjacent property.

-I support revised & modernized engineering drainage standards which allow for use of open ditches, as they have far greater capacity than a piped system and can better handle increased peak runoffs we should be anticipating.

-I really seriously question the accuracy and very low allocation of heritage potential and heritage character in lower hammond, as shown by 'Heritage Character Area' by Donald Luxton & Associates. Many obvious heritage potential homes are missing. There needs to be a bit more yellow and a whole lot more orange on that map. Our own house will look largely like an original hammond heritage house when we are done. As land values increase, so new owners will start moving in with more money to renovate & upgrade. A little more consideration needs to be given to this assessment.

Open House Comments Recorded by Staff

March 30, 2016

- Resident doesn't like the General Employment along Maple Crescent where all of the heritage homes are.
- No change, Option 1, is too much
- Color code land use on chart
- Support – would like styles to fit in
- Aerial photo
- Remove dedicated bike lanes in favour of shared bike/car @ intersections
- What will drive the commercial... density will bring commercial, we are seeing density lead to commercial in Albion
- Concerns with access from industrial park. Shouldn't be emergency only. Concern with what future has in store.
- Inquiry about an old septic field in rear yard
- What does further discussion refer to?
- Should 30kmh be instated for all locals?
- Beaver dam @ east end of undeveloped industrial area. Another dam is located approximately 10m from Kingston.
- Resident @ N.W. corner does not want any changes. He is very concerned with traffic increase. Like's the existing commercial.
- Has concern with traffic behavior @ new 4-way stop. Wants the bike trails built. Wants access to Wharf via Kingston Street.
- Resident is concerned as to how to attract developer to area.
- Hammond Market – would like to see stop sign reassigned to Lorne – this was done a year ago as part of a project.

Public Input Matrix for Hammond Area Plan Process

Key Topics		Open House #1	MyHammondTalks #1	MyHammondTalks #2	MyHammondTalks #3	Open House #2	SUB-TOTALS	Open House #3	TOTALS
Future Land Use Considerations									
Retain Heritage Character	Yes	57	14	4	10	14	99	16	115
	No	0	4	0	0	1	5	1	6
Protect/Revitalize Commercial Area	Yes	6	21	1	17	31	76	15	91
	No	1	0	0	3	4	8	0	8
Allow for Increase Density	Yes	1	11	2	20	30	64	25	89
	No	4	0	0	1	7	12	7	19
Additional Policy Considerations									
Traffic Safety Concerns		24	14	4	0	3	45	4	49
Enjoy/Improve Walkability in urban area		14	19	5	3	9	50	12	62
Enjoy/Improve Recreation Trails		11	3	4	0	28	46	17	63
Enjoy/Improve Park Amenities		19	2	11	1	15	48	4	52
Support Local Ecology/Drainage Canals		7	4	0	1	2	14	4	18
Flooding Concerns		5	1	0	0	2	8	4	12
Enjoy/Improve Bicycling Infrastructure		3	4	2	1	7	17	7	24
Design Considerations for New Development									
Neighbourliness - Social Resilience		27	8	17	2	6	60	0	60
Trees and Greenspace in Urban Areas		8	10	5	3	5	31	0	31

96%

92%

82%