



REPORT | TO ADVISORY DESIGN PANEL

PRESENTED: June 18, 2025 **FILE NO.:** 6520-20-0020
FROM: Planning Department
SUBJECT: Whistler Creek West Neighbourhood Plan – Draft Land Use Concept

INTRODUCTION

The Resort Municipality of Whistler (RMOW) is developing a neighbourhood plan for Whistler Creek West (WCW). The Plan will develop a vision for the neighbourhood's future over the next 25 years, supporting diverse housing options, transportation and community amenities. It will also shape the future of the neighbourhood including the future look, feel, and function of Lake Placid Road, how we move through the neighbourhood, ways to integrate more housing, and improving the streetscape. The Plan will be used as the basis for future zoning changes.

This report presents a draft land use concept and implementation strategies for the WCW Plan Area, including draft densities and typologies for zoning changes that could be implemented through the Plan, for review and comments from the Advisory Design Panel (ADP). This is ADP's first review associated with the WCW Neighbourhood Plan.

ATTACHMENTS

Appendices: A: Concept Phase Engagement Panels
B: Draft Densities and Typologies

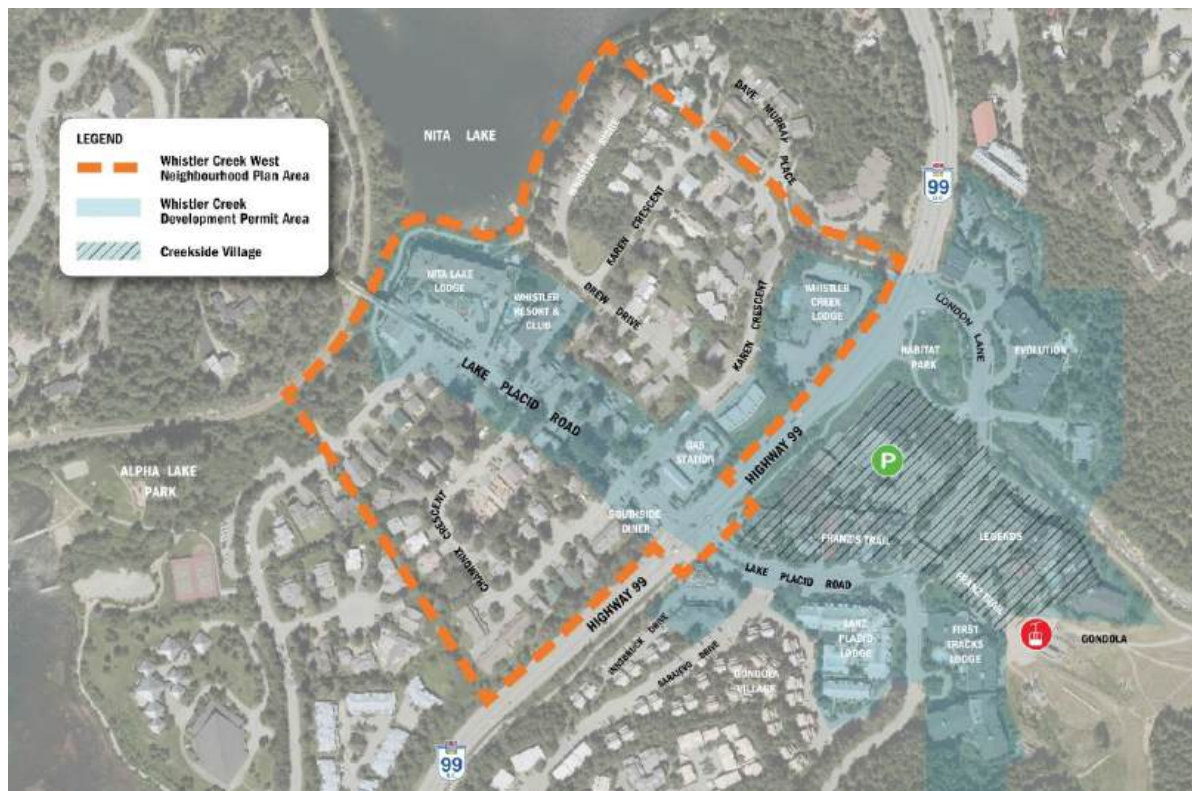
DISCUSSION

Background

The WCW Plan provides a framework to guide land use changes and redevelopment along the Lake Placid Road corridor, supporting Whistler's housing goals and Housing Accelerator Fund (HAF) targets in an area identified for residential density in the Official Community Plan (OCP). The Plan is aligned with the OCP, the 2023–2026 Strategic Plan, the Housing Action Plan (HAP), the Climate Action Big Moves Strategy, and anticipates requirements under provincial legislation such as Bill 44. OCP Policy 4.1.4.13 specifically supports consideration of a sub-area plan for Whistler Creek to address evolving resort and community needs.

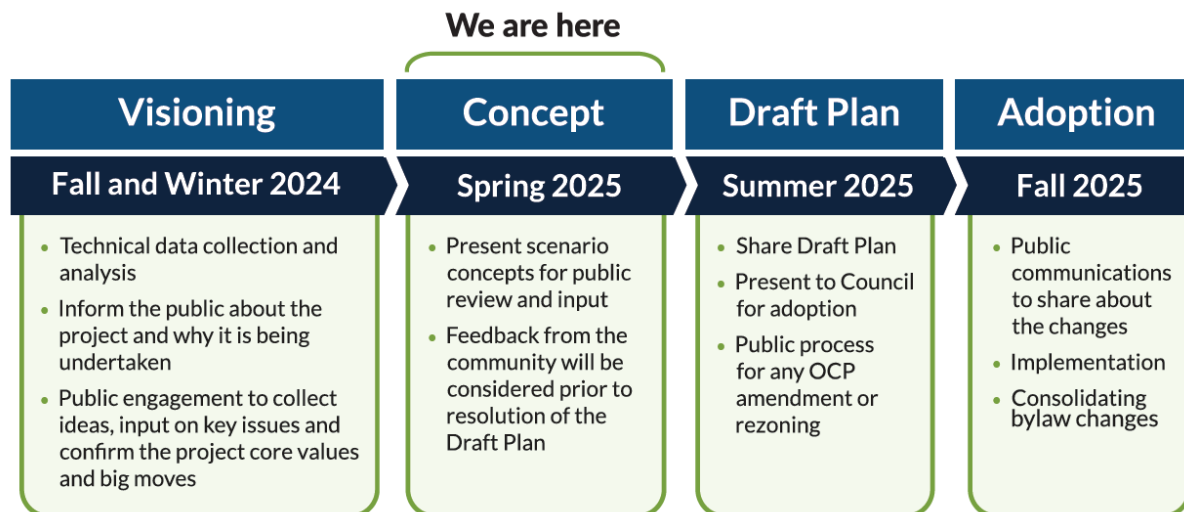
The WCW Plan Area is represented by the orange outline in Figure One.

Figure 1 - WCW Neighbourhood Plan Area



Staff developed a four-phase process to guide the development of the WCW Neighbourhood Plan (see Figure 2 below), with the goal of engaging the public and Council committees to help shape how people will live, experience, and move through the area in the future. The first phase, which took place during fall and winter 2024–2025, involved a background review, site analysis, and a series of public engagement activities to collect ideas, input on key issues and confirm the project Core Values and Big Ideas. Community members were invited to share their views, concerns, and expectations through an online questionnaire and two in-person open houses. The first phase engagement also included review by the Housing and Strategy Select Committee of Council. These engagement activities helped establish a strong foundation for the Plan.

Figure 2: Project Process



As part of this initial engagement, Core Values and Big Ideas were identified to provide high-level direction for the Plan. Core Values represent the overarching vision and principles the Plan seeks to embody, while Big Ideas outline key objectives shaped by the known challenges and opportunities within the Plan Area. Building on this foundation, the current Concept phase presents a draft land use concept and implementation strategies. These have been informed by community input, policy review, and infrastructure assessment, and will be refined through further engagement before advancing to the Draft Plan stage. The Advisory Design Panel is being asked to provide input at this key point on the draft land use concept and implementation strategies to help guide the next phase of planning.

Core Values and Big Ideas

Staff created five draft Core Values to guide the overall direction of the Plan by defining community priorities, derived from OCP policy, Council's 2023-2026 Strategic Plan, HAP, and Big Moves Strategy, and reflect key opportunities for the neighbourhood. The Core Values were tested during Phase 1 public engagement which reinforced strong support for them.

The Core Values tested and refined through the visioning phase include:

- Livable, Inclusive and Diverse
- Walkable and well-connected
- Quality streetscape and shared spaces
- Vibrant community identity
- Embrace the natural environment.

Seven draft Big Ideas were developed to represent transformative concepts to guide the evolution of WCW. The Plan will guide the implementation of these Big Ideas. These Big ideas were developed based on research into challenges and opportunities in the Plan area along with consideration for how the area could evolve in ways that align with the five Core Values, Council-approved bylaws and strategies. The figure below outlines the Big Ideas that were tested and refined through the visioning phase.

Figure 3: WCW Neighbourhood Plan Big Ideas

Big Ideas

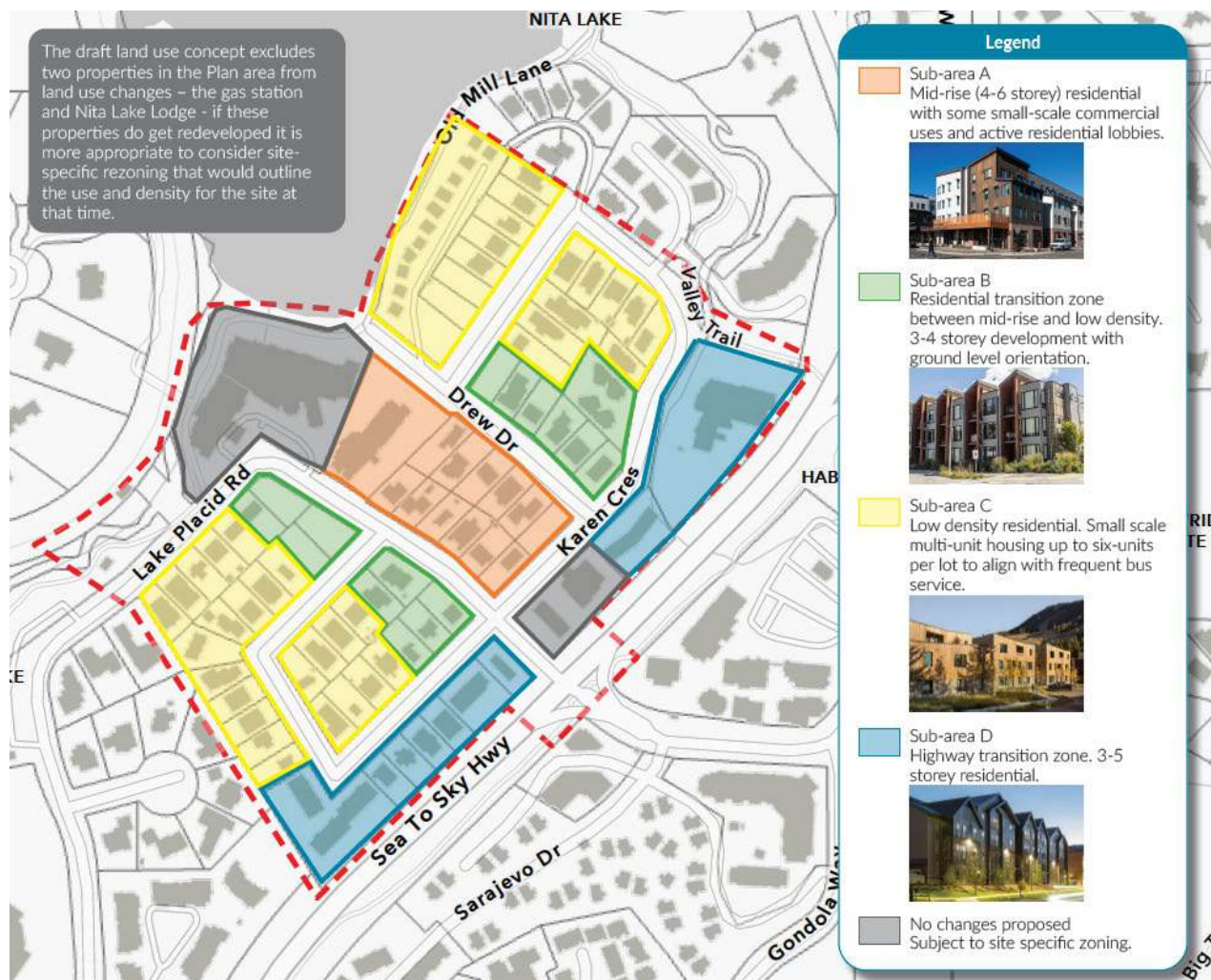
The Big Ideas are high-level objectives to guide development of the Plan and are based on known challenges and opportunities in the Plan Area.



Draft Land Use Concept

Staff has prepared a draft land use concept for the Plan Area, informed by the Core Values and Big Ideas established during the Visioning phase. This concept illustrates the proposed distribution of density, building height, and development form that could be supported through future redevelopment. It divides the Plan Area into four distinct sub-areas, each with its own proposed built form and density characteristics (see Figure 4).

Figure 4: WCW Draft Land Use Concept



Mid-rise development is concentrated in two areas: the north side of Lake Placid Road from the existing service station west to Nita Lake Lodge, identified as Sub-area A, and the parcels fronting Highway 99, identified as Sub-area D. Both Sub-areas A and D present opportunities for additional density and employee-restricted housing. These areas currently include some commercial uses, which are retained in the draft concept. However, a broader range of land uses will be explored in greater detail during Phase 2 through additional land use analysis and refinement.

Sub-area B is intended to serve as a transition zone, providing moderate density between the higher-density Sub-areas A and D and the lower-density Sub-area C. Sub-area C is proposed for small-scale multi-family housing (SSMUH), with a typology that includes up to six units per parcel, consistent with provincial requirements for SSMUH properties located within 400 metres of frequent transit service. While high-frequency bus service is not yet established in Whistler, the entire Plan Area falls within 400 metres of existing bus stops that have the potential to be upgraded to this level of service in the near future. As such, the scenario baseline and development potential for Sub-area C contemplate a minimum of six dwelling units per parcel in anticipation of this transit improvement.

Additionally, the draft land use concept identifies two properties (shown in grey on Figure 4) that are not proposed for land use changes at this time. Any future redevelopment of these sites would require site-specific rezoning to amend existing land uses or permitted densities.

To gather input from community members, two engagement sessions were held on June 4 and June 7, 2025. The purpose of these sessions was to collect feedback on the draft land use concept and proposed implementation strategies, with a focus on identifying what aspects participants supported and what concerns they had. The engagement panels are included in Appendix A of this report.

Draft Density and Typology

To further support and refine the draft land use concept, staff engaged an urban design and architectural consultant to undertake a density and typology assessment for the Plan Area. The purpose of this work was to explore how the provincial SSMUH Guidelines could be appropriately applied in the Plan Area, and to identify opportunities for a range of context-sensitive residential typologies across the four sub-areas. The assessment considered a number of key factors, including:

- Existing lot sizes and configurations
- Frontage conditions along Highway 99
- Proximity to existing higher-density development
- Potential transitions between sub-areas

Given the variety of lot sizes and configurations in the Plan Area, the consultant proposed the development of up to four residential typologies tailored to both individual lots and consolidated parcel (see Appendix B). The assessment included estimates of:

- Potential number of residential units
- Approximate unit size
- Gross Floor Area (GFA)
- Floor Space Ratio (FSR)

Sub-Area A

This sub-area is envisioned as a mid-rise, mixed-use residential area. The proposed built form consists of 5- to 6-storey residential buildings with small-scale commercial uses at grade. Active residential lobbies at building corners help reinforce a vibrant public realm. Based on anticipated lot consolidation, the typical FSR is approximately 1.6.

- Development Area: 13,326 m² (143,470 ft²)
- GFA: 21,330 m² (229,552 ft²)
- Buildable Area (83% efficiency): 17,701 m² (190,528 ft²)
- Estimated Unit Count: 262 units (average unit size of 67 m² / 725 ft²)

This typology supports moderate residential density while contributing to a more animated streetscape with active ground-level uses.

Sub-Area B

Serving as a transitional zone, Sub-area B features a 3-storey stacked townhouse typology. Units are organized as a ground-level flat of approximately 48 m² (515 ft²) with a two-storey unit of 96 m² (1,030 ft²) above. The FSR ranges from 1.12 to 1.34, with a typical value around 1.28.

- Development Area: 23,549 m² (253,532 ft²)
- GFA: 30,131 m² (324,290 ft²)
- Estimated Unit Count: 430 units (220 smaller units, 210 larger units)

This typology introduces ground-oriented housing at a moderate density. Private outdoor space is limited, but rooftop decks could be proposed as an alternative. Parking is generally off-street or partially off-street, with potential for underground options subject to design and density trade-offs.

Sub-Area C

The lowest-density area of the Plan, Sub-area C is guided by the SSMUH framework and allows for up to four residential units per lot, with flexibility for future increases up to six units per parcel based on transit proximity. Building heights range from 1 to 2.5 storeys, accommodating compact coach houses and infill formats.

- Typical Lot Size: 680 m² (7,320 ft²), approx. 18.3 m by 37.2 m (60 ft by 122 ft)
- Estimated Number of Lots: 38
- Estimated Unit Count: 152 units
- Unit Sizes: 130–186 m² (1,400–2,000 ft²)
- FSR Range: 0.72 to 1.09

This typology supports incremental infill while providing a range of family-oriented housing options. Most prototypes include one off-street parking stall per unit, often located “in board” to reduce driveway and garage impact on the streetscape. Front-loaded parking is considered where grading poses constraints.

This work provided a foundational understanding of how SSMUH could be introduced and adapted across a range of local site conditions, and positioned the project for more detailed planning in subsequent phases.

Sub-Area D

Sub-area D, located along Highway 99, is envisioned as a mid-rise residential area with a slightly more residential character than the adjacent mixed-use areas Sub-Area A. The proposed built form consists of 4- to 6-storey residential buildings, with the intention to create a cohesive streetscape and enhance livability through the integration of shared open spaces and varied building forms.

Two development options have been proposed by the consultants to guide the character of this sub-area:

- Option 1 emphasizes higher density, with a consistent building height of 6 storeys extended across the entire building length.
- Option 2 proposes a more articulated massing approach. It reduces building height at the ends to 2-storey townhouse units, which would help frame private or semi-public pedestrian pathways connecting both sides of the building. This form contributes to greater variety, breaks up massing repetition, and creates a more human-scaled interface with the street.

Across both options:

- The residential portion of the “diner” site is proposed at 4 storeys.
- Double lots accommodate 6-storey buildings.
- The large corner parcel incorporates a mix of 4-, 5-, and 6-storey elements, stepping down to 4 storeys to provide a sensitive transition to the adjacent lower-density sub-area.
- A one-storey underground parkade is anticipated to provide approximately 0.5 parking stalls per unit.
- Average Lot Size: 2,260 m² (24,331 ft²)
- Estimated Unit Count: 215 units
- Average Unit Size: 70 m² (750 ft²)
- FSR Range: 1.26 – 2.46

This typology supports a residential-focused, medium-density neighbourhood that prioritizes diversity in form, shared open space, and fine-grained pedestrian connectivity.

Implementation Strategies

The following draft implementation strategies represent changes that can be implemented over the long-term to help realize the vision for the WCW area established through the Core Values. They are informed by community and committee input, research and key RMOW policies

The draft strategies are organized based on the Big Ideas. Where a strategy could apply to multiple Big Ideas, they have been organized according to the Big Idea they align with the most.

Table 1: Big Ideas and Implementation Strategies

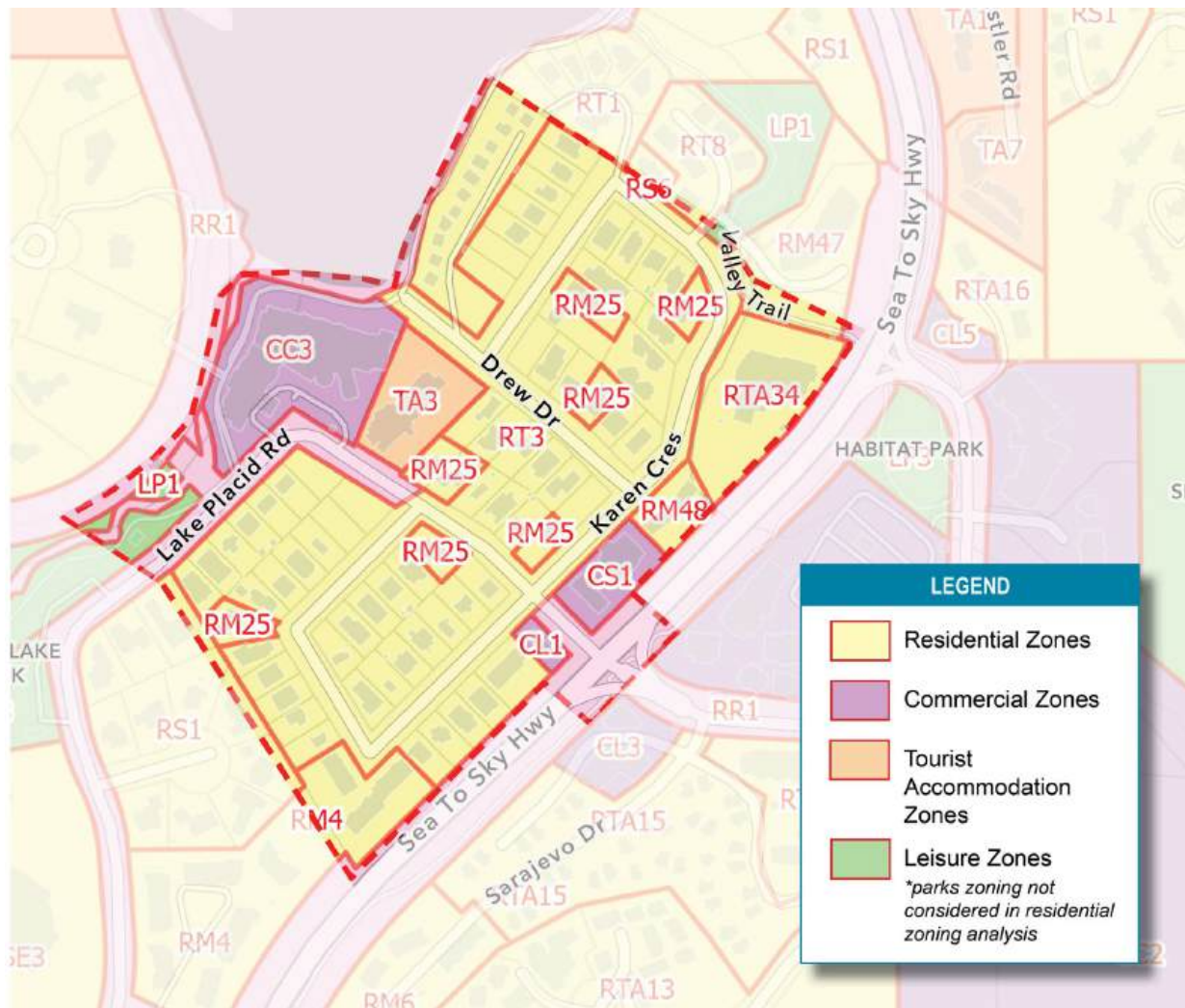
Big Ideas	Implementation Strategies	
Big Idea #1 Diverse housing and increased density	A	Encourage higher-density development within the Plan Area, with the highest densities along the north side of Lake Placid Road and parcels adjacent to Highway 99.
	B	Leverage opportunities for developing employee restricted and rental housing.
	C	Enable a variety of housing types to meet diverse community needs.
	D	Reduce parking requirements to provide options for more affordable development.
	E	Leverage opportunities for additional employee housing through additional market and/or tourist accommodation units to support employee housing viability and affordability objectives.
Big Idea #2 Repurpose and reimagine underused spaces	A	Encourage land assembly to allow for new employee restricted dwelling units.
	B	Encourage the redevelopment of underutilized spaces through an updated neighbourhood plan.
	C	Recognize potential for commercial opportunities on Lake Placid Road.
Big Idea #3 Improve connectivity of the area	A	Develop and prioritize a well-connected network of sidewalks, paths and roads to allow for accessible, safe and convenient movement to and through the neighbourhood.
	B	Provide efficient connections and linkages that integrate Nita and Alpha Lakes, and the Valley Trail as part of the neighbourhood.
	C	Advocate for safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.
	D	Prepare for upgraded transit frequency and support upgrades to transit stops and shelters.
	E	Provide bicycle parking at key locations through the neighbourhood to ensure safe and convenient storage of bicycles for both residents and visitors.
Big Idea #4 Revitalize streetscape and public realm	A	Develop a comprehensive streetscape design for Lake Placid Road.
	B	Support infrastructure improvements relating to pedestrian safety and accessibility.
	C	Encourage all-day and all-season activities, including sheltered places to gather and winter-friendly design elements.
	D	Provide vehicular parking and circulation which complements pedestrian and cyclist movement.
Big Idea #5 Maintain a distinct neighbourhood character	A	Encourage architectural styles, placemaking and design features specific to Whistler Creek Development Permit Area Guidelines so new development connects visually and physically to the natural and physical attributes of the area.
	B	Draw from and enhance existing block and frontage patterns, considering how pedestrians will move through the sites.
	C	Preserve and highlight public views of nearby landmarks and unique features that contribute to Whistler Creek's character.
	D	Embrace contemporary mountain town architecture that allows for enhanced connection to the local landscape with distinct design and more energy efficient buildings.

Big Idea #6 Honour heritage and historical roots	A	Encourage new developments and public spaces to reflect local history and cultural significance through thoughtful design features.
	B	Support opportunities to retain or enhance historical assets
	C	Increase the presence of Squamish and Lil'wat languages, symbols and art into public spaces, signage and the broader streetscape.
Big Idea #7 Support a thriving community	A	Support a thriving business market with initiatives to encourage growth and sustainability for local businesses.
	B	Encourage street activating uses on the ground floor of mixed use and larger residential buildings.
	C	Support small-scale placemaking along streets and trails to create social spaces for residents.
	D	Support public life and resiliency with amenities and infrastructure which encourage community gathering.
Big Idea #8 Connection to nature	A	Identify opportunities to re-establish pedestrian connections to area parks.
	B	Integrate street trees, natural elements and materials into the streetscape.
	C	Prioritize green stormwater infrastructure.

Zoning Analysis

Most of the Plan Area is zoned RT3 (Two Family Residential Three), which permits detached and duplex dwellings. Nine parcels are zoned RM25 (Residential Multiple Twenty-Five) which permits detached, duplex and triplex dwellings. There are two multi-family properties: 2030 Chamonix Crescent zoned RM4 (Residential Multiple Four) and 2007 Karen Crescent zoned RM48 (Residential Multiple Forty-Eight). Several parcels are zoned for tourist accommodation, including TA3 (Tourist Accommodation Three) and RTA34 (Residential/Tourist Accommodation Thirty-Four).

Figure 5: Zoning Map of the Plan Area



The RT3 zone is a restricted residential zone, within which the SSMUH overlay applies. This overlay permits up to four dwelling units per parcel. The SSMUH overlay does not apply to other zones within the Plan Area. Under provincial guidelines, properties with the SSMUH overlay that are located within 400 metres of high-frequency transit service must allow up to six dwelling units per parcel. Although high-frequency bus service is not currently established in Whistler, the entire Plan Area falls within 400 metres of existing bus stops that have the potential to be upgraded to high-frequency service in the near future. Accordingly, the development scenarios and baseline assumptions for the Plan Area reflect a minimum of six units per parcel to align with anticipated transit improvements and provincial policy direction.

OCF Development Permit Area Guidelines

The Plan Area is subject to Development Permit Areas (DPAs) as outlined in the Official Community Plan (OCP), specifically the [Whistler Creek DPA](#) and the [Multi-Family Residential DPA](#). The [Whistler Creek DPA](#) applies to the areas identified in Figure 1, while the [Multi-Family Residential DPA](#) applies to all multi-family development within the Plan Area. SSMUH development is exempt from the Multi-Family Residential DPA.

The DPA guidelines provide direction on the form and character of future development. Both the [Whistler Creek](#) and [Multi-Family Residential DPAs](#) include similar provisions related to streetscape design, site planning, building form and massing, and landscaping. However, each DPA also contains distinct requirements:

- The [Whistler Creek DPA](#) includes guidelines specific to commercial uses, such as storefront design and public realm activation.
- The [Multi-Family Residential DPA](#) provides additional direction on fencing, parking, and other residential design elements.

Key design objectives across both DPAs include:

- Minimizing the apparent bulk and massing of buildings;
- Supporting a pedestrian-oriented streetscape;
- Limiting building heights to three storeys;
- Enhancing pedestrian and cycling connections; and
- Integrating landscape design that is appropriate to the context.

The form and character of new development in the Plan Area will be guided by the applicable DPA guidelines. The Neighbourhood Plan will rely on these guidelines to shape the future built environment in a manner consistent with OCP objectives.

Staff Comments

Staff requests that the Advisory Design Panel provide comments on the draft land use concept, including the proposed organization of the four sub-areas within the Plan Area, and the implementation strategies. In addition to general ADP comments, staff are seeking specific input on the following:

- Site layout and overall structure of the draft land use concept, including how the four sub-areas are defined and integrated.
- Built form and development typologies proposed for each sub-area, including scale, height, and massing.
- Transitions between sub-areas and adjacent uses, particularly with respect to compatibility and sensitivity to existing context.
- Long-term implementation strategies, including their clarity, feasibility, and ability to support the community vision for Whistler Creek West as defined by the Core Values and informed by community, committee, and policy input.

Staff is seeking a comprehensive and detailed review of the proposed draft land use concept, along with recommendations from ADP. With its recommendations, staff is also requesting a resolution from ADP for the proposed draft land use concept.

SUMMARY

This report presents the draft land use concept for the Whistler Creek West Neighbourhood Plan, along with the implementation strategies for the Plan Area.

This report requests ADP provide comments and recommendations on the draft land use concept and implementation strategies.

Respectfully submitted,

Louis-Felix Renaud
Planner

Megan Mucignat
Planner

Phase Two: Concept

Whistler Creek West Neighbourhood Plan

Help us to refine the draft land use concept and implementation strategies in the second phase of the Whistler Creek West Neighbourhood Plan.

Why are we here?

- To share input from the Visioning Phase
- To introduce a draft land use concept and draft implementation strategies
- To investigate preferences for streetscape, public realm design and building forms

How will input be used?

Your input will be used to shape the development of a neighbourhood plan that will be drafted over the summer of 2025 and brought back to Council in the fall.



Visit our project page for more information



**Tell us what you think in our
online questionnaire**



Process & Anticipated Timeline

We are here

Visioning	Concept	Draft Plan	Adoption
Fall and Winter 2024	Spring 2025	Summer 2025	Fall 2025
<ul style="list-style-type: none"> • Technical data collection and analysis • Inform the public about the project and why it is being undertaken • Public engagement to collect ideas, input on key issues and confirm the project core values and big moves 	<ul style="list-style-type: none"> • Present scenario concepts for public review and input • Feedback from the community will be considered prior to resolution of the Draft Plan 	<ul style="list-style-type: none"> • Share Draft Plan • Present to Council for adoption • Public process for any OCP amendment or rezoning 	<ul style="list-style-type: none"> • Public communications to share about the changes • Implementation • Consolidating bylaw changes

Neighbourhood Plan Area

Whistler Creek West Neighbourhood Plan

The Plan Area is located on the shared, unceded territory of the Lil'wat People, known in their language as L'ilwat7úl, and the Squamish People, known in their language as Skwxwú7mesh.



Visioning What We Heard

Whistler Creek West Neighbourhood Plan

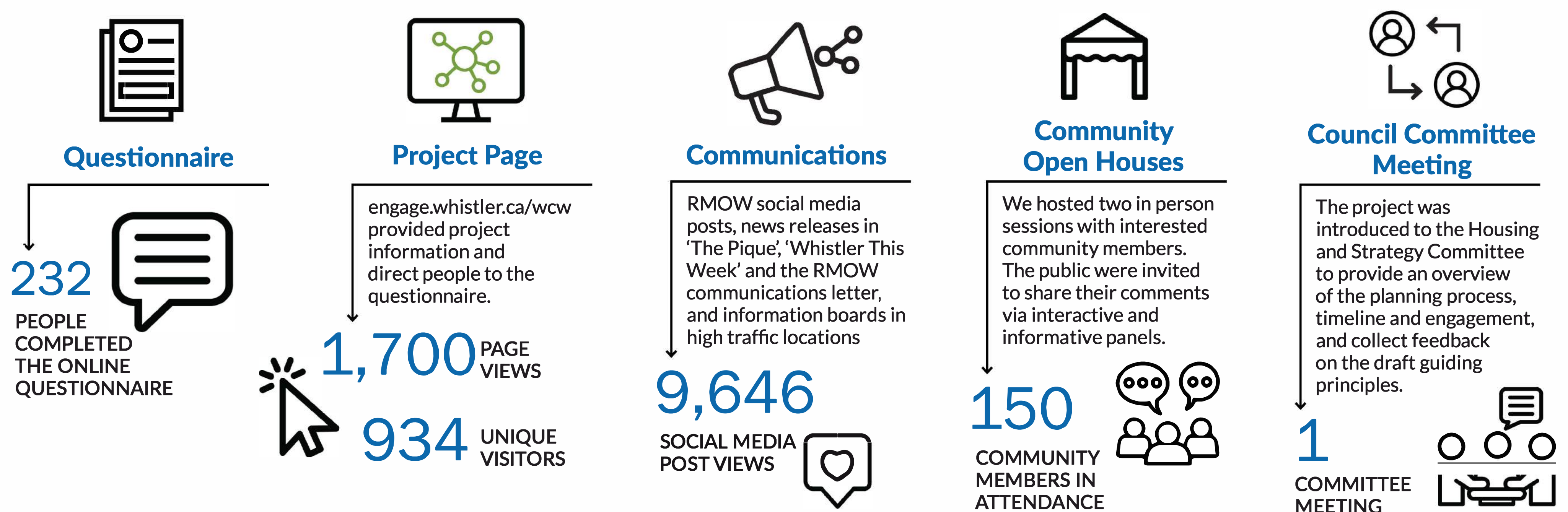
Read the Visioning
engagement summary here:



The Visioning Phase helped to define the Core Values, Big Ideas and confirm project objectives, including the types of housing, transportation and urban design strategies that should be considered for the plan area.

How We Engaged the Community

We sought community input on the shape and size of the plan area, current and future uses and opinions of the plan area, draft Core Values and project principles, priorities for housing and transportation and Big Ideas.



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.



**Livable, Inclusive
and Diverse**



**Walkable and Well-
Connected**



**Quality Streetscape
and Shared Spaces**



**Vibrant Community
Identity**



**Embrace the Natural
Environment**

Big Ideas

The Big Ideas are high-level objectives to guide development of the Plan and are based on known challenges and opportunities in the Plan Area.

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.

Maintain a distinct neighbourhood character

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

Repurpose and reimagine underused spaces

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

Honour heritage and historical roots

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

Improve connectivity of the area

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

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.

Revitalize streetscape and public realm

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

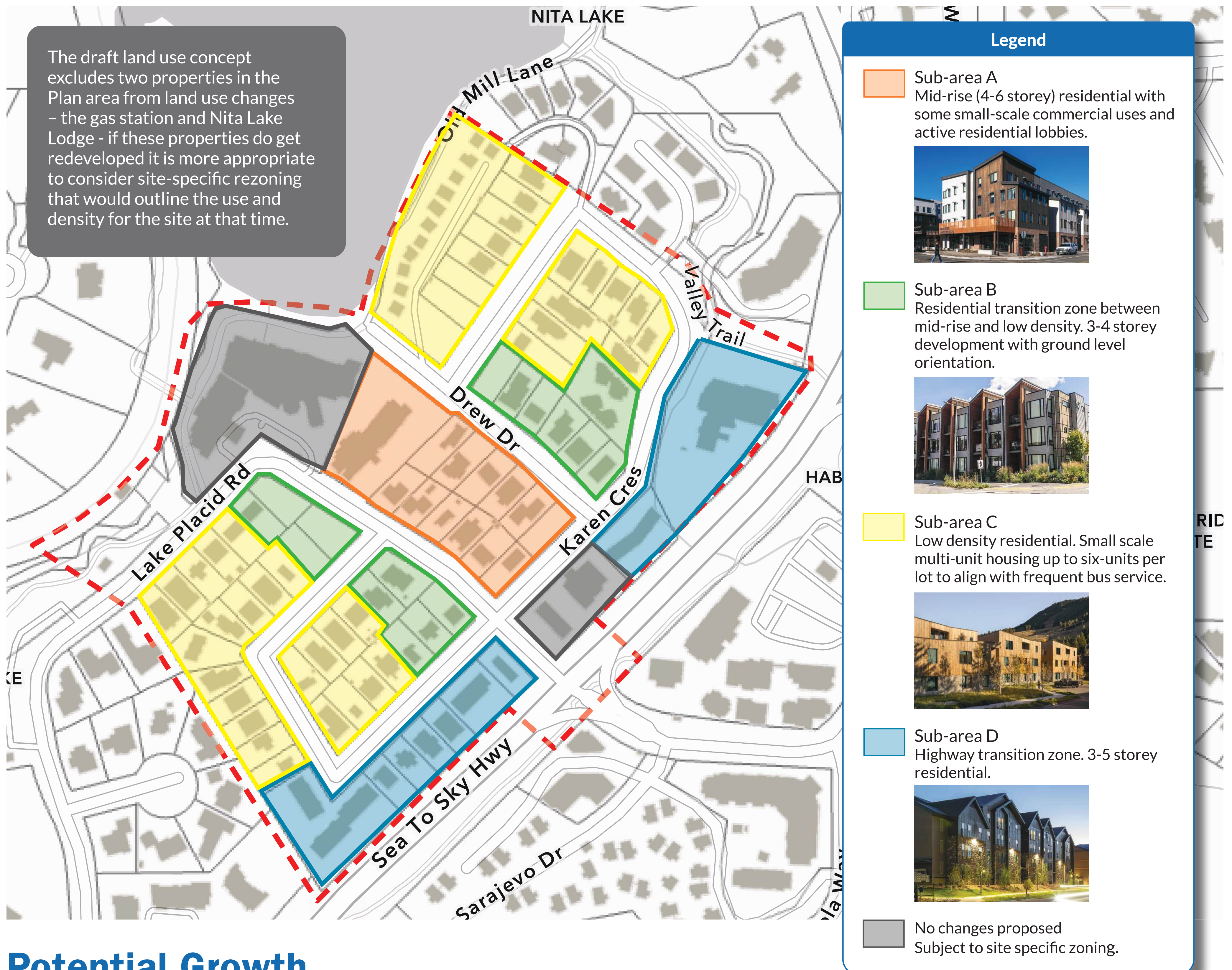
Connection to nature

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

Draft Land Use Concept

Whistler Creek West Neighbourhood Plan

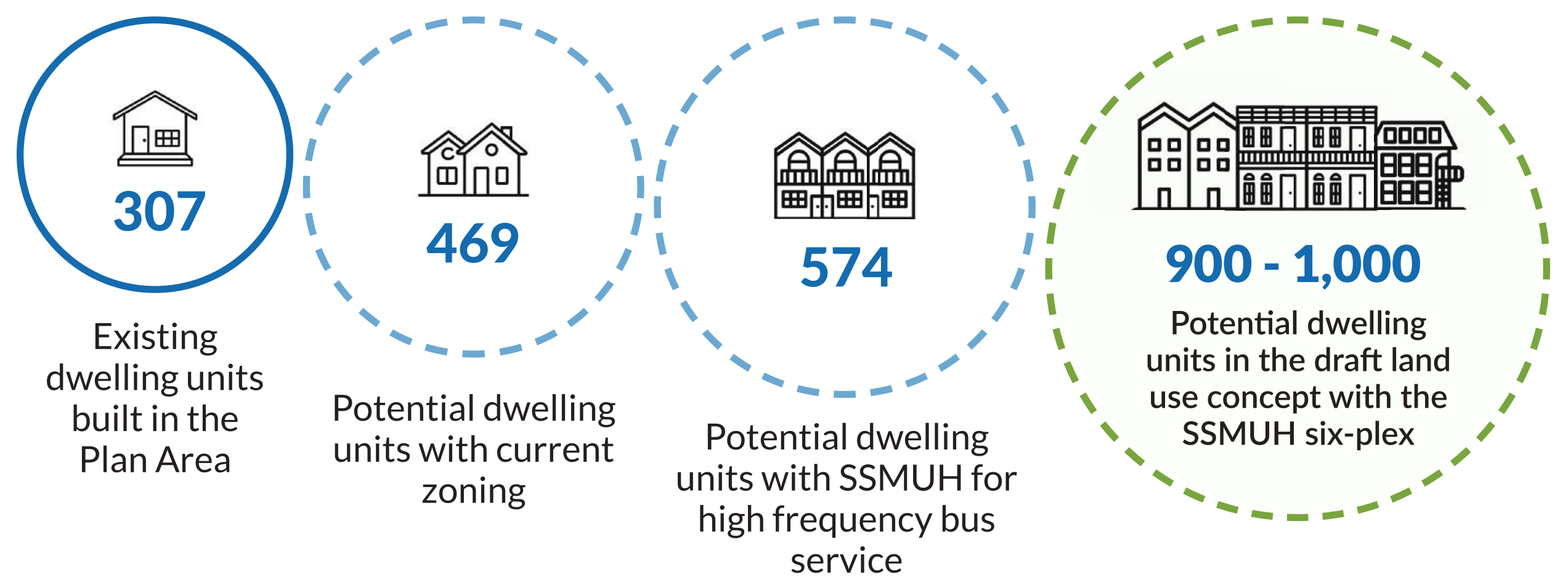
The draft land use concept has been developed using existing policy direction, input collected in the Visioning phase, and an infrastructure assessment. The concept proposes four sub-areas in the Plan Area with different densities and development form with a goal of achieving more homes for people to live in and to support a great diversity of housing types and tenures.



Potential Growth

Based on modeling using the draft land use concept, the potential full build out of the plan is 900 - 1,000 units with the SSMUH six-plex. These numbers can be used to inform supporting studies to understand what needs to be refined before moving on to the draft plan.

This number represents a potential full build out. The neighbourhood plan will be a long-term vision, and change will occur relatively slowly. New development will occur over several decades.



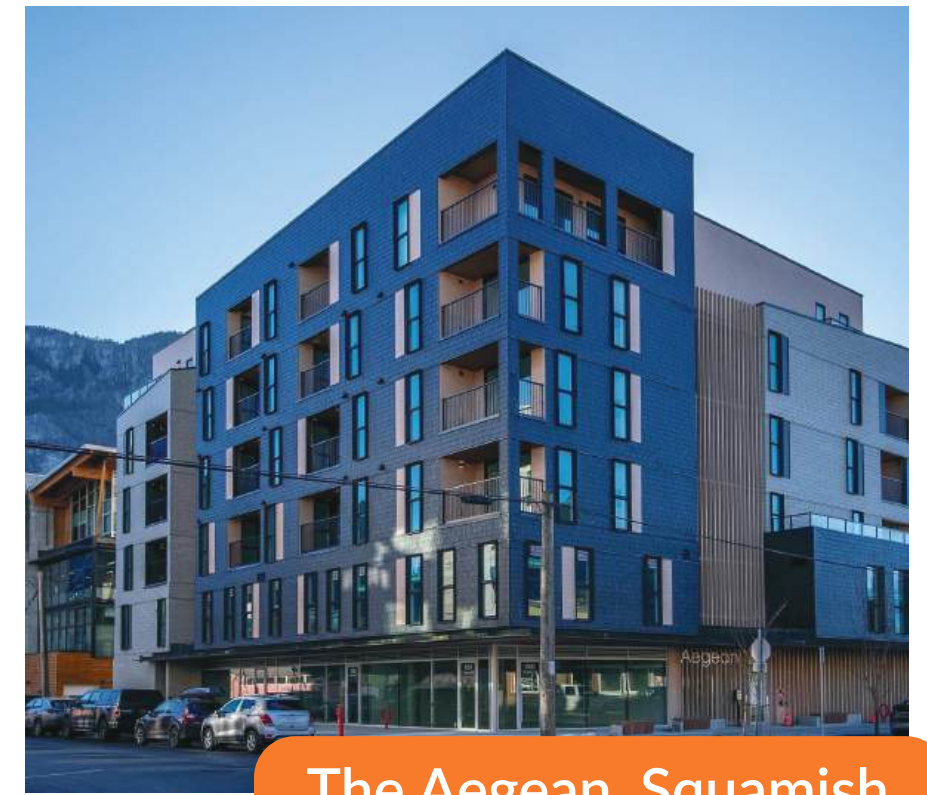
Draft Land Use Concept Precedents

Whistler Creek West Neighbourhood Plan

Precedents for each sub-area, including local examples, give a visual impression of the type and scale of development proposed. Future development will be subject to form and character guidelines in the Whistler Creek and Multi-Family Development Permit Areas in the OCP.

Sub-area A

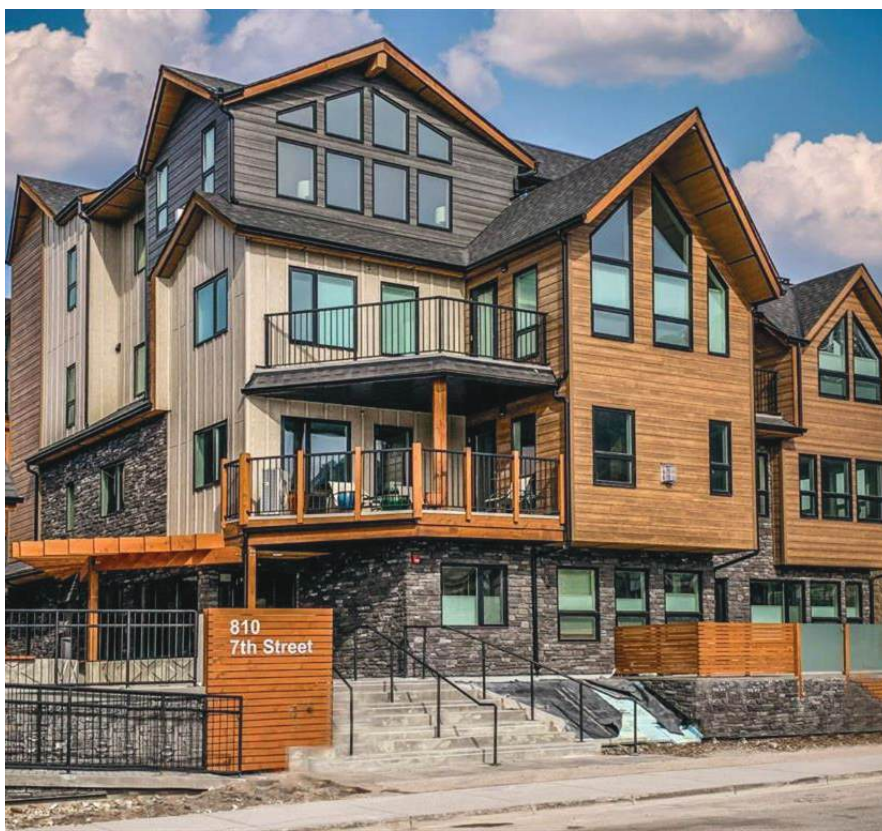
Mid-rise (4-6 storey) residential with some small-scale commercial uses and active residential lobbies.



The Aegean, Squamish

Sub-area B

Residential transition zone between mid-rise and low density. 3-4 storey development with ground level orientation.



Live Work, Cheakamus

Sub-area C

Low density residential. Small scale multi-unit housing up to six-units per lot to align with frequent bus service.



Karen Crescent, Whistler Creek

Sub-area D

Highway transition zone. 3-5 storey residential.



Lot 3, Cheakamus

Draft Land Use Concept Precedents

Whistler Creek West Neighbourhood Plan

Share your thoughts with post-it notes in the boxes below:

Sub-area A

PLACE POST-IT HERE

Sub-area B

PLACE POST-IT HERE

Sub-area C

PLACE POST-IT HERE

Sub-area D

PLACE POST-IT HERE

Draft Land Use Concept Feedback

Whistler Creek West Neighbourhood Plan

Share your thoughts with post-it
notes in the boxes below:

What do you like about the draft land use concept?

PLACE POST-IT HERE

What would you change about the draft land use concept?

PLACE POST-IT HERE

Information shared via sticky notes and comment cards will be collected by the Resort Municipality of Whistler (RMOW) for the purpose of gathering feedback from members of the community on the Creek West Plan and will be reviewed for anonymized use in a future Plan proposal. The collection of information by the RMOW is authorized per s26(e) of the Freedom of Information and Protection of Privacy Act and it will be securely stored on a Canadian-based server for the duration of the project. At no point will personal information be collected and, if submitted, will be removed by the Project Lead prior to being thematically included for review. If there are questions or concerns regarding the collection and/or use of personal information, please contact privacy@whistler.ca.



Resort Municipality
of Whistler

Add Your Voice

Implementation Strategies

Whistler Creek West Neighbourhood Plan

The draft implementation strategies represent long-term changes to help realize the vision for the neighbourhood established through the Core Values. They are informed by community and committee input, research and key RMOW policies. We have organized the draft strategies based on the Big Ideas. Where a strategy could apply to multiple Big Ideas, they have been organized according to the Big Idea they align with the most.

Use dot stickers to identify your top 5 implementation strategies:

Big Idea #1 - Diverse housing and increased density		
1a	Encourage higher-density development within the Plan Area, with the highest densities along the north side of Lake Placid Road and parcels adjacent to Highway 99.	
1b	Leverage opportunities for developing employee restricted and rental housing.	
1c	Foster a variety of housing types to meet diverse community needs.	
1d	Reduce parking requirements to provide options for more affordable development.	
1e	Leverage opportunities for additional employee housing through additional tourist accommodation units.	

Big Idea #2 - Repurpose and reimagine underused spaces		
2a	Identify and incentivize development of underutilized or vacant sites to create vibrant and functional spaces that address community needs and enhance neighbourhood vitality.	
2b	Encourage subdivisions, land swaps or land assembly that allow for new employee restricted dwelling units.	
2c	Encourage the redevelopment of identified underutilized spaces through strategic policies and community engagement.	
2d	Recognize potential for commercial opportunities on Lake Placid Road.	
2e	Improve existing parks and open spaces.	

Big Idea #3 - Improve connectivity of the area		
3a	Develop a well-connected network of sidewalks, paths and roads to allow for accessible, safe and convenient movement to and through the neighbourhood.	
3b	Provide efficient connections and linkages that integrate Nita and Alpha Lakes and the Valley Trail as part of the neighbourhood.	
3c	Develop safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.	
3d	Upgrade local-serving public transport options and facilities.	
3e	Provide bicycle parking at key locations through the neighbourhood to ensure safe and convenient storage of bicycles for both residents and visitors.	



1a Higher density development



1b A variety of housing types



2c Redevelopment of underutilized spaces



3a Improve wayfinding



3d Upgrade public transport facilities

Implementation Strategies

Whistler Creek West Neighbourhood Plan

Use dot stickers to identify your top 5 implementation strategies:

Big Idea #4 - Revitalize streetscape and public realm

4a	Develop a comprehensive streetscape plan for Lake Placid Road.	
4b	Support infrastructure improvements relating to pedestrian safety and accessibility.	
4c	Encourage all-day and all-season activity, including sheltered places to gather and winter-friendly design elements.	
4d	Provide vehicular parking and circulation which compliments pedestrian movement.	

Big Idea #5 - Maintain a distinct neighbourhood character

5a	Encourage architectural styles, placemaking and design features specific to Whistler Creek so new development connects visually and physically to the natural and physical attributes of the area.	
5b	Draw from and enhance existing block and frontage patterns, considering how pedestrians will move through the sites.	
5c	Preserve and highlight public views of nearby landmarks and unique features that contribute to Whistler Creek’s character.	
5d	Embrace contemporary mountain town architecture that allows for enhanced connection to the local landscape with distinct design and more energy efficient buildings	

Big Idea #6 - Honour heritage and historical roots

6a	Encourage new developments and public spaces reflect local history and cultural significance through thoughtful design features.	
6b	Support opportunities to retain or enhance historical assets	
6c	Increase the presence of Squamish and Lillooet language, symbols and art into public spaces, signage and the broader streetscape.	



4a Streetscape plan for Lake Placid Road



4b Infrastructure improvements to improve safety



4c Provisions for all season activity



4d Vehicle parking which compliments pedestrian movement



5a Whistler Creek architectural style



5c Highlight views of the surrounding landscape



6b Support opportunities to retain historical assets



6c Example of a land acknowledgement



6c Integrate public art into the streetscape



Implementation Strategies

Whistler Creek West Neighbourhood Plan

Use dot stickers to identify your top 5 implementation strategies:

Big Idea #7 - Support a thriving community

7a	Support a thriving business market with initiatives to encourage growth and sustainability for local businesses.	
7b	Encourage street activating uses on the ground floor of mixed use and larger residential buildings.	
7c	Support small-scale placemaking along streets and trails to create social spaces for residents.	
7d	Support public life and resiliency with amenities and infrastructure which encourage community gathering.	

Big Idea #8 - Connection to nature

8a	Consider the impacts of greater density on the surrounding natural resources.	
8b	Integrate street trees, natural elements and materials into the streetscape.	
8c	Prioritize green stormwater infrastructure.	



7b Street-activating ground floor uses



7c Small scale placemaking



7d Encourage community gathering



8b Integrate street trees into the streetscape



8c Stormwater infrastructure

Share your thoughts with post-it notes below:

PLACE POST-IT HERE

Future Vision and Next Steps

Whistler Creek West Neighbourhood Plan

We are excited to share a draft rendering of the potential build out for the draft land use concept. While future development will be at the discretion of individual landowners, we can provide a vision for what the area could look like if the full build was completed.



Future vision: Lake Placid Road looking towards Nita Lake Lodge

Next Steps:



Community engagement

- In person events at Nita Lake Lodge.
- Online questionnaire.
- Meetings with appropriate housing committees.



Report to Council

- Feedback on the engagement response.
- Get Council approval to develop the draft plan.



Draft Plan Creation

- Using the engagement results we will write the draft plan for Whistler Creek West during summer and fall 2025.

We want to hear from you!

Scan the QR code to access our information page and questionnaire



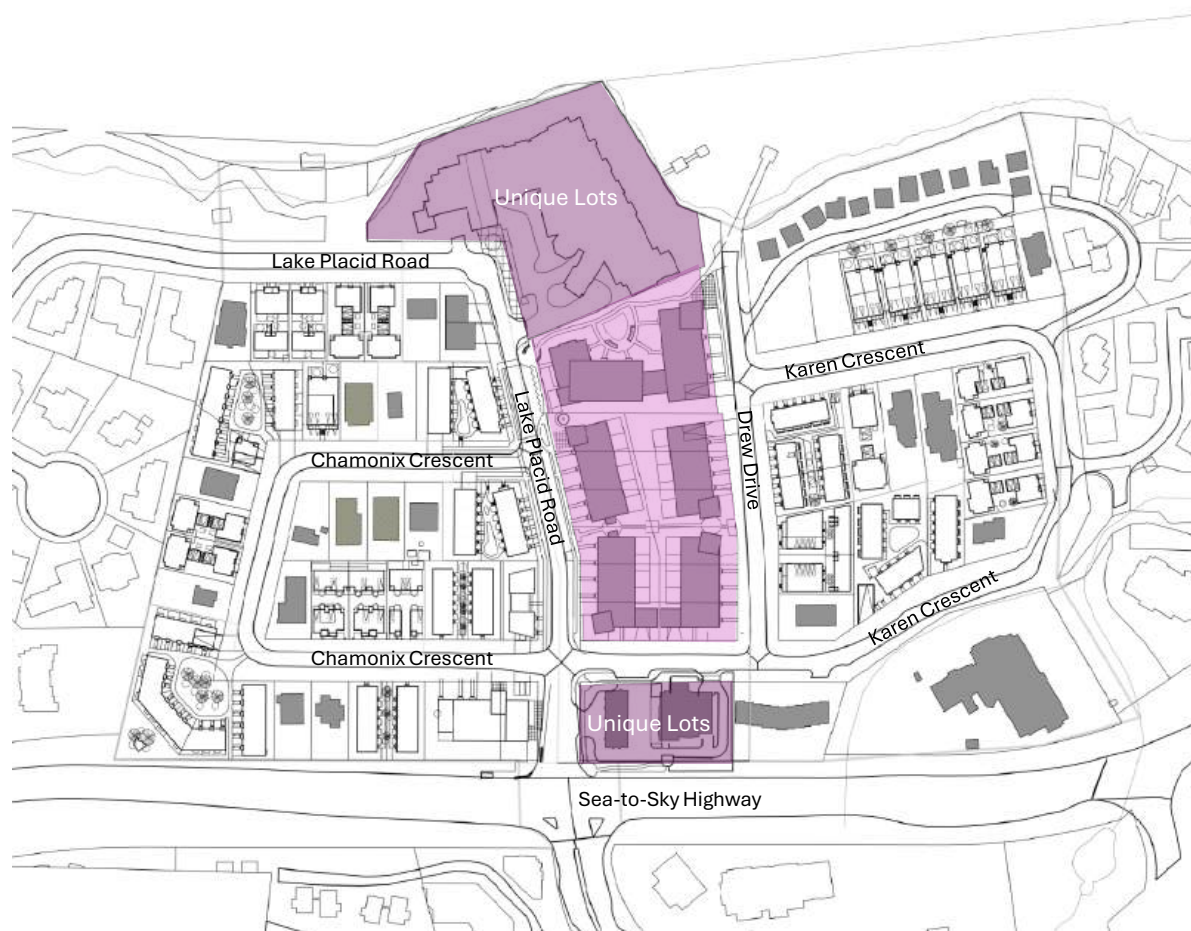


**Whistler Creek West
Sub-Area Parcels**
(based on RMOW outline)

- Sub-Area A**
5-6 Storey Residential with
Small Scale Commercial
- Sub-Area B**
Transition Zone
- Sub-Area C**
4 units per lot
based on Small Scale Multi-Unit
Housing Guidelines

- Notes:**
- the adjacent figure-ground illustration includes a portion of existing properties
 - RMOW to provide direction regarding unit sizes
 - Strategies to optimize on-street parking including “pods” of angle parking within the street ROW which could also provide snow storage, would be a good next step.
 - Increasing the overall unit number would include increasing height.

The statistics provided in this document are estimates based on conceptual designs for a sample of available development lots.



Sub-Area A
5-6 Storey Residential with Small Scale
Commercial

Typical Form of Development: 5-6 storey residential with small scale commercial spaces and active residential lobbies at the building corners.

- **Typical FSR** = 1.6 +/- based on lot consolidation
- **Development Area** (nic unique lots) = 143470 sf
- **GFA** = $1.6 \times 143470 = 229552$ sf
- **Approximate Buildable** = GFA x 83% efficiency = 190528 sf
- **Approximate Number of Units** = 262 units based on 190528 / 725 (typical unit sizes)



Sub-Area B Transition Zone

Typical Form of Development: 3 storey, stacked townhouses (ground level flat with 2 storey townhouse above)

- **Typical FSR** = 1.28 +/- (ranges from 1.12 – 1.34)
- **Development Area** (n.i.c unique lots) = 253532 sf
- **GFA** = 1.28 x 253352 = 324290 sf

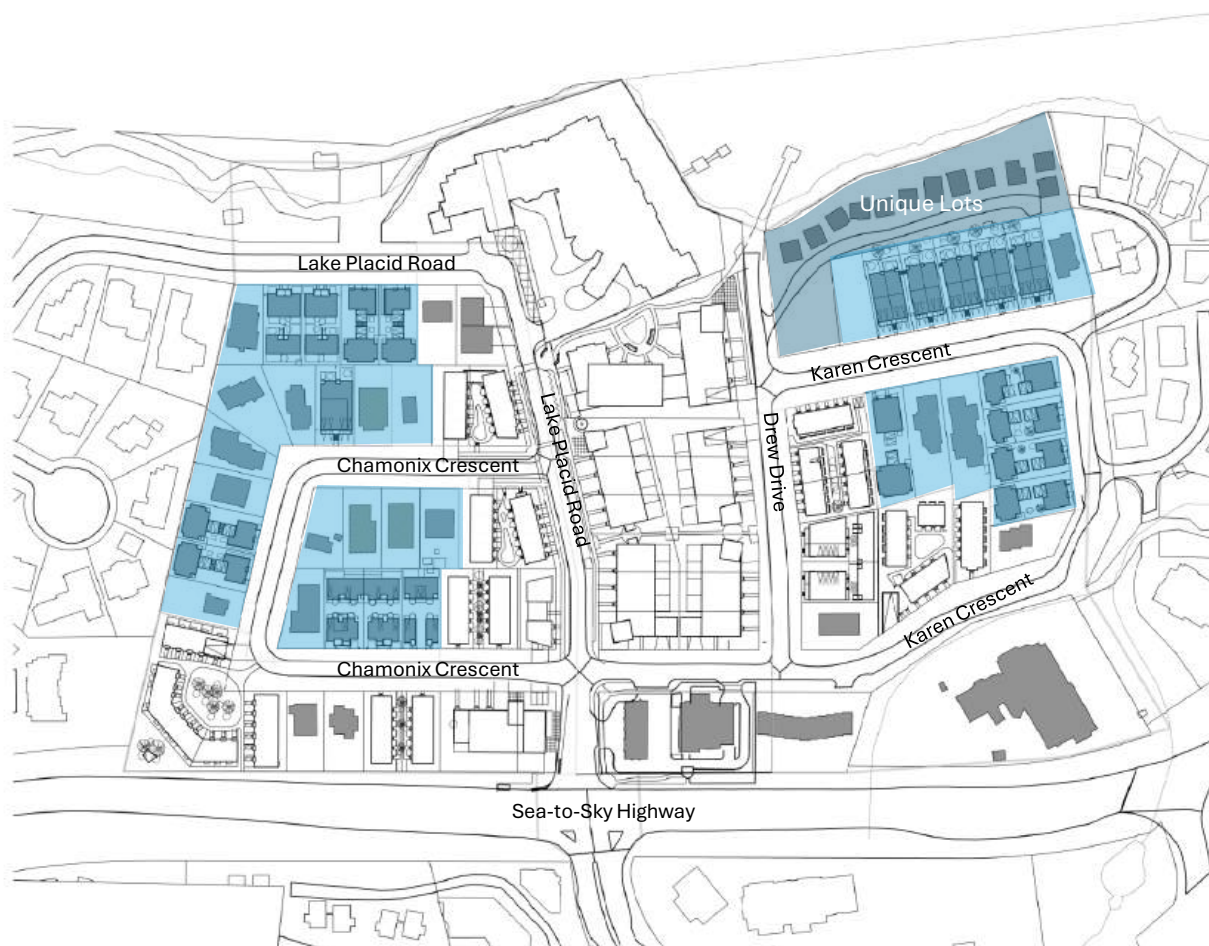
The typical stacked townhouse typology includes a 515 sf ground level unit with a 1030 2-storey unit above is typical in our study, ie: 1/3 515 sf units and 2/3 1030 units. The following calculations are based on this typology:

Number of Units:

- One third of the GFA = 108096
- 108096 / 515 sf unit = 220 units
- 216192 (2/3 of the GFA) / 1030 sf unit = 210
- The approximate total number of units in Sub-Area B is estimated at **430** units.

Notes:

- The FSR generally increases with lot consolidation.
- Common outdoor space are a priority in these typologies.
- Private, at-grade outdoor spaces are a challenge at this density. Rooftop decks can offset this challenge.
- These typologies explore off-street parking and partial off-street parking. Layouts are adaptable for underground parking – with some loss of density.

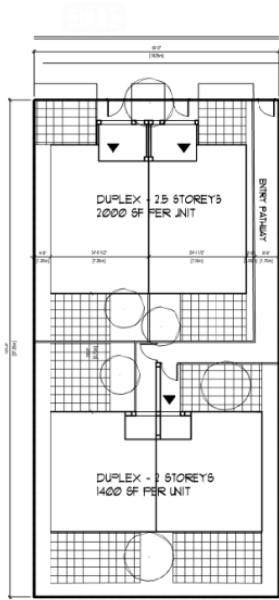


Sub-Area C
4 units per lot
based on Small Scale Multi-Unit Housing
Guidelines

- **Height Range** = 1(compact coach houses)-2.5 storeys
- **Typical Lot Area** = 60 x 122 ft = 7320 sf
- **Number of Lots** = 15+23 = 38 (nic unique lots)
- **Approx. number of units on Typical Lots** = 152 units
- **Approximate Unit Size Range** = 1400 – 2000 sf
- **FSR Range** = 0.72 – 1.09

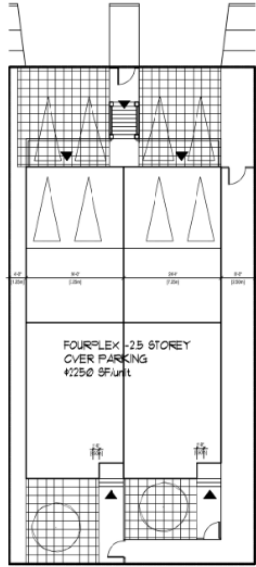
Notes:

- Please note that in this sub-area there is a wide range of possible building typologies and layouts, and parking options.
- The majority of the prototypes include one off-street parking stall per unit.
- The parking stalls are located “in board” to reduce the impact of driveways, garage doors and cars on the street.
- “Front loaded” parking has been included on lots with significant grading issues.



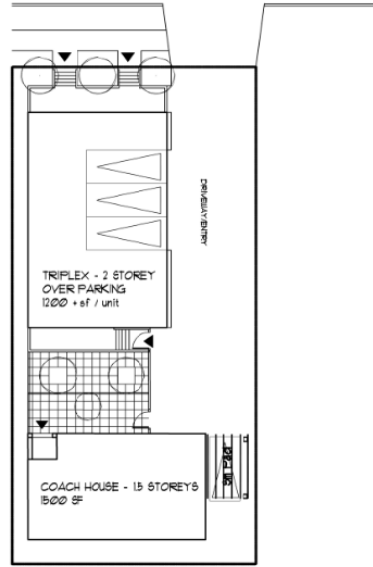
2 DUPLEXES
1 LOT / 4 UNITS / 0 PARKING

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT = 3138 = 43%
FSR = (43625+3066)/1320 = 110
HEIGHT = 15 STOREY + 2 STOREY



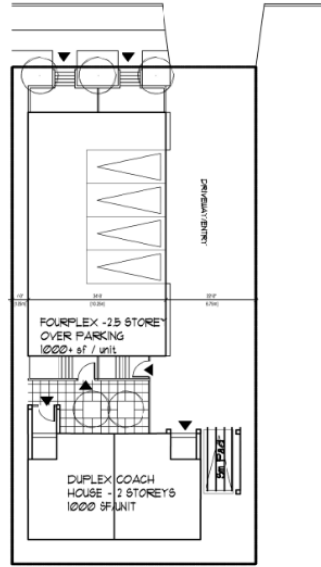
ONE FOURPLEX
1 LOT / 1 FOURPLEX / 4 STALLS

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT = 3671 = 50%
FSR = (367125)/1320 = 125 + PARKING
HEIGHT = 25 STOREYS



1 TRIPLEX + 1 COACH HOUSE
1 LOT / 4 UNITS / 4 STALLS

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT = 2928 = 40%
FSR = (35924699)/1320 = 0.12 + PARKING
HEIGHT = 2 STOREY TRIPLEX + 1.5 STOREY COACH HOUSE



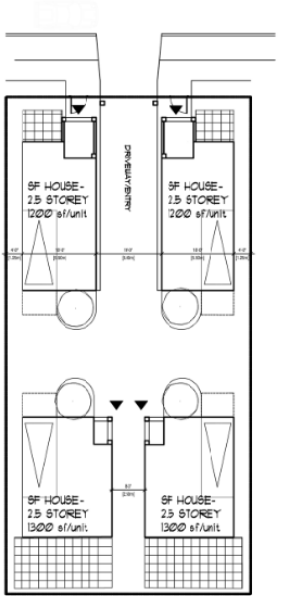
1 FOURPLEX +
1 DUPLEX COACH HOUSE
1 LOT / 6 UNITS / 5 STALLS

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT = 3085 = 42%
FSR = (5085+2190)/1320 = 1.0 + PARKING
HEIGHT = 2.5 STOREY FOURPLEX + 2 STOREY DUPLEX COACH HOUSE

WHISTLER CREEK WEST

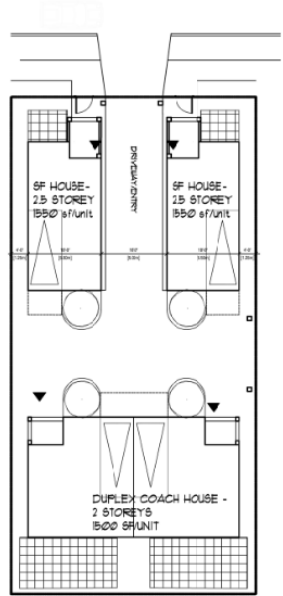
SMALL SCALE MULTI-UNIT
HOUSING PROTOTYPES - 1

RUA 25016



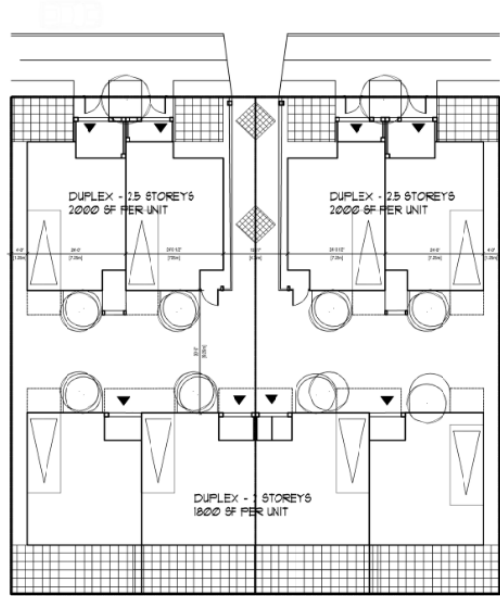
4 SINGLE DETACHED UNITS
1 LOT / 4 UNITS / 4 STALLS

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT # 4800 = 35%
FRR = (2617 X 15) / 7320 = 0.89 + PARKING
HEIGHT = 2.5 STOREYS



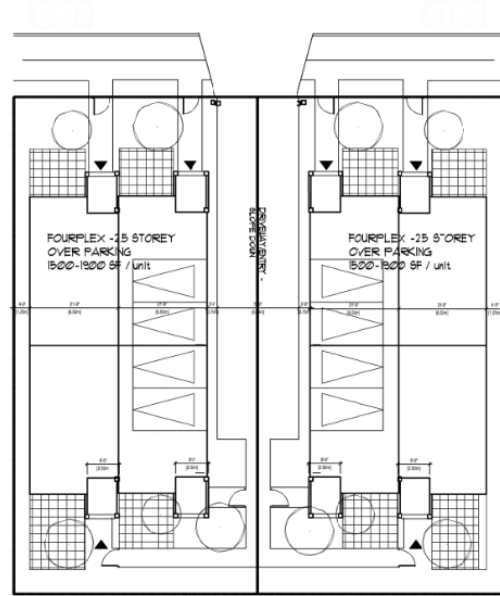
2 SINGLE DETACHED UNITS
+ DUPLEX
1 LOT / 4 UNITS / 4 STALLS

LOT SIZE: 60' X 122' FT
LOT AREA: 7320 SF (680 sm)
SITE COVERAGE: FOOTPRINT # 4550 = 39%
FRR = (3268.4 + 3069) / 7320 = 0.86 + PARKING
HEIGHT = 2.5 STOREY SF + 2 STOREY DUPLEX COACH HOUSE



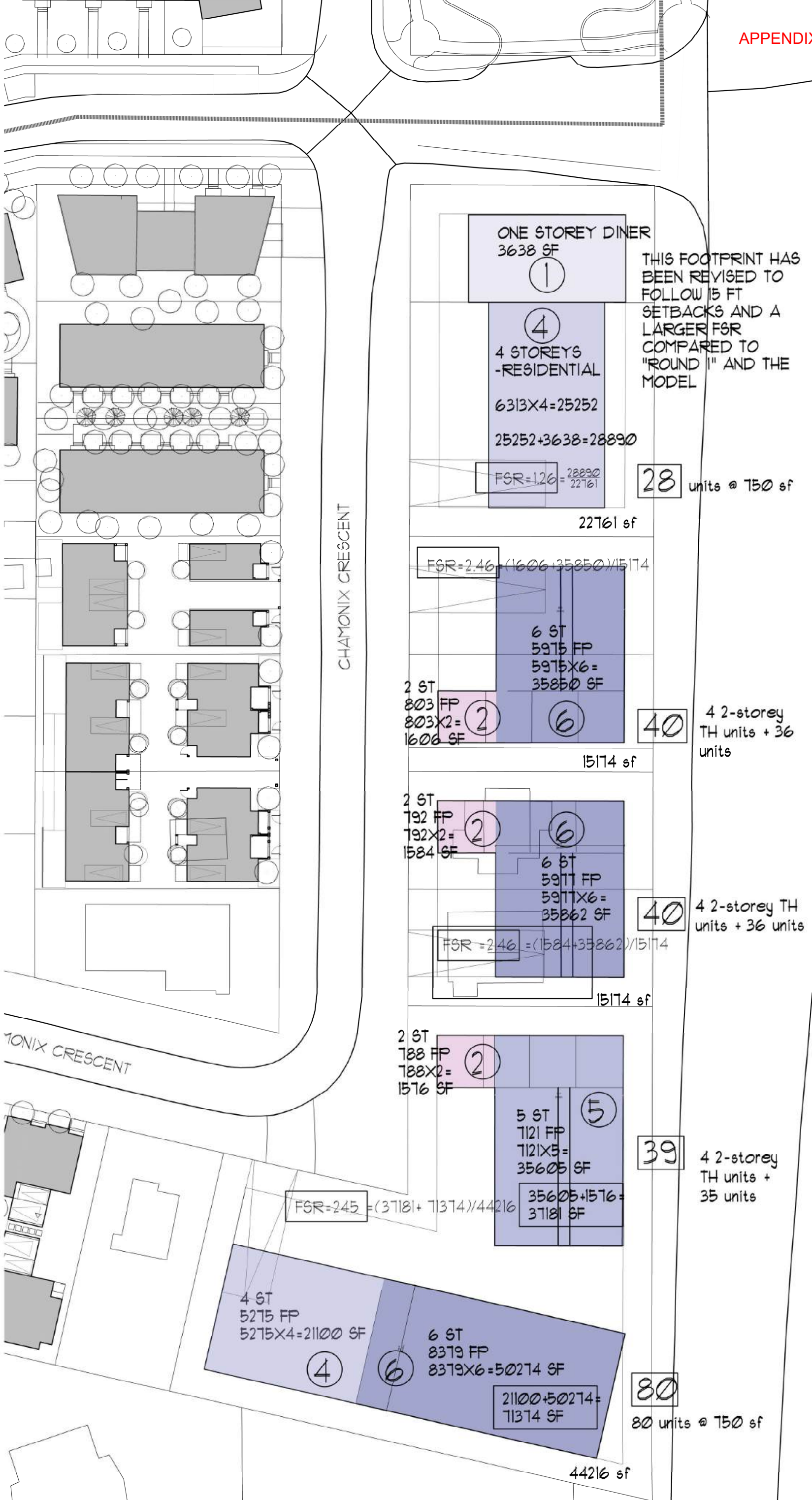
DOUBLE LOT
2 DUPLEXES UNITS +
FOURPLEX
2 LOTS / 8 UNITS / 8 STALLS

LOT SIZE: 120' X 122' FT
LOT AREA: 14640 SF (1360 sm)
SITE COVERAGE: FOOTPRINT # 5800 = 40%
FRR = (16031) / 14640 = 1.09 + PARKING
HEIGHT = 2.5 STOREY DUPLEX + 2 STOREY FOURPLEX



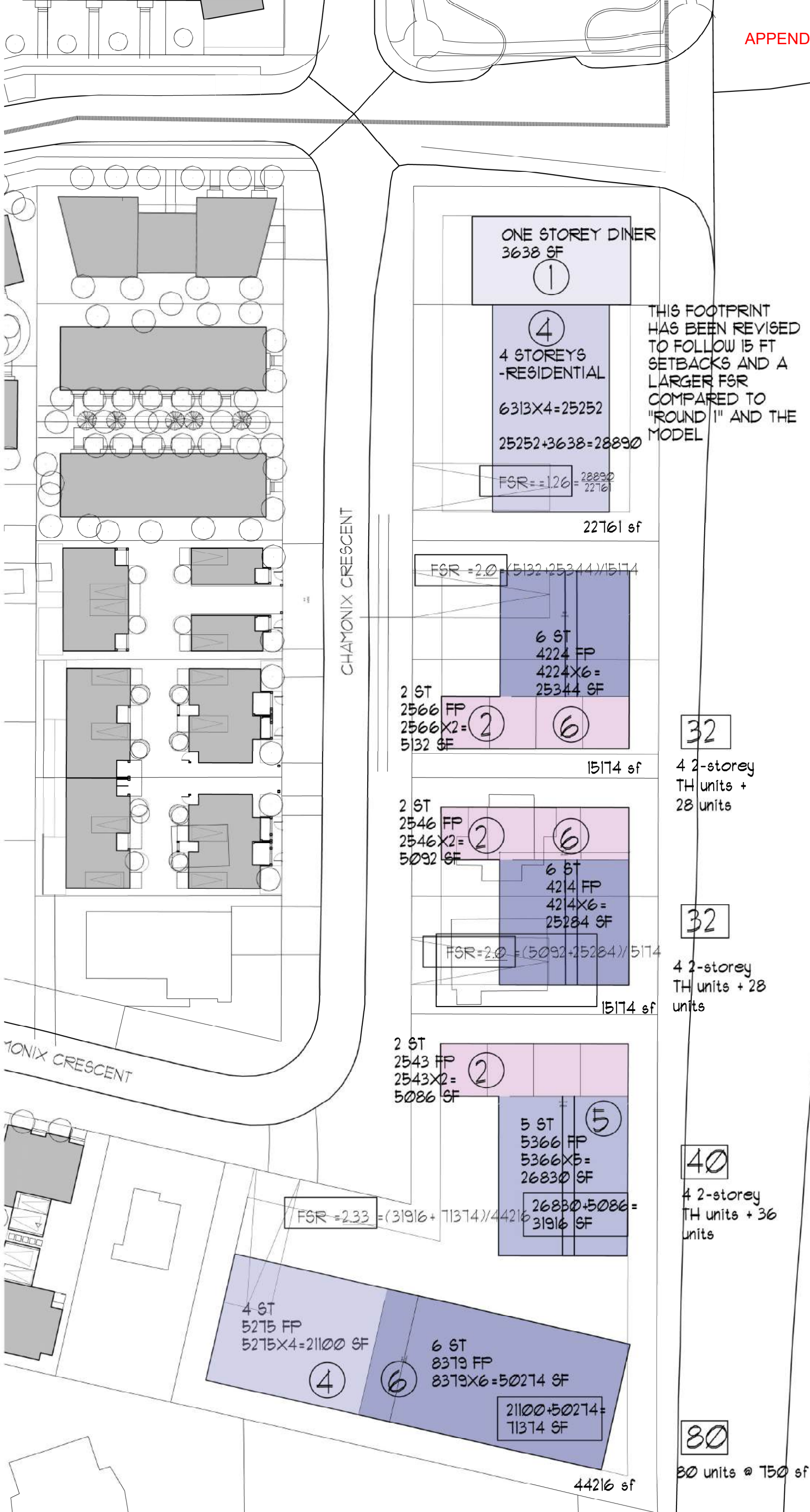
DOUBLE LOT
2 FOURPLEXES
2 LOTS / 8 UNITS / 8 STALLS

LOT SIZE: 120' X 122' FT
LOT AREA: 14640 SF (1360 sm)
SITE COVERAGE: FOOTPRINT # 6000 = 41%
FRR = (16031) / 14640 = 1.09 + PARKING
HEIGHT = 2.5 STOREY DUPLEX + 2 STOREY FOURPLEX



OPTION 1

Highway Oriented - 6 storeys over TH ends RWA250227



OPTION 2
Highway Oriented - 6 storeys+ TH ends RWA250227