Steve Bayly
[redacted]
Whistler, BC [redacted]

September 20, 2025

Mayor and Council and Senior Planning Staff
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V8E 0X5

Dear Mayor Crompton, Members of Council, and Senior Planning Staff,

RE: Creekside West Plan
I recently found some notes I had made on Whistler Creek West plan following the open house at Nita Lake Lodge last June. Apologies for not getting to this sooner.

I had a good chat with John Chapman on the Creekside West proposal in May and with Mike Kirkegaard and Louis Tremblay at the Nita Lake Lodge open house. I felt the staff I spoke with were open and receptive to the thoughts and concerns of the public. Many of my neighbours and friends commented likewise.

I have a long involvement with Creekside. We have lived in our house at 2576 Snowridge Cres for 35 years. Before that, in 1977, I bought a double wide trailer on the site of our home. We had a lease with Garibaldi Lift Company, got our electricity from the Gondola Barn, and pumped our water from Whistler Creek. Over the years, we have been involved with and watched the redevelopment of the gondola area, now Whistler Creekside. I have built four houses in Creekside and was directly involved with the purchase of the land and the development of Beaver Flats for the WHA. Most recently, I built and am part owner of the Tim Horton's Coastal Culture building at 2010 London Lane.

The densification and pedestrian upgrades for Lake Placid Road have been on the RMOW's radar for over 40 years. The pedestrian walkway along Lake Placid Road from the highway was built in the 1990s with the hope of initiating some redevelopment. I believe the poor connectivity between the lift base, Franz's Trail, and Lake Placid Road has been a major factor in the lack of redevelopment along Lake Placid Road.

Imagine Whistler Village and Whistler North without the connectivity of the Nebbeling bridge. If pedestrians had to descend to Village Gate Blvd, cross Village Gate and then ascend to the stroll on Village North there would not be good pedestrian flow and the viability of Village North would have been severely compromised. Now imagine if Village Gate Blvd was a provincial highway.

In my view, a safe welcoming grade separated connection from the Creekside base area across the highway to Lake Placid Road will be essential to the success of any Creekside West redevelopment plan. Accordingly, I believe the gas station site should not be excluded from the Creekside West planning exercise, rather the gas station site should be central to the plan.

To keep pedestrian traffic interested and moving there needs to be a safe, grade separated crossing from Franz's trail to Lake Placid Road in front of the gas station. This could be achieved with a pedestrian overpass from the gap between the liquor store and Altitude Fitness with a bridge across the highway and a ramp down to the sidewalk in front of the gas station. Perhaps a hotel in place of the gas station would fund such a bridge and a safe and interesting pedestrian walkway connection.

Another alternative could be lowering the highway and raising Lake Placid Road for a safe crossing. Don't laugh or get shocked but the Ministry of Transportation may mandate this with the proposed density being suggested as the MOT is an approval authority for the proposed rezoning. I believe the gas station should be an integral part of the area redesign and should not be left out. I also think it's important that the RMOW work with the owners of Franz's Trail, Altitude Fitness, Scotia Bank Plaza, Southside Diner and the gas station as they are going to be an important part of making the Whistler Creek West redevelopment successful.

As a developer in Whistler, one of the first things I have learned to consider are flood risk mitigation and flood levels. I noticed a new development on the north end of Karen Cres whose lower level is much higher than the adjacent properties. I think it's important the RMOW get a good handle on flood mitigation requirements and flood elevations to ensure the proposed plan can actually be built. If, for example, the required flood level is 6 or more feet higher than existing grade, underground parking and ground level retail along Lake Placid Road will be difficult to achieve.

Regarding density overall, I am supportive of increasing the density on Lake Placid Road and along the highway but not to the level contemplated. In my view the density along the highway and Lake Placid Rd should be more like that of Beaver Flats, Whistler Creek Lodge and the Nita Lake Lodge. The other areas along Karen Cres and Chamonix Cres should be lower than that contemplated in the plan. While the provincial government has mandated four plexes and even six plexes on all single-family lots across the province there are significant design constraints and other issues with small lots. Governments and their policies change. I don't think it's a good idea to entrench an awkward one size fits all provincial policy.

Regarding the bed unit cap, all past OCPs and their amendments have been very concerned with the resort's carrying capacity and adherence to limiting growth. The proposed density increase here will have a large effect on Whistler's carrying capacity particularly that of Creekside.

Finally, to bring vibrancy to the area, I would also suggest moving ahead with the Valley Trail connection along Alpha Lake to Function Junction and Cheakamus Crossing.

Thank you for your time.

Sincerely,



Steve Bayly