

FILE: 13-6480-20/26

REPORT DATE: July 08, 2026 **MEETING DATE:** July 14, 2026

TO: Engagement & Priorities Committee

FROM: Patrick Ward, Director of Planning and Development

SUBJECT: North Lougheed Area Plan – 2026 Community Engagement Summary

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL: M. Robert / July 6, 2026

RECOMMENDATION(S):

THAT the Committee:

- A. Receive for information the “North Lougheed Area Plan – 2026 Community Engagement Summary” report as presented at the July 14, 2026 Engagement & Priorities Committee meeting; OR
- B. Other.

PURPOSE

To provide the results of the 2026 community engagement program for the North Lougheed Area Plan and to obtain the Committee’s feedback on proposed refinements to the Area Plan.

☒ Information Report ☐ Decision Report ☐ Direction Report

DISCUSSION

Background:

The North Lougheed Area (NLA) is comprised of approximately 50.5 ha (125 ac) of land on the north side of the Lougheed Highway, between Harris Road and Meadow Gardens Golf Course. The NLA lies within ᑭᑭᑭᑭ (Katzie) First Nation’s traditional and unceded territory and is a site of long-term ᑭᑭᑭᑭ use and occupation. Based on documented information, ᑭᑭᑭᑭ Peoples

occupied and used this area for over four thousand years, consistent with ḡíćǎý oral histories describing a long-standing relationship with the land and waterways.

The area forms part of a culturally significant wetland and waterway landscape within a historic network of sloughs, wetlands, and associated high and low-lying lands. Prior to diking and settlement, these landscape features structured ḡíćǎý travel, harvesting, settlement and stewardship activities, and connected communities across the Fraser River, Pitt River, Pitt Lake and surrounding wetlands. This broader cultural landscape informs current understandings about how the area was used and why culturally sensitive planning remains relevant today.

Presently, land uses within the area consist of agricultural uses, along with some residential and commercial uses, including a hotel.

Agricultural Land Commission Approvals

The NLA has been the subject of various Agricultural Land Commission (ALC) approvals since the 1980s. With reference to the areas identified in Figure 1 below:

- Area 1 is not located in the Agricultural Land Reserve (ALR)
- Area 2 has been conditionally excluded from the ALR through ALC approvals in 1985 and 2004
- Area 3 has been conditionally excluded from the ALR through an ALC approval in 2013

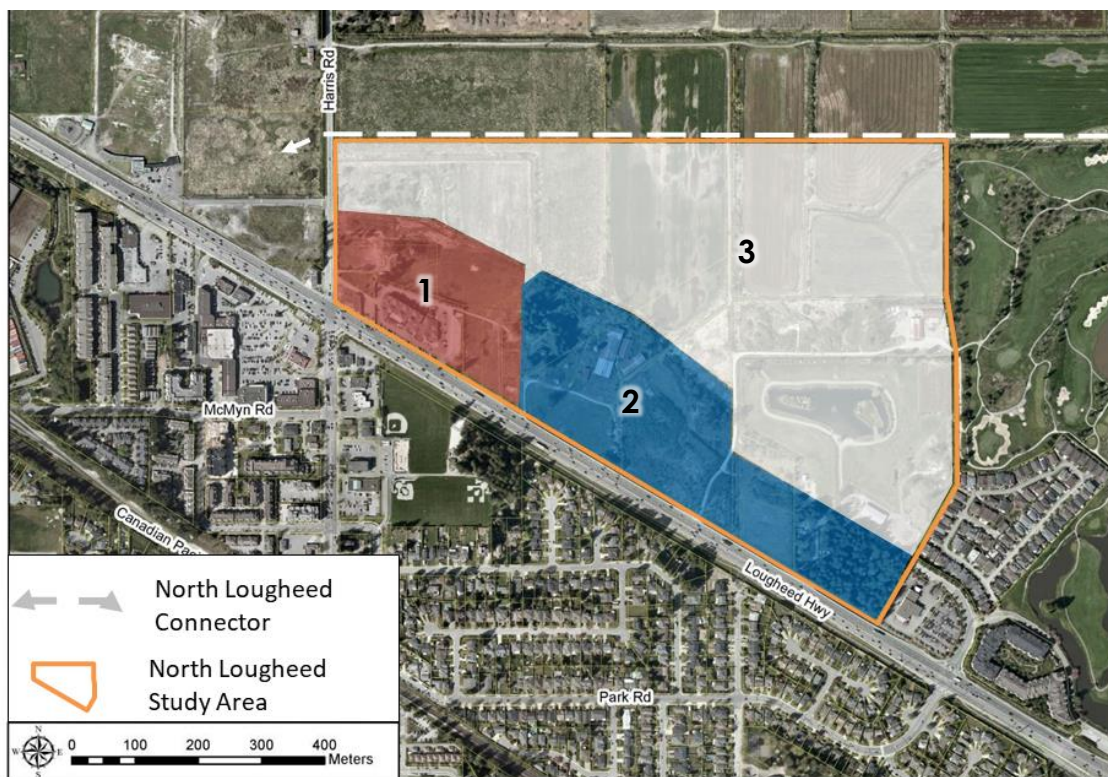


Figure 1: ALC approvals reference map

The alignment for the proposed North Loughheed Connector Road (partly shown in Figure 1) was approved by the ALC in 2010. This road would provide a connection between Harris Road and Golden Ears Way, which would enable traffic calming along Old Dewdney Trunk Road and enhance road safety in the agricultural area. With the support of the City's Agricultural Advisory Committee, the City subsequently applied to exclude Area 3 from the ALR to facilitate development opportunities that could help fund construction of the North Loughheed Connector.

As part of its review of the 2013 exclusion application for Area 3, the ALC considered the relationship between the proposed North Loughheed Connector Road, associated traffic management measures on Old Dewdney Trunk Road and the potential benefits to agricultural operations in the surrounding area. Consistent with these considerations, the ALC's 2013 approval included conditions requiring the substantial commencement and firm commitment to completion of the North Loughheed Connector Road, as well as the development of a traffic calming plan for Old Dewdney Trunk Road (west of Sharpe Road) acceptable to the ALC, with implementation to commence as soon as possible following completion of the Connector Road.

As indicated in the ALC's meeting minutes related to its 2013 approval for exclusion:

"The Commission concluded that in this case the paramount criterion is encouraging farming on agricultural land in collaboration with other communities of interest through enabling traffic calming on Old Dewdney Trunk Road. The City of Pitt Meadows, through its plans, bylaws and policies has enabled and accommodated farm use of agricultural land and uses compatible with agriculture. Enabling farming to operate effectively in a substantial area of Pitt Meadows outweighs the need to preserve farmland in the much smaller area to the south of the North Loughheed Connector Road and west of Meadow Gardens Golf Course."

The conditions of the 2013 approval also include the consolidation of land and covenants to protect agricultural land north of the North Loughheed Connector Road. As identified in policy 9.6 of the draft North Loughheed Area Plan (Attachment A), satisfaction of the ALC exclusion conditions is identified as an implementation step to be completed prior to development within the NLA.

Area Planning

An Area Plan is a community planning tool that provides a roadmap for how an area or neighbourhood may grow and evolve over time. Through its integration into the City's Official Community Plan, it establishes the vision, priorities, and policy framework that guide future land use and development decisions, while providing flexibility in how individual projects are designed and delivered.

In 2010, the City commissioned a comprehensive Area Plan for the NLA that included large areas for retail-commercial development. One of the goals of the 2010 Area Plan project was to generate development income to pay for the construction of the North Loughheed Connector (NLC). As noted above, the NLC and related road network improvements were conceived to

address local traffic congestion issues and improve traffic safety in the agricultural area. In 2015, Council voted to suspend the NLA project, partway through the processes to incorporate the area plan into the City's Official Community Plan and to amend the Metro Vancouver Regional Growth Strategy.

In 2018, Council voted to rescind the suspension of the planning process and staff initiated a review of the project. Due to market changes, the land use plan developed through the process initiated in 2010 was identified to be no longer viable. With Council's approval, staff initiated a new community engagement process that ran from mid-2019 to early-2020. The consultation was designed to build upon prior NLA engagement efforts and the parallel Official Community Plan (OCP) update engagement process. The 2019-2020 engagement program consisted of two distinct phases and included in-person and online engagement opportunities that were promoted through a variety of communication methods.

On September 15, 2020, Council granted first and second reading to an Official Community Plan (OCP) Amendment Bylaw to incorporate a proposed North Lougheed Area Plan (NLAP) into the OCP. Following the receipt of additional information after first and second reading, a public hearing for the OCP Amendment Bylaw did not proceed. More recently, the City has focused on additional technical work and collaborative planning with q̓íçǎy̓ (Katzie) First Nation. These efforts are intended to support early consideration of cultural context and ensure that q̓íçǎy̓ perspectives are reflected in the Area Plan.

At the May 12, 2026 meeting, Council was presented with a draft Area Plan (Attachment A) for the NLA and directed staff to proceed with public engagement. The purpose of the engagement program was to provide residents, property owners, businesses and other organizations an opportunity to review the draft Area Plan and provide feedback to help inform potential revisions in advance of potential bylaw readings and a public hearing.

The North Lougheed Area Plan is anticipated to address a number of local needs by creating housing diversity, generating new jobs and investment, diversifying the property tax base, protecting natural and cultural sites, preserving surrounding agricultural properties, and enhancing outdoor recreation through new parks and trails. Development will also support the construction of the NLC, which will help improve overall traffic flow, enable traffic calming along Old Dewdney Trunk Road, and enhance road safety in the agricultural area.

Relevant Policy, Bylaw or Legislation:

The legislative provisions related to Official Community Plans are included under Part 14 – Division 4 of the *Local Government Act*.

Analysis:

Community Engagement Summary

As detailed in the Community Engagement Summary (Attachment B), the engagement program was conducted between May 13 and June 7. Engagement opportunities included a survey (available online and in paper format), an open house and an invitation to meet with project staff. These opportunities were promoted through a variety of communication channels, including the City website, newspaper advertisement, social media, digital boards, a roadside sign and the City Talks newsletter.

A total of 218 survey responses were received and approximately 60 people attended the open house. The feedback received reflected a range of perspectives, with respondents expressing both support for and concerns about various aspects of the draft Area Plan. Based on the survey results:

- 61% of respondents were supportive of the draft vision for the Area Plan, while 39% were opposed.
- 62% of respondents were supportive of the draft priorities for the Area Plan, while 38% were opposed.
- 61% of respondents were supportive of the draft land use concept, while 39% were opposed.

As participation in the survey was voluntary and not based on a random sample, the results are not necessarily statistically representative of the views of the entire community.

Community feedback received through the engagement process identified a number of recurring themes and suggestions related to the draft Area Plan, as summarized below. Refer to the Community Engagement Summary (Attachment B) for further details, including the complete survey results and transcribed open house comments.

Engagement Themes and Recommendations

The community feedback has been considered alongside technical analysis, policy objectives, and other planning considerations. The following summarizes key matters raised during the most recent community engagement along with corresponding recommendations moving forward. The recommendations include suggested revisions to the Area Plan, opportunities to provide additional information or clarification, and matters that may be more appropriately addressed through future implementation work.

Growth and Community Character

Community feedback reflected differing views regarding the role of growth in Pitt Meadows. Many respondents supported the Area Plan as a proactive approach to accommodating future housing and employment opportunities, facilitating new community amenities, and broadening the municipal tax base. Others expressed concern regarding the scale of development proposed

and its potential effect on the city's small-town character, agricultural identity, and connection to nature.

A common theme across both supportive and opposing comments was the importance of ensuring that future development reflects the unique character of Pitt Meadows and creates a distinct sense of place, rather than replicating development patterns found elsewhere in the region.

Recommendations

- Review and seek to enhance policy language in the Area Plan, particularly related to neighbourhood character (policies 2.1 – 2.4), to ensure it responds to the city's small-town character, agricultural identity and connection to nature.
- In addition to existing policies that recognize ᑭᓴᓐᓂᓴ (Katzie) First Nation culture and heritage (policies 1.1 – 2.1), consider opportunities to recognize the area's settlement, including the contributions of farming families (e.g., the Park family).
- Review and refine the dwelling unit, population and employment projections based on any further refinements to the land use concept.
- Expand supporting text within the Area Plan to better communicate that future development is expected to occur over an extended period and be subject to additional review and engagement processes.

Transportation and Infrastructure

Transportation was among the most frequently discussed topics. Respondents identified concerns regarding existing congestion on Lougheed Highway (particularly at Harris Road), the Harris Road rail crossing, and access challenges at Meadow Gardens Way. Many participants emphasized that transportation improvements should occur before, or concurrently with, future development.

The North Lougheed Connector was also raised by a number of respondents. While some viewed the Connector as an important component of the transportation network, questions were raised regarding its effectiveness, design and implementation. Strong support was expressed for active transportation infrastructure, pedestrian connections, and future transit opportunities.

Recommendations

- Update the frequently asked questions (FAQs) on the project webpage to further communicate that:
 - the City will continue to advocate for transportation improvements in the community, including the Lougheed Highway and Harris Road intersection, and Harris Road grade separation at the rail crossing; and

- as part of the transportation and servicing planning during the implementation phase (policy 9.5), the City will work with the Ministry of Transportation and Transit to identify additional vehicle access into the North Loughheed Area to and from Loughheed Highway, between Harris Road and Park Road / Meadow Gardens Way (policy 4.15).
- Revise the Area Plan to clarify that Meadow Gardens Way is anticipated to extend to the northwest into the North Loughheed Area (in keeping with Map 3A: Urban Transportation Network of the Official Community Plan) and add policy language indicating that potential intersection improvements at Loughheed Highway and Meadow Gardens Way will be further reviewed as part of the transportation and servicing planning during the Area Plan implementation phase (policy 9.5).
- Add supporting text within the Area Plan regarding the purpose of the North Loughheed Connector, its relationship to Old Dewdney Trunk Road, and role in the broader transportation network.
- Add additional policy language to the Area Plan recognizing the importance of efficient traffic operations along the Connector corridor to ensure that it supports reduced traffic volume and traffic calming on Old Dewdney Trunk Road, as intended.
- Update the land use concept in the Area Plan to identify a possible pedestrian and cyclist overpass over Loughheed Highway near Bonson Road (in addition to the overpass shown over Loughheed Highway near Harris Road), in keeping with Map 4A: Urban Cycling and Trail Network in the Official Community Plan.

Community Facilities and Services

Many respondents expressed concern regarding the capacity of healthcare, education, childcare and recreation facilities to accommodate future growth. Healthcare services, including Ridge Meadows Hospital, were among the most frequently raised topics. Some respondents suggested that a hospital or major healthcare facility should be located within the North Loughheed Area.

Comments also highlighted the importance of schools, childcare facilities, recreational amenities and community gathering spaces.

Recommendations

- Retain the policies in the Area Plan supporting schools, childcare facilities, civic uses and community amenities (policies 3.11, 5.8 and 5.9).
- Retain the policy supporting a post-secondary campus or training facility within the Plan area (policy 3.10).
- Add policy to clarify that healthcare uses are permitted within the Plan area.

- Include supporting text in the Area Plan, and update the FAQs on the project webpage, to clarify that healthcare facilities and schools are delivered by other agencies and levels of government.
- Refer the Area Plan to Fraser Health Authority to support their healthcare services planning and continue to advocate for the expansion of healthcare services in the community.
- Continue to consult with the Maple Ridge Pitt Meadows School District on the potential need for schools within the North Lougheed Area (see the “Referrals to External Organizations” section of this report below).

Agriculture, Food Security, and Community Identity

Agricultural land preservation was one of the most prominent themes raised during engagement. Some respondents opposed development within the North Lougheed Area and expressed a preference for retaining the lands within the Agricultural Land Reserve. Others acknowledged the conditional ALR exclusion decisions and focused on ensuring that future development respects the area's agricultural context.

Many comments emphasized the importance of food security, agricultural education, community gardens and celebrating Pitt Meadows' agricultural heritage.

Recommendations

- Expand explanatory content in the Area Plan and the FAQs on the project webpage regarding the history of the ALR exclusions, the status of the Agricultural Land Commission approval, and the exclusion conditions.
- Retain the policies in the Area Plan that are intended to protect surrounding agricultural areas from urban development within the North Lougheed Area and encourage opportunities for appropriately-scaled agriculture and supporting uses (policies 6.1 – 6.3).

Parks, Open Space and the Natural Environment

There was broad support for parks, greenways, habitat areas and open space throughout the North Lougheed Area. Respondents frequently identified these features as important components of community identity and quality of life.

Environmental protection was also a recurring theme, including tree retention, biodiversity enhancement, habitat protection, mountain views and climate resilience. Some respondents expressed concern regarding the potential environmental impacts associated with urban development.

Recommendations

- Retain the proposed park, open space and greenway network, noting that, as indicated on the land use concept, these areas are subject to refinement during Plan implementation, following further technical and financial analysis.

- Retain the view protection policy (policy 2.3) and the environment policies intended to conserve and enhance natural features within the area and promote climate-resilient urban development (policies 7.1 – 7.10).
- Add explanatory content regarding how environmental protection objectives will be addressed through implementation planning and development approvals.

Housing and the Land Use Concept

Feedback regarding housing was mixed. Many respondents supported the inclusion of a range of housing types, including rental, family-oriented, and senior housing. Others expressed concern regarding the overall number of dwelling units proposed and whether the density is appropriate for Pitt Meadows. Several respondents also emphasized the importance of ensuring appropriate transitions in building height and density adjacent to existing residential neighbourhoods.

Some respondents also questioned the location of residential uses adjacent to Lougheed Highway and suggested that residential and employment uses should be reversed within the Plan area.

Recommendations

- Retain the range of housing types, including rental, family-oriented, and seniors-oriented housing accommodated in the Area Plan, and review and refine the growth projections based on any further refinements to the land use concept.
- Strengthen policies related to transitions in building height adjacent to existing, lower-density residential uses (policy 3.5), including the addition of a three-storey height limit for residential buildings immediately adjacent to the existing single-detached strata development along the eastern edge of the Plan area.
- Add explanatory content regarding the rationale for the land use arrangement, including the proximity and connectivity of residential uses to existing neighbourhoods, schools, services and transit; the compatibility of employment uses adjacent to agricultural lands; and the role of the proposed greenway in buffering residential areas from Lougheed Highway.
- Building on the existing landscaped greenway and buffer policies (policy 2.4d), add policy language that encourages additional measures to mitigate traffic noise and other transportation-related impacts on residential areas, including building orientation, site design, and building construction methods.

Employment and Commercial Development

Feedback reflected general support for local employment opportunities and economic development, while also identifying concerns regarding potential warehouse development and

truck traffic. Many respondents requested greater clarity regarding the types of employment uses envisioned within the business park area.

Comments also supported local-serving retail, restaurants, cafés, services and walkable areas that would help meet residents' daily needs closer to home.

Recommendations

- Add explanatory content regarding the land use concept being conceptual in nature, which may be refined through future planning and development approvals, while remaining consistent with the vision and policies of the Area Plan.
- Revise the policies for the employment area to prioritize professional office, smaller-unit light industrial (e.g., light manufacturing) and agriculture-supporting uses (e.g., cold storage and processing) over larger warehouse and distribution uses.
- Explore the inclusion of a 'flex area' in the northeast portion of the current employment area that would accommodate employment or residential uses.
- Retain the general policies that limit the floor area of new retail and service uses to ensure they are designed to serve the daily needs of the North Lougheed Area and complement, rather than compete with, established commercial areas elsewhere in the city (policies 3.6b and 3.7c), noting that the Area Plan does not prescribe a specific cap on retail floor space given that the retail market can evolve over time.

ᑭᑭᑭᑭ (Katzie) First Nation Culture and Heritage

Many respondents supported protecting archaeological resources and recognizing the cultural significance of the area. Comments emphasized the importance of continued collaboration with ᑭᑭᑭᑭ (Katzie) First Nation and opportunities to incorporate cultural recognition throughout the Plan area. Suggestions included interpretive features, public art, educational opportunities, place naming and cultural spaces.

Recommendations

- Retain the ᑭᑭᑭᑭ culture and heritage policies (policies 1.1, 1.2 and 1.3) and continue to collaborate with ᑭᑭᑭᑭ (Katzie) First Nation with a view to refine these policies, as required, and engage further during the implementation phase (policies 9.2 and 9.3).

Implementation and Timing

Many respondents sought additional information regarding implementation, including the timing of development, infrastructure delivery, funding mechanisms and future approvals. A recurring theme was the desire for growth to occur in a coordinated manner alongside supporting infrastructure and community amenities.

Recommendations

- Retain the implementation policies requiring further planning, infrastructure coordination and financial analysis prior to development (policies 9.1 – 9.7).
- Expand explanatory content in the Area Plan and FAQs on the project webpage regarding future implementation and development approval processes.

Referrals to External Organizations

In keeping with the recommendations in the staff report received by Council on May 12, 2026, the draft Area Plan was referred to the Metro Vancouver Regional District; the City of Maple Ridge; the ɁíɁáɁ (Katzie) First Nation; School District 42; the Agricultural Land Commission; the Ministry of Transportation and Transit; and TransLink. Following the referrals, staff have engaged further with representatives from the Metro Vancouver Regional District; ɁíɁáɁ (Katzie) First Nation; School District 42; Agricultural Land Commission; and TransLink. The following summarizes key themes raised through this most recent consultation with external organizations, along with corresponding recommendations moving forward.

Key Themes

- There is an opportunity to provide additional detail and clarity in several policy areas, including the ɁíɁáɁ culture and heritage and implementation sections, and to designate the proposed heritage conservation area as part of the Area Plan.
- Given the potential scale of residential development within the North Lougheed Area, a school site (or sites) may need to be identified and secured as part of the implementation phase.
- There is an opportunity to strengthen policy direction related to transit-supportive development, active transportation connectivity, and coordination with future transportation infrastructure planning.
- The draft Area Plan supports Metro 2050: Regional Growth Strategy strategies, including Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live and Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs.

Recommendations

- Refine policies related to ɁíɁáɁ culture and heritage and implementation, including the addition of a policy to engage with ɁíɁáɁ in the development of habitat enhancement and restoration initiatives.
- Strengthen policies related to heritage conservation by designating the heritage conservation area as part of the Area Plan, while retaining the intent of existing policies to

engage further with q̓ic̓əy̓ on the development of more detailed guidance for development within the area.

- Strengthen the policy related to ongoing consultation with the Maple Ridge Pitt Meadows School District (policy 5.9), noting the need to further review school site requirements for the North Lougheed Area as part of the implementation phase.
- Review opportunities to strengthen policies related to transit-supportive development, active transportation and connectivity, including transit-supportive infrastructure, safe crossings of Lougheed Highway, and coordination with future transit service planning.
- Continue collaboration with TransLink, the Ministry of Transportation and Transit and other agencies regarding implementation of the North Lougheed Connector, future Major Road Network planning, goods movement considerations, and potential future transit investments.

It is also recommended that the OCP Amendment Bylaw be referred to these same organizations, plus Fraser Health Authority, in advance of a public hearing, should the Area Plan proceed to that stage.

Next Steps

Subject to further Council direction, staff will review and update the Area Plan (as described above) with a view to present the Area Plan in the form of an OCP Amendment Bylaw (to incorporate the Area Plan into the OCP) in early September. Should Council grant initial readings to the OCP Amendment Bylaw, the next step would be the scheduling of a public hearing.

COUNCIL STRATEGIC PLAN ALIGNMENT

- | | | |
|--|--|--|
| ☒ Principled Governance | ☒ Balanced Economic Prosperity | ☒ Infrastructure |
| ☒ Community Spirit & Wellbeing | ☐ Corporate Pride | ☐ Public Safety |
| ☐ Not Applicable | | |

WORKPLAN IMPLICATIONS

- ☒ Already accounted for in department workplan / no adjustments required
- ☐ Emergent issue / will require deferral of other priority(ies)
- ☐ Other

FINANCIAL IMPLICATIONS

- ☒ None ☐ Budget Previously Approved ☐ Referral to Business Planning
- ☐ Other

PUBLIC PARTICIPATION

☐ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

KATZIE FIRST NATION CONSIDERATIONS

Referral ☒ Yes ☐ No

Over the past several years, the City has focused on building a respectful, collaborative relationship with q̓ícəy̓ (Katzie) First Nation, with a view to integrate their input into the Area Plan. Staff will continue to engage with q̓ícəy̓ (Katzie) First Nation as part of the next steps for the North Lougheed Area Plan as outlined in this report and in the draft Plan's implementation section.

SIGN-OFFS

Written by:

Patrick Ward,
Director of Planning and Development

Reviewed by:

Mark Roberts,
Chief Administrative Officer

ATTACHMENT(S):

- A. Draft North Lougheed Area Plan (May 2026)
- B. Community Engagement Summary (July 2026)



Draft North Loughheed Area Plan

May 2026

TERRITORY ACKNOWLEDGEMENT



We acknowledge with respect and gratitude that the City of Pitt Meadows is located on the traditional, unceded territory of qíçəy' (Katzie) First Nation who have been stewards of this land since time immemorial.

The City stands with Indigenous Peoples, committed to learning and evolving, as we acknowledge this historical truth and take meaningful steps towards reconciliation.

Draft North Lougheed Area Plan

Purpose

This draft Area Plan introduces the policies to guide heritage protection and new development in the North Lougheed Area. The policies aim to accommodate growth and change within the North Lougheed Area in a sustainable and forward-looking way.

As a draft, these are not the final policies for the North Lougheed Area Plan. Instead, this document is intended for community feedback to help shape the final Area Plan.

About the North Lougheed Area

The North Lougheed Area lies within q̓íç'əy̓ (Katzie) First Nation's traditional and unceded territory and is a site of long-term q̓íç'əy̓ use and occupation. Based on documented information, q̓íç'əy̓ Peoples occupied and used this area for over four thousand years, consistent with q̓íç'əy̓ oral histories describing a long-standing relationship with the land and waterways.

The area forms part of a culturally significant wetland and waterway landscape within a historic network of sloughs, wetlands, and associated high and low-lying lands. Prior to diking and settlement, these landscape features structured q̓íç'əy̓ travel, harvesting, settlement and stewardship activities, and connected communities across the Fraser River, Pitt River and Pitt Lake and surrounding wetlands. This broader cultural landscape informs current understandings about how the area was used and why culturally sensitive planning remains relevant today.

The North Lougheed Area includes places of cultural and archaeological significance associated with this long history of use, including a registered archeological site associated with an Ancestral burial. For q̓íç'əy̓ People, there is an ongoing responsibility to care for and protect their Ancestors as next of kin.

Previous archaeological work in the area demonstrates a consistent pattern of long-term use over time, underscoring the importance of early consideration of cultural context in future land use planning. These considerations support a precautionary approach that seeks to avoid unintended impacts and provide greater clarity and certainty as development proceeds.

As this is a draft Area Plan intended for public consultation, and to ensure the respectful protection of Ancestral remains, details regarding the location and potential extent of this culturally and archaeologically significant site are not identified at this stage. Further direction is intended to be developed collaboratively between q̓íç'əy̓ and the City through the development of the final area plan.

During the late 19th century, the land was pre-empted as part of early surveys within the Pitt Meadows and Maple Ridge areas. This includes the North Lougheed Area which continued to be shaped by modern agricultural uses and settlement throughout the 20th century to present day. A portion referred to as the Park Farm property was purchased in 1905 by W. J. Park and

remained in the Park family as agricultural land until recently. Today, land uses within the area consist of agricultural uses, along with some residential and commercial uses, including a hotel.

The North Loughheed Area is approximately 50 hectares (125 acres) in area and is bound by the proposed North Loughheed Connector to the north; a golf course, residential uses and commercial uses to the east; Loughheed Highway to the south; and Harris Road to the west (see Figure 1). Approximately 6 hectares (15 acres) of the North Loughheed Area is not located in the Provincial Agricultural Land Reserve (ALR) and the remainder of the area has received the conditional approval of the Provincial Agricultural Land Commission to remove the lands from the ALR.

The planning approach outlined in this Area Plan is intended to guide future development in a coordinated manner that reflects the area's physical setting, cultural context, and long-term planning objectives.



Figure 1: North Loughheed Area

North Loughheed Area Land Use Planning History

The North Loughheed Area has been the subject of various land use planning initiatives and applications to the Agricultural Land Commission (ALC) since the 1980s. Several applications to exclude properties within the area from the ALR since that time were granted approval from the ALC (in some cases with conditional approval).

In 2019, a multi-phased community planning and engagement process was initiated to prepare an Area Plan for the North Loughheed Area. The community engagement built upon past planning and engagement efforts and included a number of in-person and online engagement opportunities to obtain community input on North Loughheed Area Plan.

More recently, the City has focused on additional technical work and collaborative planning with q̓íc̓əy̓. These efforts are intended to support early consideration of cultural context and ensure that q̓íc̓əy̓ perspectives are reflected in the Area Plan, helping to improve understanding, reduce uncertainty and avoid unintended impacts as the area develops.

The vision, priorities and policies in this draft Area Plan were informed by this community planning and engagement work.

An Area Plan is a community planning tool that provides a roadmap for how an area or neighbourhood may grow and evolve over time. It establishes the vision, priorities and policy framework that guide future land use and development decisions, while allowing flexibility in how individual projects are designed and delivered. An Area Plan is intended to be read in conjunction with other City plans and strategies that help to guide growth and development.



Vision and Priorities

The vision for the North Loughheed Area is an inclusive, connected and resilient neighbourhood that acknowledges q̓ic̓əy, fosters a small-town feel, and provides opportunities to live, work, play and learn.

Priorities for the North Loughheed Area include:

- **Protecting and recognizing q̓ic̓əy culture and heritage** through early consideration in planning and design
- **Respecting and safeguarding places of cultural significance** through planning and design practices that recognize Ancestral importance and support avoidance of unintended impacts
- **Accommodating new housing and employment opportunities** that contribute to the city's long-term sustainability
- **Developing a safe, multi-modal mobility network** that supports active transportation and public transit and provides connectivity to the urban area south of Loughheed Highway
- **Enhancing the natural environment and outdoor recreation opportunities** through integrated green spaces and environmental design
- **Safeguarding surrounding agricultural lands** from potential impacts of urban development
- **Facilitating the construction of the North Loughheed Connector** to improve traffic flow and allow for traffic calming along Old Dewdney Trunk Road



Policies

The following policies are proposed to guide future growth and development within the North Loughheed Area, helping to achieve the Plan's vision and priorities.

q̓íc̓əy' Culture and Heritage

Recognizing the historic and ongoing significance of the lands to q̓íc̓əy', the following policies are intended to help protect and recognize q̓íc̓əy' culture and heritage. The City is committed to ongoing collaboration with q̓íc̓əy' through the implementation of this Area Plan.

- 1.1 Work with **q̓íc̓əy' to develop guidelines for cultural and heritage protection** throughout construction activities and beyond, that include, but are not limited to:
 - a) protection of q̓íc̓əy' Ancestral burial sites from impact and development activities
 - b) providing opportunities for q̓íc̓əy' Peoples to hold ceremony on the land before breaking ground for new development
 - c) requiring site assessments and field investigations to identify areas of cultural significance prior to any earthworks or other preliminary site preparation activities
 - d) protecting areas of cultural significance in ways that reflect the nature of the place (e.g., Ancestral burial sites)
 - e) clarifying application review and site monitoring processes, including the role of q̓íc̓əy' (Katzie) First Nation
- 1.2 Designate the **North Loughheed Area as a Heritage Conservation Area** to support the implementation of cultural and heritage protection guidelines.

A Heritage Conservation Area (HCA) under section 614 of the Local Government Act is a designated area to protect the heritage character and values of a distinct district or landscape, including historic, cultural and archaeological features. Within an HCA, the City may regulate certain aspects of development to ensure changes are compatible with the area's heritage and cultural significance. A Heritage Conservation Area provides an opportunity to complement the provincial requirements for archaeological protection and streamline the development approvals process by establishing clear guidelines for heritage protection.

- 1.3 Work with **q̓íc̓əy' to develop and implement opportunities to respect and understand their history and culture** throughout the Plan area, including measures such as:
 - a) installing interpretive signage within public spaces to raise awareness about q̓íc̓əy' Peoples and their historic connection to the land and waterways
 - b) incorporating q̓íc̓əy' art such as murals and carvings in public spaces and in the future built form of the North Loughheed Area
 - c) encouraging urban design that includes culturally relevant architectural elements and reflects the natural environment
 - d) providing spaces within the public green spaces and habitat areas for ceremony, eco-cultural values (e.g., rewatering of the historic slough network and wetlands),

features and educational opportunities that respect q̓íç'əy' Peoples' enduring connection with the land



South Bonson Community Centre with mural by q̓íç'əy' (Katzie) First Nation artist Rain Pierre

Neighbourhood Character

The following policies are intended to foster a strong neighbourhood character in the North Loughheed Area that honours the past and contributes to the city's small-town feel.

- 2.1 Prioritize **neighbourhood character and place-making elements that reflect qīcāy' history and culture**, including public art, landscape treatments and architectural design.
- 2.2 Ensure the North Loughheed Area **contributes to the city's small-town character** by:
 - a) providing safe, comfortable and connected walking and cycling infrastructure
 - b) incorporating street trees, high-quality landscaping, public art, street furniture and street lighting
 - c) ensuring visual connections between the sidewalk and ground floor uses
 - d) encouraging smaller, varied storefronts in commercial areas and supporting adjacent outdoor uses that contribute to urban vitality (e.g., exterior café seating)
 - e) avoiding large surface parking areas where feasible and concealing vehicle parking from public streets and spaces
 - f) using minimum setbacks from the front property boundary
 - g) ensuring building entrances connect to the sidewalk and are visually prominent
 - h) incorporating awnings, porches, or verandahs at building entrances
 - i) provide sidewalk awnings in commercial areas where buildings are adjacent to a sidewalk
 - j) stepping back the upper floors of taller buildings



- 2.3 Maintain prominent **mountain views to the north** (particularly views of Golden Ears) from Harris Road and public spaces on the south side of Lougheed Highway; and from public spaces and key streets within the North Lougheed Area through measures such as:
- a) establishing appropriate building heights, particularly in the employment area, that preserve view opportunities from identified public vantage points
 - b) encouraging building orientations, step-backs and massing breaks that minimize obstruction of north-facing mountain views from public streets and open spaces
 - c) identifying and protecting key view corridors along public streets, parks and open spaces



- 2.4 Promote a **safe and healthy neighbourhood** through:
- a) developing a multi-modal transportation network that facilitates active transportation
 - b) facilitating convenient access to a connected network of nature and green spaces
 - c) providing tree canopy, including street trees, for shade, comfort and air quality
 - d) implementing measures, such as landscaped greenways and buffers, to mitigate traffic noise from surrounding highways and major roads
 - e) fostering spaces that accommodate access to local, healthy food options, including encouraging community garden plots and other food growing opportunities in multi-unit residential developments
 - f) applying crime prevention through environmental design (CPTED) principles in the design of public spaces, streets and new developments to enhance safety and visibility.

Land Use

The following policies are intended to facilitate a variety of land uses, including new housing and employment opportunities, that contribute to the city's long-term sustainability.

- 3.1 Accommodate a **range of land uses that contribute to a complete community**, including housing, commercial and employment uses, along with public parks, open spaces and community uses, as conceptually shown in Figure 2.

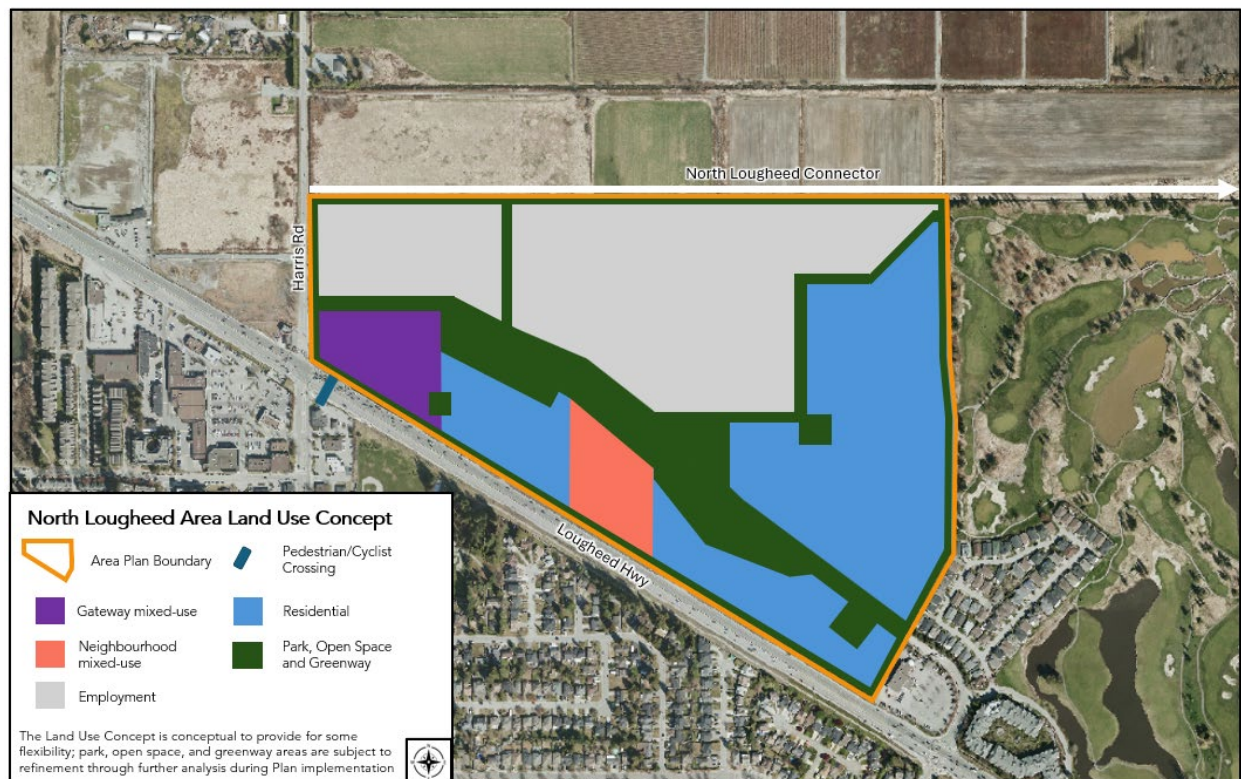


Figure 2: North Lougheed Area Land Use Concept

- 3.2 Prioritize **clusters of compact development with reduced building footprints** that offer flexibility to protect areas of cultural significance and promote open space, connected by a network of multi-use paths, greenways and green streets.
- 3.3 Work with **city** to identify whether any appropriate public uses are suitable within protected Ancestor burial sites and how these areas are to be protected (e.g., land dedication, covenant, cemetery designation).
- 3.4 Encourage **concealed surface parking, above ground parkades and alternative transportation options** to minimize the need for underground parking and avoid significant excavation that could disturb Ancestral burial sites, where appropriate or necessary.

- 3.5 Ensure appropriate **buffers between employment and residential land uses** (e.g., setbacks and landscaped areas) and provide a **transition of residential building heights** in areas adjacent to existing, lower-density residential uses.
- 3.6 In the **gateway mixed-use** area:
- a) accommodate office, hotel, entertainment and residential uses in multi-storey buildings, with ground-floor retail and service uses near the corner of Lougheed Highway and Harris Road
 - b) limit the floor area of new retail and service uses, in coordination with the neighbourhood mixed-use area, to ensure they are designed to serve the daily needs of the North Lougheed Area and complement, rather than compete with, established commercial areas elsewhere in the city
 - c) ensure buildings and site design at the corner of Lougheed Highway and Harris Road convey a sense of entry and identity through high-quality architecture, building massing, landscaping and public art that define this key gateway to the city
- 3.7 In the **neighbourhood mixed-use** area:
- a) accommodate retail, service, office and residential uses in multi-storey buildings
 - b) orientate ground-floor retail and service uses along a pedestrian-friendly main street, rather than Lougheed Highway
 - c) limit the floor area of retail, service and office uses, in coordination with the gateway mixed-use area, to ensure they are designed to serve the daily needs of the North Lougheed Area and complement, rather than compete with, established commercial areas elsewhere in the city
 - d) encourage professional offices and clinics that do not have a retail component to locate in spaces above the ground floor
- 3.8 In the **residential** area:
- a) accommodate residential uses in apartment, townhouse and other multi-unit buildings
 - b) incorporate a variety of unit sizes, including family-oriented units (e.g., ground oriented, three- or four-bedroom)
 - c) encourage rental, seniors-oriented and non-market housing, and consider parking requirement reductions and other incentives to support these types of housing
- 3.9 In the **employment** area:
- a) accommodate business park uses, such as storage, distribution, light manufacturing and office uses
 - b) encourage employment uses that support the agricultural sector, such as food storage, distribution and processing uses
 - c) encourage smaller units and strata or freehold tenure options for small- to medium-sized businesses

- d) permit a small-scale, vehicle-oriented use (e.g., a gas station, convenience store and drive-through restaurant) at the corner of the North Loughheed Connector and Harris Road
- 3.10 Accommodate a **post-secondary education** campus or other training facility, with priority to the gateway mixed-use area and employment area near Harris Road.
- 3.11 Accommodate public and private **community uses, including schools, childcare, civic facilities and places of worship**, throughout the North Loughheed Area, with preference for locations that provide convenient access.
- 3.12 Ensure a connected network of **multi-use paths, greenways, parks and open spaces** are provided throughout the North Loughheed Area.

The Land Use Concept (Figure 2) includes a mix of land uses, approximately distributed as follows:

- Residential: 26 hectares (64 acres), representing 51% of the Plan area
- Employment: 19 hectares (46 acres), representing 37% of the Plan area
- Gateway mixed-use: 3 hectares (8 acres), representing 6% of the Plan area
- Neighbourhood mixed-use: 3 hectares (7 acres), representing 6% of the Plan area

Park, open space and greenway areas are not included in the distribution above, as their extent will be further refined through additional technical and financial analysis during Plan implementation.

The Land Use Concept is also projected to accommodate approximately:

- 2,700 dwelling units
- 5,600 residents
- 3,300 jobs

Transportation

The following policies are intended to promote a safe, multi-modal mobility network that supports active transportation and public transit.

- 4.1 Develop a **safe, multi-modal mobility network** that supports walking, cycling, public transit and personal vehicles.
- 4.2 Provide for a **highly connected multi-use path and street network** and ensure that cul-de-sacs or dead-end streets accommodate pedestrian and cycling connections.
- 4.3 Design **pedestrian and cycling infrastructure to be safe and accessible** for people of all ages and abilities.

- 4.4 Provide for **wider sidewalks and protected cycling lanes** on collector and arterial streets.
- 4.5 Incorporate a **wide and landscaped multi-use path and greenway** along the north side of Lougheed Highway and the south side of the North Lougheed Connector.
- 4.6 Incorporate **mid-block crossings and traffic calming elements**, particularly in areas with higher pedestrian and cycling activity.
- 4.7 Provide for a **pedestrian and cycling connection (e.g., an overpass) across Lougheed Highway** near Harris Road, with consideration to the potential need for an additional pedestrian and cycling overpass further east.
- 4.8 Engage the Ministry of Transportation and Transit and TransLink to **explore potential funding opportunities to support the construction of the North Lougheed Connector**.
- 4.9 Facilitate convenient **pedestrian and cyclist connections to public transit routes and stops** and encourage transit-supporting infrastructure (e.g., bus shelters and bicycle storage).
- 4.10 Require the provision of **bicycle parking, storage and other end-of-trip facilities** in new developments.
- 4.11 Integrate **landscaping, street trees and stormwater management features** along sidewalks, multi-use paths and greenways.
- 4.12 Support **safe, convenient and appropriately located vehicle parking** that does not compromise pedestrian and cycling safety.
- 4.13 Encourage the integration of **car-share services** within the North Lougheed Area.
- 4.14 Ensure **truck access to the employment areas is separated** from the mixed-use and residential areas.
- 4.15 Work with the Ministry of Transportation and Transit to **identify additional vehicle access into the North Lougheed Area to and from Lougheed Highway**, between Harris Road and Park Road.
- 4.16 Engage with TransLink on the future **location and planning of stops or stations for higher service level transit options** along Lougheed Highway (e.g., bus rapid transit).



Parks and Community Amenities

The following policies are intended to ensure that the North Loughheed Area provides for a variety of high-quality park and community amenities to support community spirit and wellbeing.

- 5.1 Provide for a **convenient and centrally located community park** with a range of amenities, such as playing fields, paved sports courts, playground structures and open space.
- 5.2 Develop smaller-scale **pocket parks** with greenspace, playground structures and seating within the residential area.
- 5.3 Integrate an **urban plaza park** with public art, shade, seating and other amenities within the gateway mixed-use area.
- 5.4 Distribute **the location of parks** with a target that most housing units are within a five-minute (400 metre) walk.
- 5.5 Develop an **integrated multi-use path and greenway network** throughout the North Loughheed Area, as conceptually shown on Figure 2, with priority to neighbourhood edges and connections between the community and neighbourhood parks.

- 5.6 Support the designation of greenspace in areas containing places of cultural or Ancestral significance or archaeological sites, including associated buffer areas where sites are known, likely or may reasonably extend to help manage land use impacts, maintain quiet spaces for reflection and ceremony, and **support the respectful protection of q̓íc̓əy' Ancestors through Nation-guided practices.**
- 5.7 Consider opportunities to retain **the human-made pond**, or parts thereof, as a community amenity, potentially integrated within a park setting and naturalized wetland to enhance its ecological function.
- 5.8 Explore **civic and recreational facilities**, which may include a small-scale community centre with fitness equipment, multi-purpose rooms and childcare spaces.
- 5.9 Continue to consult with the Maple Ridge Pitt Meadows School District on **the potential need for schools** within the North Lougheed Area.



Agriculture

The following policies are intended to protect surrounding agricultural areas from urban development within the North Loughheed Area and encourage opportunities for appropriately-scaled agriculture and supporting uses. These policies also recognize the area's long history of food production and land stewardship, including Indigenous farming and land-based practices of q̓íç'əy' Peoples.

- 6.1 Protect surrounding agricultural lands by updating the Farmland Protection Development Permit Area to align with the North Loughheed Area Plan boundaries to **mitigate conflicts between agricultural and urban uses.**
- 6.2 Support innovative and small-scale agricultural uses with the North Loughheed Area, including **vertical farming, urban farming and community gardens**, where compatible with surrounding land uses, and where they support education, local food resilience or cultural practices (i.e., wapato gardens).
- 6.3 Facilitate uses that support the agricultural sector, such as **food storage, distribution and processing uses.**



Environment

The following policies are intended to conserve and enhance natural features within the North Lougheed Area and promote climate-resilient urban development.

- 7.1 Apply the Riparian Areas Development Permit Area guidelines to **protect and restore aquatic and riparian habitats**.
- 7.2 Explore the feasibility of **rewatering wetlands and historic slough networks in the lowlands** and collaborate with q̓ic̓əy̓ in the development of habitat enhancement plans.
- 7.3 Incorporate **green infrastructure** such as rain gardens, constructed wetlands and bio-swales to manage stormwater.
- 7.4 Manage **stormwater on-site through designs** that reduce peak flows, improve water quality and enhance habitat connectivity.
- 7.5 Target a minimum **tree canopy of 30%** through a combination of street trees, green space and private landscaping.
- 7.6 Employ **high-quality landscape designs for public and private spaces** that integrate native species, retain existing vegetation where feasible and enhance local habitat networks.
- 7.7 Design **landscapes and open spaces to replicate the structure and function of local ecological niches**, including wetlands, ponds, forest edges and riparian zones.
- 7.8 Orient **buildings and design sites to support energy efficiency**, consistent with the BC Energy Step Code.
- 7.9 Provide **electric vehicle charging infrastructure** to support reduced transportation emissions and meet City sustainability targets.
- 7.10 Incorporate **flood protection measures** in site planning and landscape design consistent with City flood management regulations.



Utility Services

The following policies are intended to communicate that development within the North Lougheed Area will be serviced with City water, sanitary and stormwater systems in a coordinated manner that supports climate resilience and eco-cultural values associated with land and water stewardship.

- 8.1 Extend and upgrade **urban water and sanitary systems** that meet City standards to accommodate development of the North Lougheed Area, while coordinating servicing alignments and construction methods to minimize ground disturbance where practicable.
- 8.2 Integrate **stormwater management** with the area's green infrastructure network through measures such as on-site retention, infiltration and rainwater capture systems to reduce current peak flows, improve water quality, support aquatic and riparian functions and enhance habitat connectivity.
- 8.3 Explore the feasibility of a **district energy system** to serve the North Lougheed Area, including a multi-fuel system that can utilize biomass such as agricultural and organic waste, with consideration given to approaches that minimize land disturbance and align with shared environmental and eco-cultural values.
- 8.4 Encourage **electricity micro-generation, such as rooftop solar panels** to help increase local energy resilience.

Implementation

The following policies outline key implementation steps that are meant to be undertaken prior to new development approvals to support coordinated and informed planning and development in the North Lougheed Area.

- 9.1 **Establish a Heritage Conservation Area** over the North Lougheed Area to support early identification and management of cultural and heritage considerations in accordance with the Plan's vision and policies.
- 9.2 Work with the q̓ic̓əy' to establish **Heritage Conservation Area guidelines** that improve clarity in the planning and development process, reduce procedural barriers, and ensure development activities are carried out in culturally safe ways that reflect shared principles of respect, early consideration, and avoidance of unintended impacts.
- 9.3 Develop a **financial strategy**, in consultation with q̓ic̓əy', to support the provision of parks, community amenities, reconciliation initiatives, transportation infrastructure and utility services, which may include updates to amenity cost charges and new density bonus bylaws, among other funding mechanisms.
- 9.4 Review and, as required, update **development permit areas and guidelines to provide for high-quality, visually appealing development designs** that provide unique neighbourhood character while incorporating design elements that reflect local context and cultural heritage.

- 9.5 Require the provision of a multi-modal **transportation and servicing concept** for the entire North Loughheed Area.
- 9.6 Ensure the full **exclusion of all lands within the North Loughheed Area from the ALR**, following the satisfaction of any remaining exclusion conditions of the Agricultural Land Commission.
- 9.7 Work with Metro Vancouver to **update the Regional Growth Strategy** to accommodate urban development in the North Loughheed Area.

DRAFT

North Lougheed Area Plan Community Engagement Summary

July 2026



City of
Pitt Meadows
THE *Natural* PLACE

Attachment B



Introduction

In the spring of 2026, the City undertook community engagement to seek feedback on a draft North Loughheed Area Plan. The draft Area Plan introduced the proposed vision, priorities and policy framework to guide heritage protection and future development in the North Loughheed Area. The engagement program provided residents, property owners, businesses and other interested parties an opportunity to review the draft Area Plan and provide feedback to help inform potential refinements moving forward.

This document summarizes the engagement opportunities that took place between May 13 and June 7, 2026, and the feedback received during this period.

Building on past community engagement

The North Loughheed Area has been the subject of various land use planning initiatives since the 1980s and there have been a number of opportunities for community engagement over the years. Feedback received through these past processes helped inform the development of the draft Area Plan presented for public review in May and June 2026.

The engagement program summarized in this report represents one step in a broader planning process that has included technical studies, land use planning and community input. Additional information regarding previous planning and engagement activities is available on the project webpage at pittmeadows.ca/north-loughheed.

What we did

Engagement opportunities included:

- A survey (online and paper) between May 13 and June 7
 - 218 responses were received
- An open house on May 27 from 4:30pm to 7:30pm at the Pitt Meadows Family Recreation Centre
 - Approximately 60 people attended
 - Feedback was collected through sticky notes, and paper copies of and links to the survey were available
- An invitation to meet with project staff
 - Project staff participated in 4 meetings

The engagement opportunities were promoted through:

- The project webpage (pittmeadows.ca/north-loughheed)



- A newspaper advertisement in the May 22 edition of the Maple Ridge-Pitt Meadows News
- Two main posts and four stories on social media (Facebook, Instagram and LinkedIn), with 27,557 views (18,995 on Facebook, 8,170 on Instagram and 392 on LinkedIn)
- Digital boards outside of City Hall, on Lougheed Highway and in the Recreation Centre lobby
- Posters in City facilities and the Pitt Meadows Library
- A roadside sign at the corner of Lougheed Highway and Harris Road
- A media release published on the City webpage, with related coverage by the Maple Ridge-Pitt Meadows News and the Ridge
- The City Talks newsletter

The draft Area Plan and a two-page summary document were available online and at City Hall during the engagement period.

What we heard

The survey results and transcribed open house comments are attached as Appendix 1 and Appendix 2, respectively. The City also received several written submissions that were reviewed as part of the engagement process.

Based on the survey results:

- 61% of respondents were supportive of the draft vision for the Area Plan, while 39% were opposed.
- 62% of respondents were supportive of the draft priorities for the Area Plan, while 38% were opposed.
- 61% of respondents were supportive of the draft land use concept, while 39% were opposed.

It is noted that most survey respondents (91%) expressed a consistent position on the draft vision, priorities, and land use concept, with 55% supportive of all three elements and 36% opposed to all three elements. As participation in the survey was voluntary and not based on a random sample, the results are not necessarily representative of the views of the broader community.

The written feedback received reflected a range of perspectives, with respondents expressing both support for and concerns about various aspects of the draft Area Plan. The following summarizes the key themes identified through the survey responses, open house comments and written submissions.

Growth and Community Change

Many respondents supported the draft Area Plan as a proactive approach to accommodating future growth within Pitt Meadows. Supportive comments frequently referenced the need for additional housing, employment opportunities, local services,

community amenities and a broader municipal tax base. Many respondents viewed the Area Plan as an opportunity to create a complete community where residents could live, work, shop, recreate and access services closer to home.

Other respondents expressed concern regarding the overall scale of development proposed within the North Loughheed Area. A recurring theme was that Pitt Meadows is valued for its small-town character, agricultural setting and proximity to nature, and that significant urban development could alter the qualities that make the community unique. Several respondents indicated that they would prefer to see the City focus on improving existing neighbourhoods and infrastructure before accommodating substantial new growth.

While opinions differed on the extent of future growth, many respondents emphasized the importance of ensuring that future development reflects the character of Pitt Meadows and creates a distinct sense of place rather than replicating development patterns found elsewhere in the region.

Transportation and Infrastructure

Transportation and infrastructure were among the most frequently discussed topics throughout the engagement process.

Many respondents expressed concern regarding existing traffic congestion, particularly at the Harris Road and Loughheed Highway intersection and at the Harris Road rail crossing. Several comments also identified concerns regarding access and traffic operations at Meadow Gardens Way. Numerous comments indicated that transportation improvements should occur before, or concurrently with, future development in the North Loughheed Area.

The need for Harris Road rail separation was one of the most frequently recurring topics. Respondents noted concerns regarding traffic delays, emergency access and the broader impact of rail activity on community mobility. Many participants viewed resolution of the rail crossing issue as a higher priority than future development within the North Loughheed Area.

Questions were also raised regarding the proposed North Loughheed Connector. While many respondents supported the Connector as a means of improving east-west connectivity and reducing traffic on Old Dewdney Trunk Road, others questioned whether it would effectively address existing congestion. Several comments emphasized the importance of ensuring the Connector functions as an efficient transportation route and is not compromised by excessive traffic controls or congestion.

Many respondents supported the proposed active transportation network, including greenways, multi-use paths, cycling facilities and pedestrian connections. Several comments highlighted the importance of safe crossings of Loughheed Highway, improved access to Harris Road Park and connections to transit services. Some respondents suggested pedestrian overpasses or enhanced crossing facilities should be considered.

A number of comments also referenced future rapid transit opportunities and emphasized the importance of ensuring that future development supports transit use and walkability.

Community Facilities and Services

A number of respondents expressed concern regarding the capacity of existing community facilities and services to accommodate future growth.

Healthcare services were among the most frequently referenced topics. Numerous comments noted concerns regarding the capacity of Ridge Meadows Hospital and suggested that hospital expansion or additional healthcare facilities should be prioritized before significant residential growth occurs. Some respondents specifically suggested that the Area Plan should identify opportunities for a hospital or major healthcare facility within the North Lougheed Area.

Schools and childcare facilities were also frequently discussed. Respondents raised concerns regarding school capacity, future enrolment growth and the need to ensure that sufficient educational facilities are available to support future residents. Several participants suggested that additional childcare spaces and family-oriented services should be incorporated into future planning.

Recreation facilities emerged as another common theme. Respondents frequently referenced the need for additional recreational amenities, including a swimming pool, sports facilities, community gathering spaces and other civic amenities. Many participants indicated that future growth should be accompanied by investment in facilities that benefit both existing and future residents.

Agriculture, Food Security and Community Identity

Agricultural land preservation was one of the most prominent themes among respondents who opposed the draft Area Plan.

Many participants expressed concern regarding the use of agricultural land for urban development and questioned whether development within the North Lougheed Area is consistent with the City's agricultural identity. Several comments emphasized the importance of food security, local food production and maintaining farmland for future generations. Some respondents indicated that the lands should remain in, or be returned to, the Agricultural Land Reserve.

Others acknowledged the agricultural history and significance of the area while recognizing that the lands have received conditional approval for exclusion from the Agricultural Land Commission. These respondents generally focused on ensuring that future development respects the surrounding agricultural context and incorporates strong agricultural buffering and educational opportunities.

Many comments suggested that the Area Plan should celebrate Pitt Meadows' agricultural character through community gardens, demonstration gardens, agricultural education

opportunities, local food initiatives, agri-tourism opportunities and interpretive features that help communicate the area's history and relationship to farming.

Underlying many of these comments was a broader discussion regarding community identity. Respondents frequently noted that Pitt Meadows is valued for its rural character, farmland, open landscapes and natural environment, and emphasized the importance of ensuring that future development complements these attributes.

Parks, Open Space and the Natural Environment

Many respondents expressed support for the inclusion of parks, greenways, habitat areas, trails and open spaces throughout the North Lougheed Area.

Supportive comments frequently referenced the importance of creating opportunities for walking, cycling, recreation, community gathering and access to nature. Many respondents viewed the proposed greenway network as a positive feature that could help distinguish the North Lougheed Area from more conventional suburban developments.

Environmental protection was also a recurring theme. Participants highlighted the importance of retaining mature trees where possible, protecting habitat areas, enhancing biodiversity, maintaining mountain views and incorporating meaningful environmental design measures throughout the community.

Conversely, some respondents expressed concern that the proposed development would reduce natural areas, increase impervious surfaces and negatively affect wildlife habitat. Several comments questioned how development within the area aligns with the objective of enhancing the natural environment.

Some respondents suggested that additional parks, green space, tree retention measures and environmental features should be incorporated into the Area Plan.

Housing and the Land Use Concept

Feedback regarding housing was mixed. Many respondents supported the inclusion of a variety of housing types, noting the need for housing options for families, seniors, renters and future residents. Several comments referenced affordable housing, rental housing and opportunities for older residents to remain within Pitt Meadows as they age.

Supporters generally viewed the proposed mix of residential, commercial, employment and open space uses as a balanced approach that could create a complete community and help address future housing needs.

A recurring concern related to the location of residential uses adjacent to Lougheed Highway. Some respondents questioned whether housing should be located near a busy transportation corridor due to concerns regarding noise, air quality, traffic and overall livability. Several suggested that employment uses should instead be located closer to the highway, with residential uses located further north.

Other comments focused on the overall density proposed within the Area Plan. While some respondents felt that higher-density housing is necessary to support future growth, others felt that the proposed number of dwelling units was inconsistent with the character of Pitt Meadows. Several respondents also emphasized the importance of ensuring appropriate transitions in building height and density adjacent to existing residential neighbourhoods.

Employment and Commercial Development

Opinions regarding employment and commercial development varied considerably.

Many respondents supported the inclusion of employment uses, citing opportunities for local job creation, economic diversification and increased municipal tax revenue. At the same time, concerns were frequently expressed regarding the nature of the proposed employment area. Many respondents requested additional clarity regarding the meaning of “employment uses” and “business park” uses, and whether these could include warehouses, distribution centres or industrial uses similar to those found elsewhere in Pitt Meadows.

A recurring theme was a desire to avoid large-scale warehouse developments and truck-intensive uses. Several respondents expressed support for offices, educational uses, professional services and small businesses as alternatives to large-scale warehouse and distribution facilities.

Several comments suggested that the North Lougheed Area should include local-serving retail, restaurants, cafés, services and community amenities that allow residents to meet their daily needs closer to home. Respondents frequently expressed support for small businesses, walkable mixed-use development, and locally oriented shops and services integrated throughout the area. Many viewed these uses as important components of a complete community that could provide additional amenities, services and gathering places closer to home.

q̓íć'əy' (Katzie) First Nation Culture and Heritage

Many respondents expressed support for the recognition of q̓íć'əy' (Katzie) First Nation culture, history and heritage within the Area Plan.

Comments highlighted the importance of protecting archaeological resources, working collaboratively with q̓íć'əy' (Katzie) First Nation and ensuring that future development respects the cultural significance of the area. Several respondents suggested opportunities for public art, interpretive features, educational opportunities, cultural spaces, place naming and the integration of q̓íć'əy' (Katzie) history and culture into parks and public spaces.

Some respondents suggested that cultural recognition should extend beyond signage and public art and include more substantial opportunities for education and interpretation. Others expressed differing views regarding the prominence of Indigenous-related policies

within the Area Plan. Overall, there was general recognition that the North Loughheed Area has important cultural and archaeological significance and that future planning should continue to involve q̓ic̓əy' (Katzie) First Nation.

Implementation and Long-Term Planning

Many respondents sought additional information regarding how and when the Area Plan would be implemented.

Questions were raised regarding the timing of development, infrastructure delivery, funding, transportation improvements, parks, schools and community amenities. Several participants noted that the Area Plan is conceptual in nature and requested greater certainty regarding future development outcomes.

Some respondents emphasized the importance of maintaining flexibility within the Area Plan to accommodate changing community needs, market conditions and future opportunities. Others stressed the need for strong municipal oversight to ensure that future development aligns with the vision and objectives established through the planning process.

Overall, many respondents expressed a desire for growth to occur in a coordinated and carefully managed manner, with infrastructure, community amenities, environmental protection and community character considered alongside future development opportunities.

Next Steps

The engagement process has helped identify a range of perspectives, priorities and considerations related to the future of the North Loughheed Area. The community feedback received through the survey, open house and written submissions will be considered alongside technical studies, policy objectives and input from other agencies. The engagement results, along with recommended next steps, will be presented to Council for further consideration.



Draft North Lougheed Area Plan Survey

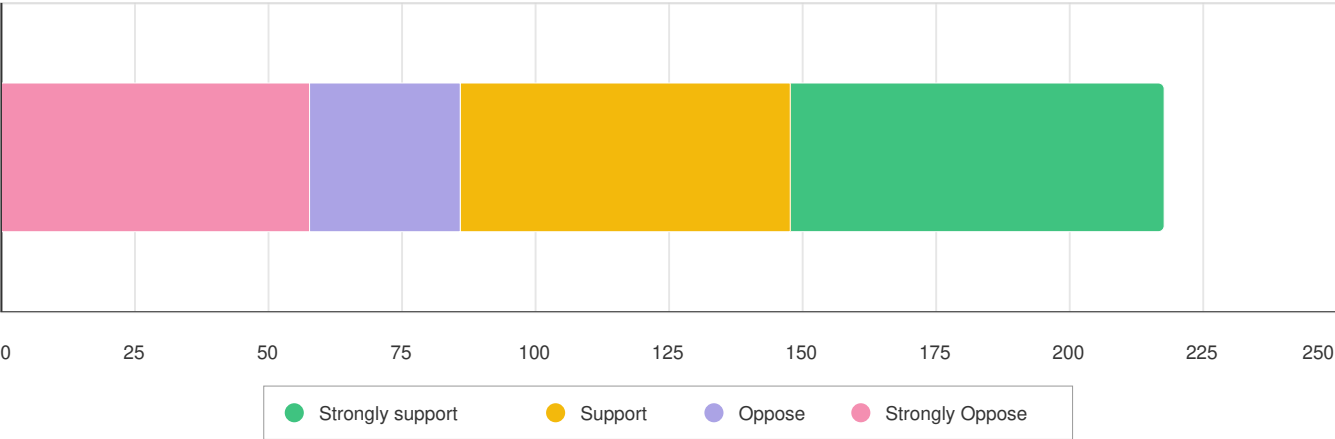
SURVEY RESPONSE REPORT

13 May 2026 - 07 June 2026

PROJECT NAME:

North Lougheed Area Plan

Q1. Indicate your level of support for the draft vision of the Area Plan, which is as follows:



Question options

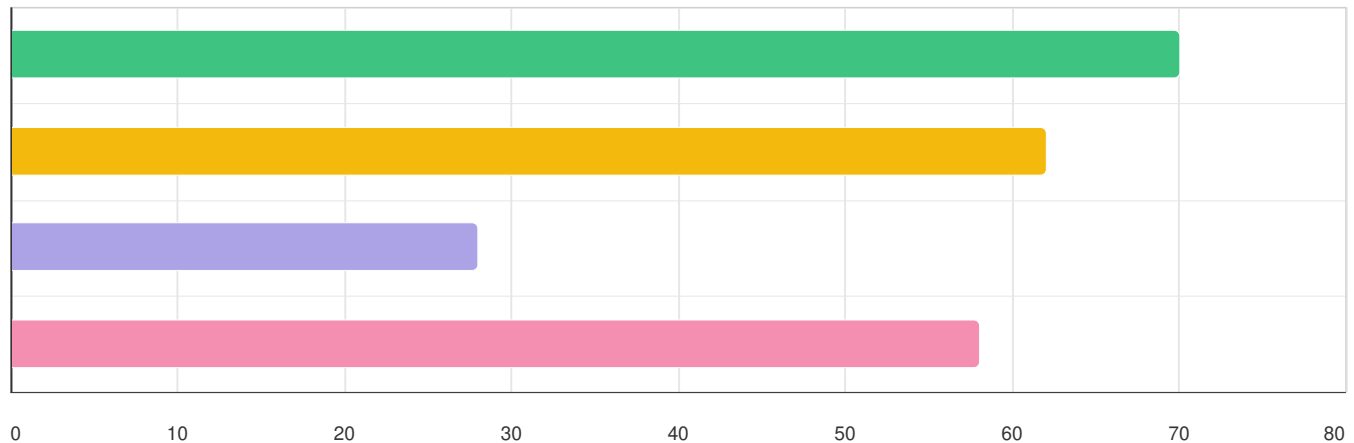
Strongly support **Support** **Oppose** **Strongly Oppose**

The vision for the North Loughheed Area is an inclusive, connected and resilient neighbourhood that acknowledges ᑭᓴᓐᓴᓐ (Katzie First Nation), fosters a small-town feel, and provides opportunities to live, work, play and learn.

70	62	28	58
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Optional question · 218 responses · 0 skipped
Question type : Likert Question

Q1. Indicate your level of support for the draft vision of the Area Plan, which is as follows: — The vision for the North Loughheed Area is an inclusive, connected and resilient neighbourhood that acknowledges qíćəý (Katzie First Nation), fosters a small-town feel, and provides opportunities to live, work, play and learn.



Question options	responses	%
Strongly support	70	32.1
Support	62	28.4
Oppose	28	12.8
Strongly Oppose	58	26.6

Q2. Tell us why you feel this way about the draft vision.

Screen Name Redacted 5/13/2026 11:02 AM	Fostering small town feel is important to me as a resident of Pitt Meadows
Screen Name Redacted 5/13/2026 11:03 AM	
Screen Name Redacted 5/13/2026 11:06 AM	Enough with the acknowledges already! Getting ridiculous.
	Its our land. Done.
Screen Name Redacted 5/13/2026 11:07 AM	
Screen Name Redacted 5/13/2026 11:27 AM	I love the idea of an easily accessible area. We need more cultural support for the indigenous community! Don't love the business park (eg warehouses).
Screen Name Redacted 5/13/2026 11:32 AM	Would rather see our town stay natural. No more nails and huge buildings or increasing traffic
Screen Name Redacted 5/13/2026 11:39 AM	I strongly support the increased residential as well as the greenway. The intent of making parking non-visible, and creating a small town feel seems good. More pedestrian only - see Woolly Dog Alley in chilliwack. Why residential beside the highway?
Screen Name Redacted 5/13/2026 11:45 AM	
Screen Name Redacted 5/13/2026 11:50 AM	I support the vision of this council and Mayor. Love the new Firehall and love the new RCMP Station. Love Pitt Meadows
Screen Name Redacted 5/13/2026 11:51 AM	
Screen Name Redacted 5/13/2026 12:00 PM	Pitt Meadows is a small town with that small town feel, which is one of the many reasons I love living here.
Screen Name Redacted 5/13/2026 12:05 PM	This municipality needs more affordable housing and younger people. They can't afford single family dwellings. Potential to work and live in the same area would be great.
Screen Name Redacted 5/13/2026 12:08 PM	
Screen Name Redacted 5/13/2026 12:10 PM	
Screen Name Redacted 5/13/2026 12:15 PM	More services , construction, employment, homes all good for the city of pitt meadows. Other communities will use the services
Screen Name Redacted 5/13/2026 12:21 PM	I like the idea of more community spaces for the residents of Pitt Meadows.
Screen Name Redacted 5/13/2026 12:22 PM	Congestion in Pitt Meadows/Maple Ridge is already getting unreasonable. Adding more residential and commercial traffic will make traffic in and out of Pitt Meadows/Maple Ridge more frustrating and make living in Pitt Meadows undesirable.
Screen Name Redacted 5/13/2026 12:29 PM	
Screen Name Redacted 5/13/2026 12:32 PM	We don't need more multi-family housing.

Screen Name Redacted 5/13/2026 12:44 PM	Complete community, built around a transit hub, vibrancy, improved road infrastructure.
Screen Name Redacted 5/13/2026 12:45 PM	We need more housing
Screen Name Redacted 5/13/2026 12:55 PM	It is vital that responsible development of a "village style" become an attractive enticement to bringing more residents and visitors to our area. While I am not convinced that high rises would be in our best interest as a "natural" community.
Screen Name Redacted 5/13/2026 01:07 PM	
Screen Name Redacted 5/13/2026 01:30 PM	
Screen Name Redacted 5/13/2026 01:41 PM	
Screen Name Redacted 5/13/2026 01:48 PM	Not sure about the need for the Katzie part, but everything else is a great idea.
Screen Name Redacted 5/13/2026 01:51 PM	
Screen Name Redacted 5/13/2026 02:02 PM	More employment and roads
Screen Name Redacted 5/13/2026 02:19 PM	I believe Pitt Meadows would benefit from more development and more opportunities for growth within our community.
Screen Name Redacted 5/13/2026 02:34 PM	Maintaining the small down feel is important - keep the area walkable
Screen Name Redacted 5/13/2026 02:46 PM	I would like to see some form of aquatic center since our city does not have one. This is an opportunity to build for the future. We're the only city in the lower mainland that does not have an aquatic center.
Screen Name Redacted 5/13/2026 02:49 PM	There are other areas that need fixing and why leave the fabulous wildlife without a home and why make developers richer. We live in a beautiful green area full of farms fresh fruit and vegetables grown livestock. It will just add more crazy drivers.
Screen Name Redacted 5/13/2026 04:33 PM	Pitt Meadows needs to grow and expand to provide the community to access to more trails, shop's housing etc and restaurants or bigger rec center
Screen Name Redacted 5/13/2026 05:36 PM	
Screen Name Redacted 5/13/2026 05:39 PM	We cannot add more people when the infrastructure is not there for what we already have. The City and Federal Government need to hold CPKS to their word and build the over/under pass on Harris. We also have a lack of firefighters and school space.
Screen Name Redacted 5/13/2026 05:44 PM	This will bring congestion, pollution and homeless issues and will completely change the feel of our beautiful city not mentioning cutting on agricultural zoning
Screen Name Redacted 5/13/2026 05:48 PM	We will lose small town feel. Pitt Meadows already has too many residents and way too much traffic. Also will bring too much crime in area
Screen Name Redacted 5/13/2026 06:00 PM	Pitt Meadows needs more housing and more jobs. Yes I love the small town feel but this project won't change that much. It will be a great asset to our community.
Screen Name Redacted 5/13/2026 06:25 PM	More business and housing opportunities

Screen Name Redacted 5/13/2026 06:26 PM	As long as they keep views for rest of pitt meadows
Screen Name Redacted 5/13/2026 06:26 PM	More housing is needed in Pitt Meadows. But also please bear in mind more schools are needed if this goes forward as well. We could not attend our catchment school due to it being at capacity and need to drive across town.
Screen Name Redacted 5/13/2026 06:27 PM	We need development of living apaces and employment opportunities. More importantly we need to development of tax base to support essential services and growth. There is only so much development space in Pitt Meadows, must maximize usable footprints.
Screen Name Redacted 5/13/2026 06:31 PM	
Screen Name Redacted 5/13/2026 06:32 PM	We need more taxable revenue for the city to upkeep essential services and growth.
Screen Name Redacted 5/13/2026 06:34 PM	
Screen Name Redacted 5/13/2026 06:43 PM	City growth is long overdue
Screen Name Redacted 5/13/2026 06:48 PM	No infrastructure to support the existing population and increase in traffic along Loughheed hwy. Already too much new construction/homes in Maple Ridge and Mission increasing traffic by the day.
Screen Name Redacted 5/13/2026 06:56 PM	Moved here 11 yrs ago and thought this area would be perfect for development. It will add to the charm as Osprey Village has done. 8 floor condo with shops at South corner another possibility to enhance walk ability and bring younger families/couples
Screen Name Redacted 5/13/2026 06:56 PM	This development is long overdue to bring additional revenue into the city.
Screen Name Redacted 5/13/2026 06:58 PM	Wasted prime land right now on Loughheed. Mixed use for both higher density residential and businesses for walkable living is perfect. Wish this is what would have happened where Amazon is.
Screen Name Redacted 5/13/2026 07:11 PM	I support North Loughheed parks, but want a stronger garden-tourism/ agricultural focus, not just another urban village. And the City should keep firm control so development benefits Pitt Meadows residents, local jobs, nature and public spaces.
Screen Name Redacted 5/13/2026 07:24 PM	Keep our farm lands. ! Encourage more farming. This will add more congestion.. We don't have the infrastructure.
Screen Name Redacted 5/13/2026 07:31 PM	Pitt meadow's developments are anlready are creating higher traffic, more stressed parks and environments. There there are Amazon trucks everywhere, and parking around city Street has become minimal.
Screen Name Redacted 5/13/2026 07:36 PM	
Screen Name Redacted 5/13/2026 08:19 PM	The existing living spaces already reaching their limits. The area needs well-planned development to support the future population growth.
Screen Name Redacted 5/13/2026 08:22 PM	I am more concerned with having food sources and they seem to be diminishing. We have limited medical resources, limited traffic corridors, limited education facilities.

Screen Name Redacted 5/13/2026 08:22 PM	I moved to Pitt meadows because of the connection to nature and farmland. I will not support this massive destruction of the natural landscape/farmland as it will change Pitt meadows entirely.
Screen Name Redacted 5/13/2026 08:25 PM	It could be good to bring more life and structure to pitt meadows. But with that brings more traffic and congestion. The train tracks need to be dealt with ASAP also more people means more kids & that means either a middle school or a 2nd high school
Screen Name Redacted 5/13/2026 11:45 PM	I hope to live Pitt Meadows long-term and look forward to seeing the community continue to grow and develop.
Screen Name Redacted 5/13/2026 08:28 PM	Our community is already growing faster than infrastructure can handle. Highway traffic is gridlocked and this development undermines "the natural place" identity. Farmland is limited and should be protected not paved over for endless expansion.
Screen Name Redacted 5/13/2026 08:37 PM	
Screen Name Redacted 5/13/2026 08:51 PM	This will be great for the economy, for the community, for home values, for livability. Clearly this proposal has been carefully thought out to ensure the development is consistent with community values.
Screen Name Redacted 5/13/2026 08:56 PM	The City of Pitt Meadows must develop this land to increase our property tax base and provide more housing and business opportunities. We cannot keep increasing residential taxes to support core services.
Screen Name Redacted 5/13/2026 09:03 PM	We cannot afford, as responsible citizens, to eliminate agricultural land. Additionally, the loughheed corridor already has terrible traffic and this will greatly increase it. Short-sighted and irresponsible planning.
Screen Name Redacted 5/13/2026 09:09 PM	How do people access the area. Kids getting to school. Harris road is crazy at the Loughheed hwy and then adding people turning off loughheed. This will be a nightmare. Poor planning with the north connector going no where other than Harris.
Screen Name Redacted 5/13/2026 09:28 PM	Because the city of full young families and is growing. There is nothing fun to do in this city and the current mayor and council has done everything to make sure there is no growth, while increasing property taxes. It's time be or change in this cit
Screen Name Redacted 5/13/2026 09:32 PM	
Screen Name Redacted 5/13/2026 09:38 PM	Too much traffic.fix train first
Screen Name Redacted 5/13/2026 09:43 PM	
Screen Name Redacted 5/13/2026 09:58 PM	I like the incorporation of many types of uses while being mindful of history, Katzie interest, and previous feedback gathered.
Screen Name Redacted 5/13/2026 10:16 PM	I live in the apartments at meadow gardens and it's already a dangerous area to try get out of and don't need anymore traffic.
Screen Name Redacted 5/13/2026 10:23 PM	I like an opportunity to increase the number of residents in Pitt meadows. I hope it can be done in a way that helps transportation infrastructure. I like that the Katzies are being consulted but I hope their concerns are seriously considered.
Screen Name Redacted 5/13/2026 10:27 PM	Will improve traffic and create more shopping areas.

Screen Name Redacted 5/13/2026 10:35 PM	Pitt meadows is all about farm land and agriculture. Lougheed is too congested as it is and the north side of Harris road is our escape into the country. Put these buildings and proposal in a different area
Screen Name Redacted 5/13/2026 10:47 PM	Dont want more traffic Let pitt meadows be a small town it is
Screen Name Redacted 5/13/2026 10:51 PM	It's already too busy here. Traffic is some in that area and will be made worse. The train blocking Harris Rush is going to be even worse with the additional traffic. Infrastructure needs to be improved before this is even thought of.
Screen Name Redacted 5/13/2026 11:27 PM	Farm land is being used for this proposal, leave farm land alone
Screen Name Redacted 5/13/2026 11:50 PM	I believe the city needs to continue to grow like the rest of the lower mainland and this is the best place to do it. We also want to keep it natural so adding a nice greenway/natural space is just what we need.
Screen Name Redacted 5/13/2026 11:57 PM	I oppose the entire plan.The entire point of living in Pitt Meadows is for the small town appeal. The disaster in South Pitt Meadows on Airport Way is already bad enough. This proposal is ridiculous and this project should never see the light of day.
Screen Name Redacted 5/14/2026 12:13 AM	Pitt Meadows needs to grow and that area is the best available for it
Screen Name Redacted 5/14/2026 01:03 AM	Would prefer updates to existing infrastructure, and would prefer that the city remain within the limits it currently is in, allowing existing agricultural areas to remain which give the city it's unique feel
Screen Name Redacted 5/14/2026 02:25 AM	If you are building a whole new community there needs to be schools, new roads, and a train overpass before the community can begin.
Screen Name Redacted 5/14/2026 02:46 AM	
Screen Name Redacted 5/14/2026 03:26 AM	Won't improve traffic but increase it. Small town feel gone.
Screen Name Redacted 5/14/2026 06:40 AM	-This will result in the loss of some of the best farmland in BC which is vital to our independence and local and small town dentity - traffic will increase without the Harris Rd underpass first
Screen Name Redacted 5/14/2026 07:07 AM	Traffic will be a nightmare.
Screen Name Redacted 5/14/2026 07:31 AM	More houses and businesses will increase an already irritating traffic on Lougheed. City should concentrate on building train overpass instead because that is what creates the traffic on Lougheed&Harris. It will also remove small town feeling.
Screen Name Redacted 5/14/2026 08:01 AM	
Screen Name Redacted 5/14/2026 08:24 AM	Provide new economic growth for the city, jobs for youth, recreational use. Allow more people to live AND work in Pitt Meadows
Screen Name Redacted 5/14/2026 08:51 AM	There is nowhere near enough info on what this means in terms of residential and commercial space. Are we talking high rises, luxury homes overlooking the golf course? Small shops, restaurants, big box stores, 10 more sushi restaurants?
Screen Name Redacted 5/14/2026 10:00 AM	Until the infrastructures are able to handle additional traffic and people this doesn't seem like a positive move.

Screen Name Redacted 5/14/2026 10:32 AM	The traffic and congestion is already horrible. Plan the overpass or underpass for the train and better traffic for 201 to 203 traffic on loughheed first.
Screen Name Redacted 5/14/2026 10:48 AM	It will ruin the nature, charm, the beauty, increase traffic, ruin agriculture and other farms. Please don't It..
Screen Name Redacted 5/14/2026 10:58 AM	With limited space on the south side of Loughheed this plan is logical and well thought out. The inclusion of residential, parks and trails as well as the neighborhood feel is in line with the image of Pitt Meadows.
Screen Name Redacted 5/14/2026 11:08 AM	We need to protect our farmland. This goal has never been more important. Picking around the edges of our farmland is not the answer. Housing should be built on land NOT suitable for farming, of which there is much.
Screen Name Redacted 5/14/2026 12:07 PM	I like the plan of including agricultural and environmental protections, including rewatering wetlands and encouraging vertical farming.
Screen Name Redacted 5/14/2026 01:36 PM	I support the development of the NLA. I agree with the guiding principles and I think if done correctly can be an opportunity for Pitt Meadows to increase and improve its urban identity while upholding the city's character.
Screen Name Redacted 5/14/2026 02:12 PM	It's felt that this is diversion to get away from the underpass support, if all the development is north of loughheed no need for underpass
Screen Name Redacted 5/14/2026 02:29 PM	I agree with the need to develop the area to serve the growing population as well as expand the economic base.
Screen Name Redacted 5/14/2026 03:14 PM	We require housing, we lack enough suitable land that is not in the ALR to build it.
Screen Name Redacted 5/14/2026 03:26 PM	
Screen Name Redacted 5/14/2026 03:57 PM	I don't think the residential should be on loughheed. I also don't think there should be "storage" or other large commercial space to the north. It should be small town feel with walkability with little stores but not over crowded with townhomes either
Screen Name Redacted 5/14/2026 04:45 PM	
Screen Name Redacted 5/14/2026 05:40 PM	With 80% of the City being zoned ALR and with our commitment to population growth as part of Metro Van, there are very few options for expansion other than the North Loughheed Project..
Screen Name Redacted 5/14/2026 05:45 PM	I think you should worry about an underpass on Harris Rd first. This will just cause more traffic in the area which is crazy no matter what time a day it is and this project will just add to the already traffic issues.
Screen Name Redacted 5/14/2026 06:34 PM	There is already traffic congestion south of loughheed on Harris due to expansion of CPR railyard, backing up commuter traffic. We'll lose the view of mountains and Pitt Meadows already has lost rural areas due to Amazon centre, other industrial
Screen Name Redacted 5/14/2026 07:00 PM	Retaining the small town vibe but at the same time making room for progress
Screen Name Redacted 5/14/2026 07:09 PM	
Screen Name Redacted 5/14/2026 07:21 PM	Provides an opportunity to develop a complete community for North Loughheed.
Screen Name Redacted 5/14/2026 09:06 PM	Creates more housing as well as local retail while keeping the small city feel.

Screen Name Redacted 5/14/2026 10:08 PM	I hear about indigenous things everyday everywhere. It is too much. I did not hurt them personally. It is all history. They get a lot of government subsidies. It is unfair. We can spent funds on other things that are necessary. Healthcare/police/etc
Screen Name Redacted 5/14/2026 11:02 PM	Small town feel is appropriate for this land and fits with the established Dorado neighborhood next to the golf course.
Screen Name Redacted 5/15/2026 10:06 AM	Pitt Meadows on Lougheed hwy is super busy as it is. Its a pain to make a left turn onto Harris coming from Lougheed hwy. Usually have to wait several lights before you can make a turn. If theres an accident we are grid lock for quite some time.
Screen Name Redacted 5/15/2026 12:35 PM	The connected nature of this vision as well as the acknowledgment of our communities shared past and history is wonderful. I would oppose the notion of a small-town feel.
Screen Name Redacted 5/15/2026 01:10 PM	I'm concerned about the loss of farm land (we need agriculture land since California is in constant drought) and also concerned about flooding. With more building comes more flooding when rain can't seep into the ground.
Screen Name Redacted 5/15/2026 01:22 PM	We are already have swaths of land littered with warehouses.
Screen Name Redacted 5/15/2026 01:26 PM	Lougheed hwy can not handle anymore traffic coming from Port Coquitlam and maple ridge to shop here. Maybe focus should be getting maple ridge to provide retail for their residences. This would take pressure off of our community since govt wants 15m
Screen Name Redacted 5/15/2026 01:33 PM	I think it will be good for Pitt Meadows in that it will bring more businesses, jobs and commerce to the area.
Screen Name Redacted 5/15/2026 01:38 PM	We only have so much room in Pitt Meadows for developent. As much was used for Amazon and the warehouses by the Airport, there aren't too many areas left to develope.
Screen Name Redacted 5/15/2026 02:07 PM	What makes Pitt Meadows the best place to live is the established Neighbourhoods and the amount of farmland.
Screen Name Redacted 5/15/2026 02:59 PM	
Screen Name Redacted 5/15/2026 03:18 PM	Removes agriculture land. Building homes that young residents of Pitt meadows will probably never be able to afford. Making this town busier than it needs to be and busier than our infrastructure can handle.
Screen Name Redacted 5/15/2026 04:17 PM	This land should go back into the ALR. We have fertile land that should be used for growing. None of Pitt Meadows infrastructure can handle this increase of people and cars.
Screen Name Redacted 5/15/2026 05:59 PM	We should always celebrate growth and increased amenities and services
Screen Name Redacted 5/15/2026 08:02 PM	
Screen Name Redacted 5/15/2026 08:14 PM	I appreciate that the area will be keeping a lot of green space along with residential and a small mix of commercial while having established appropriate building heights, The Mountain View's and open golf course area is a huge draw
Screen Name Redacted 5/15/2026 09:59 PM	Development is necessary, but ensuring infrastructure (schools fire roads etc) are included is equally vital. Collecting costs of constructing the infrastructure from the developers is key so the development of infrastructure is managed by the city.

Screen Name Redacted 5/15/2026 10:41 PM	The area designated as "employment" is both too large and too ambiguous. The term light industrial seems to be intentionally designed to mislead.
Screen Name Redacted 5/16/2026 08:00 PM	Additional attraction is needed for Pitt Meadows if we want younger families to move here. Currently yes there is a small town feel which is nice but we also need modernization.
Screen Name Redacted 5/16/2026 09:25 PM	The vision should also reflect that the site will integrate w the natural landscape of the area and support ecologically sustainable behaviors
Screen Name Redacted 5/17/2026 01:29 AM	I appreciate the focus on the initiatives around food distribution or processing, being near a strong agriculture community.
Screen Name Redacted 5/17/2026 11:13 PM	I think it's a nice way to develop Pitt Meadows without taking too much land out of the ALR and/or going too far North.
Screen Name Redacted 5/18/2026 10:50 AM	It is a typical vision statement that covers most of the bases. Particularly like the "small-town feel" as that will be important in the design and overall planning of the area. Could have used more wording around environment/habitat/green planning.
Screen Name Redacted 5/18/2026 04:41 PM	It takes away from small town feel. We have beautiful trails already. Schools are already over capacity and roads are busy.
Screen Name Redacted 5/18/2026 06:49 PM	There are many issues in Pitt Meadows that need to be addressed before a development at this scale is approved - namely addressing the overpass/underpass at Harris Road, but also larger societal issues like overcrowded schools and hospitals & drought
Screen Name Redacted 5/18/2026 08:50 PM	
Screen Name Redacted 5/19/2026 11:10 AM	It's great opportunity for growth in the community.
Screen Name Redacted 5/19/2026 07:25 PM	Adding such a densified neighbourhood, takes away the small town nature of Pitt meadows. Current traffic congestion is already overwhelming. There is the fire station blocked by the never ending trains.
Screen Name Redacted 5/19/2026 10:29 PM	The area is country. leave it un developed. I dont want more traffic, people , garbage, and everything involved with more people. Leave it alone. if the Katizie first nation own it . let them do what they want with it. Development is NOT protection.
Screen Name Redacted 5/20/2026 09:32 AM	What about the 170% capacity at Ridge Meadows Hospital? Our infrastructure cannot tolerate more people moving here.
Screen Name Redacted 5/20/2026 10:09 AM	I think that there needs to be a Master Plan for the NLAP before starting.
Screen Name Redacted 5/20/2026 06:39 PM	I don't agree with building more than what is already on the north side of Loughheed Highway.
Screen Name Redacted 5/20/2026 06:42 PM	I support responsible family friendly development and small retail development but not commercial or industrial development.
Screen Name Redacted 5/20/2026 11:10 PM	Doesn't include plans for a school or traffic improvements on Harris Rd at train crossing
Screen Name Redacted 5/21/2026 09:08 AM	As a 30-year old couple who owns a home in Pitt Meadows, this is very exciting to see, as someone who hopes to build a family here, that there is investment being made in the city for growth and opportunity!
Screen Name Redacted 5/21/2026 11:31 AM	

Screen Name Redacted 5/21/2026 05:05 PM	Plan is useless unless the plan for the Harris/Lougheed intersection reconstruction is finalized. The last plan presented was an absolute disaster that made it a nightmare to head west on Lougheed, and then only after having dodged busses.
Screen Name Redacted 5/22/2026 12:24 AM	Pitt Meadows doesn't need more traffic going through our small town. We already have huge issues with the Trains running through our city! If this goes through I'll sell after having my home in Pitt Meadows since 1989.
Screen Name Redacted 5/23/2026 09:11 AM	I strongly oppose any development on farmland. With food prices increasing due to U.S. tariffs and the war in Iran we need to be farming our own land locally to help local residents. Farm land is vital. The area is in flood plane.
Screen Name Redacted 5/24/2026 02:14 AM	The current area of Pitt meadows should be greatly improved before trying to expand more. This is not keeping Pitt meadows natural. We have enough concrete warehouses all over the place with very little improvements to the city comparatively.
Screen Name Redacted 5/24/2026 10:15 PM	It should be kept as agricultural land and not developed. We don't have the infrastructure to support new growth. We are already under watering restrictions in May which means not enough water and electricity. Why build more housing
Screen Name Redacted 5/24/2026 10:21 PM	I think the pressure from The NDP to build is killing our communities. We are in Pitt meadows for the small town vibe, building more apartment will destroy that vibe.we already struggle with water/electricity why put more housing.
Screen Name Redacted 5/25/2026 08:54 AM	I think it's a great idea to expand Pitt Meadows more. My only thing I'd like to know is if this can help lower property taxes as they're increasingly high!
Screen Name Redacted 5/25/2026 09:31 AM	Development of the city is good. Would like it better if it fostered a medium-medium-size town feel to help push Pitt Meadows towards growth as a city.
Screen Name Redacted 5/25/2026 09:35 AM	Unclear how this proceeds given the introduction of uncaded territory and heritage versus fed and prov government policy / law private investment with those statements / conditions may be more challenging as too much uncertainty
Screen Name Redacted 5/25/2026 09:51 AM	It's not entirely clear what the plan is but based on the general idea proposed I'd support it. I think more innovation in Pitt meadows would be nice, embracing growth and new ideas while maintaining the small town feel.
Screen Name Redacted 5/25/2026 10:10 AM	
Screen Name Redacted 5/25/2026 10:16 AM	Good spot of housing between the two centres of Pitt meadows (lougheed and superstore mall). Much of the land is sitting empty without being used for farming. The development would help densification to justify more rapid transit
Screen Name Redacted 5/25/2026 11:48 AM	The City needs further growth to build a tax base that can support the infrastructure and services needed by the current community. We also need to diversify housing supply to include more condos and townhomes suitable for young families and retirees
Screen Name Redacted 5/25/2026 01:57 PM	There just isn't enough infrastructure in Piit Meadows for other 6000 people. No swimming pool ,no underpass, no plan, Police station on the wrong side of the tracks. We need more pickle ball courts.
Screen Name Redacted 5/25/2026 02:29 PM	We need more housing apparently and this area is just right for it

Screen Name Redacted 5/25/2026 05:34 PM	The ALR was created to protect agricultural land. Constantly developing this land is leading to the erosion of the character of Pitt Meadows. When you take (all of) the meadows away, all you are left with is the pit.
Screen Name Redacted 5/25/2026 06:39 PM	You are focusing on the wrong stuff for Pitt meadows
Screen Name Redacted 5/25/2026 06:53 PM	I love this town. Hoping to make housing more affordable and accessible for my generation and friends and family.
Screen Name Redacted 5/25/2026 07:19 PM	Priority should be given to an underpass/overpass on Harris Road. Secondly, a new pool facility is necessary.
Screen Name Redacted 5/25/2026 07:24 PM	We need to preserve farmland. Pitt Meadows is supposed to be the Natural place and South by the airport is enpigh
Screen Name Redacted 5/25/2026 07:54 PM	Too many new homes taking up ALR land.
Screen Name Redacted 5/25/2026 08:12 PM	Not a priority for Pitt Meadows, please spend our money on the failed Harris Road intersections and train crossing and fire department staffing.
Screen Name Redacted 5/25/2026 08:36 PM	More community services are needed to meet the needs of local citizens
Screen Name Redacted 5/25/2026 09:32 PM	I believe that new areas for socialization a key part of a good community. As well as added residential housing will hopefully bring down the general cost of rent and housing in the Pitt Meadows area.
Screen Name Redacted 5/26/2026 10:46 AM	Growth is inevitable, but I like how this area is being thought of in its entirety at the beginning, rather than disconnected bits.
Screen Name Redacted 5/26/2026 12:50 PM	We cannot have more housing until the train problem is fixed m. We need an overpass that is long overdue
Screen Name Redacted 5/26/2026 03:17 PM	Community business and housing
Screen Name Redacted 5/26/2026 03:49 PM	I like the mixed use aspect as well as the proposed overpass as I think it's important to be able to access amenities on foot.
Screen Name Redacted 5/26/2026 04:42 PM	
Screen Name Redacted 5/27/2026 03:25 AM	Having more businesses and options for residents to stay in town benefits everyone in the community. Expanding green spaces and parks supports families while preserving the area's natural beauty
Screen Name Redacted 5/27/2026 08:16 AM	
Screen Name Redacted 5/27/2026 01:26 PM	Farm land cannot be reproduced and should be protected. There are already sufficient available commercial space available. Adding additional traffic lights to the Loughheed corridor will only increase the current choke issues.
Screen Name Redacted 5/27/2026 01:58 PM	I'm excited to see more opportunities and amenities in our community and for that area to be brought to life.
Screen Name Redacted 5/27/2026 07:02 PM	The thought of multi storey buildings looking down into thebackyards ofSommerset does not sit well with me. Noise being reflected back towards the south side of Loughheed would also become excessive. I would support Townhomes along Loughheed corridor.
Screen Name Redacted 5/27/2026 07:36 PM	We oppose farmland being used for development. The proposed road will cut through existing farmland and permanently destroy its integrity.

Screen Name Redacted 5/27/2026 08:11 PM	The focus in Pitt Meadows should be on dealing with the railway and the constant stoppage of traffic in our quiet little town not bringing in more people to add into the constant backed up traffic.
Screen Name Redacted 5/27/2026 09:22 PM	Because it is prime agriculture land and once that is lost you are not getting that back. Pitt Meadows prides itself on farming so why do we want to concrete over prime land and make it useless for food and farming.
Screen Name Redacted 5/28/2026 04:48 PM	We don't need another concrete buildings like we have on the south side of the city. We need more green space.
Screen Name Redacted 5/28/2026 04:49 PM	With population growth and families moving into the area, we need balanced, well thought out services, residences and parks.
Screen Name Redacted 5/28/2026 04:57 PM	We need more housing as well as services in the North part of Pitt Meadows, rather than everything being crowded in the town centre or down in South Pitt Meadows
Screen Name Redacted 5/28/2026 04:59 PM	I don't agree with taking usable land from the ALR, but the NLC cuts this area off of the rest of the land north of the new road.
Screen Name Redacted 5/28/2026 05:06 PM	Seems talking has been happening for years with no action. lets tie this into the modified harris loughheed intersection as well as the golden ears ramp near golf course that was presented years ago with no action
Screen Name Redacted 5/28/2026 05:09 PM	More homes more tax base and hopefully another R3 bus stop near MeadowTown Mall
Screen Name Redacted 5/28/2026 05:16 PM	I don't see the land being put to effective use today. I believe we definitely need more housing, and with it more recreational opportunities. I see the plan is working towards appropriate transportation requirements, and I certainly hope we can that
Screen Name Redacted 5/28/2026 06:03 PM	
Screen Name Redacted 5/28/2026 08:57 PM	Long overdue.
Screen Name Redacted 5/29/2026 09:41 AM	Want to keep the character of Pitt Meadows as a small family supportive community and also acknowledge the first nations history in the area. Need to address the Old Dewdney traffic congestion and difficulties for farmers to move equipment safely.
Screen Name Redacted 5/29/2026 10:54 AM	Too many industrial buildings proposed, we already have that with all the Amazon buildings in bonson. You have such a small "nature" space so more family friendly and nature involved spaces are required!
Screen Name Redacted 5/29/2026 11:10 AM	
Screen Name Redacted 5/29/2026 11:57 AM	The Harris road and train track issue needs to be addressed over ANYTHING
Screen Name Redacted 5/29/2026 07:52 PM	Seeing progress for Pitt Meadows and having more walkable options closer to home such as restaurants, entertainment, sports and shopping.
Screen Name Redacted 5/30/2026 01:14 PM	Complete lack of tax base implications. Please include economic impacts are calculated. Wide estimates are perfectly acceptable. What methods are used for the calculations.
Screen Name Redacted 5/30/2026 01:22 PM	Food security/loss of agricultural land. Strain on infracture/no plan to mitigate (Harris Road over/underpass, Hospital capacity). Water table and run-off into adjacent neighbourhood/increasing atmospheric rivers Real job creation with A.I.

Screen Name Redacted 5/31/2026 09:12 AM	I have great/grave concerns about immediate farm land. I have catastrophic concerns of the taking of natural earth spaces that will never return. I appreciate the City care in also reflecting on those, but a build is a done deal for the earth.
Screen Name Redacted 5/31/2026 06:33 PM	It encompasses a balance of existing area, gives the city an opportunity to focus for future expansion. This criteria can only work if council members are all on the same page and not voicing "We've always done it this way, why change.
Screen Name Redacted 6/02/2026 07:20 AM	
Screen Name Redacted 6/02/2026 12:56 PM	I think it is a good use of space and provides a mix of uses for the space.
Screen Name Redacted 6/02/2026 07:52 PM	I support the creation of a livable neighbourhood that includes job spaces, welcoming public spaces, safe and active transportation
Screen Name Redacted 6/05/2026 01:45 PM	I believe we need to expand our city to include more commercial and businesses to increase our tax base. We need more of this type revenue to offset the costs on residential properties, specifically taxes, that have increased 78% in 10 years.
Screen Name Redacted 6/05/2026 02:03 PM	Vision is positive. Concerns about economic viability. Balance of land uses seems unfair
Screen Name Redacted 6/05/2026 03:49 PM	The vision reflects important principles including complete communities, transit-oriented growth, connectivity and long-term sustainability. We support the City's efforts to create a balanced and integrated neighbourhood framework.
Screen Name Redacted 6/05/2026 09:40 PM	I like the plan. I'm a little weary of the business section becoming more like what is in south pitt meadows.
Screen Name Redacted 6/06/2026 09:41 AM	Tplan reflects same old - this is an opportunity for Pitt Meadows to leap forward and use the most climate friendly planning/development -high percentage impermeable surfaces -inadequate tree canopy -residential s/b minimum 250m from highway (TRAP)
Screen Name Redacted 6/06/2026 10:19 AM	The Plan does NOT foster small town feel. The lack of proper green spaces for the thousands of residences. Plan is designed more for industrial builds and a traffic route for Maple Ridge creating traffic Kayos on and off Loughheed highway
Screen Name Redacted 6/07/2026 12:27 PM	We need the growth but it has to be sustainable. Traffic, schools and parks need priority over profits.
Screen Name Redacted 6/07/2026 01:32 PM	
Screen Name Redacted 6/07/2026 01:39 PM	Loughheed hwy is not enough for our current population, developing the area will make it impossible to leave the city during peak hours. The farms, the Mountain view's and the nature are what makes us proud of living here. We need an underpass ASAP!
Screen Name Redacted 6/07/2026 02:18 PM	Detached homes should also be included
Screen Name Redacted 6/07/2026 02:19 PM	

Screen Name Redacted

6/07/2026 07:22 PM

The land should stay in the ALR. We should not take out good farmland to build homes. We'll need this farmland in the future.
The NLC will not solve the traffic issues. It will just dump more cars onto Loughheed hwy.
The BRT should be prioritized.

Screen Name Redacted

6/07/2026 08:34 PM

Loose the small town feel of Pitt Meadow.

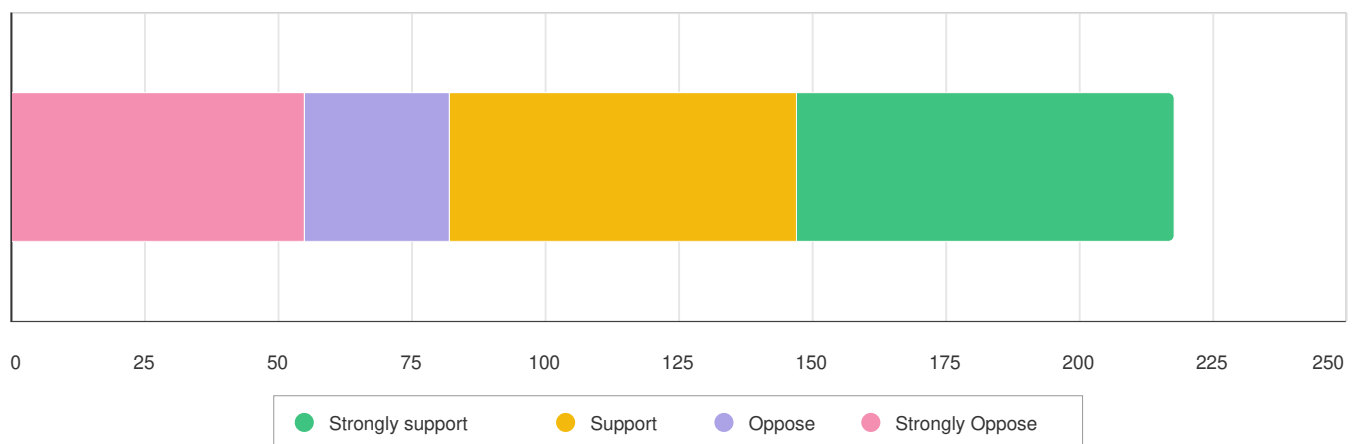
Screen Name Redacted

6/07/2026 09:22 PM

Optional question · 182 responses · 36 skipped

Question type : Essay Question

Q3. Indicate your level of support for the draft priorities of the Area Plan, which include:Protecting and recognizing qíćəý (Katzie First Nation) culture and heritage through early consideration in planning and designRespecting and safeguarding places of cultural significance through planning and design practices that recognize Ancestral importance and support avoidance of unintended impactsAccommodating new housing and employment opportunities that contribute to the city’s long-term sustainabilityDeveloping a safe, multi-modal mobility network that supports active transportation and public transit and provides connectivity to the urban area south of Loughheed HighwayEnhancing the natural environment and outdoor recreation opportunities through integrated green spaces and environmental designSafeguarding surrounding agricultural lands from potential impacts of urban developmentFacilitating the construction of the North Loughheed Connector to improve traffic flow and allow for traffic calming along Old Dewdney Trunk Road

**Question options**

● Strongly support
 ● Support
 ● Oppose
 ● Strongly Oppose

Select one of the following.

71

65

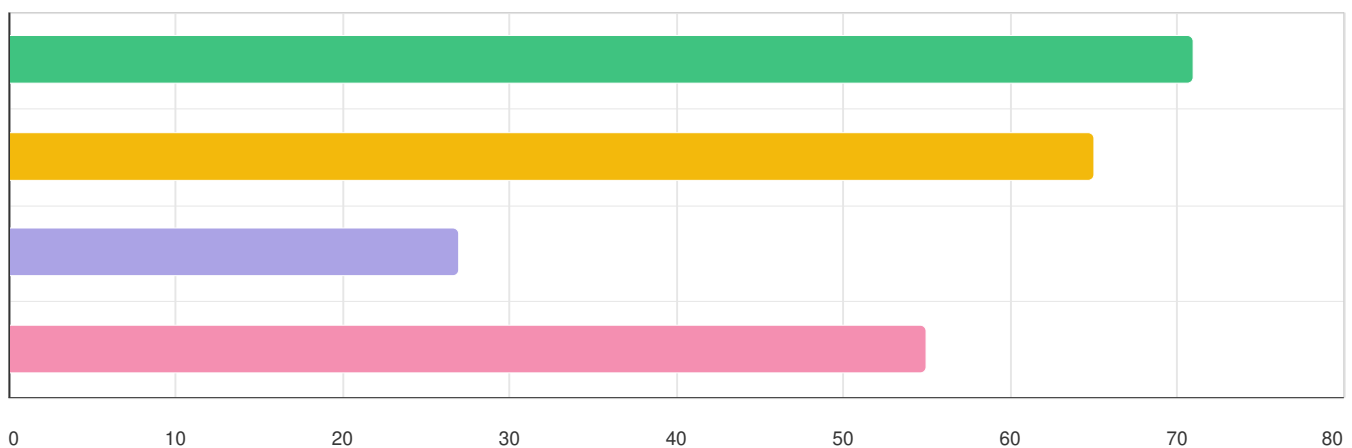
27

55

Optional question · 218 responses · 0 skipped

Question type : Likert Question

Q3. Indicate your level of support for the draft priorities of the Area Plan, which include: Protecting and recognizing qíćəý (Katzie First Nation) culture and heritage through early consideration in planning and design
Respecting and safeguarding places of cultural significance through planning and design practices that recognize Ancestral importance and support avoidance of unintended impacts
Accommodating new housing and employment opportunities that contribute to the city's long-term sustainability
Developing a safe, multi-modal mobility network that supports active transportation and public transit and provides connectivity to the urban area south of Loughheed Highway
Enhancing the natural environment and outdoor recreation opportunities through integrated green spaces and environmental design
Safeguarding surrounding agricultural lands from potential impacts of urban development
Facilitating the construction of the North Loughheed Connector to improve traffic flow and allow for traffic calming along Old Dewdney Trunk Road — Select one of the following.



Question options	responses	%
Strongly support	71	32.6
Support	65	29.8
Oppose	27	12.4
Strongly Oppose	55	25.2

Q4. Tell us why you feel this way about the draft priorities.

Screen Name Redacted

5/13/2026 11:02 AM

Screen Name Redacted

5/13/2026 11:03 AM

Screen Name Redacted

Read above. Ridiculous.

5/13/2026 11:06 AM

Screen Name Redacted

5/13/2026 11:07 AM

Screen Name Redacted

The NLC is going to cause a huge headache for us farmers. I support new parks and cultural protection. If we add more housing we need another school elementary/secondary. We already can't support the amount of residence we have.

5/13/2026 11:27 AM

Screen Name Redacted

It doesn't keep pitt meadows as a natural place. The industrial area is bad enough. We don't want to increase traffic

5/13/2026 11:32 AM

Screen Name Redacted

These seem like good priorities.

5/13/2026 11:39 AM

Screen Name Redacted

5/13/2026 11:45 AM

Screen Name Redacted

It aligns with my values

5/13/2026 11:50 AM

Screen Name Redacted

5/13/2026 11:51 AM

Screen Name Redacted

5/13/2026 12:00 PM

Screen Name Redacted

5/13/2026 12:05 PM

Screen Name Redacted

5/13/2026 12:08 PM

Screen Name Redacted

5/13/2026 12:10 PM

Screen Name Redacted

It matches what the city stands for

5/13/2026 12:15 PM

Screen Name Redacted

Enhancing natural environment is good for everyone. I think that with the increase of density with this project for retail or residential focus needs to be put on the Harris road rail underpass/overpass. Or the Lougheed connector will be too little.

5/13/2026 12:21 PM

Screen Name Redacted

I am all for protecting Katzie First Nation Culture, improving public transit, and enhancing the natural environment but building residential and commercial properties is NOT enhancing the natural environment! I prefer keeping agricultural.

5/13/2026 12:22 PM

Screen Name Redacted

5/13/2026 12:29 PM

Screen Name Redacted

This will not improve traffic flow.

5/13/2026 12:32 PM

Screen Name Redacted

5/13/2026 12:44 PM

Screen Name Redacted

5/13/2026 12:45 PM

Screen Name Redacted

5/13/2026 12:55 PM

It takes into consideration our value of agriculture and outside living spaces

It is important that this plan incorporates something different than the standard housing/mall model which can be found anywhere. We need to create something different, beautiful and interesting.

Screen Name Redacted

5/13/2026 01:07 PM

Screen Name Redacted

5/13/2026 01:30 PM

Screen Name Redacted

5/13/2026 01:41 PM

Screen Name Redacted

5/13/2026 01:48 PM

Once again, not totally sure about involving the KAtzie, but everything else sounds great.

Screen Name Redacted

5/13/2026 01:51 PM

Screen Name Redacted

5/13/2026 02:02 PM

Screen Name Redacted

5/13/2026 02:19 PM

Screen Name Redacted

5/13/2026 02:34 PM

It has taken into accounting the culture

Screen Name Redacted

5/13/2026 02:46 PM

Screen Name Redacted

5/13/2026 02:49 PM

Screen Name Redacted

5/13/2026 04:33 PM

Screen Name Redacted

5/13/2026 05:36 PM

Screen Name Redacted

5/13/2026 05:39 PM

See above

Screen Name Redacted

5/13/2026 05:44 PM

It looks good on paper , but thats not the reality, this will only bring more pollution and traffic congestion to our city

Screen Name Redacted

5/13/2026 05:48 PM

See first statement

Screen Name Redacted

5/13/2026 06:00 PM

You guy pretty much got it all covered from keeping green areas walkways still true to Pitt Meadows natural state just adding housing and more jobs/stores for us. The lots have been sitting there empty for a while

Screen Name Redacted

5/13/2026 06:25 PM

Screen Name Redacted

5/13/2026 06:26 PM

Hopefully there will be an opportunity for older pitt meadows residents being considered for affordable housing ,so we can stay in our community

Screen Name Redacted

5/13/2026 06:26 PM

Screen Name Redacted

5/13/2026 06:27 PM

Screen Name Redacted

5/13/2026 06:31 PM

Screen Name Redacted

5/13/2026 06:32 PM

Screen Name Redacted

5/13/2026 06:34 PM

Screen Name Redacted

5/13/2026 06:43 PM

Screen Name Redacted

5/13/2026 06:48 PM

They all along well with my values

This is not going to add significantly to the tax base in Pitt Meadows. Already too many vacant retail units. A 3rd rail is being constructed by CP. Until an overpass or underpass is built on Harris South Pitt Meadows will not have "connectivity"

Screen Name Redacted

5/13/2026 06:56 PM

On Question 2 I expressed some of these points.

Screen Name Redacted

5/13/2026 06:56 PM

This development is long overdue to bring additional revenue into the city.

Screen Name Redacted

5/13/2026 06:58 PM

Screen Name Redacted

5/13/2026 07:11 PM

I support the plan, but I would like to see a stronger focus on ᑭᑭᑭᑭ/ Katzie cultural places, created with their leadership and input. This could become a meaningful attraction and give North Lougheed a deeper identity rooted in the land.

Screen Name Redacted

5/13/2026 07:24 PM

I think it's going to enhance anything.

Screen Name Redacted

5/13/2026 07:31 PM

I support protect protecting the areas.

Screen Name Redacted

5/13/2026 07:36 PM

Screen Name Redacted

5/13/2026 08:19 PM

Maintain the natural and peaceful character of a small town, which helps distinguish the community from other cities.

Screen Name Redacted

5/13/2026 08:22 PM

Same answer - let's focus on food, education and health.

Screen Name Redacted

5/13/2026 08:22 PM

Screen Name Redacted

5/13/2026 08:25 PM

More residential means more families we are in need of a hospital or recreation center. We should not have to go to port coquitlam or maple ridge for swimming

Screen Name Redacted

5/13/2026 11:45 PM

I hope there will be an increase in both residential areas and local businesses in the community.

Screen Name Redacted

5/13/2026 08:28 PM

I oppose this draft as it promotes major urban expansion on valuable farmland despite existing traffic and infrastructure issues. Protecting the natural land and preserving the cities charm should take priority over forcing continued development.

Screen Name Redacted

5/13/2026 08:37 PM

There needs to be more amenities to serve our community. I'm tired of leaving my own community to access a pool for my children

Screen Name Redacted 5/13/2026 08:51 PM	It's the right balance of community values and economic opportunities
Screen Name Redacted 5/13/2026 08:56 PM	The City of Pitt Meadows needs to grow and keep the City as livable as possible.
Screen Name Redacted 5/13/2026 09:03 PM	Some are fine, but increased population and decreased agricultural area is a terrible idea.
Screen Name Redacted 5/13/2026 09:09 PM	The priorities are fine but I don't see them in this proposal. Putting residential on a highway that is congested everyday doesn't meet this priorities
Screen Name Redacted 5/13/2026 09:28 PM	Again, need more growth in this city.
Screen Name Redacted 5/13/2026 09:32 PM	
Screen Name Redacted 5/13/2026 09:38 PM	Same as above
Screen Name Redacted 5/13/2026 09:43 PM	
Screen Name Redacted 5/13/2026 09:58 PM	I think this covers the majority of issues that would be raised.
Screen Name Redacted 5/13/2026 10:16 PM	Let's protect our land, Pitt meadows is beautiful as it is.
Screen Name Redacted 5/13/2026 10:23 PM	Let's do this the right way.
Screen Name Redacted 5/13/2026 10:27 PM	
Screen Name Redacted 5/13/2026 10:35 PM	Does ot enhance natural environment one bit. You are taking it away and adding more people to destroy it.
Screen Name Redacted 5/13/2026 10:47 PM	No more new housing
Screen Name Redacted 5/13/2026 10:51 PM	Don't agree with the development
Screen Name Redacted 5/13/2026 11:27 PM	I don't believe this will calm traffic on old Dewdney at all
Screen Name Redacted 5/13/2026 11:50 PM	New housing and employment opportunities is a great way to grow the city and bring in more tax revenue.
Screen Name Redacted 5/13/2026 11:57 PM	I oppose the entire plan. The entire point of living in Pitt Meadows is for the small town appeal. The disaster in South Pitt Meadows on Airport Way is already bad enough. This proposal is ridiculous and this project should never see the light of day.
Screen Name Redacted 5/14/2026 12:13 AM	Pitt Meadows needs to grow and that area is the best available for it
Screen Name Redacted 5/14/2026 01:03 AM	Would prefer updates to existing infrastructure, and would prefer that the city remain within the limits it currently is in, allowing existing agricultural areas to remain which give the city it's unique feel
Screen Name Redacted 5/14/2026 02:25 AM	Building new housing and commercial buildings without first upgrading the infrastructure in the existing city is irresponsible use of taxpayer money

Screen Name Redacted 5/14/2026 02:46 AM	I am so sick and tired of this always first nation consideration. Never anything about the history of the early settlers of non native ancestors.
Screen Name Redacted 5/14/2026 03:26 AM	ALR should be increasing not decreasing food security should be a priority. This land should be used for farming not urban use., put it back into the ALR.
Screen Name Redacted 5/14/2026 06:40 AM	- you can't enhance the environment by altering and removing it to lay concrete - the most important priority needs to be Harris Rd underpass first. Otherwise your increasing traffic - this plan is a veiled Lie, it does not support it's priorities
Screen Name Redacted 5/14/2026 07:07 AM	
Screen Name Redacted 5/14/2026 07:31 AM	Same reasons as above.
Screen Name Redacted 5/14/2026 08:01 AM	
Screen Name Redacted 5/14/2026 08:24 AM	
Screen Name Redacted 5/14/2026 08:51 AM	This sounds nice, but it doesn't address infrastructure that will be affected, specifically schools. They are already at their limit. If you ask residents their concerns, the train crossing will always be foremost, and a swimming pool.
Screen Name Redacted 5/14/2026 10:00 AM	This all sounds great on paper but not realistic
Screen Name Redacted 5/14/2026 10:32 AM	I dont believe them.
Screen Name Redacted 5/14/2026 10:48 AM	As I mentioned above, the same reasons
Screen Name Redacted 5/14/2026 10:58 AM	Well balanced
Screen Name Redacted 5/14/2026 11:08 AM	Not sure how protecting, respecting and safeguarding relates to bulldozing land for retail/housing. What do these lofty aspirations actually mean on the ground as they relate to this proposal?
Screen Name Redacted 5/14/2026 12:07 PM	
Screen Name Redacted 5/14/2026 01:36 PM	Creating a beautiful and usable space that honours the importance of free third spaces is crucial, especially when considering high density living.
Screen Name Redacted 5/14/2026 02:12 PM	Support development so long as it doesn't stop development in other areas.
Screen Name Redacted 5/14/2026 02:29 PM	Developing a safe, multi-modal mobility network that supports active transportation and public transit and provides connectivity to the urban area south of Loughheed Highway is a major need and concern as the effects of the climate continually impact.
Screen Name Redacted 5/14/2026 03:14 PM	This recognition statement takes away from the actual people who will be paying for, building, living in and utilizing the area.
Screen Name Redacted 5/14/2026 03:26 PM	
Screen Name Redacted 5/14/2026 03:57 PM	Prioritize small town feel but make it so people want to walk around and shop and eat! Think lower Lonsdale!!

Screen Name Redacted

5/14/2026 04:45 PM

Screen Name Redacted

5/14/2026 05:40 PM

I recognize that we must respect the past and the history of Pitt Meadows but we must also recognize the future and of our current citizens and the future citizens of Pitt Meadows.

Screen Name Redacted

5/14/2026 05:45 PM

Screen Name Redacted

5/14/2026 06:34 PM

While I support protections for indigenous lands I see urban development at loughheed and Harris changing the character of what people moved to pitt meadows for., and I'm strongly opposed to that.

Screen Name Redacted

5/14/2026 07:00 PM

Screen Name Redacted

5/14/2026 07:09 PM

Please no more large tilt-up industrial parks!

Screen Name Redacted

5/14/2026 07:21 PM

Seems to strike a balance between urban and rural needs. As a North Pitt Meadows resident, it is important to have services and potential employment opportunities on the north side of Loughheed.

Screen Name Redacted

5/14/2026 09:06 PM

More green space opportunities

Screen Name Redacted

5/14/2026 10:08 PM

I do not support first two about indigenous. Again, lets move on. I support the rest. And even ready to volunteer for community, without highlighting specific groups.

Screen Name Redacted

5/14/2026 11:02 PM

I think it's important the development of this land won't encourage additional development of neighbouring agricultural lands decades later. The Loughheed hwy. essentially disrupted old agricultural land at this site, so hopefully expansion ends here.

Screen Name Redacted

5/15/2026 10:06 AM

These are all great points however, I feel if this area plan moves forward some of this points will be overlooked and or slid under the rug.

Screen Name Redacted

5/15/2026 12:35 PM

Could be more future oriented and less in the now/current.

Screen Name Redacted

5/15/2026 01:10 PM

Worried about environmental concerns, agriculture concerns, and how our schools and hospital can't even handle the current population.

Screen Name Redacted

5/15/2026 01:22 PM

I do not support the overdevelopment of Pitt Meadows.

Screen Name Redacted

5/15/2026 01:26 PM

Pitt meadows is a farming community and has won awards for such an amazing place to live and in one project you will ruin it like it was done with all the warehouses.

Screen Name Redacted

5/15/2026 01:33 PM

I feel they are the right priorities

Screen Name Redacted

5/15/2026 01:38 PM

Same answer as #2.

Screen Name Redacted

5/15/2026 02:07 PM

I feel like development does the opposite of protecting the land. Not only with destroying the land but making more people polluted and inhabit the area

Screen Name Redacted

5/15/2026 02:59 PM

Screen Name Redacted

5/15/2026 03:18 PM

Despite making a connector I would think traffic is only going to get worse in the area.

Screen Name Redacted 5/15/2026 04:17 PM	I don't understand how this will enhance the natural environment
Screen Name Redacted 5/15/2026 05:59 PM	
Screen Name Redacted 5/15/2026 08:02 PM	
Screen Name Redacted 5/15/2026 08:14 PM	Recognizing Katie is a must. We are in need of 55 plus residential area. Rancher style townhomes.
Screen Name Redacted 5/15/2026 09:59 PM	
Screen Name Redacted 5/15/2026 10:41 PM	Same as above. I would happily and wholeheartedly support everything in this proposal if I didn't feel that the "employment section" is simply going to be another bland and noisy industrial park of which Pitt Meadows already has several.
Screen Name Redacted 5/16/2026 08:00 PM	Everything listed can improve the lifestyle for current residents and also be an attraction for others that may have been hesitant to move here. PM is currently known as just farmland or the "boonies", we need to change that!
Screen Name Redacted 5/16/2026 09:25 PM	
Screen Name Redacted 5/17/2026 01:29 AM	If it can't be farmed anymore, I appreciate the attention given to safeguarding the surrounding agricultural lands.
Screen Name Redacted 5/17/2026 11:13 PM	I feel it's most important to safeguard the surrounding agricultural lands from the impact of urban development. I also like the idea of traffic calming Old Dewdney, especially when this development would be adding more traffic to the area.
Screen Name Redacted 5/18/2026 10:50 AM	I think overall these are good priorities to have with such a large scale development. Being able to be integrated with active transportation (protected from vehicles, shaded from sun, night lighting in certain areas) are all good things.
Screen Name Redacted 5/18/2026 04:41 PM	
Screen Name Redacted 5/18/2026 06:49 PM	I don't believe these priorities will be realized through this type of development. Pitt Meadows is "the natural place" and I think instead of trying to become like every other surrounding city, council should consider what draws people here...
Screen Name Redacted 5/18/2026 08:50 PM	
Screen Name Redacted 5/19/2026 11:10 AM	Every detail is being looked after and all precautions are being considered.
Screen Name Redacted 5/19/2026 07:25 PM	
Screen Name Redacted 5/19/2026 10:29 PM	Read above. development is not protection. leaving it alone is protection. natural and the way indigenous people want it .
Screen Name Redacted 5/20/2026 09:32 AM	All of this does not address our infrastructure shortcomings.
Screen Name Redacted 5/20/2026 10:09 AM	I think there needs to be a Master Plan before starting.

Screen Name Redacted 5/20/2026 06:39 PM	We have traffic issues, healthcare issues etc. and this would add to these issues. It would also affect the small town feel of Pitt Meadows.
Screen Name Redacted 5/20/2026 06:42 PM	I support a family friendly community. No industrial component
Screen Name Redacted 5/20/2026 11:10 PM	Adding more residences and people before improving existing traffic and congestion issues won't help folks who already live here
Screen Name Redacted 5/21/2026 09:08 AM	Love this, Katzie is such an integral part of our community, and we really like to see their involvement in these conversations and decisions! The traffic consideration is nice too, Loughheed already backs up with the trains on Harris.
Screen Name Redacted 5/21/2026 11:31 AM	
Screen Name Redacted 5/21/2026 05:05 PM	Again, the plan is useless without a proper traffic plan. You seem to be avoiding that as you know if that is included the plan will fail. Also, not viable until the railway crossing on Harris is settled.
Screen Name Redacted 5/22/2026 12:24 AM	My answers in the first question
Screen Name Redacted 5/23/2026 09:11 AM	Since the Katzie First Nation do not pay property taxes the burden of supporting additional infrastructure by our property taxes is highly unfair. Farm land should be protected at all costs.
Screen Name Redacted 5/24/2026 02:14 AM	As above, we should be making the current residential areas of the city improved and work on restoring the natural feel of the current town as is. Not expanding when we don't have the logistics (schools, underpass, etc.) to do so.
Screen Name Redacted 5/24/2026 10:15 PM	There is no need to develop this land. A number of businesses are moving out of meadow town centre due to high rent (blends, lordco) and by build more apts and business space when there are so many vacancies?
Screen Name Redacted 5/24/2026 10:21 PM	We do not have the resources to have more housing, road traffic water restrictions,
Screen Name Redacted 5/25/2026 08:54 AM	
Screen Name Redacted 5/25/2026 09:31 AM	New housing and employment opportunities are great. Multi-Multi-modal mobility network is definitely needed given large amount of biking a lot of people like to do. Improving traffic flow is great too.
Screen Name Redacted 5/25/2026 09:35 AM	Uncertain land ownership may impact ability to attract private investment making this a non viable development
Screen Name Redacted 5/25/2026 09:51 AM	Same as above.
Screen Name Redacted 5/25/2026 10:10 AM	
Screen Name Redacted 5/25/2026 10:16 AM	This is a great opportunity to create a community, right now most of the new development is happening in mature neighbourhoods that don't fit well. Parking becomes terrible and new building doesn't visually fit with the existing
Screen Name Redacted 5/25/2026 11:48 AM	It seems like common sense. New traffic infrastructure must be designed for future growth not only in Pitt Meadows but from Maple Ridge as they will utilize the corridor also.

Screen Name Redacted 5/25/2026 01:57 PM	We should not remove land from the ALR for housing. We need to be more self sufficient, grow our own food.
Screen Name Redacted 5/25/2026 02:29 PM	
Screen Name Redacted 5/25/2026 05:34 PM	There are much higher priorities in Pitt Meadows: 1. Rail overpass or underpass 2. Improved hospital 3. Swimming pool 4. Schools and sports facilities
Screen Name Redacted 5/25/2026 06:39 PM	Sick of putting people's feelings ahead of helping the community
Screen Name Redacted 5/25/2026 06:53 PM	I am focusing on the future of what this means for our town and I think this development is a step for a brighter more affordable future
Screen Name Redacted 5/25/2026 07:19 PM	I am tired of continually increasing yearly tax invoices. Council seems to think the residents of this city are a bottomless source of money.
Screen Name Redacted 5/25/2026 07:24 PM	If it has to be built then ok with these
Screen Name Redacted 5/25/2026 07:54 PM	We don't have the necessary facilities and resources to support 2700 new homes and a mix of more traffic to the area.
Screen Name Redacted 5/25/2026 08:12 PM	Priorities dont reflect what residents want and can afford.
Screen Name Redacted 5/25/2026 08:36 PM	
Screen Name Redacted 5/25/2026 09:32 PM	Keeping the heritage and cultural history of PittMeadows is important for the growth and education of the people that live here.Asking and keeping residents informed of the ongoings of the project will reduce stress and promote willingness fromlocals
Screen Name Redacted 5/26/2026 10:46 AM	As this is so close to the agricultural lands of Pitt Meadows, I support keeping a strong distinction between the new development and the existing farm land. I hope more outdoor areas can be maintained.
Screen Name Redacted 5/26/2026 12:50 PM	It is their land
Screen Name Redacted 5/26/2026 03:17 PM	Traffic flow positive needs
Screen Name Redacted 5/26/2026 03:49 PM	It's important to keep aspects of what makes Pitt Meadows special (Katzie First Nation culture, green space).
Screen Name Redacted 5/26/2026 04:42 PM	
Screen Name Redacted 5/27/2026 03:25 AM	
Screen Name Redacted 5/27/2026 08:16 AM	
Screen Name Redacted 5/27/2026 01:26 PM	

Screen Name Redacted 5/27/2026 01:58 PM	Protecting our natural community is very important and I'd love to see more of Pitt Meadows natural space made usable in a sustainable and inclusive way.
Screen Name Redacted 5/27/2026 07:02 PM	I understand the need to expand responsibly but Lougheed highway is already a major bottle neck and adding more density and access intersections along it will increase congestion and noise.
Screen Name Redacted 5/27/2026 07:36 PM	We don't understand how The Plan claims to safeguard agricultural land when it is using it for non-agricultural purposes.
Screen Name Redacted 5/27/2026 08:11 PM	No more people until the train situation is dealt with .Building more housing will add to the present congestion which is untenable!!
Screen Name Redacted 5/27/2026 09:22 PM	It will not improve traffic flow, cars will still take Old Dewdney, put four ways stops on Old Dewdney and slow down traffic. The road the is proposed is not really going to change traffic flow
Screen Name Redacted 5/28/2026 04:48 PM	More people means we need more family doctors, more schools and daycares. Do we plan to build a new elementary school?
Screen Name Redacted 5/28/2026 04:49 PM	Need more visual plans to understand design and how it fits into the community but we need places to recreate and live. Needs to be inviting and not too industrial looking.
Screen Name Redacted 5/28/2026 04:57 PM	Respecting the Katie First Nations has to be paramount in this development.
Screen Name Redacted 5/28/2026 04:59 PM	
Screen Name Redacted 5/28/2026 05:06 PM	Just said above
Screen Name Redacted 5/28/2026 05:09 PM	All the above especially traffic and Abernathy completion
Screen Name Redacted 5/28/2026 05:16 PM	I feel priorities are well placed. The inclusion of Katzie is very important.
Screen Name Redacted 5/28/2026 06:03 PM	
Screen Name Redacted 5/28/2026 08:57 PM	Long overdue
Screen Name Redacted 5/29/2026 09:41 AM	These seem to address all my key concerns about developing that area. Would also like to see promotion of green technology - ie. green roofs, solar panel arrays on top of buildings, charging stations, etc.
Screen Name Redacted 5/29/2026 10:54 AM	Traffic will only get worse due to this, and there are no plans to mitigate Harris road traffic with CP Rail at this time so it's just going to be horrendous. Agricultural lands won't be protected if you're putting in industrial buildings.
Screen Name Redacted 5/29/2026 11:10 AM	
Screen Name Redacted 5/29/2026 11:57 AM	The Harris road and train track issue needs to be addressed over ANYTHING
Screen Name Redacted 5/29/2026 07:52 PM	I like that it is inclusive and commits to maintaining the environment surrounding the proposed area.

Screen Name Redacted 5/30/2026 01:14 PM	I completely support the consultation with q̓ic̓əy̓ but weirdly the proposal over emphasizes community support and under delivers on commitment. Instead is a mural how about a museum to house artifacts and celebrate the history pre colonial life?
Screen Name Redacted 5/30/2026 01:22 PM	Agree with some, not all
Screen Name Redacted 5/31/2026 09:12 AM	Big win for including KFN There must be outreach to all farm properties bordering NLC. "Enhancing" in point 5 is confusing in that it is a natural state of earth. Building, paving, will never 'enhance'. I recognize BCGov is demanding homes.
Screen Name Redacted 5/31/2026 06:33 PM	Its rhe Katzies land so we all win doing it together
Screen Name Redacted 6/02/2026 07:20 AM	
Screen Name Redacted 6/02/2026 12:56 PM	
Screen Name Redacted 6/02/2026 07:52 PM	I encourage you to look at the benefits of a protected intersection and signal phasing that might better serve the needs of the community rather than a pedestrian overpass that is inaccessible for many, likely closes in the winter (slipping hazard).
Screen Name Redacted 6/05/2026 01:45 PM	I think it is important to be mindful of Katzie First Nations. Again I strongly believe in increasing our revenue so that the residents that are currently here, can afford to stay. The way taxes have increased - if that continues, ppl will leave.
Screen Name Redacted 6/05/2026 02:03 PM	Support in principal Seems to be too much emphasis on greenbelt undevelopable land No mention of park family contribution to Pitt Meadows
Screen Name Redacted 6/05/2026 03:49 PM	The priorities generally reflect a strong framework for future growth. We encourage continued flexibility in how the land use framework evolves to ensure the Area Plan remains practical, balanced and adaptable over the long term.
Screen Name Redacted 6/05/2026 09:40 PM	It sounds like it is going to be more community and city focused than previous projects in the city.
Screen Name Redacted 6/06/2026 09:41 AM	It sounds good but long term sustainability refers to money not the natural environment or human health
Screen Name Redacted 6/06/2026 10:19 AM	All this creates is more traffic/pollution and the surrounding agricultural lands are already protected the employment numbers are exaggerated for this area. We do NOT need more industrial to choke our community
Screen Name Redacted 6/07/2026 12:27 PM	
Screen Name Redacted 6/07/2026 01:32 PM	
Screen Name Redacted 6/07/2026 01:39 PM	First we need an underpass that allows us to circulate the city, PM won't grow while we keep stuck 15min while a train passes or we keep losing a day at the office bc we lost the last WCE while a freight train passes.
Screen Name Redacted 6/07/2026 02:18 PM	
Screen Name Redacted 6/07/2026 02:19 PM	

Screen Name Redacted

See number 2 above.

6/07/2026 07:22 PM

Screen Name Redacted

I support most of the items. My concern is more, people who do not hold community values and care for the area

6/07/2026 08:34 PM

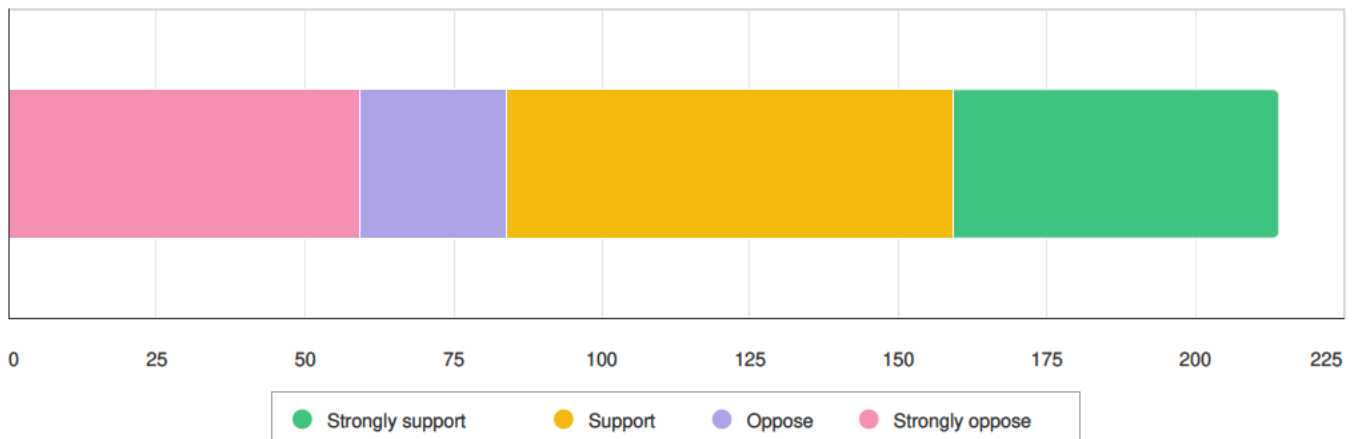
Screen Name Redacted

6/07/2026 09:22 PM

Optional question · 149 responses · 69 skipped

Question type : Essay Question

Q5. Indicate your level of support for the draft land use concept, including the mix and type of land uses proposed (e.g., mixed-use, employment and residential uses, along with parks, open spaces and greenways). See the Draft Area Plan Backgrounder to review the land use concept.



Question options

● Strongly support ● Support ● Oppose ● Strongly oppose

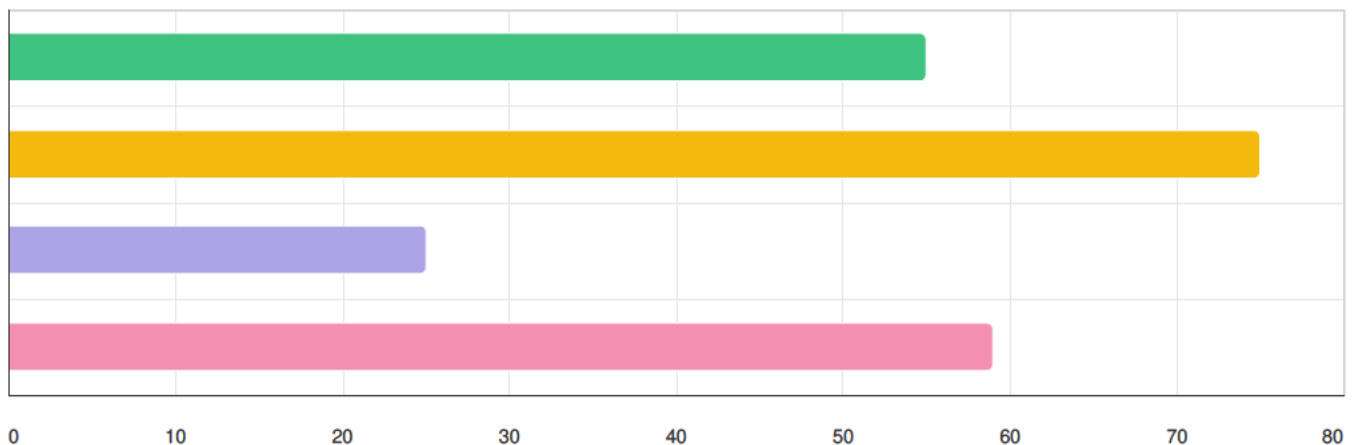
The land use concept plan is a guide for future development. It shows the suggested mix of different land uses, and their approximate locations, recognizing these may evolve through the development review and approvals processes. Accompanying policies outline key principles to guide the mix of and transition between different land uses.

55 75 25 59

Optional question · 214 responses · 4 skipped

Question type : Likert Question

Q5. Indicate your level of support for the draft land use concept, including the mix and type of land uses proposed (e.g., mixed-use, employment and residential uses, along with parks, open spaces and greenways). See the Draft Area Plan Backgrounder to review the land use concept. — The land use concept plan is a guide for future development. It shows the suggested mix of different land uses, and their approximate locations, recognizing these may evolve through the development review and approvals processes. Accompanying policies outline key principles to guide the mix of and transition between different land uses.



Question options	responses	%
● Strongly support	55	25.7
● Support	75	35.0
● Oppose	25	11.7
● Strongly oppose	59	27.6

Q6. Tell us why you feel this way about the draft land use concept plan.

Screen Name Redacted 5/13/2026 11:02 AM	Id appreciation the City taking the lead to encourage new daycares, especially school aged care, to set up in Pitt Meadows. Childcare is extremely restricted and will be needed even more when new business and homes are built.
Screen Name Redacted 5/13/2026 11:03 AM	
Screen Name Redacted 5/13/2026 11:06 AM	Plan seems good, however with the greenpath and walkways, then leading to a dangerous crosswalk to get to Harris Road Park. The city should force developer to make a pedestrian overpass.
Screen Name Redacted 5/13/2026 11:07 AM	
Screen Name Redacted 5/13/2026 11:27 AM	We do not need more industrial especially if we are removing agricultural land from the reserve. Our infrastructure can't support what we have nor can our city workers. More community input is needed especially for us north side residence.
Screen Name Redacted 5/13/2026 11:32 AM	Keep pitt Meadows natural
Screen Name Redacted 5/13/2026 11:39 AM	Pedestrian only zones! More mixed use commercial/residential. Why put industrial/manufacturing all in the quiet beautiful area and locate all the residential beside the extremely busy highway? Love the parks and cycling! Need the east ped. cross!
Screen Name Redacted 5/13/2026 11:45 AM	
Screen Name Redacted 5/13/2026 11:50 AM	It's the perfect plan.
Screen Name Redacted 5/13/2026 11:51 AM	
Screen Name Redacted 5/13/2026 12:00 PM	
Screen Name Redacted 5/13/2026 12:05 PM	
Screen Name Redacted 5/13/2026 12:08 PM	
Screen Name Redacted 5/13/2026 12:10 PM	
Screen Name Redacted 5/13/2026 12:15 PM	Residential directly at highway isn't a good idea. That should be green area for a buffer.
Screen Name Redacted 5/13/2026 12:21 PM	I support this idea with infrastructure upgrades, like the: North Loughheed connector, and Harris road underpass/overpass. Pitt Meadows is already increasing density that require better ways to travel the area. Also assists with peak time traffic.
Screen Name Redacted 5/13/2026 12:22 PM	I support park land, open spaces, and greenways and anything that promotes people getting outside to be active in nature. I don't support agricultural land being rezoned for commercial and residential land.

Screen Name Redacted

5/13/2026 12:29 PM

Screen Name Redacted

5/13/2026 12:32 PM

Screen Name Redacted

5/13/2026 12:44 PM

Screen Name Redacted

5/13/2026 12:45 PM

Screen Name Redacted

5/13/2026 12:55 PM

Screen Name Redacted

5/13/2026 01:07 PM

Screen Name Redacted

5/13/2026 01:30 PM

Screen Name Redacted

5/13/2026 01:41 PM

Screen Name Redacted

5/13/2026 01:48 PM

Screen Name Redacted

5/13/2026 01:51 PM

Screen Name Redacted

5/13/2026 02:02 PM

Screen Name Redacted

5/13/2026 02:19 PM

Screen Name Redacted

5/13/2026 02:34 PM

Screen Name Redacted

5/13/2026 02:46 PM

Screen Name Redacted

5/13/2026 02:49 PM

Screen Name Redacted

5/13/2026 04:33 PM

Screen Name Redacted

5/13/2026 05:36 PM

Screen Name Redacted

5/13/2026 05:39 PM

Screen Name Redacted

5/13/2026 05:44 PM

Screen Name Redacted

5/13/2026 05:48 PM

Screen Name Redacted

5/13/2026 06:00 PM

More greenways is nice

Broad mix of uses, live and work options. Important the mixed use opportunities create a vibrant village,

More business space would likely help this development and its occupants . Greenways and parks would enhance the quality of living in this area . Not being too far from these things if they are included in this plan

What about creating a story trail about the Katzie's through the greenway? Which includes their art, interactive stations of their way of life, etc?

Its about time we used that land , i would like to see an additional pedestrian walkway, and more commercial space.

Mxied use is good

While an interesting idea, this will completely change the feel of our community. The infrastructure we have is already insufficient. Adding more population and traffic is an absolute nightmare of an idea.

Reasons mentioned above

See first statement

Screen Name Redacted	
5/13/2026 06:25 PM	
Screen Name Redacted	We need some more community gathering places
5/13/2026 06:26 PM	
Screen Name Redacted	
5/13/2026 06:26 PM	
Screen Name Redacted	Balance is key.
5/13/2026 06:27 PM	
Screen Name Redacted	
5/13/2026 06:31 PM	
Screen Name Redacted	Balances good.
5/13/2026 06:32 PM	
Screen Name Redacted	
5/13/2026 06:34 PM	
Screen Name Redacted	
5/13/2026 06:43 PM	
Screen Name Redacted	I don't understand how new residents will access this area. It's going to add to the already terrible intersection at Harris and Loughheed. Meadow Gardens Way is already at capacity and is too narrow to support traffic to new homes and retail
5/13/2026 06:48 PM	
Screen Name Redacted	Answered in question 2
5/13/2026 06:56 PM	
Screen Name Redacted	This development is long overdue to bring additional revenue into the city.
5/13/2026 06:56 PM	
Screen Name Redacted	
5/13/2026 06:58 PM	
Screen Name Redacted	I support only if the city have the firm on the actual development implementation. Never just give it to the developer.
5/13/2026 07:11 PM	
Screen Name Redacted	I'm opposed to the whole plan
5/13/2026 07:24 PM	
Screen Name Redacted	
5/13/2026 07:31 PM	
Screen Name Redacted	
5/13/2026 07:36 PM	
Screen Name Redacted	This plan can more fully present and establish a new community identity that is distinct and independent from the south side area.
5/13/2026 08:19 PM	
Screen Name Redacted	Same answer - let's focus on food, education and health.
5/13/2026 08:22 PM	
Screen Name Redacted	Why would people want to live beside the highway. Not enough green space.
5/13/2026 08:22 PM	
Screen Name Redacted	
5/13/2026 08:25 PM	
Screen Name Redacted	This will help support the development of a more complete and well-rounded community.
5/13/2026 11:45 PM	

Screen Name Redacted 5/13/2026 08:28 PM	This draft introduces excessive density and urban expansion on farmland that existing roads and infrastructure can not support.
Screen Name Redacted 5/13/2026 08:37 PM	I see no plans for a pool. Short sighted. Also our local hospital already runs at sometimes 170% its capacity. I want to see a fight for these things
Screen Name Redacted 5/13/2026 08:51 PM	Its well balanced
Screen Name Redacted 5/13/2026 08:56 PM	I believe a mix of housing and businesses make sense, similar to Fremont Village.
Screen Name Redacted 5/13/2026 09:03 PM	I totally oppose all of the proposed land uses except agriculture. Farm land is critically low in the region and we need to preserve it.
Screen Name Redacted 5/13/2026 09:09 PM	This will place commercial and residential into farm land where farmer spray and have manure spreading etc. the creep into the agricultural area starts with one plan like this then another soon there won't be agriculture.
Screen Name Redacted 5/13/2026 09:28 PM	Same as above
Screen Name Redacted 5/13/2026 09:32 PM	
Screen Name Redacted 5/13/2026 09:38 PM	
Screen Name Redacted 5/13/2026 09:43 PM	
Screen Name Redacted 5/13/2026 09:58 PM	Generally I am supportive of this, as I believe the City needs to develop more to gather more tax revenue to support the City as opposed to continuously raising property taxes.
Screen Name Redacted 5/13/2026 10:16 PM	It will take away our beautiful area for agriculture etc.
Screen Name Redacted 5/13/2026 10:23 PM	
Screen Name Redacted 5/13/2026 10:27 PM	
Screen Name Redacted 5/13/2026 10:35 PM	
Screen Name Redacted 5/13/2026 10:47 PM	We have enough parks
Screen Name Redacted 5/13/2026 10:51 PM	Don't support the development
Screen Name Redacted 5/13/2026 11:27 PM	You keep saying how important farming is in Pitt Meadows and how much you as council supports it, once you start bringing proposed housing on the north it will be the start to the end of viable farms
Screen Name Redacted 5/13/2026 11:50 PM	Plan looks great
Screen Name Redacted 5/13/2026 11:57 PM	I oppose the entire plan. The entire point of living in Pitt Meadows is for the small town appeal. The disaster in South Pitt Meadows on Airport Way is already bad enough. This proposal is ridiculous and this project should never see the light of day.

Screen Name Redacted 5/14/2026 12:13 AM	Pitt Meadows needs to grow and that area is the best available for it
Screen Name Redacted 5/14/2026 01:03 AM	Would prefer updates to existing infrastructure, and would prefer that the city remain within the limits it currently is in, allowing existing agricultural areas to remain which give the city it's unique feel
Screen Name Redacted 5/14/2026 02:25 AM	Use this money to build the existing city first
Screen Name Redacted 5/14/2026 02:46 AM	What about a train crossing concept plan, or a concept plan for the constance non stop aircraft noise. When friends from downtown Vancouver come to visit there don't know how we can live here. Can't even sit out on are deck on sunny day.
Screen Name Redacted 5/14/2026 03:26 AM	Nothing green about the proposal.
Screen Name Redacted 5/14/2026 06:40 AM	This plan fails in every way without the Harris Rd underpass being built first
Screen Name Redacted 5/14/2026 07:07 AM	
Screen Name Redacted 5/14/2026 07:31 AM	Same as above
Screen Name Redacted 5/14/2026 08:01 AM	
Screen Name Redacted 5/14/2026 08:24 AM	
Screen Name Redacted 5/14/2026 08:51 AM	Impossible to agree when there are no specifics. What does "employment" mean? More warehouses like Amazon and the whole industrial complex on Airport Road? How many jobs did that actually bring to Pitt Meadows?
Screen Name Redacted 5/14/2026 10:00 AM	Again we do not have the infrastructure to manage a development of this size.
Screen Name Redacted 5/14/2026 10:32 AM	If its true its good.
Screen Name Redacted 5/14/2026 10:48 AM	As above
Screen Name Redacted 5/14/2026 10:58 AM	Would prefer to not see a large portion of the employment come from warehousing.
Screen Name Redacted 5/14/2026 11:08 AM	We need to reorient our thinking. Feeding folks needs to be prioritized. Unlike Coquitlam, Port Coquitlam, Burnaby, Pitt Meadows STILL has vast acreages of prime farmland. We can't be all things, to satisfy all needs.
Screen Name Redacted 5/14/2026 12:07 PM	The only pause I have is residential space so close to a highway.
Screen Name Redacted 5/14/2026 01:36 PM	My hesitation lies with the greenspace. I am concerned that there appeared to be no mention of efforts to maintain the current tree inventory.
Screen Name Redacted 5/14/2026 02:12 PM	Business should face lougheed
Screen Name Redacted 5/14/2026 02:29 PM	I would like to see a larger Mixed Gateway area and somewhat less residential. My concern would be the lack of interest for residential along Lougheed Highway.

Screen Name Redacted 5/14/2026 03:14 PM	It all looks great, and i hope that the Road Harris and Loughheed will receive the upgrades required to reduce the bottleneck that exists today and the increased congestion to follow
Screen Name Redacted 5/14/2026 03:26 PM	
Screen Name Redacted 5/14/2026 03:57 PM	Residential should not be on the loughheed side.
Screen Name Redacted 5/14/2026 04:45 PM	
Screen Name Redacted 5/14/2026 05:40 PM	I support the general concept but I am looking forward to the scheduled meetings to provide more clarity.
Screen Name Redacted 5/14/2026 05:45 PM	
Screen Name Redacted 5/14/2026 06:34 PM	Same as my previous responses.
Screen Name Redacted 5/14/2026 07:00 PM	
Screen Name Redacted 5/14/2026 07:09 PM	
Screen Name Redacted 5/14/2026 07:21 PM	The mix a good balance to meet Pitt Meadows housing needs / requirements while providing other commercial, retail and educational opportunities.
Screen Name Redacted 5/14/2026 09:06 PM	Creates a community, not just housing or just retail or just greenspace
Screen Name Redacted 5/14/2026 10:08 PM	We need more housing. More available commercial spaces. Idea is good.
Screen Name Redacted 5/14/2026 11:02 PM	Pitt Meadows and Maple Ridge already is spawned out. Adding more industrial along the busy road corridors or adding more single family homes in line with the existing Dorado neighborhood makes sense. I'm less convinced condos etc. would be good there
Screen Name Redacted 5/15/2026 10:06 AM	The area is fine the way it is. We dont need more residential areas- schools are maxed out as it is. Parks would be fine and/or a smaller local business. But thats it. We dont need anything else.
Screen Name Redacted 5/15/2026 12:35 PM	Like the mixed-use and density but feel it could go further. No education or institutional land reserved.
Screen Name Redacted 5/15/2026 01:10 PM	Mixed use of great, location next to a highway is odd and schools and hospital needs to be upgraded first before adding too many people to the population
Screen Name Redacted 5/15/2026 01:22 PM	I do not support the overdevelopment of Pitt Meadows.
Screen Name Redacted 5/15/2026 01:26 PM	Where is the future sky train fit into this plan?
Screen Name Redacted 5/15/2026 01:33 PM	Because it's important to have mixed land use
Screen Name Redacted 5/15/2026 01:38 PM	We need more residential to help with the tax base that keeps rising in Pitt Meadows.

Screen Name Redacted 5/15/2026 02:07 PM	No employment. Only a small amount to support the community. More park and open space
Screen Name Redacted 5/15/2026 02:59 PM	
Screen Name Redacted 5/15/2026 03:18 PM	
Screen Name Redacted 5/15/2026 04:17 PM	We already have parks and natural spaces. What we don't have is enough roads and infrastructure to handle the increase of population.
Screen Name Redacted 5/15/2026 05:59 PM	
Screen Name Redacted 5/15/2026 08:02 PM	
Screen Name Redacted 5/15/2026 08:14 PM	
Screen Name Redacted 5/15/2026 09:59 PM	
Screen Name Redacted 5/15/2026 10:41 PM	See above. This area is not appropriate for an industrial park.
Screen Name Redacted 5/16/2026 08:00 PM	I think this mix will satisfy a large group of people.
Screen Name Redacted 5/16/2026 09:25 PM	
Screen Name Redacted 5/17/2026 01:29 AM	As long as the portion dedicated to food processing, storage or distribution is of substance and not solely a community garden or for food education purposes.
Screen Name Redacted 5/17/2026 11:13 PM	It's a well-rounded plan and makes sense to have a mix of different land uses to accommodate and attract all walks of life.
Screen Name Redacted 5/18/2026 10:50 AM	Overall the areas are great, however I think that residential shouldn't be what is along the highway and employment would be much better suited. I also fundamentally don't support large scale surface parking.
Screen Name Redacted 5/18/2026 04:41 PM	
Screen Name Redacted 5/18/2026 06:49 PM	The city should not increase housing at this scale until issues, including the rail tracks, are addressed. There's already so much more traffic trying to get to and from the bridge.
Screen Name Redacted 5/18/2026 08:50 PM	
Screen Name Redacted 5/19/2026 11:10 AM	Pitt Meadows is a growing community and this will offer more job opportunities.
Screen Name Redacted 5/19/2026 07:25 PM	
Screen Name Redacted 5/19/2026 10:29 PM	People garbage traffic. garbage. more unhoused. should I go on. leave it alone
Screen Name Redacted 5/20/2026 09:32 AM	See above answer
Screen Name Redacted 5/20/2026 10:09 AM	I think there needs to be a Master Plan before starting.

Screen Name Redacted 5/20/2026 06:39 PM	It's a slippery slope going ahead with this. Pitt Meadows is special because of it's small town feel and being amidst nature.
Screen Name Redacted 5/20/2026 06:42 PM	I would support residential development similar to osprey village .ido not support any industrial or commercial development
Screen Name Redacted 5/20/2026 11:10 PM	Warehouse-style commercial development and drive-thru restaurants take away from the charm of the city, and are unlikely to be occupied by small, locally owned businesses which many residents want more of
Screen Name Redacted 5/21/2026 09:08 AM	Great use of the expansive footprint of this property. Adds things to do in our city without having to leave!
Screen Name Redacted 5/21/2026 11:31 AM	
Screen Name Redacted 5/21/2026 05:05 PM	Cannot even consider without a traffic plan. I have lived in Pitt Meadows all my life and would like to be able to actually drive in the future. M.R. residents will still use Old Dewdney unless you block that road and only open in emergencies.
Screen Name Redacted 5/22/2026 12:24 AM	
Screen Name Redacted 5/23/2026 09:11 AM	I support keeping precious farmland. Pitt Meadows is primarily a farming community. We do not have the hospital resources to support additional population until Ridge Meadows Hospital is expanded. We do not have enough facilities.
Screen Name Redacted 5/24/2026 02:14 AM	As above, more improvements that actually benefit the current citizens of Pitt meadows and improving Pitt meadows to bring back the natural feel that we attempt to say Pitt meadows still is.
Screen Name Redacted 5/24/2026 10:15 PM	See above responses
Screen Name Redacted 5/24/2026 10:21 PM	No farm, no food, more cost as food become more expensive.
Screen Name Redacted 5/25/2026 08:54 AM	
Screen Name Redacted 5/25/2026 09:31 AM	Love the distribution of zones, mixed commercial ground floor with condos above are great for community, would like to see more of these south of loughheed as well.
Screen Name Redacted 5/25/2026 09:35 AM	Sounds great on paper nice to have something to improve livability of pitt meadows given the warehouse districts impacts
Screen Name Redacted 5/25/2026 09:51 AM	Same.
Screen Name Redacted 5/25/2026 10:10 AM	
Screen Name Redacted 5/25/2026 10:16 AM	I have concerns about the industrial areas to the north that would back into the ALR farms. Diesel fuel, exhaust, chemicals etc are all common industrial site issues that can travel to neighbouring parcels
Screen Name Redacted 5/25/2026 11:48 AM	It is a good mix. I am not sure that there is demand for more industrial park and that would lead to increase in truck traffic which will impact traffic to and from GE Bridge. I would recommend caution with this component.

Screen Name Redacted 5/25/2026 01:57 PM	Over Development causes to over population.
Screen Name Redacted 5/25/2026 02:29 PM	
Screen Name Redacted 5/25/2026 05:34 PM	Loss of agricultural land and disturbing culturally significant Katzie areas.
Screen Name Redacted 5/25/2026 06:39 PM	Already previously stated
Screen Name Redacted 5/25/2026 06:53 PM	The younger generation are the future and outdoor recreation area are the best thing for kids. Some of my fondest memories were spent outside with friends. Not stuck to screens as lots of young people are now
Screen Name Redacted 5/25/2026 07:19 PM	What is the point of having an ALR if land is continually removed from it?
Screen Name Redacted 5/25/2026 07:24 PM	
Screen Name Redacted 5/25/2026 07:54 PM	Too mixed up
Screen Name Redacted 5/25/2026 08:12 PM	
Screen Name Redacted 5/25/2026 08:36 PM	
Screen Name Redacted 5/25/2026 09:32 PM	I believe that that new business and social areas will help our community thrive and give opportunities for more jobs in PittMeadows, especially to our thriving community of students who are getting into the work force.
Screen Name Redacted 5/26/2026 10:46 AM	It seems well designed and thought out as presented.
Screen Name Redacted 5/26/2026 12:50 PM	I like the small town feel of Pitt Meadows
Screen Name Redacted 5/26/2026 03:17 PM	Mixed land use a positive
Screen Name Redacted 5/26/2026 03:49 PM	
Screen Name Redacted 5/26/2026 04:42 PM	
Screen Name Redacted 5/27/2026 03:25 AM	
Screen Name Redacted 5/27/2026 08:16 AM	
Screen Name Redacted 5/27/2026 01:26 PM	
Screen Name Redacted 5/27/2026 01:58 PM	Not a fan of large industrial spaces in this area (Pitt Meadows doesn't need anymore) unless it's being used to give back to the community—like a gym or rec centre, training facility, etc.

Screen Name Redacted 5/27/2026 07:02 PM	Mixed use makes sense to reduce the amount of traffic in and out of an area. Consultation and consideration on multiple levels is the responsible way to develop.
Screen Name Redacted 5/27/2026 07:36 PM	
Screen Name Redacted 5/27/2026 08:11 PM	Train!!'
Screen Name Redacted 5/27/2026 09:22 PM	Because you are putting a road right down the middle of prime farm land, housing was always to stay on South Loughheed, once you move housing to the North Loughheed you are asking for future loss of farms, no matter what you say or promise.
Screen Name Redacted 5/28/2026 04:48 PM	
Screen Name Redacted 5/28/2026 04:49 PM	Mixed use supports the need for walkable communities along with providing services and a destination area supporting local businesses.
Screen Name Redacted 5/28/2026 04:57 PM	The City needs to consider amenities in this area. With an additional 5,000 to 6,000 residents, more amenities will be needed. Let's start putting them where people live.
Screen Name Redacted 5/28/2026 04:59 PM	
Screen Name Redacted 5/28/2026 05:06 PM	Need more restaurants and jobs in pitt meadows
Screen Name Redacted 5/28/2026 05:09 PM	A good mix and saving Green space
Screen Name Redacted 5/28/2026 05:16 PM	I understand this to be a guide and I'm not sure what the final picture will look like.
Screen Name Redacted 5/28/2026 06:03 PM	
Screen Name Redacted 5/28/2026 08:57 PM	Long overdue
Screen Name Redacted 5/29/2026 09:41 AM	Like the main street concept and support of agricultural based business, in keeping with our farming roots. Pedestrian overpass is a wonderful idea - much safer! Assuming this plans to keep as many of the existing old trees as possible?
Screen Name Redacted 5/29/2026 10:54 AM	A few residential buildings and small shops would be great, but as soon as you start putting in the massive industrial buildings we're not losing the best part of being a small town. It's too busy with all the trucks and blocks all mountain views
Screen Name Redacted 5/29/2026 11:10 AM	
Screen Name Redacted 5/29/2026 11:57 AM	The Harris road and train track issue needs to be addressed over ANYTHING
Screen Name Redacted 5/29/2026 07:52 PM	More options for people to stay in Pitt Meadows instead of creating so much traffic.
Screen Name Redacted 5/30/2026 01:14 PM	The light industry use should be acknowledged as a tax advantage and highlight easy access between Fraser Port and North Fraser via Goldenears bridge. Too little emphasis on community facilities, library, rec centre, rink, pool...
Screen Name Redacted 5/30/2026 01:22 PM	Keep/return to ALR for food security.

Screen Name Redacted 5/31/2026 09:12 AM	BCGov is demanding homes. People want lower taxes. Homes and business provide increased annual revenue. I get all that. However, between this and the Airport taking out natural spaces, I have concerns in balancing what we are losing.
Screen Name Redacted 5/31/2026 06:33 PM	Have to be careful that noise is at a minimum
Screen Name Redacted 6/02/2026 07:20 AM	
Screen Name Redacted 6/02/2026 12:56 PM	
Screen Name Redacted 6/02/2026 07:52 PM	
Screen Name Redacted 6/05/2026 01:45 PM	
Screen Name Redacted 6/05/2026 02:03 PM	Previous versions of NLP had much less undevelopable greenspace The current developer must be able to see this project as economically sound
Screen Name Redacted 6/05/2026 03:49 PM	While the draft concept includes positive planning principles, we are concerned the land use balance limits long term flexibility. The significant increase in undevelopable green space and limited retail makes developability financially challenging.
Screen Name Redacted 6/05/2026 09:40 PM	
Screen Name Redacted 6/06/2026 09:41 AM	Except for the greenway the entire thing will be pavement. Not even close to 30% tree canopy residential areas are too close to Lougheed highway - should be MINIMUM 250 meters away to reduce exposure to PM2.5, ozone, etc
Screen Name Redacted 6/06/2026 10:19 AM	This Plan was developed for industrial / commercial growth with minimal green space and housing as a carrot to sway an approval moving forward
Screen Name Redacted 6/07/2026 12:27 PM	An elementary school needs to be in the plans or else we are going to see a continuation of overcrowding in our schools.
Screen Name Redacted 6/07/2026 01:32 PM	
Screen Name Redacted 6/07/2026 01:39 PM	We don't need development in that area, we need an underpass to be able to circulate in the city.
Screen Name Redacted 6/07/2026 02:18 PM	
Screen Name Redacted 6/07/2026 02:19 PM	
Screen Name Redacted 6/07/2026 07:22 PM	See number 2 above.
Screen Name Redacted 6/07/2026 08:34 PM	We will lose the small town feel and the local green space
Screen Name Redacted 6/07/2026 09:22 PM	

Optional question · 138 responses · 80 skipped

Question type : Essay Question

Q7. If you have any other feedback on the draft Area Plan, please feel free to share below.

Screen Name Redacted

5/13/2026 11:02 AM

Screen Name Redacted

5/13/2026 11:03 AM

Screen Name Redacted

5/13/2026 11:06 AM

Pedestrian overpass is needed to connect this development with the rest of city, mainly Harris Road Park. This will allow residents access to all local business and amenities without the danger on one of the worst intersections in lower mainland.

Screen Name Redacted

5/13/2026 11:07 AM

Screen Name Redacted

5/13/2026 11:27 AM

This seems like a horribly thought out plan. Yes it would be nice to have more housing (not that it would be affordable with our current market) but look at how full our schools are. If I decide my son needs to switch to English (French immersion grade 6), he would have to go to 240th because we have no space. This happened to his friend, he is on the waitlist to get back here. We can't support the amount of traffic we already have. Our only easy transit is the west coast express and that is limited to where it stops. On the northside here some mornings it can take us 20 minutes to get to school, not including train delays, add more people that number could double. For context we are 10 minutes from school. We don't have enough school buses to support this either. Where are these future children going to go? Maple ridge? Might as well buy in maple ridge then. A new supportive area for seniors would be nice. A small community where they could easily shop and have access to gyms/social programs would be ideal. We do not need more business parks. It will increase money coming into the city but it will also increase traffic, noise and decrease the natural beauty Pitt meadows maintains. The North Lougheed connector is even more ludicrous. It will help alleviate some traffic but in the long run it will lead to issues in the farmland. It is already a struggle for farmers with their tractors or pickers. Then we add more people coming down on our side.

Screen Name Redacted

5/13/2026 11:32 AM

Screen Name Redacted

5/13/2026 11:39 AM

East pedestrian crossing will be important to avoid needing too much parking and incorporating active transportation. Could make this area a huge cycling hub. Also need to connect this cycling to the alouette dyke system with a safe path. More mixed use commercial residential. And be bold and make it pedestrian only in some areas. Look at the success of wooly dog alley in Chilliwack as a design example. It seems off that residential makes up the entire frontage along the busy highway yet we'll put industrial use in the quiet farmland behind them. I love the greenspace and biking infrastructure as well as the intent to make a small community feel. Hugely in support of non-market and family housing options. This will be huge for Pitt Meadows in meeting the targets. This can't come fast enough to support sustainable growth for Pitt Meadows and a better tax base to support services! Access to emergency vehicles like fire will be blocked by trains. This further underscores the need for an underpass (not a massive overpass the height of the condos next to it!).

Screen Name Redacted

5/13/2026 11:45 AM

It's a well thought out plan with a good balance of live, work, play and learn areas. The North Loughheed area has been discussed many times, it's time to put that discussion into action. Approve the plan and let's get on building the new North Loughheed community.

Screen Name Redacted

5/13/2026 11:50 AM

Screen Name Redacted

5/13/2026 11:51 AM

Screen Name Redacted

5/13/2026 12:00 PM

Screen Name Redacted

5/13/2026 12:05 PM

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5/13/2026 12:08 PM

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5/13/2026 12:10 PM

Screen Name Redacted

5/13/2026 12:15 PM

I was disappointed to see it's not going to include the northwest section of North Harris- I thought it would include where the best Western is and the veterinarian clinic as well as where the putting range is and then go north from there. Previously.

Screen Name Redacted

5/13/2026 12:21 PM

I think this is overall a good idea but as I've said above, we as a community need stronger roadway infrastructure. This is clearly being thought of with the North Loughheed Connector but it's not enough in my opinion. A deal needs to be made with the rail company so we can have a overpass/underpass. Without this the connector will become just as easily backed up as Harris road @ Loughheed Highway. Density is increasing and Pitt Meadows ability to sustain itself or travel around is lacking.

With that being said I am also concerned about the Fire Departments ability to service more land, buildings and people within the community. They already struggle to support what we have with more being planned for the future.

Our provincial and federal government needs to support this community so they can have adequate first responders always available and decent means of safe transportation through the community.

I believe that future development is something necessary for the community but other items for us are just as if not more important to the community that currently exist.

Screen Name Redacted

5/13/2026 12:22 PM

Pitt Meadows was known as "the Natural Place" but I don't feel this is reflective anymore. I have lived here for almost 25 years, and it has been sad to see all the agricultural land be turned into industrial parks and condensed residential without long term infrastructure planning. I strongly support developed parks, and developments that will compliment Pitt Meadows without adding to further frustration regarding traffic, trains, and building disruptions. People want to be able to ride bikes, walk/run, and be outside and feel a sense of calm. Traffic, congestion, and building does not translate to a calm and relaxing place to recreate or even enjoy their own backyards.

Screen Name Redacted

5/13/2026 12:29 PM

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5/13/2026 12:32 PM

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5/13/2026 12:44 PM

I wish there was some consideration for greater connection with the southern side of Loughheed as well. Importantly, a key transit hub is Pitt Meadows station. In lieu of underpass/overpass for cars due to the train, maybe a pedestrian overpass here to provide better access to WCE.

Screen Name Redacted

5/13/2026 12:45 PM

Screen Name Redacted

5/13/2026 12:55 PM

By creating a destination that includes at least one food anchor, simple housing with access to transit and a welcoming natural environment, I feel this would be a very successful use of this land, while celebrating our past, present and future.

Screen Name Redacted

5/13/2026 01:07 PM

Screen Name Redacted

5/13/2026 01:30 PM

Screen Name Redacted

5/13/2026 01:41 PM

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5/13/2026 02:02 PM

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5/13/2026 05:36 PM

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5/13/2026 05:39 PM

Screen Name Redacted

5/13/2026 05:44 PM

Incentive for more agricultural farming and green spaces for residents instead of more ton houses and buildings

Screen Name Redacted

5/13/2026 05:48 PM

Do not proceed

Screen Name Redacted

5/13/2026 06:00 PM

Screen Name Redacted

5/13/2026 06:25 PM

Screen Name Redacted

5/13/2026 06:26 PM

Please consider making affordable housing for the senior residents of pitt meadows so we can stay in the community we call home

Screen Name Redacted

5/13/2026 06:26 PM

Schools please.

Screen Name Redacted

5/13/2026 06:27 PM

Please consider emergency services and any necessary infrastructure needed for them.

Screen Name Redacted

5/13/2026 06:31 PM

Screen Name Redacted

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5/13/2026 06:43 PM

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5/13/2026 06:48 PM

Screen Name Redacted

5/13/2026 06:56 PM

I am hoping that long term residents do not use nimby reasons to block out well laid plans and opportunities for positive growth and affordability to new and younger families. I own but having rental availability to those who are unable to afford owning long term or as a stepping stone towards owning. Thank you for sending out this survey to express some of my thoughts on this.

Screen Name Redacted

5/13/2026 06:56 PM

This development is long overdue to bring additional revenue into the city.

Screen Name Redacted

5/13/2026 06:58 PM

I do not want big box stores going in there. Small businesses and services for a walkable community among affordable housing.

Ensure proposed housing has school spaces. Is a new school in Pitt Meadows also needed to support such new residential density?

Screen Name Redacted

5/13/2026 07:11 PM

I support the North Lougheed Area Plan overall, but I would describe my support as cautious rather than strong at this stage.

I appreciate that the plan includes housing, employment, parks, greenways, active transportation, environmental design, and recognition of ᑭᓴᓴᓴ/Katzie First Nation cultural and Ancestral significance. These are important pieces. However, because this land has an agricultural context and is connected to the identity of Pitt Meadows, I hope the final plan can be more ambitious than a typical urban village model.

My concern is that North Lougheed could become similar to Osprey Village. Osprey Village has charm and is a nice community space, but it still feels quite city-like. For North Lougheed, I would like to see nature, agriculture, local food, and cultural identity become the main focus, not just supporting features around development.

Pitt Meadows already has a strong agricultural identity, including blueberries, cranberries, greenhouses, farms, and seasonal community events such as the planned

blueberry festival. Because of this, I think North Loughheed should build on what already exists rather than become a generic urban village.

I would like the City to explore a stronger garden tourism and agri-tourism direction for the area. This could include ideas such as blueberry picking, pumpkin patches, flower farms such as dahlia fields, greenhouses, demonstration gardens, community gardens, farm markets, food education spaces, and local food production. These kinds of uses could attract visitors, support small businesses, create local jobs, and strengthen food sustainability while still reflecting the agricultural character of Pitt Meadows.

There may also be opportunities to connect nearby farms and rural experiences into the broader vision. For example, tour operators could be encouraged to include Pitt Meadows as a destination, with experiences connected to berry farms, flower farms, horses, llamas, goats, mountain views, trails, and local food. Where appropriate and permitted, the City could also explore carefully regulated farm-stay or agri-tourism accommodation ideas that are respectful of agricultural land.

I would also like to see stronger ᑭᑭᑭᑭ/Katzie-led cultural places included in the plan. If done respectfully and with Katzie leadership and input, cultural spaces could become a meaningful attraction and give North Loughheed a much deeper identity rooted in the land. This should not be treated as decoration or branding, but as a genuine part of the planning, design, public space, and land-use vision.

Another important point for me is City control. I hope the City keeps strong control over how development happens and how public benefits are delivered. I do not want North Loughheed to become like the Golden Ears Industrial area, where it feels like the City has limited influence after development happens, including whether local residents benefit from the jobs and opportunities created. If North Loughheed is going to bring housing, employment, and commercial activity, there should be a clear plan for how Pitt Meadows residents, local workers, small businesses, and the broader community benefit.

I am not against growth. I understand Pitt Meadows needs housing, jobs, investment, transportation improvements, and long-term economic sustainability. But if this area is going to change significantly, especially given its agricultural and cultural context, the public benefit should also be significant.

For me, the opportunity is not just to build another neighbourhood. The opportunity is to create something distinctly Pitt Meadows: a place that supports housing and employment while also celebrating agriculture, nature, ᑭᑭᑭᑭ/Katzie culture, food sustainability, outdoor recreation, and local economic development.

I hope the final plan will go further in that direction.

Keep the lens in the ALR and encourage more farming.

Screen Name Redacted

5/13/2026 07:24 PM

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5/13/2026 07:31 PM

Screen Name Redacted

5/13/2026 07:36 PM

Screen Name Redacted

5/13/2026 08:19 PM

It is recommended that residential developments provide more housing options suitable for retirees, especially layouts with a garage and a bedroom suite on the ground floor for greater accessibility and convenience.

Screen Name Redacted

5/13/2026 08:22 PM

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5/13/2026 08:22 PM

Screen Name Redacted

5/13/2026 08:25 PM

Screen Name Redacted

5/13/2026 11:45 PM

It is recommended to build pedestrian overpasses to improve connectivity between the north and south parts of the community.

It is also recommended to provide more housing options suitable for retirees.

Screen Name Redacted

5/13/2026 08:28 PM

Speaking as a lifelong Pitt Meadows resident, this proposal priorities rapid expansion over the long term wellbeing of our community. Our city is already struggling with traffic congestion, strained infrastructure and increased pressure on existing services. The train tracks create significant delays and gridlock daily and train traffic is only increasing as we all know. Adding further residential areas places even more pressure on the already congested roads, particularly for families who will need to travel across the tracks to access our only high school. This will create additional congestion, delays, and safety concerns.

Additionally, this proposal raises serious concerns regarding the permanent loss of farmland. Once agricultural land and natural spaces are developed, they can not be restored. Continued expansion onto farmland also raises concern about environmental impacts, including increased flood risk in an already high risk area, reduced natural drainage, and loss of wildlife habitat.

Alternatively, the city should be investing in the protection and strengthening of this land rather than development. Investing in local food production, agricultural innovation, and preserving natural spaces provides long term benefits to the community while supporting food security and sustainability. I would argue that protecting farmland and respecting the lands natural purpose aligns far more closely with our local Indigenous people's principles of stewardship, environmental responsibility, and value of protecting the land than a large scale urban and industrial expansion project. Once this land is developed, these opportunities are permanently lost.

Overall, this proposal does not align with the community's identity as "the natural place". Growth should focus on improving existing infrastructure (i.e. the high school which was already falling apart when I graduated a decade ago), protecting farmland, and ensuring sustainable development.

Screen Name Redacted

5/13/2026 08:37 PM

Pool. Hospital. Infrastructure that supports the current community

Screen Name Redacted 5/13/2026 08:51 PM	Too often, people that oppose these types of initiative are captured by their own desire for a static environment. They forget that their kids will need job opportunities and housing options one day also. This will be great for the future of Pitt Meadows, while sacrificing none of the character and culture of the community. Its a fantastic idea.
Screen Name Redacted 5/13/2026 08:56 PM	This land has been removed from the ALR for some time now. It is not being used for farming and the City needs this development to stay viable.
Screen Name Redacted 5/13/2026 09:03 PM	A disappointing effort from the City. Contrary to MANY years of history locally.
Screen Name Redacted 5/13/2026 09:09 PM	The more traffic you put into the farming the harder it is for farming. Traffic is a huge issue.
Screen Name Redacted 5/13/2026 09:28 PM	Time to get rid of the current mayor and council and turn this city into a fun and great place to live
Screen Name Redacted 5/13/2026 09:32 PM	
Screen Name Redacted 5/13/2026 09:38 PM	
Screen Name Redacted 5/13/2026 09:43 PM	
Screen Name Redacted 5/13/2026 09:58 PM	I don't understand why the residential seems to be closer to Loughheed, while the things like gas stations etc., are placed further away from the highway. I think it would be a better quality of life to be set back from the highway if possible. I also would very much like there to be more emphasis and prioritization on post-secondary education. Currently all students from Maple Ridge/Pitt Meadows need to travel far to reach post secondary, it would be so nice to be able to keep those students closer to home, and to also have all of the jobs that would be available if we had post secondary here.
Screen Name Redacted 5/13/2026 10:16 PM	
Screen Name Redacted 5/13/2026 10:23 PM	
Screen Name Redacted 5/13/2026 10:27 PM	
Screen Name Redacted 5/13/2026 10:35 PM	
Screen Name Redacted 5/13/2026 10:47 PM	
Screen Name Redacted 5/13/2026 10:51 PM	
Screen Name Redacted 5/13/2026 11:27 PM	Keep it farmable lane, force omni to clean up their property and farm it
Screen Name Redacted 5/13/2026 11:50 PM	Build and plan for the future. Hope the walkways have bike trails
Screen Name Redacted 5/13/2026 11:57 PM	I oppose the entire plan. The entire point of living in Pitt Meadows is for the small town appeal. The disaster in South Pitt Meadows on Airport Way is already bad enough. This proposal is ridiculous and this project should never see the light of day.

Screen Name Redacted

Harris Road underpass is urgent

5/14/2026 12:13 AM

Screen Name Redacted

Would prefer updates to existing infrastructure, and would prefer that the city remain within the limits it currently is in, allowing existing agricultural areas to remain which give the city it's unique feel

5/14/2026 01:03 AM

Screen Name Redacted

5/14/2026 02:25 AM

Screen Name Redacted

5/14/2026 02:46 AM

How about a DRAFT AREA PLAN about how we can stop dumping leaded aviation fuel on our children all day long.

For the last 8 - 10 years, residents of Pitt Meadows have absorbed the cumulative impacts of unchecked airport traffic growth, rail congestion, chronic aircraft noise, and exposure to leaded aviation fuel emissions.

Pitt Meadows Regional Airport is now among the busiest airports in Canada by traffic movement and continues to grow rapidly. Yet surrounding neighborhoods continue to carry the environmental and quality-of-life burden with little meaningful protection or mitigation.

Families living near the airport did not consent to becoming a long-term exposure zone for one of the last leaded transportation fuels still legally burned in Canada.

Residents are increasingly frustrated by:

constant repetitive training aircraft noise,
worsening traffic gridlock,
long rail delays at Harris Road,
declining neighborhood livability,
and the absence of enforceable limits on airport impacts.

This DRAFT AREA PLAN proposes immediate actions to restore balance between aviation activity and the health and well-being of the surrounding community.

How is this for a concept plan;
Immediate monitoring of airborne lead levels.
Restrictions on repetitive training circuits during peak residential hours.
Transparent reporting on airport growth impacts.
Action on Harris Road rail congestion.
Formal recognition of cumulative quality-of-life impacts.

Pitt Meadows residence deserve to have respect for are public health, livability, and the long-term sustainability of our community.
Rapid airport expansion, chronic congestion, persistent aircraft noise pollution, and continued use of leaded aviation fuel require urgent action from the city of Pitt Meadows.
After 34 years we are done, we can't stand it anymore, we are out, and everyone we talk to I tell them to NEVER move to Pitt Meadows. Unless you love sitting in your car almost everyday waiting for a train to clear Harris Rd and you like listening to the constance droning of the mosquito planes, then Pitt Meadows is you town.

A healthy community should not have to choose between repetitive air craft training circuits and the well-being of its children. And constant rail congestion.

Screen Name Redacted

5/14/2026 03:26 AM

Screen Name Redacted

5/14/2026 06:40 AM

Build the Harris Rd underpass first or the rest will be a problem

Screen Name Redacted

5/14/2026 07:07 AM

Screen Name Redacted

5/14/2026 07:31 AM

Screen Name Redacted

5/14/2026 08:01 AM

Screen Name Redacted

5/14/2026 08:24 AM

Screen Name Redacted

5/14/2026 08:51 AM

This is not affordable housing. Pitt Meadows is full of green space. This does not make space for local jobs. All this does is make Pitt Meadows more urban with no benefit to current residents.

Screen Name Redacted

5/14/2026 10:00 AM

Screen Name Redacted

5/14/2026 10:32 AM

Dont lie. Fix the traffic first. Infrastructure first.

Screen Name Redacted

5/14/2026 10:48 AM

I truly hope thos will never happen, people move here because they look for sanctuary, they're running away from the crazy busy traffic and crowds and enjoy nature, fauna and floral. Don't ruin this please..

Screen Name Redacted

5/14/2026 10:58 AM

Screen Name Redacted

5/14/2026 11:08 AM

I'm old enough to have seen one farm after another be bulldozed for housing, industrial parks, railroad facilities expansion, etc. This proposal is just a continuation of the same. The BC Government's housing strategy is not a popular one. I hope Council continues to push back on this government's unreasonable expectations.

Screen Name Redacted

5/14/2026 12:07 PM

I hope the community is also considering rapid transit options to Coquitlam SkyTrain, such as a rail or a SkyTrain.

Screen Name Redacted

5/14/2026 01:36 PM

I am strongly concerned about the removal of established trees. Presumably, the greenspace plan will maintain some of these big trees, but those trees closer to the highway are at risk of removal. From my home, I can see these large trees act as gathering and roosting space for large groups of birds. I strongly, strongly, believe there needs to be guidelines related to upholding these mature trees on the land. Further, I think specific design guidelines for future development would benefit the outcome of the plan. Many new build apartments (especially in Township of Langley) are very unattractive and without some guidelines to uphold charm (see gulf island, SCRD ocps for instance), development could strip any potential to have a pleasant neighbourhood. Lastly, the plan needs to consider how to integrate and uphold greenspace in the light industrial area, as the effects of unfiltered runoff, urban heat island effect, etc could create unintended adverse impacts for our community.

Screen Name Redacted

5/14/2026 02:12 PM

What about transit other areas are getting skytrain extensions all we get is the window dressing BRT from our notsosmart neighbouring municipality.

Plan farther and longer with better vision

Screen Name Redacted

5/14/2026 02:29 PM

I would like to see a supported bike network through the proposed corridor with separated bike lanes to ensure cyclist safety. I would also support the second overpass construction.

Screen Name Redacted 5/14/2026 03:14 PM	I really hope that an overpass is not planned to go over the highway, the crossing as it exists today is sufficient, like all the other crossings this highway has.
Screen Name Redacted 5/14/2026 03:26 PM	Traffic would be a concern. Hop traffic study will be done.
Screen Name Redacted 5/14/2026 03:57 PM	
Screen Name Redacted 5/14/2026 04:45 PM	
Screen Name Redacted 5/14/2026 05:40 PM	We have friends that live in the condo building in Dorado at Meadow Gardens golf course and they find the traffic noise on Lougheed Highway almost unbearable at times. The NLP master plan shows residential areas along side Lougheed Highway. I think that residential areas should be located where traffic noise would not be an issue.
Screen Name Redacted 5/14/2026 05:45 PM	
Screen Name Redacted 5/14/2026 06:34 PM	
Screen Name Redacted 5/14/2026 07:00 PM	
Screen Name Redacted 5/14/2026 07:09 PM	
Screen Name Redacted 5/14/2026 07:21 PM	The north part of the intersection of Harris Rd and Lougheed has many issues. I have witnessed several near misses with vehicles, cyclists and pedestrians. It would be good include the reworking of this intersection as well as the intersection of Harris Rd and the new North Lougheed Connector be part of this plan. As a North Pitt Meadows resident, access coming to and from this area to North Pitt Meadows is an important consideration. As an example, to access the old Pitt Meadows Hall / new RCMP station from Harris Rd North of Lougheed now requires a right at McMyn, left on 191 St, left at 124 Ave, left at Harris Rd and right into the Old Pitt Meadows Hall / RCMP. Previously you were able to make a left at McMyn into this area.
Screen Name Redacted 5/14/2026 09:06 PM	My only concern is making sure.thete are enough roads and parking available for the increase in use. Harris and Lougheed is already highly congested and people make dangerous u turns at Park/Meadow Garden way and Lougheed
Screen Name Redacted 5/14/2026 10:08 PM	I commute in the area everyday. We need more law enforcement on HOV lanes - Lougheed highway. Too many car with single car occupants (just driver) in regular gasoline/diesel cars use them during HOV hours. More law enforcement needed.
Screen Name Redacted 5/14/2026 11:02 PM	

Screen Name Redacted 5/15/2026 10:06 AM	Parks are always nice. Maybe a nice restaurant and or a few small, local, retail shops but that's about it. Pitt Meadows is known for its small city vibe and why people love it and want to move here. It's special for a reason. By keeping it small it keeps our housing prices higher and more desirable as supply is limited. If we start adding and building, then it will just keep growing and getting bigger that pretty soon there won't be anything to separate us from Poco, and Maple Ridge. And we all know as soon as you pass GE Bridge traffic is backed up. So before bringing in more people to our area, how about fixing the problems to alleviate traffic on Lougheed, and or making an overpass for the train tracks on Harris. I think these need to be addressed first, otherwise we will be so grid locked in traffic just like Maple Ridge.
Screen Name Redacted 5/15/2026 12:35 PM	I appreciate the increase in density but do feel as though we could increase density and the footprint overall. We need to go further than South Boson and not replicate it. Furthermore, the type of mixed use zoning will be key. Shops and business that serve the public should be prioritized over service businesses. Furthermore the lack of education and institutional space is concerning.
Screen Name Redacted 5/15/2026 01:10 PM	There needs to be schools in Pitt Meadows to handle the current and growing population. Osprey needs one, and if there's going to be lots of developments above Lougheed then there needs to be a school up there. That location isolates those residents and forces them to be their own community, so they need schools, clinic, etc up there too along with the shops. Osprey fails in this area, we don't need another neighbourhood with similar issues. Pitt Meadows is also going to lose its charm and small town feel with these continued mass developments.
Screen Name Redacted 5/15/2026 01:22 PM	
Screen Name Redacted 5/15/2026 01:26 PM	Maybe we should be focussing our interests on the under/overpass over the train tracks before we add more congestion to our roadways. How will our roads handle more traffic with Amazon trucks and a new huge development coming in. We can't even get out of the superstore mall in under 10-15 mins. Why is the entrance that goes into Somerset not open. There is just so much congestion that the city can't handle now
Screen Name Redacted 5/15/2026 01:33 PM	
Screen Name Redacted 5/15/2026 01:38 PM	Please do not start overbuilding and building ridiculous high rises that will ruin the natural beauty of the mountains. I lived in Port Coquitlam for 20 years (1994-2014) before moving to Pitt Meadows. The local government ruined Poco by building everywhere. I would hate to see that happen to Pitt Meadows. It is one of the few last places that hasn't been ruined yet by overdevelopment and greed.
Screen Name Redacted 5/15/2026 02:07 PM	Less homes, more land for the homes and more open space
Screen Name Redacted 5/15/2026 02:59 PM	Harris Road, North of Lougheed, is absolutely terrible for pedestrians. There is no walking paths, sidewalks, or bike lanes. If a pedestrian overpass is built, it must be with the intention of fixing that intersection and subsequent infrastructure.
Screen Name Redacted 5/15/2026 03:18 PM	
Screen Name Redacted 5/15/2026 04:17 PM	Nature's walk units have a single car garage but many have 2 cars or a work truck, so parking on neighbourhood streets has become a nightmare

Screen Name Redacted

5/15/2026 05:59 PM

Screen Name Redacted

5/15/2026 08:02 PM

Screen Name Redacted

5/15/2026 08:14 PM

Screen Name Redacted

5/15/2026 09:59 PM

Screen Name Redacted

5/15/2026 10:41 PM

Screen Name Redacted

5/16/2026 08:00 PM

Screen Name Redacted

5/16/2026 09:25 PM

Screen Name Redacted

5/17/2026 01:29 AM

Screen Name Redacted

5/17/2026 11:13 PM

Screen Name Redacted

5/18/2026 10:50 AM

We have been waiting for years for this area to develop. We live the Dorado drive quiet community nestled in around the golf course. We need more for over 55.

Reconsider opening the discussion up with CP rails again.

As mentioned above, I think industrial development should interface the highway to reduce noise and sound disturbance to residents. The look of sound walls are never appealing. Alternately, if housing is to stay along the highway, then incorporating large green buffers to reduce sound and have a more natural look would be beneficial. It also then sets back housing from the unsafe environment of car accidents. As mentioned above, I don't support increasing surface parking as it doesn't foster pedestrian centered design and even if there are walkways put in for pedestrians, it typically doesn't follow natural walking patterns. It also adds to the heat island effect as (large) trees are few and far between. I fundamentally understand the desire to minimize ground disturbance in relation to archaeology, however most artifacts would likely be found in the level of ground disturbance needed to build foundations, so you may as well go further for underground parking (which I also understand is cost prohibitive but it truly adds to more human centered design on roadways). As mentioned in the plan, building for families is imperative. There is not enough affordable options for 3 and 4 bedroom housing. Also with greenspace would be ideal to match the small-town feel of Pitt Meadows. Supporting freehold units rather than strata as well to help with affordability and the feeling of ownership. Adding duplexes. Supporting areas that facilitate small business rather than big brands and fast food. Ensure buildings incorporate space for not only bike storage but e-bike storage and charging. Ensure there is bike storage in townhouse units as well. Ensure park design for multiple age groups and activists such as pump tracks and basketball courts for older youth.

Screen Name Redacted

5/18/2026 04:41 PM

Screen Name Redacted

5/18/2026 06:49 PM

Screen Name Redacted

5/18/2026 08:50 PM

Screen Name Redacted 5/19/2026 11:10 AM	Looking forward to seeing this develop.
Screen Name Redacted 5/19/2026 07:25 PM	
Screen Name Redacted 5/19/2026 10:29 PM	Leave it alone. dont develop it. leave it completely as a natural green space.
Screen Name Redacted 5/20/2026 09:32 AM	
Screen Name Redacted 5/20/2026 10:09 AM	Are there any conditions from the ALC that must be met before plans can be made, especially with the Connector Road? Will all the land need to be out of the ALR before starting?
Screen Name Redacted 5/20/2026 06:39 PM	For sure we do not need more industrial/manufacturing space.
Screen Name Redacted 5/20/2026 06:42 PM	I would any further creep into agricultural land north or west of this area.
Screen Name Redacted 5/20/2026 11:10 PM	
Screen Name Redacted 5/21/2026 09:08 AM	
Screen Name Redacted 5/21/2026 11:31 AM	
Screen Name Redacted 5/21/2026 05:05 PM	
Screen Name Redacted 5/22/2026 12:24 AM	There's tons of Pitt Meadows Residents selling their homes and leaving Pitt Meadows and this plan will put that into action.
Screen Name Redacted 5/23/2026 09:11 AM	I strongly oppose development of this farmland. It is an Eagle habitat and habitat for wildlife. It is vital we keep the farmland and also the medical facilities at Ridge Meadows hospital are overcrowded as it is. It is foolhardy to build on farmland when we are already paying higher prices for food from other Countries. Our farmland should be preserved at all costs. This is foolhardy. The Katzie [REDACTED] do not pay taxes so the burden falls to residents to keep paying more and more to support these facilities. It will increase traffic to this area that has more than enough already. ABSOLUTELY NO TO DEVELOPING FARMLAND.
Screen Name Redacted 5/24/2026 02:14 AM	
Screen Name Redacted 5/24/2026 10:15 PM	Been a resident for 35+ years. We are a small town and should remain a small town. The last thing we need is more housing and business space that will sit vacant. We do not have the infrastructure to support more growth. Already under water restrictions in May. Where will we be in 3-5 years as the population grows? We are at a point where I have to go online and book a time to visit golden ears park with my kids... something is seriously wrong.
Screen Name Redacted 5/24/2026 10:21 PM	I want Pitt meadow to stay small, our farm are important. Concrete building is creating more global warming that nature can fight. No threes no oxygen.

Screen Name Redacted

5/25/2026 08:54 AM

Screen Name Redacted

5/25/2026 09:31 AM

Screen Name Redacted

Good luck and hope able to make it work

5/25/2026 09:35 AM

Screen Name Redacted

5/25/2026 09:51 AM

Screen Name Redacted

5/25/2026 10:10 AM

Screen Name Redacted

5/25/2026 10:16 AM

Screen Name Redacted

5/25/2026 11:48 AM

Screen Name Redacted

5/25/2026 01:57 PM

Screen Name Redacted

5/25/2026 02:29 PM

Screen Name Redacted

Keep land in the ALR ! That is the whole point of the ALR.

5/25/2026 05:34 PM

2700 dwelling units is too many. Where are these people going to go to school/daycare/medical services/recreation? The Ridgemeanows hospital is too small and grossly understaffed.

We need a new hospital, a swimming pool, and some more pickleball courts.

Screen Name Redacted

Focus on the roads

5/25/2026 06:39 PM

Screen Name Redacted

Keep looking to the future as important as the past is our country and communities are always growing. Find ways to continue to grow, well honouring the past. The more housing that can be provided without impacting farm land. The more accessible housing will be for the community and hopefully making hour more affordable for my generation

5/25/2026 06:53 PM

Screen Name Redacted

5/25/2026 07:19 PM

Screen Name Redacted

Traffic South on Harris has to be addressed too

5/25/2026 07:24 PM

Screen Name Redacted

How are we able to manage the traffic and this many more people in our area. That corridor is already a choke hold and a bypass isn't going to change that.

5/25/2026 07:54 PM

Screen Name Redacted

5/25/2026 08:12 PM

Screen Name Redacted

5/25/2026 08:36 PM

Screen Name Redacted 5/25/2026 09:32 PM	I worry that the more industrial part of this draft plan may contribute to added traffic in the area, much like the industrial buildings have in the South Bonson/South Harris and Airport Way have. If there could be more information about the types of businesses that are planned to go into that area I think that would give residents some comfort. (ie. I don't want semi trucks coming in and out of that area 24/7) I would assurance that the green space will not be an afterthought. I think having park space for residents to walk, and enjoy is a very important aspect of our community and I would like it to be at the forefront of consideration of this project goes ahead.
Screen Name Redacted 5/26/2026 10:46 AM	When I first look at the plan, I wonder if this will end up feeling more like a suburb of Maple Ridge instead of an expansion of Pitt Meadows. Also, I worry of the increase in traffic on Loughheed Hwy, given the congestion already felt on Harris Rd during rush hours (morning and afternoon). It would be great if it could follow the same aesthetic as Osprey Village, creating it's own neighbourhood feel within Pitt Meadows, as well as becoming a "destination" of it's own right. As there are so many established trees currently there, I would also hope the new development would replace these at a two-fold rate.
Screen Name Redacted 5/26/2026 12:50 PM	
Screen Name Redacted 5/26/2026 03:17 PM	
Screen Name Redacted 5/26/2026 03:49 PM	
Screen Name Redacted 5/26/2026 04:42 PM	What egress and exit are planned for the whole area ? The only one shown is the overpass across Loughheed
Screen Name Redacted 5/27/2026 03:25 AM	Keeping Pitt Meadows small but mighty is, I think, what most Pitt Meadows residents want. There's something special about our tight-knit community, and I believe it comes from the sense of ease we feel here without the hustle and bustle of bigger cities. It feels like a safe place to raise a family, which is my top priority. I strongly support having more green spaces, parks, and places for people to gather outdoors. I would also love to see art and nature more thoughtfully integrated, so that we can celebrate and highlight the natural beauty that already makes this place so special
Screen Name Redacted 5/27/2026 08:16 AM	
Screen Name Redacted 5/27/2026 01:26 PM	Pitt Meadows is a farming community and should remain so.
Screen Name Redacted 5/27/2026 01:58 PM	I'd like to see even more useable green and community space than what is currently outlined in the plan. I'd also like to see more community engagement/information on how the proposed traffic changes will address current and expected traffic.
Screen Name Redacted 5/27/2026 07:02 PM	The noise levels of Loughheed Hwy are already excessive at times due to the unchecked use of engine brakes by commercial vehicles. There is a noise reduction bylaw against this but it is not being policed at all. Developing north Loughheed will reflect more of this noise back towards the existing residences on the south side of the highway. Please consider limiting the buildings to 2 stories along the north Loughheed corridor portion of this development. Please respect our privacy, quality of life and property values when moving forward with this new area plan / development.

Screen Name Redacted

5/27/2026 07:36 PM

Screen Name Redacted

5/27/2026 08:11 PM

Screen Name Redacted

5/27/2026 09:22 PM

These are bigger parcels of land which are great for farming, on McNeil Road you have smaller five acres parcels which is not as prime to farm as these bigger 20 plus parcels of land with no buildings on them. You put city people close to farm land and all the smell, etc complaints start. How about the water shortage everyone talks about, and where is all the sewage going. This will also make Loughheed even more busy and crazier than it already is, the proposed road will definitely not fix this. Put calming stops on Old Dewdney and see how that goes for now, leave the farm land alone.

Screen Name Redacted

5/28/2026 04:48 PM

Screen Name Redacted

5/28/2026 04:49 PM

Screen Name Redacted

5/28/2026 04:57 PM

Screen Name Redacted

5/28/2026 04:59 PM

Screen Name Redacted

5/28/2026 05:06 PM

Screen Name Redacted

5/28/2026 05:09 PM

Get on with it!

Screen Name Redacted

5/28/2026 05:16 PM

I feel the transportation situation is a real problem right now and if we can include more development, it's certainly not going to go away. I hope we can build what we need into your future planning. I really feel this is going to be an important part of the whole Northside development.

Screen Name Redacted

5/28/2026 06:03 PM

Screen Name Redacted

5/28/2026 08:57 PM

Chop chop buttercups! Long overdue.

Screen Name Redacted

5/29/2026 09:41 AM

Screen Name Redacted

5/29/2026 10:54 AM

I strongly oppose this proposed industrial expansion.
The increased industrialization will bring more traffic, congestion, noise, and pollution while permanently reducing valuable natural spaces. The City's proposed environmental measures do not adequately offset the loss of green space, wildlife habitat, and the natural character of our community.
Residents value access to nature and a high quality of life. This proposal prioritizes industrial growth at the expense of those priorities and will have lasting impacts on both the environment and surrounding neighbourhoods.
I urge Council to reject this proposal and pursue alternatives that better balance economic development with environmental protection and community well-being.

Screen Name Redacted

5/29/2026 11:10 AM

Screen Name Redacted 5/29/2026 11:57 AM	The Harris road and train track issue needs to be addressed over ANYTHING
Screen Name Redacted 5/29/2026 07:52 PM	
Screen Name Redacted 5/30/2026 01:14 PM	There is a risk of planning like the City of Kelowna that mimics every city in North America where every corner has a gas station a fast food restaurant and a convenience store across the entire continent. I think we can do better. FIPPA S.22
Screen Name Redacted 5/30/2026 01:22 PM	Strongly support keeping land for agricultural use. No development before existing infrastructure is improved. Harris Road, Hospital capacity.

Screen Name Redacted

5/31/2026 09:12 AM

What are all the ecological building practices. Green roofs for sure. Are we doing that? Are we putting in ecological spaces for the natural collection of rain/storm water? I did request spaces like this with the Onni build on SouthHarris and nothing happened. Just concrete and covered ditches and flooding and heat. We lost all the daily sightings of owls and peregrine falcons. Emissions galore, speeding, etc; the exact opposite of the tranquil farm land that was in that space. And along south Harris.

I have been asking to find spaces for water, for 2 decades. And kept being told it isn't possible, it isn't necessary, yet we are seeing it actually is very possible and extremely necessary.

*I would love to see a paragraph on what was farmed in that location, just for information sake. I am GoogleMapping, but it has been vacant for so long it is difficult to figure out. If it hasn't been farmed in decades, that can help alter my thoughts. And I just can't place anything there in my recollection.

I do know about the other infrastructure for vehicle and pedestrian traffic that has been in discussion for years. However, this project definitely needs a tie in directly to that happening, to make this happen. We can not have people, and I am thinking those with diverse needs, children, and others with accessibility issues crossing here without extreme changes to that intersection. AND for sure, some are going to try to cross from Harris Park, and other mid-street crossings and we need to plan up front for that. PLUS the drivers running lights, well into a solid red, is brutal. Cars or semi's. Everyone is doing it. A hit by any size vehicle, even at low speeds, is a life changer even if you maintain some level of mobility. Speaking from experience.... I did put lots of feedback into the overpass concept, but as the years pass, the traffic just gets worse and worse at Harris/McMyn, and we have citizens with walkers choosing the road/bike lane over the sidewalks (chatted with someone at LangleyMarket last weekend on why they are on road)...asked them to talk to City. And I also know about the Harris Road upgrade project. We need the perfect storm of getting ALL THE THINGS done, and living through whatever that is going to look like, to make a north side neighbourhood work.

And then PLEASE talk to the farmers about that new road. All roads need sidewalks, bike space, if we are truly looking at mobility for our citizens. Traffic needs to CALM the heck down....to put it nicely. I see words to that affect in the project information, but the bigger picture is what happens all around that. In all directions.

Green Roofs? Is that a possibility?? Building homes that manage grey water, eavesdrops and rain barrels, lighter coloured pavement, low speed traffic,I know lots about different things that exist, but how are they all holding up over time? Do these things work in the long term, for regular people? Is there space for a tiny home community? Many people do not want hallways. Or mobile homes. Or someone on the other side of the wall. Or common spaces. Or other people letting thieves into the building.

I have brought up the Agrihood concept before. If ever there was a spot for this, this is one. Though I suggested it in other spots with a agriculture history. Easy google. Lots of info.

I am going to stop well before 5000, thanks for asking. Thanks for the many opportunities for citizens to speak up. Thanks for listening. I am counting on that excellent team we have at City Hall to do their best!

Screen Name Redacted

5/31/2026 06:33 PM

Traffic lights have to be monitored. The intersection of Loughheed and Meadow Gardens needs action now. Vehicles leaving the N/S portion of Abornathy Way are forced to use this intersection to "U TURN" to gain access to Somerset or the Mall. Existing volume of traffic has to be addressed, before planning proceeds on roadways. In closing, remember church and schooling

Screen Name Redacted

6/02/2026 07:20 AM

Screen Name Redacted

6/02/2026 12:56 PM

Screen Name Redacted

6/02/2026 07:52 PM

Pedestrian overpasses are very expensive and often not used due to convenience or accessibility issues due to the grade changes. Explore alternatives. What will the crossing look like at Park Road? Protect that as well.

Great to see consideration of future BRT and other transit improvements. I'd like to see safe access to those stops, along with secure bike parking to improve how many people can easily get to transit and not rely on infrequent shuttles.

Yes, please encourage car share - this would be SO helpful to allow people to live car-free or car-lite especially in these transit and walking oriented areas where they are close to groceries, services, jobs, etc. - ensure connectivity and walk/bike friendly routes that are direct, fine-grained

Screen Name Redacted

6/05/2026 01:45 PM

Screen Name Redacted

6/05/2026 02:03 PM

I support the plan in that it is a step in the right direction. Concerned that the dramatic increase in greenspace will make the project unfeasible economically for the developer. My family has lived and been involved in building the community of Pitt Meadows for four generations. Fully support a balanced plan for development for North Loughheed however I have concerns that this draft does not achieve the right balance and if put forward, would make the developer question the economic practicality of going forward. Also concerned about the lack of recognition of Park Family Farm in process

Screen Name Redacted

6/05/2026 03:49 PM

SmartCentres appreciates the substantial work undertaken by the City, staff, Council, Katzie First Nation and the broader community throughout the North Loughheed Area Plan process.

We continue to strongly support the broader vision of creating a connected and complete community within the North Loughheed area. The long-term opportunity presented by this area is significant, and we believe thoughtful planning can help support housing, employment, transportation improvements, environmental objectives and economic sustainability together.

At the same time, we have concerns regarding the current land use balance reflected in the 2026 draft plan. Compared to the 2020 iteration of the Area Plan, the amount of undevelopable green space has increased substantially across the current overall plan area. In our view, the current allocation risks undermining the practical implementation of the broader vision by significantly reducing the amount of land available to support housing, employment uses, neighbourhood-serving amenities, infrastructure delivery and long-term economic sustainability.

We fully support the inclusion of parks, environmental features, trail connections and public open space within the community. However, successful complete communities require a balanced relationship between open space, residential uses, employment areas, mobility infrastructure and supporting commercial and mixed-use amenities.

We are also concerned the current framework does not identify sufficient flexibility for appropriately scaled neighbourhood-serving commercial and mixed-use uses. Contemporary mixed-use communities increasingly integrate residential, employment, office, and service-commercial uses together in ways that support integration, transit, reduction in commuting and allow residents to meet day-to-day needs locally.

This is particularly important given the long-term nature of the North Loughheed buildout. Community needs, market conditions and development patterns will continue to evolve over time. The Area Plan should therefore preserve enough flexibility to adapt as the community matures.

We recognize and support the importance of downtown Pitt Meadows as the community's historic civic and commercial centre. In our view, thoughtfully integrated local-serving amenities within the North Loughheed area can complement the downtown by supporting future residents and reducing retail leakage to surrounding municipalities.

We also note that the successful delivery of the North Loughheed vision will require substantial investment in infrastructure, transportation improvements, public amenities and community-serving uses over many years. Maintaining a practical and balanced land use framework will be important to supporting that long-term implementation.

Overall, we encourage the City to revisit the amount and configuration of undevelopable green space and continue refining the land use framework to ensure the Area Plan remains balanced, flexible, economically sustainable and practical to implement over the long term.

Screen Name Redacted

6/05/2026 09:40 PM

Screen Name Redacted

I am encouraged that the city has collaborated with the Katzie

6/06/2026 09:41 AM

Screen Name Redacted

6/06/2026 10:19 AM

Screen Name Redacted

Plan it for growth, how many people at the maximum can be in this area? what future growth is planned? Be proactive and smart about how it's built, the amenities, utilities, parks and schools and it can be successful. Planning for short or medium term in not the way.

6/07/2026 12:27 PM

Screen Name Redacted

6/07/2026 01:32 PM

Screen Name Redacted

Please invest this money in an underpass, Pitt Meadows deserves it. We are tired of being held hostage of the freight trains

6/07/2026 01:39 PM

Screen Name Redacted

6/07/2026 02:18 PM

Screen Name Redacted

6/07/2026 02:19 PM

Screen Name Redacted

See number 2 above.

6/07/2026 07:22 PM

Screen Name Redacted

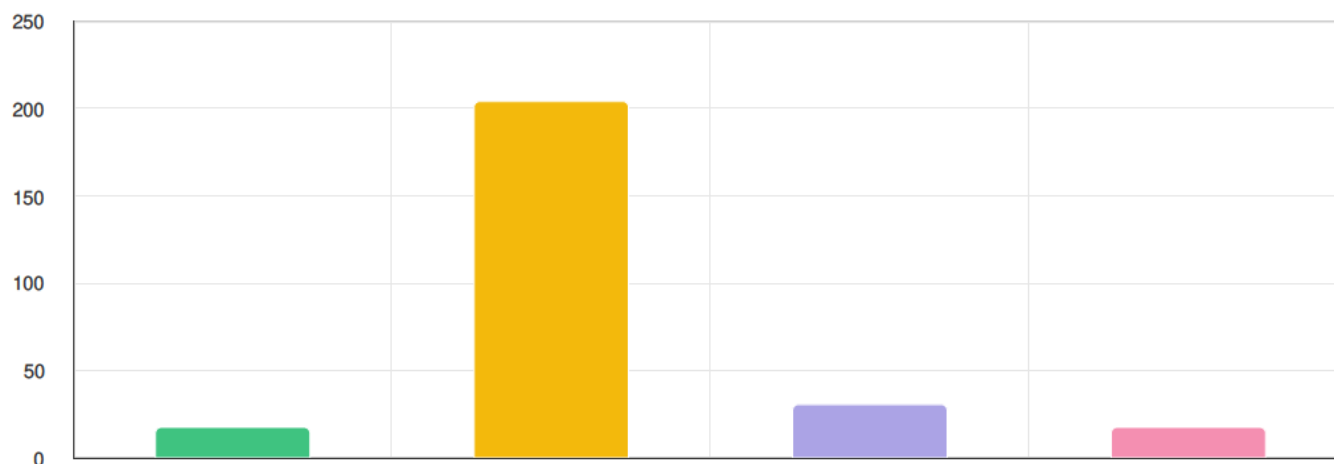
6/07/2026 08:34 PM

Screen Name Redacted

6/07/2026 09:22 PM

Optional question · 100 responses · 118 skipped

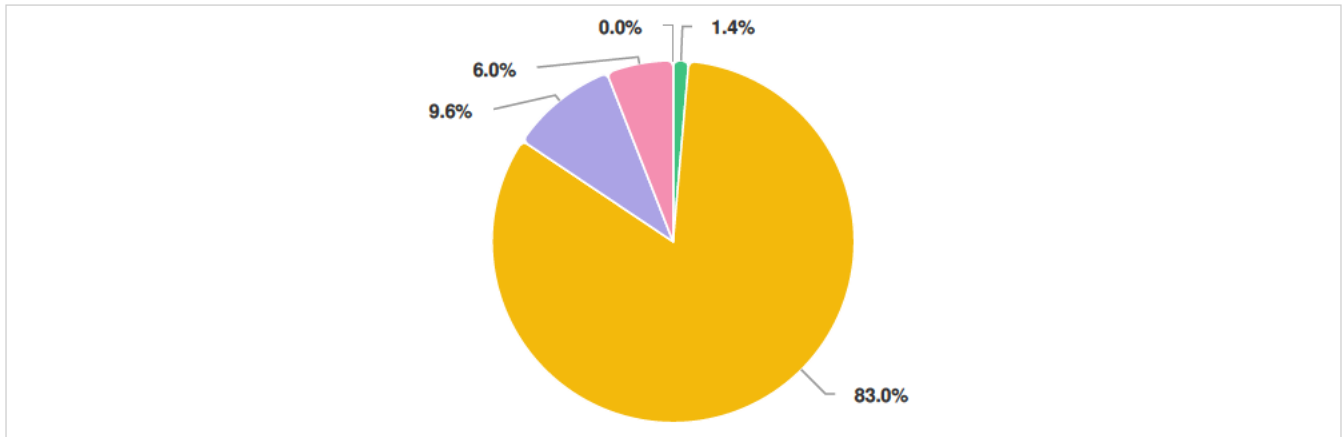
Question type : Essay Question

Q8. What is your interest in completing this survey? (Select all that apply).


Question options	responses	%
● Other (please specify)	17	7.8
● I live in Pitt Meadows	204	93.6
● I work in Pitt Meadows	31	14.2
● I own a business in Pitt Meadows	18	8.3

218 responses · 0 skipped

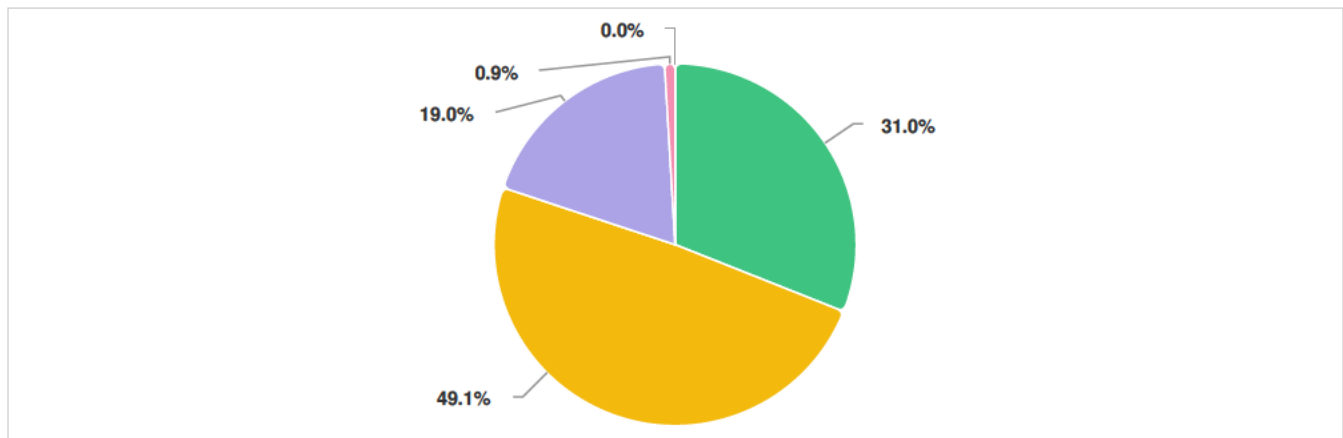
Question type : Checkbox Question

Q9. In which area do you live? (Choose any one option).


Question options	responses	%
● Other (please specify)	3	1.4
● Urban area in Pitt Meadows	181	83.0
● Agricultural and/or rural area in Pitt Meadows	21	9.6
● Outside of Pitt Meadows	13	6.0
● q̓ic̓əy̓ (Katzie First Nation) reserve	0	0.0

218 responses · 0 skipped

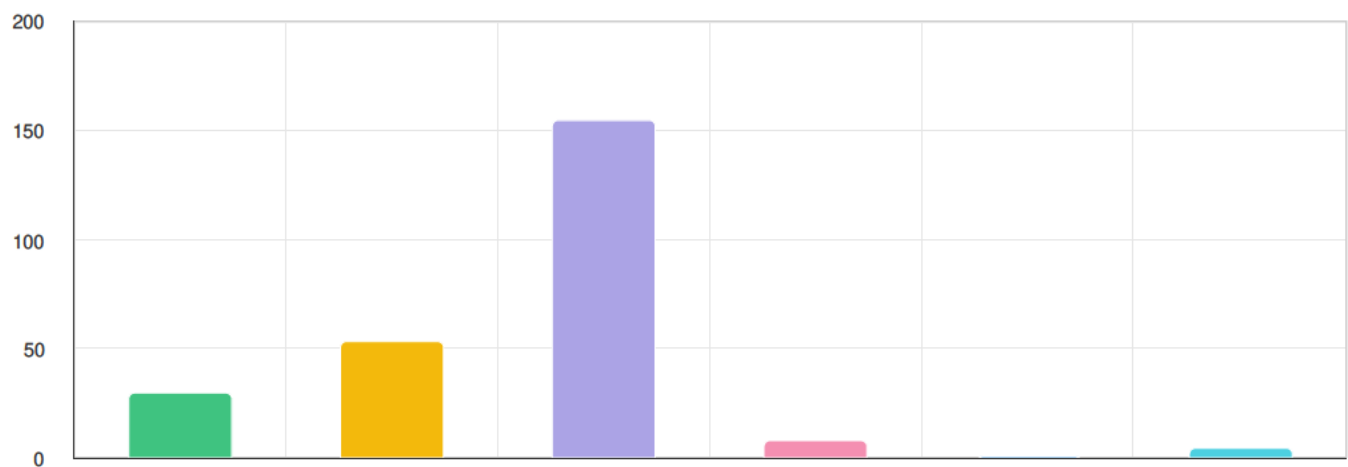
Question type : Radio Button Question

Q10. Which age group do you belong to? (Choose any one option).


Question options	responses	%
● 19-39	67	31.0
● 40-64	106	49.1
● 65-79	41	19.0
● 80+	2	0.9
● 18 and under	0	0.0

Optional question · 216 responses · 2 skipped

Question type : Radio Button Question

Q11. How did you learn about this survey? (Check all that apply).


Question options	responses	%
● Other (please specify)	30	13.8
● City website	53	24.4
● Social media	155	71.4
● Newspaper	8	3.7
● Poster	1	0.5
● Digital billboard	4	1.8

Optional question · 217 responses · 1 skipped

Question type : Checkbox Question

North Lougheed Area Plan

May 27 Open House – Sticky Note Comments

- Adaptive housing (seniors).
- Agriculture can't be impacted by new uses.
- Appreciate the new 4 pm–7:30 pm open house timing – encourages working people to attend after work.
- City needs to work on bringing more business into the Industrial Park we already have. Very sad and wasteful to see it more than half empty.
- Concerns regarding Meadow Gardens access.
- Current parcels are large – big enough to farm.
- Demo garden space to showcase Pitt Meadows AG Community – Farmland is important.
- Design matters – Form and character.
- Development should wait until Harris underpass.
- Fix signal timing @ Harris/Hwy 7.
- Harris Road under/over pass needs consideration – Emergency service wait times due to freight already significant and due to increase over coming years. Either add a supplementary fire house or push underpass project to ensure better response time with the increased population.
- If intended to be a destination: top design, good design.
- Improved access to hotel.
- Increase buffer on east side.
- It seems like a lot of warehouses and not much housing. Pitt Meadows is cut in half by CP Rail tracks and North development will add to Lougheed Highway traffic.
- Keep land in the ALR.
- Keep the land for food – prime farm land
- Keep the land in the ALR and available for farming
- Keep the local food production / farm land.
- Linear park buffer between Dorado and the development
- Love the idea of play spaces, playgrounds, outdoor space for all the families in the housing
- Lower residential next to existing residential.
- More provision for senior-related housing options – similar to Wesbrooke – prefer north edge of the project, possibly full care – we will need it.
- Need more daycare and jobs.
- Need self-storage facility.
- Need to resolve Harris & Lougheed Intersection.
- Need to see some recreation.
- No more development until infrastructure is provided – Most important – underpass.
- No recreation facilities?

- Nothing for seniors.
- Park intersection needs safety improvements.
- Please plan ahead for a SkyTrain station here.
- Please provide a detailed plan before proceeding.
- Please provide space for local affordable theatres and maybe add entertainment areas like arcades to the space for survivability. Food stands / restaurants / co-lease perhaps.
- Possible higher education site (community college/agriculture trades centre).
- Prioritize development that enables current tree inventory retention.
- Rail crossing could be paid through development.
- Railway crossing could be paid for through development.
- Retain cedar trees bordering Dorado.
- Retain left turn at Meadow Gardens Way
- Retain mature trees and hedge bordering Dorado.
- Schools – where are kids going to go to school.
- Shared recreation space (seniors).
- Should never be considered without an overpass.
- Should stay farmland.
- Theatre space.
- Underpass before any development.
- University-style green belts and mixed-use distribution/layout.
- Vertical mixed-use housing/residential like Langley 200th & 82nd / maybe a farm/AG shop will move in.
- Very conceptual - Bubble-diagram based - would like to see vision and concepts.
- Walkability to mixed use area needs to be perceived as safe, possible and attractive otherwise parking nightmare ahead like Osprey Village.
- Want to see strong language/contracts to switch road designation from Highway to Connector from Old Dewdney to make farmers the priority on Old Dewdney.
- Was hoping the property from the Pitt Bridge to Harris Road would be included in . I have fears of CP or Port buying up the agricultural land for their future expansion
- Will not address long term traffic congestion.
- Would like to see a pool.
- Would like to see self-storage facility.