Resort Municipality of Whistler

Add Your Voice

What We Heard

WHISTLER CREEK WEST NEIGHBOURHOOD PLAN - CONCEPT PHASE ENGAGEMENT



Presented by Resort Municipality of Whistler

SEPTEMBER 2025

About

The Resort Municipality of Whistler is developing a neighbourhood plan for Whistler Creek West.

The plan will establish a long-term vision for the area, consisting of a land use framework, public realm strategies, and development policies which will frame a municipality led rezoning to authorize additional density and help support the construction of additional employee led housing.

The draft land use concept and implementation strategies were brought forward for public input in summer 2025. This report outlines the draft land use concept and implementation strategies, the engagement events we carried out, what we heard from the community and detailed results of the engagement.

Project Process

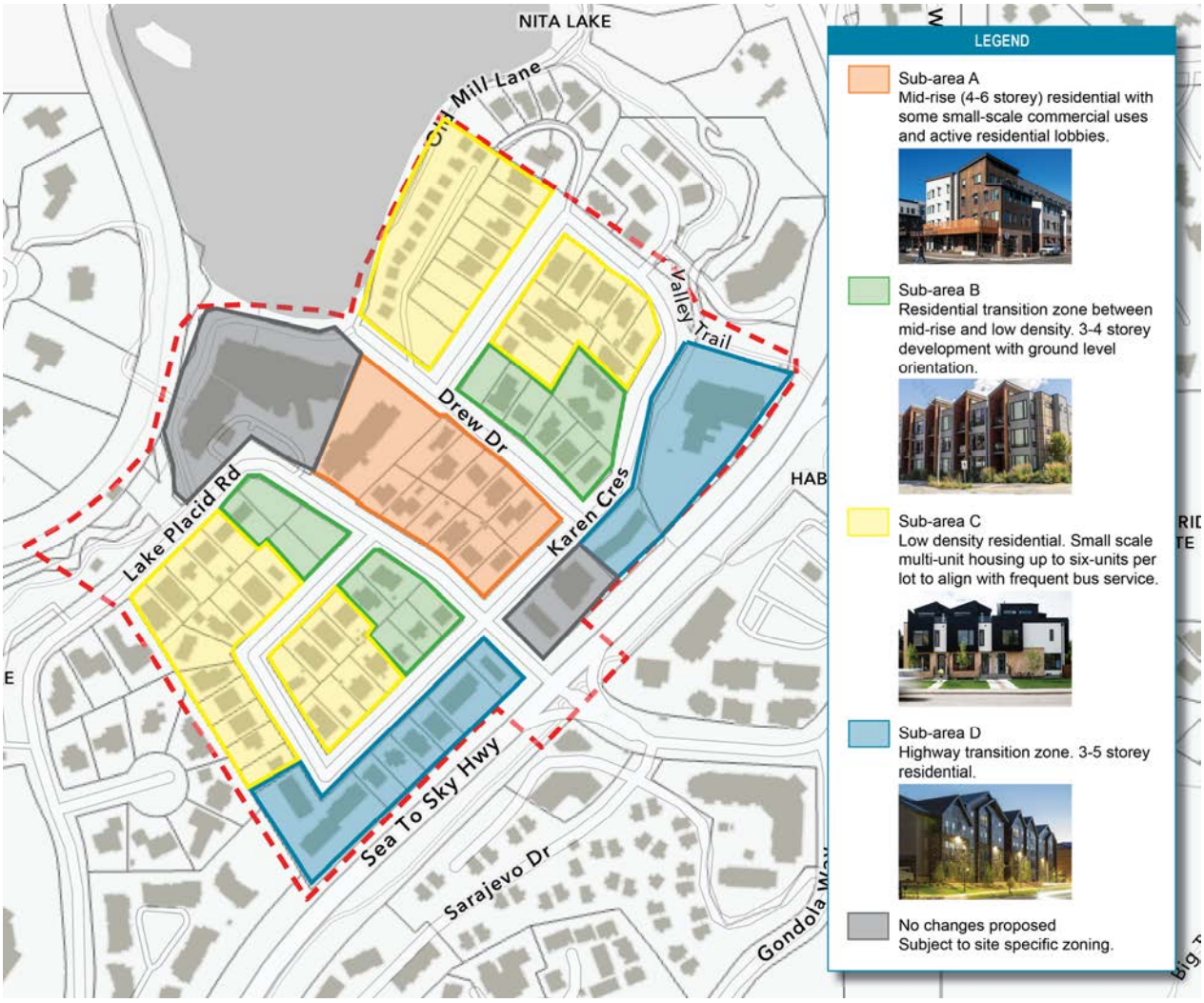
In early engagement during the Fall of 2024, we gathered feedback on community priorities for Whistler Creek West, leading to the refinement of the Core Values and Big Ideas to frame the vision for the neighbourhood plan. You can review the information from the Visioning in the first 'What We Heard' report available at engage.whistler.ca/wcw.

The second phase of engagement occurred from June 4 - July 5, 2025. We asked residents and key interest groups for feedback on our draft land use concept and implementation strategies. This will inform the development of the draft plan and future land use zoning amendments to support the implementation through redevelopment and neighbourhood standards.



Draft Land Use Concept

The draft land use concept for the Plan Area was developed using the Core Values and Big Ideas established during the earlier engagement and outlines 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 below).



Draft Implementation Strategies

A set of draft implementation strategies to highlight key policies or directions of the draft land use concept were presented during this phase of community engagement. The draft implementation strategies address a range of concerns we heard from the community, from density to vehicular movement to public realm considerations.

Each implementation strategy aligns with one or more of the Big Ideas identified in the 'Visioning' phase. Where they align with multiple Big Ideas, they have been organized according to the Big Idea they align with the most. These implementation strategies will help us to realize the vision established by the Core Values in the final neighbourhood plan. The full list of draft implementation strategies can be seen in the results of the 'Concept' engagement testing, which can be found on pages 11-13 of this document.

Summary

This report summarizes summarises the key themes and input heard during the 'Concept' engagement process that took place over summer 2025.

The summary of the key themes from engagement, in no particular order, include:

- Density and height
- Traffic and parking
- Form and character
- Connectivity and pedestrian infrastructure
- Affordable and employee housing
- Community amenities and public space
- Mixed-use space and commercial retail land uses

The input we received during this phase of engagement will inform the development of the draft plan which will be presented to Council in late 2025.



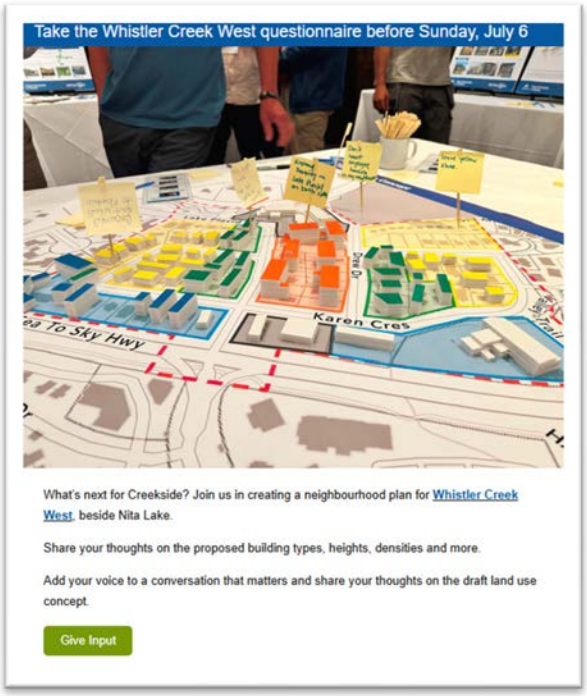
How & Who We Engaged

We kicked off the 'Concept' phase of public engagement with a report to Council's Committee of the Whole on May 13, 2025. Following Council's review and support, a public engagement process was launched in alignment with the RMOW's Add Your Voice event on June 4, 2025, and carried on until July 6, 2025. We had many interactions with interested community members both in-person and online. The table below summarizes the events we held.

Event/Activity	Dates	Participation
Communications	May 22 – July 6, 2025	Digital campaign #1 resulted in 12,727 views by 5,128 people and the link was clicked 152 times Digital campaign #2 resulted in 13,632 views by 6,903 people and the link was clicked 370 times
Add Your Voice	June 4, 2025	Approximately 80-85 attendees
Open House	June 7, 2025	Approximately 30-35 attendees
Online Questionnaire	June 4 – July 6, 2025	A total of 102 questionnaires were completed by 90 contributors
Advisory Design Panel	June 18, 2025	8 voting members
Housing and Strategy Committee	July 14, 2025	11 voting members

Communications

Project communications included a targeted campaign that was run in tandem with communications for Add Your Voice as well as dedicated social media posts. Communications highlighted both in-person and online options for participation and provided a call to action for interested members of the community to provide input on concept phase engagement material. Communication channels included RMOW social media, a dedicated project engagement page, news releases in Whistler This Week and the RMOW communications newsletter, and printed posters placed in high traffic locations around Whistler Creek and on the public notice boards at municipal hall. Targeted paid ads were used on Instagram and Facebook to boost opportunities for online engagement and generally performed well with multiple ads receiving over 10,000 views. The engagement process and opportunity for input was also highlighted in a Pique newspaper article about the project.



How We Listened

Add Your Voice and Open House Events

The in-person events provided an opportunity for interested community members to review and provide input on the concept and strategies. The engagement panels that were displayed to share information about the project are included as Appendix A. The panels outlined the proposed concept, different development typologies proposed for the four sub-areas, and the draft implementation strategies. Several

activity stations, including a scale model for place-based input, were set up to collect feedback from participants. Staff were on hand to help guide participants through the panels and to direct participants to provide feedback via written input about the concept and strategies. Appendix B includes the verbatim input collected the events.

Online Questionnaire

The online questionnaire presented and collected public feedback on the concept, development typologies and implementation strategies. Supporting materials in the questionnaire provided an overview of the concept and the four sub-areas, including details about the height, density and form, as well as the strategies for implementation. Participants were asked what they liked or would change about the concept; what they thought about the potential type, form and density for the four sub-areas; to indicate their level of support for each strategy, and identify what strategies were missing or should be considered. Appendix A to this report provides a comprehensive engagement summary that analysed input collected through the questionnaire and includes the verbatim questionnaire input.

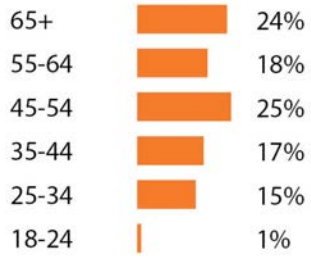
Council Committees

As part of the concept engagement, staff presented the draft land use concept and draft implementation strategies to the Advisory Design Panel and Housing and Strategy Committee. Council committees are comprised of appointed community representatives and assist Council in an advisory capacity by sharing local knowledge, experience and subject matter expertise. Both committees reviewed the concept and strategies for discussion and input on the overall concept, sub-area typologies, transitions between sub-areas and surrounding area, the mix of land uses, and viability for redevelopment. Minutes are publicly available when approved, therefore the minutes are not available at the time of writing this report.

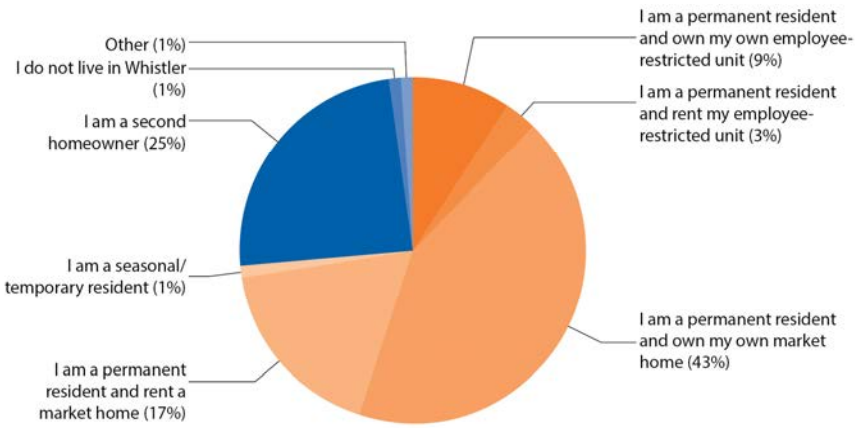
Who We Heard From

As part of the online questionnaire, we asked respondents to share some basic information about who they are. The following provides an overview of the demographic information for the online questionnaire completed by 90 respondents.

Most respondents were aged 45 or older with the highest proportion of responses from the 45-54 year old demographic (25%), closely followed by the 65+ demographic (24%). Only 16% of respondents were under 34 years, indicating a lean towards an older population of respondents.

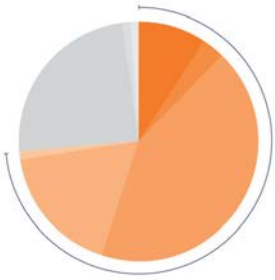


Respondents were provided with seven options to describe their residency and living situation. A significant majority of respondents were permanent residents (68%), followed by second homeowners (19%) and seasonal/temporary residents (6%). Almost half the respondents own their own home, 34% own a market home and 15% own an employee restricted unit.

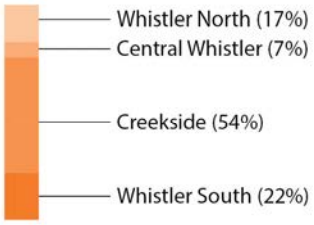


Depending on the response to the residency question, respondents answered a follow-up question to further identify where they live, own a property or how frequently they visit Whistler. Here is what we learned about the questionnaire participants:

Permenent residents or seasonal/ temporary workers

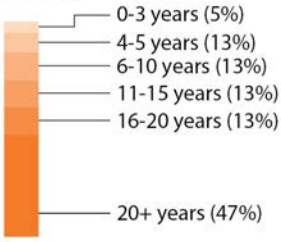


Where do you live?



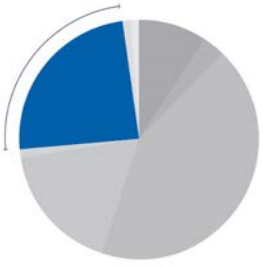
Four options were given, with the majority of respondents living in the Creekside area.

How long have you lived in Whistler?

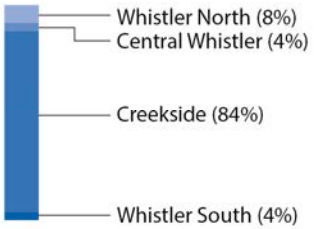


Almost half of respondents have lived in Whistler for 20 or more years.

Second homeowners and visitors to Whistler

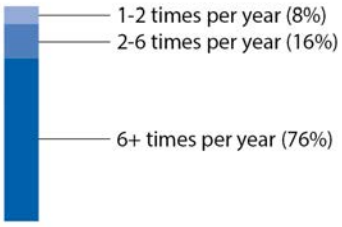


Where is your property located?



The same four options were given, again with the majority of homes located in the Creekside area.

How often do you visit Whistler?



The majority of second homeowners regularly visit Whistler at least every other month.

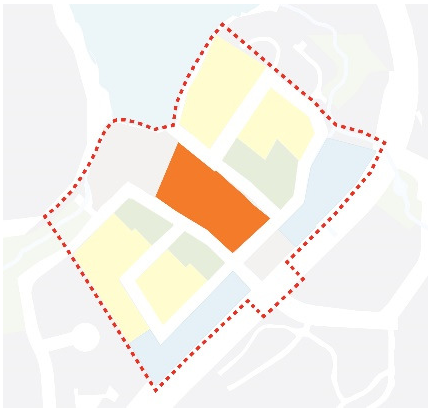
What We Heard

The following presents the results of the questionnaire and input collected through in-person engagement events.

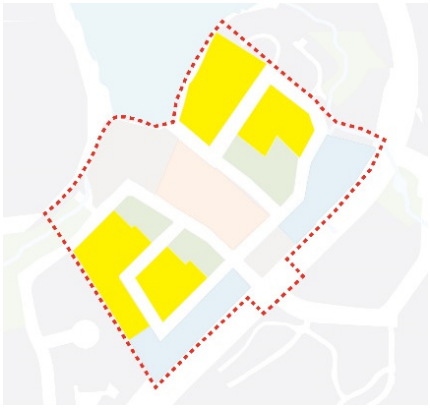
Land Use Concept and Sub-Areas Feedback Summary

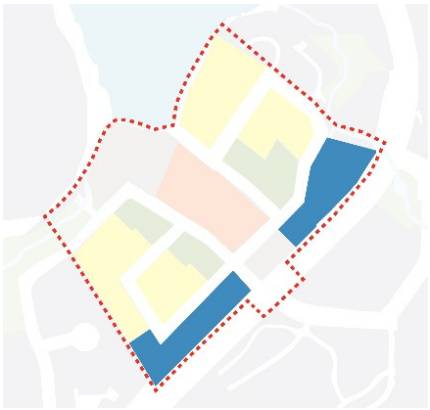
Feedback was positive for the land use concept but was mixed for of the sub-areas. The following provides a detailed summary of what we heard about the draft land use concept and sub-areas.



Sub-area A Input Summary		
Mid-rise (4-6 storey) residential with some small scale commercial uses and active residential lobbies		• Diverging opinions with responses ranging from concerns about the proposed density to support for more density. • Potential for mixed-use development with commercial (including local serving amenities) at ground floor. • The built form should be considerate of the existing architectural identity, possibly stepping back at higher levels to encourage a street scale. • Consider including the gas station site as part of sub-area A given its critical location at the gateway to Whistler Creek.

Sub-area B Input Summary		
Residential transition zone between mid-rise and low density. 3-4 storey development with ground level orientation.		• Concerns about the density and building heights. • It was suggested that the south side of Lake Placid Road should be sub-area A rather than the proposed sub-area B, to provide a more balanced streetscape and potential for additional commercial uses on both sides of the street. • Opportunity to extend sub-area B further south and north to match sub-area D.

Sub-area C Input Summary		
Lower density residential. Small-scale multi-unit housing up to six-units per lot to align with frequent bus service.		• General support for the lower density of sub-area C • Concerns that six units per lot is too high density for this area

Sub-area D Input Summary		
Highway transition zone. 3-5 storey residential.		• Concerns were regarding the density and height of the proposed development • Concerns that the proposed five story buildings would create overshadowing issues and restrict the views to Whistler Mountain • Existing site-specific commercial uses should be maintained, particularly for Whistler Creek Lodge

Draft Implementation Strategies

Overall, feedback on the draft implementation strategies was generally positive. The strategies related to Big Idea #1 - 'diverse housing and increased density' were the least supported and Big Ideas #3 and #8 – 'improve connectivity of the area' and 'connection to nature' were the most supported. 29 out of 31 strategies received a higher level of support than opposition. The extent of support varied significantly, with some strategies reaching as much as 93% combined agreement (strongly and somewhat support), others received only limited agreement of 56% (e.g. Strategy 1.A).

Two strategies received a higher proportion of opposition than support:

- **Strategy 1.D:** Reduce parking requirements to provide options for more affordable development.
- **Strategy 1.E:** Leverage opportunities for additional employee housing through additional market and/or tourist accommodation units to support employee housing viability and affordability objectives.

Overall, the most strongly supported strategies related to infrastructure improvements for pedestrian connectivity, streetscape improvements and integration with the surrounding natural area:

- **Strategy 3.C:** Advocate for safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.
- **Strategy 3.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.
- **Strategy 8.B:** Integrate street trees, natural elements and materials into the streetscape.
- **Strategy 4.B:** Support infrastructure improvements relating to pedestrian safety and accessibility.

The following presents the results of input on the 31 draft strategies. The strategies are organized by the 'Big Idea' they support. Each strategy is shown along with a bar graph to show the distribution of responses. Appendix C provides a visual representation comparing the levels of support feedback results for all of the strategies.

Big Idea 1: Diverse housing and increased density

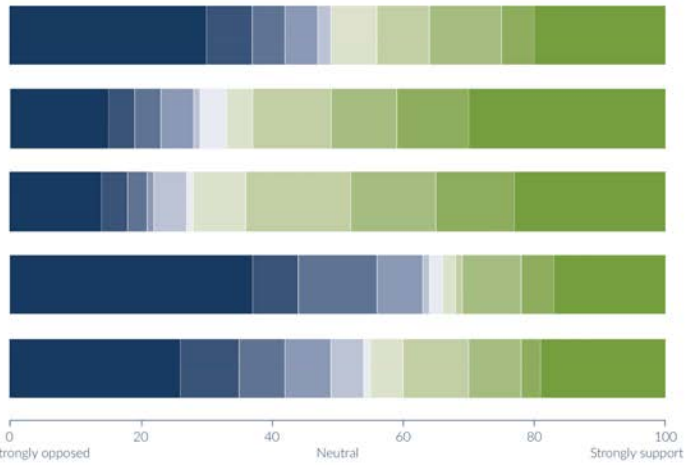
1.A Encourage higher-density development within the Plan Area, with the highest densities along the north side of Lake Placid Road and parcels adjacent to Highway 99.

1.B Leverage opportunities for developing employee restricted and rental housing.

1.C Enable a variety of housing types to meet diverse community needs.

1.D Reduce parking requirements to provide options for more affordable development.

1.E Leverage opportunities for additional employee housing through additional market and/or tourist accommodation units to support employee housing viability and affordability objectives.

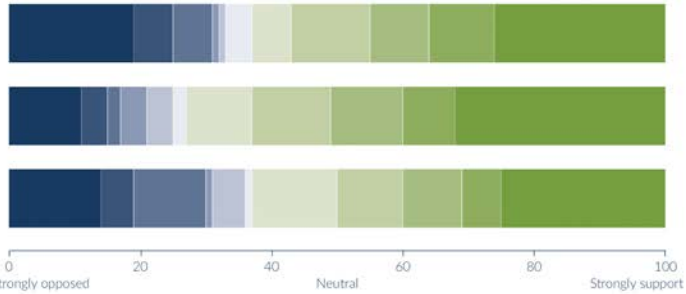


Big Idea 2 - Repurpose and reimagine underused spaces

2.A Encourage land assembly to allow for new employee restricted dwelling units.

2.B Encourage the redevelopment of underutilized spaces through an updated neigbhourhood plan.

2.C Recognize potential for commercial opportunities on Lake Placid Road.



Big Idea 3: Improve connectivity of the area

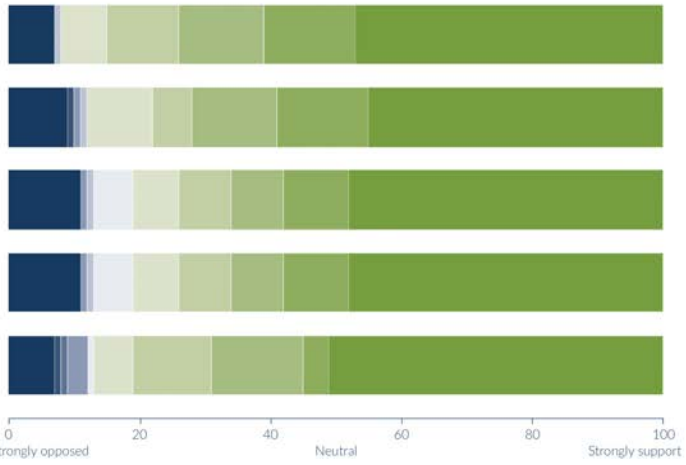
3.A Develop and prioritize a well-connected network of sidewalks, paths and roads to allow for accessible, safe and convenient movement to and through the neighbourhood.

3.B Provide efficient connections and linkages that integrate Nita and Alpha Lakes, and the Valley Trail as part of the neighbourhood.

3.C Advocate for safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.

3.D Prepare for upgraded transit frequency and support upgrades to transit stops and shelters.

3.E Provide bicycle parking at key locations through the neighbourhood to ensure safe and convenient storage of bicycles for both residents and visitors.



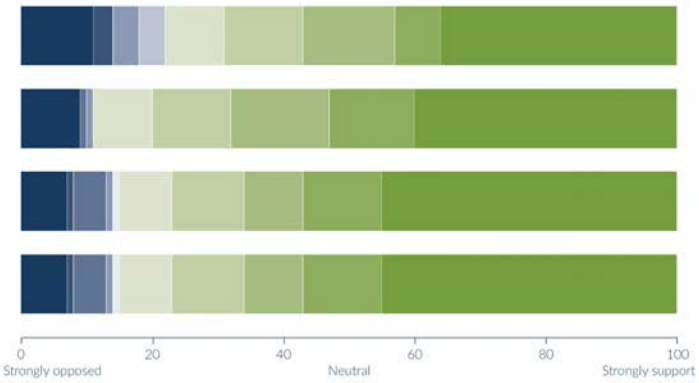
Big Idea 4: Revitalize streetscape and public realm

4.A Develop a comprehensive streetscape design for Lake Placid Road.

4.B Support infrastructure improvements relating to pedestrian safety and accessibility.

4.C Encourage all-day and all-season activities, including sheltered places to gather and winter-friendly design elements.

4.D Provide vehicular parking and circulation which complements pedestrian and cyclist movement.



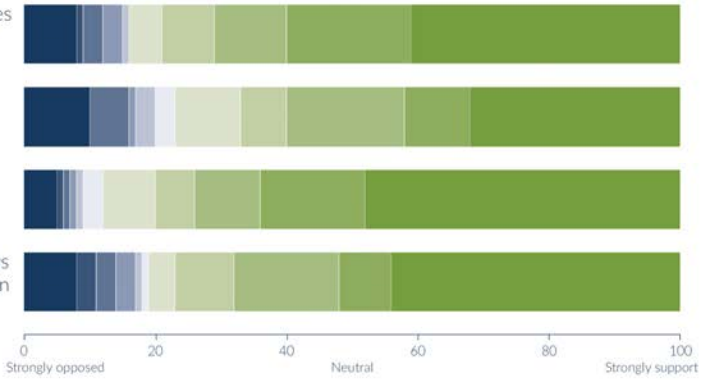
Big Idea 5: Maintain a distinct neighbourhood character

5.A 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.

5.B Draw from and enhance existing block and frontage patterns, considering how pedestrians will move through the sites.

5.C Preserve and highlight public views of nearby landmarks and unique features that contribute to Whistler Creek's character.

5.D Embrace contemporary mountain town architecture that allows for enhanced connection to the local landscape with distinct design and more energy efficient buildings.

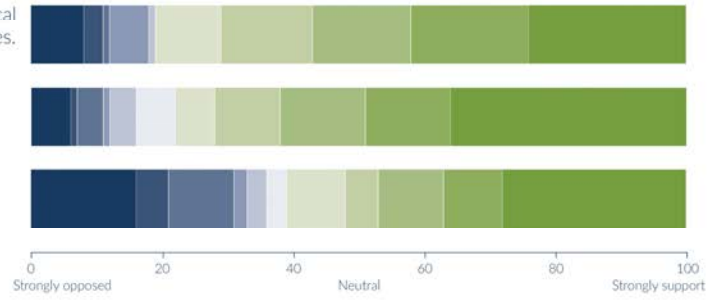


Big Idea 6: Honour heritage and historical roots

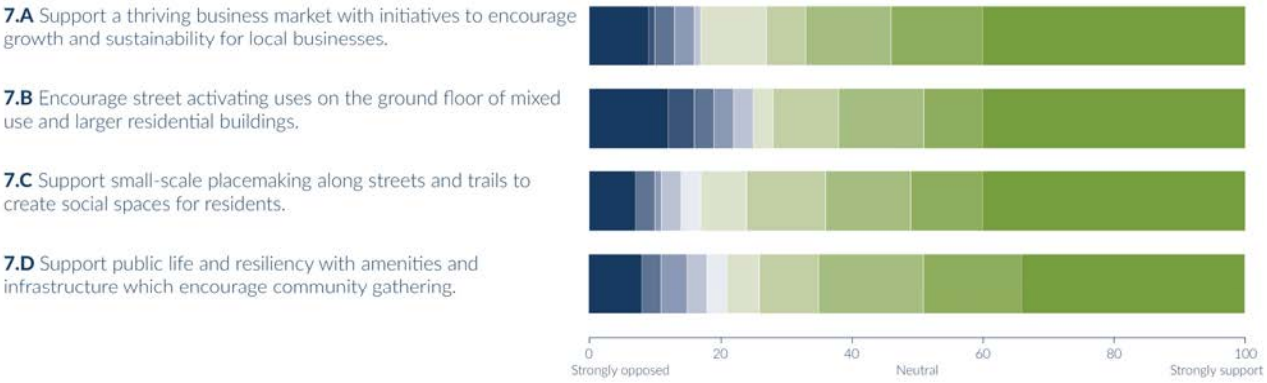
6.A Encourage new developments and public spaces to reflect local history and cultural significance through thoughtful design features.

6.B Support opportunities to retain or enhance historical assets.

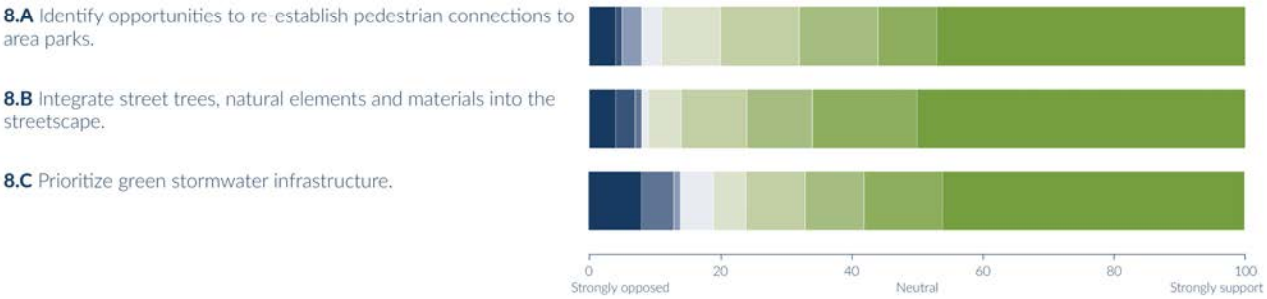
6.C Increase the presence of Squamish and Lil'wat languages, symbols and art into public spaces, signage and the broader streetscape.



Big Idea 7: Support a thriving community



Big Idea 8: Connection to nature



Key Themes

The following provides an overview of the key themes that were identified in open-ended questions collecting feedback on the draft concept and implementation strategies.

Key Theme	Description	Verbatim Comment Examples
Traffic and transportation concerns	Many participants expressed concerns about increased traffic congestion resulting from higher density development. Suggestions included roundabouts, improved transit connections, and an improved highway crossing to ease flow and support accessibility.	• *Please consider changes to the highway to accommodate more of the traffic that will come from this enhanced community with more residents and visitors.* • *Traffic can be a HUGE problem as it is. This needs to be addressed and resolved if considering increasing density.* • *The big issue is the intersection of Lake Placid Road and Hwy 99 (on both sides of the highway). It is already congested and backed up during slow season, and a nightmare of gridlock* • *Too much potential traffic.*

Key Theme	Description	Verbatim Comment Examples
Housing density and building height	There were diverging opinions about housing density. While there was support for increasing housing density, there were also concerns about the area feeling too urban-like and that building heights would impact mountain views.	• *I like that these changes will allow for some increase in density and provide more housing.* • *I don't like the idea of increasing the building height. Must people that moved here, and continue to live here like the view and don't want it ruined.* • *It is adding accommodation in a very appropriate area: at a principal entrance to Whistler, close to the lifts, appropriate for visitors, residents and workers. The scale is very appropriate. Density is gradual and thoughtful* • *It doesn't go far enough. This is a perfect neighbourhood to allow increased development to help alleviate the housing shortage.* • *don't worry about views to mountains as the views are all around and easily accessible.* • *I would keep any signifcant density on the moutain side of the highway for traffic, view and tree preservation reasons.*
Affordable and employee-restricted housing	Affordability was a recurring concern, with many suggestions related to affordable rental and seasonal worker accommodation. There was a divide in opinions on employee housing - some advocated for it to be interwoven throughout neighborhoods, while others opposed its presence be limited to certain areas.	• *Please make sure there remains a place for seasonal workers to find affordable housing in Creekside."* • *There needs to be housing considerations for those who do not qualify for employee housing but are still unable to afford free market housing.* • *Focus on resident housing and community. No more tourist accommodation should be created here.* • *I like the additions of more housing for workers.* • *I only like this if it is actually affordable to keep local mid-low income families in whistler!* • *While employee housing is neccessary in Whistler, I would be against large scale developments for that purpose as this would significantly change the complexion of the area.*
Commercial space and mixed-used development	Input emphasized the importance of the existing commercial hub at Creekside Village and highlighted an opportunity to integrate local-serving and small-scale commercial uses into the neighbourhood.	• *We dont need more commercial businesses to compete with Franz's Trail and even the village businesses.* • *restrictions for commercial space to locally owned businesses.* • *I like the idea of some commercial space along Lake Placid Road.* • *Why don't you support the existing Creekside businesses first before adding space for more space for businesses in the area.* • *Can there be a WHA style commercial space of a community space that can be rented rather than more landlords who keep jacking the rent and making it unaffordable for small business?*

Key Theme	Description	Verbatim Comment Examples
	Several comments suggest opportunities to support locally-owned small businesses.	• *We believe larger buildings to meet capacity needs of the local community with Commercial space on 1st floor of larger buildings meets the needs for locals, tourists and businesses*
Dedicated site and on-street parking	Input highlighted concerns about parking and questions about how it will be addressed through the Plan. Suggestions include underground parking in future development, more street-level parking options and better traffic flow.	• *is there going to be underground parking? Too many cars and a real parking issue nightmare* • *"Require underground parking for each building."* • *More people means more cars. Hard enough to find parking as a local any where near the lakes* • *There are times now when the commuting WB guests spill over into west Creekside overwhelming private parking.* • *Parking needs to be part of the plan - residence will always need to travel beyond their neighborhood/beyond whistler.* • *The lack of parking envisioned in the proposal makes a mockery of the idea of ground floor commercial*
Pedestrian and cycling infrastructure	Respondents shared strong support for improvements that serve pedestrians and cyclists. Support for sidewalks, stop signs, and protected bike lanes were emphasized to improve safety and accessibility.	• *Needs a stop sign + sidewalks on Drew.* • *Improve the street scape and improve connections.* • *there isn't even a sidewalk on one side of the road and on the other side it's barely ever clear in the winter* • *Existing long blocks are barriers to access. Provide more mid block paths.* • *I really like the idea of a wide pedestrian/bike overpass over the highway. That crosswalk really slows down traffic coming into whistler so minimizing pedestrians crossing in that area makes a ton of sense.* • *Alot of this already exists - there is a tunnel under the highway just north of Lake Placid Road, the valley trail already connects Nita Lake and Alpha Lakes* • *Maintaining flow through the area. I don't just mean cars but on a busy weekend day it's almost impossible to ride a bike through there as things are now.*
Community amenities and social infrastructure	Input highlighted a desire for community-serving facilities to provide inclusive spaces and amenities that serve all age groups. There is a desire for the neighbourhood to foster a sense of community.	• *Please don't change the access to Nita Lake here. It's one of the last great little locals secret spots where you can park for free and pop into the lake easily with a paddleboard for a quick paddle after a long day at work.* • *Seniors' housing options.* • *Include a community centre with basketball courts or activities for teens please.* • *More community amenities* • *This plan is woefully lacking in appreciation of the fact that people live in the area because it's close to the base of the*

Key Theme	Description	Verbatim Comment Examples
		mountain. Their priority is mountain access. No one gives a hoot about "spaces for community gathering" other than gathering on the mountain.
Design preferences and preserving neighbourhood identity	Many comments reflect a desire to maintain 'Whistler Creek's' unique character, where future development retains elements of the architectural form and aesthetic of original residential development.	• *NO to 'contemporary mountain town architecture'. Creekside architecture is smaller, more modest.* • *Do not strip the neighbourhood of its unique charm and history.* • *It makes sense that Creekside is part of housing density focus, but stiriking a balance in this area between modernization and heritage is more important due to the history and current atmosphere in this area.* • *Consider building styles that complement the Whistler charm, not the mordern Passiv-style "boxes" that will look horribly dated in 20 years* • *I think the a new design style can be created* • *Not too contemporary for the architecture, modernist boxes don't create a sense of place.*
Natural landscaping and green spaces	Respondents shared a desire for more natural landscaping and integration with the surrounding environment. Input highlighted the use and connections to nearby parks and lakes.	• *Trees, please… into the residential area at the edge of this busy strip.* • *Have some green space or public space with seating and trees* • *Protection for existing older trees* • *The green spaces of Creekside make it what it is. It is crucial to KEEP the mature trees, not cut them down and replace with an "planned" landscaping look* • *Please make sure that natural light and green spaces are considered* • *Nita Lake needs conservancy since this increased density will effect ecology* • *More nature and wild animal space.*

Conclusion

The public input collected through the Concept phase of engagement indicated strong support for most of the proposed strategies. Based on the input collected, four of the strategies are proposed to be revised:

Big Idea	Strategy		Proposed Revision	Rationale
#1: Diverse housing and increased density	B	Leverage opportunities for developing employee restricted and rental housing.	Leverage opportunities for developing affordable housing options.	To recognize all affordable housing options
	D	Reduce parking requirements to provide options for more affordable development.	Support parking reductions for developments that provide employee restricted or affordable housing.	To indicate types of development where parking reductions could be supported
#2: Repurpose and reimagine underused spaces	A	Encourage land assembly to allow for new employee restricted dwelling units.	Encourage land assembly to allow for new housing development.	To reflect the support for development of housing in general
#6: Honour heritage and historical roots	C	Increase the presence of Squamish and Lil'wat language, symbols and art into public spaces, signage and the broader streetscape.	Increase the presence of Squamish and Lil'wat language, symbols and art into public spaces, signage and the broader streetscape.	To acknowledge the opportunity without making it a requirement.

Overall, the feedback confirms the project is moving in the right direction. The project team will continue to balance community concerns with the broader objectives of the plan.

Summary of Public Input

The following is a question-by-question analysis of both the online and in-person feedback we received, including data tables and charts where appropriate. Full verbatim responses and data can be found in Appendix B.

Draft Land Use Concept

What do you like about the proposed draft land use concept?

Most respondents indicated support for at least one aspect of the draft land use concept (55 responses). There was considerable support for increasing density in this area (43 responses), specifically for housing which is affordable (9 responses) and caters to the needs of Whistler residents and workers (12 responses). Several responses indicated support for commercial spaces in this area (6 responses), especially when integrated in mixed use development. Respondents liked that the plan included streetscape (3 responses) and trail upgrades to improve access for pedestrians (7 responses) and bicycles (5 responses).

Several respondents responded negatively to this question (18 responses), expressing dissatisfaction with the proposed plan and highlighting concerns regarding density (12 responses), impacts on the road infrastructure (5 responses) and impacts on the environment (2 responses).

What would you change about the proposed draft land use concept

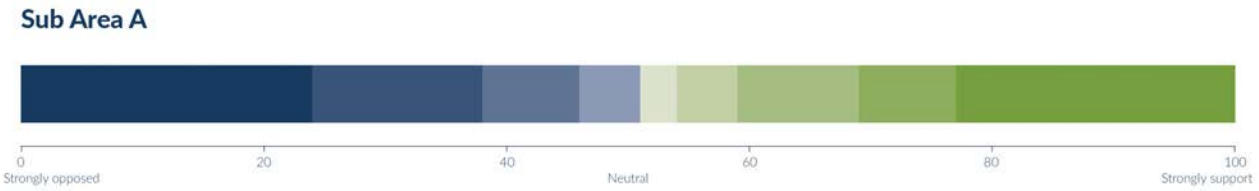
Respondents provided constructive comments to amend the proposed draft land use concept to better suit the neighbourhood. Most concerns centred around the proposed density (15 responses) and building heights (16 responses), with suggestions to limit development to 2 stories (2 responses), 3 stories (5 responses) or 4 stories (3 responses). Concerns regarding density and height were often linked to the impact on the neighbourhood character (8 responses) and surrounding views (5 responses). The impact of the proposed plan on the existing vehicular network was a major concern (15 responses), with additional comments addressing parking availability (8 responses) and pedestrian movement (5 responses). Several comments prioritized the inclusion of amenities (7 responses) and commercial spaces (6 responses) to support the additional density, with suggestions that the sub-areas should be amended to include commercial space on both sides of Lake Placid Road (3 responses) and in sub-area D (2 responses).

Alternative views included adding more density (5 responses), expanding the plan area to encompass a wider area (4 responses) or opposing the plan completely (5 responses). 10 responses were concerned about the impact of the plan on current residents, with questions regarding land value and the final implementation of the plan.

Overall, comments on the draft land use plan indicate general support for additional density in Whistler Creek West, provided this is supported by improvements in traffic infrastructure, streetscape, amenities and preserving the local character and views which define the area.

Sub-Area Typologies

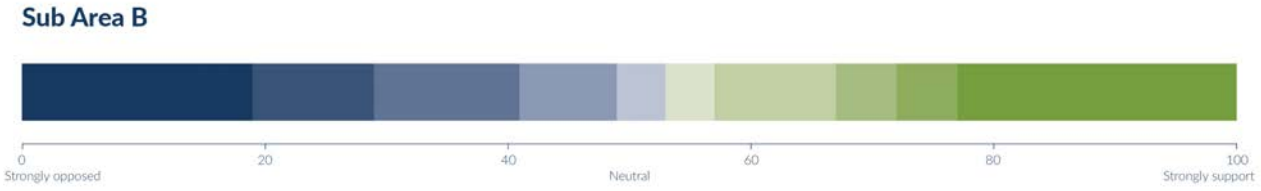
Indicate your level of support for sub-area A



What do you think about the potential type, form and density of the buildings proposed for sub-area A?

Respondents provided mixed responses to sub-area A, with responses ranging from concerns about the proposed density (17 responses) and opposition to the plan (3 responses) to fully in support (14 responses). The most frequent concern was that the proposed buildings were too tall (21 responses) and it was suggested that building heights are reduced to a maximum of 4 stories (6 responses). Additional concerns included the impact the proposed density would have on local traffic (11 responses), parking availability (7 responses) and the neighbourhood character (13 responses). Respondents saw potential for mixed-use development with commercial at ground floor (7 responses), provided the built form is considerate of the existing architectural identity, suggestions included stepping back at higher levels to encourage a street scale, and prioritizing local serving amenities.

Indicate your level of support for sub-area B



What do you think about the potential type, form and density of the buildings proposed for sub-area B?

Respondents were generally more supportive of sub-area B than sub-area A, although there were still significant concerns about the density (17 responses), building heights (7 responses) and impacts on traffic (9 responses) and parking infrastructure (5 responses). Again, respondents raised concerns regarding the livability of the area, commenting on the neighbourhood character (5 responses), availability of green/open space (4 responses), impacts on mountain views and winter snow conditions (2 responses).

A significant proportion of responses suggested that the south side of Lake Placid Road should be sub-area A (11 responses), rather than the proposed sub-area B, to provide a more balanced streetscape and potential for additional commercial uses (5 responses) on both sides of the street. Additionally, respondents provided comments reflecting on the character of the proposed built form, suggesting that an emphasis should be placed on a 'mountain character' (5 responses).

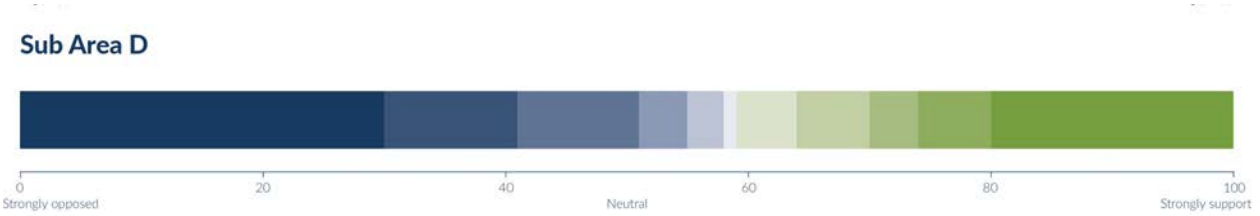
Indicate your level of support for sub-area C



What do you think about the potential type, form and density of the buildings proposed for sub-area C?

Respondents showed support for the lower density of sub-area C (18 responses), however there were still concerns that six units per lot is too high density for this area (11 responses) and several comments opposing the plan as a whole (13 responses). The impact of increased density on traffic (6 responses), parking availability (5 responses), available green/open space (4 responses) and the environment (4 responses) were widely discussed. There were concerns that additional density in this sub-area would impact the neighbourhood character (4 responses), however more respondents made comments in favour of the form and look of the proposed precedents (7 responses) than were opposed (2 responses). Some respondents would like to see more density in this sub-area, commenting that it should be included under sub-area B (5 responses). Respondents would like to see houses for people who live and work in Whistler (4 responses), specifically rental properties (2 responses).

Indicate your level of support for sub-area D



What do you think about the potential type, form and density of the buildings proposed for sub-area D?

The most frequent concerns were regarding the density (20 responses) and height (18 responses) of the proposed development. Respondents were concerned that additional density would negatively impact traffic (4 responses), parking availability (5 responses) and the neighbourhood character (9 responses). There were several comments concerned that the proposed five story buildings would create overshadowing issues on Chamonix Crescent (7 responses) and restrict the views to Whistler mountain (5 responses).

Draft Implementation Strategies

In response to the following questions, respondents repeatedly raised concerns regarding the wider plan regardless of the Big Idea being considered. Density, traffic flow and parking availability are identified as the areas of highest concern. We acknowledge that these concerns are important, however for the

analysis of the following draft implementation strategies only comments relevant to the Big Idea and strategies in question have been considered.

Big Idea #1 – Diverse housing and increased density.

1.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

Responses were evenly split. Although there were slightly more supportive (51%) responses than opposed (49%), the most frequent response was 'strongly opposed' (30%). Many of the comments called for less density (12 responses), with concerns that if the proposed density was built there would not be enough open space/access to nature, infrastructure systems would be overwhelmed and the livability of the area would be negatively affected.

1.B: Leverage opportunities for developing employee restricted and rental housing.

Most respondents (67%) were supportive of creating opportunities for employee restricted and rental housing, with 30% of respondents in strong support. The feasibility of providing affordable employee housing was discussed (9 responses), emphasizing the need to ensure development is economically viable for the plan to be successful. Comments included ensuring proposed development supports the needs of long-term residents, restricting a certain number of units to Whistler residents only and incentivizing redevelopment of underutilized properties.

1.C: Enable a variety of housing types to meet diverse community needs.

Respondents were generally supportive of this implementation strategy, with 72% supportive responses. Comments included ensuring homes were suited for families by providing larger units and townhouses, exploring multi-generational living and providing housing for vulnerable populations.

1.D: Reduce parking requirements to provide options for more affordable development.

This was the most strongly opposed strategy across all eight Big Ideas, with 37% of respondents strongly opposed, and 64% generally opposed. Respondents observe that there is already insufficient parking for workers and visitors. Alternative parking options were discussed, including offering secure bike parking or carshares, improved transit links, making better utilization of the Creekside underground carpark or requiring underground parking for new development.

1.E: Leverage opportunities for additional employee housing through additional market and/or tourist accommodation units to support employee housing viability and affordability objectives.

The option to utilize additional market/tourist accommodation received mixed feedback, skewed slightly towards opposition (54%). Some respondents would prefer to see no additional tourist accommodation in the plan area while others acknowledge the importance of tourist business to a successful community.

Are there any strategies missing for Big Idea #1 that you would like us to consider? If yes, what are they?

Respondents shared concerns that the increased density will negatively affect the existing community, local wildlife and highway traffic.

Big Idea #2 – Repurpose and reimagine underused spaces.

2.A: Encourage land assembly to allow for new employee restricted dwelling units

This strategy received general support from respondents (63%), with 26% 'strongly support' responses.

2.B: Encourage the redevelopment of underutilized spaces through an updated neighbourhood plan

Most respondents (73%) supported this statement, with only 11% strongly opposed. Comments included considering how development could be financially incentivized and using underused spaces to facilitate improved traffic flow.

2.C: Recognize potential for commercial opportunities on Lake Placid Road

Comments highlighted a need for community focused public amenities, such as a daycare, improvements to the streetscape to access both sides of Lake Placid Road and price restrictions on commercial spaces to support smaller, locally owned businesses. Some respondents questioned whether commercial space would be viable in the plan area given the existing commercial offerings at Franz's Trail.

Are there any strategies missing for Big Idea #2 that you would like us to consider? If yes, what are they?

Several respondents presented concerns that natural spaces utilized by local wildlife would be repurposed for development, negatively impacting animal habitats and residents' connection to nature.

Big Idea #3 – Improve connectivity of the area

3.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.

Respondents had an overwhelmingly positive reaction to this strategy, indicating that they would like to see additional pathways and better lighting in the plan area. 47% gave 'strongly support' statements and only 7% opposed.

3.B: Provide efficient connections and linkages that integrate Nita and Alpha Lakes and the Valley Trail as part of the neighbourhood

Again, respondents were very supportive of this strategy, 45% 'strongly support' and overall 88% supportive statements. Respondents mentioned improving the connection to Alpha Lake, Bayshores and upgrading the facilities at Nita Lake.

3.C: Advocate for safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.

Respondents made it clear that this strategy is a priority, with 61% 'strongly support' responses and 93% supportive of improving the Highway intersection. While several comments mention the addition of a pedestrian overpass or underpass at the intersection (7 responses), respondents suggested alternative strategies to improve connection including changing the traffic signaling and addressing vehicular movement in and around the neighbourhood.

3.D: Prepare for upgraded transit frequency and support upgrades to transit stops and shelters.

48% of respondents indicated 'strong support' for this strategy, with one respondent commenting that "reducing car dependence starts with improving the alternatives". Suggestions included adding a dedicated transit lane and utilizing the railway. Some respondents predict that, even with service upgrades, many

locals are likely to remain dependent on personal vehicles and therefore infrastructure should be provided to ensure that potential future traffic and parking issues are addressed (2 responses)

3.E: Provide bicycle parking at key locations through the neighbourhood to ensure safe and convenient storage of bicycles for both residents and visitors

51% of respondents indicated 'strong support'. Respondents identified that bike theft is an increasingly common issue, however many predicted that, even with great bike storage options, locals are still likely to rely on private vehicles.

Are there any strategies missing for Big Idea #3 that you would like us to consider? If yes, what are they?

Respondents were overwhelmingly supportive of public realm improvements in their neighbourhood, although some commented that the trails and connections which exist are sufficient (3 responses) or that these improvements should be made without adding density (2 responses).

Several respondents identified improving traffic and parking as the most important strategy to improving connectivity in the area, predicting that additional density will have a negative impact on the already pressured road system. Alternative comments included considering the impact of density on the mountain upload capacity, and on facilities such as the Dog Park.

Big Idea #4 – Revitalize streetscape and public realm

4.A: Develop a comprehensive streetscape design for Lake Placid Road.

Respondents were generally supportive of this strategy, with 78% supportive statements. Suggestions included ensuring street lighting addresses dark sky conservation area requirements, using materials which enhance pedestrian flow and creating public space for temporary events.

4.B: Support infrastructure improvements relating to pedestrian safety and accessibility.

89% of respondents were supportive of this strategy, identifying streetlighting and the Highway intersection as areas to address. 9% strongly opposed streetscape upgrades, commenting that the area is already well connected and safe for pedestrians.

4.C: Encourage all-day and all-season activity, including sheltered places to gather and winter-friendly design elements.

Respondents showed general support for this strategy, with 81% overall support and 37% 'strong support' statements.

4.D: Provide vehicular parking and circulation which compliments pedestrian and cyclist movement.

Most respondents identified parking and traffic as a key issue to address (22 responses), with 85% supportive of this strategy. Congestion at the Highway 99 intersection is a prominent concern (6 responses), as well as the provision of parking within the plan area(11 responses). While a range of parking solutions were proposed, the most prevalent suggestion was to provide underground parking (5 responses), and to ensure parking options address the needs of both residents and daytime visitors.

Are there any strategies missing for Big Idea #4 that you would like us to consider? If yes, what are they?

Respondents suggested that consideration should be given to how residents and visitors will access the mountain, and how this could impact the surrounding public realm. Further suggestions included indoor

public space, such as a library, better maintenance of existing infrastructure and providing sufficient green space alongside additional density.

Big Idea #5 – Maintain a distinct neighbourhood character

5.A: Encourage architectural styles, placemaking and design features specific to Whistler Creek Development Permit Guidelines so new development connects visually and physically to the natural and physical attributes of the area.
Respondents were supportive (84% support) of encouraging visual features which represent the neighbourhood character. Some respondents were concerned that the larger buildings proposed by the plan would disrupt the original neighbourhood style, while others would like to see a new design style to be created that is specific to Whistler Creek West. While architectural style was widely discussed by respondents, many also touched on ensuring access to wild and green spaces, natural light and designs which respond to the unique realities of winter weather on buildings and urban design.

5.B: Draw from and enhance existing block and frontage patterns, considering how pedestrians will move through the sites.
Respondents had diverging opinions on this strategy. While 32% are in strong support of the strategy, 20% opposed. Suggestions included mid-block paths to break up larger buildings, including spaces for people to gather in all weathers, integrated pedestrian designs and maintaining view corridors.

5.C: Preserve and highlight public views of nearby landmarks and unique features that contribute to Whistler Creek's character.
Respondents clearly indicated that maintaining public views to and through the plan area is important, with 48% strongly supportive of this strategy.

5.D: Embrace contemporary mountain town architecture that allows for enhanced connection to the local landscape with distinct design and more energy efficient buildings.
Respondents were very supportive of this strategy, with 81% supportive responses and 44% 'strongly support'. In the comments, respondents sought clarity on the visual aesthetic of "mountain town" architecture, and how this will be integrated into the neighbourhood to maintain its distinctive character.

Are there any strategies missing for Big Idea #5 that you would like us to consider? If yes, what are they?
It was clear that a number of respondents were passionate about the character of this neighbourhood, sharing concerns that the increased density and taller buildings will have a negative impact on the area. Respondents questioned whether the proposed images and plan gave an accurate portrayal of the strategies, and do not want to see homogenous architecture. Other respondents were concerned that modern designs which spent too much money on aesthetics would be unaffordable for locals.

Big Idea #6 – Honour heritage and historical roots

6.A: Encourage new developments and public spaces to reflect local history and cultural significance through thoughtful design features.
Generally, respondents were supportive of this strategy (81% supportive), with a more even distribution of supportive responses. Respondents were concerned that replacing the unique buildings which make up the current neighbourhood with large blocks will change the built character.

6.B: Support opportunities to retain or enhance historical assets.
36% of respondents 'strongly support' this strategy, with comments referencing Jordan Lodge and Southside diner. Some respondents commented that the best strategy to honour the heritage of the plan

area would be to provide amenities for residents and affordable homes, rather than through high density development or informational boards.

6.C: Increase the presence of Squamish and Lil'wat language, symbols and art into public spaces, signage and the broader streetscape.
Respondents had diverging opinions, with 28% strongly supporting this strategy and 16% strongly opposed.

Are there any strategies missing for Big Idea #6 that you would like us to consider? If yes, what are they?
Overall, respondents expressed their concerns that the proposal moves too far from the mountain town character that currently exists in the plan area. Some suggested that the best assets in the area come through its walkability and community character, rather than the built environment, and that preserving or adding to these aspects would do a better service to the current and future residents.

Big Idea #7 – Support a thriving community

7.A: Support a thriving business market with initiatives to encourage growth and sustainability for local businesses.
Respondents supported this strategy (41% 'strongly support'), and were particularly in favour of encouraging locally owned businesses that target resident needs rather than catering to tourists. Some respondents disagreed, 9% 'strongly opposed' this strategy, sharing concerns that commercial spaces in the plan area would compete with the existing businesses across the highway at Franz's Trail.

7.B: Encourage street activating uses on the ground floor of mixed use and larger residential buildings.
Respondents were generally supportive of this strategy (75% support statements) and suggested ground level uses could include cafes, bars and office space. Some noted that offering parking will be essential to the success of commercial spaces in the plan area.

7.C: Support small-scale placemaking along streets and trails to create social spaces for residents.
This was the most strongly supported strategy under this Big Idea, with 83% of respondents supportive. The comments received were less positive, outlining concerns that these spaces will be overrun with tourists.

7.D: Support public life and resiliency with amenities and infrastructure which encourage community gathering.
Again, respondents were generally supportive of this strategy, only 18% of respondents opposed. Comments included considering spaces which can be utilized across all seasons, providing garbage rooms or facilities to minimize car reliance and ensuring that social gathering spaces do not negatively impact the quiet residential atmosphere.

Are there any strategies missing for Big Idea #7 that you would like us to consider? If yes, what are they?
Respondents shared several concerns linked to this Big Idea. Most were concerned with resolving traffic (8 responses) and parking issues (2 responses), especially when considering the viability of successful commercial spaces on Lake Placid Road. Others commented that this area is already thriving and does not require the interventions proposed under this Big Idea (6 responses).

Big Idea #8 – Connection to Nature

8.A: Identify opportunities to re-establish pedestrian connections to area parks.

Respondents identified the existing strong pedestrian connections to nearby parks, praising the existing Valley Trail and suggesting upgrades here do not need to be a priority (3 responses). Some comments emphasized protecting the neighbourhood's connection to nature, suggesting access to parks should be limited to prevent over-use.

8.B: Integrate street trees, natural elements and materials into the streetscape.

This was one of the most strongly supported strategies, with 50% 'strongly support' statements and only 8% opposed. Comments included choosing colour and material palettes, utilizing wild greening strategies, adding sidewalks, using appropriate street lighting to minimize light pollution and keeping existing trees.

8.C: Prioritize green stormwater infrastructure.

81% of respondents were supportive of this strategy, identifying the significance of the surrounding wetlands and importance of minimizing the impact of stormwater on these natural areas.

Are there any strategies missing for Big Idea #8 that you would like us to consider? If yes, what are they?
Respondents were concerned that increasing density in this area will have a negative impact of the surrounding landscape (7 responses). Several respondents specifically identified Nita Lake as an area of concern, outlining concerns that the increased density will affect ecology and overwhelm the existing park facilities. Adding facilities for bike and watercraft storage at the lakes was also proposed.

Additional Feedback

Share your final thoughts. Do you have any other comments or feedback to share?

Respondents shared diverging opinions on the draft land use plan, ranging from fully supporting the plan (12 responses), supporting the plan if certain conditions are met (19 responses) and opposing the plan (25 responses). Most respondents shared their concerns (42 responses), with the most frequently discussed topics covering traffic (22 responses), density (26 responses), neighbourhood character (30 responses) and housing for Whistler residents (12 responses).

Traffic
Respondents frequently commented on existing high levels of congestion, sharing concerns that the proposed additional density will exacerbate the current issues. Solving traffic flow at the Highway 99 intersection was often highlighted as a priority (8 responses), described as "gridlock" (3 responses) even during the slow seasons. Pedestrian movement at the intersection was discussed, while many are in favour of an over/underpass (7 responses), others would prefer to better utilize existing infrastructure or propose an alternative solution (3 responses).

Parking
Parking was also widely discussed (11 responses). Again respondents highlighted current issues with parking availability and expressed concerns about the impact of future development. Respondents discussed the reliance of residents on private vehicles and shared concerns that reducing parking minimums will exacerbate parking issues as new residents will not have space to park their vehicles. In addition, comments highlighted the desire for sufficient parking availability to satisfy increased demand at Alpha and Nita lakes, and to access existing and future commercial units.

Density
The density proposed by the neighbourhood plan was frequently commented on, with strong and diverging ideas presented. The majority of respondents opposed the density proposed by the plan (20 responses), with concerns most often linked to traffic (22 responses), building heights (6 responses) and the impact on neighbourhood character (30 responses). Others (3 responses) encouraged more than the proposed density to support more affordable housing in their community.

Density was often linked to building heights, with some respondents commenting that the maximum building heights permitted by the land use plan should be lower than proposed (6 responses), suggesting low-mid rise of 2-4 stories. Some respondents proposed amendments to the spread of density in the plan area (6 responses), proposing additional density on the south side of Lake Placid Road and less density along the side streets.

Neighbourhood character
One of the primary reasons for opposing density was the impact of larger buildings on the neighbourhood character. Respondents shared concerns that increasing the number of buildings and people in the area will affect the neighbourhood aesthetic (18 responses) and community character (12 responses). There is desire to strike a balance between contemporary and heritage building while maintaining the existing unique mountain town architecture. Others shared concerns that an increase in density will impact the neighbourhood culture, particularly its sense of community, peacefulness and livability.

Housing for Whistler residents
Many respondents concurred that providing housing for Whistler residents should be a priority (12 responses), ensuring that housing is affordable (8 responses), employee restricted and offers diverse housing types. Comments addressed concerns that to achieve the proposed density units would be too small or offer too little parking for the needs of Whistler families. Others identified a need for more employee restricted ownership units.

Environmental
Several comments included concerns that the proposed levels of density would negatively impact the availability of green space in the neighbourhood and disturb local wildlife patterns (4 responses). Respondents commented that the current parks adjacent to the neighbourhood are often very busy and shared concerns that adding additional residential units in the area would exacerbate overcrowding issues.

Community amenities
A number of responses mentioned the need for amenities which serve the existing residential community (7 responses), with a particular need identified for childcare (4 responses). Respondents also suggested more public indoor or covered winter gathering spaces.

Infrastructure and streetscape
Some respondents shared concerns about the infrastructure required for this increase in density (6 respondents), with several respondents asking who would be responsible for paying for and constructing upgrades to the existing systems.

Economic feasibility
Concerns about cost and the economic feasibility of providing affordable density were discussed by several respondents (8 responses). Comments about quality, occupancy rates, pricing and management of units were made. Some respondents shared the opinion that it is unlikely that current residents will sell their homes to enable the land assembly required to make larger buildings feasible. Linked to these

concerns, some respondents (5 responses) shared comments on the overall planning process, mostly commenting on the timeline for public consultation and incentives for development.

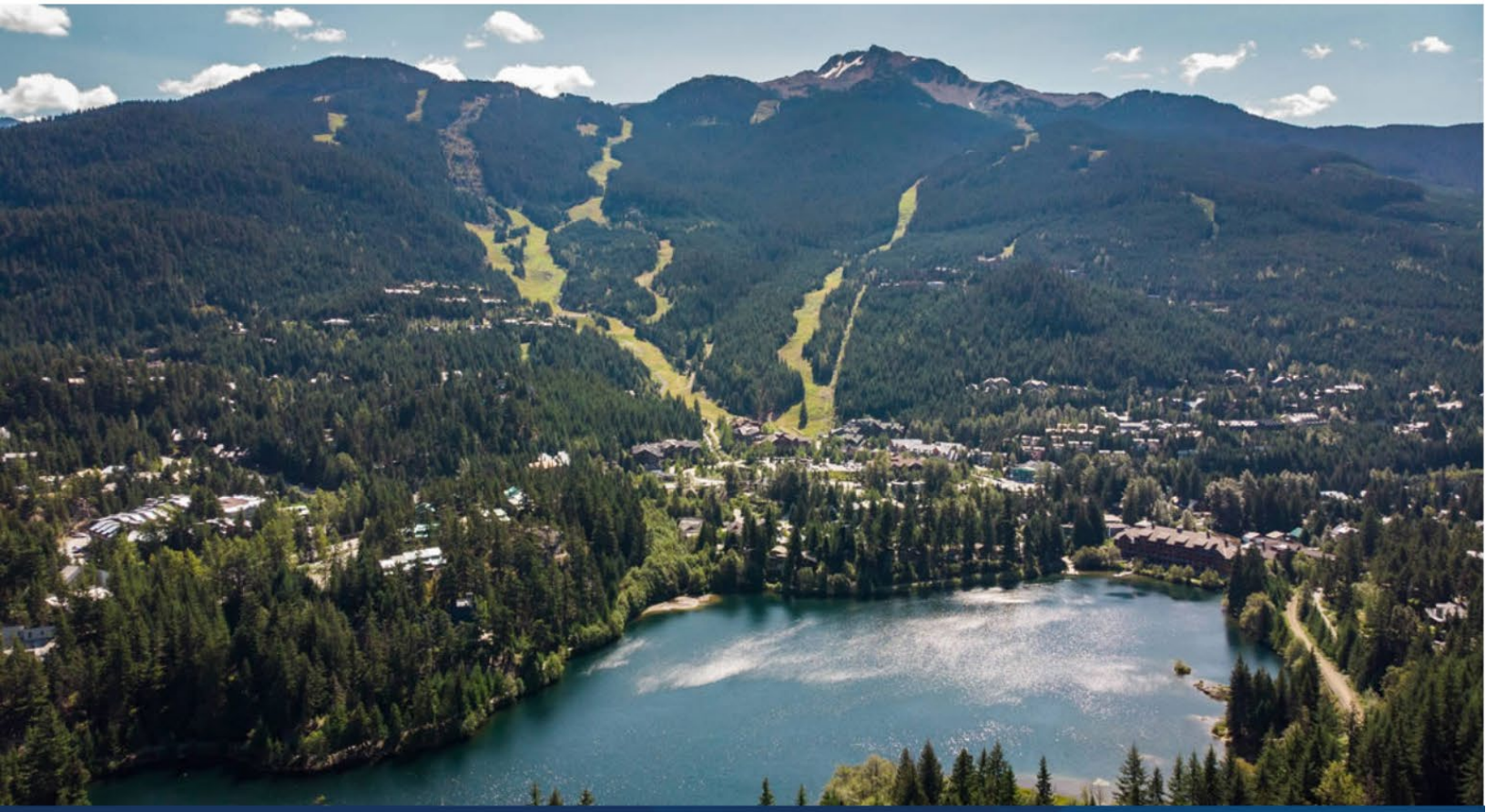
Impact on current residents

One of the strongest themes emerging from the comments was the impact of the plan on the current residential community. Some shared concerns that current residents would suffer financially as a result of the rezoning, asking questions about land assembly, selling land to developers and future tax rates. Underpinning many themes was the concern that the quality of the existing neighbourhood would be negatively impacted, whether that is by loss of views, less availability of green space, added stress on amenities and infrastructure or changes to the demographic and atmosphere of the community.

What We Heard

ENGAGEMENT REPORT 2025

Appendix A: Open House Panels



Resort Municipality of Whistler

Add Your Voice

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
• 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	• Present scenario concepts for public review and input • Feedback from the community will be considered prior to resolution of the Draft Plan	• Share Draft Plan • Present to Council for adoption • Public process for any OCP amendment or rezoning	• Public communications to share about the changes • Implementation • Consolidating bylaw changes

WHISTLER | Resort Municipality of Whistler

Add Your Voice

Neighbourhood Plan Area

Whistler Creek West Neighbourhood Plan

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



Nita Lake Lodge



Franz's Trail, Creekside Village

The Whistler Creek Development Permit Area contains form and character guidelines which control how buildings look. It applies to parcels on Lake Placid Road in the study area.



Highway 99 Intersection



Creekside Gondola Base

Resort Municipality of Whistler

Add Your Voice

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.

Questionnaire

232 PEOPLE COMPLETED THE ONLINE QUESTIONNAIRE

Project Page

engage.whistler.ca/wcw provided project information and direct people to the questionnaire.

1,700 PAGE VIEWS

934 UNIQUE VISITORS

Communications

RMOW social media posts, news releases in 'The Pique', 'Whistler This Week' and the RMOW communications letter, and information boards in high traffic locations

9,646 SOCIAL MEDIA POST VIEWS

Community Open Houses

We hosted two in person sessions with interested community members. The public were invited to share their comments via interactive and informative panels.

150 COMMUNITY MEMBERS IN ATTENDANCE

Council Committee Meeting

The project was introduced to the Housing and Strategy Committee to provide an overview of the planning process, timeline and engagement, and collect feedback on the draft guiding principles.

1 COMMITTEE MEETING

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

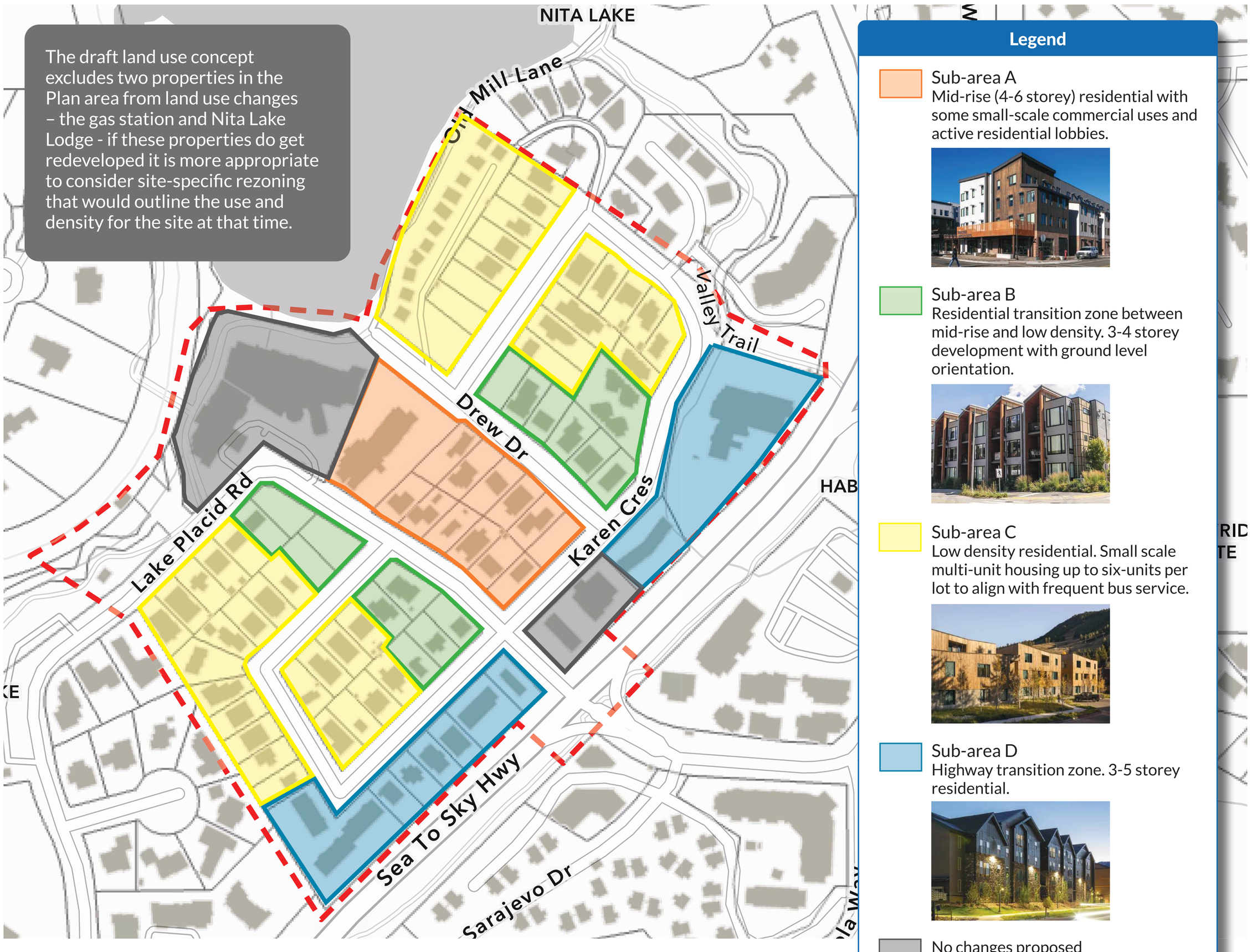
Nurture a strong neighbourhood relationship with the lakes and mountains surrounding Whistler Creek West.

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.

The draft land use concept excludes two properties in the Plan area from land use changes – the gas station and Nita Lake Lodge - if these properties do get redeveloped it is more appropriate to consider site-specific rezoning that would outline the use and density for the site at that time.



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.

307
Existing dwelling units built in the Plan Area

469
Potential dwelling units with current zoning

574
Potential dwelling units with SSMUH for high frequency bus service

900 - 1,000
Potential dwelling units in the draft land use concept with the SSMUH six-plex

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Add Your Voice

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.

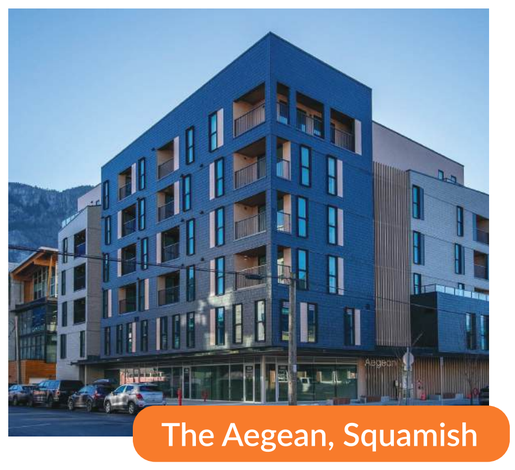
Sub-area A

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





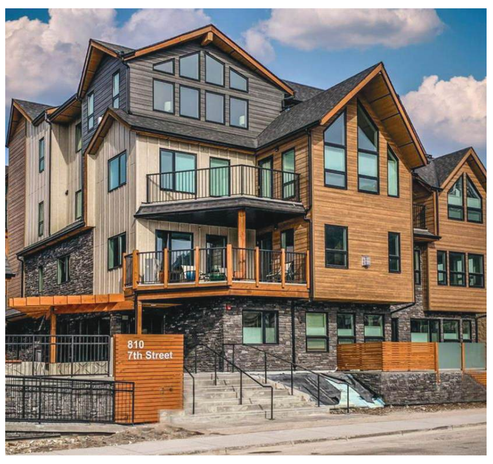




The Aegean, Squamish

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

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Add Your Voice

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.

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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

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Add Your Voice

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

Resort Municipality of Whistler

Add Your Voice

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

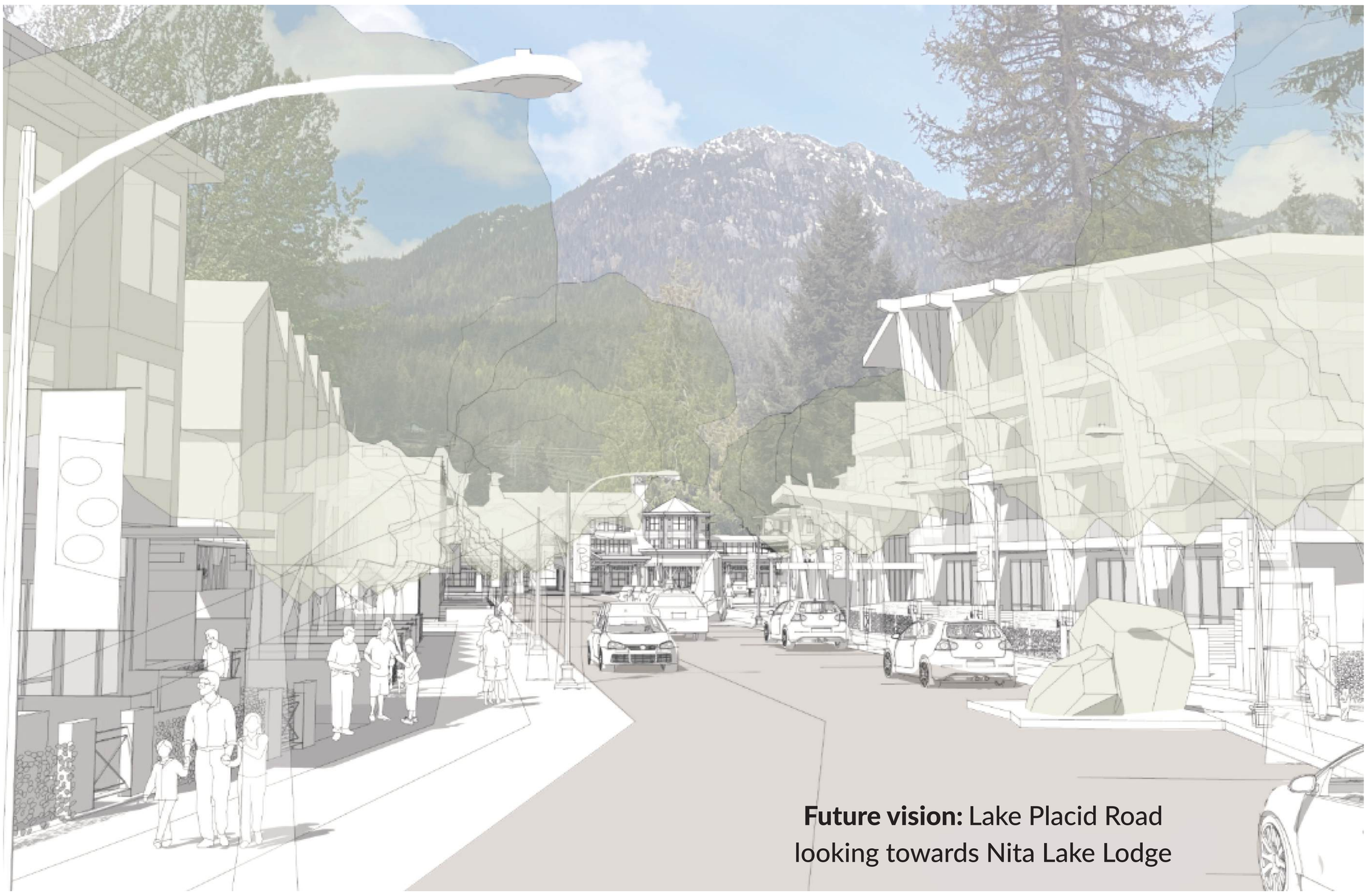
Resort Municipality of Whistler

Add Your Voice

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

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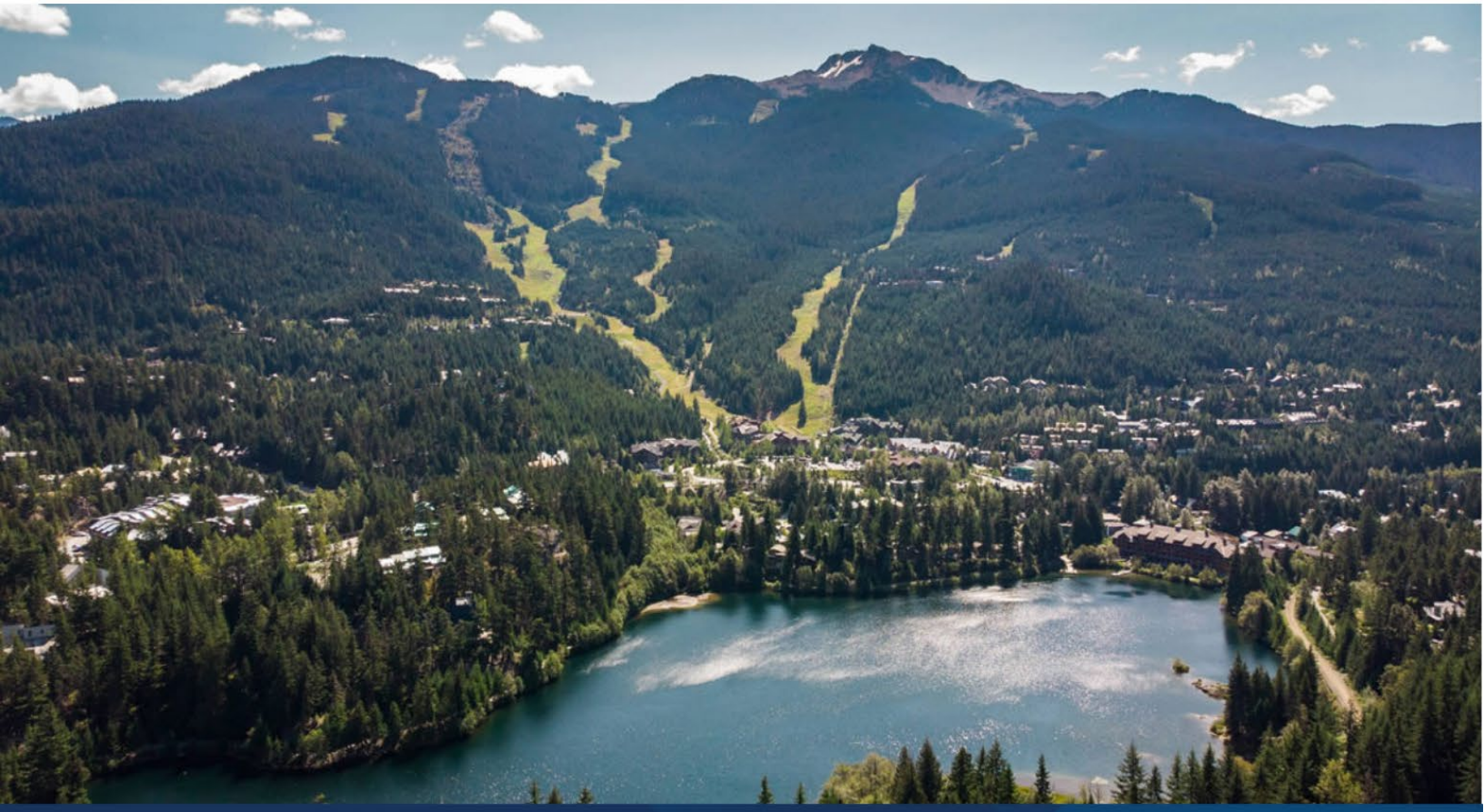
What We Heard

ENGAGEMENT REPORT 2025

Appendix B: Verbatim Input



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Whistler Creek West Neighbourhood Plan Phase Two - Public Engagement Summary

Online Questionnaire

Draft Land Use Concept

What do you like about the proposed draft land use concept?

- 3 - 4 storey
- Adding more density.
- Appropriate level of density in an area of whistler with existing services and transport connections to support increased access to housing. Mix of different levels of residential heights to retain the character of the neighbourhood
- Big idea- more density! You're making Whistler almost unliveable. I want to hear more about infrastructure and roads to accommodate what we have long before you keep ramming down our throats more density- professional council required for this.
- Building higher density housing to provide possibility of LIVING in Whistler & Staying…
- Commitment (?) to "connection to nature" but density means that will not truly be the case
- Diversity of Housing types
- Focus on resident housing and community. No more tourist accomodation should be created here.
- Getting rid of the old buildings and bringing more services into the area
- Great to have some foresight for the area. The key objectives to use sound in line with the residents and commercial needs of the future.
- I disagree with the naming Whistler Creek West. Just more confusion for visitors.
- I do not like it, at all
- I feel a bit side swipped by this as an owner in Whistler Creek Lodge. Basically you are telling me that we have no choice and a developer will be coming in to bulldoze Whistler Creek Lodge and put in a new 3-5 storey residential?
- I like all of the Core Values and a lot, but not all of the Big Ideas.
- I like NOTHING about this proposal ! We need to deal with the terrible trafgic issues before adding g any density to Creekside
- I like that these changes will allow for some increase in density and provide more housing.
- I like that this plan brings density close to existing high frequency transit options and is central to a neighbourhood with amenities. Overall, the impact on travel in the valley I feel will be minimal.
- I like the additions of more housing for workers. And taller units on the highway side
- I like the concept of supporting densifying Creekside with more housing
- I like the idea of densifying both sides of lake placid road from the highway to Nita Lake Lodge
- I only like this if it is actually affordable to keep local mid-low income families in whistler!
- I really like the idea of a wide pedestrian/bike overpass over the highway. That crosswalk really slows down traffic coming into whistler so minimizing pedestrians crossing in that area makes a ton of sense.
- I think that it is already too busy with vechiles and other alternatives for transportation is

needed before increasing the population in this neighborhood
- I would support this change.
- Important to allow the opportunity to improve housing availability for Whistler residents
- Improve the street scape and improve connections.
- Improvement of Lake Place and Drew Drives to mixed use commercial/residential.
- Increase density to help local businesses survive. Ideally zone for long term rentals/locals to live, not weekenders or holiday homes.
- Increased density
- Increased density, more potential for retail services
- Increased housing is much needed in Creekside as it is so close to the mountain
- It increases density in sensible places from the standpoint that they already have high density or our structures that are falling down and need to be rebuilt.
- It is a good start, long overdue
- It is adding accommodation in a very appropriate area: at a principal entrance to Whistler, close to the lifts, appropriate for visitors, residents and workers. The scale is very appropriate.
- It makes sense to concentrate density in this area.
- It would appear that the type of housing being proposed would be optimizing space and hopefully allowing for housing at a lower then current price point.
- It's a great use of available space to increase density.
- Looks interesting but will there be enough accommodations for those that would like to rent like young employees and is it afforadble
- Mixed use spaces - commercial on street level but residential above
- more 6 storey residential! make it all rental.
- More density = increased likelihood of creekside businesses being successful, improved access to housing for local workers. More businesses in A. Lets get this going!!
- More houses which will hopefully bring down house prices
- More housing for people who live and work here
- need more information - would sub area c be rental properties or family owned or a combinaiton?
- No McMansions in the area 👍
- Not much
- Nothing
- Nothing
- Nothing - it attempts to foist density on a well establish neighbourhood with no consideration to long term residents, recently rebuilt housing, protection of mature trees and it would overwhelm the lake facilities.
- Nothing at all
- Nothing you are insane this is NOT a city in the lower mainland, this is a small town
- Nothing, except Sub-area C.
- Nothing, the density is over the top, how does this work with the bed unit cap, do you know what that is and why it is in place. We don't have the infastructure to support this denisty
- Nothing. [redacted]. Whistler is full. Traffic is a nightmare. Just stop.
- Opportunity to develop our recreational property that we rarely use
- Pedestrian and bike routes improved
- poorly communicated to the current owners as we have not received anything in the mail nor by email
- regeneration of the area and consideration of differences between the zones. Grey zones also make sense considering both sites and their function.
- Revitalisation of the area
- sidewalk and bike connections
- some small scale commercial uses; 3-4 storey max low density
- Streetscape. More walkways, proper walkway down both sides of Lake placid rd.
- that a vision is being created
- That there are different approaches to the different areas. Also combination of residential and commercial
- The gradual decrease of density from centre (orange). Density is gradual and thoughtful
- The increased density and consideration given to different types of dwelling.

- The increased density takes advantage of the prime mountain location
- The mix of density and that Nita Lake Lodge is staying in its current form.
- think it adds housing
- Too dense. Don't know if the land close to the lake will support multi level buildings.
- Too much density especially along drew drive.
- Trail connectivity
- trying to put full time residents into current weekend only and airbnb usage
- Walkability
- Whistler needs more housing for locals, period, and this begins to address that need.
- whistler ridge drive should not be included since the land is along the valley trail and density would compromise the shoreline of Nita Lake
- will give the area a needed upgrade
- You're a bunch of idiots. Building that density. Stop progress with growth of population as a goal. Fools, hold back business development and there for housing

What would you change about the proposed draft land use concept

- 2 or 3 story limit
- 2 storey only
- 6 stories is very tall and I think would black views and look out of place. Car parking would be a major issue. It already is in creekside. And I'm unsure if we need more tourist housing
- A critical omission is the Whistler Creek Lodge parcel, which should be the same as Sub-Area A. It already has small-scale commercial uses (Creekbread and Altitude's gym). Moreover, it's the connector property under the highway underpass to Creekbread.
- Add a pedestrian bridge from creekside village to sub-area A, continue the walking path between the buildings with store fronts facing that, link with valley trail at nita lake. More underground parking?
- Adding commercial infrastructure to support the increased density.
- Allow for ground level retail along Lake Placid road
- Bring better means of transportation ie train!
- Can this small area take that density of housing? Is traffic in and out of neighbourhood going to be a problem?
- change Whistler Ridge from the development proposal site
- Doesnt seem much different than what is existing, just slightly taller?
- don't make another cheakamus mistake--no amenities or parking. This area will need more amenties like groceries, recreation facilities, and library services
- Encourage townhouses with shared green spaces so that you get to know your neighbours
- Ensure infrastructure upgrades facilitate this change wrt parking, bike lanes water and waste management.
- EVERYTHING get rid of it, get rid of the concept and start respecting the people who live here
- Existing homes not willing to sell. More public and larger docks on Nita.
- Far too much high density. This will make the rest of Creekside unliveable. The pressure on the surrounding parks, roads and trails will be extreme, destroying the quiet charm of Creekside.
- Get rid of sub area B and just have Sub Area C. Sub area B won't be cost-effective, and it will create a nightmare scenario between neighbours who's properties are worth less in Subarea C..
- Have some green space or public space with seating and trees
- Having young kids in the winter in whistler is tough. Would love to see some more indoor oriented activity space that isn't just restaurants and drinking establishments. Would love to see a daycare added to this area!
- Highway flow needs to be better addressed. More people living south of the village is adding more cars on an already busy road
- How can you have a draft land us with prioritizing the serious traffic grid lock !

- I don't like the idea of increasing the building height. Must people that moved here, and continue to live here like the view and don't want it ruined.
- I feel the proposed does little to add to the critical vacancy problem in Whistler. Sub area C underutilized given it's location to transit including the Creekside base,
- i think both sides of Lake Placid Road should be Sub Area A. I don't think 6 stories are suitable for this area; maximum height should be 4 stories. Commercial space is not included in the description of the sub-areas?
- I think the plan is great. I would emphasize the point about maintaining the character of the neighbourhood while still increasing density.
- I think we need diverse communities with character and not big empty monster homes. I don't mind the rough side of creekside. A little piece of reality in the bubble. I would rather see a neighborhood of single family homes for locals than empty townhomes
- I want to hear how you are going to solve the constant traffic jams at peak hrs and weekends long before I want to talk about jamming more people in.
- I would add small scale commercial uses to Sub-area D. Buildings in that sub-area already have commercial uses, e.g., the gym and restaurant in Whistler Creek Lodge.
- I would add the coop gas station property to sub area D, that site needs to change as it is a major hazard to traffic under its current use
- I would keep any signifcant density on the moutain side of the highway for traffic, view and tree preservation reasons.
- I would match Chamonix to Sub Area A
- Include all of the Creekside area in the plan area rather than excluding the oversize single family home lots.
- Include parking plans and revisions to hiway access, specifically at the intersection near the gas station
- Is any of the WHA? Or no. If no than it's just giving developers more money and creating even higher density in an area that already has traffic problems!
- It doesn't go far enough. This is a perfect neighbourhood to allow increased development to help alleviate the housing shortage.
- It would make great fire starter
- Keep existing and density as is. I don't want my neighborhood to feel like the city
- Less density
- Let's cut all the unnecessary red tape that blocks developments from happening. Lower application fees. Change the zoning in advance. We want to encourage this to be appealing for a developer or it won't happen.
- Lower density and lower max stories to 3
- lower height restrictions in all areas. Concentrate on Lake placid development only. Up to 4 stories - commercial space on lower floor. Keep remainder of the area zoned residential with maximum 4 units per lot.
- Make a better pedestrian connection (tunnel or overpass) to Creekside Village so pedestrians don't have to cross the busy highway.
- Make sure there will be enough parking and stores/restaurants/medical services/community center/services
- Max 3 storey for building
- more areas up to 6 stories
- More density, include the gas station (what a great site for hotel/multi family/short term rentals, could be like Legends, the gas station can be almost anywhere else than the center of town). Allow short term rentals, get people who spend money there
- More properties included in Sub Area B
- More sub-area B
- Mostly everything: Lake Placid Rd frontage needs to remain a human scale on BOTH SIDE, APPLY B on both side of street. Along the highway (where you D) is where your 6 storey building can go. Both side of Drew Dr "D".
- Move the traffic past Creekside faster. The Creekside crawl already sucks
- no consideration given to increasing access/egress into what is already a huge congestion traffic zone to highway 99

- Not so high in the buildings. There are beautiful views in whistler and the views will be obstructed by tall buildings
- Nothing more than 2 stories
- Parking is already exceptionally tight down there, an amenities used by tourists such as restaurants are sorely lacking. Getting out of Creekside going south is already a huge chore with poor management of traffic. Park space is over utilized and at a pre
- Parking is unclear and it would be idea to have some greenspace included/added.
- Please clarify what it means...our strata has put a lot of money into upgrading our building over the years. Will it just be torn down by a developer?
- Reduce density - reduce traffic choking evacuation in wildfires.
- Reduce density and height of the buildings
- Reduce heights to max 3 stories. Increase setbacks to make for wider boulevards. Want to maintain line of sight to mountain and to lake. Don't want it to feel closed in loop
- Reduce proposed density and reduce height
- Removing the only gas station south of the upper village while increasing vehicle/person density
- restrict multi units to 3 unit max and restrict the storey level to 3 max
- Six story apartments are in no way maintaining the character of Creekside.
- Start over. Have you been to this neighbor hood? This has to be the dumbest plan and this municipality and planning has come up with some stupid ideas.
- Sub Area B should have same Density and Height as Sub A to Mirror Lake Placid / Drew Dr side
- Sub-areas A and B developments to provide public amenity - parklets, playgrounds, bike parking/charging, community space. Off-street or underground parking requirements for all mid-rise to keep congestion off local roads.
- that the vision ignores the local community, current land owners and will result in a bland homonogeous landscape. Fear that current owners will be indirectly forced to sell and property taxes will skyrocket.
- The area of Whistler Creek Lodge is designated as Su-aea D and therefore tghis doesnt accommodate the existng small commercial use already in existence. This is a major concern at this point as the current areusage doesnt seem to be acknowledged.
- The Density
- The idea that "improving connections to and through the neighbourhood" is not realistic nor is it explained in any detail.
- The intersection of Sea to Sky and Lake Placid Road needs to be addressed. Not sure what to suggest but it is a primary gateway.
- There needs to be lots more detail about the future density and whether any existing zoning could be changed in the new proposals. I also didn't see any plans to build staff housing or long-term rental options.
- To include the creekside village
- Too dense
- Too much density and building height. Max 4 stories sub area A and max 4 units sub area C. This is a unique historical neighborhood which of course needs some changes but please don't destroy it.
- Too much density and too high building structures for such a small area
- Too much, this will completely change the character and community feel of the WCW area
- very tight knit, will get more crowds, more traffic
- We think Sub D areas should be moved to Sub Area A categories. We see much more commercial space needed currently and in the future for commercial space for Child Care/Schools, markets, community shared space, work space, more market, shops etc. needed.
- What consdieration is being given for existing high value properties? t
- Why would you propose to tear down every house in a neighborhood and change the entire thing to have no character
- Wider streets and sidewalks and bike lanes.

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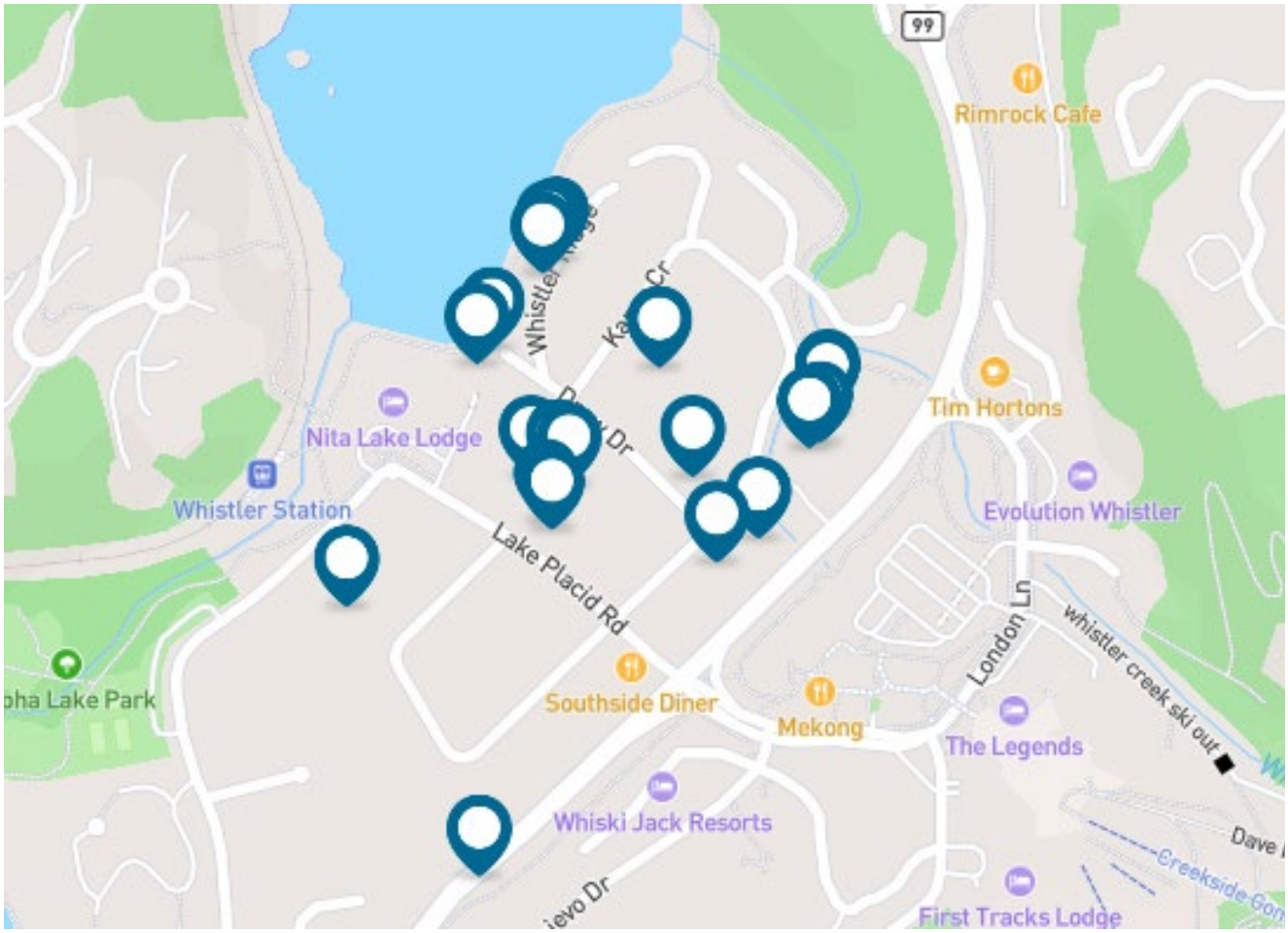
Share your thoughts on the draft land use concept



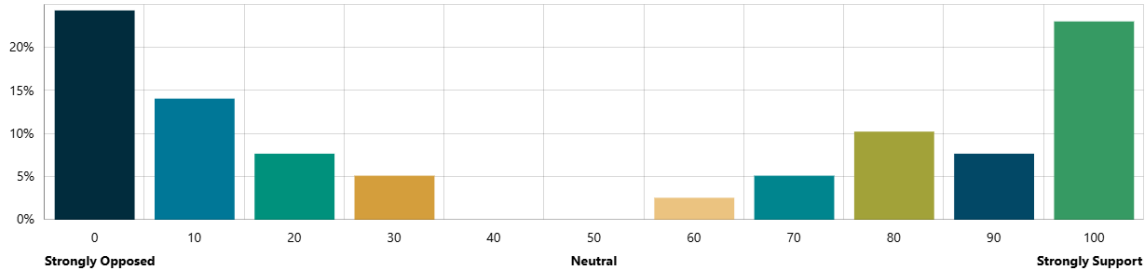
- "3-5 storey 'residential'.
- as stated above, this area is being classified as residential only when commercial use is currently in use and beneficial to the Whistler Creek Lodge and wider Creekside / Whistler community.
- "B" on BOTH SIDE of Lake Placid
- Whistler Creek Lodge is ideally positioned to be upzoned for increased height and enhanced commercial use. It serves as the primary pedestrian connector between Whistler Creek and Whistler Creek West—one of the only natural underpasses beneath Highway 99. Its location makes it uniquely suited to become a vibrant, walkable hub that supports the Resort Municipality's goals around housing, active transportation, and community vitality.
- 4 to 6 stories, absolutely crazy, it is a residential neighborhood not a downtown. Where else int he creekside is there a building that will block that much light from adjacent neigbors. When you boneheads wanted to add a story or more to the buildings in the Village what did eldon Beck the designer say, "NO IT WILL BLOCK THE NATURAL LIGHT"

- Also, please confirm that no attempts will be made to alter the current Phase One zoning."
- Am I supposed to just swallow the fact that we are being pushed out by developers after investing our money into upgrading our building?
- Continued access by vehicle to the end of Drew drive to allow for watercraft loading and unloading including parking.
- Don't include in sub-area B
- Having 4-6 storey building will kill the creekside vibe. We are a small mountain town, it is ok to want to grow a little but this is too much. Can our park welcome that many people? Where will people park their car? We are limited with space as we are in a valley. Why not grow on a dmaller scale, allow triplex, max 3 storey.
- Higher density here and in the adjacent single family areas.
- I am disappointed to see this proposed designation considering the importance of these uses currently. Doesnt it make more sense to include the commercial use zoning should apply as we look forward too?"
- I think that the character of Lake Placid road has intangible value for its portrayal of a "ski town". I hope that creekside's DP guidelines are stringent enough to encourage the maintenance of that feel to the greatest degree possible.
- multi-unit along this property zone would be environmentally compromising to Nita lake shoreline. Also, density at 99/lake placid rd is already challenged with pedestrian traffic and cars...the underpass near creek bread is under-utilized. Conundrum as density will increase
- Necessary gas station, maybe move across street and build off hotel/diner
- Please don't change the access to Nita Lake here. It's one of the last great little locals secret spots where you can park for free and pop into the lake easily with a paddleboard for a quick paddle after a long day at work. There's no other place like it in town and it means a great deal to me. For some, it's the only accessible way to carry a heavy paddleboard just a few short steps to the water.
- Rather than forcing pedestrians to cross a busy highway, an upzoned Whistler Creek Lodge could become a gateway corridor to the Creekside Gondola, welcoming visitors and residents alike with a more vibrant and accessible village environment. Enhancing this site supports not only local livability but aligns with the broader vision for a more connected and inclusive Whistler Creek West."
- Reduce building height along Highway 99,
- Should probably be green too.
- the strata corporation at Whistler Ridge already has regression issues with the slope to Nita Lake - unstable hillside since RMOW encroached on the strata land to create the valley trail- with no hillside retaining walls added for stability
- This area currently has strata restrictions. What would occur here? Would this strata be removed?
- This is tourist accommodation. Why not go higher?
- This site has enormous untapped potential to accommodate a mix of uses: expanded housing options above, with restaurants, childcare, wellness services, and recreation-focused businesses at street level. With thoughtful planning, surface parking could be transitioned to underground, unlocking space for pedestrian-friendly courtyards, plazas, or gathering areas.
- too much density, this will be bland 4-6 story developents much like the homonogeous neighbourds all over squamish and vancouve.r
- Werent these units just recently rebuilt?

Sub-areas

Sub Area A

Indicate your level of support for sub-area A



Count	19	11	6	4	0	0	2	4	8	6	18
Percentage	24%	14%	8%	5%	0%	0%	3%	5%	10%	8%	23%

What do you think about the potential type, form and density of the buildings proposed for sub-area A?

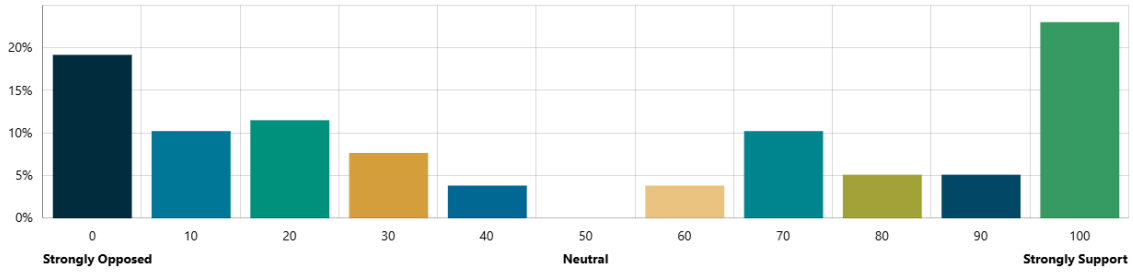
- 5 - 6 stories is too high - keep to max height of 4 stories
- 6 floors too high, keep to 4 and it looks like a subdivision in Surrey
- A should be same as C. Less density. No higher than two stories. Want to maintain light in the already dark neighborhood.
- As long as developments include adequate residential parking for all units.
- Bottom should be commercial space
- Completely inappropriate. Walk ont he street and if you don't get it you are doing the wrong job. Go work in Vancouver.
- Completely out of sinc with the character of Creekside. Massive apartment blocks on Lake Placid and Drew drive have no place in an existing community.
- Density fine but sidewalks and bike lanes need space. Public areas for gatherings . Don't build a ghetto.
- Far too dense for a district such as this, along with really ugly buildings.
- For all areas - managing the movement of so many more bodies back and forth across the highway and more congestion getting up the mountain
- Good location for taller building as it doesn't interfere with views. Old buildings currently need changing
- Height is not over-powering, but would prefer additional setbacks on property or higher levels of building to reduce impact. Buildings need to have self-contained parking for all units. Developments of this size should have to provide public amenity space
- Horrible, Lake Placid need to preserve his human scale. NEED TO BE "B". And the 6 storey buildings need to go on the side of the highway. Not as the frontage of the neighbourhood.
- I am very supportive
- I believe there is scope for more accommodation density in this area so more storied buildings could make sense. Going from current density to 4-6 is a big change and I wonder whether 3-4 is more appropriate and more in character with the historic lands.
- I don't think 6 stories is suitable and will require too much parking. limit buildings to 4 stories. will underground parking be required?
- I intentionally purchased in an area that did not have tourism rentals because of problems I experienced in the village with short-term accommodations and noise. Many of us moved to Creekside because we like the quiet if tourism accommodations are increas
- I like that the commercial area is confined to Lake Placid rd
- I think 4 - 6 stories is too high for this area of town and prefer to keep the building to maximum 3 - 4 stories as in Sub-area B in order to continue enjoy the feel of nature

around us and not having buildings higher than our trees etc.
- I think this could go even higher so long as upper levels are stepped back (wedding cake style) from the street.
- If the design is A-Frame should lean into lodge theme
- is all the parking underground? would there be restrictions on commercial use eg. hours of operation, type of business
- Is there space for a child care facility?
- it doesn't have whistler creek vibe anymore and seems to high up. Something more mountain culture related like the dusty building style so it's cohesive.
- It makes sense for new neighborhood.
- It's critical to have ground level retail and ensure there is sufficient parking. Make sure that restaurant and pub is included in it.
- Less mega houses that are only used a few times a year.
- Like the added commercial space but Too tall, too much density. Also that highway intersection is already a problem at peak time, adding more density will back the traffic up to Alpine.
- Like the designs with substantial sidewalk overhangs. Sidewalks at least 2 meters or even 3 where there is street furniture. Potential for some retail services to be added.
- Like the higher density in this section as long as the buildings don't look too cold/modern. It should continue with the style from creekside village and stay true to mountain town feel. Better to have more storefronts at ground level than big lobbies.
- Looks good and needed for the area
- Make the traffic move past Creekside faster before adding more people to it
- makes some sense, since this road approaches the Nita Lake Lodge - where commercial business already exists
- More people on this area will make the creekside area more vibrant
- More windows in each unit
- my god this is boring 'could be anywhere' kind of proposed architecture. Creekside will be like a boring whistler village, but without the charm.
- No apartment buildings, the village has achieved a design concept that works, don't change something that works really well
- No need to make Whistler look like a city
- Not on lake placid rd. That road is the gateway to 2 lakes. It's already too congested.
- Pedestrian bridge. Lots of store fronts. Outdoor community space that's usable in the winter too.
- Poor- traffic and parking- explain how these will be resolved and impact on current parking and congestion
- Proposed density is too high
- takes away from the community feel with its boring design and high density with no consideration as to how it will impact the surrounding properties for shade and lack of trees. There is no thought as to how it will impact the remaining residents
- Terrible disgusting insane, infrastructure cannot take this densification, grossest eyesore ever, go back to the city where you belong
- The buildings are too massive and unsuitable for snowy climate. Parking will be a bigissue, and I am very concerned about the soil stability in the area given the need for pile driving for the Nita Lake Lodge and subsequent water issues in the area.
- This is amazing, I support high density in central areas so people can access everything they need without a car. this will also make creekside more vibrant!
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl
- This is perfect. Increase density and provide more housing and include some commercial. All good.
- this would compeltely change the character of the area and is in direct conflict with "Vibrant Community Identity" as well as not honouring heritage and historical roots of the neighbourhood. The traffic would also be very negatively impacted.

- Too big, way too many more people
- too dense
- Too dense and too high
- Too dense. Creekside is already a traffic jam. Increased density without planned or inplace road infrastructure to match.
- Too high density and too many storeys
- Too high, too many stories
- too many stories - should be max 3 storey
- Too much density. What happened to the bed cap
- Too tall right in the middle of creekside
- too tall, destroys views for current residents
- Too tall, soulless generic 'Denver' architecture, too much density, traffic, noise. Not enough trees, nature.
- Too tall.
- Ugly, not in keeping with the charm of Creekside
- Unless there are locally owned small buisnesses in the main level, this is going to feel very overwhelming.
- vehicle and pedestrian congestion at Hwy 99 will be the future concerns from development here, unless another underpass could be created
- Very appropriate.
- Way too dense
- Way too dense
- We believe this area should be included as Area D. More commercial use is needed for the area.
- Where is the infrastructure to support this number of residents in this area? Roads and traffic, parking, water, sewers,etc. No mention of this anywhere that I've read.

Sub-area B

Indicate your level of support for sub-area B



Count	15	8	9	6	3	0	3	8	4	4	18
Percentage	19%	10%	12%	8%	4%	0%	4%	10%	5%	5%	23%

What do you think about the potential type, form and density of the buildings proposed for sub-area B?

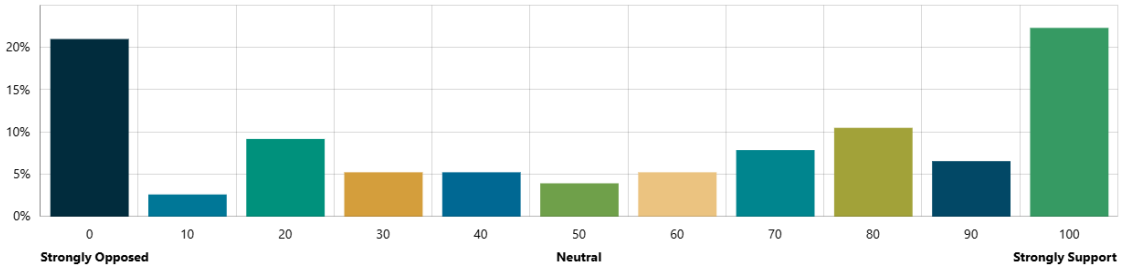
- Add more density but allow short term rentals, we need to get a critical mass of people who actually spend, ie tourists
- again- car traffic and pedestrian traffic will be future issue - Whistler Creek Lodge underpass is under-utilzed
- Again, completely inappropriate
- agree with mid-rise (3-4 storey) concept in this area
- As long as developments include adequate residential parking for all units.
- By law-enforcement and more. Much better traffic management will need to occur specifically with respect to accommodating traffic coming out of the Creekside Parkade heading south.
- Commercial space should be allowed on both sides of Lake Placid Road so sub area B should be limited along the road.

- Cretes a good mix
- Density fine but sidewalks and bike lanes need space. Public areas for gatherings . Park space. Green space. Don't build a ghetto.
- Far too much density, again not in keeping with the charm of Creekside
- Great idea!
- has a more residential vibe, still don't feel the mountain culture
- Hopefully more houses for locals
- I like the buildings at the bottom on the picture, they blend nicely with Creekside
- I like the cluster homes
- I think this is good. Not sure where residents will park?
- I would like to see it increased to mirror sub area A to make a more symmetrical corridor down Lake Placid Rd
- I would support increased height up to 6 stories
- If these type of buildings are to be constructed, we believe commercial ground floor levels might as well be included
- If too dense then difficult to move around especially in winter months
- I'm of the opinion the density should be higher here
- Lake Placid Road is the main artery in this development. I would encourage ground level commercial/retail use on both sides of Lake Placid Road between 99 and Nita Lake Lodge.
- make it 6 stories as well
- Match area of other developments on sky to sky. Still give ski chalet vibes while maintaining purpose
- Might want to mix in some small commercial here too.
- more set backs and green space as well as height will block views from neighbouring residents
- Move the traffic past Creekside faster first
- No higher than 3 stories
- No higher than two stories.
- Nooo. We have too much congestion in our area already. People are illegally parking on my front lawn in the summer and blocking me in. This will make it WORSE!
- Not suitable for big snowfall. Rooflines too complicated, not enough/ safe overhangs. Density issues as above.
- Same as above
- Same as above terrible disgusting insane, insufficient infrastructure
- Same comment at above.
- Should be 3 story maximum
- should be max 3 storey
- Should be similar to Area A
- Should this area be so density populated - could this be similar to Sub-area C instead? I dont see why it should be more dense in areas closer to the roadways and in full visibiity of everyone
- Similar to A, needs self-contained parking and appropriate set-backs
- Still too dense
- There should be staff housing and employee-restricted rental options here.
- These type of buildings appear to be family (4+ family members - parents and children dwelling together) housing which is what Whistler is in need of.
- They seem too large for this area without more added commercial services. And where will all these people park? There is only one intersection out of this neighbourhood. Have you seen the lineup of cars and congestion just when hotel guests leave NLL?
- This is appropriate for the neighbourhood given it's proximity to Whistler Creek.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is more appropriate for sub areas A and D
- This is proven to be the most expensive form of construction, and will continue to be given. The footprint made available for the sewing. Recommend replacing with sub area C.
- This is slightly better but this should be for sub-area A as well.

- This need to be apply to BOTH side of Lake Placid RD. This is respecting the character and experience of the neighbourhood facing. Drew Dr can have taller building (D).
- this seems more suited for area a. Opportunities for more character and liveability for residents.
- This sub area should be the same density as subarea A.
- Too big too many people
- Too dense
- too dense
- too dense - stick with max 6 units per lot
- Too dense. Creekside is already a traffic jam. Increased density without planned or inplace road infrastructure to match.
- Too high density
- Too high, reduce stories
- too much density, traffic, noise. Not enough trees, nature.
- Too tall. Will take away mountain views for existing residents.
- Very appropriate.
- Way way too dense. Nothing mountain village about them. Why are we building building They will never be affordable housing like Canada needs. This is a resort. Your plans ruin the whole vibe
- where is the parking? all of your current designs do not factor in enough parking, not to mention they are pretty ugly
- Why would you do this
- Will there be community playgrounds to support the increased density of families?
- With the need for housing so critical, I think B should be the same as A
- would need more information re parking, open space, - seems very dense and possibly noisy - rentals or owned?
- yep, looks good

Sub-area C

Indicate your level of support for sub-area C



Count	16	2	7	4	4	3	4	6	8	5	17
Percentage	21%	3%	9%	5%	5%	4%	5%	8%	11%	7%	22%

What do you think about the potential type, form and density of the buildings proposed for sub-area C?

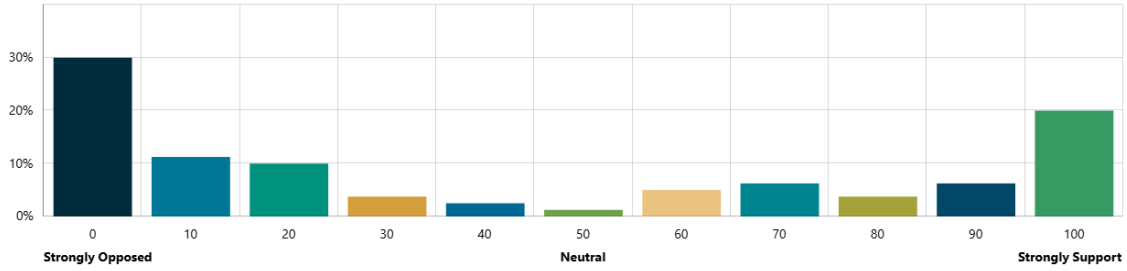
- 6 units is too high density. This will destroy any green space and neighborhood character.
- Absolutely
- Again, far too much density. Destroying Creekside.
- agree with the lower density in the south yellow zone - due to environmental and erosion issues at the hillside - It would be best to have the whistler Ridge yellow zone in a zone of its own to address environmental/erosion issues
- Also nice to have less dense areas
- As long as developments include adequate residential parking for all units.
- At least duplex stays in theme of what Whistler already has
- Better

- Certain strata restrictions limit changes. Small multi unit dwellings would be beneficial
- Creekside area needs more capacity for residents and commercial space. Sub area c seems like a waste of land due to the current economics of BC and housing/commercial demand Whistler currently needs. This would help business and commercial demand.
- Density fine but sidewalks and bike lanes need space. Public areas for gatherings . Don't build a ghetto.
- Does it support Home based child care spaces?
- does this include carriage homes, laneway homes, garden suites, secondary suites, etc.?
- good.
- high density creates more traffic for circle roads and dead end streets creating traffic nightmares
- How is our infrastructure going to support this? It seems no one has considered sustainability, Economic, Environmental or Social. The municoipality cant even maintian the infrastructure we have how will that work withthe additonal burden of densification
- I think C should be B and B should be included in A to ensure a lot more people have housing with access to groceries, transport, and the mountain. Cheakamus is too far out and requires too many to drive to get groceries and go to work or access the mtns
- In order to make this area walkable and connected to the services at Creekside it would be critical to have safe passage over the highway South of Laje Pkscid road by way of a pedestrian and cycling overpass.
- Increase density to Sub Area B
- Looks fantastic and should accommodate gradual identification. How much easier people to swallow
- Looks good
- looks good.
- Make the traffic flow better first
- Makes sense
- Makes sense.
- max 4 units per lot.
- missed opportunity to get people out of cars and build rental housing for people living and working in creekside. This area needs more density
- More density, creekside shops cannot survive without density
- Only if it has the parking.
- Parking?
- Possibly ok and maybe mandated by our present idiotic bc government. But too dense. No room for a garden Like living in Vancouver
- Reasonable
- Row house look like they belong in the prairies
- Same as above
- Same as above terrible disgusting insane
- Same comment as above.
- seriously, you pay people money for the horrible drawings?
- Thats ok. Both side of Drew Dr need to be "D"
- The density is too low for developers to be interested. Change the density to that proposed for subarea B.
- there needs to be space for snow removal, parking,
- There should be staff housing and employee-restricted rental options here.
- These type of buildings appear to be family (4+ family members - parents and children dwelling together) housing which is what Whistler is in need of.
- These types of buildings are more suitable for neighbourhood, but will still create parking issues. Whistler needs proper overhangs and garages.
- This is better thinking more about what services are already there. Unfortunately as you add more people to the infrastructure it will get more clogged because the roads can't take more people especially at the busier times
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the

infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- this kind of low density suits Creekside and the core Values much better
- This low-density development ought to be carefully limited in the area.
- This seems like housing density that is the most congruent with the area in general. I prefer this for most areas in Creekside, while not the most dense housing, it will allow for the local area character to be maintained
- This should be for sub-area B and sub-area C.
- This should be townhomes, upto 6 units/lot seems too much
- Three story max
- Too dense
- Too dense. Creekside is already a traffic jam. Increased density without planned or inplace road infrastructure to match.
- Too high density, max 4 units is better
- Too high density, too tall, max 3 stories
- Too tall, soulless generic 'Denver' architecture, too much density, traffic, noise. Not enough trees, nature.
- two storey townhouses or those with a common green space between units would be a better solution. Look to European developments that are more creative than these
- up to 4 stories for multi unit
- Very appropriate.
- Very much like the dwelling on the bottom right
- whistler ridge should be left out of this sub-area C plan since the ridge is environmentally sensitive spot along nita lake shoreline
- Why not more higher density everywhere? We need more homes
- Will blend in well with existing houses and buildings in Creekside
- Your plan will ruin our neighbourhood. Leave whistlers original neighbourhood alone. We don't want more run down staff housing

Sub-area D

Indicate your level of support for sub-area D



Count	24	9	8	3	2	1	4	5	3	5	16
Percentage	30%	11%	10%	4%	3%	1%	5%	6%	4%	6%	20%

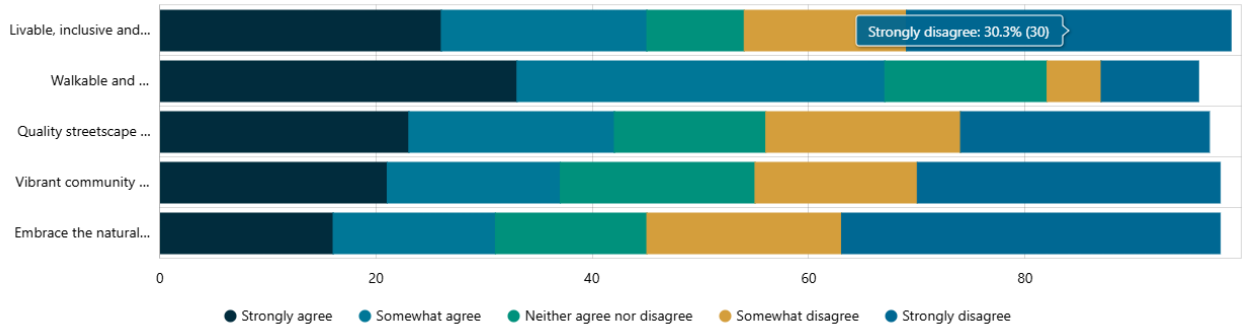
What do you think about the potential type, form and density of the buildings proposed for sub-area D?

- A missed opportunity. This area should extend Whistler Creek with ground-level commercial, residential above, greater height near the highway, and underground parking to support a walkable, connected neighbourhood.
- Allow short term rentals, don't focus on staff housing, a cruise ship that puts staff in the balcony suites goes out of business, staff can be 10 min walk from the center
- Although we love the small town feel Creekside currently offers. The need of the future is Sub Area D would offer residents and businesses
- anyone can tell you that this is the most contentious zoning as it is dense, stark and

the shadows cast will impact those homes across the street
- As long as developments include adequate residential parking for all units.
- Awful too dense too high. Looks nothing like a mtn resort. Feels nothing like a wilderness experience might as well be downtown Vancouver
- Completely inappropriate.
- Condos would be best! The 3rd choice with more alpine touches. Updated apartments would be PERFECT
- Considerations for the bottom units to be commercial? For child care facility or other..
- Density fine but sidewalks and bike lanes need space. Public areas for gatherings . Don't build a ghetto. As there is no plan to avoid overtourism growth the highway will be widened eventually. Plan on atleast 4 to 6 lanes. Pretend it is already ther
- Designs should avoid long solid fronts. These are unappealing and block too much daylight in the winter months.
- don't mind this one, again, less apartments, more parking for those apartments
- Great!
- I like the 2 bottom buildings the most, their rustic appearance preserve the heritage of Creekside and Whistler
- I think this type should have some type of mixed-use along with sub area A. Doesn't have to be commercial, can be community services spaces, daycare, etc.
- I would like to see a lower mid rise concept in this blue zone 3-4 storey max
- If 6-storey is proposed for Sub-Area A then this should be at least the same, if not higher.
- If the buildings are built to max height will there be lines of sight from across the road? Will the residents be in permanent shade? The buildings will block the sound of the hwy which is good.
- If the intention is that these are going to be tourist accommodations you'll need much more in terms of restaurants. I guess I worry that the whole thing will shift the character of Creekside away from quiet and peaceful, which is why many of us live ther
- I'm in agreement with this area
- It all looks like terrible sububia
- Looks like a city scape - totally unsuitable and way too dense.
- make it all up to 6 stories
- Make the traffic move faster first
- Makes sense to have this along the highway, but the third photo is a monstrosity.
- Making this resdential only doesnt make sense. Removing any commcerial use in this zone - Creekbread, new Altitude gym, diner etc seems shortsighted. The housing density is ok considering a lot of the buildings are not 100% visible from the highway
- max 3 stories so doesn't block mtn views for the rest of the neighbourhoud
- Need affordable areas too.
- Please no 5-6 story buildings blocking the beautiful view of Whistler mountain…
- prefer low density, small scale unit design for sub-area D. these renderings don't promote diverse housing types - eyesore for creekside 'welcome to whistler'
- Quite tall but I like that it's along the highway
- Reduce # of WHA. It's a scam any way. I know too many people who have cheated the system and own multiple properties including WHA. Let's have high quality, well built units. Stop scaring off the developer.
- Same as above
- Same as above terrible disgusting insane
- Same comment as above.
- Size and height good, but because this is going to be so visible from the highway, Keep style true to mountain town lodge feel. No big ugly boxy buildings.
- The buildings in this area currently have commercial spaces. examples southside dinner, altitude gym, creekbread. I do not support knocking down historical buildings for more housing, These places helped shape this town into what it is today.
- The location along the highway (Transit, services, lake, trails, WB) can support the big "A" without ruining the feel of the neighbourhood.With the hwy vegetation buffer it will blend it perfectly. Southside dinner need to stay: sense of arrival/gateway

- These building are too large and will overtake our sense of living amongst nature.
- These seem like they would be better integrated along the highway.
- These two areas will affect a block out views of the mountain and cast morning shadows. Subarus seas density should completely satisfy the requirements for a noise, buffer and density.
- This also makes sense.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- this should be limited to 3 - 4 stories. If parking is at-grade, it should be included in total height.
- This would be great as the Highway Transition zone
- This would change the look and feel of the neighborhood - much more city like - not appealing.
- this would compeltely change the character of the area and is in direct conflict with "Vibrant Community Identity" as well as not honouring heritage and historical roots of the neighbourhood.
- Three story max
- Too big, should be 4 story max
- Too big. Too many people and vehicles
- Too dense and too high
- Too dense. Tiny little patios, bad for mental health. Is this for accommodation or hotel use? There is only one little tiny tiny park in Creekside. Alpha lake park. Which much space is allocated to tennis, dogs, and green house.
- Too dense. Creekside is already a traffic jam. Increased density without planned or inplace road infrastructure to match.
- Too high density, too tall
- Too high, too many units
- Too much density
- Too tall, max 4 floors. This is going to destroy character of the creekside neighborhood.
- Too tall, soulless generic 'Denver' architecture, too much density, traffic, noise. Not enough trees, nature.
- Ugly! Exceeding our carrying capacity.
- Very appropriate. Note that it should recognize its importance as part of a Whistler gateway.
- WAY too dense
- Way too dense, especially by a major road, ideally the lowest density would be near a road. if you wish to increase density, please do so near the creekside village where there already an established core.
- Way too high and dense - will obstruct views, though could potentially insulate the rest of neighbourhood from highway noise. Limited access to and across highway via one light is already a problem.
- Way too many people way too big again
- Way too much density for this quiet neighborhood. No more than two stories. And more setback to maintain light and maintain boulevard width.
- Will be subject to higher traffic noise levels which could be unpleasant for residential. Needs to have all residential parking on site. Would there be significant overshadowing be on sub-area C behind
- Yes

Does the land use concept align with the Core Values?

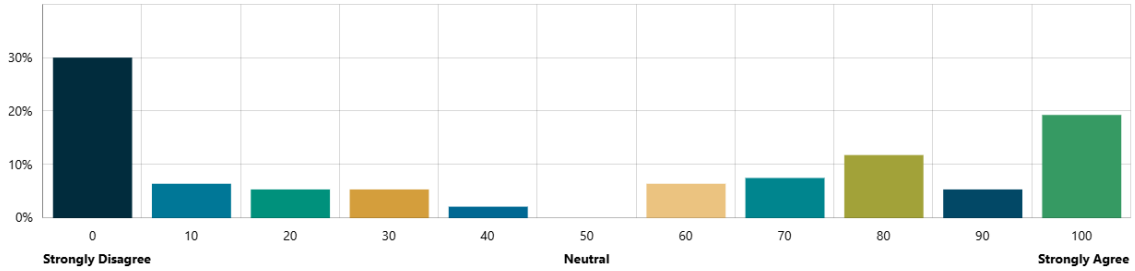


Cove Value	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Count	Weighted average
Livable, inclusive and diverse	26	19	9	15	30	99	3.04
Walkable and well-connected	33	34	15	5	9	96	2.20
Quality streetscape and shared spaces	23	19	14	18	23	97	2.99
Vibrant community identity	21	16	18	15	28	98	3.13
Embrace the natural environment	16	15	14	18	35	98	3.42

Draft Implementation Strategies

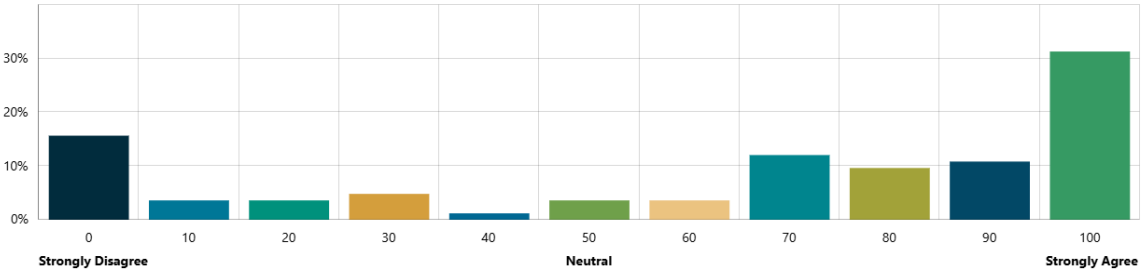
Implementation Strategy #1:

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



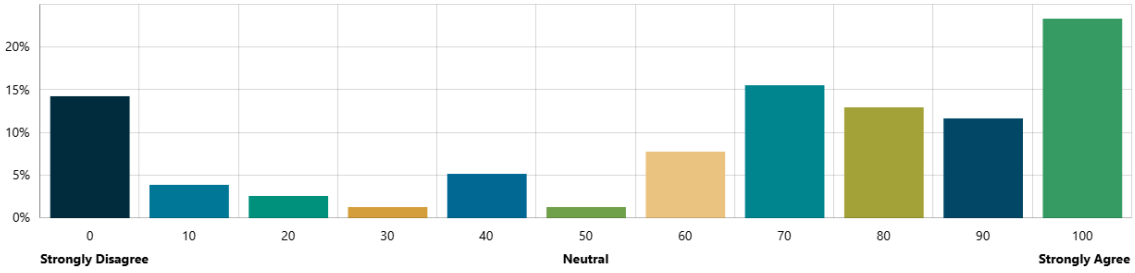
Count	28	6	5	5	2	0	6	7	11	5	18
Percentage	30%	7%	5%	5%	2%	0%	7%	8%	11%	5%	20%

Leverage opportunities for developing employee restricted and rental housing.



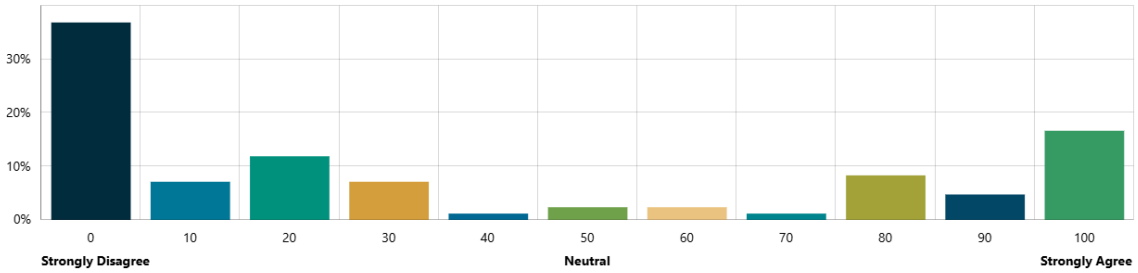
Count	13	3	3	4	1	3	3	10	8	9	26
Percentage	15%	4%	4%	5%	1%	4%	4%	12%	10%	11%	30%

Enable a variety of housing types to meet diverse community needs.



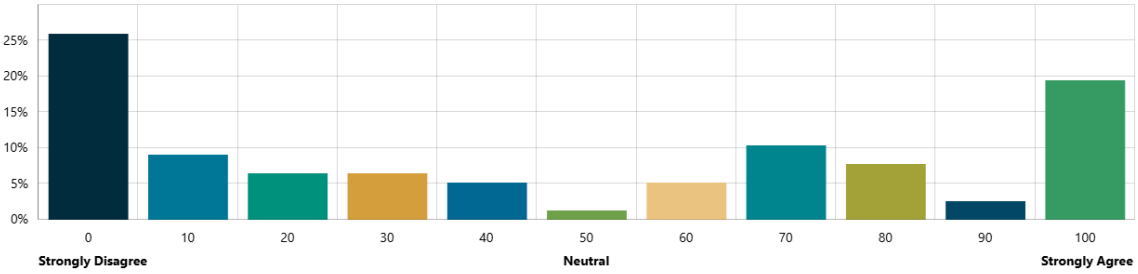
Count	11	3	2	1	4	1	6	12	10	9	18
Percentage	14%	4%	3%	1%	5%	1%	8%	16%	13%	12%	23%

Reduce parking requirements to provide options for more affordable development.



Count	31	6	10	6	1	2	2	1	7	4	14
Percentage	37%	7%	12%	7%	1%	2%	2%	1%	9%	5%	17%

Leverage opportunities for additional employee housing through additional market and/or tourist accommodation units to support employee housing viability and affordability objectives.



Count	20	7	5	5	4	1	4	8	6	2	15
Percentage	26%	9%	7%	7%	5%	1%	5%	10%	8%	3%	19%

Are there any strategies missing for Big Idea #1 that you would like us to consider? If yes, what are they

- A pedestrian main street somehow tied to subsection a
- Adding tourist accommodation negates the goal of providing resident housing. More tourist need more services means more staff who will need more housing. Nothing is accomplished except the urbanization of Whistler.
- Again, the intersection design. Consider a separation of pedestrians passing Sea to Sky as they walk along Nita Lake Road.
- Creekside is funky right now because people live there. These proposed changes will result in no one living in 90% of the homes. This is not ok.
- Density seems excessive - open space/playspace - non exsistent - walkability severely limited by sheer volume of housing consider wildlife corridors .
- do not increase the bed cap, build price restricted market value housing and keep it at that.
- Don't add more people before fixing the Creekside crawl
- Dont go so big, there will be too many people, parks are already overflowing in the

summer, valley trail is dangerousEmployee housing fine, but not WHA
- Ensure homes are suited for families and 'long term residents'. Neighborhoods need people who will stay years not just seasons to thrive. Create homes that can support multigenerational livin with enough storage (garages, backyards, etc)
- Fix the intersection! It needs an overpass/underpass like at the golf course!
- Four, five and six story buildings have no place in Creekside.
- Get rid of the whole concept, densify in the outskirts of town like Cheakamus where the eyesore apartments are not in your face and the infrastructure is new and can handle the density, Creekside us NOT the right location for this concept
- Grocery stores and a better bigger gas station. I live in high density right now and it's a nightmare. Everything is a line up without proper supporting infrastructure
- Hwy 99 already clogged
- I think instead of reducing parking requirements, you could leverage them with alternative parking i.e. secure bike parking, carshares, etc., that way you still have other parking options.
- If this is within walking distance to the mountain, why should we the taxpayers pay for Vail's inability to provide housing on their dime
- In some neigbouirhoods like Rainbow, there seems to be a high rate of vehicle spillover into driveway and street from garage. I think this adds to the feeling of density without housing additional people. Not sure if there is a way to mitigate this or no.
- Increasing density is a terrible, greedy idea; catastrophic in wildfire
- It would be more beneficial for more people to redevelop the east side of the highway where Gondola village and Lake Placid Lodge are.
- Just because you have less parking it doesn't mean less cars. Just look at Cheakamus there is a huge parking problem. Don't create the same problem in creekside!
- Keep in mind the already developed places at creekside that aren't used very well or very much. I.e. the store/fitness centre next to the liquor store It does t appear to be used well enough nor for the whole community. Also across the street
- Keep neighborhood and wilderness as is.
- Lack of density in adjacent single family housing. At least consider accessory dwelling units, attached or detached on these underdeveloped lots..
- Missing housing for vulnerable populations in Whistler. Is this an opportunity to add some here instead of employee housing?
- More specific parking spaces, additional community space. Alpha Lake park is already overflowing on a warm summer day.
- More townhomes, bigger units. Work towards minimizing the long wait list for the purchase program.
- My biggest concern is the amount of vehicle traffic at that intersection when more housing is added. It's already VERY busy with the gas station. How will traffic flow be improved?
- Parking requirement relaxing seems unrealistic given reliance of locals on private vehicles, bus service would need to be greatly improved to relax parking requirements
- Pedestrian overpass over the highway to connect into creekside village. Utilize creekside parking capacity to satisfy the demand for new commercial space close to the pedestrian bridge. create a pedestrian experience that extends between creekside and Ni
- People will have cars, regardless of if you say half will walk. typicaly even 1 bedrooms have 1-2 parking spaces (gondola village offers 2 passes per unit)
- Please consider MUCH lower density options that allow for a compromise between your end goals and and the liveability for the full time residents who live here and pay the taxes. There is a compromise in there somewhere. Your proposal is extreme.
- Preserve the existing identity of Lake Placid rd.

- Reduce the number of WHA. Hear me out... Developers make less on WHA, so that drives up the price of all non-WHA housing, which drives up the housing market.Restrict some to whistler locals/workers only, so we get full time people living there.
- Should look at other areas as well. North of the Village should be more heavily densified.
- Stay within the bed cap in our community plan.
- Support and incentivize economically viable redevelopment of underutilized properties to unlock housing, commercial opportunities, and public realm improvements.
- The area is already congested with traffic even in slow season, adding more density without REALISTICALLY assessing cars and parking is irresponsible.
- the plan lacks in density.
- the question WHY so much density? Have't we built our lifts, roads,water and sewer to accommodate what we have now, as well as some development in the future (eg.Holburn Lands). With the density proposed, all infrastructure will be overused/overcrow
- The whole focus is on housing. Lake Placid Road could become a vibrant location for local small retail outlets of the type found on Miller Creek Road
- There are many opportunities for employee housing that are not in the center of town. Subsidized employee housing should be 10 min walk from the center. But allow more density and let the developers actually make a profit or nothing will happen
- There needs to be housing for local families that do not qualify for employee housing yet live, work, and support the community and are unable to afford freehold market prices. If referencing current real estate - homes priced between 1-2 million.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is the most [redacted] idea you have come up with.
- This is too many large building and too dense in too small an area, it will no longer feel like we are living among nature, which is supposed to be part of the plan.
- This whole "no parking" situation for local employees really only works for employees who don't own their own business or work for an employer who requires a vehicle. Do you want us to have employees say carrying cleaning supplies and vacuums on buses??
- This will destroy all the existing trees and animal corridors
- Traffic
- Transportation plan not well thought out, or designed by people overly optimistic about being able to reduce vehicular traffic.
- Unfortunately we are a car society so cars will still need to be accommodated. More underground parking?
- Wear the meeting we almost unanimously said we don't want to is to become the big tourist hub. Take this density somewhere else, like TJ an area where people come up once a year and don't really live in the neighborhood.
- What do you propose for the already choked highway? The Creekside Crawl is already miles long on busy days and there isn't adequate parking in all of Whistler for all the daily visitors.
- What happened to the bed cap ?
- Where are the plans and support for community spaces? We need daycares, libraries, rec facilities and more grocery options for this to be liveable. Also there should be more affordable spaces for local small businesses to operate out of
- Will never solve the employee housing problem as long as solving it is left to the ROW rather than employers. I'm bringing more full-time residence to that area will increase the need for amenity is such as waterfront access.
- Yes a smart stragegy. Go back to the drawing board, your proposed development is ridiculous. You need a new Big idea.

RESORT MUNICIPALITY OF WHISTLER
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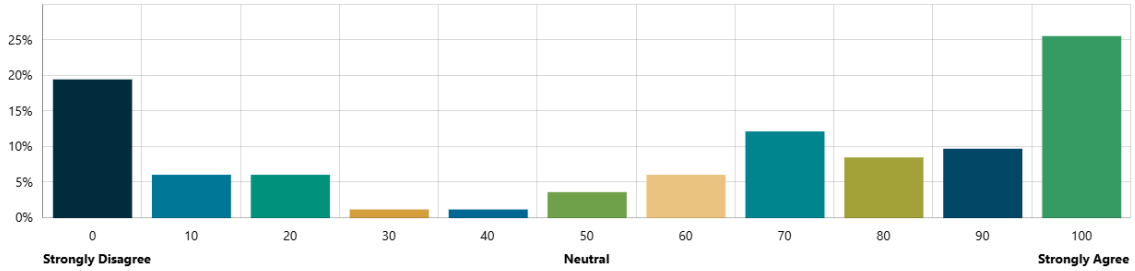
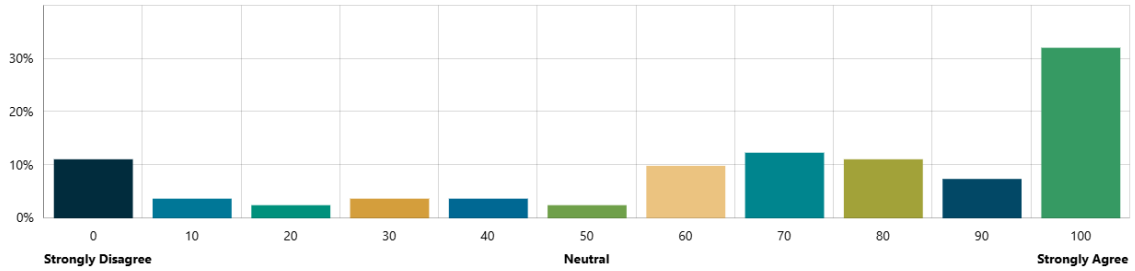
Encourage land assembly to allow for new employee restricted dwelling units



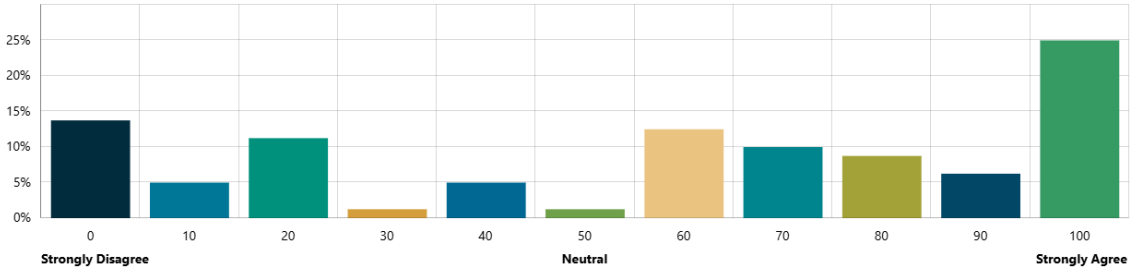
Count	16	5	5	1	1	3	5	10	7	8	21
Percentage	19%	6%	6%	1%	1%	4%	6%	12%	9%	10%	26%

Encourage the redevelopment of underutilized spaces through an updated neigbhourhood plan



Count	9	3	2	3	3	2	8	10	9	6	26
Percentage	11%	4%	2%	4%	4%	2%	10%	12%	11%	8%	32%

Recognize potential for commercial opportunities on Lake Placid Road.



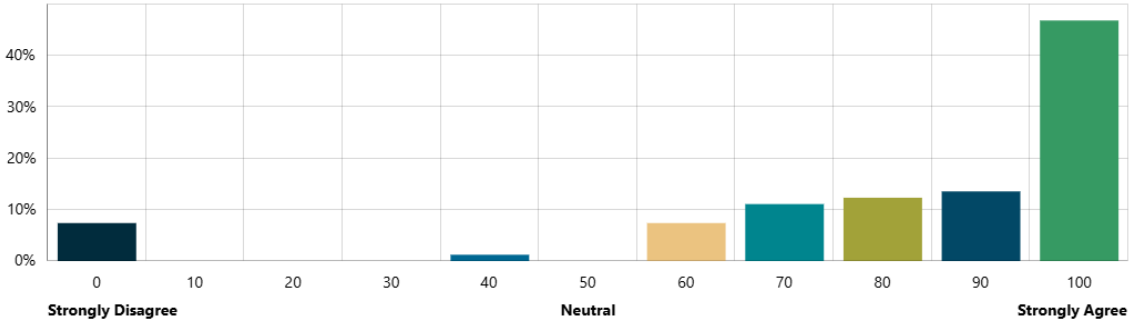
Count	11	4	9	1	4	1	10	8	7	5	20
Percentage	14%	5%	11%	1%	5%	1%	13%	10%	9%	6%	25%

Are there any strategies missing for Big Idea #2 that you would like us to consider? If yes, what are they

- access and egress improvement
- Are you planning to build a walkway over the highway?
- Can there be a WHA style commercial space of a community space that can be rented rather than more landlords who keep jacking the rent and making it unaffordable for small business?
- Commercial activity in Creekside has struggled for years. More retail won't help there's already a reasonable retail
- Commercial activity should focus on community needs and services, daycare, schools ect not tourist attractions and high-end restaurants and stores.
- Daycare, indoor social activity (bowling alley, theatre, maybe a mini rec centre with gym). Need more indoor space for families.
- Do we really need more commercial space? It would take away housing units
- Eliminate surface parking lots.
- encourage better pedestrian access crossing hwy 99.
- Fix the highway traffic before adding more people
- Greenspace/park space
- Hwy 99 already clogged
- I agree with teh use of underutilized spaces, however these recommendations go from one extreme to another and there should be a more middle ground will also buildings being 3 - 4 floors, 6 units per dwelling and no more.
- I went to the last open house at Nita Lake Lodge. I asked the planner about employee housing and the response was "it's up to the developer", very disappoitning
- I would like to know where 'underused Spaces' are. Franz's Trail commercial struggles enough without added competition.
- I'm concerned about how you are expecting to change the homes. Are you buying people out? Coercion? Mandating them out with laws? I hope this doesn't cost a lot to buy people out. No one should be forced to change their current house.
- include green space and year-round open space ideas as opposed to just residential use
- Lake placid road residents as of right now are not willing to sell. Some of the houses are still new. Some of us have had our homes there for over 53 years.
- LAND COST AND PENALIZING those who do not sell as their taxes will be increased due to the land rezoning opportunities. They should be grandfathered into a COLA clause
- Maintain green identity
- More community amenities and restrictions for commercial space to locally owned businesses.
- More density in creekside will require more commercial in creekside to reduce traffic. Access to drug stores and potentially a community recycling area
- More nature and uniquely whistler character.
- No need for more commercial activity in area - already issues with local commercial space being utilized on east side of highway.
- Nothing is under used- you make arguments to support your plan without any facts
- Nothing more
- One of the reasons there are underused spaces after 50 years is development cost charges, community amenities, etc. Let developers make a good profit, they take 100% of the risk
- Opportunities for street amenity - parklets in unused spaces, playgrounds or sports areas, bike and sports equipment storage
- Protection for existing older trees
- Re-commercial opportunities: how will people access them at the moment there isn't even a sidewalk on one side of the road and on the other side it's barely ever clear in the winter
- Same as #1 above
- The disreagrd of existing commercial useage zones in D
- The space is not under used. It is a beautiful neighbourhood with charm
- The vacant lots are an opportunity, better highway access may mean more cars.

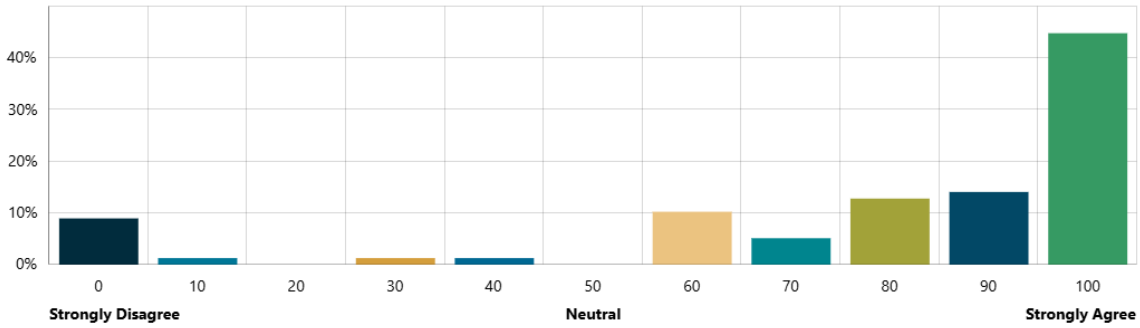
- This fails to recognise the enormous potential for commercial and house on the Whistler Creek Lodge lands.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is the most [redacted] idea you have come up with.
- This is too much density for the area. Adding so much density for anything other than employee housing is a horrible idea. Density for second homeowners should be off the table.
- To maintain green spaces of native plant species and feel is very important to me. I think it is a bit of a shame when a green space in whistler is not unique from a greenspace in another climactic region.
- Traffic gridlock
- Traffic patterns need to be examined at peak times. Car line-ups at the gas station can begin on the Highway. One way entry/exit lanes should be considered, possibly using underused spaces
- Under utilized spaces are unkempt native brush. Wild. Gardens bigger yards. I like them. Your planning a downtown space vibe
- We have bears walking through our yard right now which is a good thing
- WHA drives up regular price housing costs. Stop mandating such high #s to go to WHA. It is making this whole situation worse in the long term.
- You are missing a smart workable stragegy.There is empty retail all over town how is more empty space going to help that. Go to a big city, do you not realize that this is a small town is a small valley.

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.



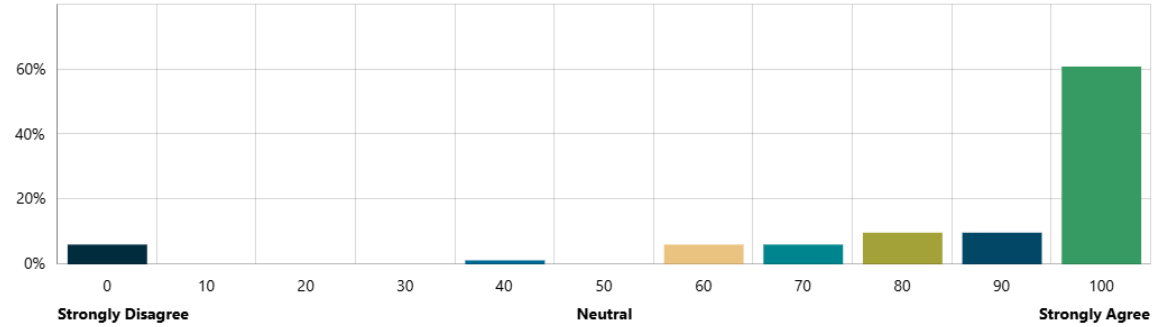
Count	6	0	0	0	1	0	6	9	10	11	38
Percentage	7%	0%	0%	0%	1%	0%	7%	11%	13%	14%	47%

Provide efficient connections and linkages that integrate Nita and Alpha Lakes, and the Valley Trail as part of the neighbourhood.



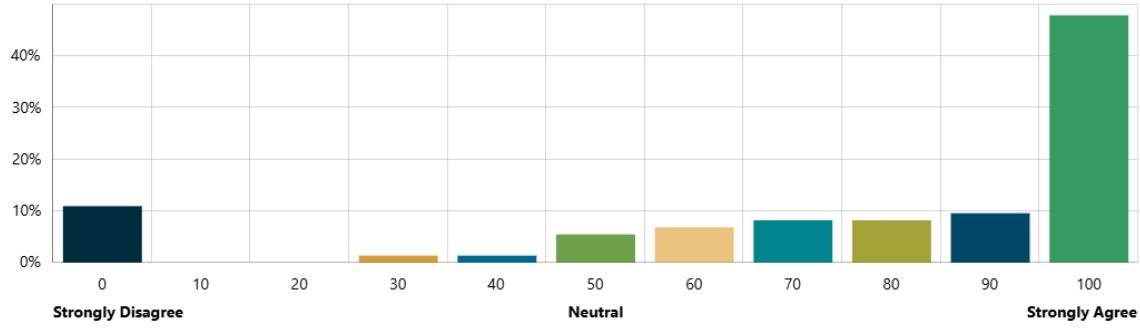
Count	7	1	0	1	1	0	8	4	10	11	35
Percentage	9%	1%	0%	1%	1%	0%	10%	6%	13%	14%	45%

Advocate for safe and efficient pedestrian and cycling connections across Highway 99 at the Lake Placid Road intersection.



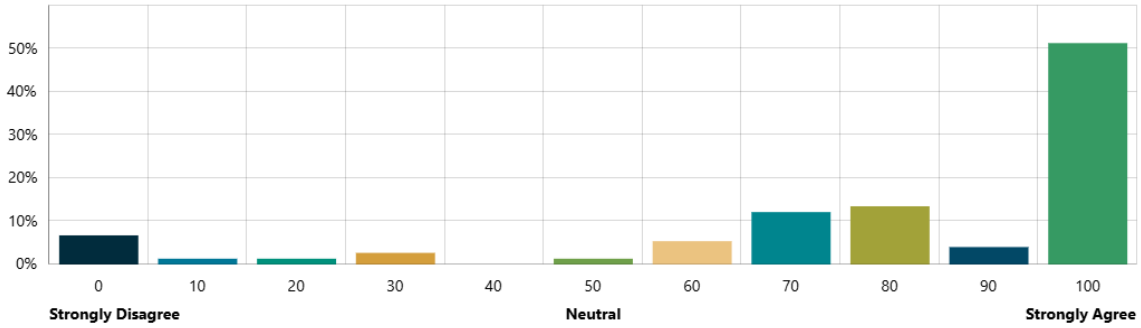
Count	5	0	0	0	1	0	5	5	8	8	50
Percentage	6%	0%	0%	0%	1%	0%	6%	6%	10%	10%	61%

Prepare for upgraded transit frequency and support upgrades to transit stops and shelters.



Count	8	0	0	1	1	4	5	6	6	7	35
Percentage	11%	0%	0%	1%	1%	6%	7%	8%	8%	10%	48%

Provide bicycle parking at key locations through the neighbourhood to ensure safe and convenient storage of bicycles for both residents and visitors.



Count	5	1	1	2	0	1	4	9	10	3	38
Percentage	7%	1%	1%	3%	0%	1%	6%	12%	14%	4%	51%

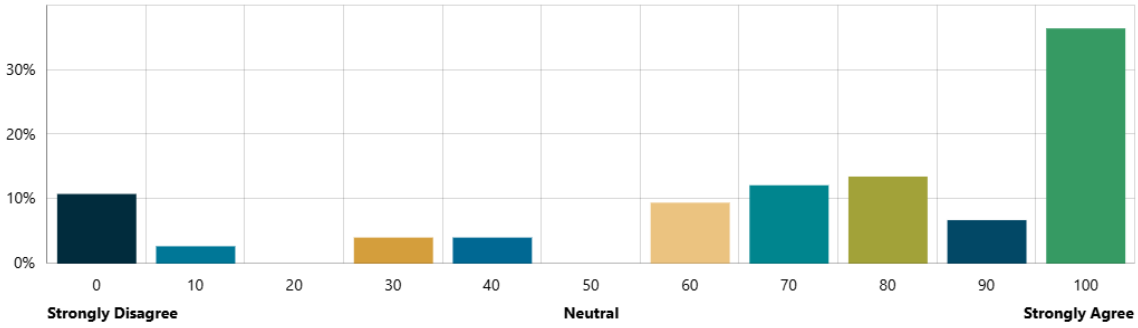
Are there any strategies missing for Big Idea #3 that you would like us to consider? If yes, what are they?

- Address parking and traffic issues. How about a transit bus lane? Having transit is useless if it can't move freely and efficiently. Pedestrian/active transportation bridge/tunnel at Lake Placid Road
- Alot of this already exists - there is a tunnel under the highway just north of Lake Placid Road, the valley trail already connects Nita Lake and Alpha Lakes, please do not waste tax payer money on redoing what already exists.
- Alpha Lake is already heavily used in summer - dedicated bike lane for valley trail in Alpha Lake section
- Bike theft is now rampant in Whistler- and this area is already well connected.- how much money are you wasting of our taxes! Not big ideas- just more bs from council
- car parking
- Contain and control dog use of areas. More permanent residence means more dogs and more conflict over a public spaces.
- Details on "upgraded transit frequency", routes, and bus stops need to be fleshed out
- Even with great bike storage and great bus schedule around town, the reality is that locals will still have a car to do all the activities they love to do outside of town
- Fix the highway traffic first
- Fixing the intersection at 99 and Lake Placid must be a priority. The traffic gridlock there is the worst in the valley and this development plan will make it so much worse.
- HI WAY ACCESS. Traffic patterns have not been considered for this proposal
- Hwy 99 already clogged
- I do not see any additional pathways for bikes or pedestrians in the plan.
- If you build a overpass on Hwy 99 how will you be able to access it when there is a meter of new snow in boots. The light currently is very limited to 4 seconds crossing and perhaps the lights could all stop so that you can cross diagonally

- Integrating Nita Lake is a great idea, but the facilities for users are pretty minimal. The dock is old and overused, the gravel bar by the river is also heavily used.
- is there going to be underground parking? Too many cars and a real parking issue nightmare
- It's nice to want people to bike. Not everyone can bike and especially not all year round, try taking 2 kids to daycare in rainbow and school in spring creek on a bike! It's also risky to leave bikes overnight due to theft. This is day time solution
- Link between Alpha and Bayshore needs improvement... consider that whistler is a town of big pick up trucks
- May need to expand the Creekside parkade vertically and convert it to a pay facility. There are times now when the commuting WB guests spill over into west Creekside overwhelming private parking.
- Maybe not all neighborhoods need easy access for tourists to wander around in.
- Most of the development in Whistler forces people to have cars (Checkamus, Rainbow, for example) and all tourists have cars, accept that fact
- None
- Parking needs to be part of the plan - residence will always need to travel beyond their neighborhood/beyond whistler.
- Parking. More people means more cars. Hard enough to find parking as a local any where near the lakes
- Passenger train service to Vancouver
- Pedestrian bridge from creekside village to sub-area A
- pedestrian bridge over the highway between creekside village and lake placid road village. remove through-traffic on Chamonix crescent
- Pedestrian bridge over the highway please
- Pedestrian/cycling overpass across hwy 99
- Please consider a pedestrian bridge across 99 linking the Creekside Village to Lake Placid Road
- Please consider compromising on the density. This will destroy the liveability for the existing full time residents.
- Same as #1 above
- Taking the bus is not practical for everyone. People with young kids, dogs, trades workers. Please be practical about the need for a car.
- The biggest issue should be how do you get all theses people back and forth across the highway and up the mountain. Have you done any analysis of how this large increase in residents is going to impact that?
- The wilderness
- there is a need for sidewalks and better lighting in neighbourhood and another underpass or overpass at Lake Placid Road at the highway but that doesn't require redevelopment of entire neighbourhood.
- There is no connection with the other side of Highway 99. An underpass under the highway would greatly add to pedestrian circulation
- This is great. reducing car dependance starts with improving the alternatives
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is the most [redacted] idea you have come up with.
- Traffic can be a HUGE problem as it is. This needs to be addressed and resolved if considering increasing density.
- We already have a great valley trail and pretty good sidewalk infrastructure. Plus we alreadyhave a tunnel under the highway that the valley trail goes under. I agree that a more pedestrian friendly intersection at the lights would be good but its not bad
- What about the vehicles? Increasing density means more cars, as well as with commercial development, delivery trucks. I see nothing in this plan that REALISTICALLY addresses the issue of increased traffic and parking needs.
- Whistler Creek Lodge is the lynchpin of these ideas due to its proximity to the underpass, yet it’s not identified for its significant redevelopment potential.

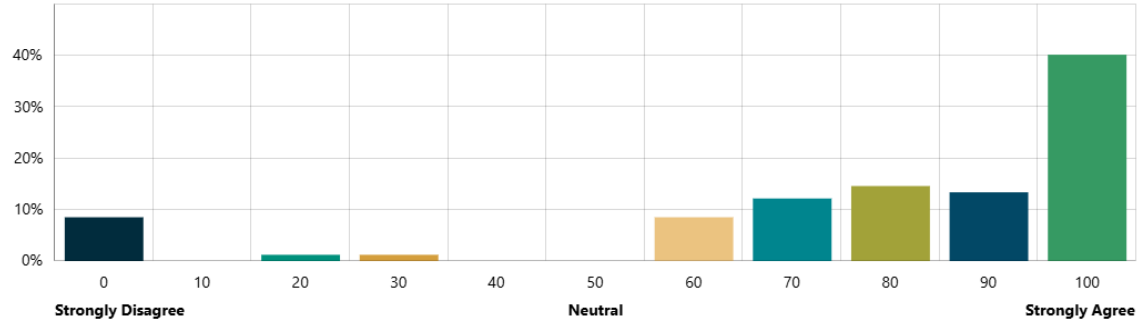
- You can do all of this without the added density. What your planned density will creat is simple, A Nighmare!

Develop a comprehensive streetscape design for Lake Placid Road.



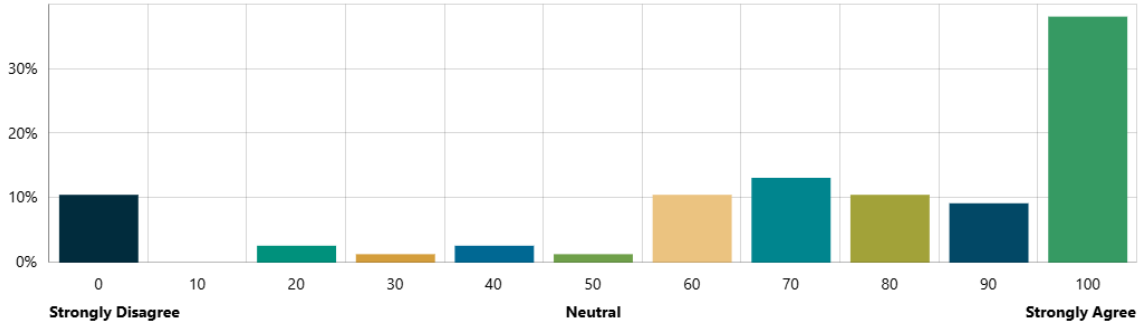
Count	8	2	0	3	3	0	7	9	10	5	27
Percentage	11%	3%	0%	4%	4%	0%	9%	12%	14%	7%	36%

Support infrastructure improvements relating to pedestrian safety and accessibility.



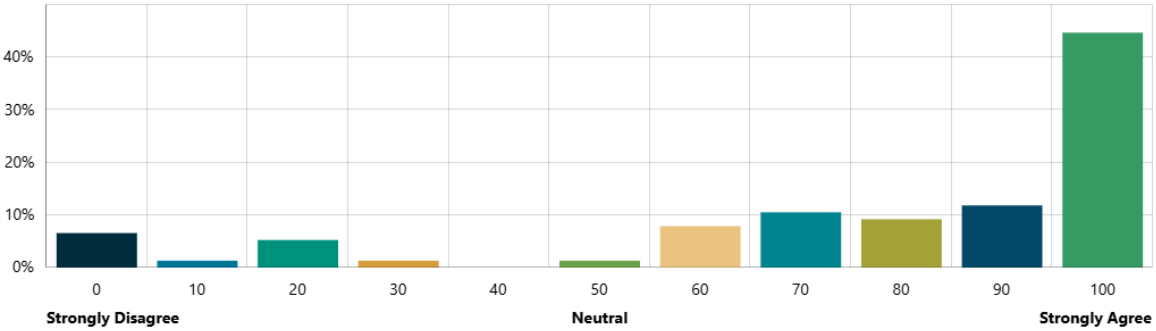
Count	7	0	1	1	0	0	7	10	12	11	33
Percentage	9%	0%	1%	1%	0%	0%	9%	12%	15%	13%	40%

Encourage all-day and all-season activities, including sheltered places to gather and winter-friendly design elements.



Count	8	0	2	1	2	1	8	10	8	7	29
Percentage	11%	0%	3%	1%	3%	1%	11%	13%	11%	9%	37%

Provide vehicular parking and circulation which complements pedestrian and cyclist movement.



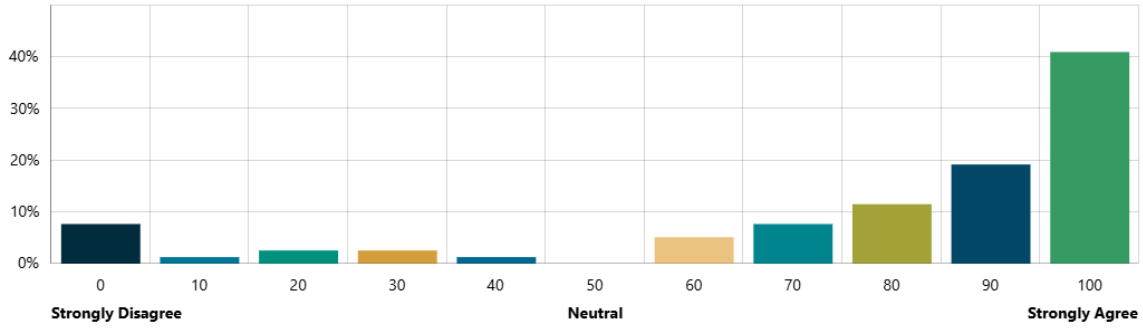
Count	5	1	4	1	0	1	6	8	7	9	34
Percentage	7%	1%	5%	1%	0%	1%	8%	11%	9%	12%	45%

Are there any strategies missing for Big Idea #4 that you would like us to consider? If yes, what are they?

- A plan to deal with all the summer park use and parking
- Again needs more integration with the other side of Highway 99
- All you need is to keep the vibe that makes Creekside cool by minimal intervention and maximum creativity eg townhomes with suites or infill suites to support multigenerations living here
- Alpha lake park will see many more people if high density housing is built. Is planning happening support care of that green space with increased use?
- encourage use of existing underpass or create another pedestrian overpass at hwy 99 & lake placid
- Fix highway 99 congestion.
- Fix the highway traffic first
- Have parking available for owners within buildings
- how do you keep all this denisity dwellers off, out of provate properties that are not part of this draft plan?

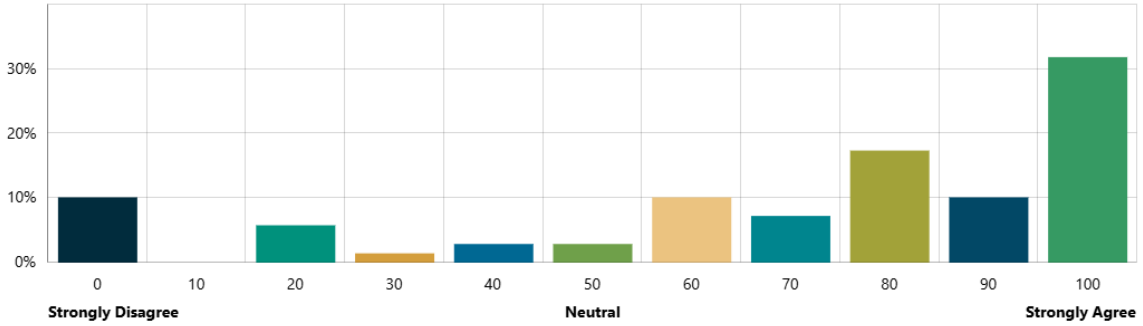
- Hwy 99 already clogged
- I agree with all the safety/pedestrian safety improvements but also need to provide parking for cars, trucks convenient to housing
- Improved street lighting - pedestrian and cyclist safety at night is poor, many young workers returning from late night work in village, adopt and apply CPTED principles with amber light selection to maintain dark sky conservation
- More underground parking associated with sub-area A and D. Its good to encourage walking/biking/bus, but the reality is that with increased density, people will be bringing cars. Plus that will help new businesses survive if people can park to visit them.
- No Overpass. We have an underpass. Valley trail currently links everythingWhat are you getting at
- No street parking period. The plan to reduce parking requirements for apartments that will mostly be filled with weekend worriers is nuts. They all drive up from Vancouver and even without this massive development there is insufficient parking for existin
- None
- Parking
- Putting parking underground at Whistler Creek West must be considered along Lake Placid Road and Whistler Creek Lodge
- Read the last priority: I don’t see anything in the plan that does that
- Roundabout at Lake Placid Road and highway in any event.
- Sadly if you provide parking it will cost a lot of money to park which is unacceptable
- Same as #1 above
- See previous comments about the choked highway and lack of parking
- Show us the plan for parking.
- Sure, would be nice but this was done anumber of years ago with underground wiring etc. If we have the money to spend on this without massive development then I am all for it. But there are other more important things to spend our tax dollars on.
- The area is perfectly safe for pedestrians already, Lake Placid Road has sidewalks, the side streets do not need sidewalks, do not waste tax payer money on upgrades, that aren't needed.
- the highway area is currently ugly, so yes, build the heck out of that zone.
- The highway may need to underpass through this area to keep traffic moving and keep bikes and pedestrians safe.
- The impact of day visitors vehicles must be dealt with. Great if we had a train again. A better shuttle bus system from a parking facility south of Cheakamus and/or Squamish with some priority lanes and bus queue jumps at the traffic signals.
- There is a lack of information on how Big idea #4 will be implemented in the current plan
- There seems to be no consideration given to the fact that Creekside exists as part of a mountain community, the mountain is the main draw for tourism, why have you not designed the plan with any mention at all of mountain access? This seems pretty basic.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- Tourists don’t need access to this neighborhood.
- Traffic gridlock
- Trees, not cars alongside roads. Cars should be in underground parking.
- Under ground parking if viable
- Use materials that enhance pedestrian flow and create opportunities for temporary pedestrian -only spaces for special events and time periods.
- Wasting public money
- Whistler needs more indoor spaces for families and people to go. Consider a new library space which is free and open to community.
- You cant maintian existing ifrastructure and you want to build more. Wow!

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.



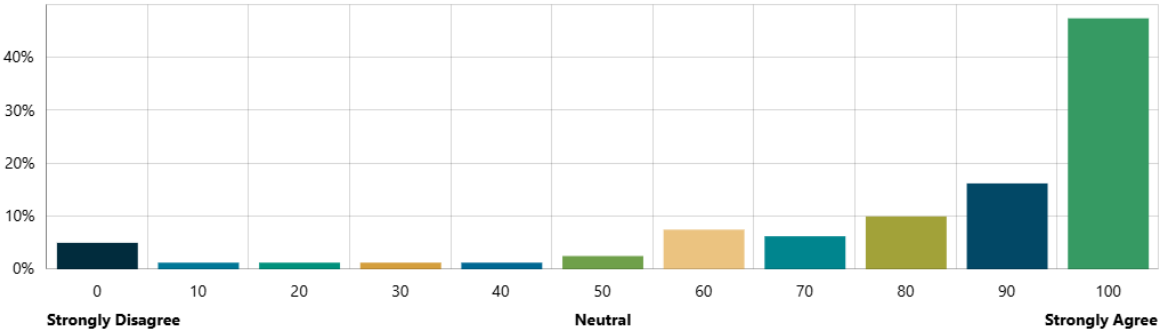
Count	6	1	2	2	1	0	4	6	9	15	32
Percentage	8%	1%	3%	3%	1%	0%	5%	8%	11%	19%	41%

Draw from and enhance existing block and frontage patterns, considering how pedestrians will move through the sites.



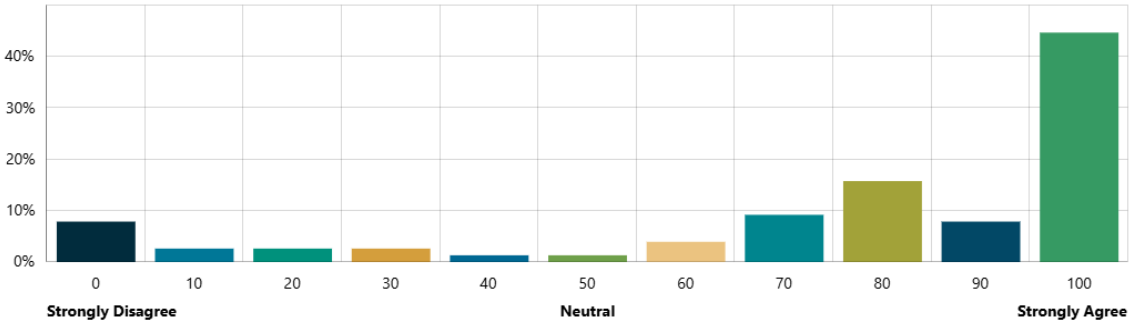
Count	7	0	4	1	2	2	7	5	12	7	22
Percentage	10%	0%	6%	1%	3%	3%	10%	7%	18%	10%	32%

Preserve and highlight public views of nearby landmarks and unique features that contribute to Whistler Creek's character.



Count	4	1	1	1	1	2	6	5	8	13	38
Percentage	5%	1%	1%	1%	1%	3%	8%	6%	10%	16%	48%

Embrace contemporary mountain town architecture that allows for enhanced connection to the local landscape with distinct design and more energy efficient buildings.



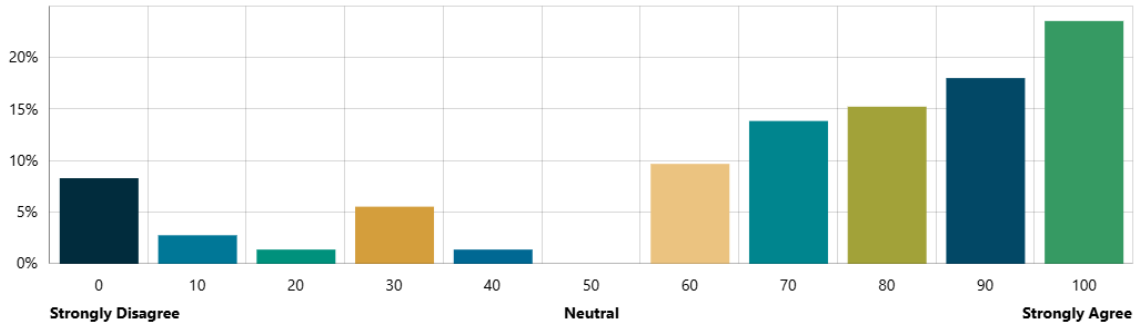
Count	6	2	2	2	1	1	3	7	12	6	34
Percentage	8%	3%	3%	3%	1%	1%	4%	9%	16%	8%	44%

Are there any strategies missing for Big Idea #5 that you would like us to consider? If yes, what are they?

- All of the #5 ideas are good but only with low density developmant.
- All your exable drawings are none of those things. They are just modern boxes
- Consider building styles that complement the Whistler charm, not the mordern Passiv-style “boxes” that will look horribly dated in 20 years
- Design must take into account Whistler realities - heavy snowloads, proper storage for vehicles and toys and cost of plowing roads and sidewalks, proper drainage, garbage mitigation, etc.
- dont make it look like sub-urbia
- Emphasize spaces and/or businesses for people to gather, including through the winter.
- Existing block and frontage patterns could be redesigned to better integrate new developments and pedestrian designs, should necessarily be a requirement to hold onto if there are new or creative options
- Existing long blocks are barriers to access. Provide more mid block paths.
- Fix the highway traffic first
- Have architecture design rules drives up prices. Please don’t price out Locals because the “look” is more important. People need affordable housing that’s not WHA as well!
- How can a 6 storey building maintain the original creekside ski neighborhood style? Hwy 99 already clogged
- I feel creek west is just going to end up looking like every other neighborhood in town. No more character.
- I think the a new design style can be created
- I wouldn’t worry too much about a unique architectural style for Creekside. Keep it Whistler-like. And don’t worry about views to mountains as the views are all around and easily accessible.
- I'm quite puzzled to what you believe to be the character of Creekside. We call it quiet, sleepy hollow, unpretentious

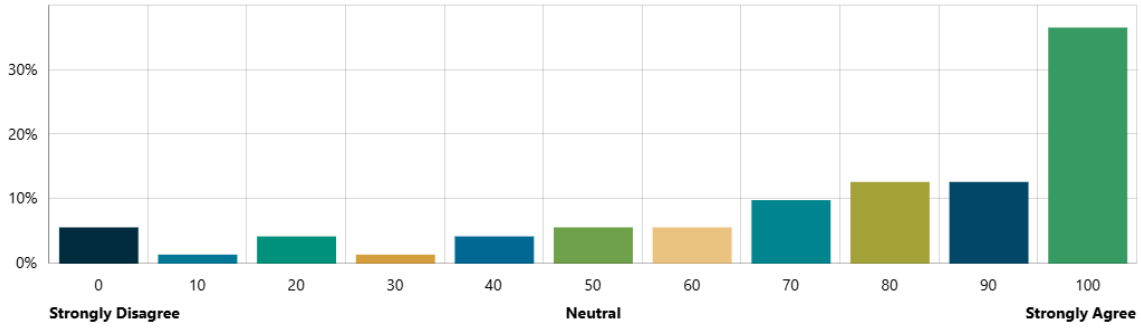
- It sound like every other mountain town to me. What makes creekside any different from say collingwood in this plan? The buildings look the same as the ones in Squamish.
- It's putting lipstick on a pig.
- Just stop, this is plan you created from what you learned in school , might work in a major urban area but this is mountain town.This lan will decimate a nice neighbor hood. It would be comparable to the "Projects" in Chicago, look it up a huge disaster.
- Maintaining the quiet character of the neighbourhood
- More nature and wild animal space.
- Nita Lake is so busy in summer months with limited access, except by bikes (keep neighbourhood quiet from day user parking, RV and noise...pedestrian overpass
- Not too contemporary for the architecture, modernist boxes don't create a sense of place.
- Please make sure that natural light and green spaces are considered as well as discourage parking on the sides streets as it becomes a hazard in the winter
- Preserve Whistler's unit character in the appearance of the buildings. Rustic over contemporary.
- Protect historic and beloved businesses (Southside Diner and Rolands)
- Same as# 1 above
- Strongly agree
- The historical significance of Jordan Lodge and Russ Jordan's contributions to Whistler deserve greater recognition and emphasis in the plan.
- This entire plan destroys the character of Creekside.
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is the most [redacted] idea you have come up with.
- too much density for such a small area - all the natural trees will be gone to accommodate with all these bug buildings
- Traffic gridlock
- View corridors need to be maintained. Wider boulevards with increase setbacks and max of two or three stories
- What is mountain town architecture? - I think this has evolved significantly over the past 30 years - Are the photos examples of mountain town architecture - I hope not.
- Whistler's architecture is already so homogenous (village), don't make the same mistake as Squamish of turning into ugly condo town
- Whistler's historical roots in Creekside. Very anti establishment and development
- Would prefer that Creekside does not end up looking like the Village
- Your current plan of six story apartments negates every principle listed above.

Encourage new developments and public spaces to reflect local history and cultural significance through thoughtful design features.



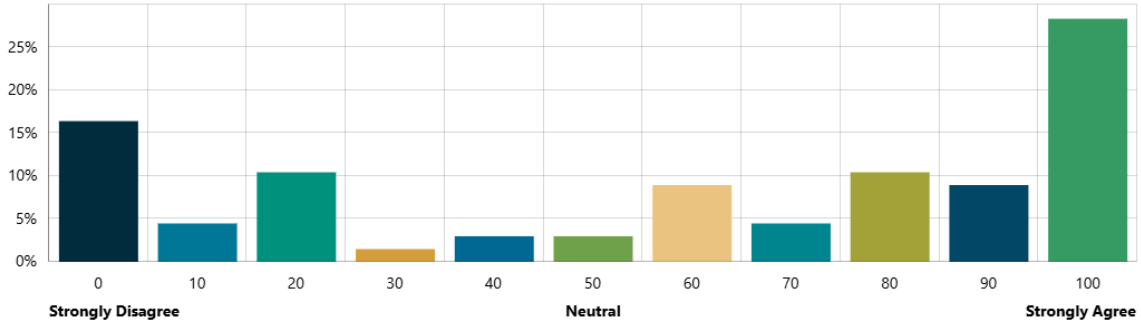
Count	6	2	1	4	1	0	7	10	11	13	17
Percentage	8%	3%	1%	6%	1%	0%	10%	14%	15%	18%	24%

Support opportunities to retain or enhance historical assets.



Count	4	1	3	1	3	4	4	7	9	9	26
Percentage	6%	1%	4%	1%	4%	6%	6%	10%	13%	13%	36%

Increase the presence of Squamish and Lil'wat languages, symbols and art into public spaces, signage and the broader streetscape.



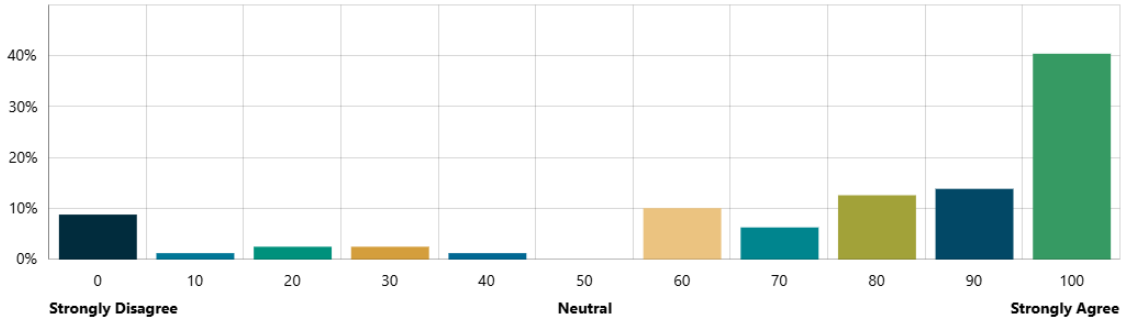
Count	11	3	7	1	2	2	6	3	7	6	19
Percentage	16%	5%	10%	2%	3%	3%	9%	5%	10%	9%	28%

Are there any strategies missing for Big Idea #6 that you would like us to consider? If yes, what are they?

- 50 years of history is not a deep well to draw from.
- Common sense
- Demolishing everything and putting an interpretive sign up is not doing it.
- Dont build do big, if you were respecting our heritage you would not allowed 6 storey building
- Fix the highway traffic first
- Hopefully very little as we can still see the mountain from our decks, hope that the sun will still reach our property and that

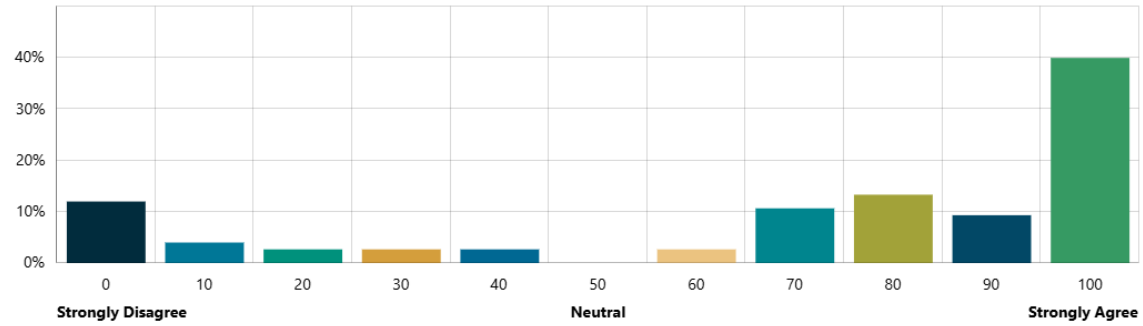
there are efforts to reduce bike and pedestrian crashes on the valley trails
- It is crucial that the green zones remain, treed buffers between buildings and roads. The current plan looks like a city-scape that does not reflect the mountain-town feel of Whistler.
- Natural history and interpretation
- None
- preserve Nita Lake since all this density will environmentally change ecology around pristine lake
- Putting up plaques telling about Whistler Creekside history is not honouring historical roots. Having old time cabins, cheap affordable rent for local workers, neighbourhood pub etc. honour the creekside's roots. High density development does not.
- Same as #1 above
- The best historical asset of Creekside is its walkability, and views of Whistler peak.
- The historical significance of Jordan Lodge and Russ Jordan's contributions to Whistler should be more prominently recognized as part of the strategies to honour heritage and historical roots in the plan.
- The only historical building left is Toad Hall and I heard you are allowing it to be torn down
- The photography in Whistler Creek Lodge should be preserved if its redeveloped.
- This entire plan is to knock down historical buildings!!!
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities-schools etc
- This is the most [redacted] idea you have come up with.
- Traffic gridlock
- Vocational (job skills) training, arts centre
- What about Canadian symbols arts etc?
- Woke [redacted]
- Yes, a workable plan.
- You will be ruining it's history if you allow this to become a city block

Support a thriving business market with initiatives to encourage growth and sustainability for local businesses.



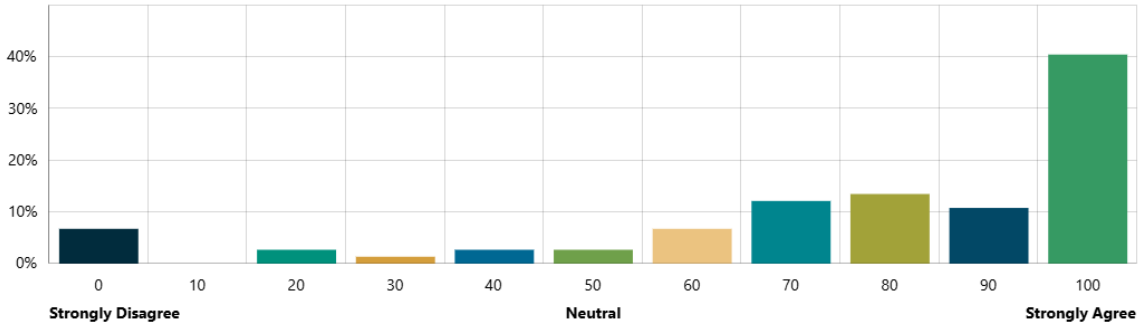
Count	7	1	2	2	1	0	8	5	10	11	32
Percentage	9%	1%	3%	3%	1%	0%	10%	6%	13%	14%	41%

Encourage street activating uses on the ground floor of mixed use and larger residential buildings.



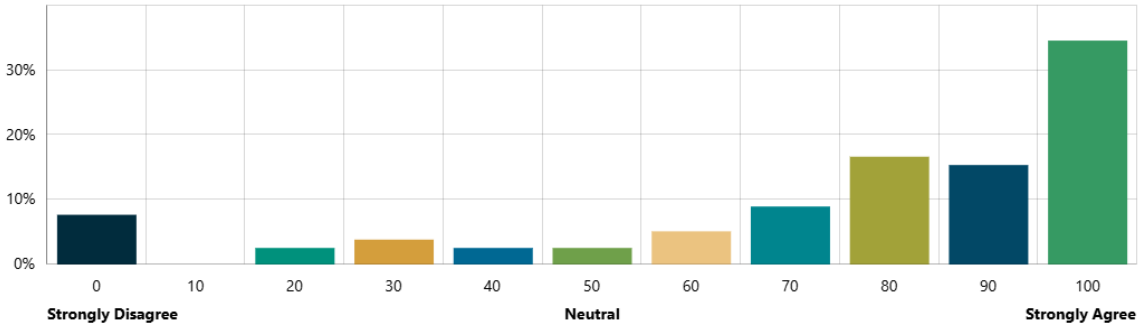
Count	9	3	2	2	2	0	2	8	10	7	30
Percentage	12%	4%	3%	3%	3%	0%	3%	10%	13%	9%	40%

Support small-scale placemaking along streets and trails to create social spaces for residents.



Count	5	0	2	1	2	2	5	9	10	8	30
Percentage	7%	0%	3%	1%	3%	3%	7%	13%	14%	11%	40%

Support public life and resiliency with amenities and infrastructure which encourage community gathering.



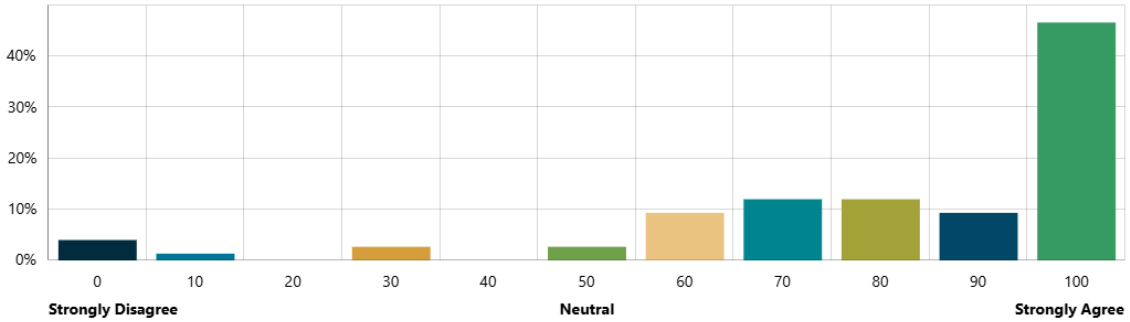
Count	6	0	2	3	2	2	4	7	13	12	27
Percentage	8%	0%	3%	4%	3%	3%	5%	9%	16%	15%	34%

Are there any strategies missing for Big Idea #7 that you would like us to consider? If yes, what are they?

- Again, a smart workable plan. This is madness.
- Already too busy in the area
- Consider gathering spaces that can be utilized in the winter as well.
- Consider limiting commercial areas to locally owned businesses exclusively. More cafes, patios, opportunities to bring life to the area
- Creekside west doesn't need to become a tourist attraction/destination. Locals need places where they can go and not see their guests.
- Fancy "city like" amenities do not honour the creekside culture. Keep it simple, safe and low key
- Fix the highway traffic
- Fix the traffic gridlock!
- Garbage rooms? If you don't have a car how do you take out your garbage?
- Great idea but lacking specifics. Ie how many parks or green spaces or how many trees are being planted?
- I don't even know what this "big idea" means
- I think allowing public establishments (cafes, bars) on street level causes a feeling of inclusion in the neighbourhood.
- I understand this area is desirable. Its thriving without these changes
- I would like to see new office space on the ground floor of buildings on Lake Placid Road
- If community gathering means more noise and parties - no, a quiet neighborhood is important for families
- Ill conceived. Retail is dying even in Whistler- who would want to risk new commercial? Need a reality check.
- increased stress at hwy99/lake placid with gas station...whistler, the land of pick-up trucks...this needs thoughtful engagement that creates fluid collaboration with Miller-cap/province hwy
- It all sounds so downtown thinking. Huge buildings little parks manicured and why are we encouraging more businesses more people
- It's a local in Creekside resident living just beyond the area. I won't be able to frequent businesses if I can't park on my way home.
- Lake Placid Rd need to keep his human scale frontage. "B" on BOTH side of the street. taller building on the back on Drew Dr (D) and along the hwy (A).
- Leaving the highway crossing, rather than the underpass, as the key connection point from Creekside to Whistler Creek West undermines the overall vision.
- Lighting and public safety / CPTED as above
- No tourist attractions.
- None
- Same as #1 above
- The entire plan ignores the current reality of the neighbourhood - placemaking is done in front yards currently - tourists have already taken over what were local gathering spots on Nita Lake.
- The lack of parking envisioned in the proposal makes a mockery of the idea of ground floor commercial
- The worry is the expense to the public should all this go theough
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with

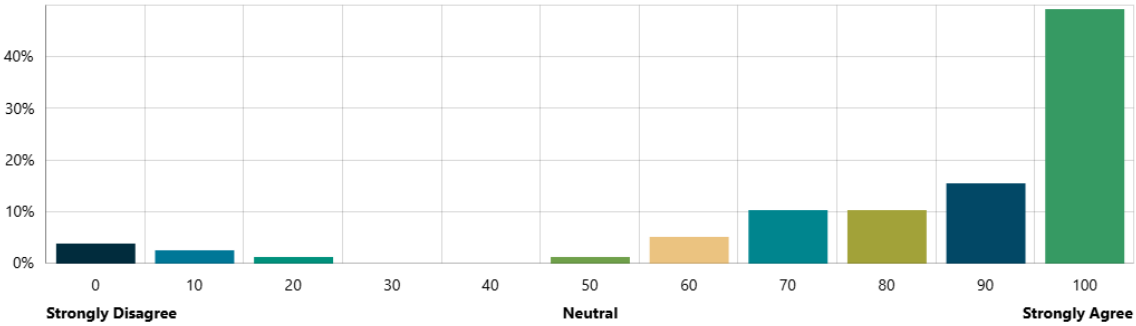
increased population that is already pressuring the infrastructure of Whistler. Improve the roads, improve amenities- schools etc
- This is just too much
- This is the most [redacted] idea you have come up with.
- Traffic gridlock
- We dont need more commercial businesses to compete with Franz's Trail and even the village businesses.
- Whistler village is for that. Franz's walk is for that.
- Why don't you support the existing Creekside businesses first before adding space for more space for businesses in the area.
- You support community living by accepting each neighbourhood as its unique heritage....even tho there are some older buildings, we still enjoy the safe and neighbourly feel. This project does not present any connectedness without huge tax increases

Identify opportunities to re-establish pedestrian connections to area parks.



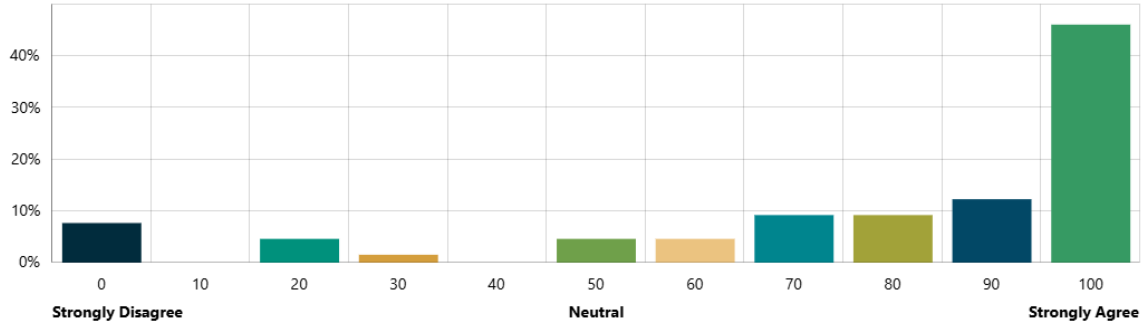
Count	3	1	0	2	0	2	7	9	9	7	35
Percentage	4%	1%	0%	3%	0%	3%	9%	12%	12%	9%	47%

Integrate street trees, natural elements and materials into the streetscape.



Count	3	2	1	0	0	1	4	8	8	12	38
Percentage	4%	3%	1%	0%	0%	1%	5%	10%	10%	16%	50%

Prioritize green stormwater infrastructure.



Count	5	0	3	1	0	3	3	6	6	8	30
Percentage	8%	0%	5%	1%	0%	5%	5%	9%	9%	12%	46%

Are there any strategies missing for Big Idea #8 that you would like us to consider? If yes, what are they?

- Already is- again stop wasting our taxes.
- Colour and material palettes for developments that blend in / suit local setting
- Creekside was originally wetland. How will will the new development handle increased water run off because so much green space has been paved over? Snow removal? Will it be removed or are ther spaces to pile it?
- Do not over-build the access to parks like you did in Rainbiw Park
- Fix the highway traffic first
- How fragile nita lake is and the cost of increased people on it.
- Increasing housing density near lakes and forest area is not in any way green!
- It's critically important to protect and enhance Whistler Creek's connection to nature, which is its crown jewel.
- Just have wild greening on the fronts with cleanup crews to maintain the orderliness eg bottles thrown in the ditches during winter that come up in the spring.
- Leaving us alone. Go [redacted] with the village but leave creekside out of it
- Maintaining flow through the area. I don't just mean cars but on a busy weekend day it's almost impossible to ride a bike through there as things are now.
- Massive redevelopment such as is proposed will destroy the current connection to nature that already exists. Pedestrian connections to local parks are already significant, even without the sidewalks.
- Nita Lake needs conservancy since this increased density will effect ecology
- None
- Pedestrian connections to the parks already exist, please do not waste tax payer money re-doing it.
- Put more bike racks, SUP racks and canoe racks at creekside parks.
- Realistic lyrics you can not do this dense development and preserve nature but nice to see an attempt to be the best it can.
- Same as #1 above
- Sidewalks and lights
- The green spaces of Creekside make it what it is. It is crucial to KEEP the mature trees, not cut them down and replace with an "planned" landscaping look
- This is irreversible - there has to be a lower ceiling of growth. This is turning a mountain town into an urban sprawl with increased population that is already pressuring the infrastructure of Whistler.

Improve the roads, improve amenities- schools etc
- This is the most [redacted] idea you have come up with.
- Too many pepple
- Too much density is being proposed. And what about the tiny little dock at Nita Lake. It will be underwater with the weight of all these new people in Creekside Maximum of two or three stories
- Traffic gridlock
- Underground power lines and ensure street lighting doesn't wash out the night sky.
- We already have a great Valley trail. All of these points in the 'Big Ideas' only relates to the high density plans. I find it difficult to answer all of these questions because they all relate to huge increases in density.
- We already have these.
- We don't need to work with the 1000ft flood plain guideline. We're running out of water already

Closing Thoughts

Share your final thoughts. Do you have any other comments or feedback to share?

- 1. pedestrian bridge
  2. Reduce # of WHA, but still restrict some areas to whistler workers only or first time home buyers so we get people here full time (instead of weekenders or time shares)
  3. no big boxy buildings - keep it mountain town feels
  4. Winter gathering spaces - area to hang out with propane fire pits?
- A good start. Please consider why the low density single family residential areas are being left out of the plan. The traffic related to our major employer's operation degrades everyone's experience. The guests, the employees and the residents all agree the existing traffic management plan prioritizes single and low occupancy vehicles. Significant increases in parking fees at ALL parking facilities are really the only tool available. The truly great resorts around the world prioritize pedestrians not vehicles.
- Any further density and development in Whistler can not go without addressing the elephant in the room: Highway 99's single lane from Function north. The best option would be a separated bus lane to make transit fast and efficient. Having buses sit in the Creekside Crawl is completely counterproductive. Doubling the highway from two to four lanes will not be as productive as ensuring fast and timely transit.
- As mentioned above, really need some winter friendly INDOOR spaces to gather/play with kids. We need more daycare spaces too.
- As you can tell by my answers I am strongly in opposition to this level of development in our little and old neighborhood. It's quite an assault on our community to come up with such an aggressive development plan when there are still many areas less densely built out than the Creekside. I'd like to know the developer(s) interested in doing this large build out please. And why is this build out here necessary. I've watched the development on the far side of Nita Lake grow from the proposed employee housing plan to expensive lots / homes where inevitably owners will visit for 2 weeks of the year.perhaps employee housing isn't that important afterall. Your questionnaire repeatedly goes back to wanting to know how to build things or plant things (or others) to honour the history and character of the Creekside. Leave it alone!
- Creekside as a neighbourhood has been ignored for decades - simple things like sidewalks and lighting have not been forthcoming. Garbage is an issue from the gas station and at the dock on Nita

Lake. We had to fight just to get a garbage container installed! Now to solve these issues with a massive development plan, without even considering whether the undersurface will support such development and add even more vehicle traffic to an over congested intersection at the highway is ill considered. It also detracts from the original plan that the village is where the high rise buildings will be. Is there any need for such housing developments? If so, why aren't they being built on the municipal golf course, or in Alpine Meadows, which are also on bus routes, and won't overburden the south end of the highway as much.

- Density is the best way to accommodate growth. Ensure infrastructure is also enhanced to accommodate the growth.
- Developing this neighbourhood makes a lot of sense for Whistler residents and workers. Housing is a mess and putting new housing far away from food and the mountains just contributes to the congestion. Creekside is the perfect place to put people BUT the highway will have to go under a wide walkway connecting Lake Placid Road. Also parking for day trippers from the city needs to be readdressed. Possibly a very efficient park and ride south of town? The congestion is already horrendous on weekends so it can't be ignored.
- Doesn't make sense to include Whistler Ridge development along shoreline of lake. Thoughtful evaluation of the Stress point at Hwy 99/lake placid needs thorough analysis to expedite traffic flow of all users whether trucks, buses, pedestrians. Love to see more collaboration with Provincial government along Hwy 99 between Function and Rainbow that allows european-style traffic flow installations like overpass & round-a-bout construction ie: NickNorth, Blueberry, Rimrock, Bayshores instead of so many traffic lights....this density of homes and commercial traffic is going to create continuous bottleneck-
- Don’t add more people too the area before fixing the Creekside crawling traffic
- Don’t overthink this. Make sure the building guidelines are actually achievable and affordable. Municipalities all over BC are increasing CAC’s and DCC that make projects no longer doable. Don’t be greedy, and don’t shun developers.
- Don't make Creekside like Vancouver. Think: quaint, old school, rustic and livable by locals
- Fix highway 99 congestion.
- Funny how the only things not being redeveloped in this proposed plan are Nita lake lodge and the gas station.
  I think you need to realize that doing projects like this sucks the culture and sense of community out of a town, and Whistler has already lost most of what used to make it so special.
  I grew up in creekside and it makes me so sad to see this proposed plan to redevelop the area into something like Squamish with no heart, character, charm.
- Good progressive initiatives, thx! Looking forward to seeing how this all shakes out!
- Great to see an action plan being put together. Great to see no large single dwelling properties in the mix. Employee restricted housing makes great sense in Creekside. But how is increased density going to be managed given how busy the lifts and roads already are?
- Growing communities need child care among other family friendly facilities. Is there a plan to increase child care facilities in line with the RMOW child care report or to upgrade the current Playgrounds and outdoor family friendly spaces to support increased population density?
- I am not opposed to new construction, encouraging new businesses, creating some more housing, and the various

plans for safety and movement of people, bikes and cars. I am however, extremely opposed to the level of density that is proposed. Higher density along Lake Placid Rd is fine, it's a busier road. But into the side streets, absolutely not. Creekside will not be able to handle the added pressures that come with such an extreme increase in people & traffic. And the decade or so of building that this will take will make Creekside a terrible place to live for the full time residents. There must be a compromise in there somewhere. Seems to me like you are "asking for the moon" - please, please consider a far lower density strategy. And please, consider a housing style that will still look like attractive homes in 20 years, not these ultra-modern boxes that won't age well. Energy efficient housing can be built in a timeless style.

- I do not agree with this new zoning, it will be ugly and theres is nothing in there that respect nature, our the neighborhood style. We are talking about building 6 storey building on alpha lake roard????? Can the city suage system welcome that? What anout our parks? The vibe?
- I don't think high density is smart. It's out of character for the area.
- I don't see how this plan really helps the community. We need places for not sure young and seasonal workers but also people who have families, the people who do the behind the scenes work and own business who support them and we don't want to live in tiny apartments with no storage. Build some town houses with garages so your plumber has somewhere to keep their tools or your cleaner can store their vacuums. And it's nice to think everyone wants to ride bikes everywhere but with kids that's really tough in the winter months so include some options for people. To me this just seems like a way for some developers to buy multiple lots and make a bunch of money, I don't see how this enhances the community? Try running a program for kids in this town? Parents pay about $10/$25/hr and the rent is $40/hr minimum. Why would you bother? Aside from caring about kids, that's not how our town should work.
- I have been a Creekside resident for 30 years. My big question is for Whistler council and the community to consider. Why are all new developments SOUTH of the Village, which only add to traffic congestion on Highway 99 at peak times? Surely there are parcels north of the Village that can be built on.
  Secondly, how does all this proposed development address traffic congestion at the highway intersection at Lake Placid Road. For example, the chaos created by people trying to get gas apres ski is already ridiculous. Or the many MORE future residents trying to turn left at the lights in order to go to the Villlage. I get that you are trying to get less car traffic, but be realistic. Mothers have children to transport, groceries and errands to do. Cars are needed.
  AND I expect parking spaces in the new structures will be limited, which will lead to street parking, further congesting the area.
  Lastly, I do not think that 6 story buildings along the highway will create a pleasing image to tourists.
  I applaud your efforts to create more residential units, but I abhor the densification in our area, which will turn it into a low-income ghetto.
- I just realized why I don't love many of the new high density developments in the sea to sky recently. They tend to create a feeling of exclusiveness. There is nothing there for a member of the public who does not live in the unit. By this I mean that the feeling is neither "cute" nor are there amenities (shops, social establishments etc) to attend. From the perspective of the majority of Whistlerites with exception to the ones living in the units in question, this creates a bit of a dead space, which I think should be avoided.

- I like the idea of the development, I do not know why you have selected only this area of Creekside, and not the entire area of Creekside on the West side of the highway. I support development that is no more than 3 - 4 floors, and I hope you do not waste tax payer $$ with a highway overpass at Lake Place Road, people can cross at the traffic lights, there are 4 crosswalks there, or walk / ride to the tunnel. That is enough. The roads do not all need sidewalks. What already exists is enough and perfectly safe for all.
- I like the quiet old school feel of creekside. A bit of normalcy in the bubble. I'm sad it's going to change. Hopefully no one is going to be displaced or no longer be able to afford their rent. Also, having easy access to Nita lake is a special gem that I hope continues enchanged.
- I love it. Creekside is long overdue for some development. Nature will always be steps away from Creekside so "connection to nature" is less of a priority in my opinion.
- I sincerely feel this area will need more community amenities. By adding a new rec centre, library, grocery store, daycare, you will make the south end of whistler more liveable for all.
- I strongly encourage you to do traffic counts, particularly for sunny summer days when it's almost impossible to get through there. Also, the situation coming out of the Creekside Parkade is a disaster. It's gotten worse over the last few years, inevitably, increasing the numbers of people residing in Creekside Will place demands on the intersection in question. These absolutely need to be addressed. Finally, if you want locals to support the businesses in this area, it has to be practical I live south of Creekside on Alta Lake Road I would need to be able to pull in in a car in the winter or using my bike in the summer (which means bike racks) in order to interact with businesses. The traffic issue – particularly on Sundays and powder days will only get worse if this happens so careful attention needs to be given to moving both pedestrians and cars through the area, as well as bicycles. Dogs are already an issue in the area, particularly around the public Alpha Lake Park area, and that park gets an incredible amount of use. People will be cheek to jowl in the parksif you're increase density down there. Also, as it is on many days, the lines stretch out to Tim Hortons in the morning to upload adding a few thousand people is not going to improve the situation and they're already issues with how to route the lines on Busy powder days.
- I think higher density is better across hwy 99. Behind Rimrock. Along the hwy. Density only works with infrastructure. Our gas station isn't big enough. Lake place rd already has so much Lake traffic.
- I think you need to speak to the people who live and own in Creekside before going ahead with re-zoning. We don't want to live in a place that looks like Rainbow, or Lower Lonsdale for that matter. People who have invested in upgrading their building and now learning that it may be bought by a developer, is pretty heart wrenching.
- I urge the construction of a pedestrian bridge across 99 that links Creekside Village to Lake Placid Road. This would activate both areas into a seamless destination for commercial and retail use.
- I'm all for progress but as long as the new development is not to the detriment of the local people then great to a point. Whistler skiing/boatding have become so very expensive that it's pushing locals away and the filthy rich from around the world will be the only ones who can afford to be here and that is not good. It's bad enough with what Vail has done to the mountains that this type of development should have the locals in

mind too so that everyone can enjoy being here and/ or living here.

- Improve and renovate what is already here and stop increasing the population. Whistler is a mountain town not an urban sprawl. The infrastructure is old and can not support the current population - renovate and upgrade our schools, medically centre, fire halls, ambulance station, meadow park, roads before you add more people. Cut the number of municipal workers and support the current struggling population
- Initial plan looks great. Further increasing height and density to all Areas would allow for Whistler Creek West to really grow into an amazing community with amenities public spaces and businesses. Whistler Creek West Neighborhood is well overdue for an uplift. With its close proximity to the Mountain Gondola, Lakes, Valley trail, Transit, Rail Station and Highway this draft plan has the potential to be the most exciting project Whistler has seen in a long time.
- It makes sense that Creekside is part of housing density focus, but stiriking a balance in this area between modernization and heritage is more important due to the history and current atmosphere in this area.
  While employee housing is neccessary in Whistler, I would be against large scale developments for that purpose as this would significantly change the complexion of the area. Owners in thsi area like the peacefulness and difference that Creekside offers when compared to Whistler Village, and while I believe in developing the area, I believe this should be approached with caution to our current owner's investments and to the unique nature and style of the area.
  This truly is the original Whistler - let's not create a new village that is more of the same as main village. We MUST preserve our look, feel and different community.
- It seems to go against everything that rustic funky mismatched Creekside has been since we owned here in 1979. We have been skiing here since the sixties. In sitting in my big back yard right now. , I'm not gathering like it's some city . I'm alone in this natural landscape. We know our neighbours. Their yards and old homes are far from perfect or designed etc. We like it the way it is
- It's a good plan. Don't burden it with too many special requirements.
- Locals need cars. Please remember that. Also the highway can be very congested what are you going to do to help that?
- Maintaining Lake Placid Rd existing character is the most important element of this project, it is the frontage of the neighbourhood: front setback, low rise, eclectic, human scale, etc... Tall buildings can go in the back (Drew dr) and along the hwy. Keep Lake Placid nice and homey, and you will have a successful project. Southside dinner is the gateway of the neighbourhood, it needs to be preserved. Contemporary architecture only looks good now, soon, it will look as misplaced and ugly as a '90s angular corrugated concrete building is to us now.
- Maximum amount of two
  Or three stories. Wider boulevards. Larger setbacks. Maintain viewscapes.
- More windows. More units for purchase. Big backlog on the purchase waitlist.
- My name is [redacted], which is a half of a duplex that we have owned for over 10 years. Regarding the proposed rezoning for the Creekside West neighbourhood I have the following comments:
  1. I believe that Lake Placid road should be densified on both sides of the road with a wide pedestrian walkway with some additional retail from the highway to Nita Lake Lodge. I have trouble understanding why the COOP gas station would not be included in this planning exercise as, in my view, it should be a crucial part of the plan.
  2. Respecting the proposed densification

along the highway Sub Area D. I am also supportive of higher density but question it being higher than Whistler Creek Lodge or the Beaver Flats apartments.
3. Regarding the outer areas, Sub Area B and C, I don't think these should be as high as being proposed. By way of example, the Beaver Flats townhouses are 6 duplexes behind the 3 story beaver flats apartment building on the highway. I have trouble understanding why a much higher density for Karen Cres and Chamonix Cres would be considered. On Karen Cres and the west end of Chamonix 6 units per lot are being proposed where existing zoning is for a duplex. We understand the NDP government has mandated increasing the properties for up to 4 units but we have not seen the impact of any of these built yet. In my view, the reality of a jump from a duplex to 4 units should be understood before a further jump to 6 units.
I also have concerns with the cost of infrastructure and who will be paying it.

- Nita Lake is already over crowded with no washroom facilities. Alpha Lake is a small park and I think trying to max out density is a bad idea. I think the planning expense of this project would be better suited to provide more park space and not increasing density. As I mentioned at the beginning of this complicated and long questionnaire that using the name Whistler Creek West is just a bad, confusing idea.
- Over highway walkway added if possible
- Please consider changes to the highway to accommodate more of the traffic that will come from this enhanced community with more residents and visitors.
- Please lessen the density a bit, it should act as a neighborhood to the main downtown, not a second one. And I can't stress this enough, please take a step away from the modernism, styles often found in the main village, or the creekside village are so beautiful and unique to Whistler, please don't develop gabled white boxes that aren't a source of community pride, or individual character of this place.
- So sad to see that this is the best plan that you have to offer us with Vail putting pressure for their staff housing dilemma on our unique vibe in this community. The cost of assembling these lands will be astronomical, as they are assessed so high that density will have to be maximized. This will result in less sun, more car/truck traffic, less greening of common areas between units. Honestly, reducing ttaxes for homeowners who will probably get increased assessments due to the potential of development should be exempt as we did NOT ask for this. There are many cheap rents here for the locals and it will dry up if more expensive new passive housing is approved.
- Switch your focus on densification to areas where midrise apartments are not an eyesore, and where new infrastructure can be built to sustain the density. You are so misguided in trying to bring more people to the oldest area in whistler. Your snow ploughs can’t even clear lake placid road now, and with no parking on the streets in winter, unless parking on private property is provided, there is no place for the cars in winter. This concept is insane for every reason. It is ill thought out, a betrayal of public trust, negligent, and constructive expropriation of property. There’s a lot of people with money who live on the Creekside and this policy will be challenged in court and you will waste taxpayers’ money in going through this process and defending multiple lawsuits. You need to shift your focus and thinking, and ditch this insane idea.
- The area is currently overrun on any given weekend with tourists who are staying at the lodges nearby. Adding huge density to these tiny and fragile environments is not sustainable. Your plans do not consider that the fact that visitors want to park close to lakes and

local families take vehicles to drag their huge volumes of recreational items to the lakes. I fear that your plan would increase terrible congestion near the Husky gas station and increase the number vehicles that already litter the internal roads. That said, I don't mind taking some of the older properties that are filled with weekend rentals, and changing them to medium density, low rise, apartment buildings. The apartment on Dave Murray has been a huge success, so more of that style, I'm good with. Still, even that building has huge parking problems and lots of residents park streetside.

- The area should be redeveloped. Any development will change the current caracter of the neighborhood. Are there any existing neighborhoods in the world that can be used as an example of what the finished product would look like?
- The big issue is the intersection of Lake Placid Road and Hwy 99 (on both sides of the highway). It is already congested and backed up during slow season, and a nightmare of gridlock during high seasons. What is being done to address this? Increasing density, both residential and commercial, will inevitably make traffic in this zone impossible. I have seen nothing in the Big Ideas or proposals that even mention this as an issue to be addressed, only some hopeful vague wording about pedestrian connectivity. To me, this issue makes the whole concept a non-starter.
- The constant wasteful efforts of the local council demand a new more professional council familiar with bigger towns. The current council should seriously consider whether they are really qualified to be doing this. Everything I see demonstrates time for you all to go. The world has changed, Whistler is now too big for this amateur style of governance. Current team are sadly lacking and it's shows.
- The OCP has had higher density for Creekside since the 1990's but almost nothing has happened. You have to ask yourself why. The reason is developers who take 100% of the risk cannot make enough money to make it worthwhile and the muni puts up barriers and delays every step of the way. Rezone it as a community service, don't wait for developers and then charge them ridiculous fees and demand they build substandard subsidized housing to give to the WHA. That pushes the price up for marker housing. Look at the unfortunate Garibaldi way, all subsidized units are occupied but none of the market units are, is the developer going to lose his shirt?
- The proposal does not preserve the creekside community culture, it is too high density and looks like a suburb of a large city. Including employee restricted and rental housing is not in keeping with the character of the neighborhood. Please do not destroy this neighborhood.
- The proposals offer a solution to housing in a convenient location but fails to appreciate the natural charm and peacefulness of the neighborhood. Solutions need for noise management, parking, snow removal, more open space.
  What are other solutions. locations for employee housing?
- The proposed land use plan has created district zones based on the current road layouts, but has not shown where pedestrian oriented space will be created or how vehicular circulation will change. I can envision a plaza space on the northwest corner of Karen and L. Placid connecting to a pedestrian bridge over the highway and a pedestrian oriented space between the two buildings in sub area A. I see a strong pedestrian corridor in the center of sub area A between redeveloped buildings connecting to the Nita Lake Lodge and Nita Lake. I think a pedestrian bridge is critical, and the vision for the neighbourhood should be centered around the flow of pedestrians between Nita Lake/Valley Trail/Nita Lake

lodge and the gondola and creekside village. Density should be planned around the pedestrian flow, not the roads. Parking, commercial space, service space should also be addressed. Thank you for putting effort into a big new vision for creekside!

- The reason this project is needed is because modern whistler has no plan for a sustainable resort community. Growth is the priority and whatever is accomplished here will not be enough to satisfy future growth. It is not sustainable unless capacities are defined and planning is created to fit. Good luck.
- There doesn't need to be a consistency of design throughout Creekside. A strong mountain look can be achieved without making everything 'cookie-cutter'.
  Embrace development but don't be afraid to have a few iconic buildings or ones that don't fit the mould.
  More detail is needed before this gets approved. There is too little detail to make informed decisions.
  The timeline looks like not enough time is given to properly consult once the draft plan has been created.
  Please allow adequate time for further consultation in the future.
- There is nothing wrong with creekside as is. It is a mountain town. Bears walk through the neighborhood. I can look up and see the mountains and gondola. I don't want it to be 3-6 story townhouses. I come here to get away from the city not stay in it.
  The only thing that should be improved is free transit to/from the village to remove driving.
- There needs to be housing considerations for those who do not qualify for employee housing but are still unable to afford free market housing.
- This has to be the worst plan I have ever seen. You will destroy an beautiful neighborhood. The Creekside is not a major urban area and that is were this plan belongs. If you don't understand this q small mountain town you should be working somewhere else.
- This is a commendable plan. However, it overlooks a critical opportunity: the unique potential of the Whistler Creek Lodge lands. The site's size, its proximity to the highway—making it well-suited for greater height—and, most importantly, its role as the primary connection point between Whistler Creek West and Creekside via the highway underpass, all warrant a more ambitious vision.
  Moreover, the plan seems to be down-zoning of the property as it already has two small-scale commercial businesses: Creekbread and Altitude's gym.
  I imagine the valley trail connection at the north end of the property opening onto a vibrant pedestrian plaza, anchored by locally focused ground-floor commercial—a reimagined restaurant with mountain views, a gym, daycare, and other much-needed community amenities. Parking could be moved underground, allowing for safe, car-free access and creating a welcoming link between the two neighbourhoods—something a highway crossing will never achieve.
  Allowing greater height here would unlock meaningful new housing potential, with no impact on neighbouring residential areas given the adjacent highway. I strongly encourage reconsideration of the current approach to this site.
- This is the most [redacted] idea you have come up with.
- This plan is woefully lacking in appreciation of the fact that people live in the area because it's close to the base of the mountain. Their priority is mountain access. No one gives a hoot about "spaces for community gathering" other than gathering on the mountain. This development design and the "big ideas" are not based in reality. Planners need more real life experience.

- This plan needs revision. Knocking down historical buildings is terrible, commercial buildings exist within the areas you want to mark residential. No true consideration for traffic patterns has been taken, no logistical parking plan is in place. People already park on those streets when the mountain is open and the underground lots are full. The lakes and public parks will be ridiculous with this increased density.
  Creekside does not want or need this plan.
- This project proposal DOES NOT address the fundamental human right to a clean and healthy environment. Recognizing the significance of a sustainable environment for the well-being of individuals and communities, the project needs to promote awareness, advocate for policy changes, and implement practical initiatives to safeguard this right. By collaborating with stakeholders from various sectors, the project SHOULD aim to create a positive and lasting impact on environmental protection and sustainable development. I do not see any specific information on how this plan will accommodate these concerns.
- This proposal will kill the identity of Creeekside. I am very disappointed that after the open house you are continuing to push so much density into an established neighborhood. If it was just for employees we can accept some larger structures but the majority isn't employee restricted and there is no way all the second homeowners should be crammed into this small area.
  Distribute the densification through the valley and not just here.
- Too much density = traffic chaos. Do not strip the neighbourhood of its unique charm and history. You must be very mindful moving forward.
- Until you work with the Feds to vastly improve the highway flow and access for ambulances etc. to access the weekly accidents on the Sea to Dky I will not support ANY of this !
  You are completely insane to consider adding to the density without dealing with the extremely horrific traffic gridlock on the Sea to Dky !
- We believe larger buildings to meet capacity needs of the local community with Commercial space on 1st floor of larger buildings meets the needs for locals, tourists and businesses. Stand alone smaller residential buildings without commercial space for new construction doesn't support what the community will need for the future in our opinion.
- We want high quality and we want locals to live there to support the local businesses year round.
  Let me tell you about some of the problems with WHA housing:
  1. Current renovations happening in WHA houses in checkamus have uncovered poor build quality, and cutting corners. E.g. skipping a stud every 4-5 studs, broken pieces of drywall and garbage between the walls, improper support of beams with random cut offs of wood wedged in under one end. This is not the quality we want in any new builds. But this is what we get when the cost is restricted, builders try to do it as cheaply and quickly as possible because they don't make any money on it. Be real, everyone needs to make money.
  2. I know multiple people who have cheated the WHA process and own multiple properties. So it's not helping the people it is supposed to help. And it's an admin nightmare trying to keep track of all units and make sure everyone is following the rules.
  3. When a developer is forced to build a % WHA, it means they won't make money on those. Therefore they will drive up the price of all non WHA properties because they have to make their money somewhere. This will drive up the housing market further.
  While I agree we want locals to have

access to housing, WHA is only making the problem worse and flooding the area with poorly built (and questionable safety) structures. This is not the answer. So let's not doom this awesome new community plan towards poor quality. Thank you for reading. Please consider and discuss these points!
- What happened to the ceiling cap . Are there plans for fixing the traffic congestion that seems to occur daily, If or when there is a problem ie,wildfire/earthquake/floods etc what is the evacuation plan to get people down the highway.
- Why? Why do we need this huge increase in density in Creekside? Where did these Big Ideas come from? As I mentioned in my comments, Whistler is often at capacity - our roads, water, sewer, parks and trails are often over subscribed. I cannot support a Creekside plan that will end up looking like a mini city. It is not a nice mountain town look as you drive into Whistler.
- Yes we need more housing. Fix the traffic gridlock!
- You ruined Rainbow Park, Whistler residents will never forgive you if you overbuild Creekside. Without a train access plan, too much traffic and nature disturbance.

In-Person Engagement

Draft Land Use Concept

What do you like about the draft land use concept?

- Too much potential traffic
- I love it. This is a pocket of whistler that should have a light shining on it. We need a proper village/town centre around our Creekside gondola
- Sensible location. Sensible scale. Sensible transition to surrounding zones.
- ✓ Density but solve traffic + light issues 1st

What would you change about the draft land use concept?

- Add parking
- Sub area 'D' transition to area 'C' with some 'B' on south corner
- Density but solve vertical
- Overall too city-like keep it to low density residential
- How much more housing do we need?
- Preference for land use plan but not rezoning
- Potential impact to taxes/land assessment (concern for local residents)

Draft Land Use Concept Map Comments

- Concerned about views to mountain
- With the growth will we have a 4 lane road through Whistler?
- We should change the location to (Gondola Village)
- Emp housing interwoven through all neighbourhoods
- Don't want employee housing in my neighbourhood
- As part of re-zoning muni should commit to an overpass or underpass

- More affordable + right sized [referring to housing for families]
- This is prime real estate to provide an excellent visitor experience as a first impression upon arrival. Too prime for employee housing. RTA seems most appropriate.
- Family homes only. Call it Creekside Estates
- Leave yellow alone
- Include a community centre with basketball courts or activities for teens please
- Vail needs to be in lock-step, upgrading lift capacity to accommodate
- Hard to get to Creekside in winter from north end of town due to traffic
- Add protected bike lane on Hwy 99
- There is a lot of noise coming from the Hwy for homes on the Hwy by the coop
- Needs a stop sign + sidewalks on Drew
- Big empty house. No soul. Nothing for community
- A hostel/budget short term
- Concerned about parking street or underground
- Looks run down! (south side of Lake Placid)
- Expand density on Lake Placid on both sides

Sub-areas

Sub-Area A

- Would be a great improvement. Higher density to areas with public transport.
- Flex space on ground floor: Residential, Shop, Or comm is/as needed
- Acceptable
- Have a grocery, pharmacy in the commercial space
- Less than 6 stories

Sub-area B

- Require underground parking for each building
- Employees can commute from slightly further away from ski area base. No employee housing
- Rooftop restaurants/bars (apres) with late sunlight and views up to the pea

Sub-area C

- Particularly on large single building lots
- Respect existing duplex zoning

Sub-area D

- When considering re-zoning for the Whistler Creek Lodge area, (I believe that is Sub-area D), please make sure it is zoned for commercial as well. As you know, Creekbread and Altitude Fitness operate out of our building and contribute significantly to our strata. It would be a real miss if businesses could no longer operate out of our building anymore, and would render our strata unaffordable. Thank you for ensuring that zoning in WCL includes commercial zoning as well.
- Make more commercial on Sub-Area D

Draft Implementation Strategies

- Seniors' housing options
- Density has less impact on surrounding natural resources
- I don't like all
- More natural landscaping
- More garbage cans
- Community gardens
- Small Scale Multi Unit Housing Please
- Put a cap on rental prices in every sub-area. $ per square ft
- Make more use of the railway to ease congestion on highway 99
- Allow expansion of Vail to build a gondola to access Checkamus?
- More roundabouts instead of 4-way stop signs to help traffic flowing

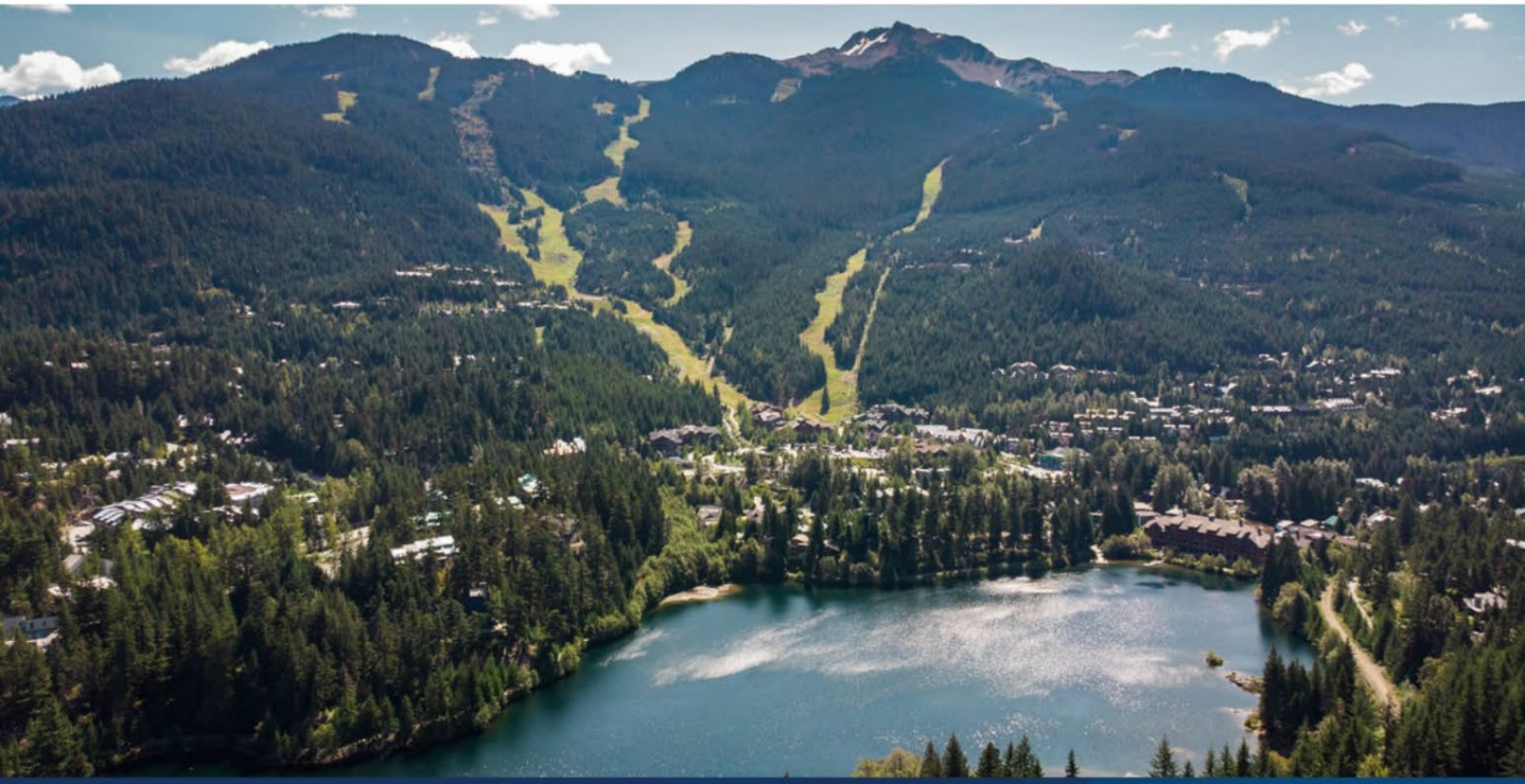
Comment Forms

- 1 - NO to "contemporary mountain town architecture". Creekside architecture is smaller, more modest. Very different than Whistler Village. No more ersatz Disney.
  2 - Trees, please. But not along Lake Placid Dr where they are vandalized at night. Instead, into the residential area at the edge of this busy strip.
- Too much density. Where will the clover-leaf entrance to highway go? Ie way too much traffic already. Not seeing much natural green space. Incorporate community gardens + gardens for food bank
- Please make sure there remains a place for seasonal workers to find affordable housing in Creekside. I like the idea of some commercial space along Lake Placid Road – some of the reasons I continue to drive to the village for are pharmacy, library, art/culture events. I don't want to see Creekside become as dense/cheap cookie-cutter looking as Squamish's new developments. Parking + traffic will be an issue – love the idea of increased bus service & a better highway crossing

What We Heard

ENGAGEMENT REPORT 2025

Appendix C: Draft Strategies Input Visualization



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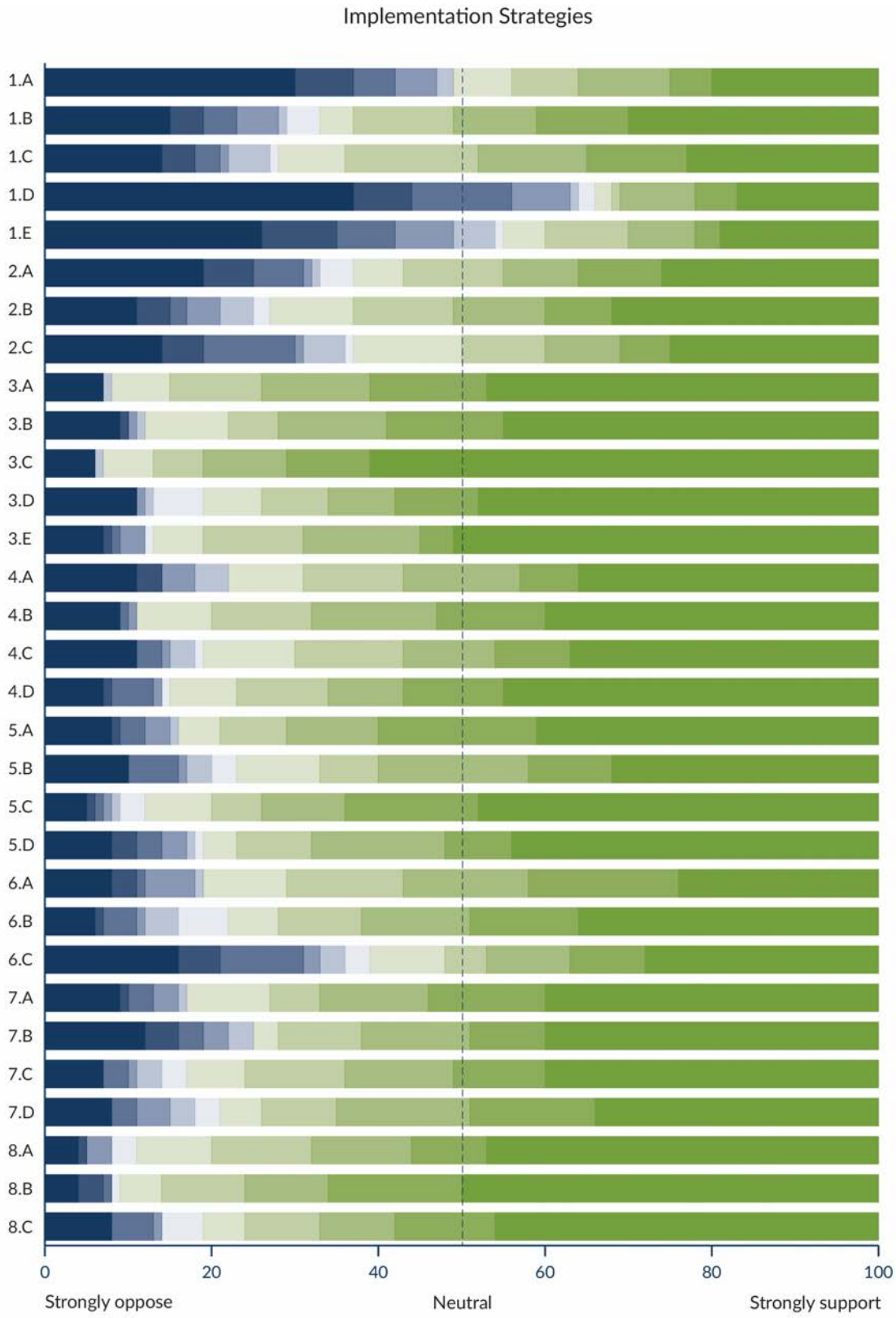
Add Your Voice


Implementation Strategies
1.A
1.B
1.C
1.D
1.E
2.A
2.B
2.C
3.A
3.B
3.C
3.D
3.E
4.A
4.B
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6.B
6.C
7.A
7.B
7.C
7.D
8.A
8.B
8.C
0
20
40
60
80
100
Strongly oppose
Neutral
Strongly support