

Hammond Area Plan



Chapter 10.5

10.5 | Hammond Area Plan

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1.0 | Introduction

1.1 Background

The Hammond neighbourhood is located in the southwest corner of Maple Ridge. It is bounded on the west by the City of Pitt Meadows and the ǰíćǎý (Katzie) First Nation and on the south by the Fraser River. To the north are both the Lougheed Highway and Dewdney Trunk Road commercial areas as well as the Lougheed Transit Corridor Area Plan. The nearby highway network includes the Golden Ears Bridge, providing quick access to regional transportation routes.

Hammond has a number of unique qualities combining to make it a neighbourhood with heritage character. Some prominent features include several early 1900s single-detached homes, as well as a historic commercial area. Local employment opportunities exist within the Maple Meadows Business Park, as well as nearby commercial areas.

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

1.1.1 History

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

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

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

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

1.1.2 ǰǰǰǰ (Katzie) First Nation

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

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

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

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

Sources:

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

Katzie First Nation History, http://www.katzie.ca/katzie_history_part_1.htm (sourced on August 19, 2016).

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

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

1.2 Impetus and Timing of Hammond Area Plan Process

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

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

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

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

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

1.3 Area Plan Process

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

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

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

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

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

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

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

In 2023, the Province of British Columbia enacted updates to the *Local Government Act*, requiring municipalities to designate Transit-Oriented Areas (TOAs) around major transit hubs as well as enable support for more units on single-detached and duplex zoned lots. The Hammond Area Plan was updated in 2025 to reflect these changes.

1.4 The Role of the Area Plan

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

1.4.1 Hammond Development Permit Guidelines

The Hammond Area Plan is supported by Development Permit Area Guidelines intended to help maintain the unique character of the Hammond neighbourhood. Specifically, the Guidelines outline design criteria for new development and are also incorporated into the Official Community Plan. The content of the Guidelines is derived from the same inputs that contributed to creation of the Area Plan, through the Area Plan process, as well as best practices in sustainable design and development. The Hammond Development Permit Area Guidelines will be used in conjunction with the Hammond Area Plan for the following land use designations (shown on Schedule 1, Hammond Area Plan Land Use Designation Map):

- Ground-Oriented Residential
- Medium Density Residential
- Maple Meadows Residential
- Maple Meadows Mixed-Use
- Hammond Village Commercial
- Hammond Employment & Industrial
- Maple Meadows Business Park

1.5 Guiding Principles

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

1.5.1 Guiding Principles and Supporting Objectives

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

1. Neighbourhood Character is Retained

Objectives:

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

2. A Range of Housing Forms and Tenures Promotes Demographic Diversity

Objectives:

- Allow diverse housing options in form and density to broaden the range of housing costs
- Plan for development that enables aging in place for residents
- Encourage a greater supply and variety of rental housing forms

3. New Development Enhances and Compliments Existing Built Form and Neighborhood Character

Objectives:

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

4. Historic Commercial Area Serves Community Needs

Objectives:

- Plan for a pedestrian-oriented commercial hub of shops and services that meets residents' daily needs
- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area
- Allow for short-term commercial ventures, such as pop-up shops, to help revitalize village commercial area and enhance other employment areas

5. Sustainable Building Technologies are Used

Objectives:

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

6. Flood Risks are Minimized Through Regulatory Standards and Design Best Practices

Objectives:

- Continue to manage the Wharf Street dike as a defense against flood events
- Apply floodplain construction standards for new development (see Zoning Bylaw)
- Continue to utilize a three-tier stormwater management approach
- Ensure landscape design incorporates current best management practices and proactive strategies to manage stormwater runoff
- Continue to make flood mitigation and emergency program information available to the public
- Continue to recognize and protect natural drainage areas for the important role they play in flood mitigation

7. Natural Landscape is Maintained and Enhanced

Objectives:

- Promote retention and expansion of the tree canopy on public and private lands
- Target 40% tree canopy coverage for park spaces, new development, and Small-Scale Multi-Unit housing developments
- Improve the quality and function of greenspace in Hammond
- Maintain and enhance drainage canals for greater biodiversity
- Encourage and support local stewardship activities
- Enhance streetscapes and tree canopy by adding new street trees on boulevards

8. Multi-Modal Transportation Routes Provide Options to Automobile

Objectives:

- Ensure increased neighbourhood walkability as development occurs
- Promote identified bicycle routes throughout the neighbourhood as identified in the Strategic Transportation Plan (2023)
- Incorporate traffic management measures as new development occurs

- Promote community gathering spaces and points of interest along pedestrian and bicycle routes
- Increase opportunities for trails and trail connectivity
- Establish a trail connection to Pitt Meadows

9. Open Spaces and Recreational Opportunities Contribute to the Enjoyment and Well-Being of Residents

Objectives:

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

10. Employment Opportunities are Available Close to Home

Objectives:

- Continue to recognize the Hammond cedar mill's 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
- Support an efficient industrial land base through efficient transportation systems
- Continue to support and encourage business development in the Maple Meadows Business Park and lands within the Hammond Employment & Industrial designation

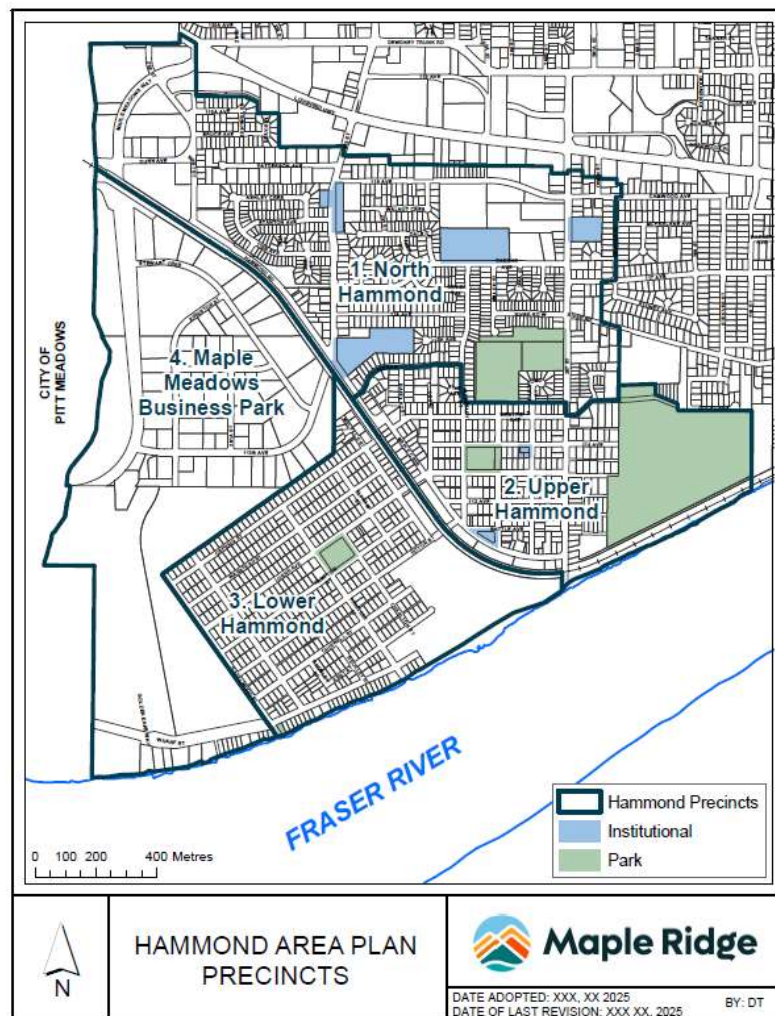
2.0 | Neighbourhood Characteristics

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

Hammond as a neighborhood has one of the lowest tree canopy coverages within the City of Maple Ridge, measured at only 15% tree canopy coverage in 2023, which contributes to low tree equity as documented in the Urban Forest Management Strategy (2024).

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

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



2.1 Precinct 1: North Hammond

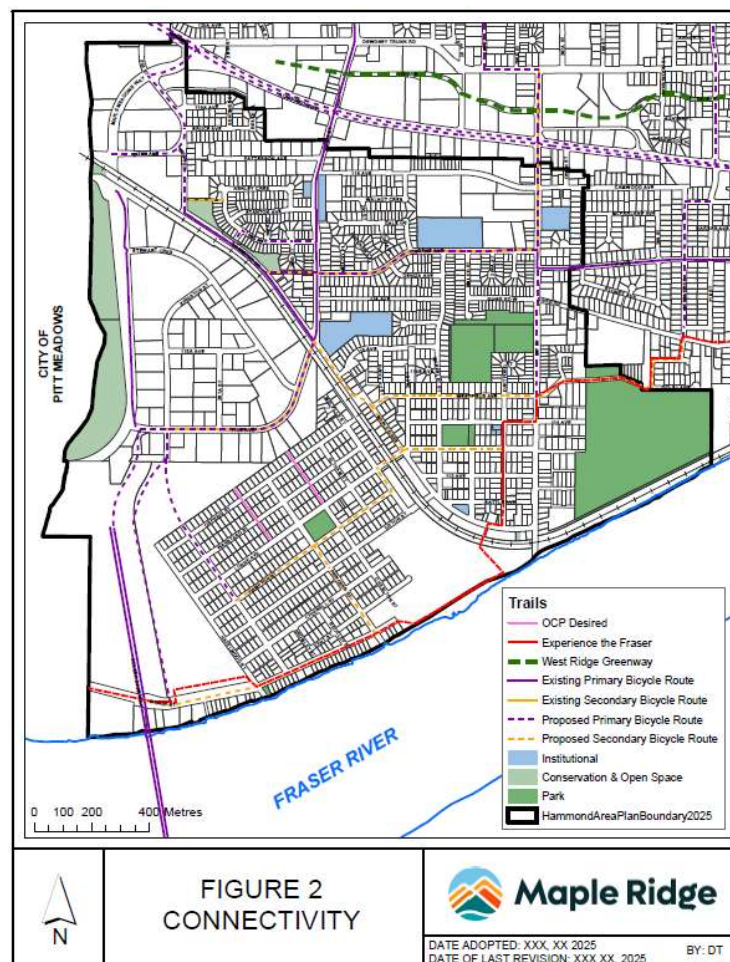
North Hammond is predominantly a single detached low-density residential area. Several pockets of townhouse development are located along 207th Street, with additional sites at 118th Avenue and Thorne Avenue. The North Hammond area was developed in the 1980's, long after the residential areas to the 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 North Hammond houses are large with smaller yards and gardens, with garages prominently facing the street. These building features indicate a mid to late 20th century style. Many of the streets in North Hammond lack street trees, which has contributed to one of the lowest tree equity scores in the City for this area.

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

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

Part of this Precinct was also designated by the Province as a Transit-Oriented Area (TOA) – Maple Meadows Station, which now allows additional density around the Maple Meadows West Coast Express Station.

Figure 2: Connectivity



2.1.1 Precinct 1 – Key Characteristics

Key Characteristics

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

Typical Lot Size and Layout

North Hammond is primarily residential, with single detached lots. Lot sizes range from 370m² to over 600m² with some irregular shapes and sizes. Homes are larger and typically cover 35-40% of the lot area. With the introduction of Small-Scale Multi-Unit Housing legislation, additional density is now allowed that was previously not supported - which will encourage denser infill developments in the area.

Greenspace and Landscaping

North Hammond homes are generally larger and cover more lot area than those in Precincts 2 and 3. Many of the homes feature front lawns and manicured landscaping. Although trees and shrubs are not as mature as some in the other residential Precincts, they have become well established and contribute to the character of the area. Future infill projects will aim to incorporate and expand the tree canopy in this area.

Housing and Heritage Sites

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

2.2 Precinct 2: Upper Hammond

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

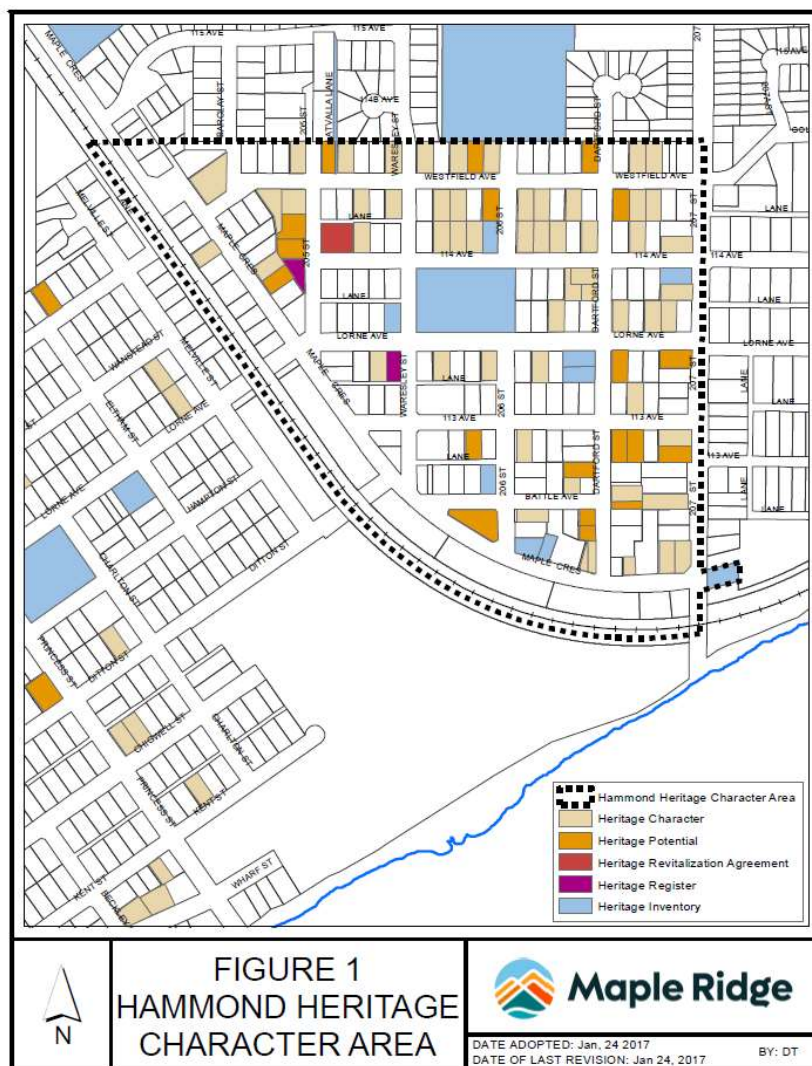
Much of the unique character that grew out of Hammond's early days remains evident within Precinct 2 and retaining this character is a goal of this Area Plan.

2.2.1 Heritage Character Area

A heritage character study was undertaken by Donald Luxton & Associates and the findings are summarized 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.

Figure 1: Hammond Heritage Character Area Map



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

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

Hammond Heritage Character Area – Definitions of Figure 1 Heritage Classifications

The following resources have been identified and mapped on Figure 1 in order to determine the concentration of heritage resources and heritage character sites within the 1882 Hammond boundaries.

Heritage Revitalization Agreement

A legally protected heritage site. Statements of Significance would have been prepared for buildings on the property.

Heritage Register

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

Heritage Inventory

Identified in “The Heritage Resources of Maple Ridge, 2018” as having heritage value but are not yet officially recognized. Statements of Significance have not been prepared for these sites.

Heritage Potential

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

Heritage Character

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

2.2.2 Precinct 2 – Key Characteristics

Street and Block Pattern

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

Typical Lot Size and Layout

Upper Hammond is primarily comprised of residential, single detached lots with a few larger, multi-unit buildings. Lot sizes generally range from 610m² to over 890m² with many homes typically small and modest in size, particularly in the Heritage Character Area (HCA). Lots within the Hammond Village Commercial Area vary in size from slightly smaller and slightly larger than the nearby residential lots. The curve of the railway line has also created some irregular shaped residential and commercial lots. With the introduction of Small-Scale Multi-Unit Housing legislation, additional density is now allowed that was previously not supported, which will encourage denser infill developments in the area.

Greenspace and Landscaping

The mature and varied greenspace and landscaping of Upper Hammond is an important character element. Many lots located in the HCA are large in size and homes are small. This allows for more light and open space on each site, contributing to a ‘green’ feel within this part of the neighbourhood. Future infill projects will aim to incorporate and expand the tree canopy in this area.

Housing and Heritage Sites

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

Other Historic Activities & Community-Led Amenities

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

2.3 Precinct 3: Lower Hammond

The development of Lower Hammond occurred over several decades, predominantly in a single detached form. In the late 19th and early 20th centuries, when Upper Hammond was growing rapidly, this area was growing at a slower pace around the cedar mill which started its operation in 1908. There are a number of older homes scattered throughout Lower Hammond - described in the Heritage Character Study (Donald Luxton & Associates) as being “pre-1940’s wood frame structures that reflect the working-class nature of the area”, but lacking in concentration of similar structures found in Upper Hammond. Most development in Lower Hammond represents eras from the mid to late 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, as adding to the heritage character of the area. The different eras of development throughout have created an eclectic and interesting mix of housing forms. 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.

Portions of Lower Hammond are 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 detached suburban areas. Features that contribute to this character, not already discussed above, are:

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

Two areas of focus for Lower Hammond are:

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

2.3.1 Precinct 3 – Key Characteristics

Street and Block Pattern

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

Typical Lot Size and Layout

Lower Hammond is made up of mostly single detached lots that range in size from approximately 560m² to over 890m². The historic Hammond cedar mill is also located in Precinct 3 and covers close to 25% of the total area. Housing in this Precinct has been constructed over several decades resulting in an eclectic style, size, and lot layout. The older homes, constructed prior to the 1980's, tend to be more modest with a smaller footprint and more open space is the result. Homes constructed during and after the 1980's tend to have a larger footprint and smaller front and rear yards. With the introduction of Small-Scale Multi-Unit Housing legislation, additional density is now allowed that was previously not supported - this will encourage denser infill developments in the area.

Greenspace and Landscaping

Undeveloped and open rights of way with vegetated drainage canals help provide a sense of rural openness from the street. Pedestrians have established informal pathways along the drainage canals.

Several sites have older small homes with generous setbacks that contribute to the greenspace and open feel. Although Lower Hammond was established at the same time as Upper Hammond, it does not have the same abundance of mature trees. This is likely due to its lower elevation and drainage issues. Wharf Street serves both as a road and dike for the floodplain area. Single detached homes are located on both sides of Wharf Street and while the homes on the Fraser River side have spectacular views, they do not benefit from the flood protection the dike provides.

Housing and Heritage Sites

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

Other Historic Activities & Community-Led Activities

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

2.4 Precinct 4: Maple Meadows Business Park

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

A key feature of Maple Meadows Business Park is its auto-oriented connectivity with the regional highway network. The Business Park is located close to Lougheed Highway and adjacent to Golden Ears Way and Golden Ears Bridge. Should the undeveloped lands to the south of 113B Avenue eventually develop, an alternative access to the area will be required. This will be particularly beneficial for emergency access.

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

Part of this Precinct was designated by the Province as a Transit-Oriented Area (TOA) – Maple Meadows Station, which now allows additional density around the Maple Meadows West Coast Express Station on non-Industrial parcels.

2.4.1. Precinct 4 – Key Characteristics

Street and Block Pattern

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

Typical Lot Size and Layout

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

Greenspace and Landscaping

Greenspace and landscaping is minimal, typically occupying a narrow edge around lots. Asphalt paving predominates. There are no heritage sites currently identified within Precinct 4.

3.0 | Hammond Land Use Designations

Population growth is anticipated to drive change within Hammond over the next several years. The Hammond Area Plan encourages a range of housing types and tenures to accommodate community needs and enable aging in place for residents. While growth and change are supported by the community, retaining the existing heritage character of the neighbourhood is strongly desired.

Providing a greater range of housing forms and accommodating an increase in density within some areas of Hammond will support revitalization of the historic commercial area at Maple Crescent and 207 Street and provide local shops and services within walking and cycling distance of nearby homes (see Schedule 1, Hammond Area Plan Land Use Designation Map). Increasing residential densities will also help support the ridership of the West Coast Express and the Frequent Transit Network of bus routes just north of Hammond with stops located along Lougheed Highway and Dewdney Trunk Road.

Guiding Principles

1. Neighbourhood character is retained
2. A range of housing forms and tenures promotes demographic diversity
3. New development enhances and compliments existing built form and neighbourhood character
4. Historic commercial area serves community needs
5. Sustainable building technologies are utilized, such as Zero Carbon Step Code
6. Flood risks are minimized through regulatory standards and design best practices
7. Natural landscape is maintained and enhanced

Objectives

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Target a 40% tree canopy cover for the area plan
- Celebrate Hammond's history in ways that identify special places, people, features, or events
- Allow diverse housing options in form and density to broaden the range of housing cost
- Plan for development that enables aging in place for residents
- Encourage a greater supply and variety of rental housing forms
- Encourage a range of development forms that fit with surrounding character
- New development is designed to utilize CPTED principles where possible, such as "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development of vacant lots
- New development incorporates useable and attractive green spaces

- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area
- Retain, reuse and adapt existing buildings, particularly those with heritage value or character
- Incorporate energy efficiencies into building design to help reduce greenhouse gas emissions
- Design new buildings to be adaptable to future uses
- Encourage building design, technologies and materials that promote energy and water conservation as well as the reduction of GHGs
- Continue to promote waste reduction and responsible disposal of all waste materials
- Ensure landscape design incorporates current best management practices and proactive strategies to manage stormwater runoff
- Promote retention and expansion of the tree canopy on public and private lands

Policies

- 3-1** Community Amenity Contributions, or other levies and charges collected through new development within the Hammond Area Plan boundaries may be utilized within the Hammond neighbourhood and be applied in accordance with the applicable policies or regulations that enable the type of contribution, levy, or charge made.
- 3-2** The adaptive reuse of heritage sites and buildings is encouraged. Rehabilitation of a heritage site may involve the use of heritage conservation legislation identified in the *Local Government Act* and *Community Charter*. This policy applies to sites and buildings determined by Maple Ridge to have heritage value and/or heritage character, including listings on the “Heritage Resources of Maple Ridge” and specific properties identified within the Heritage Character Area shown in Figure 1.
- 3-3** For heritage projects requiring a Statement of Significance or a Heritage Conservation Plan, Maple Ridge should consider the “Standards and Guidelines for the Conservation of Historic Places in Canada”. This tool helps users to understand historic places and determine the best approach in its conservation.
- 3-4** Maple Ridge will establish a community engagement process to explore potential legislation and regulatory tools for conservation of the Heritage Character Area identified in Figure 1. Examples of some potential tools include a Heritage Conservation Area Bylaw, property tax exemption for protection of a heritage property, heritage conservation covenants, and/or a specific Heritage Character Area zone that permits uses, densities, setbacks, etc. that are specific to this historic enclave of Hammond.
- 3-5** Hammond is an established neighbourhood, with a predominantly single detached residential use. As density increases over time, design compatibility with the existing character is encouraged to maintain livability, streetscape aesthetics, and Hammond’s sense of place. Elements of the existing built form should be incorporated into site and building design for all forms of development. For example:
- a) Space for ample sunlight penetration should be provided between buildings;
 - b) Building heights should not appear imposing to smaller existing buildings;
 - c) Existing mature trees and shrubs should be retained, wherever possible;
 - d) Landscaping should include new plants and trees that will attract bees, butterflies, and songbirds; and

- e) Establish garden areas that provide energy conservation benefits, such as shade in the summer and light penetration in the winter (i.e. using deciduous trees).

3-6 Providing a range of housing forms and tenures is encouraged throughout the Hammond neighbourhood.

These include single detached residential and multi-unit forms, with tenures including home ownership, rental (including purpose-built rental), affordable, and subsidized housing.

3-7 To ensure a range of housing needs are accommodated within Hammond, Maple Ridge will work with government and housing agencies to encourage and support development that provides:

- a) Housing for those with special housing needs due to income, age, or disability;
- b) Special needs housing incorporated within the Hammond neighbourhood located close to public transit, shopping and services, and parks and recreation; and
- c) Flexible living units to accommodate people with physical disabilities.

3-8 The Hammond area is part of the ᑭᑭᑦᑭ First Nation's traditional territory and many artifacts may still remain from ᑭᑭᑦᑭ activities over the past hundreds of years. Maple Ridge will work with ᑭᑭᑦᑭ First Nation to create a process for ensuring that applications for new development undertake an archaeological review, wherever warranted, in accordance with the *Heritage Conservation Act*.

3-9 Land assembly or lot consolidation proposed in conjunction with development, redevelopment, conversion, or infill development should meet the following conditions:

- a) That any residual lots or remaining land parcels are left in a configuration and lot area suitable for a future development proposal, or may be consolidated with other abutting residual lots or land parcel, and complies with the applicable Land-Use Designations and Policies of Section 3.0.
- b) The use of any residual abutting lots or land parcels can continue to function in accordance with the applicable Land Use Designation and Policies of Section 3.0.
- c) Residual abutting lots or land parcels are not left in a condition unsuitable for the maintenance of the existing land use; and
- d) The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.

3-10 Shadow studies may be required for proposed buildings greater than three (3) storeys in height. Site and building design should mitigate for potential shadow casts and blocking of daylight on nearby properties.

3-11 Maple Ridge encourages noise abatement and vibration mitigation measures for all new building construction within 75 metres of the railway corridor. The level and impact of noise and vibration on a development site should be assessed by a qualified acoustic and vibration consultant through the preparation of a noise and vibration impact study, undertaken early in the process. The study should assess the impact of all noise and vibrational sources affecting the development site and provide recommendations for noise abatement and vibration mitigation for the site.

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

3-12 Applying relevant principles of Crime Prevention Through Environmental Design (CPTED) are encouraged.

3-13 To minimize impervious surfaces, incorporate on-site landscaping infiltration strategies and rainwater retention to comply with other municipal documents, including the *Subdivision and Development Servicing Bylaw*, *Climate Action Plan*, *Green Infrastructure Strategy*, and *Zoning Bylaw*.

3-14 Energy efficient design and Best Management Practices are encouraged in all developments in Hammond. Maple Ridge supports the green technologies embedded in the Hammond Development Permit Area Guidelines and encourages these within all development.

3-15 Achieving a LEED (Leadership in Energy & Environmental Design), Built Green, Passive House, Zero Carbon Step Code and Energy Step Code or similar certification program is encouraged, as they contribute to energy savings and greenhouse gas reductions through enhanced envelope performance and decreased reliance on mechanical systems for heating, cooling, and ventilation.

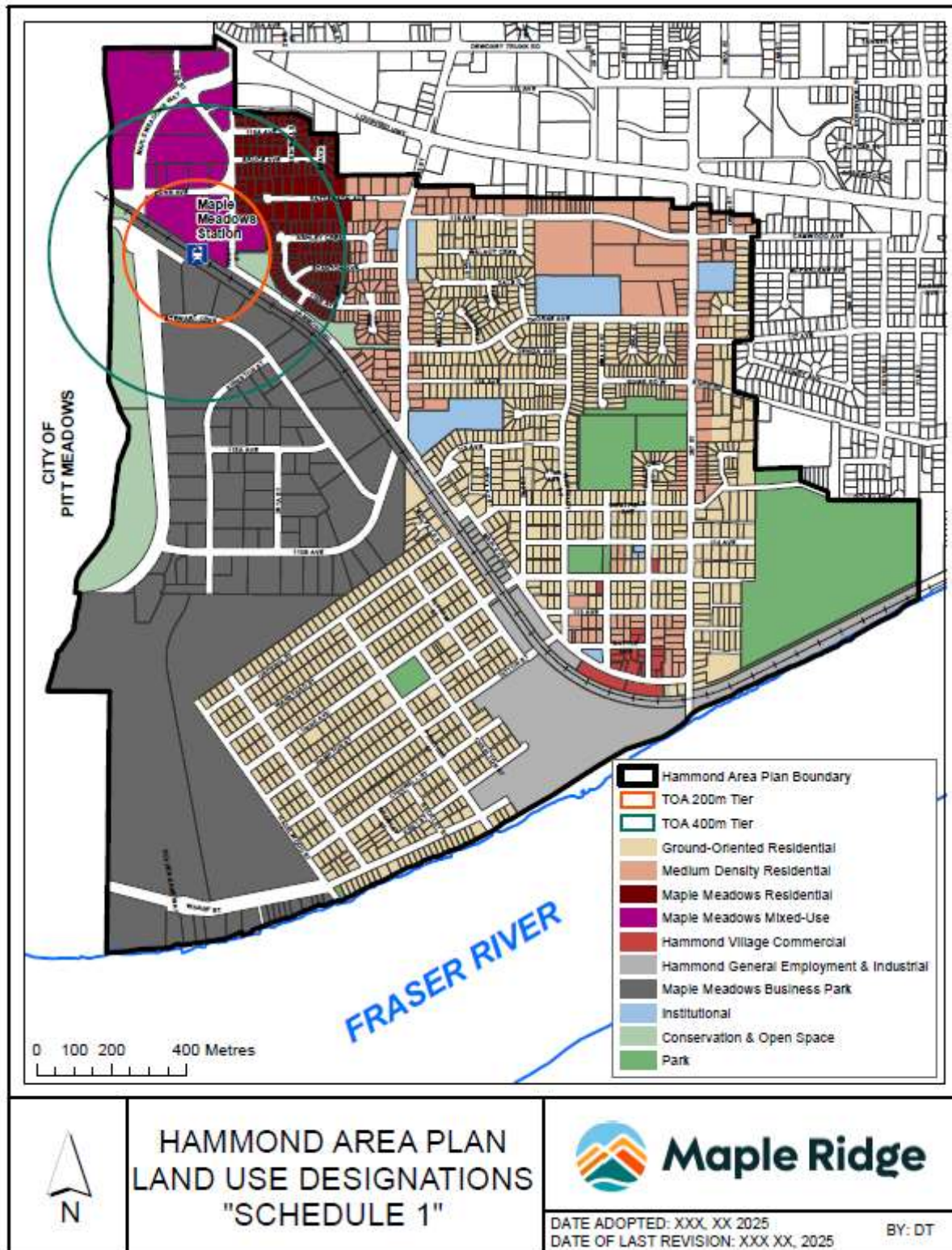
3-16 Maple Ridge works proactively to plan for safe development by avoiding and managing hazard risk areas and will introduce a Hazard & Risk Management Framework. Reducing exposure to risk and minimizing the consequences of hazard events will be central concerns in the City's land use planning decisions.

Where construction would be on land that is, or is likely to be, subject to hazards, a site-specific geohazard assessment prepared by a qualified professional to certify that the land may be used safely for the use intended shall be required.

3-17 In circumstances where land is subject to geological hazards, special consideration may be given to offset the constraints caused by geohazard problems or to allow greater flexibility within a safe building area. Such special considerations may include altering siting and subdivision policies through a development permit or development variance permit in accordance with the results of a geohazard assessment. The Fraser River Escarpment is an area of geotechnical complexity adjacent to the north bank of the Fraser River from 207 Street to 224 Street. All development shall meet Council Policies 6.23 and 6.24, as amended from time to time.

No alteration to the natural drainage or vegetation, and no construction or excavation shall be permitted which may cause or contribute to hazardous conditions on the site or adjacent lands.

Schedule 1: Hammond Area Plan Land Use Designation Map



3.1 Residential

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

Guiding Principles

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

Objectives

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

3.1.1 Ground-Oriented Residential

Intent:

Single detached dwellings, duplex, triplex, and fourplex are the forms of development typically supported in the **Ground-Oriented Residential** designation (See attached Schedule 1). The intent is to allow for increases in density that is compatible with existing single detached form and neighbourhood character in alignment the *Local Government Act*. Secondary suites and garden suites are also encouraged uses. For lots that are within 400m of a Prescribed Bus Stop, additional density up to six (6) residential units could be supported in these areas.

Policies

- 3-18** Single detached, duplex, triplex, fourplex and courtyard housing forms may be supported in the Ground-Oriented Residential designation.
- 3-19** Detached garden suites and secondary suites are permitted, subject to consistency with existing Maple Ridge bylaws and regulations.
- 3-20** Adaptive re-use of existing buildings is encouraged.
- 3-21** The following characteristics should be incorporated into all forms of new development within the Ground-Oriented Residential designation:
- a) A site size and configuration that enables building orientation towards streets and laneways wherever possible;
 - b) Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
 - c) Design that is sensitive to surrounding built form, particularly for buildings that are three (3) storeys in height; and
 - d) Parking for residents is provided in a concealed structure.
- 3-22** Development proposals shall ensure that on-site stormwater management plans detain the 100-year storm and release it at a rate equivalent to the two-year pre-development condition. Where appropriate, stormwater management plans should consider flood risk management for extreme events and peak flow conveyance.
- 3-23** Retain existing trees and landscaping, where feasible, to maintain tree canopy. Development shall contribute to achieving and maintaining the City's urban forestry targets by preserving, enhancing, and expanding the urban tree canopy.

3.1.2 Medium Density Residential

Intent:

The **Medium Density Residential** designation (see attached Schedule 1) allows for townhome, rowhome and low-rise apartment forms of development. The intent of the designation is to provide a level of density to support establishing a vibrant Hammond neighbourhood along key corridors and roads.

Policies

- 3-24** Townhome, rowhouse, and apartment housing forms are supported within the Medium Density Residential designation.
- 3-25** Maximum building heights for townhouse and rowhouse development forms is generally three (3) storeys.
- 3-26** Maximum building height for apartment form is generally up to six (6) storeys outside of the a Transit-Oriented Area.
- 3-27** In scenarios where there are lots with this designation abutting lots located within the Lougheed Transit Corridor Area Plan (LTCAP) commercial uses could be supported. This would apply to properties adjacent to the Lougheed Transit Area that are assembled into that plan, with the LTCAP properties having a relevant mixed-use or commercial designation.
- 3-28** Ensuring that higher densities are compatible with existing character is an important consideration. Design for new development should include:
- a. Orienting living and activity spaces toward streets and laneways, so that opportunities for “eyes on the street” are created wherever possible;
 - b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
 - c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) or more storeys in height; and
 - d. Parking for residents is provided in a concealed or underground structure.

3.1.3 Maple Meadows Residential

Intent:

The **Maple Meadows Residential** designation (see attached Schedule 1) allows for apartment style development and may include or incorporate townhome, rowhome and stacked townhome forms of development. Providing for a level of density aimed at supporting a vibrant, transit-oriented neighborhood is the intent of the **Maple Meadows Residential** designation.

Policies

- 3-29** Apartment, townhome, and rowhomes are forms of development supported within the Maple Meadows Residential's designation.
- 3-30** Maximum building heights for this designation is generally considered to be between eight to twelve (8-12) stories in height, depending on the distance from Maple Meadows Station, as illustrated in the City's 'Transit Oriented Area Designation Bylaw', as amended from time to time.
- 3-31** A density bonus framework, as part of the development review process for applications within the Hammond Area Plan seeking a higher density than currently permitted, may be considered.
- 3-32** Ensuring that higher densities are compatible with existing character is an important consideration. Design for new development should include:
- a. Orienting living and activity spaces toward streets and laneways, so that opportunities for "eyes on the street" are created wherever possible;
 - b. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
 - c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) or more storeys in height; and
 - d. Parking for residents is provided in a concealed or underground structure.

3.1.4 Maple Meadows Mixed Use

Intent:

The **Maple Meadows Mixed-Use** designation (see Schedule 1) permits higher-density commercial, employment, civic, institutional, and residential uses. Its intent is to support a vibrant, transit-oriented neighborhood through high-density mixed-use development.

Policies

- 3-33** Mixed-Use Development, including apartments and townhomes, is allowed within the Maple Meadows Mixed Use designation.
- 3-34** Maximum building heights for this designation is generally considered to be between eight to twelve (8-12) stories in height, depending on the distance from Maple Meadows Station, as illustrated in the City's 'Transit Oriented Area Designation Bylaw', as amended from time to time.
- 3-35** A density bonus framework, as part of the development review process for applications within the Hammond Area Plan seeking a higher density than currently permitted, may be considered.
- 3-36** Ensuring that higher densities are compatible with existing character is an important consideration. Design for new development should include:
- a. Careful consideration of size, location, and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;
 - b. Orienting living and activity spaces toward streets and laneways, so that opportunities for "eyes on the street" are created wherever possible'
 - c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) or more storeys in height; and
 - d. Parking for residents is provided in a concealed or underground structure.

3.2 Employment & Industrial

There are three land use designations for employment and/or industrial uses within Hammond: **Hammond Village Commercial**, **Hammond Employment & Industrial**, and **Maple Meadows Business Park** (see attached Schedule 1). 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. Additionally, this area also benefits from immediate proximity to the Golden Ears Bridge and access to the rest of the region, which is a critical use for many industrial tenants.

Guiding Principles

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

Objectives

- Promote retention of heritage character elements
- Retain historic street grid pattern, including laneways
- Encourage retention of mature trees and established garden spaces
- Celebrate Hammond's history in ways that identify special places, people, or features
- Encourage a range of development forms that fit with surrounding character
- New development is designed to foster "eyes on streets"
- Orient development to include a friendly face towards laneways wherever possible
- Create attractive and inviting public spaces by utilizing plant materials and seating areas
- Encourage development of vacant lots
- Encourage appropriate interface with the railway line
- Encourage transportation access/goods movement for businesses
- Ensure new development incorporates useable and attractive greenspace
- Encourage industrial development that is designed to mitigate impacts on adjacent uses
- Plan for a pedestrian-oriented commercial hub of shops and services that meets residents' daily needs
- Encourage a greater density of mixed-use development that contributes to viability of the village commercial area and enhance other employment areas
- Allow for short-term commercial ventures, such as pop-up shops, to help revitalize village commercial area and enhance other employment areas
- Promote retention and expansion of the tree canopy on public and private lands
- Improve the quality and function of greenspace in Hammond
- 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 Hammond Employment & Industrial designations.

3.2.1 Hammond Village Commercial

Intent:

Hammond Village Commercial (see attached Schedule 1) 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 shops and services with apartments or offices above. Additional ways to attract people and enliven the area are seasonal or temporary "pop-up" businesses and the incorporation of public spaces into new development.

Policies

- 3-38** Building heights for this designation is generally considered to be between three to four (3-4) storeys.
- 3-39** Conservation and/or adaptive re-use of buildings listed on "The Heritage Resources of Maple Ridge" is encouraged.
- 3-40** Ground floor retail is encouraged with office and/or residential use above grade.
- 3-41** Orient living and activity spaces toward streets and public spaces, so that opportunities for "eyes on the street" are created wherever possible.
- 3-42** Creating public outdoor meeting spaces is encouraged and may take the form of a public square, plaza, courtyard, or passageways between buildings.
- 3-43** Attractive landscaping and seating design is important in public spaces to invite people to rest, reflect, or meet and visit with others.
- 3-44** Incorporating public art into new development and public spaces is encouraged.
- 3-45** Parking is encouraged to be in an underground or enclosed structure. In cases where challenging site conditions exist, parking options include landscaped visitor parking at grade, concealed above-grade structures for all parking, or concealed above-grade structures for residents' parking and landscaped visitor parking at grade.
- 3-46** Accommodate vehicular deliveries where possible by providing adequate loading and unloading spaces.
- 3-47** Temporary, seasonal, or pop-up businesses will be encouraged, particularly where there is a vacancy within an existing store front.
- 3-48** Interpretive signage, plaques or other mediums that provide historic information of a place, people, and/or event should be incorporated into development wherever possible.

3.2.2 Maple Meadows Business Park

Intent:

Maple Meadows Business Park (see attached Schedule 1) designated lands encompass most of Precinct 4. This area has been an employment generator since its inception in the early 1990's and accommodates a variety of businesses. It is well located close to Lougheed Highway and Golden Ears Bridge, both routes being part of the regional highway network. The Business Park has experienced significant growth over the years, and it is anticipated it will continue to expand and evolve into the future.

Policy

3-49 Lands within the Maple Meadows Business Park designation will be subject to existing policies to regulate Business Parks in the *Maple Ridge Official Community Plan* Section 6.4, *Industrial Opportunities*

3.2.3 Hammond Employment & Industrial

Intent:

The **Hammond Employment & Industrial** (see attached Schedule 1) designation is applied primarily to lands adjacent to residential areas and the railway tracks in Precincts 2 (Upper Hammond) and 3 (Lower Hammond). Some of these lands are narrow and may be limited in potential. The intent of **Hammond Employment & Industrial** designation is to create opportunities for businesses that do not generate much vehicular traffic and have minimal need for public parking.

Additionally, this designation is focused on businesses that produce minimal noise, odour, or fumes and blend well into the nearby residential areas either through attractive building design or landscape screening. Effective access for truck deliveries and goods movement is important for successful industrial uses. Some examples of these uses may include public storage facilities, medical testing laboratories, manufacturing operations, multi-media and/or art studios. Light industrial uses could also include activities such as manufacturing, assembly, film production, scientific and technical services. Clustering, or co-locating of related operations can support eco-industrial networks and circular economy systems.

Policies

3-50 Businesses will generally be light industrial, or business park uses that do not generate significant traffic, noise, fumes, or odours.

3-51 Lands within the Hammond Employment & Industrial designation are located in close proximity to residential areas and compatibility with adjacent uses is important. In those cases, incorporating the following elements into site and building design is encouraged.

- a. Block sizing is reflective of surrounding uses;
- b. Building forms are appropriately located on site and scaled in consideration of adjacent developments;
- c. Principle buildings are permitted to a maximum height of three (3) storeys;
- d. Attractive landscaping, including fencing/screening, should be provided along the perimeter of the site; and
- e. Outdoor storage and refuse/recycling areas should be well-screened with attractive landscaping and fencing, particularly those visible to roadways and/or adjacent residential uses

3-52 Integrate infill industrial developments with surrounding residential and non-residential activities through the use of appropriate transition of uses.

3-53 Lands used for Industrial purposes will be subject to existing policies to regulate Industrial lands in the *Maple Ridge Official Community Plan*.

3.3 Park

Intent:

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

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

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

- Hammond Community Park, including Hammond Stadium, Larry Walker field, the outdoor pool, and Community Centre
- Hammond Park
- Maple Ridge Golf Course
- Tolmie Park
- Emmeline Mohun Park
- Hammond off-leash dog area

The **Park** designation (see attached Schedule 1) continues to include lands dedicated to a range of recreational activities located within all three of Hammond's residential precincts that contribute to outdoor leisure activity, neighbourly interactions, and locally organized events. Additionally, **Park** lands are important areas for urban ecology and natural habitat for wildlife.

Guiding Principles

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

Objectives

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

- Identify opportunities to enhance public spaces through improved or new park space, public art, interpretive signs, and wayfinding signs
- Work with community to identify and support local food production opportunities
- Provide public access to Fraser River

Policies

3-54 All lands designated as Parks within Hammond are subject to a master plan administered by the Facilities, Parks and Properties Department.

3-55 Maple Ridge will ensure that uses within park spaces should serve the needs of all ages and demographics, particularly seniors and youth.

3-56 In an effort to ensure that parks within Hammond are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.

3-57 To enhance connectivity throughout Hammond and create links with parks and other points of interest, new pathways and trails within park spaces will be selected in consideration of the larger pedestrian and bicycling network.

3-58 Where sufficient neighbourhood demand is confirmed, Maple Ridge will consider identifying suitable space for a community garden in Hammond.

3-59 Emmeline Mohun Park currently provides public views and access to the Fraser River. Where new opportunities arise, Maple Ridge will consider establishing additional park space along the river to provide increased public access.

3-60 To encourage urban wildlife, including songbirds, bees, butterflies and other insects, appropriate native shrub and plant material will be used in Park areas, wherever feasible.

3-61 Maple Ridge will work with the community to identify opportunities to enhance Hammond Park spaces through inclusion of new recreation activities, public art, heritage feature(s), interpretive plaques and/or wayfinding signage.

3.4 Institutional

Intent:

Hammond has a broad range of **Institutional** (see attached Schedule 1) uses that are both public and private in nature. **Institutional** uses include services such as education, government, fire protection, public transit, health and welfare, and cultural/spiritual institutions.

Guiding Principles

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

Objectives

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

Policies

3-62 Building heights for Institutional development is generally considered to be up to three (3) storeys.

3-63 Building and site design for new development should be compatible with the existing character of the area and adjacent buildings. Design should include:

- a. Orienting active spaces toward streets and laneways, so that opportunities for eyes on the street are created wherever possible;
- b. Careful consideration of size, location, and orientation of on-site open space areas to

ensure new development allows ample sunlight and a variety of plants materials and trees that are complementary to the existing mature landscaping that contributes to the neighborhood and character; and

- c. Design that is sensitive to surrounding built form and height, particularly for buildings that are three (3) storeys in height.

3.5 Conservation & Open Space

Intent:

Most of the land within the **Conservation & Open Space** designation (see Schedule 1) is adjacent to the Golden Ears Bridge and part of the ǰǰǰǰ Slough. The Slough was once an area rich in biodiversity, but today mainly provides natural drainage for the surrounding developed area, including Lower Hammond (Precinct 3). Increasing biodiversity not only contributes to effective rainwater management, but also productive habitat for a range of small mammals, insects and freshwater invertebrates. This natural area that is abundant with small wildlife provides a regular food source for birds of prey making the ǰǰǰǰ Slough an important raptor habitat area. In addition to biodiversity, the Slough's drainage capability also provides an essential benefit to nearby property owners and as such it is important to retain and enhance the ecology of these lands wherever possible.

It is important to note that the **Conservation & Open Space** designated land in the ǰǰǰǰ Slough is partially within in the Agricultural Land Reserve.

Guiding Principles

6. Flood risks are minimized through regulatory standards and design best practices
7. Natural landscape is maintained and enhanced
9. Open spaces and recreational opportunities contribute to the enjoyment and well-being of residents

Objectives

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

Policies

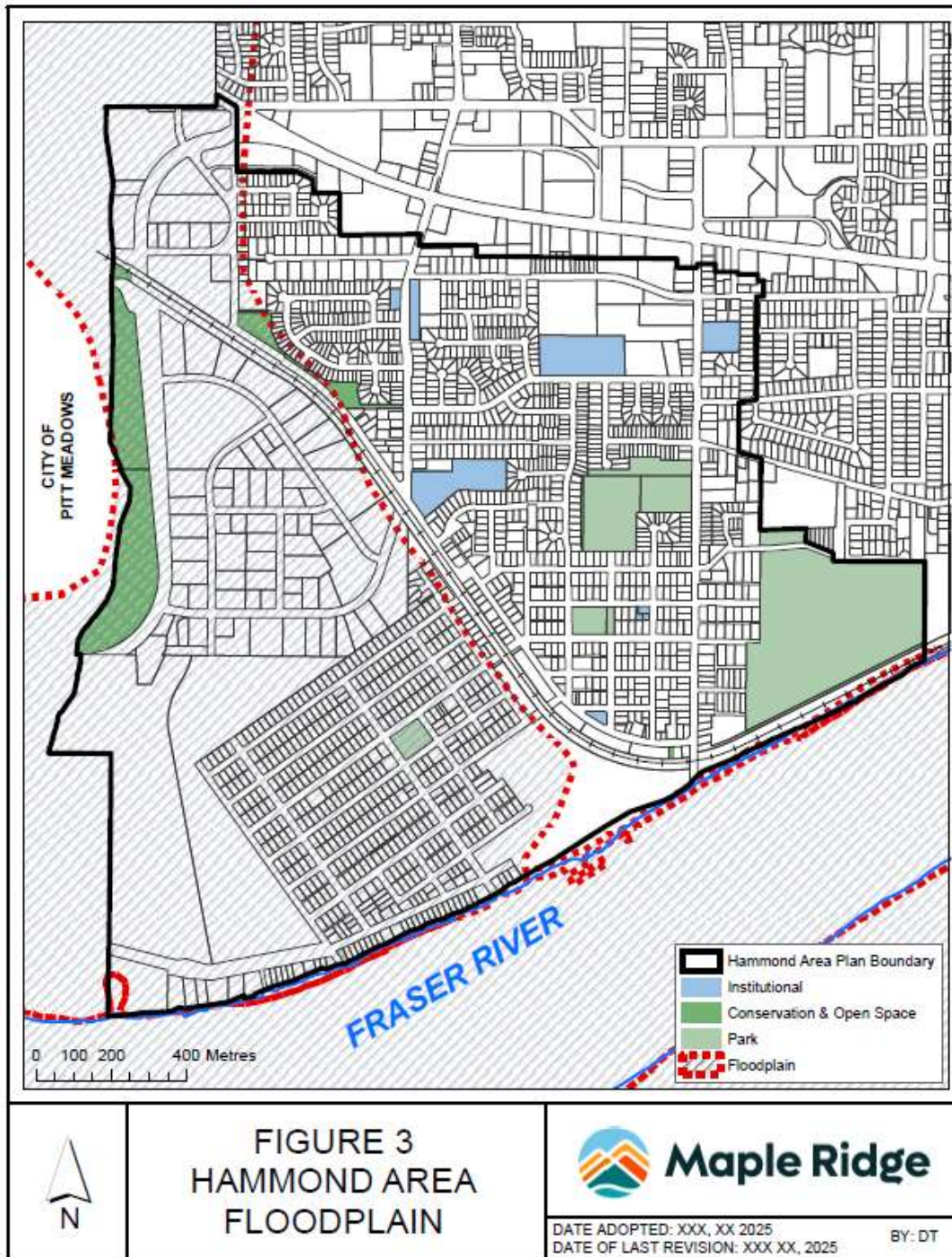
3-64 Maple Ridge will continue to protect natural features on lands designated Conservation & Open Space, while ensuring public safety, including land resources, water resources, and air quality under current requirements within the *Maple Ridge Official Community Plan* and related policies and bylaws, and also in accordance with Provincial and Federal regulations.

3-65 Maple Ridge will support efforts to enhance biodiversity within the ǰǰǰǰ Slough to support native insect, fish, and wildlife species, while continuing to maintain this wetland area as a natural drainage system for the surrounding floodplain area.

3-66 Maple Ridge will encourage education and awareness of the environmental and flood protection benefits of natural drainage systems, through programs, projects, publications, or other forms of communication and public engagement.

3-67 Recreation trails will be retained, expanded and enhanced, wherever possible, to permit sensitive public access to natural areas for recreation and education.

Figure 3: Floodplain Area



4.0 | Multi-Modal Transportation & Connectivity

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 regular bus route service through Hammond.

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

In 2024, the Maple Meadows West Coast Express Station was designated as a 'Transit-Oriented Area' in accordance with provincial legislation. A Transit-Oriented Area (TOA) is a designated area within a prescribed distance around a transit center and creates a tier system, based on the distance from the transit center, that defines standards such as minimum allowable density and heights and removes minimum parking requirements for off-street residential use. The goal is to create mixed-use, complete communities and enable greater mobility options.

Guiding Principles

8. Multi-modal transportation routes provide options for all

Objectives

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

Policies

- 3-37** Universal accessibility is encouraged in transportation planning and design. Wherever possible, the needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by pedestrians with disabilities, as well as by families, teenagers, and seniors will be accommodated in the design of sidewalks, public plazas, and other public spaces throughout Hammond.
- 3-38** Consider opportunities to decrease the distance between accessible crossings, including shorter blocks and mid-block crossings where appropriate. This includes working with developers to identify active transportation connections, including pathways and cut-throughs.
- 3-39** Continue to identify areas where property acquisition or easements would support the building out or enhancement of road, pedestrian, and bicycle networks.
- 3-40** Where possible, extend walking paths/roads in Upper Hammond for direct pedestrian connections to Maple Meadows Station and the bus exchange.
- 3-41** The City will provide pedestrian facilities as outlined in the subdivision and servicing bylaw and supported by *the Strategic Transportation Plan*, and aim to improve neighbourhood walkability.
- 3-42** Maple Ridge will continue to monitor traffic flows through Hammond to effectively manage traffic volumes and/or improve safety as higher density development is introduced to the community.
- 3-43** Access in and out of Lower Hammond (Precinct 3) is currently impeded with railway crossings at both entry/exit points. Creating an additional multi-modal connection between Lower Hammond (Precinct 3) and Maple Meadows Business Park (Precinct 4) will be created through new development to provide uninterrupted access.
- 3-44** Greenway trails are located in naturalized areas, including those along drainage canals. It is intended that Greenway trails connect with other pedestrian and cycling routes to expand connectivity throughout Hammond.
- 3-45** Maple Ridge will encourage the retention of laneways, and the creation of new laneways should be considered, where appropriate and feasible.
- 3-46** Access to both underground and surface parking areas is encouraged off a laneway wherever possible.
- 3-47** Maple Ridge will continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit and particularly to:
- a) Increase existing transit service to a level that is consistent with a compact and multi-modal community; and
 - b) Provide safe and convenient access to transit facilities.

5.0 | Water & Habitat

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

Effectively managing rainwater runoff is important in the protection of property and the natural environment. The greater the percentage of impervious surfaces within a drainage area, the greater impact urbanization will have on both water quantity and quality. Two key components of rainwater management are: 1) capitalizing on opportunities to reduce impervious surfaces; and 2) enhancing natural areas to help slow and infiltrate rainwater. Selecting appropriate landscape design options including a mix of plant materials that promote biofiltration and exfiltration in natural drainage areas. Healthy natural environments help improve water quality, slow volume during peak events, and reduce pressure on nearby floodplain pump stations. The pump stations are designed for large scale water conveyance from flood prone areas.

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

Guiding Principles

6. Flood risks are minimized through regulatory standards and design best practices
7. Natural landscape is retained and enhanced

Objectives

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

Policies

- 5-1** Maple Ridge will maintain both open channel and conduit drainage systems in Lower Hammond with a goal of improving water quality and biodiversity in the area.
- 5-2** Maple Ridge will continue to investigate the viability of drainage canals in Lower Hammond.
- 5-3** Any enhancement work on the vegetated areas of the drainage canals should involve increasing biodiversity to improve habitat for native insects, birds, and small mammals. Planting materials that help to improve water quality will also be considered to help ensure fewer chemicals and contaminants are flushed into nearby waterways, including the Fraser River.
- 5-4** Maple Ridge will encourage opportunities for public outreach to educate and raise awareness of the benefits of drainage canals in stormwater management, including flood mitigation, and enhancement of local ecology.
- 5-5** Maple Ridge will continue to maintain Wharf Street, which runs along the Fraser River, as a dike to help protect Hammond's floodplain area.
- 5-6** Maple Ridge will require new development to build to flood construction standards to help maximize safety in a flood event. This includes building to required flood construction levels and prohibiting the construction of living spaces within the "freeboard" area.
- 5-7** Maple Ridge will continue to maintain its emergency response system, including an Emergency Operations Centre and Emergency Support Services, that are activated in the event of a serious incident such as flood, fire or earthquake.
- 5-8** Maple Ridge will utilize an Integrated Stormwater Management Plan for the Hammond neighbourhood that recommends and prioritizes projects, programs and policies intended to:
- a) Protect and where possible enhance existing aquatic and riparian habitat;
 - b) Facilitate development and re-development of land in a manner that protects ecosystem integrity;
 - c) Develop cost effective capital, operations and maintenance solutions to identified issues;
 - d) Protect life and property; and
 - e) Ensure safe conveyance of stormwater.

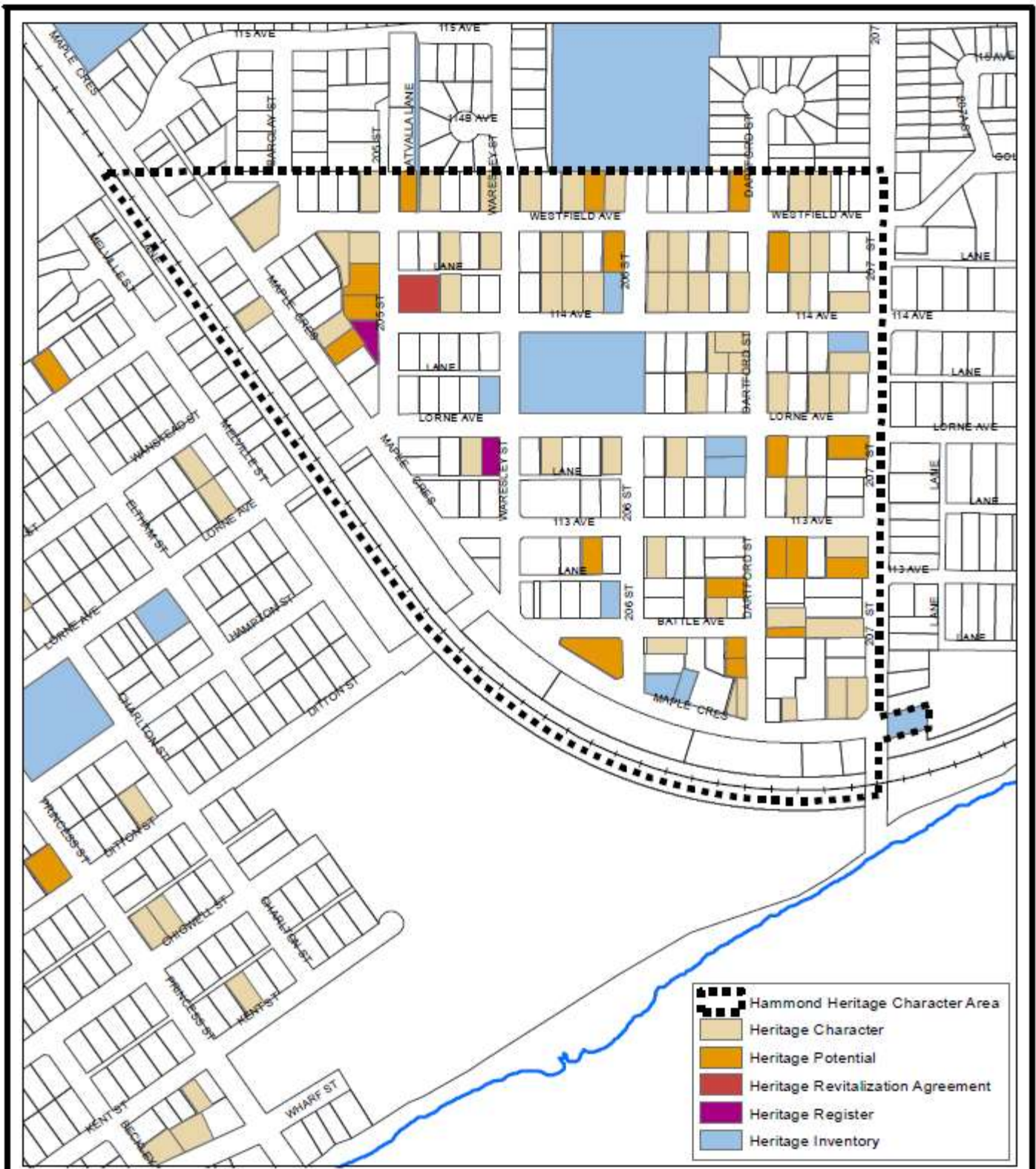
Appendix A – Zoning Matrix

Land Use Designation	Zone(s)
Ground-Oriented Residential	R-4 Single Detached (Infill) Urban Residential RS-1 Single Detached Residential RS-1b Single Detached (Medium Density) Residential RT-1 Two Unit (Duplex) Urban Residential RT-2 Ground-Oriented Residential Infill RUR Urban Infill Residential
Medium Density Residential	RM-1 Low Density Townhouse Residential RM-2 Medium Density Apartment Residential RM-4 Medium Density Townhouse and Apartment Residential RM-5 Low Density Townhouse and Apartment Residential
Maple Meadows Residential	New zone(s) to be introduced through a Zone Amending Bylaw. RM-2 Medium Density Apartment Residential RM-3 Medium/High Density Apartment Residential
Maple Meadows Mixed-Use	New zone(s) to be introduced through a Zone Amending Bylaw.
Hammond General Employment & Industrial	M-2 General Industrial M-3 Business Park Industrial M-6 Hammond General Employment – New zone to be introduced through a Zone Amending Bylaw
Maple Meadows Business Park	M-3 Business Park Industrial
Hammond Village Commercial	H-2 Hammond Village Commercial
Institutional	P-1 Park and School P-2 Special Institutional P-3 Place of Worship P-4a Place of Worship Institutional & Educational P-6 Civic
Park	P-1 Park and School P-3 Children’s Institutional P-4 Place of Workshop P-5 P-6 Civic

Conditions:

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

The P-4 Place of Workshop Zone will be considered in all Land Use Designations subject to satisfying all requirements of the zone.



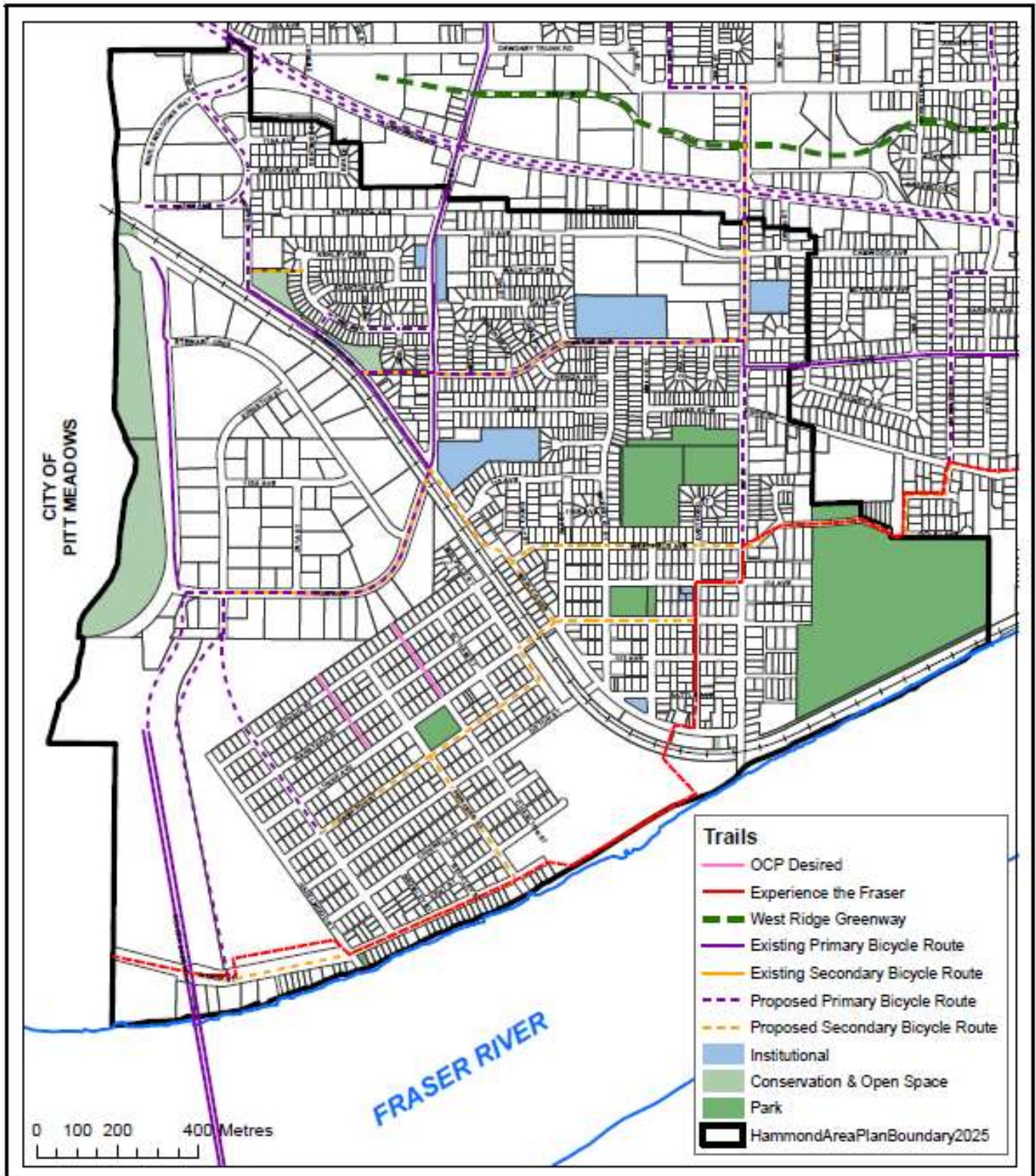
**FIGURE 1
HAMMOND HERITAGE
CHARACTER AREA**



Maple Ridge

DATE ADOPTED: Jan, 24 2017
DATE OF LAST REVISION: Jan 24, 2017

BY: DT



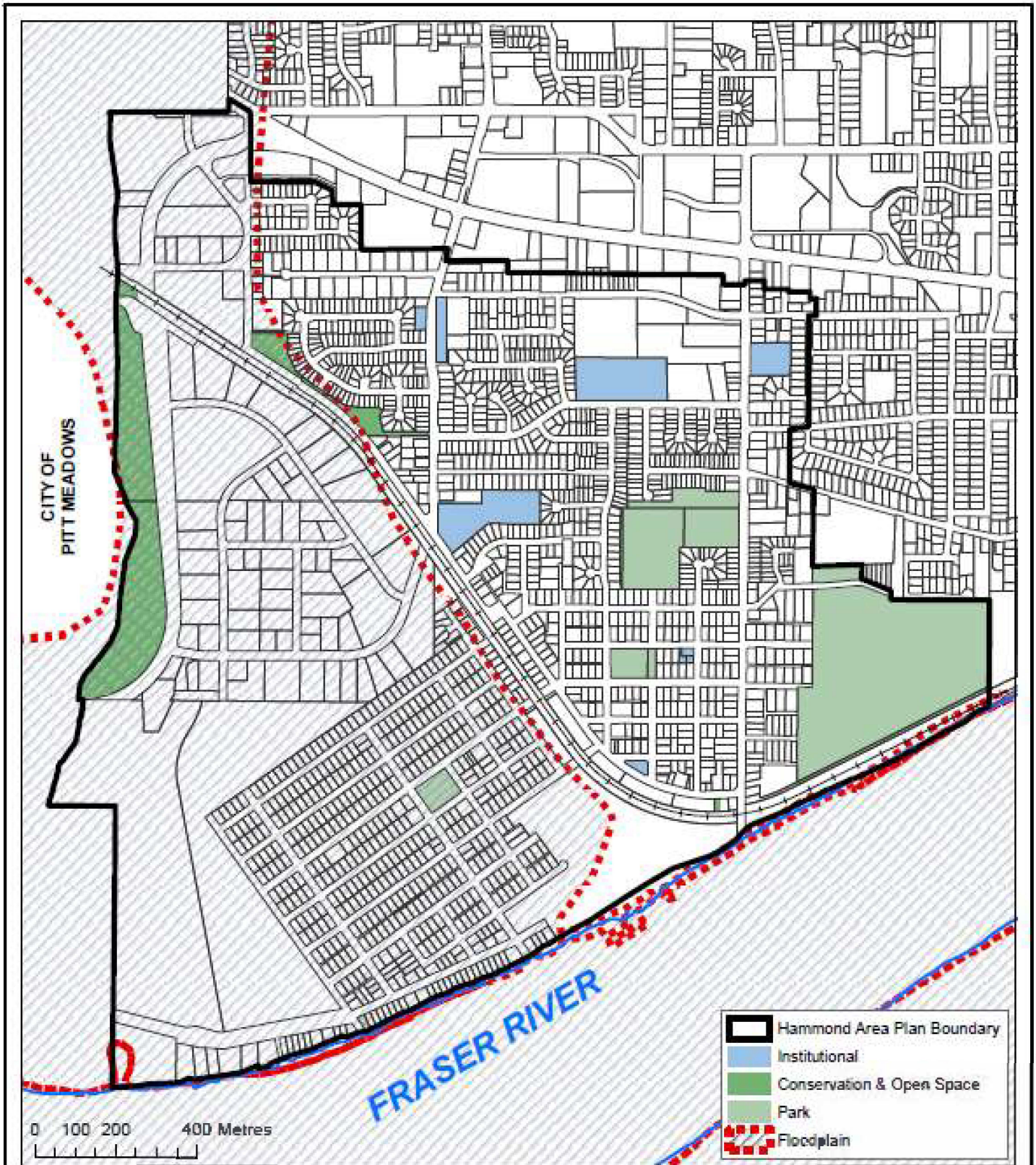
**FIGURE 2
CONNECTIVITY**



Maple Ridge

DATE ADOPTED: XXX, XX 2025
DATE OF LAST REVISION: XXX XX, 2025

BY: DT



**FIGURE 3
HAMMOND AREA
FLOODPLAIN**



Maple Ridge

DATE ADOPTED: XXX, XX 2025

DATE OF LAST REVISION: XXX XX, 2026

BY: DT