Appendix A

Whistler Creek West

Neighbourhood Plan



December 2025

WHISTLER

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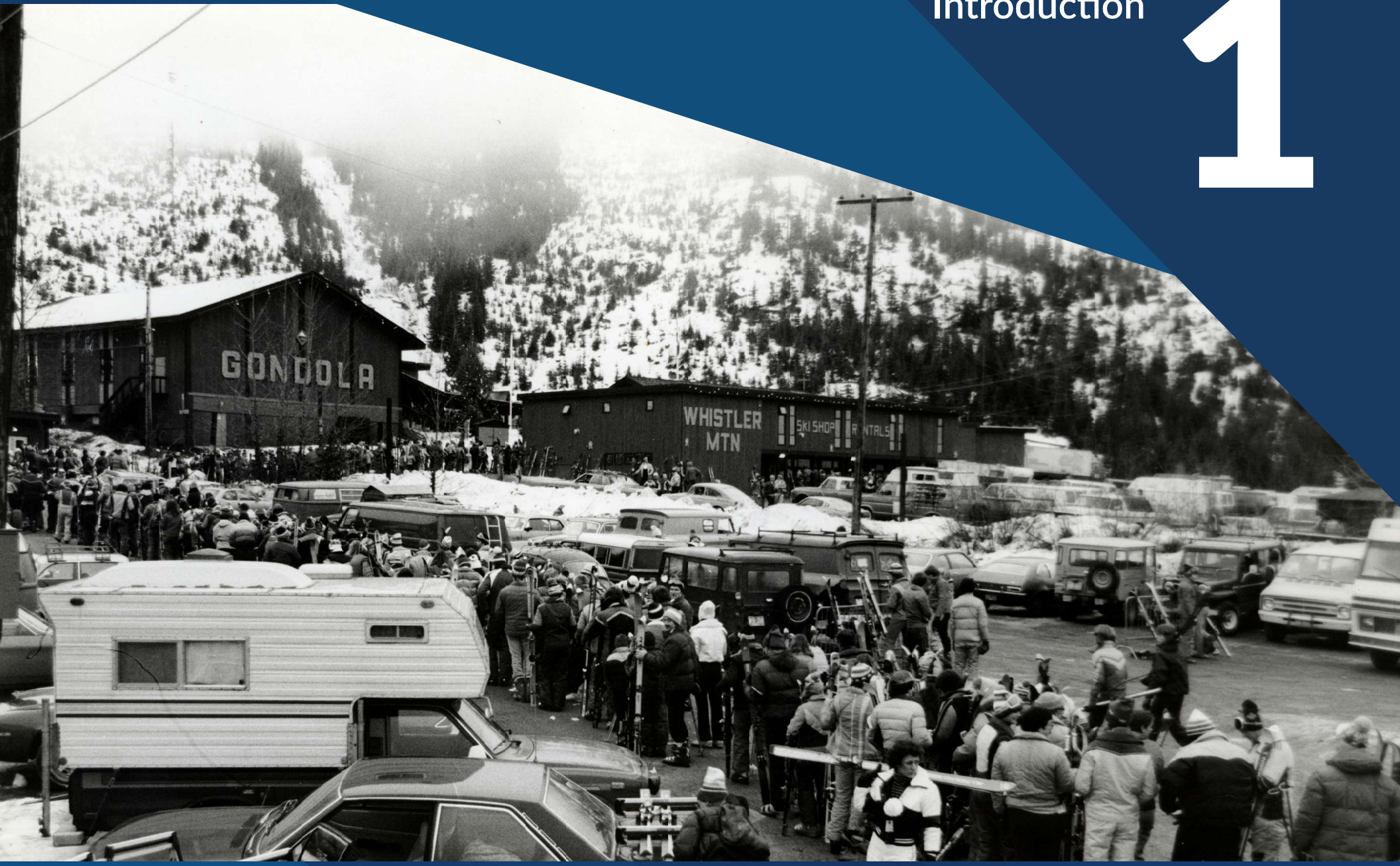
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The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Lil'wat People, known in their language as L̓il̓wat7úl, and the Squamish People, known in their language as Sḵwx̱wú7mesh. We respect and commit to a deep consideration of their history, culture, stewardship and voice.

WHISTLER

Introduction 1



Lift line for the gondola, mid 1970s
Image courtesy of the Whistler Museum

1.1 Plan Purpose

To provide a vision for the next 25 years and guidance to facilitate future rezoning and development applications in the neighbourhood.

The Plan focuses on increasing density, redeveloping the area, and improving mobility, including streetscape enhancement on Lake Placid Road. It aims to support a vibrant mixed-use neighbourhood with diverse housing and accommodation options, a variety of eclectic local businesses, and community amenities that serve residents and visitors.

The Plan provides parameters for future neighbourhood development within the existing considerations of the Official Community Plan (OCP) and Development Permit Areas. It is not prescriptive in building design but provides direction for owners and developers. It seeks to address financially viable and sustainable development that contributes to the whole of Whistler.

Alignment with existing plans

Whistler's 2020 Official Community Plan (OCP) supports developing a sub-area plan for Whistler Creek (Policy 4.1.4.13) to address evolving resort and community needs. Objective 5.6.5 identifies a desire to strengthen a sense of place and vibrancy of the Whistler Creek core commercial area as a mixed-use destination for visitors and residents. Policy to support this objective includes encouraging renovation and redevelopment to enhance the attractiveness, character and experience of this sub-area (Policy 5.6.5.3) and investigating the potential for Lake Placid Road to evolve into a commercial and residential mixed-use street (Policy 5.6.5.5).

Chapter 13 of the OCP establishes Development Permit Areas (DPAs). The Plan area lies within three DPAs, Whistler Creek, Multi-Family Residential and Protection of Riparian Ecosystems, which provide additional guidelines pertaining to the protection of the environment and the form and character of proposed development.

There are other plans and strategies which contributed to the shaping of policies within this Plan:

- Strategic Plan (2023-2026)
- Climate Action Big Moves Strategy (2020)
- Housing Action Plan (2023)
- Whistler Transportation Action Plan (2018-2022)
- Whistler Active Transportation Strategy (2024)
- Transit Future Action Plan (2022)
- Whistler Accessibility Action Plan (2025)



1.2 Neighbourhood Context

As one of Whistler' first neighbourhoods, the Whistler Creek area holds the stories of Whistler's past and is where ski culture grew into a community. The Whistler Creek West neighbourhood comprises a mix of residential and visitor accommodations, a gas station, and some small-scale commercial businesses.

It is identified as a priority area in Whistler's OCP due to its walkability, potential for increased housing diversity and higher density. Its proximity to the Creekside base of Whistler Mountain, Franz's Tail, major transport routes, and recreational assets like Nita and Alpha Lakes makes it a key area for strategic development.

Figure 2 identifies opportunities and constraints for future development in the Plan area.

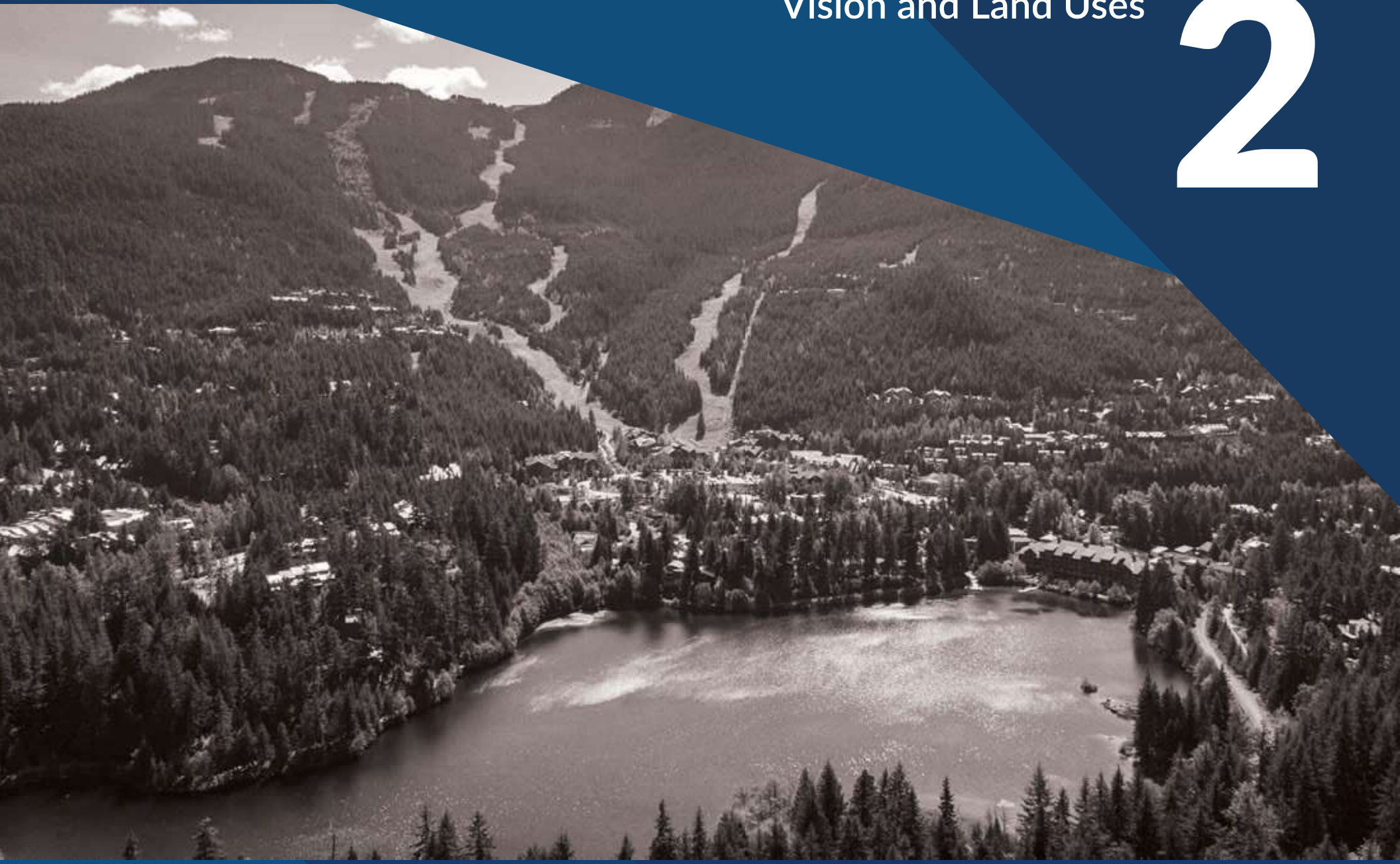
Figure 1 (left): BC Archive photograph showing the Neighbourhood Plan area in front of Whistler Mountain, 1979. Image courtesy of BC archives, Item I-16042.



Figure 2: Opportunities and constraints map of the Whistler Creek West Neighbourhood Plan area.

Vision and Land Uses

2



View across Nita Lake to Whistler Creek West and Whistler mountain
Image courtesy of Callum Hayes, Whistler Creekside Village

2.1 Core Values

Core Values are our beliefs and priorities - they define what we care about most and will guide the overall direction of the Plan by defining a vision for 2050. The direction of the Plan and the policies within it align with one or more of these core values.
Throughout the document, Core Values are highlighted with a blue background. For example, 'livable, inclusive and diverse'.

The Core Values were developed based on Council approved bylaws, plans and strategies and agreed upon by the community during public engagement for the Plan.



Livable, Inclusive and Diverse

In 2050... a mix of housing types and tenures provide affordable and livable options that allow a diverse local population, including employees, the ability to live, work, shop and play in the community. A variety of commercial uses adds to the local vibrancy and livability.



Walkable and Well-Connected

In 2050... walking and rolling are the preferred methods of transportation. The streets, sidewalks and buildings are designed to support active transportation with strong linkages between the Whistler Mountain Creekside Base, Franz's Trail, Nita Lake, Alpha Lake, and other areas of Whistler.



Quality Streetscape and Shared Spaces

In 2050... a high standard of streetscape design provides human-scale harmony between the street and the buildings. Public and shared spaces are thoughtfully integrated into the fabric of the neighbourhood, considerate of solar access and mountain views.



Vibrant Community Identity

In 2050... development respects the context and history of the neighbourhood. A sense of place is defined through diverse buildings, public and shared spaces, thriving local businesses, a strong local community networks.



Embrace the Natural Environment

In 2050... residents embrace the mountain, parks and lakes, and are adaptable to a changing climate. Landscaping, snow management and local materials are thoughtfully integrated into neighborhood and building development.

2.2 Big Ideas

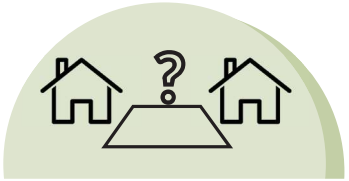
While the Core Values define the direction of the future experience, the Big Ideas are high-level objectives to guide development of the Plan. The overall concept and policies reflect each of the Big Ideas to ensure change supports these transformative ideas. Throughout the document, Big Ideas are highlighted with a green background. For example, 'support a thriving community'.

The Big Ideas were identified and refined with the community during public engagement for the Plan and are based on known challenges and opportunities in the Plan Area.



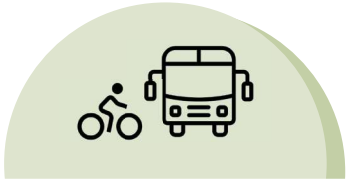
Promote diverse housing and increased density

Provide more residential housing types and options to meet the needs of a diverse population, particularly those who work in Whistler.



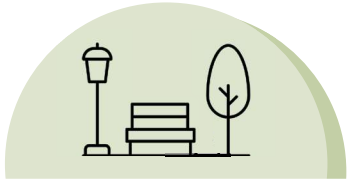
Repurpose and reimagine underused spaces

Develop vacant or underused lands to address gaps in the street and enhance neighbourhood vibrancy.



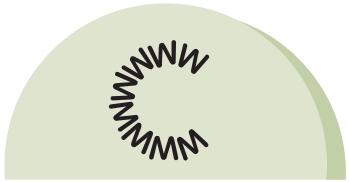
Improve connectivity of the area

Provide safe and efficient connections within the neighbourhood and to the surrounding area for preferred modes of travel.



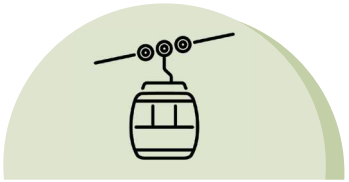
Revitalize streetscape and public realm

Redesign the streetscape to be more pedestrian oriented, providing for year-round public activity and gathering space.



Distinct neighbourhood character

Maintain a unique sense of place that distinguishes Whistler Creek West from other areas through placemaking and design features.



Honor heritage and historical roots

Establish a strong connection between the rich history of the neighbourhood to future development.



Support a thriving community

Fosters a vibrant mixed-use neighbourhood with a strong local ethos that supports a variety of businesses and amenities serving residents and visitors.



Connection to nature

Nurture a strong neighbourhood relationship with the lakes and mountains surrounding Whistler Creek West.

2.3 Achieving the Big Ideas

The direction and policies included in the Plan have been developed in alignment with the Big Ideas to ensure their feasibility, rather than just ambitious ideas.

Direction and key policies that contribute to one or more of the Big Ideas are listed below. This is not an exhaustive list – it provides an overview of how the Plan policies align with these high-level objectives that reflect the values and vision for what the neighbourhood should embody.

Big Idea 1: Promote diverse housing and increased density

- Allows new housing opportunities throughout the Plan area [Policy 3.2.1]
- Supports the creation of employee-designated and affordable housing through inclusionary zoning and/or bonus densities [Policy 3.2.3]
- Prioritizes permanent housing while also supporting opportunities to achieve housing goals through residential tourist accommodation [Policy 3.2.5]
- Explores alternative parking solutions, including reducing parking minimums to provide more space for development [Policy 4.5.1, Policy 4.5.2, Policy 4.5.3]

Big Idea 2: Repurpose and reimagine underused spaces

- Encourages redevelopment and investment throughout the Plan area [Policy 3.1.4, Policy 3.2.1, Policy 3.3.1, Policy 7.1.5]
- Leverages opportunities to improve existing green and open spaces like Nita Lake dock [Policy 5.4.1, Policy 5.4.2]
- Supports streetscape improvements which include public amenities or encourage social interaction [Policy 4.1.3, Policy 5.1.6]

Big Idea 3: Improve connectivity of the area

- Supports improvements to the Highway 99 and Lake Placid Road intersection to increase pedestrian safety and improve vehicular network operations [Policy 4.1.4, Policy 4.3.3, Policy 4.4.1, Policy 7.1.4]
- Proposes an expanded presence of wayfinding and signage to improve connectivity to and through the neighbourhood [Policy 5.2.1, Policy 5.2.2, Policy 5.2.3]
- Encourages a new pedestrian connection between Drew Drive and Lake Placid Road on the Whistler Resort Club site at the time of redevelopment [Policy 5.4.3]

Big Idea 4: Revitalize streetscape and public realm

- Proposes developing streetscape standards which improve the pedestrian experience along Lake Placid Road [Policy 5.1.2]

- Seeks to integrate accessibility standards into streetscape and infrastructure improvements [Policy 4.3.3]
- Proposes new development includes frontage upgrades including the sidewalk and streetscape [Policy 3.1.5, Policy 3.3.2, Policy 5.3.3]
- Incorporates winter and snow management considerations to allow for efficient snow clearing and ensure safe and accessible conditions [Policy 4.3.4, Policy 4.4.2, Policy 5.1.3]

Big Idea 5: Maintain a distinct neighbourhood character

- Proposes the development of design guidelines specific to the neighbourhood [Policy 5.3.2]
- Limits building heights in certain areas to preserve and frame mountain views [Policy 3.1.2, Policy 3.1.3]
- Supports an expanded presence of placemaking and public art along Lake Placid Road [Policy 5.2.4, Policy 5.3.4]

Big Idea 6: Honour heritage and historical roots

- Proposes the development of design guidelines which take cues from the existing built form and neighbourhood context [Policy 5.3.2]
- Encourages educational signage about the history of the area, including the cultural landscape [Policy 5.2.1, Policy 5.3.4]

Big Idea 7: Support a thriving community

- Supports opportunities to integrate small-scale commercial uses along Lake Placid Road with neighbourhood-serving uses [Policy 3.3.1, Policy 3.3.3, Policy 3.3.4]
- Enables residential and commercial uses that benefit residents and visitors [Policy 3.2.1, Policy 3.2.6, Policy 3.3.1]
- Encourages new development to incorporate design elements and infrastructure which will withstand future climate conditions [Policy 6.1.1, Policy 6.1.3]
- Includes considerations for future planning including approaches for flood proofing and future rezoning of the gas station site [Policy 6.1.2, Policy 7.1.2, Policy 7.1.5]

Big Idea 8: Connection to nature

- Supports the integration of green infrastructure through the public realm and in private development [Policy 6.1.2]
- Seeks opportunities to strengthen pedestrian connection to surrounding green spaces, parks and lakes [Policy 5.4.1, Policy 5.4.2, Policy 5.4.3]
- Encourages natural elements and materials in public and private spaces [Policy 5.3.1, Policy 5.3.2]
- Directs new development to address the green building checklist [Policy 6.1.1]

2.4 The Plan

The Plan envisions an increase in density across the neighbourhood, with the highest densities in locations closest to nearby amenities and services such as along Lake Placid Road and adjacent to Highway 99. The Plan supports maintaining existing mixed-use and tourist accommodation uses at key sites, including Whistler Resort Club, Whistler Creek Lodge and the Whistler Centre Lodge (Southside Diner site). Buildings with commercial uses at grade are envisioned for the north side of Lake Placid Road, with new commercial uses being neighbourhood-serving and smaller in scale to be responsive to community needs. Building heights range between three to six storeys, with height and massing parameters added on key parcels to support maintaining and framing of views towards Whistler Mountain and the prominent ridgeline. Residential uses supported include a range of market and employee-restricted, including residential tourist accommodation.



Figure 3: Artistic illustration of the possible future view down Lake Placid Road towards Nita Lake Lodge.

The streetscape along Lake Placid Road will prioritize the pedestrian experience. More people will be accommodated through improvements to the overall transportation network. The plan seeks to collaborate with the Ministry of Transportation and Transit (MOTT) on infrastructure and operational improvements to the transportation network, such as enhancements to pedestrian crossings and updates to vehicle signal phasing changes at Highway 99 and Lake Placid Road. The Plan acknowledges that future planning for this area should consider long-term upgrades for a pedestrian overpass. It also supports updates to nearby green and open spaces, like the Nita Lake dock, to ensure people have places to gather and recreate in all four seasons.

The Plan is an enabling document that provides guidance for the growth and evolution of the Plan area and updates to zoning. The build-out is expected to take place over decades as private property owners choose to redevelop. The illustrations on this page show what the neighbourhood could look like if it evolves in line with the proposed Plan.



Key Highlights

Here are some of the key highlights of the Whistler Creek West Neighbourhood Plan.

1. Increased density in priority locations, including diverse housing options such as employee-designated housing and a range of unit sizes.
2. Opportunities for taller development along Lake Placid Road and adjacent to Highway 99, with step backs at upper levels to maintain mountain views and sunlight to the street.
3. Lower density maintained in specific areas through the neighbourhood.
4. Opportunities for additional small-scale commercial uses along Lake Placid Road, with existing commercial uses retained.
5. Upgraded streetscape standards on Lake Placid Road to create a vibrant, accessible street.
6. Improved signaling and pedestrian safety at the Highway 99 intersection.
7. New connections with better links to neighbourhood parks.

Figure 4 (left): Artistic illustration of the possible future Whistler Creek West Neighbourhood Plan area.

2.5 Sub-Area Description and Densities

The Plan vision is outlined through a land use concept divided into four sub-areas, illustrated in Figure 5. Each sub-area describes the proposed uses, a range of storeys and density, and building types that will be used to inform the subsequent zoning amendment bylaw necessary to implement the Whistler Creek West Neighbourhood Plan.

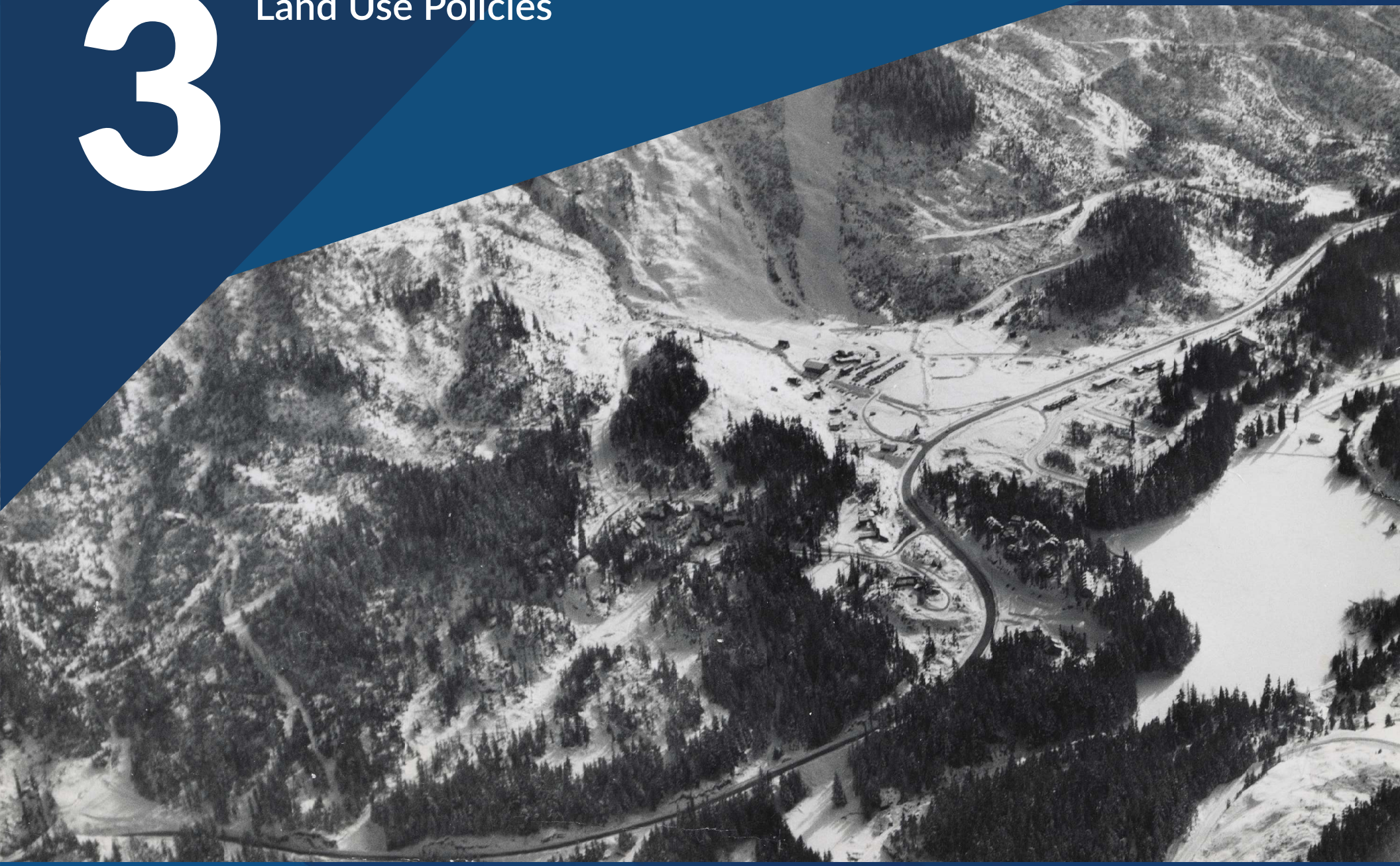


Figure 5: Whistler Creek West Neighbourhood Plan land use concept.

Table 1: Sub-area descriptions and densities

	Sub-area	Proposed Uses	Storeys	Density	Building types
A	**Mid-rise Mixed Use** Residential with some small-scale commercial uses and active residential lobbies at grade.	• Residential • Residential tourist accommodation • Tourist accommodation • Employee housing • Commercial or community serving uses at grade • Childcare • Restaurant	4-6	1.5 - 2.5 Floor Space Ratio	Multi-unit mixed-use buildings with residential and/or residential tourist accommodation up to six storeys. Ground-level facades create a coherent street frontage/edge. Building entrances at street level with active residential lobbies. Encourage upper floor setbacks. Parking is generally located underground or in structures.
B	**Residential Transition** Transition zone between mid-rise and lower-density residential.	• Residential • Live Work • Residential tourist accommodation • Employee housing	3-4	1.0 - 2.1 Floor Space Ratio	Multi-unit residential, live work and residential tourist accommodation buildings up to four storeys, including but not limited to townhouses, stacked townhouses, multi-plexes and small apartment buildings. Building entrances at street level to encourage pedestrian orientation. Encourage upper floor setbacks. Parking is generally located underground or in structures.
C	**Residential Core** Lower-density residential. Small-scale multi-unit housing allowing up to six units per lot.	• Residential • Employee housing	3	Up to 6 units per parcel	Single detached dwellings, detached dwellings with accessory suites, or multi-unit residential buildings up to three storeys, including but not limited to townhouses, houseplexes or small apartment buildings. A maximum of six units per lot, where individual units may be side-by-side or stacked vertically.
D	**Highway Transition** Three to six-storey residential highway transition.	• Residential • Residential tourist accommodation • Tourist accommodation where existing • Employee housing • Commercial where existing • Childcare	3-6	1.0 - 2.2 Floor Space Ratio	Residential, residential tourist accommodation and mixed-use buildings between three and six storeys. Ground-level facades create a coherent street frontage/edge. Encourage upper floor setbacks. Parking is generally located underground or in structures.

3 Land Use Policies



Aerial view of valley bottom, showing Creekside gondola, Highway 99 and the Whistler Creek West Plan area. February 6, 1970
Image courtesy of the Whistler Museum

3.0 Land Use

Located on the west side of the intersection of Lake Placid Road and Highway 99, Whistler Creek West is one of the oldest neighbourhoods, providing a mix of residential, commercial and tourist accommodation development serving a diverse population of long-term residents, temporary workers and visitors.

The neighbourhood is optimally located near essential amenities, commercial development and recreation activities, and is well connected to Whistler Village via Highway 99 and the core transit network. Given the current challenges Whistler faces with population growth, increasing housing need and rising visitor numbers, Whistler Creek West presents an opportunity to provide additional housing density in a walkable neighbourhood.

Building on the land use concept and sub-area description and densities in Section 2, the policies for land use will guide decisions around future development and opportunities for increasing housing density.



Proposed land uses

- Residential.
- Residential, and potential limited residential tourist accommodation.
- Residential, commercial, and potential limited residential tourist accommodation and tourist accommodation.
- Not included in plan.

Note: Existing commercial and tourist accommodation uses will be maintained on parcels that are already entitled.

Figure 6: Existing and proposed land uses.

General

General land use policies support the Core Value 'livable, inclusive, and diverse' and reflect the Big Ideas of 'providing diverse housing and increased density', 'repurposing and reimagining underused spaces', and 'supporting a thriving community'. These policies aim to balance a blend of land uses and housing opportunities to create a cohesive neighbourhood that meets the needs of current and future residents and visitors.

3.1 General Land Use Policies:

1. Ensure that new medium-rise development along Lake Placid Road complements the architectural character of Whistler Creek West by complying with relevant Development Permit Area guidelines.
2. Encourage taller buildings to incorporate step-backs at upper levels to reduce perceived scale, enhance visual interest and maintain sunlight and views at the street-level.
3. Utilize building heights and site coverages in site design to maintain the desired character of the neighbourhood.
4. Support land assembly with consideration given to scale and diversity.
5. Encourage new buildings to be integrated with streetscape, and designed with high-quality, pedestrian-oriented frontages that contribute to an attractive, vibrant and inviting public realm.
6. Space building entrances along Lake Placid Road no further than 10 meters apart to support walkability, accessibility, and active street frontages.



Figure 7: Lake Placid Road looking towards Highway 99.

Residential

A key Big Idea of the Plan is to 'promote diverse housing and increased density'. Residential policies support this goal by encouraging a range of housing options and densities, enabling the neighbourhood to grow and evolve through new investment.

Higher-density residential development is encouraged along Lake Placid Road, providing more affordable and accessible housing options within convenient reach of transit, shops, services and amenities. The land use concept also encourages new development in lower-density residential areas in a manner that retains existing dwellings while empowering landowners to provide small-scale housing options on their lands.

3.2 Residential Land Use Policies:

1. Encourage a range of housing types, unit sizes and tenures throughout the Plan area and within larger developments to support a diverse population, including families.
2. Concentrate higher-density development in locations with convenient access to transit, shops, services and amenities.
3. Support the provision of employee-designated housing for both permanent and seasonal workers.
4. Seek opportunities to include a mix of two- and three-bedroom units in residential developments to meet household needs.

Maximizing housing for locals: Inclusionary zoning

Inclusionary zoning is a tool that allows local governments to require affordable housing as a percentage or component of new residential developments. It is applied with an accompanying increase in as-of-right building densities as informed by a financial feasibility analysis, in order to offset the costs to the developer of providing the affordable units.

Inclusionary zoning differs from density bonusing, which is a mechanism to provide developers with the option to build higher density in exchange for amenities or affordable housing.

A land use feasibility study was completed in conjunction with the Plan development to assess the viability of the proposed land use scenarios by sub-area. The study confirmed that zoning for a mix of market housing and employee-restricted housing is feasible in most of the sub-areas and suggests that limited short term rental and parking reductions could improve project viability and allow for additional affordable units. This will be considered through the zoning amendment bylaws to be brought forward.

For example, to achieve 6 storey buildings as proposed in sub-area A:



Figure 8: Inclusionary zoning and density bonusing.

5. Allow for the use of residential tourist accommodation to support employee housing development, and allow for replacement of existing tourist accommodation units, as well as consideration of limited additional tourist accommodation units.



Figure 9: Example of existing townhouse development in Whistler Creek West. Image courtesy of Mike Crane, RMOW.

Commercial

Commercial policies advance the Big Idea to 'support a thriving community' by providing a road map for the revitalization of Lake Placid Road into a lively, vibrant neighbourhood main street that features locally serving commercial frontage at grade, and an improved public realm.

The land use concept maintains the existing commercial uses along Lake Placid Road and Highway 99, which currently provide community-serving commercial uses. These policies aim to strengthen the local economy, enhance pedestrian activity, and reinforce Lake Placid Road as the extension of the commercial heart of the neighbourhood.

3.3 Commercial Land Use Policies:

1. Pursue a comprehensive approach to mixed-use and commercial development that focuses on community and neighbourhood-serving uses along the north side of Lake Placid Road, while maintaining tourist-serving commercial uses in their existing locations.
2. Encourage new commercial development and redevelopment of existing commercial sites along Lake Placid Road to create a cohesive street edge by incorporating high-quality, pedestrian-oriented site and building design that supports an active public realm.

3. Prioritize opportunities for small-scale commercial uses by supporting smaller commercial unit sizes. Commercial retail units should be capable of being broken into spaces generally ranging from 90 m^2-185 m^2.
4. Support opportunities for live–work development within Sub-Area B, encouraging flexible building forms that accommodate both residential and small-scale commercial uses.

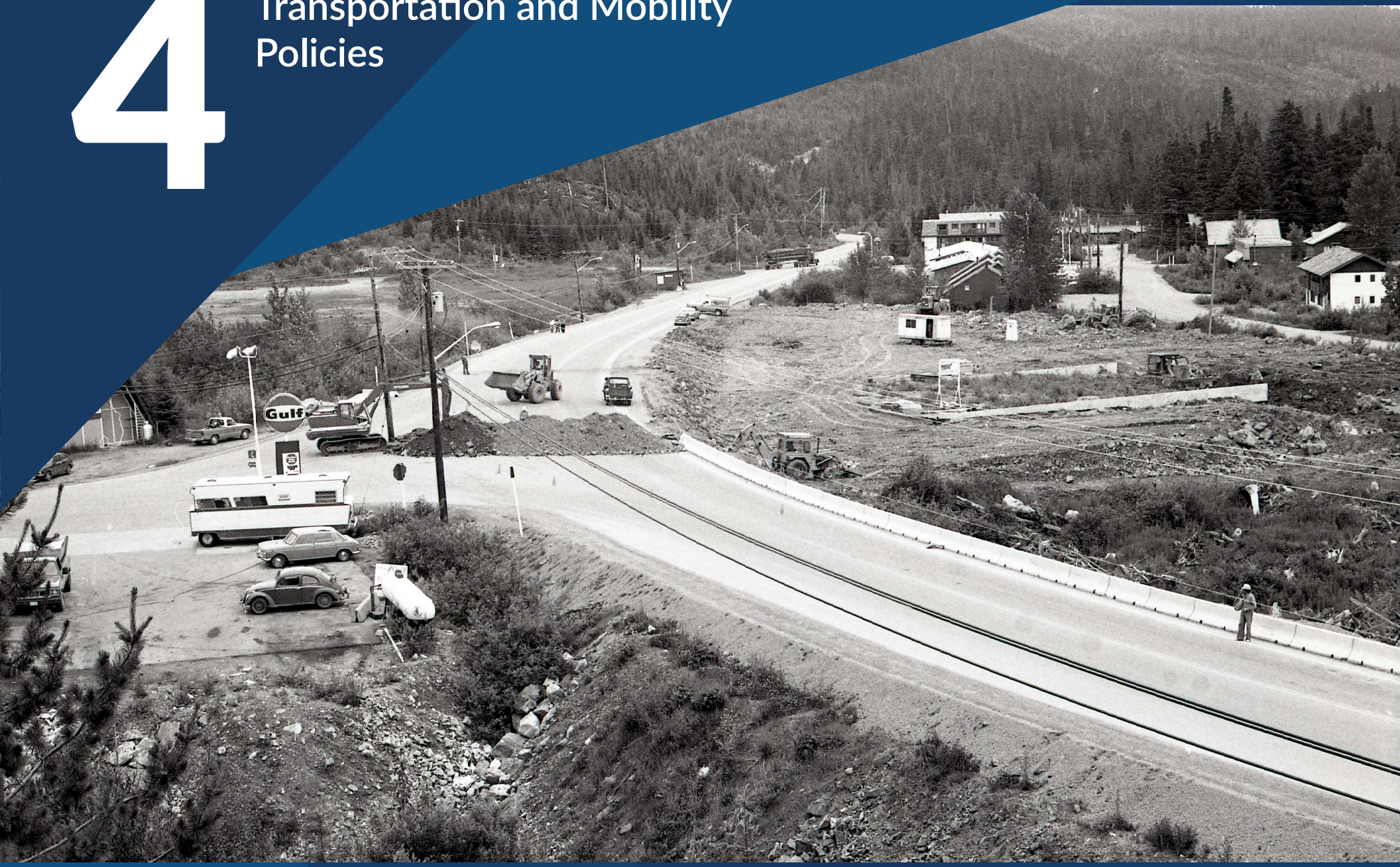
Commercial feasibility

New commercial development in the Plan area should support the existing commercial development at Creekside Village and within the Plan area. A commercial land use analysis was prepared as part of the Plan development to test the feasibility of additional commercial spaces in the area. The recommendations included limiting additional commercial development to the north side of Lake Placid Road, proposing smaller unit sizes (90 m^2 – 185 m^2) and locally servicing uses, including convenience retail, professional services, food/beverage options and leisure activities. Additional recommendations suggested that new commercial development should be provided at grade, and improved signage and pedestrian connections to the east side of Highway 99 could encourage customer traffic.



Figure 10: Southside Diner - existing commercial uses include restaurant and laundromat.

4 Transportation and Mobility Policies



Looking south along Highway 99. The Gulf gas station sign is visible on the left, near the highway construction. Whistler Question Collection. July 1979.
Image courtesy of the Whistler Museum

4.0 Transportation and Mobility

Whistler Creek West has many key connection points within the Plan area. The intersection at Lake Placid Road and Highway 99 serves as a gateway to the mountain and amenities at Creekside Village for visitors and residents, and provides a key access point to the community for vehicles, pedestrians and bikes. We heard through public engagement that improving traffic flow past this intersection and through the neighbourhood was critical to support increased density.

The Whistler Creek West neighbourhood is well connected to Whistler Village and other neighbourhoods via the Valley Trail and transit network. These connections present an opportunity to promote walking, cycling and using transit, supporting a reduction in private vehicle use.

The policies for transportation and mobility provide direction for future infrastructure to improve pedestrian and vehicular flow in and around the neighbourhood.



Figure 11: Existing and potential pedestrian and cycling pathways.

Active Transportation

Policies respond to the Core Value 'walkable and well-connected' by strengthening the pedestrian connection across Highway 99 and developing a multi-modal network that will improve the livability of the neighbourhood, encourage usage of preferred modes of transportation, reduce greenhouse gas emissions and enable healthier lifestyles.



Figure 12: Valley Trail and bike storage along Nita Lake.

4.1 Active Transportation Policies

1. Support integration with the Whistler Active Transportation Strategy (2024).
2. Improve sidewalk connectivity, quality and accessibility throughout the Plan area as part of redevelopment and public realm upgrades.
3. Encourage a pedestrian-oriented public realm through streetscape improvements and redevelopment along Lake Placid Road and throughout the plan area. Streetscape improvements should consider public space and adequate right-of-way to comfortably accommodate pedestrian movement.
4. Encourage the Ministry of Transportation and Transit to improve the pedestrian crossings of Highway 99 at Lake Placid Road, including intersection upgrades and safety enhancements.
5. Seek and support opportunities for new connections that link to the Valley Trail, transit stops, and key community destinations such as Creekside Village.
6. Support the widening of the Valley Trail and related improvements in key sections surrounding Nita Lake to enhance pedestrian safety and capacity, improve connections to the road network and to accommodate a growing number of users.
7. Support development of public short-stay bicycle parking in the neighbourhood, integrated with streetscape improvements.

Opportunity may include integration with the potential expansion of the bike valet service at Alpha Lake.

8. Require the integration of secure, long-term bicycle parking facilities within mixed-use and residential developments.
9. Support the use of shared mobility and e-mobility devices to facilitate medium and longer distance trips within and beyond the neighbourhood.



Figure 14: Evolve E-bike in use on the Valley Trail.
Image courtesy of Evolve E-Bike and E-Scooter Share.

Valley Trail and e-bike usage

Between bike counts on the Valley Trail and data collected through the Evolve E-Bike Share program in Whistler, we know that the route between Whistler Creek and Whistler Village is one of the most well-used in Whistler.

2024 data shows that the Valley Trail in Whistler Creek West has one of the highest number of users per hour, second only to the section of trail along the golf course, with most users traveling by regular bike.

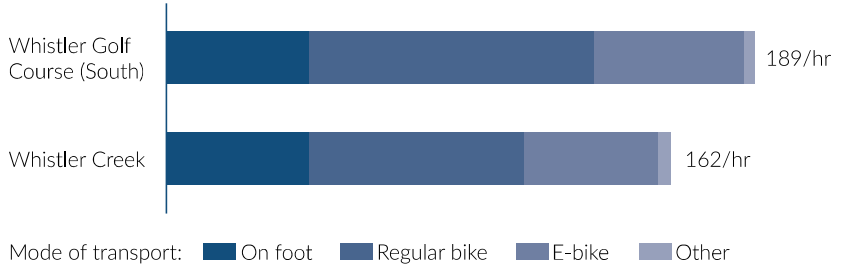


Figure 13: 2024 Valley Trail user counts at Whistler Golf Course (South) and Whistler Creek.
Data from 2024 Valley Trail User Classification Counts, RMOW

E-bikes are rising in popularity as a mode of transport, supported by the introduction of the Evolve E-Bike Share program. Data from Evolve shows that many trips are short (<20 mins), indicating that bikes are used for convenient and quick journeys. Almost 10% of trips start or end at the Creekside and Alpha Lake stations, with 40% of trips leaving Creekside ending in the Village.

4.2 Transit Policies:

1. Collaborate with BC Transit and the Ministry of Transportation and Transit to support upgrades to the southbound bus stop located on Highway 99 near Lake Placid Road.
2. Enhance the visibility and pedestrian connection to the transit stops on Highway 99 near Lake Placid Road.
3. Support integration with the Transit Future Action Plan (2022) and Whistler Transportation Action Plan (2018-2022).

4.3 Mobility and Accessibility Policies:

1. Support opportunities for car share and e-bike share programs in the neighbourhood through partnerships with operators and landowners.
2. Explore opportunities to collaborate with local shuttle services operators.
3. Integrate accessibility standards into streetscape design and future infrastructure improvements along Lake Placid Road and across Highway 99 to ensure equitable access for all users.
4. Incorporate winter and snow management considerations into mobility planning and streetscape design, ensuring safe and accessible conditions for pedestrians, cyclists, and transit users during all seasons.
5. Support integration with the Whistler Accessibility Action Plan (2022).

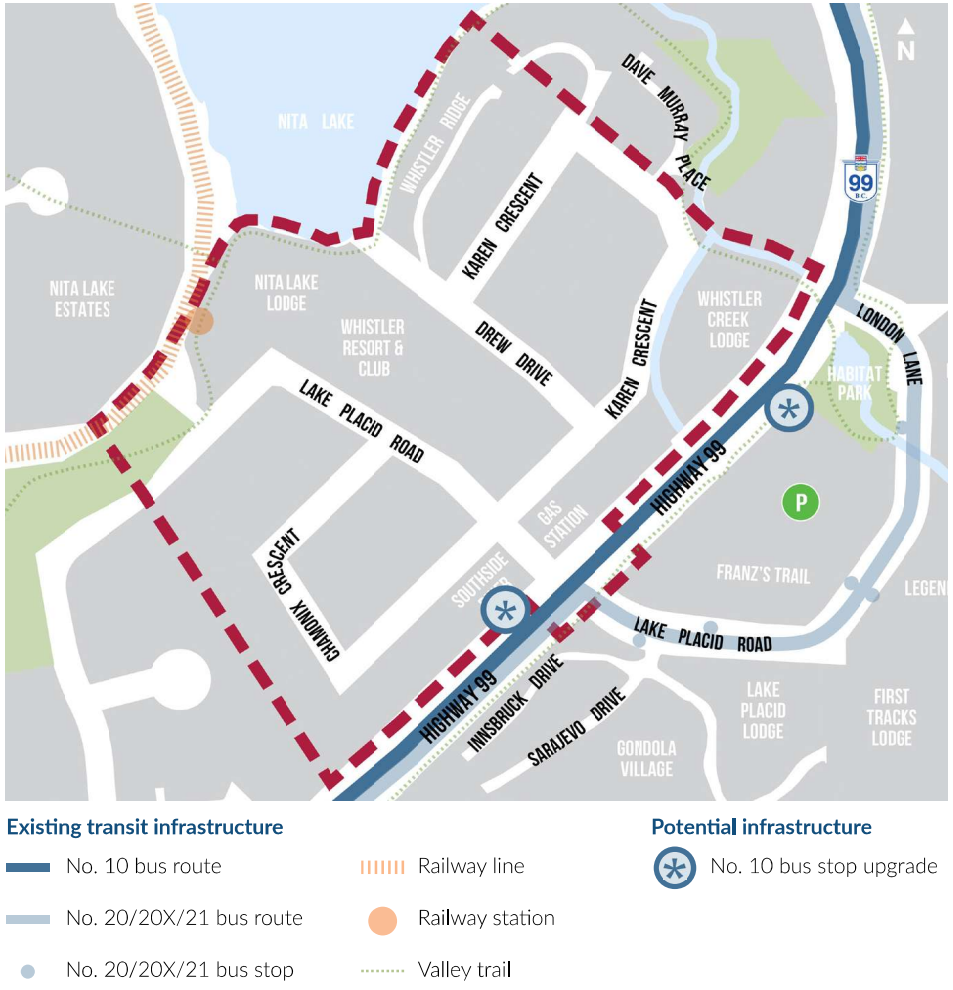


Figure 15: Existing and potential transit infrastructure.

Vehicular Network and Parking

Community engagement for the Whistler Creek West Neighbourhood Plan highlighted concerns about the impacts of future development on the existing vehicular network and parking as key themes. Policy responds to the Core Value 'quality streetscape and public realm' and Big Idea 'improve connectivity of the area' by suggesting intersection improvements to optimize traffic flow and off-street parking solutions.

4.4 Vehicular Policies

1. Encourage collaboration with the Ministry of Transportation and Transit to implement intersection improvements at Lake Placid Road and Highway 99, including optimized signal timing and updated lane controls.
2. Incorporate RMOW snow management best practices into the streetscape design and parking design for private development.
3. Improve neighbourhood intersections through dedicated pedestrian crossing and road signage, including stop signs at unsignalized intersections.

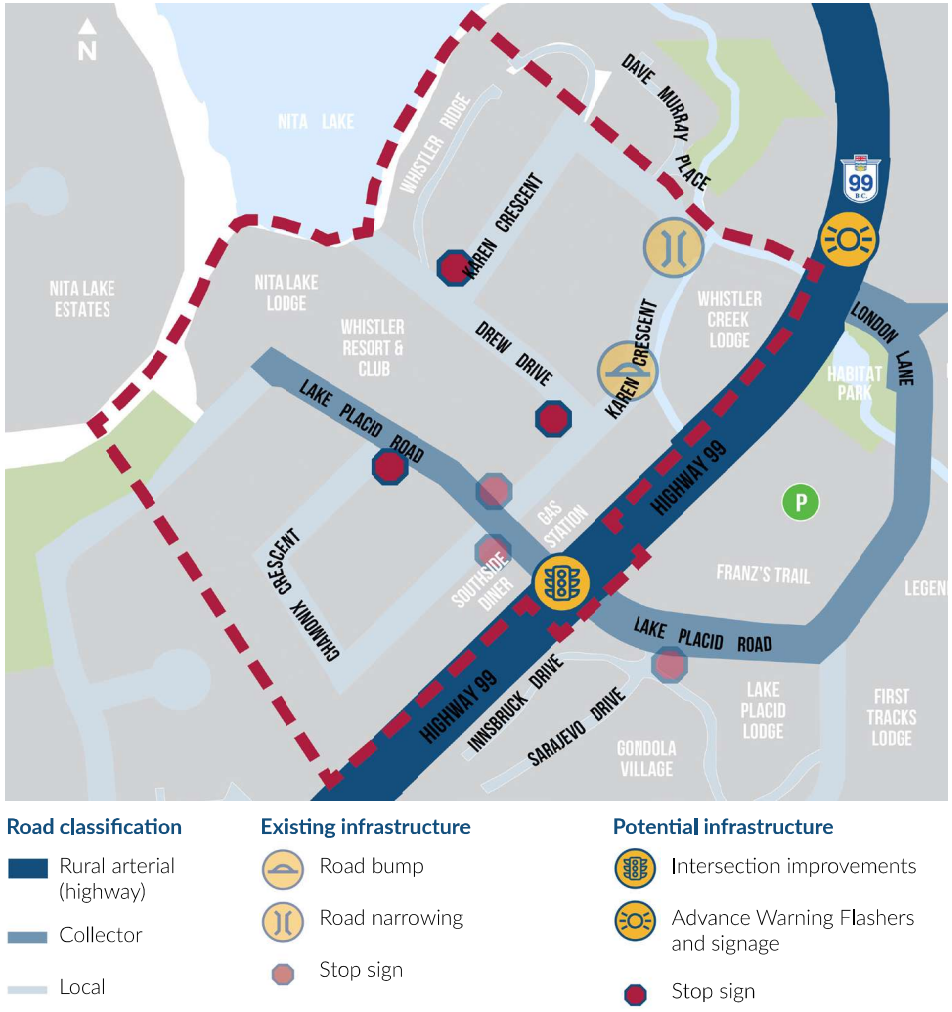


Figure 16: Existing and potential vehicular infrastructure.

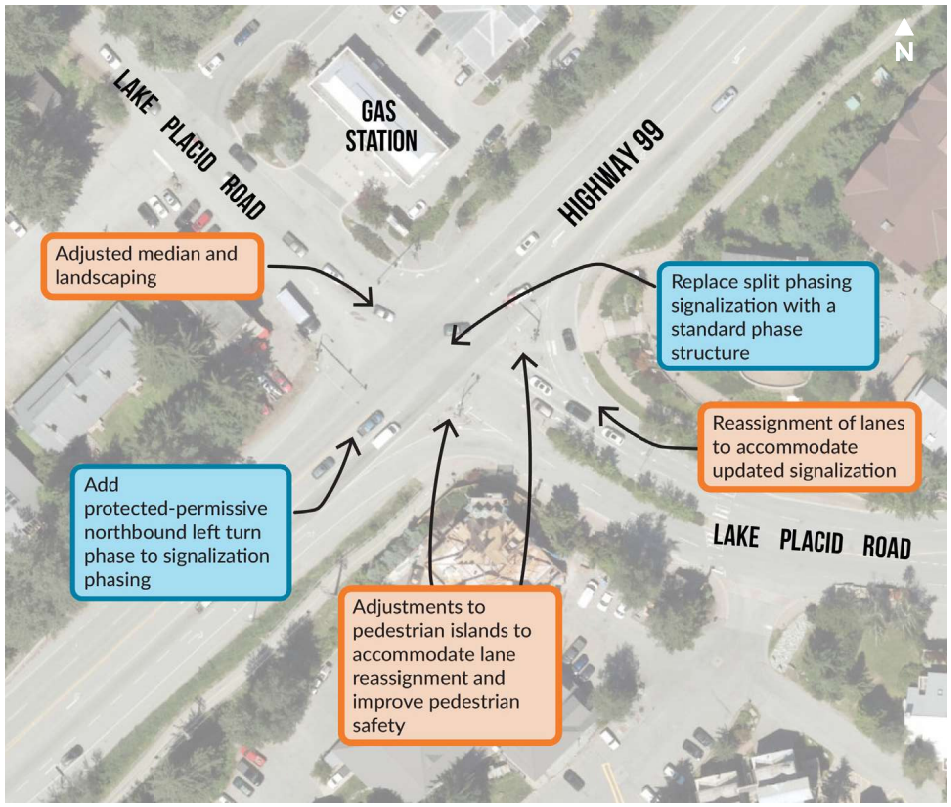


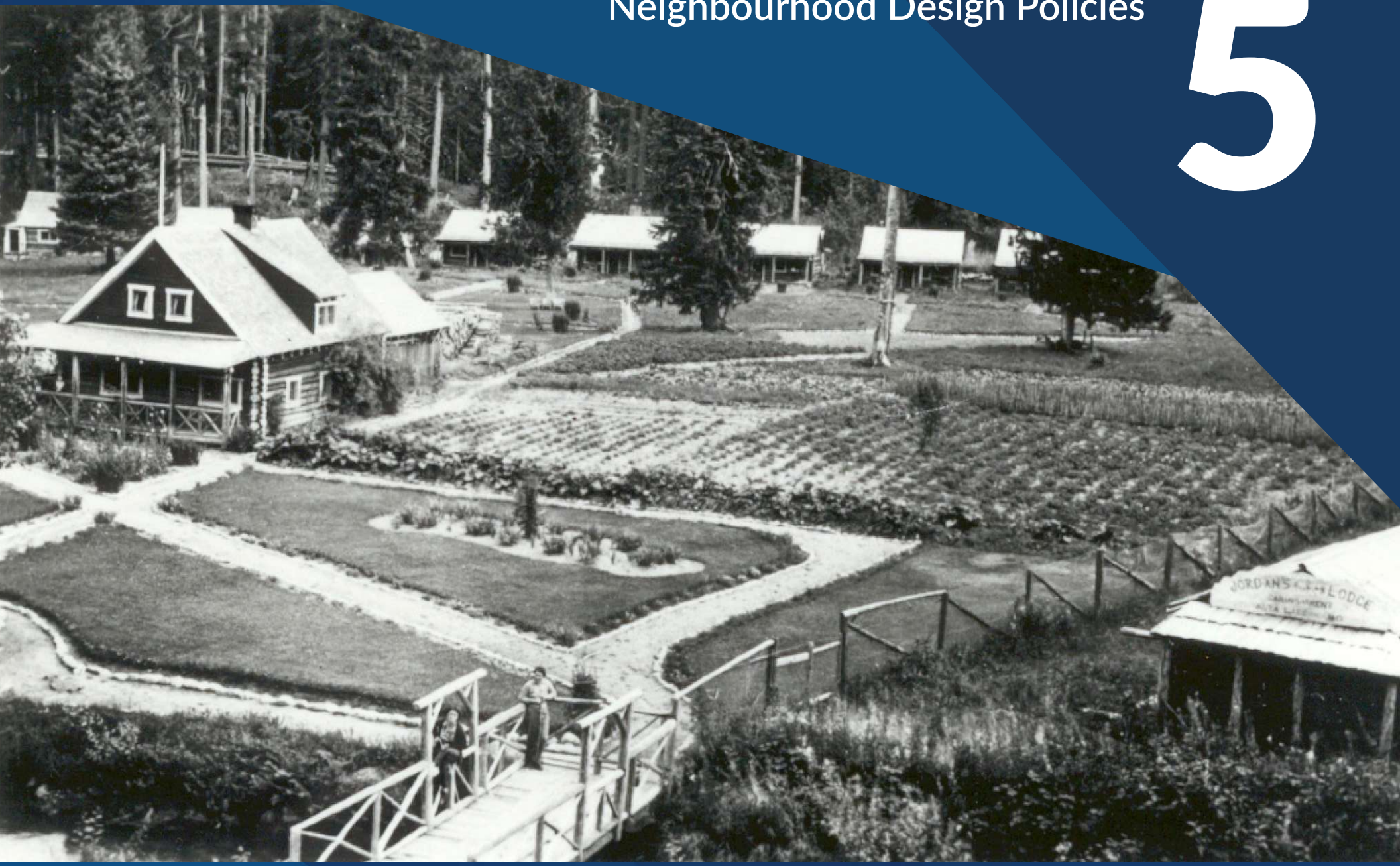
Figure 17: Suggested intersection upgrades based on the recommendations of the Transport and Infrastructure Assessment.

4.5 Parking Policies

1. Consider opportunities to decouple parking from units in new residential development to reduce housing costs for residents who do not own vehicles and to encourage sustainable transportation choices.
2. Encourage partnerships with private parking operators to provide public access to underutilized parking facilities.
3. Support reductions to parking standards where development includes employee-designated or affordable housing, or for market housing where a demonstrated rationale supports lower parking demand.

Neighbourhood Design Policies

5



Jordan's Lodge, built in 1936, on the shores of NIta Lake
Image courtesy of the Whistler Museum

5.0 Neighbourhood Design

As one of Whistler's first neighbourhoods, the Whistler Creek area holds stories from Whistler's past and is where ski culture evolved from a small, rustic base area into a mixed-use destination for visitors and residents. Some of the original buildings are the oldest in Whistler, and the area maintains a unique character with timber construction, decorative features and chalet-inspired design.

We heard through public engagement that the neighbourhood character is valued by the community, and new development should connect to the area's history through thoughtful design and sensitivity. Placemaking and the pedestrian experience is considered through streetscape design, maintaining key views and embracing connections to surrounding parks and green spaces.

Residents and visitors to WCW are privileged to enjoy the proximity of Nita and Alpha lakes, connected to the neighbourhood via the Valley Trail. This plan offers opportunities to improve the connection to and facilities at Nita Lake.

The policies for neighbourhood design will guide the evolution of the neighbourhood through updated building design and placemaking strategies.

Development Permit Areas (DPAs)

The Whistler OCP establishes several DPAs which contain guidelines for building form and character. One or both of the Whistler Creek and Multi-Family Residential DPAs apply to sections of the Plan area.

- The Multi-Family Residential DPA guidelines encourage visually attractive residential developments that respond to natural features and strengthen the character of existing neighbourhoods.
- The Whistler Creek DPA includes further guidelines applicable to commercial and multi-family development to enhance the interconnectivity of the area through high quality design which reinforces and strengthens the character, economic viability and historic value of Whistler Creek.

All DPA guidelines and exclusions can be found in the Whistler OCP.

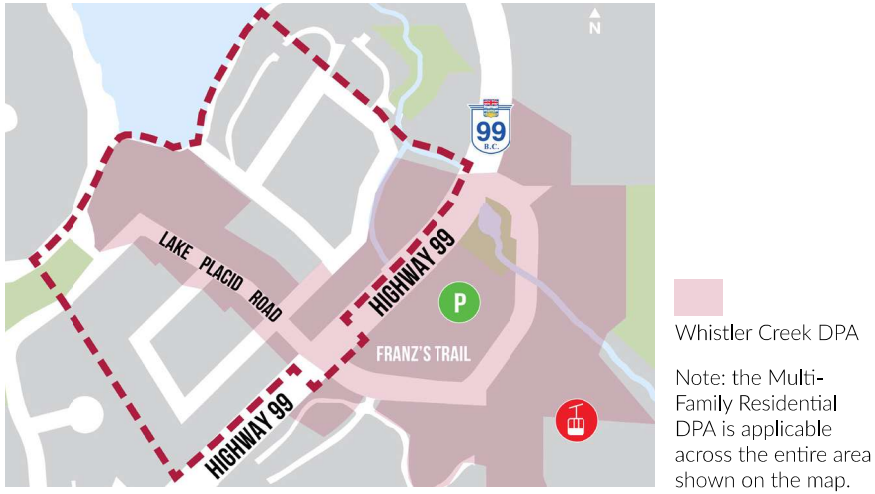


Figure 18: Whistler Creek West neighbourhood plan area and form and character Development Permit Areas.

Streetscape

'Revitalize streetscape and public realm' is one of the Big Ideas of the Plan, supporting the Core Values 'walkable and well-connected' and 'quality streetscape and shared spaces'. Policies aim to maintain and reinforce both the neighbourhood character and the pedestrian experience along Lake Placid Road and across Highway 99.

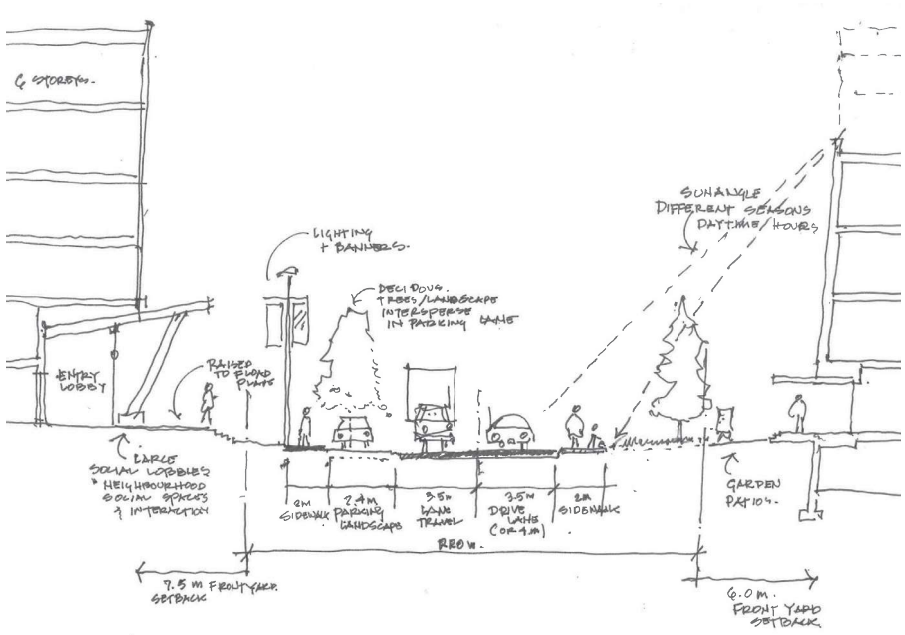


Figure 19: Artistic illustration of potential future street section

Lake Placid Road is imagined as a busy, thriving street, providing an accessible, safe and convenient connection through the plan area. Additional sidewalks and strengthened connections with the Valley Trail will complete the pedestrian network. Streetscape standards will include streetlights, street furniture and street extensions as part of new development to create a more pedestrian-oriented public realm.

5.1 Streetscape Policies:

1. Provide frontage upgrades along Lake Placid Road and Drew Drive which include the sidewalk and streetscape in all new development.
2. Construct streets in accordance with plan objectives and develop streetscape standards for Lake Placid Road and Drew Drive that are consistent with RMOW design standards and best practices.
3. Integrate public realm design with effective snow management practices, ensuring year-round functionality and alignment with RMOW standards.
4. Seek the provision of additional public right-of-way on Highway 99 at Lake Placid Road, to accommodate sidewalks and pedestrian improvements.

5. Maintain existing street trees of value and include planting of new street trees as part of future redevelopment of Lake Placid Drive.
6. Design streetscapes to support social interaction by incorporating informal gathering spaces, such as seating areas, and widened sidewalks that invite people to stop, sit, and connect. Seek opportunities to support social interaction through streetscape design that includes informal spaces for people to stop, sit or interact.

Wayfinding

Further to improving the streetscape and public realm, the Big Idea 'improving connectivity of the area' is supported through policies which promote improved wayfinding that helps both residents and visitors navigate to and through the neighbourhood.



Figure 20: Example of Valley Trail wayfinding signage in Whistler. Image courtesy of Mike Crane, RMOW.

5.2 Wayfinding Policies:

1. Integrate wayfinding and signage as key elements of the neighbourhood's public realm, contributing to the neighbourhood's identity, navigability and overall user experience.
2. Support a cohesive wayfinding language which uses materials and design elements specific to the neighbourhood. Emphasize these elements at key connection points with the Valley Trail to make connections between the trail and the neighbourhood highly visible.
3. Use the RMOW's standard navigational street-oriented and trail-oriented signage to communicate destinations and key points of interest within and nearby.
4. Explore integrating a standard RMOW neighbourhood sign into the Lake Placid Road and Highway 99 entrance at the time of future development at that intersection.

Neighbourhood Character

'Maintain a distinct neighbourhood character' and 'honour heritage and historical roots' are two Big Ideas of the Plan. The desire for the neighbourhood to retain its unique characteristics was a key theme throughout project engagement and policy seeks to encourage the retention of key design features alongside updated design guidelines.

5.3 Neighbourhood Character Policies

1. Adhere to relevant Development Permit Guidelines, including guidance for site planning, building design, and landscaping.
2. Use architectural design, streetscape elements and public art to create new development and a public realm that contributes to a sense of place unique to Whistler Creek West.
3. Encourage features which promote pedestrian-friendly streets, including expressive lobbies for multi-unit buildings, individual entrances at street-level for ground-oriented units and by differentiating the ground level of buildings from upper floors through building form or use of distinctive materials, textures and colours.
4. Integrate distinctive features, public art, landscaping, and streetscape treatments at the corner of Lake Placid Road and Highway 99 to define the neighbourhood entrance.

Architectural elements that define Whistler Creek West

Pitched rooflines
Silhouetted sloping rooflines reflect the mountain context and are a practical solution to the heavy rain and snowfall. The variety in pitch angle adds to the eclectic character of the neighbourhood.

Decorative timber
Wood and warm colours reflect Whistler's natural environment while texture and crafted elements add life to otherwise simple forms. It is important to preserve these details to reflect the craftsmanship of the original buildings.

Defined entryways
Entrances on the street create a lively streetscape and gives each individual home a distinct character. Most duplex and triplexes use porches with pitches or arched coverings to create a welcoming and practical entry.

Private outdoor space
Balconies above street level offer a balance between public interaction and privacy. Historically some form of balcony has been included or added later to most homes in the area, characterizing it as a key feature in Whistler Creek West's architectural language.



Image courtesy of Mike Crane, RMOW.

Figure 21: Photographs of key architectural elements in the Whistler Creek West neighbourhood.

Green and Park Space

The Core Value 'embrace the natural environment' and Big Idea 'connection to nature' are supported by policies which encourage strengthening and improving the connections to Nita Lake, Alpha Lake and the gondola base to support quality of life for residents and serve as important places of recreation and gathering.

5.4 Green and Park Space Policies

1. Improve the street connection at Drew Drive with the Valley Trail and Nita Lake dock through park infrastructure improvements to frame the lake and provide more defined space for a staging area and recreational use.
2. Support upgrades to the Nita Lake public dock and the section of Valley Trail that surrounds Nita Lake.
3. Support a dedicated pedestrian connection between Drew Drive and Lake Placid Road on the Whistler Resort Club site at the time of redevelopment.

Views

Views of the mountains, particularly towards Whistler Mountain and the most prominent ridgeline, have and will continue to define the experience of the neighbourhood. The Plan advances the Core Value of 'embrace the natural environment' and Big Idea of 'connection to nature' by establishing building heights that preserve visual connection to the mountains from the pedestrian perspective along Lake Placid Road.

As part of plan development, a viewscape study and solar analysis were completed to inform proposed building heights that maintain the iconic view of Whistler Mountain and the closest ridgeline along Lake Placid Road and maintain solar access on the north side of Lake Placid Road Drive through most of the year.



Figure 22: Views towards Whistler mountain from Lake Placid Road

6 Environment and Infrastructure Policies



View from Whistler Mountain of the valley bottom, 1968
Image courtesy of BC Archives, Item I-22281

6.0 Environment and Infrastructure Policies

Given the unpredictable and changing future climate, it is important to balance growth with the health of the environment. Growth and revitalization should also recognize and work with the limitations of infrastructure.

Located adjacent to both Nita Lake and Alta Lake, Whistler Creek West is also in one of the oldest built areas of the community. To minimize negative impacts on the environment, new development should be designed to meet green building standards.

The policies for environment and infrastructure encourage development which pre-emptively responds to the unpredictable future climate.

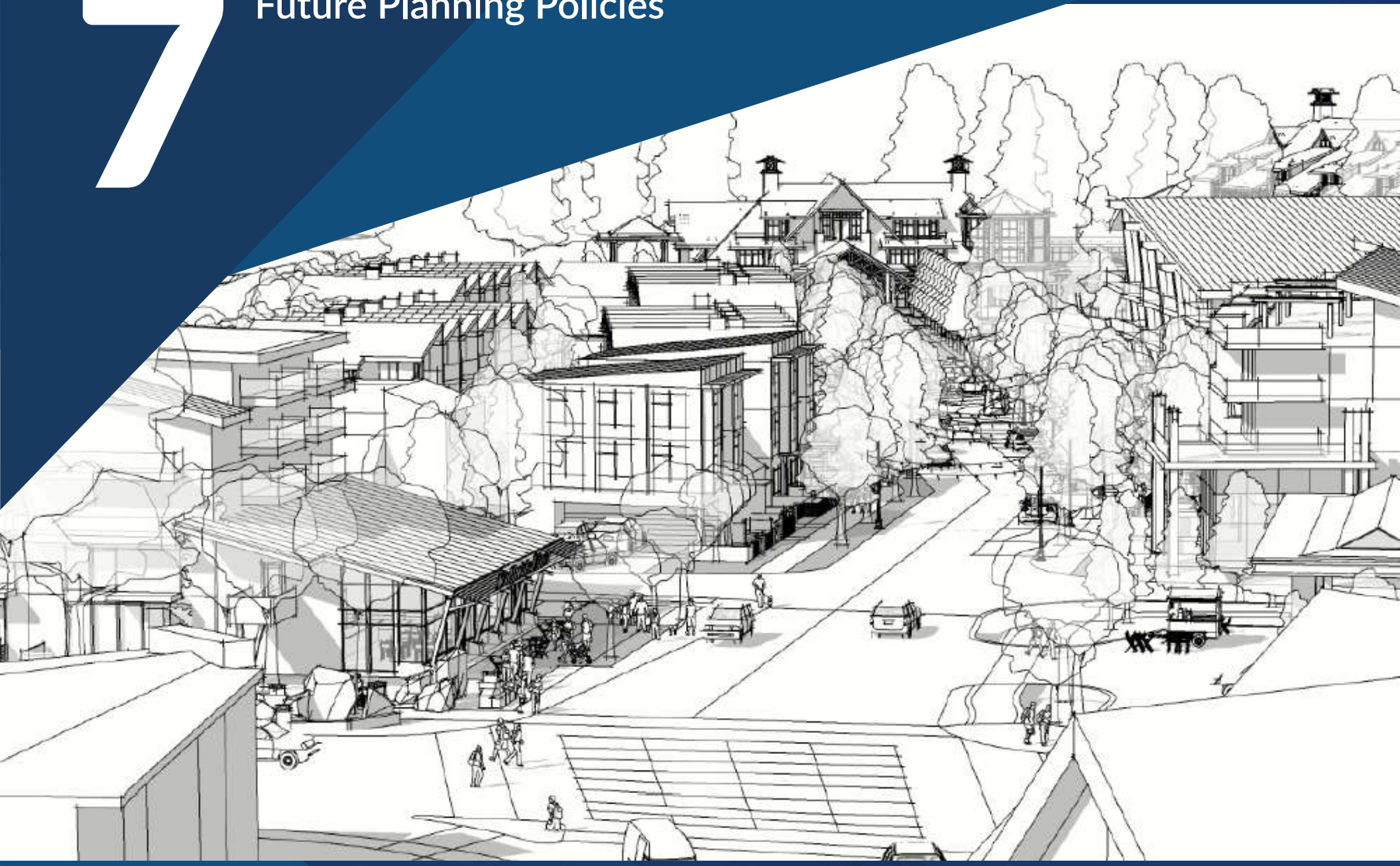
Climate and Resilience

Climate and resilience policies aim to support the Big Idea 'support a thriving community' by encouraging development which will withstand the future climate, supporting future development and residents to be resilient in a dynamic and ever-changing environment.

6.1 Climate and Resilience Policies

1. Demonstrate compliance with the performance guidelines as set out in the Green Building Policy (2022) for all new development proposals for multi-unit residential or mixed-use buildings.
2. Seek to integrate green infrastructure and naturalized stormwater infrastructure in the streetscape standards and site design.
3. Orient buildings to maximize passive cooling and heating to reduce reliance on mechanical systems.
4. Development should be designed to support electric vehicles and bikes with pre-wiring for parking.

7 Future Planning Policies



Artistic illustration of the potential future intersection between Lake Placid Road and Highway 99

7.0 Future Planning Policies

The development of new policy and guidance for Whistler Creek West offers an opportunity to pre-emptively address development challenges. This Plan supports the opportunity to establish a comprehensive approach to regulating the flood construction level across the Plan Area.

Building on the policies established in the previous sections, the policies for future planning will guide future development decisions by outlining the key considerations and directions that need to be contemplated and incorporated as the Plan Area evolves.

The implementation of this plan is dependent on the decisions of individual landowners to develop. The eventual redevelopment of the gas station site will create an opportunity to redefine the entrance to the neighbourhood.

The policies for planning for the future inform a forward-looking vision which considers the needs of a growing community.

Future Planning and Risk Mitigation

Policies respond to the Core Value 'embrace the natural environment' and Big Idea 'support a thriving community' by anticipating the needs of the future community. This includes considerations for pedestrian movement, potential future land uses and mitigating the impact of changing weather patterns.

7.1 Future Planning Policies

1. Bring forward zoning amendment bylaws to align with the land use concept and plan policies, and an accompanying OCP amendment to align bed units.
2. Support a comprehensive approach to establishing a flood construction level for Whistler Creek West.
3. Support integration with water and sewer master plans as they are completed.
4. Pursue further integration of the pedestrian connections across Highway 99 through the future design for the redevelopment of the gas station site.
5. Support a rezoning for the gas station site at Lake Placid Road and Highway 99 for a dynamic mixed-use site that is complementary to the public realm and gateway corner.
6. Explore opportunities for a pedestrian highway overpass.

Pedestrian Overpass

We heard many suggestions for a dedicated pedestrian and cyclist overpass at the Highway 99 intersection during public engagement. By separating pedestrian/cyclist and vehicular traffic, there is improved safety for users crossing the highway, and vehicular traffic can flow with fewer interruptions. As part of the Plan development, an investigation into the feasibility of constructing an overpass was undertaken.

Major obstacles to constructing an overpass include the cost and space requirements. The typical 2025 cost for an active transportation overpass is approximately $12 million, with a potential cost range of $6 million to $20 million depending on the width, type of ramps, types of users, available right-of-way, aesthetics and integration with existing developments.

An overpass across Highway 99 would require a minimum of 5 metres of clearance for over-height vehicles. In Whistler, the Nordic overpass provides 5.5 metres of clearance.

Single ramps can require long distances to achieve grades of less than 6% (ideally 5% or less) to be universally accessible. An overpass bridge that is 6 metres over the road at a 6% grade requires a ramp of nearly 85 metres, which would put the start of the ramp near the Whistler Creek Lodge. A "switchback" or spiral ramp would require additional width in the road right-of-way or on private parcels, which is not currently a feasible option.



Figure 23: Kingsway Pedestrian Bridge, Burnaby. Image courtesy of Fast+Epp.

Implementation and Monitoring

8



The original Whistler Mountain gondola
Image courtesy of the Whistler Museum

8.0 Implementation and Monitoring

The Whistler Creek West Neighbourhood Plan will guide growth in the neighbourhood over the next decades.

Table 1 and Figure 5 outline the future land uses for the Whistler Creek West neighbourhood. New development will generally require Development Permits in accordance with OCP policies.

Realizing this long-term vision will occur incrementally, as development proceeds and upgrades to the streetscape and pedestrian network are implemented. Development will occur at a rate and in a way that is influenced by the decisions of individual landowners, as properties within Whistler Creek West are privately owned.

Public realm improvements will occur gradually and be supported through municipal-led capital projects and developer-funded improvements as a condition of development. The timing of these improvements will depend on the availability of funding, budget priorities and decisions of landowners.

8.1 General Implementation Steps

Implementation actions identify key steps necessary to move the Whistler Creek West Neighbourhood Plan from policy to action. The following tasks will work to implement the Plan and facilitate future change and growth in the neighbourhood:

- The Whistler Creek West Neighbourhood Plan is intended to supplement the broader policies of the OCP. It is written to be consistent with the OCP and advance OCP policy 4.1.4.13 to develop a sub-area plan for Whistler Creek.
- Development applications should address the policies of the Neighbourhood Plan at the time of application for a development permit, rezoning and/or subdivision.
- Implement a rezoning process that aligns the current zoning with the Neighbourhood Plan policies, and avoid development outcomes not aligned with the Neighbourhood Plan.
- Prepare an OCP amendment to align the OCP bed units with the Whistler Creek West Neighbourhood Plan.

8.2 Guidance Policies

Complete guiding policies for the following:

- Street design with cross-section for key roads within the plan, including Lake Placid Road and Drew Drive.
- Prepare a detailed strategy to detail and implement a hydrotechnical hazard assessment to determine an appropriate flood construction level for the overland flow hazard within the neighbourhood.

8.3 Monitoring

To ensure that the Whistler Creek West is developed in a manner consistent with the overall vision and policies of the Neighbourhood Plan, the municipality will monitor:

- Development of housing by numbers and types of units (using Bed Units, dwelling units and GFA).
- Development of commercial floor space by amount and type.
- Transportation mode share, the amount of sidewalk and cycling facilities, transit service operations and parking provisions.