April 2025

WHISTLER

Whister Creek West

Visioning: What We Heard





References:

Appendix A - Verbatim summaries - In-person engagement events

Appendix B - Verbatim summaries - Online engagement

Appendix C - Open house engagement event information board content

Introduction

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

The plan will develop a vision for the neighbourhood's future over the next 25 years, supporting diverse housing options, employment space, transportation, and community amenities. The plan will be used as the basis for any proposed land-use and development changes, aiming to preserve Whistler Creek West's unique character while accommodating future growth and needs.

The project was introduced to Council in April 2024 after an initial exploratory exercise to visualize the potential streetscape improvements and redevelopment along Lake Placid Road. Following the initial study, a neighbourhood planning process for Lake Placid and the surrounding area was launched to the public in November 2024 and is anticipated to be completed in 2025. This report details the first public phase of engagement which involved both online and in person events to understand what people currently value about Whistler Creek West and potential opportunities for development. With over 1700 interactions with community members, this research has helped improve our understanding of what is working, what people want to see changed and what is possible in the future.

This phase of work has supported the creation of core values and 'big ideas' which will help to guide the project moving forwards. They will be used to inform the development of draft policy which will be put to the public in the next phase of engagement work.

This report describes the engagement events we carried out (pages 9-11), the core values and big ideas we developed (pages 12-15), what we heard from the community (pages 18-24), and contains a detailed summary of input from our engagement events (pages 25-38).

Whistler Creek West

As one of Whistler's first neighbourhoods, the Whistler Creek area holds the stories of Whistler's past and is where ski culture grew into a community. It is the historic gateway to Whistler anchored by the Creekside ski base. The area has evolved into a mixed-use destination for visitors and residents, encompassing ski base area visitor accommodations and a village-scaled mixed commercial development with day skier parking facilities, known as Creekside Village.

The selected plan area encompasses Lake Placid Road, from the Highway 99 intersection to Nita Lake Lodge and the train station, a range of residential typologies and mixed used commercial development on corners adjacent to the highway. It is identified for a neighbourhood plan due to its potential for increased housing diversity and higher residential density. Its proximity to the Creekside Village commercial hub (Franz's Trail), Highway 99, the core transit network, and major assets like Nita and Alpha Lakes enhance its appeal.











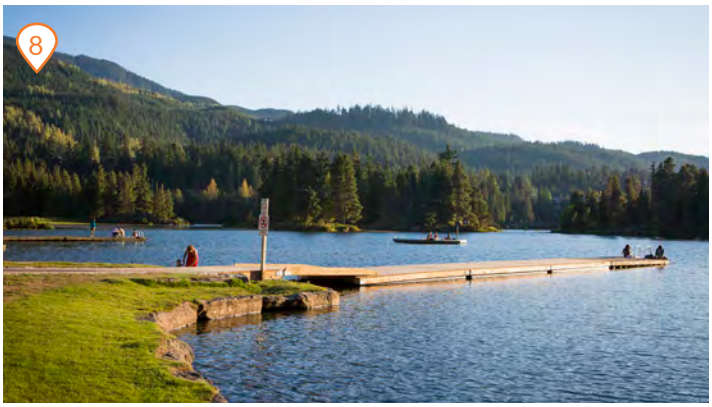
Inside Study Area





Outside Study Area





Purpose Statement

The Plan is intended to:

Provide a vision and guidance to facilitate future rezoning and development applications in the neighbourhood.

The plan will focus on:

- Increasing density;
- Diverse housing and accommodation options;
- Redeveloping the area;
- Establishing a vibrant mixed-use neighbourhood;
- Enabling a variety of eclectic local businesses;
- Community amenities that serve residents and visitors;
- Improving mobility;
- Streetscape enhancement on Lake Placid Road.

The neighbourhood plan and future revitalization efforts will focus on improving interconnectivity and pedestrian access through quality urban design while also increasing housing density and diversity, aiming to preserve Whistler Creek's unique character while accommodating future growth and needs. It will provide guidance for future rezonings and development applications.

Policy Context

Official Community Plan (OCP)

The OCP supports developing a sub-area plan for Whistler Creek (Policy 4.1.4.13) to address evolving resort and community needs:

- Encouraging renovation and redevelopment to enhance the attractiveness, character, and experience of this sub-area (Policy 5.6.5.3)
- Strengthening a sense of place and vibrancy of the core commercial subarea as a mixed-use destination for visitors and residents anchored by the Creekside ski base and Whistler Creek neighbourhood area (Objective 5.6.5).
- Integrating Creekside Base, Creekside Village commercial, highway gateway commercial and Lake Placid Road extension, to Nita Lake Lodge (Policy 5.6.5.2).
- Investigating the potential for Lake Placid Road to evolve into a commercial and residential mixed-use street (Policy 5.6.5.5).

OCP Land Use Designation in the Plan Area

OCP Schedule A - Whistler Land Use Map and Designations establishes the municipal land use designation primary as Core Commercial – Whistler Creek Centre and Residential – Low to Medium (Detached/Multiple)



Core Commercial - Whistler Creek Centre which represents the resort community's multi-use commercial centres. Whistler Creek is anchored by the Whistler Mountain Creekside ski base with visitor accommodation, restaurants, retail shops, entertainment, leisure and convenience goods, primarily serving adjacent visitor accommodation and residential neighbourhoods.

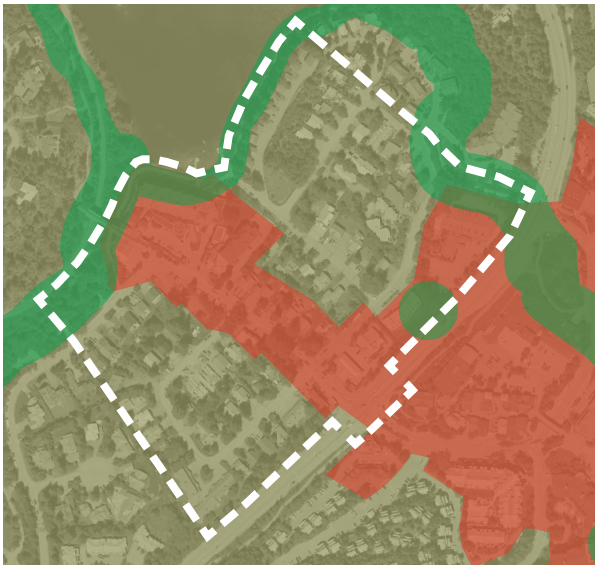
Residential - Low to Medium (Detached Multiple) which represents lands for detached/duplex dwellings and is characterized by low to medium density lot sizes. It also represents lands for medium density multiple residential dwellings, particularly where served by nearby services and amenities.

Parks and Recreation, Protected Natural Areas

Residential - Visitor

Development Permit Areas (DPAs)

The plan area is subject to a three Development Permit Areas, which contain specific guidelines and exemptions for development.



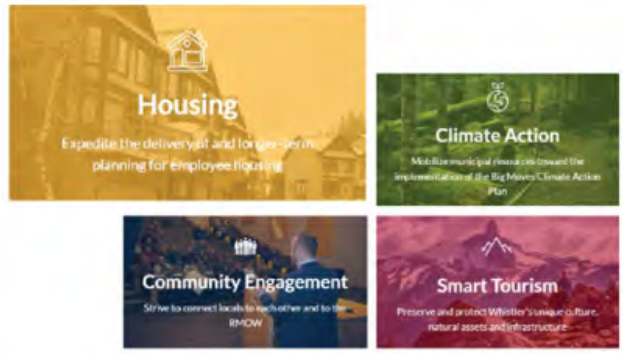
Whistler Creek DPA
The Whistler Creek DPA is designated for revitalization of an area in which a commercial use is permitted; and for the establishment of objectives for the form and character of commercial or multi-family residential development.

Multi-Family residential DPA
The Multi-Family Residential DPA is designated for the establishment of objectives for the form and character of multi-family residential development.

Protection of Riparian Ecosystems DPA
The Protection of Riparian Ecosystems DPA is designated for protection of the natural environment, its ecosystems and biological diversity.

Council Priorities

Council's four-year strategic plan identifies housing as one of the top priorities in Whistler. Several initiatives are being worked on to expedite the delivery of long-term planning for employee housing, including a Housing Action Plan and multiple phases of Cheakamus Crossing. Council has identified innovative problem solving and approaches as a specific focus to addressing housing in Whistler, as well as working with community partners on long-term housing.



Climate Action Big Moves

The Plan Area is centrally located to commercial, service, retail, healthcare and recreation service. It is well-connected to Whistler's trail network and public transit and offers a good opportunity to implement the goals of the Climate Action Big Moves.

Whistler Creek West Neighbourhood Plan will support Climate Action Big Moves by:

- Moving beyond the car by enabling more active transportation, and developing compact and low carbon communities (Big Move #1, Big Move #2).
- Incorporating sustainable site design elements to conserve potable water, manage stormwater, maximize green space, and enhance the natural environment and biodiversity
- Delivering low emission buildings by implementing sustainable building practices included with the BC Energy Step Code (Big Move #4, Big Move #6).

Whistler Creek DPA

Whistler Creek is a mixed-use destination for visitors and residents, encompassing ski base area visitor accommodations and a village-scaled mixed commercial development with day skier parking facilities, known as Creekside Village. The area extends to include mixed commercial development on adjacent corners at the Highway 99 and Lake Placid Road intersections, and runs along Lake Placid Road to the Nita Lake Lodge and train station. Revitalization of remaining aging commercial and multi-family residential properties and further improvements to enhance the interconnectivity and pedestrian orientation of the area through high quality urban design, architecture and landscape architecture will reinforce and strengthen the character, economic viability and historic value of Whistler Creek.

Guidelines

- *Site planning* guidelines aim to create a mixed-use area that balances commercial, residential, cultural, and recreational spaces year-round, with a focus on pedestrian-friendly design and integration of various activities. Key principles include limiting building height, ensuring solar access and view corridors, separating pedestrian and vehicular circulation, and incorporating well-designed outdoor spaces and trail connections.
- *Building design* guidelines emphasize creating structures with sloping roofs, natural materials, and a mountain character, while considering Whistler's climate and ensuring safety from snow and ice. Key elements include integrating stormwater management and energy systems, providing visually interesting façades, maintaining active ground floors, and ensuring accessible, welcoming entrances with clear visibility into shops.
- *Landscaping* guidelines emphasize creating cohesive, aesthetically pleasing designs that enhance public spaces, moderate building massing, and incorporate sustainable stormwater management. Key elements include using climate-appropriate plants, maintaining seasonal variety, ensuring durable landscaping, incorporating outdoor features like art or fountains, and using appropriate outdoor lighting to ensure safety and minimize light pollution.
- *Signage* guidelines aim to integrate signage with the building design and area character, balancing consistency with creativity through materials, size, and placement. High-quality, durable materials and subtle lighting are encouraged, with signage that complements the building's colour scheme and meets the Sign Bylaw while supporting the overall design goals.

Multi-Family Residential DPA

The Multi-Family Residential DPA covers all multi-family developments in areas outside of the Whistler Village and Whistler Creek DPAs. It provides a general set of design guidelines to guide new or redevelopment proposals with the intention to encourage visually attractive developments which respond to natural features and strengthen the character of existing neighbourhoods.

Protection of Riparian Ecosystems DPA

Riparian ecosystems, associated streams and wetlands are areas of high biodiversity with a range of habitat features, providing important components in natural processes and acting as wildlife corridors. These areas provide highly valuable natural settings and visual assets which warrant protection from development. The municipality is obliged by the Riparian Areas Protection Act and Riparian Areas Regulation to protect water bodies and riparian areas from adverse effects of residential, commercial and industrial development.

Housing Needs in Whistler

Local governments are required to complete a Housing Needs Report that describes current and anticipated housing needs. The 2022 Housing Needs Report outlines housing needs in Whistler detailed through quantitative and qualitative data on population, dwellings, and households The summary of Housing Needs in Whistler highlighted by the report include:



Bill 44 - Small Scale Multi-Unit Housing (SSMUH)

Bill 44 was introduced by the Province in 2024 and requires the RMOW to permit SMMUH up to 4 units on single family or duplex zoned parcels, or up to 6 units on single family or duplex lots within 400 meters of 15-minute frequent bus service as defined by the provincial SSMUH regulations. Creating a neighbourhood plan is a proactive measure to incentivize more types of housing and more dwelling units than would be enabled through SSMUH alone.

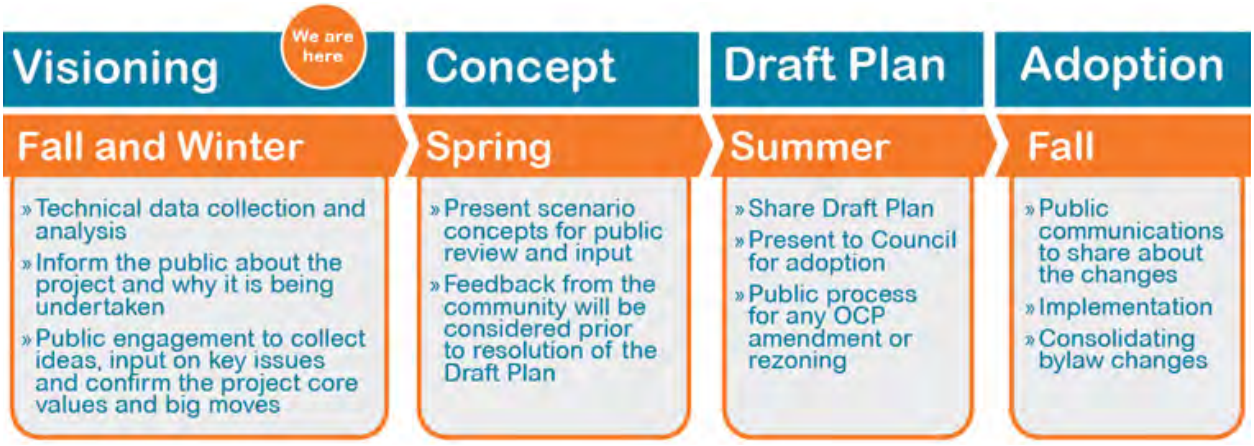
Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund Action Plan Targets

In February 2025, the RMOW was announced as a successful candidate of the CMHC Housing Accelerator Fund. Initiative 3 recommends developing the Whistler Creek West Sub-Area Plan with initiatives for densities beyond Provincial SSMUH requirements, targeting completion of future neighbourhood scenarios by July 2025 and a land use and policy plan by the end of 2025.

Community Engagement

The community has an important role to play in shaping the direction of the final plan that gets presented to Council, and we have built in touch points over the project span where we will seek public input.

Phase One: Visioning



The Visioning Phase involved background review, site analysis and public engagement. Interested members of the community helped identify what the future of the neighbourhood could look and feel like by providing input about their views, concerns, and expectations. Community input, along with municipal policies and a technical review of the Plan Area's existing conditions have been used to define core values and confirm project objectives, including the types of housing, transportation and urban design strategies that should be considered for the plan area.

Visioning Phase engagement focused on the following key topics:

- Confirming the shape and size of the Plan Area;
- How participants view, visit and move around the Plan Area;
- General thoughts and feelings about the Plan Area (what attracts them there, pedestrian infrastructure use);
- Introducing draft core values and project principles;
- Priorities for housing and transportation; and
- Big ideas that should be considered for the Plan Area.

Engagement Approach

We kicked off public engagement for the project with the Visioning phase which took place over the month of November. We had many interactions with interested community members both in-person and online. The table below summarizes the events we held:



Event / Activity	Details	Participation
Online questionnaire: November 1 to 30, 2024	An online questionnaire was launched to gather community feedback on the plan area, draft core values and big ideas. Data was collected on how respondents currently view, visit and move around the plan area, and how they envision this changing in the future.	Questionnaires – 232 completed submissions Approximately 75% of respondents live in Whistler on a permanent/seasonal basis.
Communications: November 1 to 30, 2024	The project and public engagement activities have been promoted through: • RMOW social media channels. • RMOW website – project feature page including interactive online mapping feature and a link to the online questionnaire. • News releases in 'The Pique', 'Whistler This Week' and the RMOW communications letter. Information boards located in Whistler Village and Whistler Creek.	RMOW social media posts - seen 9,646 times by 4,726 people. The attached link to the webpage was clicked 255 times. Project feature page – over 1700 visits Online mapping feature – 58 contributions.
In-person open house events: November 6, 2024 at, Fix Café, November 9, 2024 at Nita Lake Lodge	Staff introduced the project to interested members of the community via information boards • Interested members of the community were invited to share their comments on the draft core values and big ideas.	Wednesday (November 6) evening – 50 attendees Saturday (November 9) morning – 100 attendees

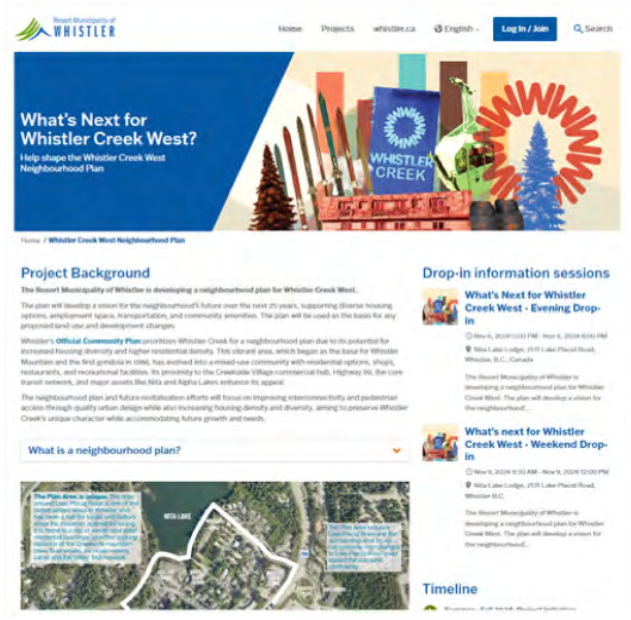
Open Houses (In-person)

The open houses provide an in-person opportunity for interested Whistlerites to review the initial project information and to provide input about the plan area on key engagement topics. A set of printed panels were displayed to share information about the project and several activity stations were set up to collect input from participants. Staff were on hand to help guide participants through the panels and to help participants provide feedback.



Questionnaire (Online)

The Phase 1 questionnaire presented high-level questions about the study area and proposed plan area boundary, frequency of use and visits within the study area, sentiments about how the area is viewed currently and how participants would like to see the area in the future, priorities for housing and ideas for consideration. A total of twenty questions were posed, including ranking, open ended and multiple choice to collect input from participants about the background and vision for the plan. Appendix A + B include a complete record of verbatim questionnaire input. Staff analyzed the input from each question and coded each individual open-ended answer to create a comprehensive engagement summary included at the end of this report.



Asset Mapping (In-person + Online)

As part of the online and in-person engagement sessions, an asset mapping exercise was open for participants to share place-based information about what they love or what they would like to see change in or around the proposed plan area. Appendix A+B include a complete record of verbatim asset mapping comments. Staff analyzed the input collected both online and in-person to create a complete summary of comments, included at the end of this report.

Core Values

To create a vision for the Whistler Creek West Neighbourhood Plan and the future of Lake Placid Road, we need to understand what our core values are.

Core values are our beliefs and priorities - they define what we care about most and will guide the overall direction of the Plan for the future.

These were developed based on Council approved bylaws, plans and strategies - they reflect the opportunities that we have identified for Whistler Creek West. The core values were tested during Phase One public engagement which reinforced strong support for them.



Livable, Inclusive and Diverse

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



Walkable and Well-Connected

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



Quality Streetscape and Shared Spaces

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



Vibrant Community Identity

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



Embrace the Natural Environment

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

Big Ideas

The following eight big ideas represent transformative concepts that will guide the future evolution of Whistler Creek West in support of the five core values. The final neighbourhood plan will guide the implementation of these big ideas.

Identifying the Big Ideas

Seven draft big ideas were originally developed based on our research into challenges and opportunities in Whistler Creek West along with consideration for how the area could evolve in ways that align with the five core values, Council-approved bylaws and strategies. The draft big ideas tested in Phase 1 were:

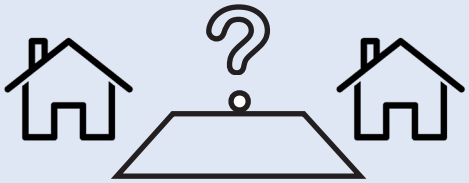
1. Promote diverse housing and increased density
2. Repurpose and reimagine underused spaces
3. Improve connectivity of the area
4. Enhance the streetscape and public realm along Lake Placid Road
5. Embrace a distinct neighbourhood character
6. Honour heritage and historical roots
7. Create a welcoming gateway

The seven draft big ideas were, along with the core values, the primary focus of community engagement. While all the big ideas were broadly supported, adjustments were made based on community feedback to remove 'Create a welcoming gateway', expand the scope of 'Enhance the streetscape and public realm along Lake Placid Road' to include the whole neighbourhood, and add 'Support a thriving community' and 'Connection to nature' as additional big ideas.



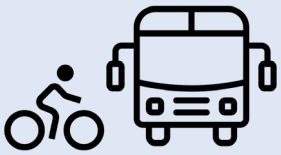
Promote diverse housing and increased density

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



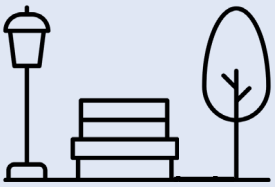
Repurpose and reimagine underused spaces

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



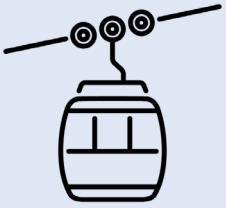
Improve connectivity of the area

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



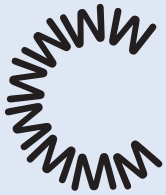
Revitalize streetscape and public realm

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



Honor heritage and historical roots

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



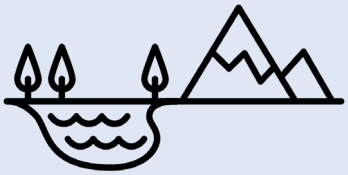
Distinct neighbourhood character

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



Support a thriving community

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



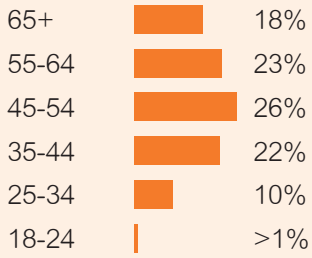
Connection to nature

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

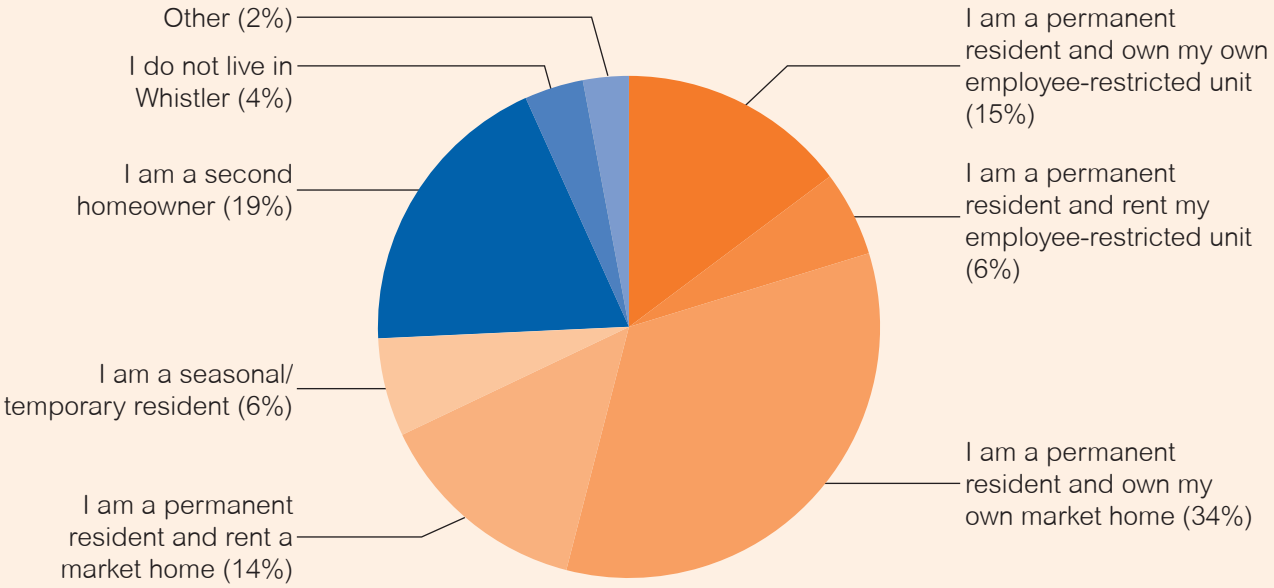
Who We Engaged

The following provides an overview of who we heard from in the online questionnaire, both in terms of total counts and summarized into percentages of stated responses.

What is your age?
Most respondents were aged between 35 and 64 years old, with the highest proportion of responses from the 45-54 year old demographic (26%). Only 11% of respondents were under 34 years, and 18% over 65, indicating a lean towards an older population.

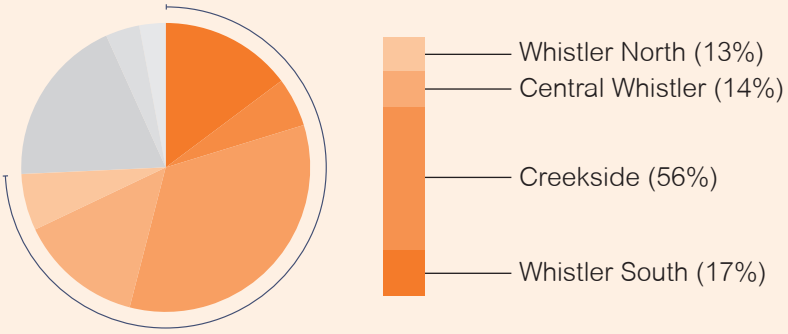


What is your living status?
Respondents were provided with seven options to describe their residency and living situation. A significant majority of respondents were permanent residents (68%), followed by second homeowners (19%) and seasonal/temporary residents (6%). Almost half the respondents own their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

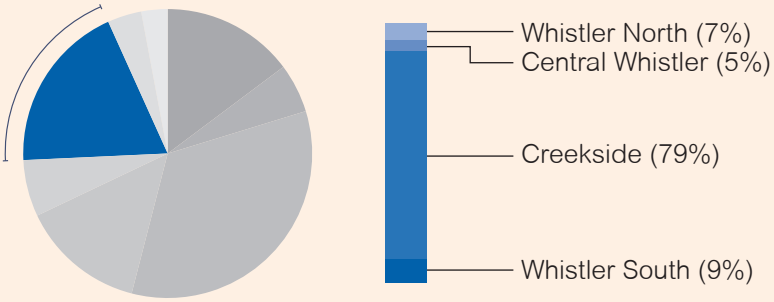


Depending on the response to this question, respondents answered a follow up question to further identify where they live, own a property or how frequently they visit Whistler. Here is what we learned about the questionnaire participants:

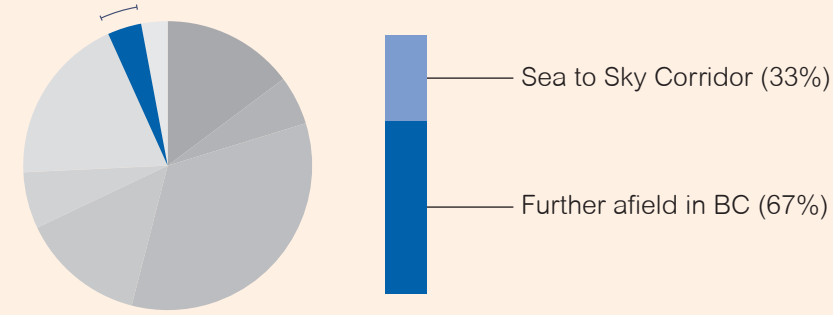
Where do you live?
Respondents who are a permanent resident or seasonal/ temporary worker were given four options. The majority of respondents live in the Creekside area.



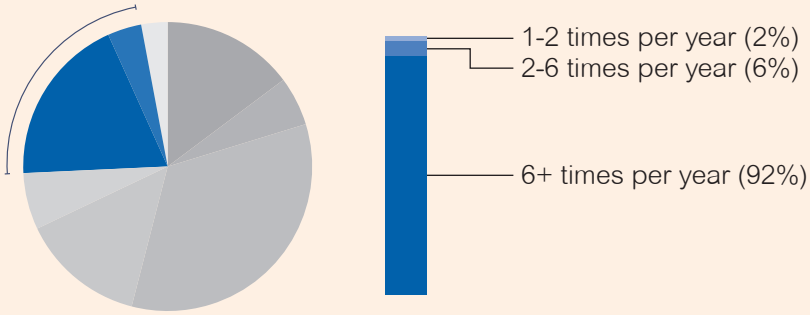
Where is your property located?
Respondents who are second homeowners were given the same four options to locate their property. Again, the majority of properties were located in the Creekside area.



Where do you live? (Outside of Whistler)
Of the 9 respondents who do not live in Whistler, 3 live in the Sea to Sky Corridor (Squamish, Pemberton, Mount Currie) while 6 live further afield within BC.



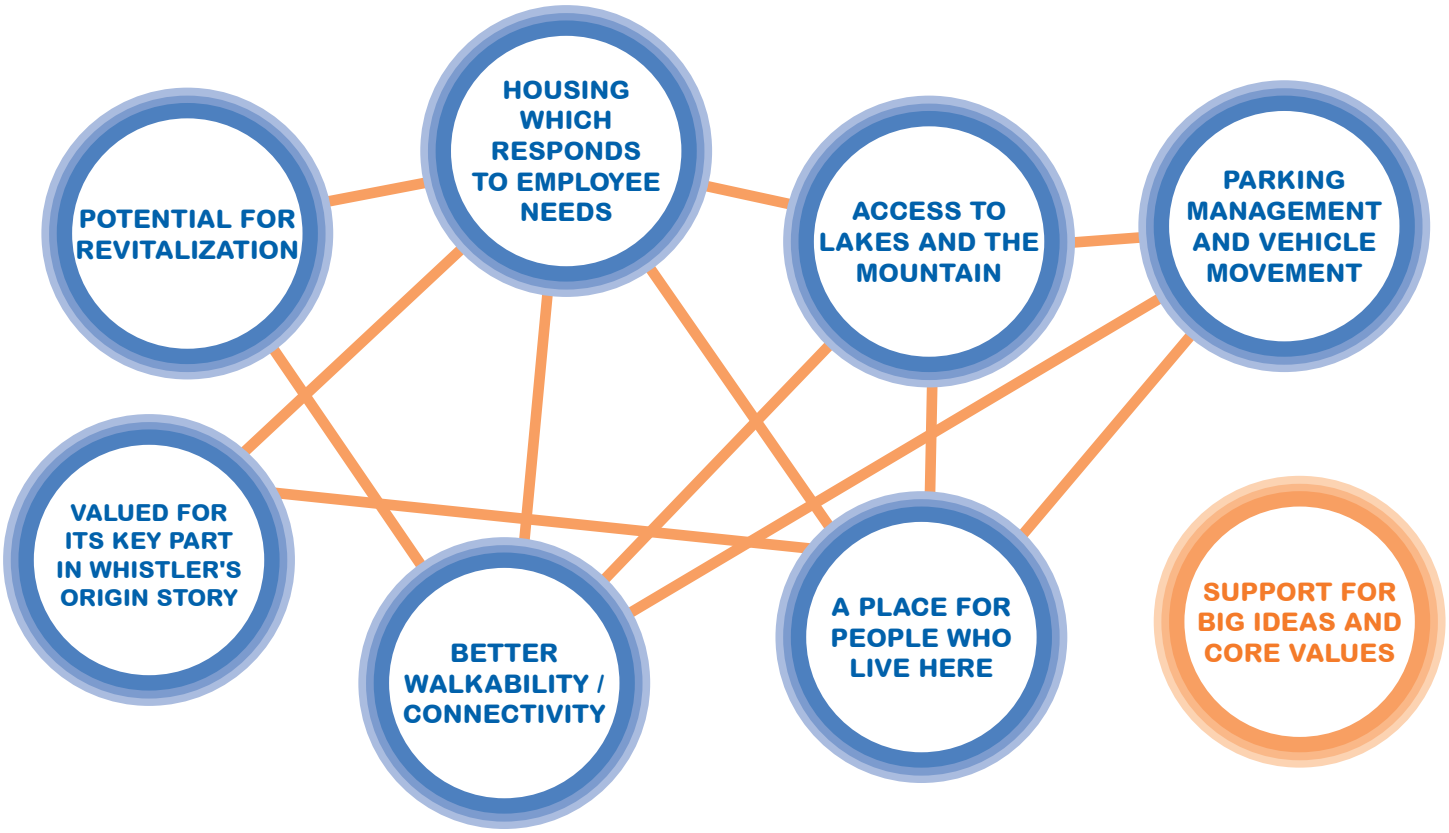
How often do you visit Whistler?
Second homeowners and non-residents were also asked how frequently they visit Whistler. All visit at least once a year and 92% at least 6 times per year.



Key Themes

The results of the engagement analysis are intended to illustrate broad trends, preferences, and themes to inform the future phases of this project. We determined the key themes by identifying key sentiments shared most often. The data from the online survey and in person events have been combined to inform the overall engagement themes.

"Medium density, mixed use development along Lake Placid Road between Highway 99 & Nita Lake Lodge that incorporates commercial space on the main level with residential on the upper second and third floors including pedestrian accessibility on both sides of the street."



Key Theme	Description	Comments
A place for people who live here: The importance of being a place for Whistlerites and housing for workers.	• There was significant focus on increasing affordable and employee-restricted housing, especially for long-term residents. • Respondents expressed concerns that new developments would be too expensive for local residents, and that there would be an influx of second homeowners from outside the community. • Many suggestions revolve around adding development and improving amenities which will benefit the people who live in the area, over a need to appeal to visitors. • Some comments highlight desire for additional public ammenities, including suggestions for better access to Nita Lake, public toilets or a community centre. • Participants suggested adding more local serving retail options, including restaurants, cafes, bars, and shops. Some mentioned specific services like a pharmacy, post office, a corner story or a larger grocery store.	**“WCW is a unique neighbourhood that feels original to Whistler. Please ensure the design element remains on a smaller scale but that serves the true community of Whistler, the working people”** **“View Creek West as the original heart/ should of whistler and don't try to make it something else.”** **“The width of the street, sidewalk, street trees, the existing scale of building and front setback create a vibrant, human scale landscape.”**
Potential for revitalization: It was widely recognized that parts of Whistler Creek West are underdeveloped; respondents identified positive opportunities for change in their neighbourhood.	• Lake Placid Road was a focal point for change, with suggestions to combine employee housing with local-serving commercial at street level and creating better links to Franz’s Trail. • Respondents want to see underutilized areas repurposed to better serve the community, pointing to vacant lots, underdeveloped park spaces and the pedestrian improvements as key areas for change. • Input highlighted diverging opinions regarding density ranging from infill housing to multi-story mixed use development. Some respondents suggest limiting development to three to four stories to preserve the character of the area. • Some participants called for improvements to the upkeep of existing infrastructure, including the maintenance of older homes, cleaning up older buildings, and improving curb appeal and aesthetics in the neighborhood.	**"It would be cool is there were some way to codify the current architecture and motifs of some of the original buildings in the area into new higher density buildings. I like the ski shack look, cedar, and kind of lawless vibe the area has now."** **“This area is drastically underutilized and has an opportunity allow both market and rental housing opportunities.”** **“Keep the retro/heritage ambiance but innovative vision for green space and increased bike/walking/running trails."**
Enhanced pedestrian realm and streetscape: There are opportunities to make improvements to the street, sidewalk and connections with buildings.	• Pedestrian safety was a key concern and public realm improvements were mentioned as the top change required to encourage more visits to the area. • Key areas for change to prioritize pedestrian safety include pedestrianizing Lake Placid Road, adding sidewalks, improving the bus stops, better winter maintenance and lighting. • Comments highlighted concerns about the impact of building heights above four storeys on the street character and suggested limits for heights along Lake Placid Road or stepping back upper storeys.	**“Sometimes the sidewalk is missing or covered in snow."** **"The bus stop feels very unsafe in bad weather (snow, rain). I sometimes take a different bus route instead of the #10 because there have been so many near-hits as a pedestrian crossing the road"** **"Light the streets ... to foster more embracement of the outdoors"**

Key Theme	Description	Comments
Desire for better connectivity: Input emphasized the opportunity to improve connections to the surrounding area.	• Enhancements to pedestrian crossings, particularly across Highway 99 were emphasized as a key opportunity to improve connectivity. Comments frequently suggested improvements to enhance pedestrian connectivity to Creekside Village and Franz's tail. Both an underpass and overpass were suggested as big ideas. • Many respondents noted opportunities for improvements to the Valley Trail, pedestrian and bike infrastructure, and bus stops. • Other suggestions included more bus stops within the neighbourhood for better accessibility.	**"It would be nice to connect Creekside and the Village better: The valley trail isn't lit closer to Creekside."** **"Add a pedestrian overpass above the highway, I think this would be a really cool welcoming entrance to Whistler if feasible and would probably help highway traffic."** **"Connect Whistler Creek West inside the neighborhood to the village with more bus stops within the neighborhood and on 99"**
Valued for its key part in Whistler's origin story: The area is where Whistler grew into a community and helps to tell the story of its past.	• Respondents are keen to maintain this original identity of Whistler Creek West – in particular the quiet, local atmosphere and features which make the area feel unique when compared to the rest of Whistler. Most responses identified this unique character as the most valued element of the neighbourhood. • Local landmarks, such as Southside Diner, Rolands and Nita Lake Lodge, were often referred to as central to the community. Respondents expressed a desire to maintain or add to the amenities which specifically served local residents. • The eclectic architecture was identified as a significant factor which contributes to the charm of the area.	**"I am excited to see the development of the run-down Whistler Creek West but obviously there's always a risk of losing its "local" charm."** **"Part of the reason why so many locals love creekside is that it has an original old school vibe that is not new or pretentious and it feels like a small slice of the original Whistler left".** **"This is a strong community area, welcoming and homey. The eclectic use of the land as a lot of character and is the heart of the street!"**
Housing which responds to employee needs: Housing is a critical issue, and respondents made it clear that priority should be given to housing which is functional and affordable for the local population.	• Affordability was a key concern, with many respondents highlighting the importance of ensuring new housing is within the budget of local workers to be successful. • Despite diverging opinions on the density of housing which should be permitted, most respondents concurred that any new housing must prioritize accommodation for local workers by providing affordability and diversity for households of varying size. • Family housing and/or employee restricted housing were seen as the most desirable housing types by participants. • Participants also expressed interest in housing types like townhouses, duplexes, or smaller apartment complexes rather than large, tourist-focused developments.	**"More affordable high density housing for season workers, cost appropriate long term rentals for qualified locals, family housing (single dwelling or townhouse style)."** **"I'd rather see housing that was functional, fresh and able to house more people, rather than the housing that looks like it may fall apart."** **64% of respondents supported mixed-use development as a top rated feature to make housing in the Whistler Creek West plan area more appealing and functional.**

Key Theme	Description	Comments
Vehicle movement and parking management: Vehicle circulation was overwhelmingly mentioned as a key area for change to improve access to the area.	• Input expressed concern about the levels of congestion currently experienced along the Highway and Lake Placid Road. • Although most respondents travel to the area by car, in the future most respondents would prefer to travel by bike. • Respondents are concerned about the impact of increased density on already stressed local traffic patterns. • The Highway 99 intersection was widely discussed as a root for congestion issues, with debate over the introduction of an over/under pass, roundabout or alternative signalling methods as the best strategy to reduce traffic and improve pedestrian safety. • Many respondents noted concerns about how parking should be managed, suggesting diverging options such as limiting parking for new developments, adding more street parking and providing better parking options.	**“Traffic is a nightmare already so it would be great to have more density where people can walk to the ski hill, groceries, and public transit”** **“Consider looking at roundabouts as a means of slowing traffic and improving flow”**
Access to lakes and the mountain: Respondents repeatedly highlighted the importance of maintaining and enhancing these connections to preserve the natural environment for everyone to enjoy.	• In addition to the proximity to the mountain base, input emphasized the access to Nita Lake and Alpha Lake as important community assets with the proximity to the lakes identified as the most valued element within the neighbourhood. • Most respondents visit Alpha Lake Park and Nita Lake on a regular basis, with over 80% visiting these areas once a month or more. A need for more shelters and amenities for local people using the parks year round was identified. • Many comments highlighted the area as a local, walkable community surrounded by nature. • A few comments noted concern for sensitive aquatic ecosystems and wildlife, with respondents keen to preserve and/or enhance the existing environment.	**"Please take into consideration the sensitivity of the area. These are wetlands, they have already been destroyed enough by building so close to the water."** **"Keep the lakes accessible"**
Support for the core values and big ideas: The draft values and ideas were widely supported with some minor opportunities for improvement.	• There was strong support for all five of the draft core values. • On the whole, there was a positive response to the proposed big ideas, the only exception was ‘Create a Welcoming Gateway’ which only had 55% support and received the highest proportion of “strongly disagree” statements (23%), with far less support compared to the other draft ideas. • Respondents big ideas fell under the themes of housing, transport management, public realm improvements, community, culture and recreation, and the neighbourhood character.	**Support for core values ranged from 73% (eclectic community character) to 94% (connection to nature and surrounding environment, and walkable and well connected).** **‘Improve connectivity of the area’ and ‘Embrace a distinct neighbourhood character’ were the most widely supported ideas, with 82% and 79% “strongly agree” or “agree” statements respectively.**

How we are listening

We heard a diverse range of opinions, and while many were positive, there were some respondents who were resistant to change in their neighbourhood. The most frequent concerns were around, increased density, the impact on already stressed vehicular routes and resistance to changing the character of the neighbourhood and the name 'Whistler Creek West'.

What We Heard	How We Are Listening
Increasing density will introduce significantly taller buildings which will affect the visual character of the streets. Development should be limited to 3-4 stories, particularly along Lake Placid Road.	Balancing the need for more affordable employee housing and the potential impact of SSMUH regulations allowing 4-6 plexes with lower building heights is a challenging issue. Staff are conducting studies to examine ways to vary proposed building heights in different areas of the neighbourhood and use architectural features to maintain the character of the area and minimize the impact on the streetscape.
Increasing density will introduce more people and vehicles into the area which will create more traffic and reduce parking opportunities.	Staff are conducting a traffic analysis study to give an insight into how the current road system can be improved to mitigate negative impacts.
Implementing a neighbourhood plan will change the character of the area. We heard a range of strong opinions, some individuals want the area to remain unchanged, some would like to see buildings with historic or community significance (Southside Diner, Rolands pub etc) preserved and others had general concerns that the local, authentic atmosphere will be lost.	The new core value 'vibrant community identity' and big ideas 'embrace a distinct neighbourhood character' and 'honor historical roots' recognize the significance of Whistler Creek's local community and heritage. These guiding principles will inform future proposals to preserve this identity.
Resistance to the use of the name 'Whistler Creek West', rather than the more commonly used 'Creekside'	While 'Whistler Creek' is the name used for the area in the OCP, given the strength of feedback related to this identity staff will reconsider the naming of the neighbourhood in Phase 2.

Conclusions

What has changed – Core values and big ideas

While we broadly received support for the proposed core values and big ideas, we have made some adjustments to reflect the themes that emerged from the community.

Core values

Eclectic community character	Vibrant community identity	*This value was updated to reflect the ideal future identity of the neighbourhood, recognizing the distinct character and history of the area while seeking to establish a sense of place through buildings, streetscape and community networks.*
Connection to nature and the surrounding environment	Embrace the natural environment	*Using the term 'embrace' rather than 'connection' will encourage more responsive integration of both existing and future changing conditions into the proposed neighbourhood plan.*

Big ideas

Enhance the streetscape and public realm along Lake Placid Road	Revitalize streetscape and public realm	*Expand scope to give new life to streetscapes throughout the whole plan area.*
Create a welcoming gateway		*The word 'gateway' was frequently misinterpreted, with significant concerns that the neighbourhood plan would prioritize visitors over local needs. It is replaced by 'Support a thriving community' to reflect this input.*
	Support a thriving community	*We frequently heard that the plan should focus on supporting the existing community of local workers. This new big idea encourages a vibrant neighbourhood with a strong local ethos to serve the resident population.*
	Connection to nature	*We frequently heard that the connections to the lakes and mountains were of high value to residents. This new big idea encourages nurturing those relationships and preserving the existing natural environment.*

Why it matters

The input collected on the core values and big ideas will help to inform the concept designs that will be developed and brought forward for review in Phase Two, and will inform decisions made by Council, staff and future development.

How community input will be used

The project team will use public feedback and analysis to develop materials for the 'Explore Phase', including a plan concept and/or options for consideration. During this phase, staff will report back what was heard during the Visioning Phase One and present the plan concept for public review and input. The public engagement for this phase is expected to occur during Spring 2025.

Detailed Engagement Results

Summary of Public Feedback

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 A and B.

Each question is proceeded by a series of symbols to denote whether the responses came from the online questionnaire and/or in person events, and if the information came from open ended or data driven responses.

- Online questionnaire response
- In person event response
- Data based response
- Open ended response

WHISTLER CREEK WEST - TODAY

Asset Mapping

These maps highlight key themes of input which had a specific location component. It includes pieces of input collected from a virtual and physical asset map, public engagement events, and the online questionnaire. The map does not show feedback that was not linked to a general location or area.

Things People Love

1. Nita Lake Park
2. Valley Trail
3. Access to Westside bike trails
4. Nita Lake Lodge Cafe
5. Rolands
6. Parking docks
7. Strong community area
8. Streetscape (Sense of arrival)
9. Landscaping
10. Southside Diner
11. Off Street Parking Options
12. Pedestrian Connection

We asked respondents to identify key characteristics of the development area that they like. Respondents indicated that they value specific local places (7 responses, specifically 4 mentions of Southside Diner), the unique community character (6 responses), convenient access to the area (6 responses) and surrounding nature (4 responses). The quietness of the area and availability of free parking was also noted.


NITA LAKE
WHISTLER RIDGE
DAVE MURRAY PLACE
KAREN CRESCENT
NITA LAKE LODGE
WHISTLER RESORT & CLUB
DREW DRIVE
KAREN CRESCENT
WHISTLER CREEK LODGE
HABITA PARK
LAKE PLACID ROAD
GAS STATION
HIGHWAY 99
SOUTHSIDE DINER
CHAMONIX CRESCENT
FRANZ'S TRAIL
LAKE PLACID ROAD
HIGHWAY 99
INNSBRUCK DRIVE
SARAJEVO DRIVE
LAKE PLACID LODGE
GONDOLA VILLAGE

Ideas for Change

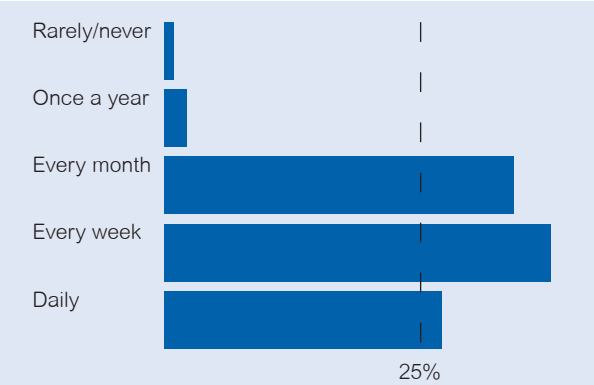
1. **Improve waterfront + lake access**
2. **Dedicated cycling infrastructure** (e.g. limit motorized bikes, separate uses)
3. **Densify residential areas**
4. **Multipurpose winter Valley Trail**
5. **Employee designated housing**
6. **Maintain lot size and adopt a hands off approach**
7. **Pathway improvements** (e.g. build sidewalks, winter maintenance, street lighting)
8. **Redevelop Whistler Resort Club**
9. **Community centre**
10. **Develop train station**
11. **Improved bus connections**
12. **Activate public realm**
13. **Create pedestrian only zone**
14. **Intersection improvements** (e.g. signage, limit commercial vehicles)
15. **Relocate gas station**
16. **Improve traffic flow**
17. **Upgrade Southside Diner**
18. **Landscaping improvements**
19. **Bus shelter**
20. **Safer pedestrian crossing** (e.g. overpass/underpass)
21. **Intersection improvements** (e.g. signal timing, turning lane, roundabout)
22. **Reduce congestion**
23. **Connect Creekside Village**
24. **Parking improvements**

Addressing the issues with vehicular access and parking (26 responses) was overwhelmingly the most common response, linked to suggestions to adapt the current pedestrian crossing over the highway (12 responses) and improve the public realm (18 responses). A number of responses mentioned increasing housing density (16 responses) along with specific commercial opportunities (8 responses) or community facilities (4 responses), extending the scope of the current valley trail (8 responses) and improving access to nature (4 responses). Public transport featured in 9 responses, with concerns over the safety of current facilities and proposal of new connections.


NITA LAKE
WHISTLER RIDGE
DAVE MURRAY PLACE
KAREN CRESCENT
NITA LAKE LODGE
WHISTLER RESORT & CLUB
DREW DRIVE
KAREN CRESCENT
WHISTLER CREEK LODGE
HABITA
PARK
LAKE PLACID ROAD
GAS STATION
HIGHWAY 99
SOUTHSIDE DINER
CHAMONIX CRESCENT
FRANZ'S TRAIL
LAKE PLACID ROAD
HIGHWAY 99
INNSBRUCK DRIVE
SARAJEVO DRIVE
LAKE PLACID LODGE
GONDOLA VILLAGE

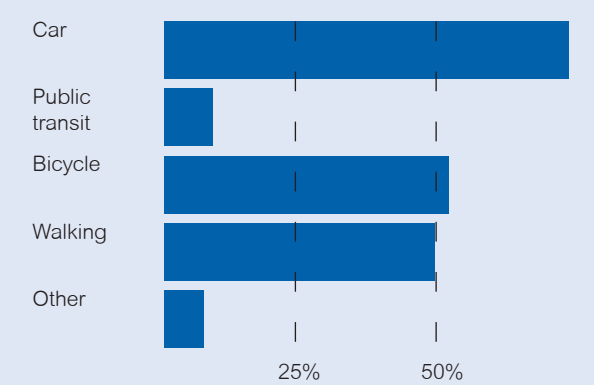
On average, how often are you in the area?

On average, online questionnaire respondents were frequent visitors to the Whistler Creek West Plan Area, with only 3% visiting once a year or less. Weekly (36%) and monthly (34%) visitors were the most typical responders, while daily visitors comprised 27% of responses.



How do you primarily get to/from the area?

Respondents were provided with four options: walking, bicycle, public transit, and car and were asked to select up to two options to describe how they typically arrive to Whistler Creek West. Cars were the most common mode of transportation with 76% driving to the area, followed by bicycle (54%) and walking (52%) respectively. By comparison, only 10% of visitors arrived by public transit.



What attracts you to Whistler Creek West?

Of 209 responses, 105 mentioned nature, specifically the lakes and parks (65 responses) and surrounding trails (40 responses). Respondents named several amenities and well loved establishments that attract them here, including Nita Lake Lodge (39 responses), Rolands bar (11 responses), the Husky gas station (12 responses) and proximity to facilities across the highway including Franz's Trail commercial offerings (12 responses) and the Creekside gondola (21 responses).

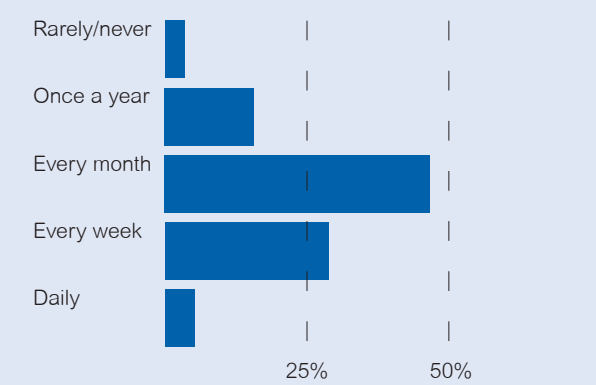
27 respondents commented on the character of the area, enjoying the quietness compared to Whistler Village, and the community of locals. More than 25% of respondents mentioned they live in the area or locally.

How often do you use or visit the following public amenities?

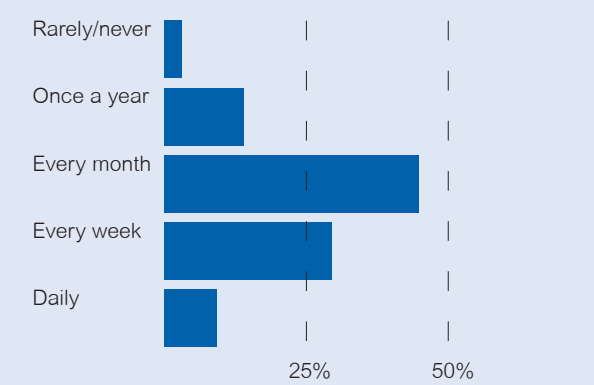
Alpha and Nita Lakes

Most respondents visit Alpha Lake Park and Nita Lake on a regular basis, with over 80% visiting these areas once a month or more. 9% and 5% report visiting Alpha Lake Park and Nita Lake on a daily basis.

Alpha Lake

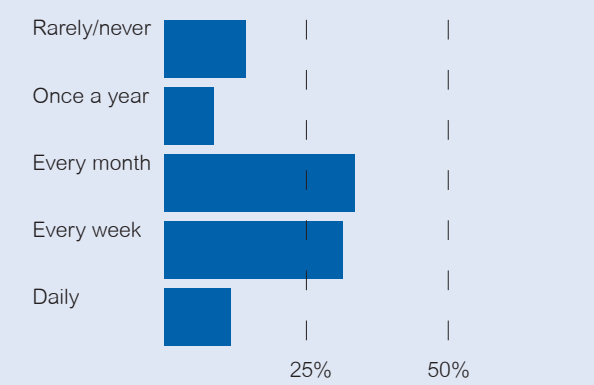


Nita Lake



Pedestrian Crossing at Highway 99 and Lake Placid Road

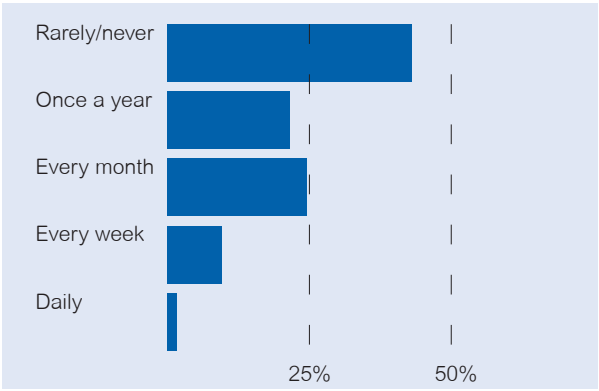
The pedestrian crossing at Highway 99 and Lake Placid Road is used frequently by responders, with 12% visiting daily and 32% weekly. A further 32% use the crossing monthly.







Pedestrian Overpass at Nita Lake Lodge
The pedestrian overpass at Nita Lake Lodge is used infrequently, with 63% typically using it once a year or less. 25% of respondents report using the connection every month but less than 2% use it daily.

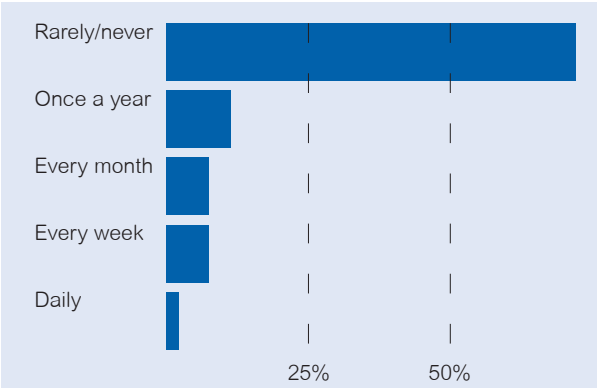








Bus stop on Highway 99 at Lake Placid Drive
Very few respondents use the Highway 99 bus stop south of Lake Placid Road on a regular basis. Just 8% of respondents use the bus stop weekly, and only 3% weekly. 70% of respondents rarely or never use this amenity.







In one word, how would you describe Whistler Creek West?

In an open-ended response, local/residential (38 responses), quiet/relaxed (32 responses), and unique/eclectic (31 responses) were the top three words that respondents used to describe the current Whistler Creek Area. Respondents also identified the area is old/rundown (33 responses) with potential for new development (36 responses).

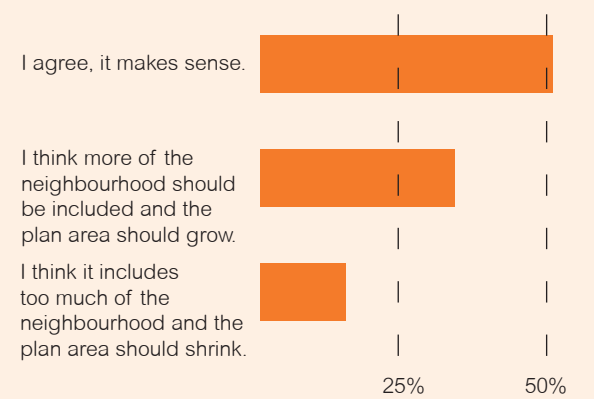
What is one element you value most about the area of Whistler Creek West?

In an open-ended response, the proximity to Nita and Alpha lakes (60 responses), location (41 responses) and atmosphere/character of the area (67 responses) were identified as elements of the most value. Many responses described the area as a local, walkable community surrounded by nature.

WHISTLER CREEK WEST - IN THE FUTURE

What do you think of the proposed draft area?

The majority of respondents (52%) agreed with the extents of the proposed plan area. Of the 33% who suggested the plan area be expanded, 68% are in favour of including areas to the south up to and including Alpha Lake Village and 47% want to encompass Dave Murray Place and the Valley Trail to the north. On the other hand, 14% of respondents would prefer the plan area to be smaller, 40% of these respondents would limit development to Lake Placid Road only.



What do you think of the draft core values?

Respondents were presented with five core values to define the redevelopment of Whistler Creek: livable, inclusive and diverse, walkable and well connected, quality streetscape and shared spaces, eclectic community character, and connection to nature and surrounding environment. Visitors to the Open House Engagement gave open ended feedback, while responses online were asked if they agree or disagree with the values. Respondents indicated strong levels of support to all five of the draft big ideas, with online support ranging from 73% (eclectic community character) to 94% (connection to nature and surrounding environment, and walkable and well connected).

Livable, Inclusive and Diverse

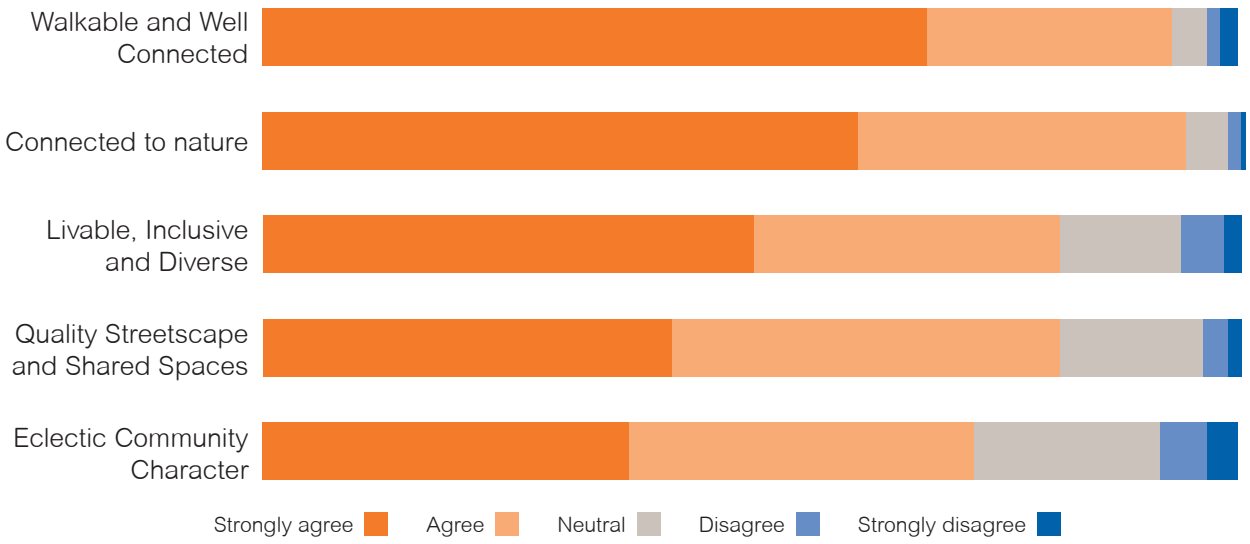
82% of online responses had a positive response ('strongly agree' or 'agree'), with open ended responses emphasizing local needs (10 responses - of these responses 50% specifically mentioned no tourists), density concerns (5 responses) and ensuring affordability of housing (5 responses).

Walkable and Well-Connected
The online response was overwhelmingly positive, with 94% positive responses ('strongly agree' and 'agree') with the smallest proportion of 'neutral' responses (3.5%) and highest proportion of 'strongly agree' (69%). Open ended responses highlighted a need to improve connectivity across the highway (4 responses) and to surrounding amenities (2 responses). Several responses expressed current safety concerns (6 responses) regarding the use of e-bikes on the Valley Trail (3 responses), street lighting and snow clearance. 3 responses mention making public transport free, although one response was concerned this value would result in an insufficient parking situation.

Quality Streetscape and Shared Spaces
All open-ended responses suggested solutions for improvement to the current public realm, mentioning nature (2 responses), traffic flow (3 responses) and specifying Lake Placid Road (4 responses) as key areas for improvement. Respondents had diverging ideas regarding parking, with 3 responses suggesting more parking was needed, especially for day visitors to the lakes (2 responses), while 2 responses suggested car access should be restricted. Online, 82% of responses 'agree' or 'strongly agree' with this value.

Eclectic Community Character
Responses were the most divided for this core value, with the highest proportion of 'neutral' (19%) and 'strongly disagree'/'disagree' (8%) responses. A strong sense of identity to Whistler Creek or 'Creekside' (9 responses) was evident in the open-ended comments. Other responses placed importance on respecting the history of the area (3 responses) and the values of the existing 'quiet, local, safe, respectful neighbourhood' (3 responses).

Connection to Nature and Surrounding Environment
Respondents showed the strength of their support for this core value, with less than 2% of responses choosing 'strongly disagree' or 'disagree'. Open ended responses provide suggestions to preserve mountain views (2 responses), connection to the lakes (4 responses) and ensure the protection of sensitive aquatic ecosystems and wildlife (6 responses). 3 responses mentioned limiting vehicular uses, while 2 suggested limiting e-bike access on trails to promote a safer, calmer environment.



What changes or additions would make you visit more in the future?

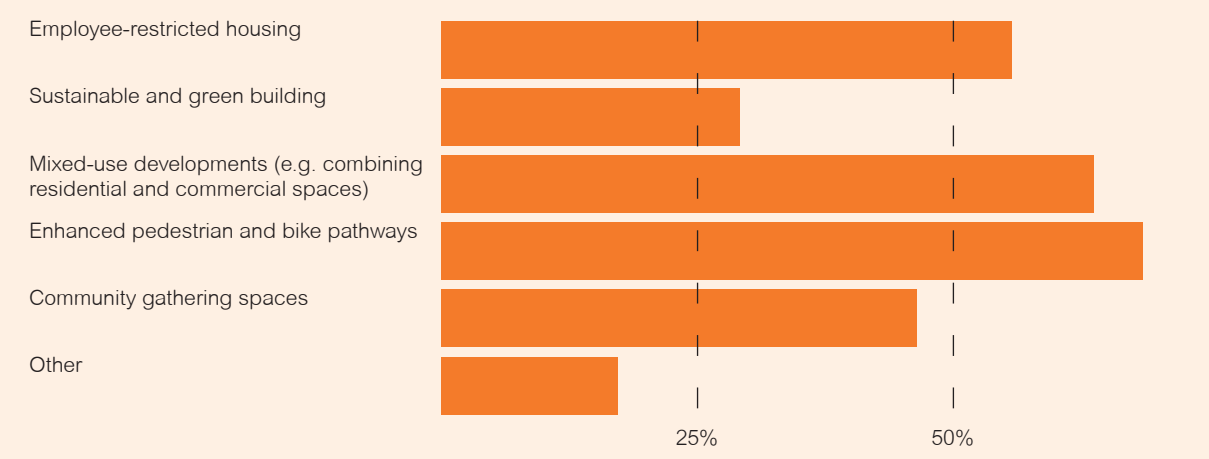
In an open-ended response, introducing more amenities to the area was overwhelmingly the most frequently mentioned change that respondents wanted to see (68 responses). Public realm improvements (43 responses), improved vehicular access and parking (36 responses), and more housing (38 responses) were the next most frequently mentioned desired changes.

What types of housing are you most interested in seeing?

Respondents were provided with six options: family housing, employee-restricted housing, purpose-built rental housing, accessible housing, smaller housing for seasonal workers, and other. Family and employee restricted housing were the clear priorities, both selected by 66% of respondents.

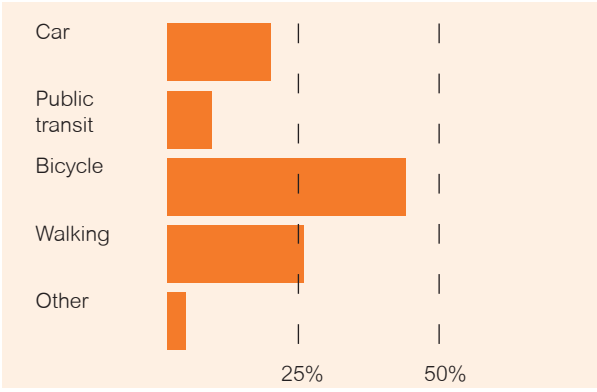
What features would make new housing in WCW more appealing and functional?

We asked respondents to share their perspective on five features to make new housing more appealing and functional. Respondents indicated that they supported enhanced pedestrian and bike pathways (69%) and mixed-use developments (64%) as the top-rated features. Further support was shown for employee restricted housing (55%) and community gathering spaces (48%).



In the future, what would be your preferred ways to travel?

Respondents were provided with six options: walk, biking or e-bike, scooter, public transit (bus), personal vehicle (car), and other. Respondents clearly identified biking or e-bike as their preferred mode of transportation (43%), followed by walking (26%). Travel by personal vehicle (18%) dropped below both biking and walking as a preferred mode of transportation compared to a previous question when we asked how people currently arrive to the area.

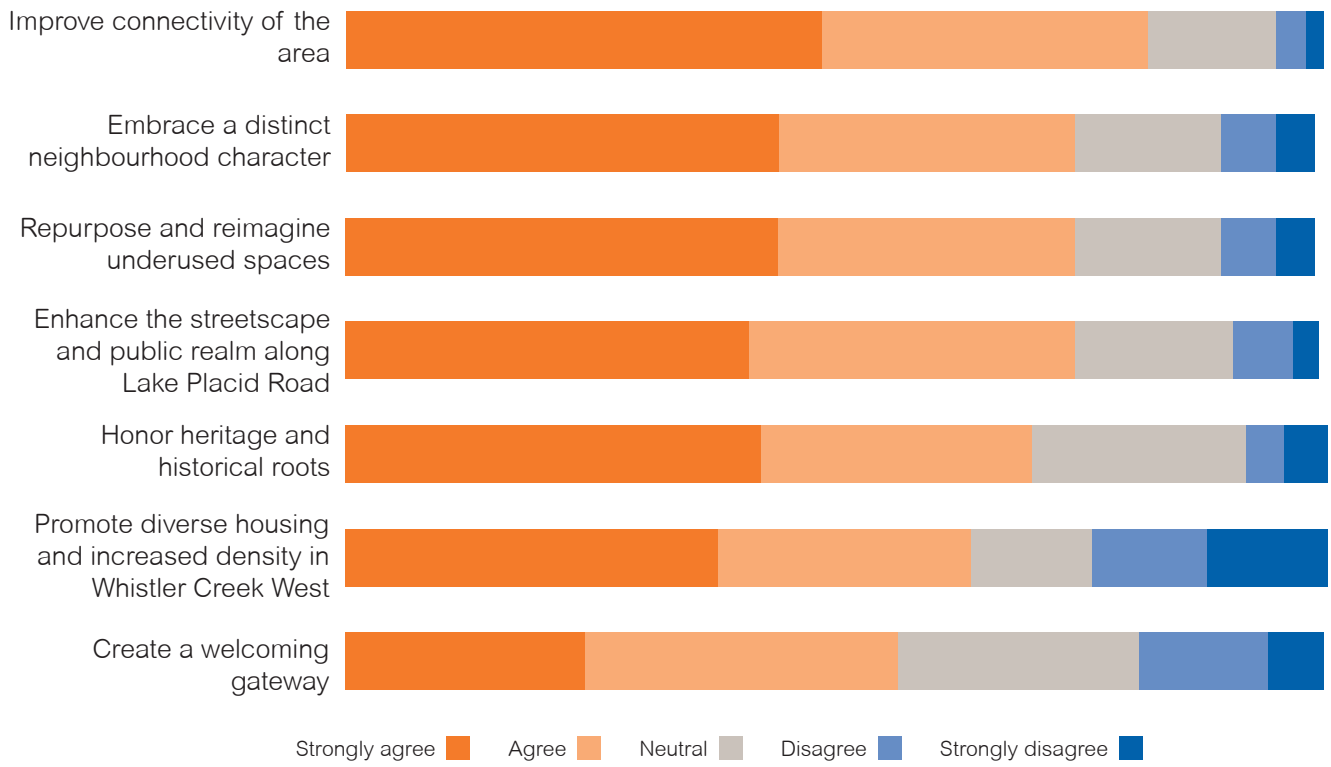


To what extent do these big ideas align with your vision for Whistler Creek West?

Respondents were presented with seven overarching ideas for the redevelopment of Whistler Creek: Create a welcoming gateway, Honor heritage and historical roots, Repurpose and reimagine underused spaces, Embrace a distinct neighbourhood character, Improve connectivity of the area, Enhance the streetscape the public realm along Lake Placid Road West, Promote diverse housing and increased density in Whistler Creek.

On the whole, the statements generated positive responses with more than 65% of respondents providing answers of "like", "strongly agree" or "agree". The only exception is 'Create a Welcoming Gateway', which only received 55% support. 'Promote diverse housing and increased density in Whistler Creek' and 'Create a welcoming gateway' were the most strongly opposed statements (23% and 19% 'strongly disagree' or disagree' statements respectively), while 'Improve connectivity of the area' and 'Embrace a distinct neighbourhood character' were the most widely supported (82% and 79% 'strongly agree' or 'agree' statements respectively)

To what extent do the following ideas align with your vision for Whistler Creek West?



What is your big idea?

In open-ended responses, a range of diverging ideas were provided. Several key themes emerged: housing, transport, public realm improvements, community, culture and recreation, and eclectic character.

Housing
An increase in housing density was proposed by 67 responses, with 37 respondents suggesting that building heights should be limited to a maximum of 4 stories to preserve the character of current built environment. Others proposed taller buildings for maximum density, with 20 responses describing mixed-use buildings with ground-level commercial spaces. Some respondents suggested that Lake Placid Road could be an extension of the existing Creekside village, while others questioned if more commercial units would be viable given historical trends. Most respondents concurred that any new housing must prioritize accommodation for local workers by providing affordability and diversity for households of varying size.

Transport
Vehicular traffic and pedestrian mobility was widely discussed. 30 responses specifically suggested alterations to the highway 99 junction, citing high levels of congestion and concerns for pedestrian safety. The most common proposal is a new overpass or underpass for pedestrians. Further concerns included the impact of increased density on already stressed local traffic patterns and the availability of parking. Some respondents argued that cars were a necessity (particularly for families) and dedicated parking needs to be available for locals, while others would prefer less cars and improvements in public transport options such as additional bus stops within the neighbourhood. Public transport options for day users such as a train (7 responses) or buses (5 responses) were also discussed to reduce congestion.

Public realm improvements
Wider public realm improvements such as street lighting, more sidewalks and snow management strategies were mentioned by 31 respondents, with a particular focus on addressing pedestrian safety. 22 responses mentioned nature with suggestions including more park/green space, better connections to Nita and Alpha lakes and provision of outdoor shelters. Some respondents expressed concerns that increased density would adversely affect the local environment. In addition, 32 responses proposed widening the scope of the local trail networks to provide better walking and biking connections to local parks, amenities (Franz' Trail) and neighbourhoods including Function Junction.

Community, culture and recreation
A need for more recreation options geared towards locals was identified (11 responses), particularly indoor spaces for the community to gather during seasons of poor weather. Suggestions included multi-purpose rooms to be used for educational classes, art shows, live music events and/or fitness facilities. Creating additional outdoor facilities such as a multi-use winter trail or bike skills park were highlighted to support the current recreation offering for locals. 6 responses also suggest honoring the area's history and culture through a museum or art features.

Eclectic character

32 responses emphasized a need to preserve Creekside's unique character, stressing the importance of using new development to provide for local needs and supporting the existing community. 6 responses specifically resisted proposals to promote Creekside as a 'gateway', concerned that an influx of tourists would detract from the unique character and suggesting funds be prioritized for local amenities and housing. On the other hand, 5 responses discuss the potential for additional tourist accommodation in the area to generate income. 11 responses resisted any change, with strong opinions presented that the area should be left as it is.

Appendix A

Verbatim summaries - In-person engagement events

Whistler Creek West Neighbourhood Plan

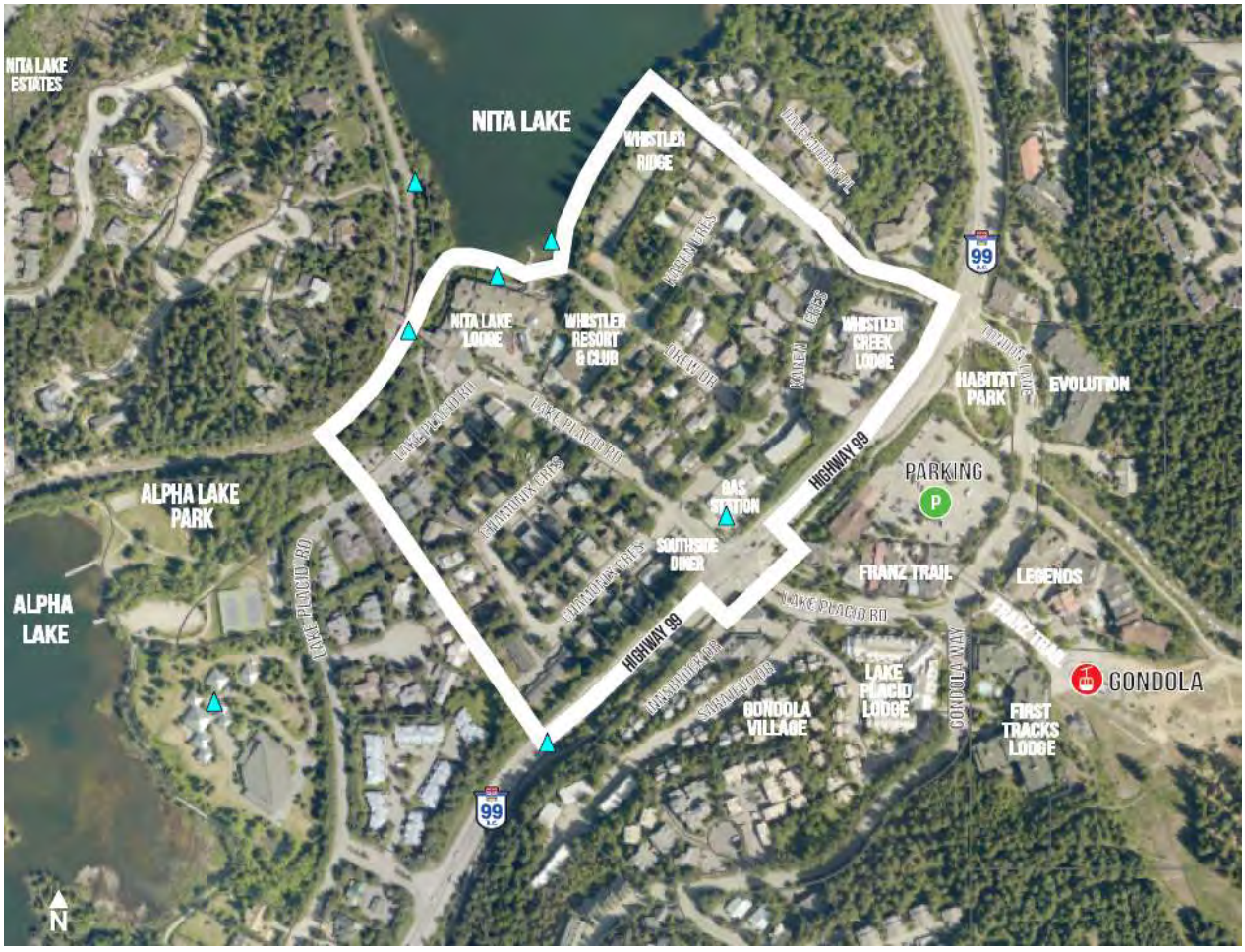
Phase One: In-Person Pop-Up Verbatim Input

Evening Drop-in: November 6, 2024 5:00 PM - 8:00 PM

Weekend Drop-in: November 8, 2024 9:30 AM - 12:00 PM

Asset Mapping

What I like



- Creekside is preferable as it's quieter and not the busy village. Quiet spaces, views, lake access.
- Natural waterfront beach with dock.
- Nice planters, paver stones fronting the gas station.
- White Stucko!
- Our community is just fine, thank you very much.
- Access convenience quiet
- Access to Westside Trails via bridge

What I would change

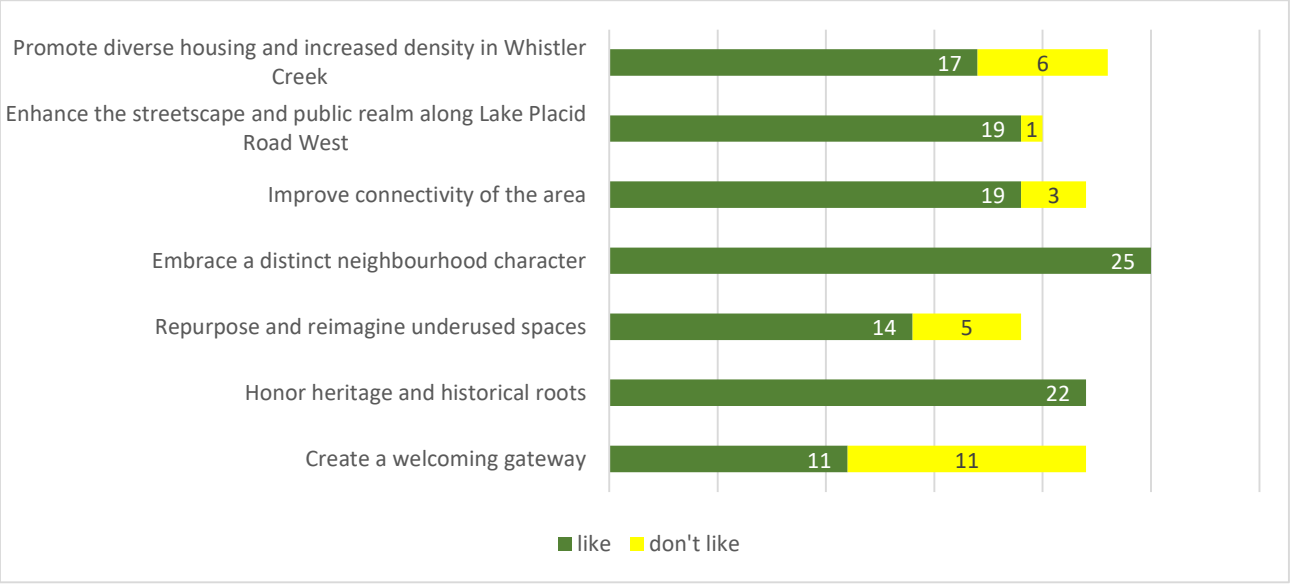


- Address the issue of no motorcycles on Valley Trail. Bicycle + motor = motorcycle! They go way too fast."no motorized vehicles"
- Look at creating wider or separate Valley Trail for bikes + quiet path for walkers/runners
- A community hall/multi-use space for events, classes, etc. with a kitchen, stage, bar.
- Waterfront along Nita Lake could be improved. Presently its mostly just shrubs, but it could be much better.
- Karen Crescent single lane is dangerous, needs to be two lanes.
- "European style" High Speed Train to Vancouver. Local bus pickup.
- Redevelop Whistler Resort Club, add a park at rear with access to Nita Dock.
- Build sidewalks
- Main train station - if passenger commuter service occurs, a very walkable community within close proximity to inter-city train station. Similar to European Mountain Tours.
- Sidewalk is unfinished/unconnected and not cleared of snow in winter
- Commercial trucks use Drew and Karen to turnaround. 3 point turns @ 5am
- Stop sign of Drew and Karen Crescent (this spot is used now as turnaround for gas station.
- Make bike path to Function Junction a priority.
- Lake Placid Street Parties!
- "Whistler Gondola Area" Integrate this area into overall Creekside Plan.
- Should the Creekside Plan include enhancing Alpha Lake Park for higher density in the area.
- Any chance of beautifying the southside Diner corner? It looks so good at the gas station corner!
- Density is great, if passenger/commuter rail gets put in place.
- More lights + better snow clearing. (Lake Placid / Highway 99)
- Mixed use densified units along Chamonix Cres. Commercial on main level, rentals on 2nd floor and luxury penthouse on top floor.
- A community centre like Meadow Park for South Whistler. MP is overcrowded and a long commute for those on the South end of town. Less cars on the 99.
- Continuation of Franz Trail
- Please, no urban feel + look
- Parking docks
- Move gas station
- Lake use parking improvement
- Create Valley Trail / walking path on West side of hwy from Nita Lane to Creekside Lights.
- Reopen Creekside Lodge highway access.
- Extend Valley Trail past Alpha Lake.
- (all along Lake Placid) Mix use with commercial on base. Residential on top. Employee designated.

- Better/safer pedestrian crossing on Highway 99. added comment from someone else: Agree!
- Car lining up to gas station spill out to road and creates traffic and pedestrian hazards. Need to be redesigned.
- When create density, plan for transit to go through Lake Placid Rd? To make it easier to take bus to housing + parks?
- Why don't you take this plan somewhere else
- Multipurpose winter groomed Valley Trail. Extension from Creekside to Rainbow Park.

Big Ideas

Share your thoughts on the big ideas using the provided stickers



In-Person Pop Up Verbatim Input

What is your big idea?

- Underpass under Highway 99
- With an underpass, there would be better traffic flow as the pedestrian Demand Button wouldn't be Required
- Over or underpass for Highway 99
- Creekside Gondola from Train St - Gondola (over Highway)
- Use BC Rail for new Valley Trail (E-Bikes)
- No buildings over 3 to 4 stories. We must preserve our views of the surrounding nature and mountains. Preserve Skyline!
- Creekside is not the “gateway", Function Junction is more of the gateway.
- Snow removal. Rather than piling it on sidewalks, perhaps the underutilized spaces could be used for snow storage.
- Free transit!
- Co-working space + professional offices. Flex meeting space (ex. Kwench Victoria/Vancouver)
- Preserve heritage
- Plan has to include staff housing
- More employee housing in the neighborhood
- Involve a heritage consistent for direction on Whistler first community.
- No building over 3 stories!
- Improve transportation options
- No to built condos at the corner of Drew and Karen [drawing of a Swiss path in a park with conifers]



- Traffic roundabout to enter into the Creekside neighborhood.
- Pedestrian overpass @ highway and Lake Placid
- Keep density Low
- This is prime lift access in a resort. Add tourist accommodation (that is where the money comes from)
- No more development, bring the train back.
- Pedestrian overpass @ highway
- Ignore Nimby's unless you want an enclave for the right
- Up to 5 stories with commercial ground floor Eurostyle
- Connect Nita Lake residences closer, including foot traffic
- Leave the existing neighborhood, Lake Placid Rd only.
- Enhance Employee housing opportunities, less seasonal habitation,
- Maximum project to be 4 floors,
- More mixed-use development
- Restrict height to 3 story

- Maintain the old cap on development. We don't have the infrastructure or the tax base to increase taxes displaces local residents. To increase density, open door to developers.
- Pls. Properly redesign communication tools. No transaction on your site. Letters to all residential owners.
- Cater to an aging population
- Restrict height of new buildings to 4 stories max. No higher than Nita Lake Lodge.
- Create a welcoming resort for tourists
- 1. Alpine architecture 2. 4 stories max 3. start by cleaning the side of Drew Road (going to Nita) 4. Right lane on the highway to go to Nita Lake Lodge is dangerous.
- Increase density - yes, but needs to be restricted to full time residents. Yes to diversity, but seniors + homeless shelter best in village, close to health care, but yes to low income + 2nd stage

Core Values

What do you think of the draft core values?

Livable, Inclusive and Diverse

- Senior housing in Whistler with facilities + help
- Lake Placid sewer pump station upgrade due to existing odor in summer.
- crucial for our community to provide for seniors in Whistler. Please build housing with facilities/care/nurses etc. on site
- No increase in density for tourists or 2nd homeowners employee only
- nightly rentals should be allowed if the density is increased
- absolutely! Livable, inclusive, diverse. Plan for this and you will meet the needs of more people.
- Livable! inclusive, these mean affordable!
- Housing for who?

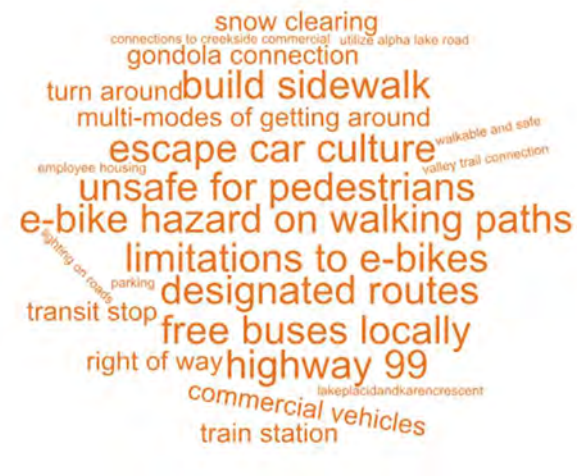


- Yes, Whistler needs to densify and Creekside makes sense to do this. More multi-family unit, local restricted housing will help as Whistler grows.
- 1. 4 stories max (Nita Lake Lodge height) 2. allow for family/young people (locals) 3. no tourists
- Keep area residential

- Max 3 story height
- Local living with low density housing. 3 levels, Like Nita Lake Lodge
- We are locals, not tourists, keep the neighborhood.
- Family housing max 3 floors, no commercial
- Current low rental will be gone. Maintain this!
- Controlled access to Nita Lake and Alpha Lake.

Walkable and Well-Connected

- Lake Placid Road Highway 99 seems unsafe for pedestrians crossing the highway.
- Free buses locally for seniors please
- E-Bikes and scooters are a hazard on walking paths. Build designated routes for both to travel.
- Make transit free to escape car culture
- Build sidewalk along Drew and Karen Crescent. Also snow clearing
- How will commercial vehicles be handled? Currently, they park all over Lake Placid and Karen Crescent then use Drew Drive as a turn around by back in from Karen crescent.
- Right of way for future gondola connection from train station to Creekside base. Close to transit stop/lift base.
- Yes please! Look to other cities who manage multi-modes of getting around.
- Keep it residential. i.e. full time/part time owners and rental, No short-term rental which would living for locals, not for short term visitors.
- Whistler is already a dense community. Why increase the density? Aren't we capped out?
- Maintain low rent housing opportunities for workers
- Protect current low-rent housing



- 1. Valley Trail: connect to FJ 2. Lighting on roads.
- walkable and safe. Separate electric bikes from pedestrian trails.
- Make sure there is still enough parking. Don't use this as an excuse to not have enough parking spots for all residence: 1 spot/room
- Create good connections to Creekside commercial across Highway 99
- Connect Valley Trail from Westside to Alpha Lake Park.

- Valley Trail - limitations to e-bikes (speed is an issue)
- Utilize Alpha Lake Road to connect Creekside with Tamarisk, Stonebridge, etc.

Quality Streetscape and Shared Spaces

- Sidewalk in front of red door by Nita Lake Lodge entrance is discontinuous
- Birch trees don't like snow, replace with endemic species
- Proper signage for directions East of Lake Placid and Karen Crescent needs a cul-de-sac sign, so visitors are aware there is no Highway 99 exit.
- There are several undeveloped lots in the area. The owner should be encouraged to build on them.
- That the utility lines have been buried is great. The streetscape could be improved, the nighttime lights from Nita Lake Lodge are just too bright.
- Traffic flow!
- Fine as it is except Lake Placid Rd
- Parking!
- Parking restrictions? Car restrictions
- Keep green spaces
- Limit to only Lake Placid Rd
- Employee housing? That is like a cruise ship where the workers have balcony suites. Put employee housing 10 min + walk away. This is prime lift access - use it for tourist accommodation.



- New solution for pedestrians @ Highway 99 + Lake Placid
- Parking? Access to lakes and trails is challenging without an adequate parking
- Parking: ensure new developments have off street parking. New solution for day trip parking
- Advance green signal at intersection
- Incentivize walking, biking, transit + heavily restrict parking (especially on side streets) for parks especially.
- Direct tourists to public toilets on Lake Placid

In-Person Pop Up Verbatim Input

Eclectic Community Character

- Keep the quaint European charm of the village for a congruent theme
- The village was built by independent developers so there were design guidelines but still eclectic
- Creekside is our name
- Respecting the local character should include keeping the name Creekside
- Speak to Museum, protect history.
- Whistler Creekside is our name - do not change it. It's the original Whistler
- Where is Whistler Creek West? Where is Creekside South? Making up names?
- No commercial units (keep on other side of Highway) already empty units there…
- Creekside
- Creekside, not Whistler Creek West
- History! Talk to John Hetherington
- keep change to a minimum
- Maintain current density! Respect the current quiet, local, safe, respectful neighborhood
- Protect Rolands Pub South Side Deli/Diner, Shoestring Lodge



- You have called this area 3 names! Only one exists; Creekside!
- Lake Placid Road development only
- Talk to locals about the actual history. Go to the museum! Talk to John Hetherington
- When is enough is enough.
- Respect and value of existing neighborhood.
- Project only to be on Lake Placid Road
- No such thing as Whistler Creek West
- We are Creekside

Connection to Nature and Surrounding Environment

- The ditches should be upgraded. Either cleared more frequently or filled in and replaced with pipes
- Always keep our mountain views accessible, all around our valley. Low building please!
- Restrict e-bikes on valley trails. A lot go for too fast
- E-bikes are motorized vehicles and have no place on the Valley Trail, which is meant to be enjoyed as a connection to nature, not a highspeed highway
- The connection to the Valley Trail and the Lakes are what make "the backside" of Creekside special
- No buildings over 4 stories because they block out the views of our surrounding mountains. Don't do a "Vegas"!
- The lakes are in danger of over usage which is already having an effect on local wildlife and bird populations
- Love it! Prioritize nature + Environment when creating built environment
- Prohibit and enforce transient parking
- Discourage parking along road ways etc. and incent. Use of public transit walking and cycling



- Re-instate recycling at key valley Trail points (cans bottles, etc.)
- Protect nature
- Maintain and increase access to public parks, BUT NO CARS!
- Protect wildlife
- Animal underpass/animal corridor
- Protect the lakes by limiting access! Teach people to respect the land/water
- Maintain nature on the Valley Trail and Nita Lake peaceful, serene feel in irreplaceable.
- What about the salvage smell along the Valley Trail to function
- Trails are good.

Comment Form

Insert question here

- Please prioritize the Vail staff housing at Base Two. This should have been built this summer as the land is cleared and set to go. The hold up being??? Let's go please.
- Make a push for high speed or regular commuter passenger rail service to enhance the community and densify housing around the train station(s). Give Whistler the European ski-town feeling.

- Crucial for senior housing with facilities - nurses, home help, etc. Please.
- 1. Employee housing should be 15 minutes walk from lifts, this is prime lift access in a resort, it should be geared towards tourists (no one would put a cruise ship and put workers on a balcony suites). 2. Any change will take decades to change neighborhood, the nimby's will be before they have anything to worry about. 3. Lake Placid has been designated commercial for 30+ years and nothing has happened, what is different this time? Boldly rezone (if you incrementally rezone, the stuff built now will go to the landfill in 20 years).
- There is nowhere near enough density for the businesses on Franz Trail to survive if you want Creekside to work. We need density and barriers removed for developers. - blanket rezone boldly - Let developers make a profit (they take all the risks) - If developers can't make a profit, nothing will happen and stagnant Creekside will continue for another 30 years. (I am not a developer) I am frustrated with the Muni putting up barriers.
- Creekside is the original heart of Whistler - Where it all began. The area, as a consequence, evolved an eclectic collection of people and housing - the original families of Whistler. Any future development needs to respect this history! - Future development in the area should be "sensitivity", collection of infill townhouse housing of 3-story max height and density not exceeding .75 FSR would be appropriate. Creekside not a place for more intensive condo or hotel development. This would respect the original development of Creekside. Bavarian Style moves along Boulder Ridge, overlooking Nita Lake, might be considered " heritage" at this point and retained. - Sensitivity to Nita Lake. Significantly more folk in west Creekside would put more of a burden on Nita Lake - and at present, there is really no public access. One small beach and dock.
- 1. Connectivity with Creekside Market area is important for any retail along Lake Placid Road. 2. I think store retail should be encouraged on the West Side. 3. Smaller redevelopment will probably be uneconomic due to the challenge of the underground parking, and the water table (Nita Lake and Alpha Lake). *this needs to be addressed if your ideas are to have any effect.
- 1. keep green spaces. 2. if incentivizing existing homeowners to redevelop to allow for higher density housing, rent caps do not work for that purpose. It actually does the opposite.
- 1. Why are we changing the name to WCW? Creekside, the name itself, has history and character and should not be changed. 2. Creekside being an already established and dense community - what is there to build out? Where? 3. Using the "housing" crisis as a way to further develop this area, only for it to add minimal housing opportunities for locals is not okay (eg. Nita Lake development).
- Whistler Creek West? Keep it Creekside! It's the original Whistler - Respect that - why increase density - it's already too crowded. There was a cap - what happened to that/ Use the rail line for transportation, keep the originality. What is your plan? Expropriation? Who's going to sell you their land?

Appendix B

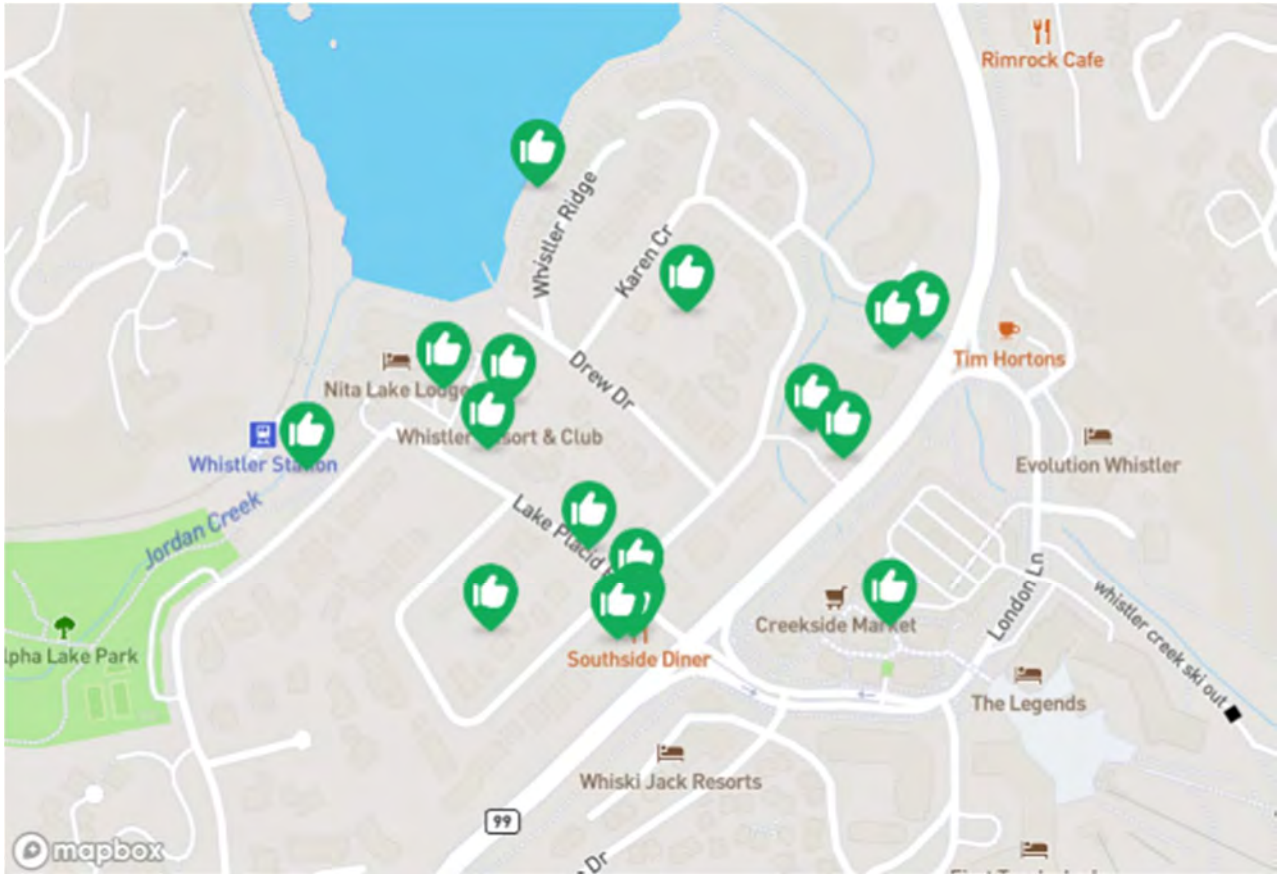
Verbatim summaries - Online Engagement

RESORT MUNICIPALITY OF WHISTLER
4325 Blackcomb Way
Whistler, BC Canada V8E 0X5
whistler.ca
TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

Whistler Creek West Neighbourhood Plan
Phase One: Online Verbatim Input
Questionnaire & Asset Mapping – November 2024

Mapping Input

What I love



Southside Diner is a must-keep!! Such a special part of Creekside.

I love this section of the valley trail that wraps around the lake and gives me a chance to get lost in thought and reconnect with nature.

Parking to access Creekbread that is not street parking.

Love the coffee shop at Nita Lake Lodge, and that you can access it from either the valley trail or the road-side of the building.

A cool local landmark and gateway to Creekside!

I would keep these lots over here as is. (No land assembly). Let owners develop into higher density units as per bill 44. Or keep as single family.

I would keep these lots the same (no land assembly). Let the lots develop over time to higher density holes as per bill 44. Or to stay as single family residences.

Love the sense of arrival in the neighbourhood, it has a unique, homey, authentic feel. The width of the street, sidewalk, street trees, the existing scale of building and front setback create a vibrant, human scale landscape. There is a great interaction with private and public space, the resident front porch and walker by. Beyond the historical value of this stretch of real estate, it has an amazing ski town vibe that you cannot find anywhere else in Whistler, need to be preserved. Larger higher density could be developed behind this street frontage.

Southside dinner creates a great sense of arrival, true to Whistler's. People come to Whistler to see WHISTLER, not a polished version of the high-density suburb they are from.

Creekside parking being free is great for locals in the ski season, please don't let this change. Thank you 👍

Southside diner needs to stay! Iconic building.

The underpass is amazing, used by everyone living north of Drew Dr.

Closure of entry into Creekside lodge parking has added a better safety element

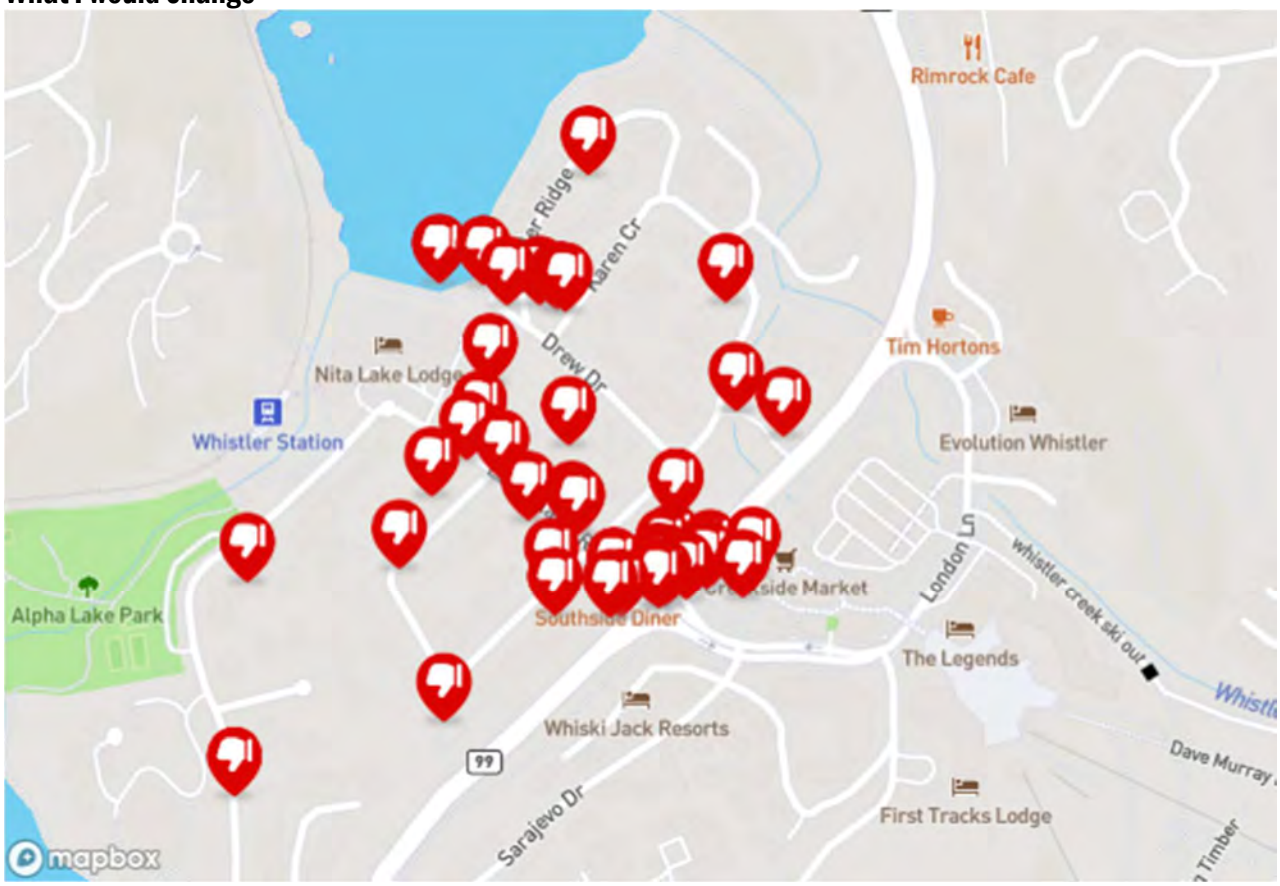
Hello Train! Maybe an internal service from Function (maybe at the new FN gas station) to Creek (3 or 4km/5minutes train ride) would help the Cheakamusers to get to Crk side and go skiing in a timely manner.

The highway underpass is an excellent and friendly way to move between the creekside and creekside west.

This is a strong community area, welcoming and homey. The eclectic use of the land as a lot of character and is the heart of the street!

Roland’s is important

What I would change



High density has its place here, instead of those bunk house trailers.

Whistler needs lively neighbourhood with actual lived-in house. Affordable employee restricted single family is needed. People don't want to live in apartment buildings.

Work with the grades to extend the village stroll in front the liquor store into a overpass connecting over the gas station building. (same as over Village Gate Boul.)

This section of road could be decommissioned and used for affordable employee housing.

Connect Creekside Village to a new vibrant strip down Lake Placid Rd to Nita Lake Lodge, encourage mixed use development down the strip, with multifamily housing, and commercial at street level, and create a nice gateway to Whistler.

It would be great if the fountain feature on the altitude gym building worked, or was filled in with a garden. It looks really shabby having been unused for years. It gives the appearance that it's broken and we don't have the funds to fix it!

Closure of this entrance add pressure on the Lake Placid intersection, when all you want to do is go to creekbread or creekside, not to Vancouver, or Cheakamus lol. That being said, the traffic going back to Cheakamus or Vancouver lol, at the intersection of Lake Placid

when the mountain closes is stupid. Something must be done, also Taylor way merging lane doesn't work. Need a gondola in Cheakamus.

Add a Gondola lift station To the Alpine trails for winter cross country skiing and connection to Whistler Olympic Park.

Create an overpass over highway 99 and extend Lower Peak to Creek over it, allowing resort users to ski out directly to Roland's.

This dock is in breach of its permit. It should be open to the public.

Fix the allowed density or force the strata of Whistler Ridge to develop the land on the east side of Whistler Ridge entrance.

This map should use the correct name for this street-- it's now Chamonix Crescent. That change was made for a reason.

High density across the park. And, maybe it is finally time to consider development at 2177 Lake Placid Rd.

Great opportunity for employee restricted housing redevelopment.

Agreement to use Whistler Ridge strata rd to access back side of the lots on Karen Cr. to build same sq ft and density housing as the existing buildings of Whistler Ridge. Subdivide the back of 2033 to 2055, then merge the newly created lots into a strata lot and build the same tight row of little houses.

Would make this stretch of street pedestrian only, using Chamonix Cr., Drew Dr. and Taylor Way as alternative vehicular routes.

Work with the grades to extend the village stroll in front the liquor store into a overpass connecting over the gas station building. (same as over Village Gate Boul.)

Use Taylor Way as an entrance to the neighbourhood.

A bus shelter is a must for the 10. It's dangerous and hectic when there's tons of snow in that area. It's hard to be seen by drivers.

Under-utilized public space. Currently a small dock at the end of a dead-end road. This area could be better utilized from a public access to Nita Lake / public park.

The crossing is busy, loud and tends to have a lot of aggressive drivers. The crossing between the two sides is uninviting.

Sidewalk in front of houses and pub is way too skinny and doesn't allow for bikes, but road is too busy in this section for kids to safely navigate by bike. And walkway in front of pub is even worse with folks outside smoking, cars parked so close as to block the sideway on the east side and a blind entry onto the entryway into the lodge.

Bit outside RMOW scope, but reduce SB HWY 99 to a single lane north of the intersection. Create an underpass or overpass WB on lake Placid Road so traffic leaving the parkade can access the right lane SB on HWY 99 south of the intersection and then merge to one lane.

Can a pedestrian underpass be created on the north side of the intersection under HWY 99?

Address right hand passing lane into Taylor Way.

More safety implemented at Hwy99/Lake Placid intersection. Too many cars rushing through to access an assumed right hand passing lane. Do we need 2 crosswalks? Perhaps it’s time to start embracing round abouts. Confusion regarding the bike lane above Husky. Covered bus shelters at number 10 bus stops.

Nothing. Leave it alone. No more densification. This isn't the city!

A pedestrian overpass would be a cheap way to make everyone happy! Pedestrians would feel safer and have to wait less. Traffic would flow

better with less interruptions from people crossing.

This would be a great spot to put business and higher density housing to make Creekside more vibrant! Traffic is a nightmare already so it would be great to have more density where people can walk to the ski hill, groceries, and public transit

Too many cars parked along both sides of Chamonix, overnight and otherwise, where there are necessary restrictions for the snow plows.

The bus stop feels very unsafe in bad weather (snow, rain). I sometimes take a different bus route instead of the #10 because there have been so many near-hits as a pedestrian crossing the road to get to this stop in the winter or rain.

People assume hard shoulder is a turning lane, I would not care but I have witnessed many accidents and a crazy number of near misses. Reduce size of shoulder or add barriers to prevent the shoulder being used as a turning lane for idiots.

"I would propose full land assembly and redevelopment of the land between Lake Placid, Drew, Karen and Nita Lake Lodge. This rectangle lot could have 4 or 5 story development with underground parking and a center courtyard (think Fitzsimmons walk). The street level are on Lake placid to be commercial. Architecture to look similar to the Delta hotel / Brick works. Storefront parking to copy parking at brick works.

Covenants on some (or all) units for resident restrictions."

"The Southside Lodge, and it's landscaping (or lack there of) is an eyesore and no longer fits the typical architecture of Whistler.

Propose to rebuild with new. Keeping the main level as commercial (Southside diner). The corner should have really nice landscape architecture to compliment the adjacent corner of creekside village. This corner lot's visual appearance is key to first impressions of Whistler."

"Purchase these 2 empty lots and build higher density housing. 8 unit townhouses. With 2 parking spots / unit.

Reducing parking below that to promote green transportation is poor planning."

"The lots on the South side of Lake Placid road between the two ends of Chamonix crescent need to be redeveloped as soon as possible. Townhouses with parking. Or condos if the land size permits.

I do need see a need for commercial space here."

This is wasted space. Townhouses with 2 parking spots / unit

"Make Lake Placid Road a thing of beauty!

Wider sidewalks, brick laid paths. Landscaping. Banners and streetlights.

This street needs a grand entrance feel just like village gate."

A pedestrian underpass or overpass. I'd also propose a roundabout, as opposed to the current traffic lights, which cause major traffic jams and accidents due to aggressive driving. The roundabout would slow the speeds and enable the traffic to flow continuously. These are used extensively in Australia and Europe. Roundabouts effectively improve traffic flow and safety.

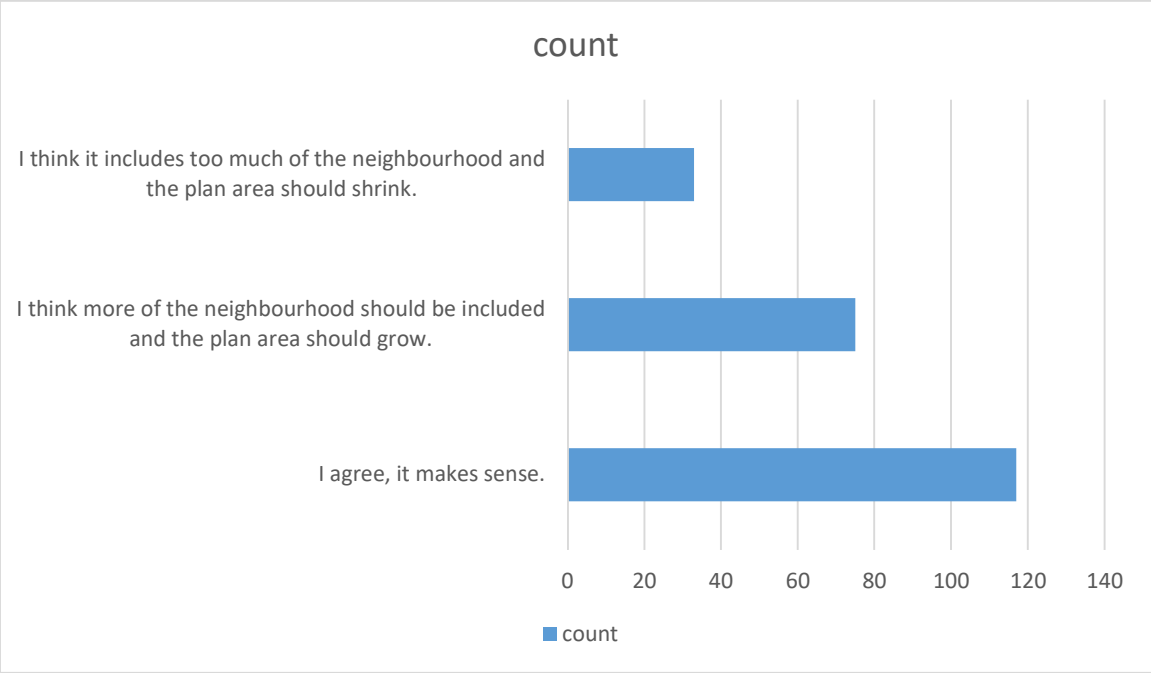
The new townhomes at 2026 Karen Crescent is much higher than the previous townhomes, and the slope of the driveway plus vehicles parked in the driveway makes the view of the single-lane section of road unsafe. You can't see oncoming cars.

Make parking angled parking on the side of the road in each direction.

This section of road is very dark and the sidewalk does not extend the full length of the road from the gas station to the valley trail. Pedestrians are often left walking on the road in the dark in the winter, with commercial vehicles typically parked on the side of the road near the gas station.

Questionnaire

What do you think of the proposed plan area (within the white lines) for the Whistler Creek West Neighbourhood Plan?



Answer Choices	Count	Percent
I agree, it makes sense	117	52%
I think more of the neighbourhood should be included and the plan area should grow.	75	33.33%
I think it includes too much of the neighbourhood and the plan area should shrink.	33	14.67%
Total	225	100%

Please outline what areas should be added.

Include Lake Placid Road, Alpha Lake Park and Taylor Way

Go to end of lake placid rd. Based on age of properties and combined process efficiency consider including Gondola Way / Sarajevo zones too.

Everything east of the highway (e.g., Gondola way)

All of Creek Side west side of the hgw. Alpha Lake Village and Dave Murray

All the way to Alpha Lake Village

all of creekside and widen the highway for carpool & transit; increase transit

As much area as possible.

Alpha lake area could be included

Include Dave Murray Place and up to Taylor Way

Restaurants

I believe it should include the area to west of the highway, east of Alpha Lake park

Why is just the area with the mansions not included? Should be the entire area.

Dave Murray Place area

It might as well include all of Lake Placid Road as well as Dave Murray Place.

to the south and to the north should be added

Area should extend further around alpha lake - ie on the southwest border of current area

All the way to end of alpha lake

Linkages with Bayshores (a population base that supports Creekside) should be included in the planning process. Especially the pedestrian crossing at the Bayshores traffic light.

Should stretch to alpha lake park and at minimum the baseline townhouse complex then north to the valley trail section connecting Karen Crescent to the main valley trail.

Develop and add density to the east side of Creekside. Social housing at 2178 Sarajevo Drive should be torn down to make room for high density market condos. Best real estate in Whistler.

This is a very small area for a planning exercise. It also seems to exclude smaller areas on the north and south (there may be good reasons for this, but should be made clear).

Shouldn't it include the whole way to Alpha Lake?

As much area on the WB side of the highway as possible such as Gondola village, creekside parkade, any undeveloped land as well as Dave Murray place

Gondola way area, vet&samurai bowl area/rim rock area

Gondola Village and include the Alpha Lake Area

Should encompass the lands to the south and the only other exit from the community

The small group of houses to the north of the indicated area should also be included.

Extend further south to Function Junction

all of creekside

Nita Lane and it's buildings

Valley trail to the north, it's an important connection and great experience

Alpha lake Park would be a natural boundary to include up to on the southside and pushing the north boundary to include all home/buildings on the north side would make more sense than what is currently outlined, given that they will be impacted by any plans

I don't understand why we would exclude the rest of Lake Placid road to the south of the white box, and the Dave Murray place to the north, for an exercise like this. Should those two streets not be included?

From the properties around Alpha Lake to Gondola Way & London Lane & Whistler Creekside shops, WB Gondola

Should include where the Valley Trail meets Nita Lake on the north end of the lake. The dog park/fishing/picnic area is well used and loved by locals.

east side

Should include the neighborhood across the railway tracks (via Nita Lake Lodge bridge) and the new development on Nita Lake on the west side.

I don't know

closer to alpha; base of mountain and south of there

all of creekside

The residences and park areas around Nita and Alpha Lakes should be considered in this plan also.

All creekside east and west. and more north and south

The areas north of Karen Crescent and South of Whistler Creek and west of HWY99 (e.g., employee housing, etc).

Should include everything between the railway and the highway

Kathleen Crescent, Alpha Lake Cillage

Towards alpha lake

All of Creeekside West from Alpha Lake Park to Beaver flats

everything west of the hwy and east of the lakes

out to alpha

southwest outline of Lake Placid road to the shore of Alpha Lake and north east to Whistler Creek

All along Lake Placid including Kathleen Place and the large single family site opposite. We don't need a private ice rink on the shores of Alpha Lake. Development potential of this site should be maximized.

Why doesn't it include the homes along Lake placid road like in Kathleen place?

Alpha lake

Include the areas on either side of the white lines

All the way to Alpha Lake

I think it should stretch further back beyond to and include Alpha Lake park

All areas west of HWY and north of Taylor Way

It should be expanded to include nearly all the areas visible in this photo with the exception of buildings up the hill in Nordic. At the very least should include all of Lake placid road on the west side of the highway, and Kathleen place.

Gondola village area including commercial space plus add something to the parking lot at Franz Trail

Whole area

North of the box

South to Taylor and North to Dave Murray, and including Alpha and Nita Lake into the plan

Valley trail behind Nita lake needs to connect; also more access points to Nita lake;

It should be the whole neighborhood, Gondola village area and Nordic by the rimrock

Any free land

Could extend further on the right-hand side of Nita Lake from above image

expand the area north, souths and east, west eg. include alpha lake, the part of nita lake

neighborhood that is just across of the train tracks, the other side of the highway all the way to the gondola

All of the creekside area

GONDOLA WAY, NITA LAKE ESTATES

Extend to the east side of Alpha Lake Area

Up to Nita Lake Estates

Other side of the highway

Please outline what areas should be excluded

All of it, I don't agree with the plan in this area.

All of it or at least restrict it to Lake Placid Road (Highway to Nita Lake Lodge)

All areas outside of Lake Placid Road

Lake Placid and the area South should be excluded. Any density should be considered for the north end only and not on the only street into the entire neighbourhood.

Should stick to Laje Placid Rd and stay out of residential neighborhoods

It should focus on the busier areas, such as between Rolands and the gas station, and across from Rolands. The buildings there are staff / low income which is very much needed, but there could be a much more efficient use of space, i.e, more density.

Current residential side streets

I can't agree or disagree when the proposed plan is not very clear

Not as far to the south and north, based on highway direction.

Chamonix dr, Karen Cres., and Drew Drive. I.e. only include lake placid road

I think this area is way too large of an area that is local and historic

Do not include Drew Drive

Chamonix cres, Drew Drive, Karen cres

Karen crescent is very congested already with staff housing and visitor parking

North of lake placid

West of lack placid road and east of lake placid road

Everything except Lake Placid Road

Everything north of drew drive

I think you should quantify growth.

The muni doesn't have to try to gentrify creekside.

The areas by Nita Lake and Alta Lake are already way too busy. This plan is outrageous.

Your plan is too vague at this point to know what should be included.

I think it should stay how it is

West of southside diner should be dropped

All of it. Leave us alone

Is this even necessary? Why don't you let somebody that knows something about development approach YOU with a plan?

Chamonix Crescent, "incorrectly identified on the map as Squaw Valley Crescent, an historical name that has been sacrificed to political correctness).

exclude everything except Lake Placid Rd. and the area to Drew Drive.

Lake front and areas one block off highway 99

Just to Drew drive and Only Hwy99 side of Chamoix crest

the green space west of Nita Lake Lodge.

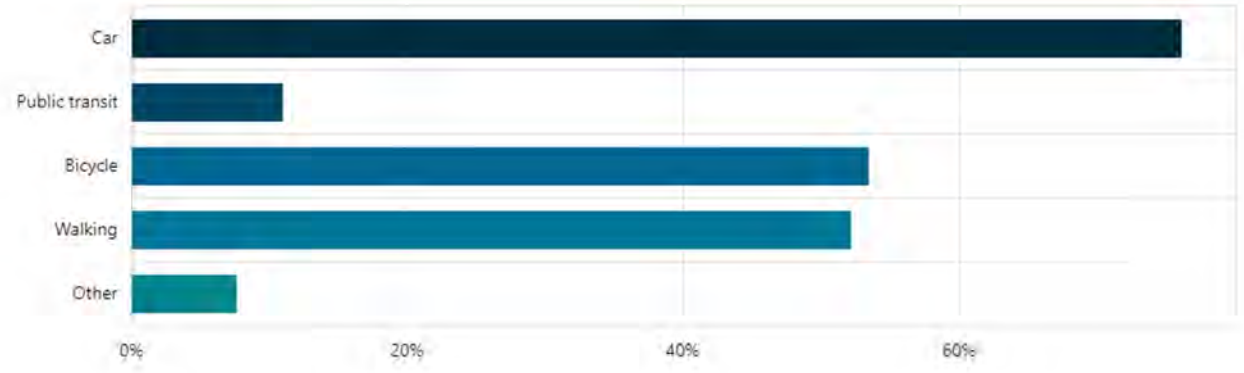
Nita Lake and the creek flowing into it.

The park area

On average, how often are you in the Whistler Creek West Plan Area? Refer to area within the white line.

Answer Choices	Percent	Count
Rarely/Never	0.84%	2
Once a year	2.11%	5
Every month	33.75%	81
Every week	35.42%	85
Daily	27.50%	66
Total	100.00%	240

How do you primarily get to and from the Whistler Creek West Plan Area? Select up to two options.



Answer Choices	Percent	Count
Car	76.05%	181
Public transit	10.92%	26

Bicycle	53.36%	127
Walking	52.10%	124
Other	7.56%	18
Total	100.00%	238

Other:

I live on Lake Placid

I live there

I use ALL of the above transpo modes!!!

resident so car, bike, walking and occasionally public transit

summer biking, winter car

We live here

car only - question says select up to two... settings force you to select 2... results probably skewed on responses

Car

Car

Car

car

car

I don't access any other way

ONLY ever by car; but was forced to pick two

This question doesn't work well. I only ever drive to the area. I shouldn't have to choose two options.

Truck

Walking only if parked in reasonable vicinity (underground parking at creekside, street parking, or at a home)

My preference would be public transit, and bicycle but I often take our shared car in off seasons when transit is weak and during winter storms.

What attracts you to the Whistler Creek West Plan Area?

I live there

It's my neighbourhood.

Whistler Creekside Market and Rockit Coffee Shop

Not much. I think the plan is wrong headed. I like Creekside West the way it is.

Business located in Creek West, SKi Access, DH park Access

Creekside Market, Nita, Gym, Alpha Park in summer

Dog park, valley trail with friends Fix Cafe

I live in whistler creek

Local eating establishments, lakeside hiking, green space

Low density

Concern as an owner

Alpha Dog Park

I hope to see improved transit and bike/pedestrian accessibility when density,

especially south of the village, is being proposed

Nita Lake Lodge and the parks.

Restaurants, pub, bar

Home

Opportunity to retain Whistler's original ski town base area, its character/historical value, and to densify some parcels to build affordable employee restricted housing. All densification/subdivision need affordability covenant

We own a house within the area

It is quieter and more relaxed than the village allowing a more family environment and not a loud party scene.

Live close by. Get gas weekly, use NLL for lunches, apres

nice vibe and access tot he mountain

shopping, skiing

Whistler needs options for housing development.

The valley trail, Nita lake lodge spa and food, coffee offerings, gas station, lakes

Nita Lake lodge facilities, Fix cafe, gas station for car wash especially and Nita lake.

Beach, restaurants

Friends who live there, Nita Lake Lodge for food/drinks or walk/bike by lake

Live there full time year round for 36 years

Live on Alpha Lake so pass through daily

I own at First Tracks

I live there

Nita Lake, Nita Lake lodge, Alpha Lake park, walking area, restaurants

I live up the hill in Nita lake residences so easy access to the valley trail, the hill and shops

Trails, businesses

New housing

The biking trail is really pretty around the lake and then beside the river past alpha lake park. We go to alpha lake park daily because it's a quieter park so don't hype it up.

Petrol

We've owned a house here since the 80s

I own a Condo in FTL

nice walking trails

Rollins', red door, nita lake lodge

The "original" whistler vibe, small community, convenience

Proximity to the lake and walking path

Like the calm away from Whistler Village

We own property in Whistler Creek West

i have a duplex there

it’s calmer than whistler village and nice area to relax

Restaurants, Nita Lake and access to the Valley Trail

My parents' vacation property on Chamonix crescent

It's close to where I live (50% resident in Bayshores)

Live on Lake Placid Rd

Long time home owners, quieter less tourist filled space.

trails, lakes,

I live at Alpha Lake Village, full-time resident, and feel the WCWP area needs a good facelift. Employee housing would be a huge plus

Dog park and Roland's pub

Close to my neighbourhood. I use the valley trail there, visit the lake on a daily basis in the summer.

Work

Good family community with lots of upside potential

Coffee and walking trails. Great restaurants.

Parks, Lakes, restaurants

Live/work - close to mountains and lakes. But limited housing available and very old.

Such a great location, more housing options/density would create more of a community for both full time and weekend families and visitors

Skiing, Nita Lake Lodge, Pub

Alpha Lake

Alpha Lake Park, Cure Lounge, the wine store, the V trail

I live in creekside

Commuting on valley trail, rolands for food, Nita lake lodge, gas station

Breakfast at Southside Diner, Base of the mountain, Creekside market, the Lodge, the lake, the park

sense of community and neighbourhood

Nice place to walk and access the lakes.

The "old Whistler" character,& access to amenities

Valley trail, access to west side road, natural surroundings

I generally have to go for client meetings.

Access to VAlley Trail, Nita Lake Lodge, friends' homes, Alpha Lake

Quieter than the village. Close to Nita Lake, ski hill and valley trail

I love in nordic. Alpha lake Park and Cure are great places!

Home

restaurants

I live in WHA nita and work at Nita Lake Lodge

This new plan is not attractive whatsoever I strongly disagree with the urbanization of this areA

Nita Lake and Valley Trail

Have a cabin there.

The lake, southside diner

Property owner

Restaurants and coffee

How will this plan effect Nita Lake and Alpha Lake ?

We live there

live there

I love where I live

Love the more family friendly vibe vs the main village

I live nearby

Home

Visiting Nita and Alpha Lakes, Nita Lake Lodge, The underpass mural (I helped my friend paint it and I still like to spend time there), Creekbread. I used to spend alot of time here when I lived in Bayshores and would frequent Rolands and Southside diner.

Like the idea of creating a mini-Whistler Village densification plan with certain streets allowed commercial with 4-6 story condos above

we have a cabin there

Multi-generational family townhome

I live in the highlands area so spent lots of time in Creekside/Creekside West

restaurant

Revitalization, mixed use and density.

We own a home there, proximity to ski lifts

My home

I live there

Character of the neighborhood

Gondola base

Local feel

school, friend, lakes, yoga/nita lake lodge, ski hill

Possibility for seniors housing

Commute to work, the lake, restaurants.

I love creekside and I live in the surrounding area

Nothing

restaurants creekside underground parkade for whistler mtn

The valley trail, lakes, tennis and playground

i own property in it

Lakes, creekside village, the valley trail and surrounding nature

drinks and coffee at Nita Lake Lodge; paddle boarding in the summer at Nita Lake; biking on the Valley Trail

F&B locations, gas station

commercial businesses - Nita and Creekbread

Housing

Commuting on valley trail and gym at Nita Lake

It’s my neighborhood and has lots to offer for recreation, dining, shopping and my family’s needs

nothing

Convenient access to the gondola, businesses, lakes

trails/food and beverage outlets

Close to mountain and shopping dining facilities and Nita Lake

Calm, local, uncluttered

Rolands

Access creekside from valley trail

meeting friends/colleagues, dining, hiking

Restaurants

I live there

All amenities including lakes, parks, valley trail, restaurants, coffee shops, liquor store & gas station

I live on Nita lake dr

Coffee shop, valley train access, dog walking, paddleboarding,

Used to be creekbread but sadly it’s wrecked and will be gone or totally different since Nita lake bought it.

I live in it.

quieter than the Village and that's where our cabin is

Work and Play

Whistler's history-

Gas

Creekbread, Alta Lake Park, Nita Lake

Alpha, Nita, and the shops & restaurants

I live nearby

Fix cafe, valley trail walking

Family condo

It currently looks horrible and needs to move forward

Lakes/walking

Gaz station , lake

The local vibe and nature

I live there

The mountain and lake

Restaurants, Cafes.

lower density / access to lakes and park

I live by the area.

Residence

Quiet with families and long term locals

Friends, family, lakes, everything

It's location

Alpha Lake park, Nita Lake, Husky stn, Rolands

Restaurants

The original Whistler vibe that hasn't been made dense and modern

Parks

Nita lake lodge.

I would consider moving to this area in a more affordable unit.

The lake access. Walkability to services, skiing. I love in the neighborhood

Nita lake and alpha lake parks. Husky gas station. Roland's liquor store

Lake

We have a place in legends

I have family who live in the area.

Fix cafe, spa, rolands

I live adjacent to the area

Parks and trails

Roland's, Nita lake

Business and skiing

Best location in Whistler for outdoor recreation enthusiasts

I live there

House

Lakes, parks, Nita Lake Lodge, Roland's, Fuel station, SS Diner

Lake, coffee shop, dog park

Nita lake cafe or parking and walking the trails.

own a residence in the plan area.

Less busy than the Village and closer to nature.

Both lakes

Banking shopping dinner out

Housing

Restaurant

Valley Trail, Nita Lake Lodge

The gas station, dinning options (Southside / Rolands).

Rezoning and Affordable housing

We live in the Plan Area three days each week (spending the other four days in Vancouver)

Fix Cafe, Rolands, Alpha Lake

the lakes, valley trail, Creekside access, fix cafe, access to nita lake neighborhood

Nita lake lodge amenities and nearby lakes

We have a condo across the highway and our kids go to ski school in Creekside. We love that it is closer to Squamish and quieter than the Village. The Nita Lake Lodge is my go-to spa, Creekbread is the best restaurant in town, and we love walking the trail

THE SHOPS AND THE VIBE

Away from the commercialized Village! Feels like true Whistler vibe

Rolands, Alpha Lake Park, Nita Lake, Valley Trail

Trails

Nita lake lodge

Nita lake lodge and the lake

Lakes, Valley Trail, it's peaceful

Nita Lake, Alpha lake, nita lake lodge

Lakes, cafes, patios

Alpha lake. Access to trail

Close to where I live in Cheakamus; not as busy as other areas in the Main Village.

Primarily travel through and occasionally for fun.

the businesses

Nita lake lodge

Visiting friends

I live here and love Fix Cafe

•

How frequently do you use or visit Alpha Lake Park?

Answer Choices	Percent	Count
Rarely/Never	3.77%	9
Once a year	15.48%	37
Every month	46.44%	111
Every week	28.87%	69
Daily	5.44%	18
Total	100.00%	239

How frequently do you use or visit Nita Lake?

Answer Choices	Percent	Count
Rarely/Never	3.35%	8
Once a year	13.81%	33
Every month	43.93%	105
Every week	30.13%	72

Daily	8.79%	21
Total	100.00%	239

How frequently do you use the pedestrian crossing at Highway 99 and Lake Placid Road?

Answer Choices	Percent	Count
Rarely/Never	15.06%	36
Once a year	8.37%	20
Every month	32.22%	77
Every week	32.22%	77
Daily	12.13%	29
Total	100.00%	239

How frequently do you use the pedestrian overpass at Nita Lake Lodge connecting to Nita Lake Estates (see above)?

Answer Choices	Percent	Count
Rarely/Never	42.68%	102
Once a year	20.92%	50
Every month	24.69%	59
Every week	10.04%	24
Daily	1.67%	4
Total	100.00%	239

How frequently do you use the bus stop on Highway 99 just south of Lake Placid Road (see above)?

Answer Choices	Percent	Count
Rarely/Never	70.29%	168
Once a year	11.30%	27
Every month	7.53%	18
Every week	8.37%	20
Daily	2.51%	6
Total	100.00%	239

What features or design elements would make new housing in the Whistler Creek West Plan Area more appealing and functional? Select all that apply.

Answer Choices	Percent	Count
Employee-restricted housing	54.66%	129
Sustainable and green building	29.66%	70
Mixed-use developments (e.g. combing residential and commercial spaces)	64.41%	152
Enhanced pedestrian and bike pathways	69.07%	163
Community gathering spaces	47.88%	113
Other	16.95%	40
Total	100.00%	236

In one or two words, how would you describe the area of Whistler Creek West?

quiet, residential

Wonderfully local.

Beautiful Buildings

Awesome

Needs Upgrading

Eclectic, original

Local community

Needs improvement

Relaxed, friendly neighbours

Low density

Residential with 4 businesses

Under utilized

Quaint community

Tranquil; Historic

accommodation & restaurants

Over crowded

unique, homey

Authentic and diverse

Quiet and calm, community oriented.

Locals oriented, nostalgic

Cozy and low key

Mixture of old and new

Great development

Convenient, lakeside

Old, disorganized

Local, Resident

Historical neighbourhood

Ripe with potential

Run down

Old

Local residential

Small town vibe

very underutilized

Authentic

Off the beaten path

old

residential area

Old building

Original to whistler

Rich

Local Whistler

Historic

Calm with access to trails, lake & park

It has lots to offer but it's difficult to turn left onto Hwy 99 heading north to the village and traffic backs up often.

original

It has the feeling of old Whistler. Although it's changed over the years, and more visitors coming in the summer to Alpha, it still has a small community feel.

Iconic and with character

In need of development

Part of Whistlers roots

Messy and undiscovered

A quaint walkable neighbourhood

central location

obviously older looking but it has character , which is disappearing as whistler grows

A great neighbourhood

Authentic, local

Homey, humble

Run down

NotAchieving itsPotential... hodgepodge

Outdated but suited to the area

Local (I.e Whistler residents and Vancouver/Whistler residents) & Dark

full of potential

tired

Chill

A good opportunity to get right this time with affordable housing

neighbourhood, community

Quiet

potential for a vibrant village feel

Very low density. Houses are run down and looks like a ghetto.

Full of potential

Run down

best kept whistler secret

Good location, kind of slummy in some areas.

Quiet. Authentic.

Homey, authentic

eclectic

Local’s territory

Gorgeous and peaceful

Not gorgeous, has potential

neighbourhood

With the exception of the lakes, park, and trails, I mainly pass through this area. I sometimes stop at the Nita Lake cafe.

It started here

Unchanged

Currently..it’s a crap area. Not beautiful.

Shabby

Respectful neighbourhood

Ghetto, slumlords

Needs update

needs more housing

Historic

It's fine how it currently is

Calm relaxing area

Rundown.

Unique

Historic, busy

Needing development

Outdated

We love it - the original ghetto, sleepy hollow, mellow unprwtentious

A neighbourhood in transition.

We need side walk and NO buildings

Great spot! Lots of great Whistler history and we love our little neighborhood.

Nice

A special local place

The Ghetto! (the south part)

Keep the retro / heritage ambiance but innovative sustainable construction design & vision for green space and increased bike / walking-running trails (how to densify, yet reduce car traffic = challenging)

cozy

Calm and quiet.

Local community

quiet and intimate

run down, lacks pedestrian safety even when I'm the driver I feel scared to hit someone.

Run down and old

Best part of whistler remains mostly unchanged as it should stay.

Good neighbours and community

Best place in Whistler to live

Perfect as is

Run down

special

Well equipped with amenities

Quite.

Cozy and relaxed

Local

needs more affordable housing

Calm and peaceful

the beautiful sleepy creekside

Community

eclectic

Undeveloped potential

Classic

authentic

Never thought there was anything particular wrong with it

Wet Lands

Local neighborhood

ghetto

authentic ski town living

Allow for densification - employee housing.

Comfortable and convenient location, good access to activities

Discrete, minimal

Funky

Convoluted

primarily residential, with undervalued dining

Accessible, original

great access points to Alpa and Nitta Lakes

Best left as it is.

Urban living

old, hard to access

Run down

Quiet, local, relaxed.

Run down and in need of a face lift

Quirky

original, more laid back

Whistler's second village

Whistler's Ghetto

Run down, serious potential

It's a little dated and disjointed. But has opportunity.

Thoroughfare to the lakes

Has potential

It still feels old and not caught up to Whistler today.

Trashy

Interesting & retro

Pit stop

Wildly local

Quiet and peacefull

A bit run down

Nice

original

The original Whistler.

Peaceful

Community vibe.

The best, don't change it

Access to Nita lake

Local culture, unique

Lacking a continuous commercial Main Street. Too low density to meet needs of community in such a core area.

Community friendly local

Old

Big potential

Genuine neighborhood

Potential

Needing more housing

Mostly untouched

Mixed residential.

Nostalgic functional

Best kept secret from the tourists

Disjointed

Has history

Gem

It's unique

Convenient

Needs updating

needing improvement

Run down homes

legitimate

Quiet single-family

Low density

Old

Ideally Whistler of old very laid back and stress free.

Falling apart

comfortable relaxed

Old. Needing new life.

Beautiful Lakes

Due for change

Historic, Genuine

Mixed old and new residential plus the Nita Lake Lodge facility

Rundown

residential ghetto

Renewal opportunity

Underrated

GOOD VIBE

“True Whistler” vibe.

In need of a refresh

Historic

Sleepy

Congested. Nita Lake itself is overused by people for the size of the lake and waterflow. The surrounding forest is used as toilets by people who visit the lake and live in their vehicles on Lake Placid road nightly.

Old

Relaxing

Original Whistler

Central, potential

Quiet

Hidden Gem / Best Kept Secret

underutilized

Evolving and straining against gentrification

Home, Local, Busy

What is one element you value most about the area of Whistler Creek West?



access to valley trail and alpha lake

Walkability

Coffee Shop

It's character & history.

Convenient location to everything that matters

High density of full time residences

Intersection of valley trail and amenities

Walkable trails. Most of my time spent is dog walking around valley trail.

Peace

Low density

Established neighborhood

Alpha Lake Park areas

Has many/most elements for a walkable community

Access to the lakes on it's edge

Nita Lake

Existing building/streetscape scale and historical value of Lake Placid Rd main stretch (gas station to NLL)

Authenticity

The friendly calm community vibe.

Locals oriented, bike friendly

access to the mountain

not too commercialized

Not sure

Valley trail with lake and park access

Access to the 2 lakes -easy access

local heritage

accessible, more local then touristy

The fact that it can (and should) be changed

Central access to lakes

Free parking

Local and NOT for tourism

Rural feel

central to so much

So far being left to ourselves

The lakeside walkability and nature

the lakes, park and valley trail

Lake and trail access

Nita lake lodge

It's one of the last strong holds of whistler where local people can afford rent because all the old houses haven't been torn down yet.

Public spaces

The local feel, quiet out of direct tourist traffic

Accessibility to the mountains, groceries, gas stand (the only area to have access to all three)

see above

the long-time locals

character

The local community vibe

It’s not overbuilt and it’s quiet

Access to lakes and trails

Walkability

Parks and lakes

Walkability from Creekside base to restaurants, parks and bike trails and lakes

close proximity to lakes and mountain

nita lake lodge cafe and being able to relax there as usually locals over tourists

The restaurants

It hasn’t been gentrified and over developed relative to other parts of Whistler. Fewer tourists

Walkability

Ski hill

I like the local feeling in general, eg Rolands and the nearby parks.

Nita Lake Lodge

Quiet

proximity to the mountain

less congested than the village

Parks

Proximity to services, not too far away from the village

parks/lakes

valley trail around the lake

absolute accessibility to mountain, lakes, trail sops

vicinity to 2 lakes.

Lakes

Walkability to mountains/lake

proximity to mountain, lakes and trails

Location

small village feel

Short cut to good skiing

parks and valley trail

Walkability, public spaces

Relaxed atmosphere different than the village.

The quiet

Close to the mountain & lakes

community

Access to lakes.

Walkable

That it still represents the “old” Whistler

Ac eco to Nita lake lodge

Alpha Lake Park

Sense of neighbourhood and family friendly

Alpha lake Park

It is the OG Whistler vibe!

old charm

Rolands

The local original vibe of creekside

Feeling of nature with dense trees along Nita Lake

Things in walking distance.

Connection to the lake

It feels like the old Whistler and not “trendy” like the village pushes for.

Restaurants

Not an overly commercialized area. (No Vail or Gibbons locations)

Quiet

proximity to Creekside Service eg Groceries, gym, Doctors, shops.

I don't understand what is the project about. Not very clear.

All the services you could need for a vacation property - world class location!

Quiet and peaceful

Walkable

Nita Lake and the lodge which is a beautiful space and welcoming to locals.

appreciate the community feedback sessions and bring forward sample neighbourhood designs online for further input

calmness

Few people around

Southside Diner

diversity and low density

It's potential to showcase exceptional community planning principles.

It is close to the hill and close to Vancouver

Old established character neighborhood

Being quieter than the village and a fun neighbourhood to live in

It’s quiet

Quiet, no high buildings

Its proximity to the lifts; community feel.

community/different from main village- has a unique vibe in and of itself

On route to other areas of Whistler via transit

Valley Trail

That it's lowkey and not overrun with tourists and commercial spaces

Original

history

The valley trail and how walkable/ bike able it is for familird

its not the village, and has a neighbourhood/community feel

The current aesthetic of cosy mountain town with nature surrounding it

It feels like "old" Whistler, vintage

Proximity to mountain

Old school Whistler vibe

Alpha lake Park

Wet Lands, be careful!

Park’s and lakes

the way it was in the eighties

convenience/access

inexpenisve retail

Walking distance to the mountain and shops/dining

Serenity

Commnity

proximity, convenience

The original charm of a community

Low density, walkable to amenities, quiet, away from the village.

Pedestrian oriented lifestyle - It's the only place where you can walk to lakes, lifts, parks and a variety of commercial outlets

lakes

Access to valley trail

I live here and have for 20 years. We love the local vibe and calmness. cal

Proximity to the lifts and my house

Local people

the feel of the original buildings

Proximity to the Creekside Gondola and the lakes

Original

Access to lakes and valley trail

Central to lifts, biking, Whistler and isn’t touristy.

Proximity to gondola

Vicinity to 2 lakes

Fix cafe

It's quiet and not overrun by people

Nita Lake Lodge

Nature and ease of access to the lakes

Lake and gaz station

Affordable restaurants

Not to touristy. But has good amenities

Has so much potential to be a much more liveable/walkable area if buildings are build with mixed use residential & commercial.

Nature

originality

I don’t need a car to visit.

It's not over developed.

The walkability to everything you need.

Everything !!!!

Access to Nita lake

Non touristy

Proximity to both lakes

How it’s not busy and wack like the rest of town

Walkable

Character of original Whistler

Walkability

The lakes

Access to the lake

Walking paths

Unique and harmonious combination of vintage and modern housing.

Not overrun with tourists, it is a local neighborhood

Local feeling, historical vibe

Nita lake

Businesses close to Cheakamus Crossing

It is an outdoor recreation hub with car free access to mountains, lakes, beaches, trails, playgrounds. Keep the cars to a minimum.

How quiet it is

Walkability

Convenience

public space

Great location.

that it is a lower density community of residents and weekenders.

Quiet low density away from traffic

Parks/lake access

Access to two lakes

It is mostly locals and has good dinning and access to Alpha Lake.

Housing close to the ski mountain

Access to Nita, alpha, and Alta lakes

History

Nita & Alpha Lakes.

Nita Lake

Nita Lake

Location

Access to Whistler Creekside Gondola and Creekside Market

Quiet

lakes and valley trail

Walkable

The Valley trail

INTAMATE SURROUNDINGS MOUNTAINS CLOSE LOTS OF PARKING

Quiet. Authentic

the green space

Valley trail

Nita lake and creekbread

Nita Lake and the wildlife that live in it.

Original

Employee restricted housing

Renters and inclusiveness

Access to trail and park

Closer to Cheakamus than the Village for grocery shopping / meeting friends for coffee, food, drinks, etc.

walkablity

Nita lake lodge

It is walkable to the Creekside base.

Proximity to the mountain and local feel. Fix Cafe

What changes or additions would encourage you to visit Whistler Creek West Plan Area more frequently in the future?



more bus stops. a few more restaurants/shops

Nothing

Seating and Pavilion Structure(s)

None. Good chance I'd be in Creekside LESS if the changes go through. It'll get too busy & too noisy.

Lake Placid rd traffic light upgrade. Construct Pedestrian crossing similar to the underpass. Encourage more business to locate in Creek West.

More community gathering spaces

None, as I live in another area, I think I visit it enough.

Better dog park. More community events in area. Better walkable streets/ sidewalks.

None

Keep it low density

Pls don't change/remove the dog park! A pharmacy and/or post office somewhere in the area.

If I didn't need to walk on the highway to access a bus to/from Brio

Again, a pedestrian overpass across Highway 99 would be a major change for the better.

I live there, so nothing

if there were affordable low to medium density restricted employee housing I would love to live there!

N/A.

Not increasing density.

Secure bike lock up. Ski lockers

more and regular transit to move between village and creek - need to reduce car trips in the valley

Friends family's living there

More park, gathering spots

More cafes, outdoor eating areas

fewer trophy homes

less traffic, train accessible, better asphalt on valley trail

I love what you've proposed -- keep going!!

Improvements to run down curb appeal of some homes

Less tourists and value our "neighbourhood' parks

N/A

more activities; food and beverage; services; more residential

Make it non tourist

Community centre (swimming pool, gym), restaurants

A bigger and less expensive grocery store.

Additional business and food services

New commercial space

None I like it as it is but if you wanted to build some WHA 2 and 3 bedroom town house units I wouldn't mind that.

More public spaces

Increase affordable housing should be the sole focus

better playground, car infrastructure commensurate with growth, better pedestrian & biking access

more free parking

more mixed used spaces

N/A

More walking paths

More retail options

Good as it is.

Hwy 99 crossing is terrible. Access. More mixed use.

More shops and restaurants

greater density, more retail, more rental

none

A better way for pedestrians to cross highway 99.

Amenities for local families

More entertainment opportunities - ideally a movie theater

Lighting, housing

A wider array of retail and buzz. A couple more bars/restaurants would be nice. More people in the area would make it more lively.

Already live there

More Street and addition of Valley trail lighting, hwy 99/Lake Placid pedestrian crossing, densify Lake Placid accommodation.

better connectivity between mountain and Whistler Creek West and more parking

Since I live here, I will continue to be part of this area

More retail

More affordable housing to BUY, not RENT

No changes are needed-keep it as it is.

Sidewalks, angled parking (NO PARALLEL PARKING), commercial with residential above (2 storeys), bike racks.

more amenities

More free parking. Grab and go food items.

Better streets appeal

Parking is important, more housing/density

huge opportunity to create an amazing village feels that is pedestrian friendly, close to restaurants, mountain and lakes

More commercial facilities, like restaurants, recreation places.

Additional places to visit (eat and drink) better links to Creekside village (east)

Enhancements to the park. A preschool

more pedestrian services

Keep the lakes accessible, keep traffic down

Better winter parking options.

Another coffee shop/community space,wish we can have some coverage on dog park to be used on rain season/snow

Nice atmosphere and shops

We live in Creekside

Not sure.

There is insufficient parks and parking for more than those who live here

No changes

More parking

Street scape and housing that is cleaned up. There are many very old and uncared for homes. Some nice ones. But the overall vibe still needs a lift in terms of the look of house. Duplexes and fourplexes okay. Would not be keen are mid rise apartment

More restaurants and summer gathering spaces - more people will require more spaces to relax and enjoy all that whistler has to offer.

Nicer architecture, including landscaping.

more businesses and restaurants

Better Valley Trail access across highway at Nita lake Road

More things.

Maintain/enhance economic vibrancy so that southside diner, the hotel, Roland's thrive

More commercial, more pedestrian friendly

More park space with enhanced valley trail and other bike route connections.

Nothing

more restaurants

No expropriation !

It would be nice if Creekside could made more attractive to more permanent locals. It is amazing but somewhat separate from other communities in whistler in that way.

Nothing. I walk through it regularly already

Traffic calming on lake placid road

a larger park near Nita Lake for hanging out. Parking - the parking opposite Rolands is great for the pub and the lodge.

Is there an opportunity to apply for BC / Federal Govt. grants to assist with this planning focus and

highlight to the world innovation, yet keeping local - heritage ambiance

none

None, the proposed development would make me visit less. Do not develop this area.

Pharmacy, free community spaces, community gym (swimming pool, yoga classes, etc), more budget friendly places to eat

greater pedestrian opportunities

More community-centred spaces. Housing options similar to new builds in Cheakamus.

Well I live there so I am there all the time

None

None

Nothing

Nothing

More retail and restaurants

ensure LOTS of green space; respect for buffer zones around lake/riparian zones, add parking

More residential density.

Fix the creekside intersection, add a bus stop for the 10, get the waterfall under Altitude Gym working (I really feel this would go a long way. Either that or turn it into a garden), fix the sidewalk area in front of Roland's/Red Door.

Nothing

more commercial

Easier or alternate pedestrian crossing at hwy 99. Dedicated walking path, as sometimes the sidewalk is missing or covered with snow

nothing...I've lived in this area for more than 25 years

N/A

More commercial spaces

Change the zoning laws away from nightly rental so more long term local renters can get in

Quaint restaurant

A hardware store

nothing that the muni could improve.

more businesses/restaurants etc

Additional retail. Look for empty locations for employee housing - partner with developers to build. No to village employee housing. Use the old highways maintenance lot for employee housing.

Sidewalk to Rim Rock Restaurant area,

More commercial space

Easier to get around

Improved park space

Nothing, your plan will likely be the nail in the coffin for me to leave town.

Medium density mixed use development along Lake Placid Drive between Highway 99 & Nita Lake Lodge.

parking

An grass area near Nita lake lodge for inflation and deflation of paddleboards

Nita lake is terrible and evil and I am so sad that they now own so much of this area. I guess there is nothing to be done about that on your end. But I wish there were more local coffee shops and restaurants not owned by them.

More retail/restaurant

More local people. More bars or evening activities. Less big homes with people that don't contribute to the community.

nothing as that's where we are based when we're up there

Improvements to the highway and pedestrian access. More affordable/attainable employee housing.

WCWPA shouldn't be an area that needs to be frequented more often- it should be an area of greater density so more folks can live here.

Affordable housing, more amenities for southern Whistler residents

A community centre.

Better intersection at the highway; it's awful.

A train stopping at the station

More businesses, walk friendly

Underground parking

Better sidewalks/valley trail along lake placid

Safer way to cross the high way from the bus stop

More bike paths

Better signage so cars do not do 3 point turns on Drew drive at all hours of the day

Bigger grocery store, a community center, and a bigger and better dog park.

Housing density increase

Have more recreational spots, and a reasons to visit (Movie Theatre, Arcade, Bowling Alley)

na

More retail and food/ beverage.

I am here every day.

Not having the RMOW change it

A sauna the public could pay to use for Nita lake polar dips

None, I am there daily as it is.

More retail

None'

Allow a developer to do a land assembly. Stay out of it as much as possible. It take the muni 10x as longer and 10x more expensive to do anything.

Restaurant. Shops. Pubs

Longer summer. Modernization it village feel down lake placid road

More housing

More shopping and dining

None

A home to purchase at an affordable price

Commercial options

Better pedestrian and bike commute

We want to attract the right people to our neighbourhood, not everyone. We can't handle more cars

Not many. It can't handle more density

Retirement

More shops

more small businesses, lake access

High density employee housing. With a. Small mix of commercial to benefit that demographic.

none.

N/A

If there was more affordable housing I would move there and visit every day!

More restaurants, better lake access at nita lake

More retail like a pharmacy/post office. Office space for accountant or lawyers etc. Retail for ski shop or pet store etc.

Housing for locals

Family friendly affordable housing

Overpass to mountain base

More employee restricted housing.

More spaces for residents ie restaurants, outdoor amenities

A round-about at the traffic light. GET RID OF LEFT TURNS ON AND OFF THE HIGHWAY! They are clogging up 99.

A shorter timeline. The 1st report I read on redevelopment was in the late 80's I believe. Better communication from Muni. I have written several unanswered letters regarding Creekside redevelopment

Update some of the older residence with more employee affordable housing

Would love to see some more beach development around Nita Lake.

more public gathering indoor/outdoor, commercial areas, climbing/bouldering gym, more lake access, more parks, cafe/bar/pub/bistro (not restaurants)

Secure bike parking

An awesome playground, more shops/food places/coffee shops

TRAFFIC FLOW.. A ROUNDABOUT

Below market housing, services such as groceries.

Vallet trail connector from bayshores down alpha lake road to new valley trail extension at millers creek

More shopping

Better trail connections

Toilets and garbage pickup.

Cleaning up old buildings

If I was able to afford to live there

Commercial from east hwy side. Fathering places. Friends living there

Variety of shopping options, better bike and pedestrian access from Function and Tamarisk

More bus stops alongside 99 to access the whole of the neighborhood or within the neighborhood

More restaurants/ cafes/ bars; a Public Library; more shops, less empty commercial space. There really is a lot of empty commercial space, which makes it look kind of sad and depressing.

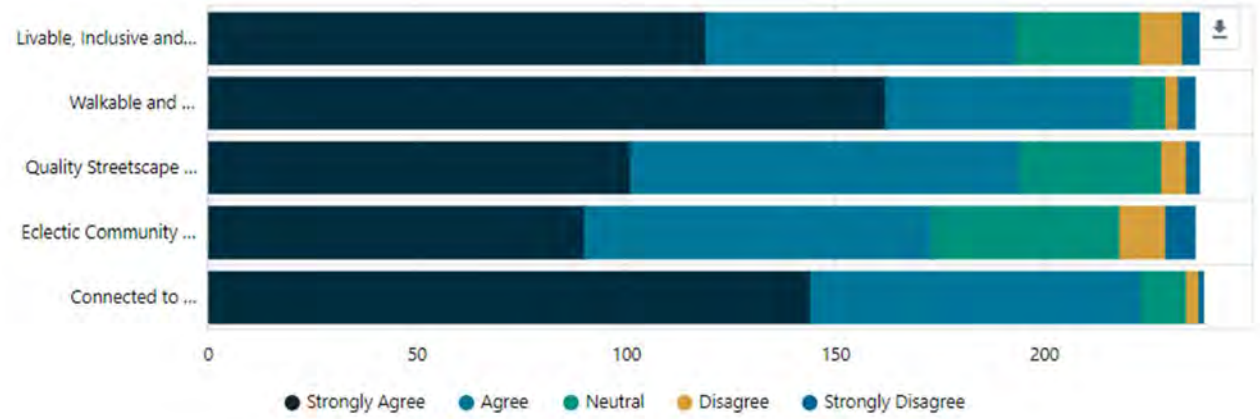
Accessibility would make me visit it more. I believe it should be dense with more public spaces for people to gather.

more density

N/A - already live here! I think it is an awesome space and instead of developing Whistler out, I think it is a great idea to build up the core areas such as Whistler Creek. So many possibilities!

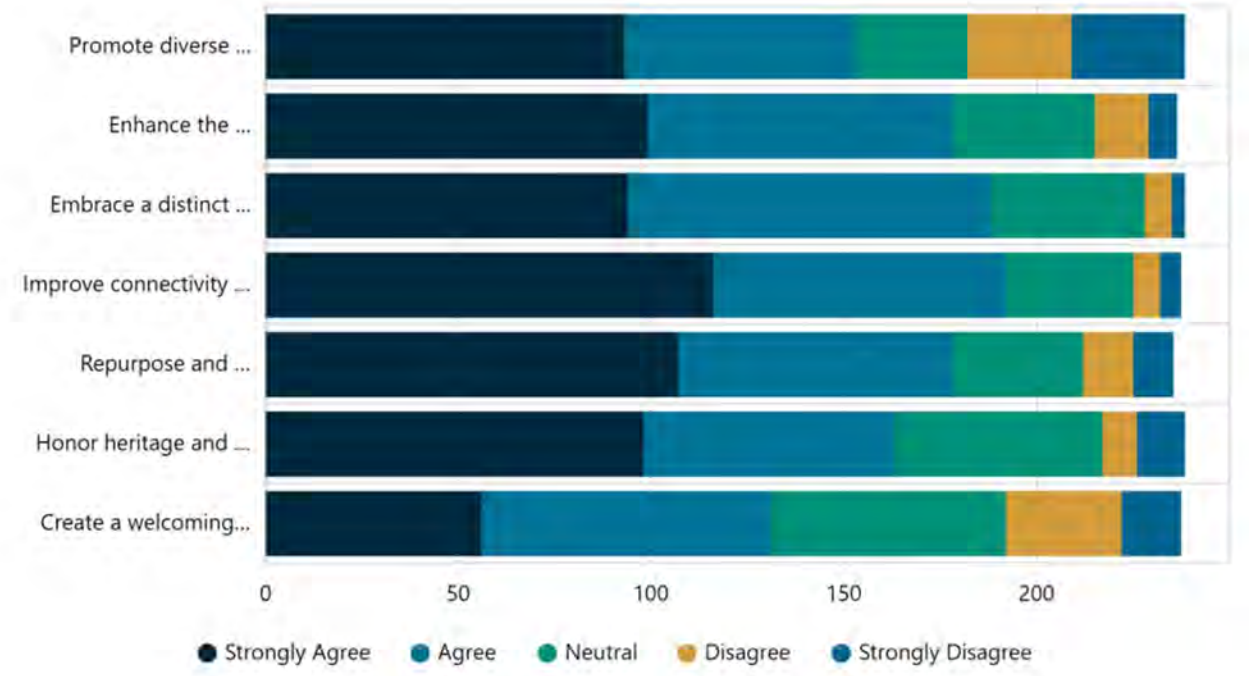
RESORT MUNICIPALITY OF WHISTLER
4325 Blackcomb Way
Whistler, BC Canada V8E 0X5
whistler.ca
TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

How closely do the following five core values align with what is important to you for the future of Whistler Creek West?



	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Count	Score
Livable, Inclusive and Diverse	50.21% 119	31.22% 74	12.66% 30	4.22% 10	1.69% 4	237	1.76
Walkable and Well-Connected	68.64% 162	25.00% 59	3.39% 8	1.27% 3	1.69% 4	236	1.42
Quality Streetscape and Shared Spaces	42.62% 110	39.24% 93	14.35% 34	2.53% 6	1.27% 3	237	1.81
Eclectic Community Character	38.14% 90	35.17% 83	19.07% 45	4.66% 11	2.97% 7	236	1.99
Connected to Nature and Surrounding Environment	60.43% 142	33.62% 79	4.26% 10	1.28% 3	0.43% 1	235	1.48

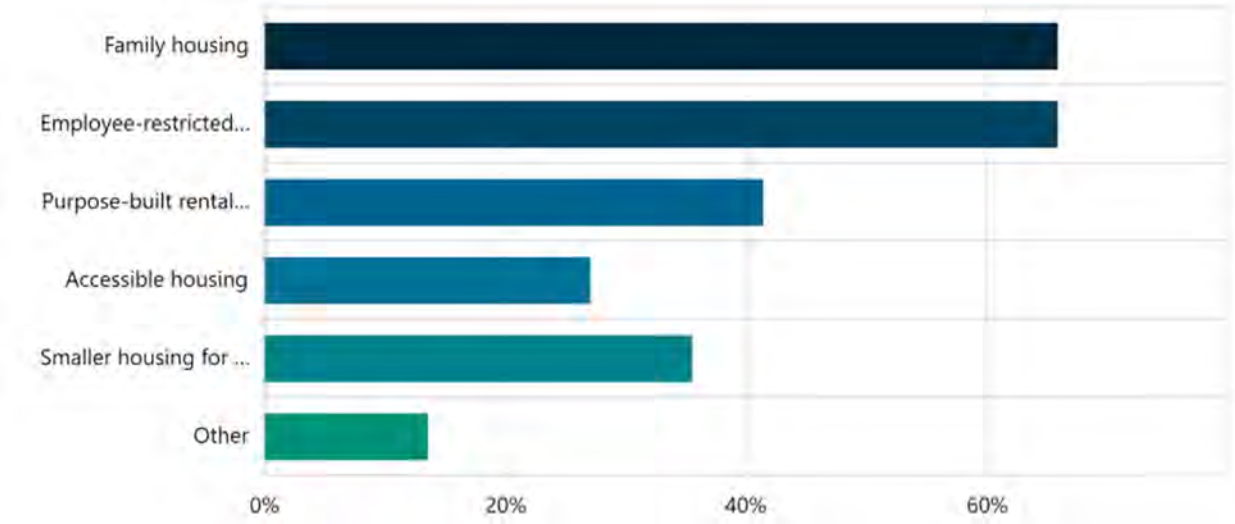
To what extent do the following ideas align with your vision for Whistler Creek West



	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Count	Score
Promote diverse housing and increased density in Whistler Creek West	38.91% 93	25.10% 60	12.55% 30	11.30% 27	12.13% 29	239	2.33
Enhance the streetscape and public realm along Lake Placid Road	41.77% 99	33.76% 80	15.61% 37	5.91% 14	2.95% 7	237	1.95
Embrace a distinct neighbourhood character	39.33% 94	39.33% 94	17.15% 41	2.93% 7	1.26% 3	239	1.87
Improve connectivity of the area	49.16% 117	31.93% 76	13.87% 33	2.94% 7	2.10% 5	238	1.77
Repurpose and reimagine underused spaces	45.34% 107	30.51% 72	14.41% 34	5.51% 13	4.24% 10	236	1.93

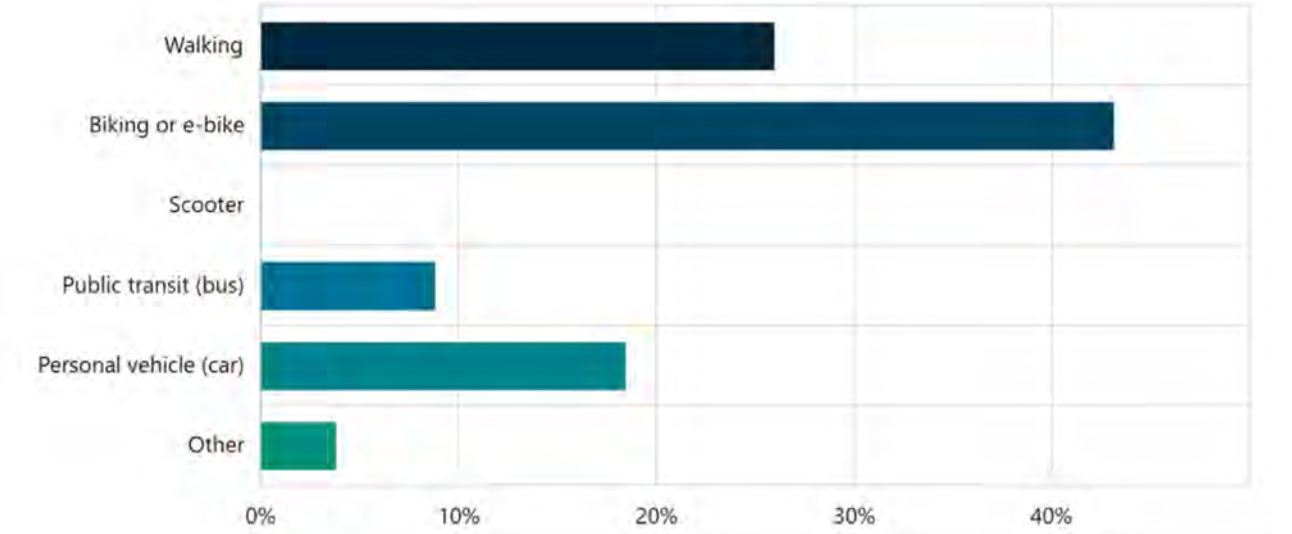
Honor heritage and historical roots	41.00% 98	27.20% 65	23.01% 55	3.77% 9	5.02% 12	239	2.05
Create a welcoming gateway	23.53% 56	31.51% 75	26.05% 62	12.61% 30	6.30% 15	238	2.47

What types of housing are you most interested in seeing along Lake Placid Road and around Whistler Creek West? Select all that apply.



Answer Choices	Percent	Count
Family housing	65.55%	156
Employee-restricted housing	65.97%	157
Purpose-built rental housing	41.60%	99
Accessible housing	26.89%	64
Smaller housing for seasonal workers	35.71%	85
Other	13.45%	32
Total	100.00%	238

In the future, what would be your preferred ways to travel?



Answer Choices	Percent	Count
Walking	25.83%	62
Biking or e-bike	42.92%	103
Scooter	0%	0
Public transit (bus)	9.17%	22
Personal vehicle (car)	18.33%	44
Other	3.75%	9
Total	100.00%	240

What is your big idea? Tell us about an idea you would like to see in the future Whistler Creek West plan that could advance the core principles, objectives and the evolution of this historical neighbourhood.

More bus stops throughout the neighborhood. Whistler Creek West is a residential neighborhood where local families live. However, getting to/from Whistler Village conveniently is realistically only limited to a car, especially from deeper within the neighborhood. Buses only stop at Creekside Base and 99. The walking, plus waiting for the bus, plus the bus ride does not take you to the Village in a timely manner. Furthermore, the lack of bus stops within the neighborhood also deters people from taking the bus to Creekside/Whistler/Blackcomb bases, especially those with younger kids. It's only a matter of time where demand for parking spaces will exceed availability. More bus connections

from various points within Whistler Creek West neighborhood will help.

I oppose this plan entirely until you can deal with the traffic situations that occur all year round now, with heavy traffic and congestion on the highway at Bayshores and Creekside, and the backups on both sides of Lake Placid Road that come from day skier lot traffic, the gas station and other existing commercial spaces. The traffic backs up well into the residential areas. Has there been any assessment of current traffic issues and patterns with the current density? Adding more housing without addressing the roads infrastructure needs is irresponsible and short-sighted.

I advocate for municipal and other forms of governance to embrace graffiti as a form of intercommunity art, fostering creativity and civic pride instead of outright banning it.

My big idea is to keep Whistler Creek West the way it is. And to suggest all the other forms of the housing mix that are desperately needed be done in nearby /adjacent undeveloped areas. We are surrounded by vacant land. Much, much cheaper land. Trying to crank up density in WCW will just increase privately owned land costs in WCW & thus defeat the affordability goals.

Your already on the right track for a plan to revitalize CreekWest. My big idea is get er done. However the Lake Placid Rd intersection must be part of it. Maybe mass transit (light rail) from Function parking lots to village and beyond.

Consider looking at roundabouts as a means of slowing traffic and improving flow - look at Bend as an example.

I like the idea of a neighbourhood plan with a contained, animated feel. Easy access by car from outside ring/underground and then walkable space in the centre. Design the plan and redevelop, don't piecemeal. Build a creekside "village" that allows market developers to participate.

Walkable areas that might be nice to mimic the current whistler Creekside cobblestone, lit walkways on the opposite side of highway 99. An outdoor meeting space for farmers markets and other types of community events."

Maintain low density and improve walking trails, sidewalks etc

All of the presentation items should have been divided into seperate areas to critique. You have grouped them.
There needs to be more public input. Very evident are the low numbers responding. The Survey needs to be obvious on your posts in the primary readable area and needs to be reoffered as a real Communication Tool. You are calling the area a name that does not exsist and is not registered with the Municipality. Misleading. Any changes Need To Blend into the Exsisting Neighborhood. Meaning same roof lines, leaving the neighborhood outside of Lake Placid Road out of this Density Plan. This is a long time, settled neighborhood. A little respect as the conversation you have started now expand from Lake Placid Road.

Double laned roundabout instead of the Creekside traffic lights.

Build a pedestrian overpass over Highway 99. It is so badly needed. Make it a part of a cool entry to this neighborhood.

More density will only make the need for parking more severe. Given how spread out Whistler is (Function Junction, Creekside, Whistler, Blackcomb, Alpine, etc.) and how far reasonably cheap shopping is (in particular Walmart in Squamish, important for employees), any realistic plan for Whistler Creek/Creekside needs to take sufficient parking into account - it is currently not practical to live in or regularly stay in this area

without a car. One parking slot for a two-bedroom apartment will thus not be enough. There will also need to be sufficient parking for any new and existing restaurants & shops. The only other option would be a seriously upgraded public transit system (e.g., a bus to other areas of Whistler every 5 minutes and every 30 minutes to Squamish).

Promoting diverse housing and affordability means that, it does not mean to build poor quality, tiny, overpriced, high density, multi-stories buildings (do not ever build again horrible housing as the new Mt Fee buildings, this is a huge failure, WHA went up and down and outside the list to sell those unit). NO rental, NO apartment building. We need housing for families that are not a gettho. Creek Side is great as it is. some in-fill would work, but dont try to frame it or label it with gateways feature. It's an authentic site, just let it be authentic, don't try to create a fake Creek Side. Avoid disneyfication and to square off everything. Protect the existing front facing buildings and existing streetscape on Lake Placid Rd, if you lose that, you lose all the character, identity and history of the site. Whistler historical, original ski town base area will be gone forever. White Gold and Brio would need a plan too. These are also a great areas to build employee restricted affordable housing that would truly get people out of their car. Whistler needs to house its employees close to the villages/employment/services hubs and ski base areas to create livelihood. To do so, we need to build quality employee housing, not chicken coops! Housing where people can raise a family in dignity. There is now plenty of apartment buildings in Cheakamus. Let's respect the existing character of creek side, in-fill and develop empty lot, but with human scale buildings. creek side scale buildings.

I am leery of proposals intended to honor heritage and preserve character. The great thing about the area now is that it is un-Disneyfied. 4-6 storey development along Lake Placid will inevitably erode the current character, will replace relatively low cost rental accommodation. Care will need to be taken not to replicate much of the soulless development in and around Whistler Village, particularly by introducing short term rentals.

To look for an area that isn't developed and build growth there instead of destroying an existing community.

Safe bike parking. We would bike for groceries and lunch dates but afraid our e-bikes will be stolen. Left turn into a centre lane from Wh Highlands to Creekside. Busses already do it but we scare the heck out of southbound traffic. Businesses already have a tough go at Creekside so I don't think commercial space is key.
Park and family gathering space is important. Definitely no buildings over 3 stories and no doors at the sidewalk. Keep low density. I don't see a need for more employee housing in such a prime location. A little further away but on excellent transit and bike routes"

Transit and on-demand transit options to/from creek to village; pedestrian overpass to Creek village

Just let it happen. Stop the government involvement. Just get out of the dam way!

I would like it to keep his typical/historical look but to be have housing for the real people (not for tourists or 3rd housing owners. Tourists should be kept on the other side of the highway.
The train station should be use for tourists and transportation that transit between Vancouver-Squamish-Pemberton ; less accident, best way (more relax way and safer way to communute).
I wish public transportation could be free and reliable for locals."

Tell everyone who's resisting this plan on the basis of "nostalgia" to pound sand. The plan is lovely and both the neighborhood and the whole town will benefit from the changes.

This has been in the works for years so it's nothing new. Your questions are vague and targeted to get the answers that RMOW want. This area is NOT for tourism. People live here and have invested dearly in this neighborhood as locals that contribute to our community.

I agree some more densification and diverse housing is needed, but I think too much could also destroy the feel of the neighbourhood. I believe there's a balance that can be achieved and I would hesitate to support anything that looks at re-developing the entire map area all at once. Traffic congestion is also a major consideration because inevitably most people will have a vehicle, even if the cycling and walking infrastructure is improved. The area around the gas station sees frequent traffic congestion.

The area is prime for renewal and increased density. It has all the attributes: close to transit and the mountain lifts; easily accessed from Highway 99; adjacent to Nita and Alpha Lakes, trails and local park. Consider Lake Placid as a high street, with shops and services and food+ beverage lining it, with residential above. Consider 4 storeys on the street and 6 storeys in the one or two or three blocks behind. Encourage underground parking so that once people have arrived, they walk and bike ride.

Making Lake placid a mixed use street is a good 35 year old idea. Your renderings of the big idea sat on my desk in the late 80's. It is not a new big idea. Incremental medium density housing is an opportunity combined with service retail. Increasing any tourism elements to this area is a terrible idea. Creek should build as a community benefit. Leave tourism out of it.

A multi-purpose community space that would be used for multiple purposes:
Live music (not a nightclub but a live music venue) that permits the sale of alcohol
Speaking or lecture series
Movie nights
Art shows
Fitness venue (swimming, gym)
Cooking classes
Educational classes (learning languages, a craft, painting…)"

Keep it somewhat low key, "underground", affordable, unlike developments in Squamish. Add green space in the neighbourhood.

Restricted housing of any kind creates an insular environment. My big idea is to plan family, employees and rental housing for a robust community

Some commercial space run the same way WHA is with the intention of building community. Would be awesome to have a rentable community hub where people could host workshops, classes, talks, professional development etc. would also be great to have a maker space like those popping up in Squamish. Squamish has really upped there appeal making itself more vibrant and unique where whistler has become white washed and boring. Many working families who have put decades into the town are now leaving. We don't just want homes for seasonal workers we want a community that includes everyone, a place where people can have a family and grow!

Needs more houses.

If the goal is to add more livable spaces in this area, that should be the sole focus instead of directing money/time into other areas such as connectivity and transportation. Working and collaborating with home owners of the area is the only way to achieve more affordable and livable housing options in Creekside:

Make permit applications easier and more affordable

Increase livable square footage per home

Do not penalize homeowners for non-conforming spaces. It makes it difficult to renovate and/or rebuild

Listen to the community (we haven't forgotten about the Nita Lake Lodge development. A prime example of what not to do)

Don't waste taxpayers' money on beautifying the area; instead, focus on increasing affordable housing. The current plan is too much, spreading efforts and money too thinly"

As a local resident, I would like to see a traffic impact plan done for this area. It's already super congested.

From lake placid to Nita Lake Lodge have mixed use buildings with retail space / restaurant space in the bottom with housing above that can be prioritized for works. This will extend the "village feel" to Nita Lake Lodge, Rollins, Southside dinner and the Red Door. Have proper side walks on both sides with a full valley trail on the north side. This would be a street where trees are planted on both sides that would light up for Christmas. Along other streets there could be more mid rise apartments but I would vote against making the floor plates too large to keep the original heritage feel. This neighborhood should always feel like the birthplace of Whistler so a heritage feel is essential.

1) Listen to the community. In the past, the community opinion was largely ignored and developments given the go-ahead despite STRONG community opposition. For example, Nita Lake development. I think most locals understand the housing crisis facing our community. As a homeowner in this community, I agree with increasing living density (although I don't see how making 4-6 storey builds will be in-line with the other values; frankly, that seems contradictory with honoring the heritage/embracing distinct character) Get proper buy-in from the local community and home-owners by PROPERLY acknowledging and addressing the concerns/opinions of those who can actually make a difference (in this case, homeowners).
2) Don't waste money on things that aren't actually going to address the housing crisis challenge facing our community (welcoming gateway). Making improvements to the neighborhood is fine but if the main objective is (and should be) to increase living density, that should be THE focus. Trying to do ancillary things is simply a waste of muni staff's time and taxpayer money.
3) Has the muni tried a grassroots approach? There are clearly properties/parcels in the neighborhood that are prime candidates for the ""changes"" this project is hoping to see (increase density). The muni can't force homeowners to sell, renovate, or make any changes to align with THE main objective. The core values/project objectives are nice to have but if purposeful change and impact is actually sought, it will be more effective and time-efficient to set up meetings with the actual homeowners in the neighborhood to understand their concerns and interest level. 4) The only way to incentivize homeowners to make changes to their properties that would allow for higher-density accommodations is for it to make financial sense. However, the current permit application process is too time-consuming, complicated and costly. THIS is something 100% within the muni's control that could make a meaningful difference. Teardown/new builds are also very expensive, so having sales or rental price caps/restrictions will not work. Without allowing for an increase in livable square footage, it will likely be very challenging to incentivize homeowners to make that change. Also, most homes in the

neighborhood are old(er) builds. Many likely have nonconforming spaces. Many homeowners will not take that risk to renovate/modify their properties without some assurances of flexibility for these nonconforming spaces.
5) Address traffic and parking as well. Many residents in the area are elderly, and walking/biking is not an option throughout the year. Additionally, with the number of visitors to the area (Alpha/Nita) in the summer months, vehicle traffic WILL be an issue (it already is at busy times, especially turning left from/to Highway 99 to/from Lake Placid Rd).
Thank you for your consideration and I look forward to working with the muni to address the housing crisis facing our community."

I would like to see coop housing options for families as the community lacks adequate affordable housing for young families with children.

Community center. Senior center.

Creekside is a missed opportunity by the Provincial Government (Bill 47). It should have been made a TOA site which would speed up the process. This area is drastically underutilized and has an opportunity allow both market and rental housing opportunities.

I would love to see midrise (3-6 storey) dedicated rental and mixed use ie corner store/coffee shop type retail.

Employee restricted ownership townhomes. NO RENTALS!!!! No family that wants to plan for a future can afford WHA rental rates.

My friend and I often joke about the Village - Creekside divide, that we both sometimes are reluctant to cross (I'm in Bayshores, he's in Creekside). Creekside almost surely 'exports' our patronage to Village business, a lot more than the other way around. Perhaps if Creekside had more of a presence/vibe, we can attract residents and visitors to the Creekside area (more than what Roland's and Dusty's and Rimrock do already). Total pipe dream but it would be nice to connect Creekside and the Village better: the valley trail isn't lit closer to Creekside, busses are good but there's something awkward about having to weave through the neighbourhoods when you just want to get to the centres, The Northwest Passage trail sort of cuts the corner and could be a tourist attract with an old-school European trolley or similar (big idea!).

I'm mostly concerned that the buildings be limited to two or three storeys so that the views are preserved and the character of the neighbourhood doesn't become too urban

Lighting. We all agree density, especially in underutilized spaces will help with housing and create non-vehicle living solutions. However, aside from Lake Placid there are no street lights at all on side streets nor the valley trail. With more density more residents will spend time pursuing the outdoors day and night. Light the streets and valley trail sections to foster more embracement of the outdoors, especially the dark winter nights.

Rezone all of Whistler Creekside West for 4-6 stories not just Lake Placid Road

Cafes/affordable eating places where locals can gather to stay in touch

I think 3 story max for buildings that must include some public parking should be implemented. This would maintain the character and provide more parking options

Commercial on the bottom, with studio and one-bedroom apartments above along main streets to meet the demand of the singles and couples that need housing in our community. This model works well in Ottawa that maintains neighborhood charm without getting too high, and keeps the area vibrant. Do NOT put in parallel parking,

instead put in angled parking on either side of the street. Lit sidewalks where possible for safe pedestrian access. Buy old buildings and turn them into WHA four-plexes or townhomes instead of having them bought by second home owners. I would be very disappointed to see 4-5 storey buildings because to me that would be against the character of the neighbourhood. I didn't see any questions about building height restrictions. Residential & commercial owned by a mixed tenure, not all one company. Complete a viability study to see if there is demand for small-commercial storefronts in the area. Much of Creekside was empty the last 10 years. And have the MOTI review the traffic lights, and they are not pedestrian friendly with the light cycles. Consider gas-station access and the left-hand turn lane for north-bound drivers that is already busy at rush hour and could get backed up by poor design to a welcoming neighbourhood.

pedestrian and vehicle overpass over the highway

While I understand why densification is being considered for Whistler Creek West, when will the same be done for Cheakamus neighbourhood? There are over 2,000 people living there and no restaurants, groceries, or other amenities. Why are no planning efforts being considered in other neighbourhoods?

More density 6-8 stories for all of Whistler Creek West area

Chamonix drive should be included with Lake Placid development allowing 3-4 story units to allow for seamless future development in-line with community plan and a consistent feel when you enter creekside.

More density and better connectivity to Franz's Trail and Whistler Mountain

Find a way to replicate the success of the Whistler Village stroll in this neighbourhood - pedestrian and active modes prioritized, comfortable and inviting pedestrian realm.

The Whistler Valley Tennis Club was a huge part of Creekside life. It needs a new permanent home still. Also the Whistler Skier's Chapel, which was outside of this scope but maybe could be uncrated and installed in a lake view, mountain view location in this scope. We could all use a little more spirituality.

Mountain bike skills area and/or skatepark, Movie Theatre, New Boot Pub/Shoestring

"We need more community space to use specially when rain season, like the dog park area, some shelter there could be awesome!! and maybe a space in alpha lake or somewhere else that we could use indoors for read/work, indoor activities.

More sidewalks and lights in some areas in creekside that we don't have any, so makes it safer to walk and bike."

I think what would create the optimal atmosphere and cohesion is following the architectural design of Franz's Trail with a bridge (beautiful) over highway 99, 4 stories max along Lake Placid Rd possibly 5 stories behind, commercial space on bottom story and apartments & condo for singles, couples, and families above. A cafeteria with healthy reasonably priced food (2nd floor?), views of the mountain, achieving the feel of a European mountain village

recognize that Creek West is the original heart/community in Whistler. This was/remains a collections of the pioneers, so to speak, of those that created whistler and the first families to locate here; either as weekend residents or permanent. The result is a collection of single family, duplex, triplex development. This should be maintained. New development (townhomes and duplexes) that has occurred I the last few years has been sympathetic to this past. There is

no need to add density in all areas of Whistler. View Creek West as the original heart/should of whistler and don't try to make it something else. That's the big idea. No different than places like Aspen, Park City and Niseko - Andy development needs to be sympathetic to the history of the area.

Keep as much of the natural habitat as possible. Enhance without commercialization what already exists. Keep the area "peaceful" and quiet like it is now.

Fix the Lake Placid intersection so more than a couple of cars can exit and go north. There is only two exit lanes (one dedicated for southbound) and the other is a shared through/right turn lane. This combined with a short light means only a few vehicles make it out each cycle. Given the gas station traffic this is already a problem before you even think about adding thousands more residents and second homeowners.

Connect Whistler creek to rainbow park with a winter groomed multi use trail (similar to valley trail from alpine to rainbow park). Beside train tracks….

Tear down all the crap looking buildings/home. Make some bigger buildings. Have a rental building or two rented out by employers for staff. Have another few buildings run by WHA that are rental.

Co-op housing with common garden spaces and small retail. Please note your question 23 about how often do you visit Whistler does not drill down to more true options. I visit Whistler 3 times per month for 1 -3 nights during the ski and golf season."

Allow single family lots to increase to max 4 plexs or employee restricted townhome developments, and nothing over 3 stories. Employee housing should be built on land owned by the municipality. More density must include more park space. Why people leave the city and come to Whistler."

I really like the idea of redevelopment of this area.
As one of the first things visitors see, it's important to have a beautiful entrance, similar to village gate.
We need to have mixed use on lake placid to maintain our current businesses, but allow for bed units above.
I would suggest a massive land assembly between lake placid, Karen, drew, and Nita Lake Lodge. Similar to Fitzsimmons walk, but with commercial space on the ground level of lake placid. Underground parking required.
I look forward to seeing what happens."

Improved movement of vehicles through the LPR, Chamonix and Hwy 99 areas…. It's a bottleneck with cars backing up on LPR and/or entering/exiting the CoOp gas station- increase timing for turn signal at traffic light for people heading out from this neighborhood and heading North on Hwy 99 + proper crosswalk at Chamonix and LPR.

As somebody who has lived in this neighbourhood for almost 10yrs I am not welcoming the idea of transforming it into a high density area. Part of the reason why so many locals love creekside is that it has an original old school vibe that is not new or pretentious and it feels like a small slice of the original Whistler left. This area doesn't need revitalized it needs to be left alone and preserved

Valley Trail built along the upper highway from Alta Lake to Alpha lake.

Get the train from Vancouver going. You've built the train station so use it.
Make the highway four lanes from Function to Alpine Meadows.
Underpass at the highway

Proper street parking. Not in ditches.
Use Montreal style snow removal; blowers and truck service to ship the snow out of the area."

More quirky affordable hotel stay options!

Hotels and tourist accommodation. Visitors spend money and this is a resort. Whistler creek is a prime location. Just like the village, locals are not the ones making it vibrant, there is no where near enough of them and they soon get tired of the busyness.
Commercial along Lake Placid has been part of the OCP for 30 years and nothing has happened between the hiway and Nita, what are you going to do different to make something happen?
Here is an idea, let developers actually make a profit and they will fix the Whistler housing problem for you with market housing and without the muni blackmailing them into giving you WHA units and excessive development costs/amenity costs"

A string base of Employee Restricted Housing that is connected to the rest of Whistler with some sort of light rail, gondola Or monorail train system.

I have seen beaver flats developed from nothing to WHA condos and a 3 story rental housing. It's worked out well but that was basically reclaimed swamp land . I DONT want this to become a huge tourist area. I love our quiet neighbourhood for locals. There's already a new development across NITA LAke that will add to limited space on NL. There's no parking for alpha and Nita so they park on our streets, understandably, because tourism bc/ whistler has invited them. No pedestrian overpass - we have an underpass , crosswalks and valley trails. There are many other areas just south of creekside to develop. Let's look at those areas. Commercial has struggled on creekside for decades. Creekbread has succeeded as have SS deli and Hoz's . Nita lake lodge is a lovely addition but across the hwy things don't thrive.

you already have noted what my big idea would have been in the repurpose and reimagine underused spaces

I am chocked to hear about this project... I love the Creekside as it is.

Not so much a big idea - but I would like to see room in the plan for continued support for full time locals. Living there full time with 2 kids for 4 years was somewhat isolating. It's absolutely world class as a resort stop (and that should be continued!) but we should also plan for the needs of families and/or retirees and others who make Creekside their home full time. Also - there's lots of great development opportunities along Lake Placid road - this I fully support, especially if we can make it a win for the community with more services and provide more housing for young families and/or seasonal workers.

Leave lake placid road mainly untouched and make it safer to walk / bike beside. Any new buildings should incorporate commercial ground floors with residential above. Not too many stoires though. Use the side roads for denser employee housing projects.

Need to respect the privacy of long term residents. Ie manage traffic noise snow removal safe walking connections to parks and lakes

I understand that historical housing has sentiment, however at 50 yrs old, I'd rather see housing that was functional, fresh and able to house more people, rather than the housing that looks like it may fall apart. It would be great to develop a larger park somewhere around Nita for a community hangout. I love the underpass mural and it would be great to see more art in the area. I would also like a safe, more functional walk way

/ bike path from the highway intersection down to the lodge and lake.

Would like to see Whistler Creek West + East + North + South = inclusive community plan taking in the other areas of Whistler Creekside for an inclusive wholistic approach to the 'density nodes' for each area. Honour the heritage / unique retro ambiance = yet have the innovative building features, community areas and parks, plus a separated bike + walking trail and limited / underground parking. To accommodate densification of this neighbourhood - future high speed train / sky train style service to Squamish & Vancouver. Also, enhance the Whistler transit system + utilize a handy dart style bus service around all Whistler neighbourhoods (maybe free year-round on weekends to get people out of their cars). Expand the free bus service in summer to all the parks. Also, enhance Sea to Sky Corridor community connection in this project ... along with Ministry of Highways for under passes vs overpasses and better bus stop on Hwy 99 = well lit (similar to Alpine intersection covered bus stop). Create that sense of entry / welcome to Whistler signage - artistic features at Function Junction / Creekside / Whistler Village = maybe more banners / LED lights winter

I feel like I can do everything in Creekside/Creekside west that I can do in Whistler Village except for visit a pharmacy. I think a pharmacy would be a really great addition to the community.

not really big ideas, but: an interactive museum, ice fishing, sleigh rides taxi, outdoor-fire gathering area

Full "street" redesign with a focus on pedestrian/bike traffic with distinct traffic calming elements that highlight nature within the built environment that helps adapt to a unpredictable climate - e.g manage deluge water using climate resilient principles.

Pay Lil'wat for consultation. Look to include them in the ""history"" of the neighbourhood. Work with them if they wish to develop or manage commercial spaces. I love that they are developing in Function, but that space excludes solid community design principles that will have major impacts for years to come. Give Lil'wat opportunities to be a part of the solutions - that might feel like it's cost prohibitive, but it's the only way for meaningful reconciliation.

Nita lake lodge needs to be connected to the hill with higher density housing a commercial/retail space. It needs to have a village feel. Currently the area is very run down and dated and needs higher density.

Encourage owners of run down buildings to repair improve and update their structures

Sustain the character of the neighbourhood.

4-6 floors of mixed use development focusing on 3bedroom apartments for families that are employee restricted. Valley trail from lights toward Alpha Lake Park.

I think it is super important to save the Southside Diner, one way or another. It is such a special part of Whistler's history, not to mention a delicious restaurant with a great energy/vibe. It would be a massive shame to knock it down only to replace it with something sterile and catered to tourists. I also agree with some other people's suggestions to add a pedestrian overpass above the highway, I think this would be a really cool welcoming entrance to Whistler if feasible and would probably help highway traffic.

Don't allow large homes with nobody living there. Small house community for locals. See the small house community in Prince Albert National Park.

I strongly disagree of the concept of 4-6 storey buildings; WCW is a unique neighbourhood that feels original to Whistler. Please ensure the design element remains on a smaller scale but

that serves the true community of Whistler, the working people.

Bring back the original plan of this being the 2nd Village.

Please take into consideration the sensitivity of the area. These are wetlands, they have already been destroyed enough by building so close to the water make it tasteful, take into consideration who lives there already and how densification would affect them. Don't make it a place where people "love it to death "I find this is becoming very prevalent here now after being here for so long this is a very sensitive environment and beautiful. It's not just about dollar signs and economic growth.

The Jordan lodge is gone , so is the trappers house and the backpackers, might as well keep building trophy homes.

In fill housing. The RMOW should look at underused lots/land in this area including at the entrance to Alpha lake park - for infill housing. Keep it affordable.
The RMOW needs to reduce taxation to help with affordability...this should be a ""Core Value"" in all planning!
REDUCE THE RED TAPE FOR BUILDING PERMITS...do a customer survey of builders to assist in helping with the relationship with builders and work them on reducing costs.
STOP THE TAX INCREASES...how can you expect to make any housing affordable in this town when the gravy train is getting bigger at the Muni hall."

Make it so that homeowners/visitors can park their car when they arrive at their accommodation and then not use their car again until they drive home. Should be able to walk everywhere from their creekside home base.

Six stories is too much!! Learn from your mistakes with Michael Hutchison and Nita Lake!

Creekside should remain accessible and true to the original form and character of the old Creekside. It should be a place that residents can still afford to go for a drink or breakfast. The parks should be designed for the neighbourhood not to be a tourist destination.

introduce rent control system for any commercial spaces. perhaps a similar WHA model for a commercial property.

Leave it the hell alone and stop ruining our town.

Medium density, mixed use development along Lake Placid Road between Highway 99 & Nita Lake Lodge that incorporates commercial space on the main level with residential on the upper second and third floors including pedestrian accessibility on both sides of the street. On weekends, Lake Placid Road could be closed to vehicles from Karen Crescent to the East driveway entrance of Nita Lake Lodge which would create a vibrant atmosphere to host events that incorporate and promote local artists, athletes and history.

Make sure Nita lake lodge doesn't impeded foot traffic more by blocking the archway

Green space next to Nita lake for relaxing, or more dock space

I would hate for the old buildings to be removed for shiny new ones. The whole history is removed when old buildings are removed. Multi story buildings are hard to get on board with especially as high as 6 stories! Whistler is not a city...and we do not wish for it to be one. Why are we building taller building without adding more parking options? More businesses and commercial space would be good. Places to go in the evenings that aren't night clubs would be beneficial. Keep the village for the visitors, Creekside for the locals.

Improvements to traffic flow on HWY99 require big ideas in partnership with MOTI. A 10 year

upgrade strategy should be implemented with strong consideration for roundabouts and transit priority.

Create a year round, indoor multi-use community centre for the locals. This is missing from this area.

No more big homes that sit empty (like the one opposite Roland's). They add zero character and vitality to the neighbourhood. Affordable townhouses for families, housing for employees. Absolutely do not make it a "gateway" for hordes of tourists. The parks and beaches etc are already overrun in summer, and the village is purpose built for them already. Keep it local!!!!

Am not opposed to taller buildings, questioning up to 6 stories. Would like the street scape appeal to nature and not focus on mountain views too much.

Firstly take away the high development application costs. That stifles creativity and innovation, and will send developers elsewhere. If we want to increase housing supply we need people to actually build things, so any barriers to that need to be significantly reduced with unnecessary barriers eliminated.
Lake placid road area would be a great strip for ground floor store fronts and a couple levels of apartments above. A continuation of the style of the current Creekside village would be fantastic. With a pedestrian bridge over the highway towards 2004-2006 and 2008 Karen crescent. Then continue the walkway winding towards Nita lake between where the current houses are now. The walkway could end at or near Nita lake in a nice public green space. With businesses ground floor and apartments above lining the walking path. The current roads could probably stay, or remain similar. And NLL and fix cafe could remain.
More underground parking probably needed for local businesses and apartments.
Increasing living density within walking distance to the lifts will reduce the need for people to drive and use the lots. So walkability is key for reduction of traffic too."

More employee purchase housing. Rental housing based on income is discriminatory and not inclusive

Side walk to take pedestrians off the road that are cleared of snow in the winter.

It would be nice to see a much better dog park in the area. The current dog park in Creekside was much better before it got fenced and filled with gravel - it's a really poor dog park now as a result. It should be bigger and grassy.

More housing density

Have more reasons for people to visit and offer more recreational activities in the winter besides skiing and snow sports. More indoor facilities such as a theatre, arcade or bowling alley for example would entice people and families to visit more often on a regular basis, especially in slower seasons.

A public use sauna (where people pay for its use - it shouldn't be free as it would get abused) so that people could do polar dips off the dock and use the sauna.

Eliminate free parking at Creekside, have a dedicated lane for parkade to highway so other neighborhood traffic can move around at peak times.

Big idea here… let the town develop and evolve on its own.. instead of making everything cookie cutter the same all over town, robbing it of any authenticity or history what so ever. Instead of info graphics all over the place showing how it used to be.. let it evolve naturally instead of large scale projects to completely changer

neighbourhoods and areas. Leave some areas for locals. Not everything needs to be a manicured park. A lot of us live here for those experiences not to be constantly surrounded by large groups of tourists while we are both at work, and relaxing after work..Creekside is currently the perfect area for that. You walk down the street and say hi to your neighbours. You go to the park and see all your friends. No need to change it…"

I'm afraid how much my taxes are going to go up when the Muni wastes a lot of money on consultants and studies.

I don't know how this could be done exactly but it would be cool if there were some way to codify the current architecture and motifs of some of the original buildings in the area into newer higher density buildings. I like the ski shack look, cedar, and kind of lawless vibe the area has now.

Another pedestrian village down lake placid road

Build more high density housing restricted for local workers.

We don't need more density. Increased density will destroy the neighborhood.

Family housing, mixed use, not restricted to employees. Indoor Community space available to all ages for events, gatherings, meetings.

Better bike lane along lake placid with safe access across hwy 99

I would like to see Creekside West preserved as a recreation hub, and area for true Whistler locals. Yes increase density for long term locals to purchase homes. If there are rentals they should be long term and not for transient housing. Some mixed commercial along Lake Placid is also fine, as long as it employs and caters to the needs of locals. Creekside is the original Whistler and should be home to true Whistlerites, who love nature. The Village is great for tourists. We don't need to have too many in Creekside. We don't need more cars in the area, as that will diminish the connection to nature, which is perfect now. No welcoming gateway. Put that up the road by the village. Make Creekside very accessible by foot and bike. Discourage more cars or parking. I have long believed there should be a tax on high end home sales in Whistler, or an empty home tax would be even better. These uber wealthy people buy homes that sit empty and contribute little to the community. The tax dollars can go straight into employee housing projects. Also, Vail needs to be forced to chip in and house their transient workers. Vail has had a negative impact on the community and needs to be forced to give back, because they won't do it voluntarily.

Free parking has overwhelmed traffic in creekside. Increasing density and day use will destroy this neighborhood. The parks are already at capacity in the summer.This neighborhood needs an overpass over 99 and more green space if any density is going to increase

Remove or reduce parking requirements for new builds.

As an entrance hub to Whistler, the hwy99 / Lake Placid Rd intersection should be more bike/walk friendly. Pedestrian overpass or tunnel/underpass. And if only we could revive a passenger rail service and utilize what was started at NL Lodge... what a grand entrance for guests and local commuters alike.

Restart. Re-create. NO franchises. Create affordable commercial space that would allow small businesses and artists to 'try out' their ideas. eg. "Time out" in Lisbon.

More affordable high density housing for season workers, cost appropriate long term rentals for qualified locals, family housing (single dwelling or townhouse style). Plan adequate parking. It is not feasible for a mom who finished work in function to then bus to nesters for day care pick up, then

go get groceries before taking the bus home to alpine to make dinner. Cars are a necessity, especially for families.

improve the public access to Nita Lake, the current dock access is getting old and crowded. Do not turn it into another Whistler Village with an evening gong show. Much of the neighbourhood is a community of residents or winter families. Preservation of the winter ethos would be beneficial. As a home owner in the area under review, I have a great concern that re-zoning my property will result in property taxes under 'highest and best use'. They would materially increase and possibly make our continued enjoyment of whistler too expensive.

Connect Alpha Lake via valley trail to Millar Creek and Function Junction. Train access to/from North Vancouver to Creekside West similar to the old BC rail route to alleviate car traffic and related mayhem of accidents due to poor driving and vehicles not equipped with snow tires.

Allow WHA first refusal on any undeveloped lots to promote employee housing. Offer incentives or requirements for developers to include rental suites in any future builds in the area. This area would also be a prime location for a car sharing hub since it is so well connected and walkable, perhaps limit or forbid private parking spaces or make certain roads pedestrian/ bike access only at certain times of day to encourage alternative transportation.

Create a museum space to honour our roots.

Don't waste money on gateways and designs. Put it into housing, parks, and LOCAL focused spaces.

Creekside should focus on local community rather than tourist accommodation. Tourists drive up the price of everything which is fine because that is what we sell them. Local staff need somewhere to escape the influence of tourist.

Clearly we love the tourist but sometimes having somewhere to call home and take a break is needed. Somewhere we are not competing with wealthy tourist for everything. Another big idea might be considered sacrilege but funding for some of this should come from the tourist industry. (let them figure out a fair way to collect it) It is their staff that need this space and they will benefit from it in the long run. Whistler as a community already carries, willingly for now, the bulk of housing creation.

The traffic light at Creekside is a major congestion point of Northbound traffic on days with heavy inflow. Once past the Creekside light, the traffic moves efficiently. It is the primary source of congestion on busy days and the advanced left turn lights that are the primary delay.
Either a Round-about at the main intersection OR BAN LEFT TURNS OFF THE HIGHWAY!
Creekside West could be accessed via Creekside East and an underpass under HWY 99 adjacent to Whistler Creek where the current valley trail is. This would allow for only right-hand exit turns to access HWY99 for either Southbound or Northbound vehicle traffic and solve one of the major pinch points

Not really a big idea, but better crossing at Lake Placid and Hwy 99, Tunnel rather than bridge, No one likes stairs in ski boots. I'm sure there are flood issues but not insurmountable. Creekside Valley Gondola from Alpha Lake park to Creekside Gondola and Transit hub

Gosh I am excited to see the development of the run-down Whistler Creek West but obviously there's always a risk of losing its "local" charm. I also think since it's zoned for nightly-rentals I worry about housing going in there that would just end up as more AirBNB's.

Similar to Rainbow, but small WHA single family houses, duplexes and townhouses all with

garages for purchase. Long-term residents need a nice affordable place to life like in Rainbow. Same should be done in Cheakamus, focus more duplexes and townhouses than apartment. Rental apartments can be used for temporary workers but long term families should have the opportunity for living in a more house style. Do not built rental apartments. Also, the approximate to the lake should be not have huge apartment buildings, this will not fit into the Whistler lifestyle and nature. And there is already enough market housing. Do not build tourism accommodation's either, we have enough of that today.

Many of the lots in this area are large and may have a good opportunity to infill (I.e. lane way or tiny homes on site). Many existing condo/apartments need to be rebuilt creating an opportunity for more housing if density allowances are increased which may create an incentive for redevelopment of these buildings by the individual strata's so that existing owners get a new build while the the new units become employee housing either on a ownership or rental basis on a restricted rent amount per square foot

THE TRAFFIC IS UNCONSCIONABLE. A ROUNDABOUT FOR CARS AND AN OVERPASS FOR PEDESTRIANS

Without increased road/sewage infrastructure, then no more building aything. Maximum 2 stories. We don't need metrotown burnaby here. No need for more commerical space. Leave that in the village and current creekside. Take away parking at Alpha Lake Park in the summer and use the creekside parking structure instead. Problem is you keep building parking spaces and we get more cars. Induced demand.

Cute, charming shopping district

This is a very delicate lakeshore environment that is already overrun for a small, residential neighborhood. The new, subdivision across the lake will further push the ecological footprint of the lake itself, which has very little waterflow to cleanse it. These are fragile environments. Find a new park area to exploit, rather than overbuilding areas that were designed for population densities of decades ago.

Get trains back to Whistler,

Employee restricted housing and Replacing the large estate to the east of Alpha Lake Park with employee family restricted housing.

Hwy 99 tunnel. Park, gathering area.

Connect whistler Creek West inside the neighborhood to the village with more bus stops within the neighborhood and on 99.

A beautiful, eco-friendly, efficient, sustainably green, etc, high-density rental building (at least 4 floors), that is *affordable* and employee restricted. The WHA has *some* offerings, but not even close to enough to service people who make $27/hr or less, and even at a slightly higher wage than that, it is still unsustainable, and there is certainly not enough stock to serve their needs. Emphasis on AFFORDABLE. The general consensus is that this number is NO MORE than 30% of a person's pre-tax income (should be after tax, but I digress). For example, if you make $27/hour you cannot afford more than (about) $1290/month for rent. There are not many studios or one-bedrooms for this price, and single people are continually left out of the affordable housing reality, while people who make enough money to buy a home are offered interest-free loans to help them EVEN MORE with their cost of living (see recent news, and the effort that was put into lobbying government to allow WHA homeowners to be allowed to take part in this generous offer. If this much effort was put into trying to come up with affordable rental solutions for this group of employees, I am certain that something would eventually come of it. In conclusion: My BIG IDEA is that we make affordable housing a priority in this new location, and by that, I mean that time

and money are actually spent on making this happen. I really feel that with enough support, we can actually support those who need help with housing the most, thereby creating the healthy and happy community that we so love to envision. Thank you for reading until the end. :)

I'd like to see a neighbourhood with increased density and a priori towards public spaces. A place where people can gather but also afford to live. A denser neighbourhood.

I would love to see businesses on lake placid road between nita lake lodge and the gas station! It would make Creekside so much more vibrant and lively. Also more density will help with that

Staff housing

If train travel is once again a mode of transportation to Whistler and beyond, some form of train station will be needed. Will this be at Creekside or somewhere else? If at Creekside then this should be considered in the plans.

What is your age?

Answer Choices	Percent	Count
Under 18 years	0%	0
18-24 years	0.42%	1
25-34 years	11.02%	26
35-44 years	22.03%	52
45-54 years	26.27%	62
55-64 years	22.46%	53
65 years	17.80%	42
Total	100.00%	236

Select the statement that applies to you

Answer Choices	Percent	Count
I am a permanent resident and own my own employee-restricted unit	14.58%	35
I am a permanent resident and rent my employee-restricted unit	5.42%	13
I am a permanent resident and own my own market home	33.75%	81
I am a permanent resident and rent a market home	13.75%	33
I am a second homeowner	19.17%	46
I am a seasonal/temporary resident	6.25%	15
I do not live in Whistler	4.17%	10

Other	2.92%	7
Total	100.00%	240

Where do you live?

Answer Choices	Percent	Count
Whistler North - Alpine, Rainbow	12.99%	23
Central Whistler - The Village, Nesters, White Gold	14.12%	25
Creekside and Whistler Creek	54.80%	97
Whistler South - Bayshores, Cheakamus Crossing, Function Junction	18.08%	32
Total	100.00%	177

Where is your property located?

Answer Choices	Percent	Count
Whistler North - Alpine, Rainbow	6.52%	3
Central Whistler - The Village, Nesters, White Gold	4.35%	2
Creekside and Whistler Creek	80.43%	37
Whistler South - Bayshores, Cheakamus Crossing, Function Junction	8.70%	4
Total	100.00%	46

How often do you visit Whistler?

Answer Choices	Percent	Count
I visit often (once a month or every other month – 6 times a year)	90.91%	50
I visit regularly (every couple of months - 2-6 times a year)	7.27%	4
I visit yearly (Once or twice a year)	1.82%	1
I visit less than once a year	0%	0
Total	100.00%	55

Appendix C

Verbatim summaries - Open house engagement event information board content

Welcome!

Whistler Creek West Public Engagement



Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

Resort Municipality of
WHISTLER

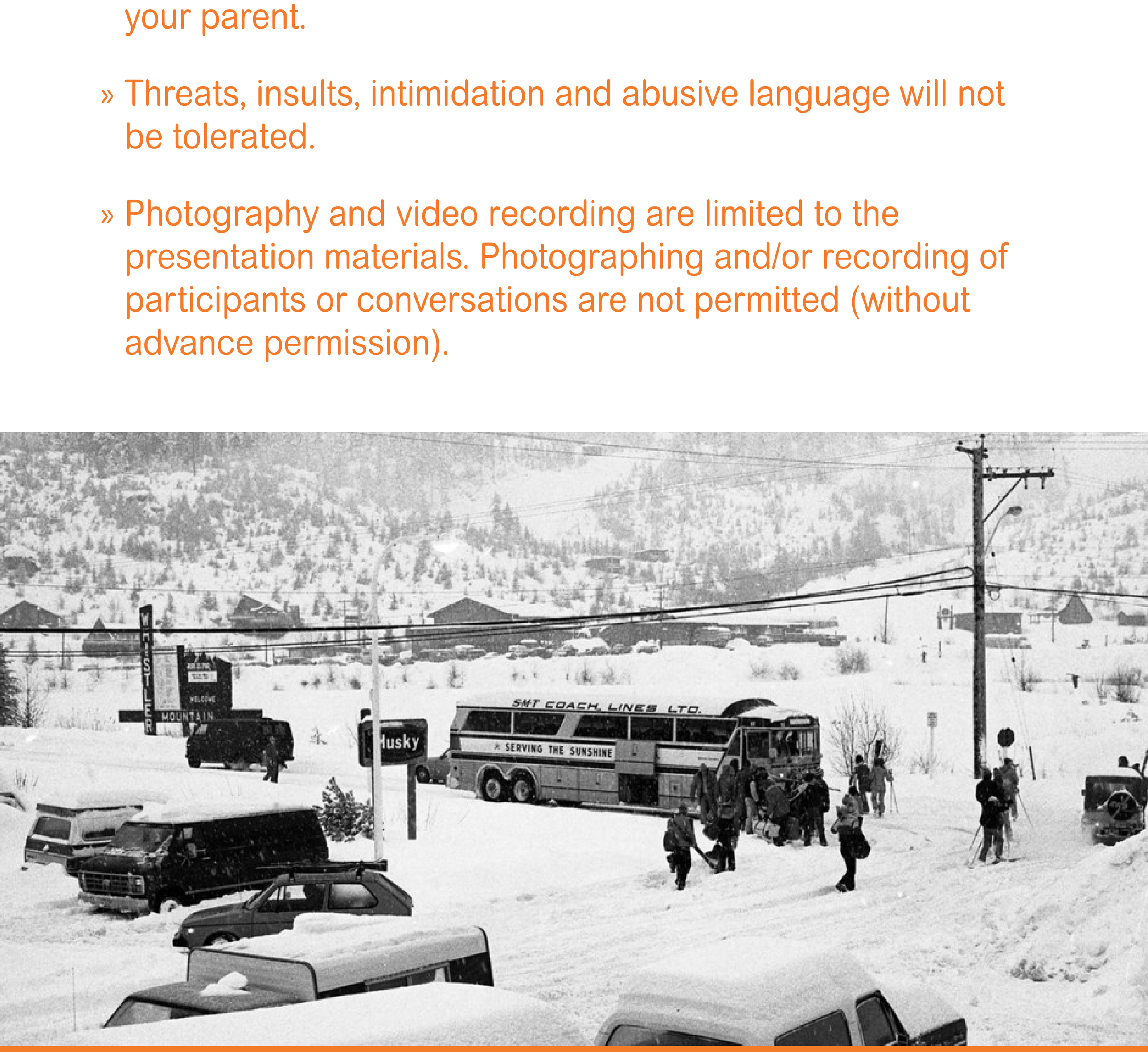
Event Guidelines

It is important that we create a space where everyone can contribute. Please remember to **be respectful.**

» Every participant brings information, points of view and ideas to contribute. Treat everyone here with the same respect and tone you would want for yourself, your child or your parent.

» Threats, insults, intimidation and abusive language will not be tolerated.

» Photography and video recording are limited to the presentation materials. Photographing and/or recording of participants or conversations are not permitted (without advance permission).



Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

Resort Municipality of WHISTLER

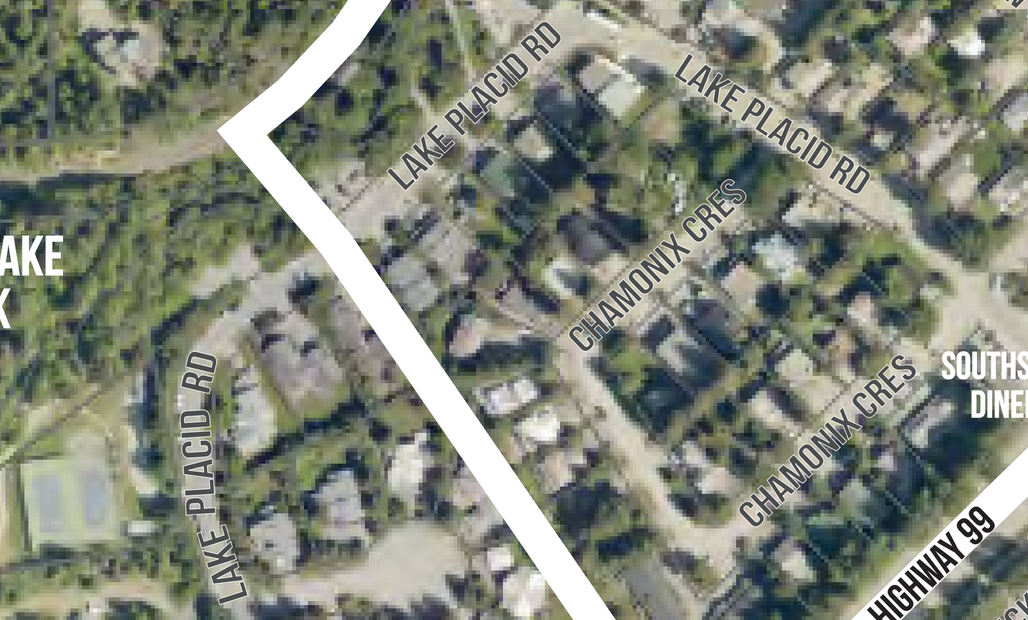
Study Area & Neighbourhood Context

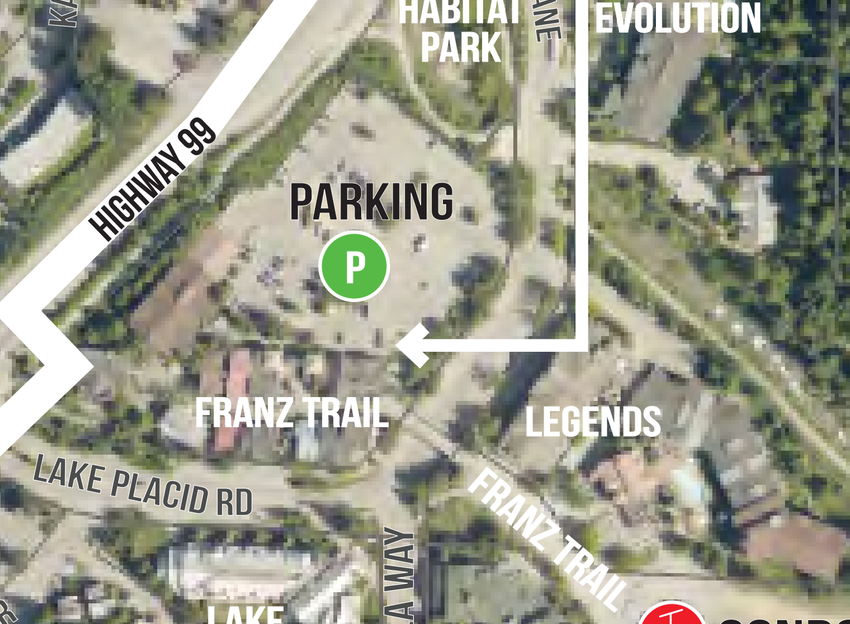
The Plan Area is located on the shared, unceded territory of the Lil'wat People, known in their language as L'ilwat7úl, and the Squamish People, known in their language as Skwxwú7mesh





NITA LAKE ESTATES
NITA LAKE
WHISTLER RIDGE
DAVE MURRAY PL
KAREN CRES
NITA LAKE LODGE
WHISTLER RESORT & CLUB
DREW DR
KAREN CRES
WHISTLER CREEK LODGE
LONDON LANE
HABITAT PARK
EVOLUTION
LAKE PLACID RD
LAKE PLACID RD
HIGHWAY 99
CHAMONIX CRES
GAS STATION
PARKING
ALPHA LAKE PARK
CHAMONIX CRES
SOUTHSIDE DINER
FRANZ TRAIL
LEGENDS
LAKE PLACID RD
FRANZ TRAIL
ALPHA LAKE
LAKE PLACID RD
HIGHWAY 99
INNSBRUCK DR
SARAJEVO DR
GONDOLA VILLAGE
LAKE PLACID LODGE
GONDOLA WAY
GONDOLA
FIRST TRACKS LODGE
N





Whistler Creek West Neighbourhood Plan

engage.whistler.ca/wcw

Resort Municipality of WHISTLER

Unceded Territory

These lands have been the shared territory of the Lil'wat People and Squamish People since time immemorial.

Before it was known as Whistler, it was originally Cwítima/Kacwítima to the Lil'wat People, and Skwikw to the Squamish People.

The Squamish and Lil'wat People share a long and rich history on their Traditional Territories. Together, the Squamish and Lil'wat have lived on these territories since before recorded time, their individual histories are interwoven through the relationships built on these shared territories.

As oral societies, the Squamish and Lil'wat People instilled an immense importance of being the historians of their communities through storytelling. Both Nations have ancestral stories based on major events or people that were pivotal to their histories.

Learn more about the history of the Squamish Nation and the Lil'wat Nation by visiting the Squamish Lil'wat Cultural Centure in-person or online here:

The Spo7ez Story - The Earth Bled

Spo7ez was a village at the confluence of Rubble Creek and the Cheakamus River shared by Squamish and Lil'wat People. For many years members of both Nations lived peacefully engaging in trade and commerce; however, over time conflict unfolded.

The Thunderbird decided to act - he flapped his wings causing the volcano to erupt with a massive rockslide that buried the ancient village. Hundreds were killed instantly as the massive rockslide swept down the mountainside to the ocean.

The survivors were sent home with a message, that we're friends, family and neighbors and we need to work together.

After the Thunderbird caused the volcano to erupt at Black Tusk both communities were told they could only have seasonal camps in the Whistler area. They were told that as you came into the valley and could see Black Tusk that would be the beginning of the shared territory.

Story Courtesey of the Squamish Lil'wat Cultural Centre

L'ilwat7úl (Lil'wat)

Interior Salish People – They are a mountain community; their territory is like what you see in Whistler.

- They speak Ucwalmícwts which translates to "the language of the land."
- Their clothing, food, housing and transportation has adapted to the temperature change found in the mountain ranges.

Ancestry
The L il wat7úl are Ucwalmícw which translates to "the people of the land." They are one of eleven communities that form the Státimc Nation. Srap7úl was their original name but newcomers referred to them as Lillooet because they came from "The Lillooet Tribe of Indians." Srap7úl meaning "the real tree," the majestic Douglas Fir, whose ancestors believed when it grows to its fullest, they are closer to the Creator. Today they are known as L il wat7úl.

Territory
Lil'wat Territory is vast, covering an area of nearly 8,000 km^2, extending from Rubble Creek, north to Gates Lake, east to Upper Stein Valley and west to the Pacific Ocean.

Activities in the Study Area
For the Lil'wat People, the lands in and around the study area, including Nita Lake and Alpha Lake were used as a seasonal settlement in the warmer months for hunting, gathering and fishing. Two permanent settlements were located north and south of the study area closer to Green Lake and to the Cheakamus River.

Skwxwú7mesh (Squamish)

Coast Salish People - The majority of their territory is found along the ocean.

- They speak Sk wx wú7mesh Snichem,
- Their clothing, food, housing and transportation has adapted to the temperate rainforest.

Ancestry
The story of their Ancestor beings with T'sekánchtn who lived in Chkwelhp (near Gibson's, BC). Je heard a loud noise and discovered a man named Sxeláltn dancing a ceremonial rite on his roof. He was invited down but Sxeláltn continued to dance until the ceremony was complete. These two men (brothers) eventually parted ways and Sxeláltn formed a second village across the creek at Schenk where he raised his own family. They survived on the riches of the sea and forest. Their descendants would spread over the land, across the water to Vancouver Island and up and down the coast.

Territory
Covering over 6,700 km^2, Squamish Territory stretching from tretches from Point Grey in the south to Roberts Creek in the west, and the area north of Howe Sound to north of Whistler.

Activities in the Study Area
For the Squamish People, the lands in and around the study area, were used to harvest and hunt. It is in close proximety to a known Squamish Cultrual Site known as Penem and Wild Spirit Place known as Kwayatsut.

Development Timeline

As part of the original townsite established with the first gondola, the neighbhourhood was pivotal in establishing Whistler as a destination.

1914



Pacific Great Eastern Railway is built to Pemberton

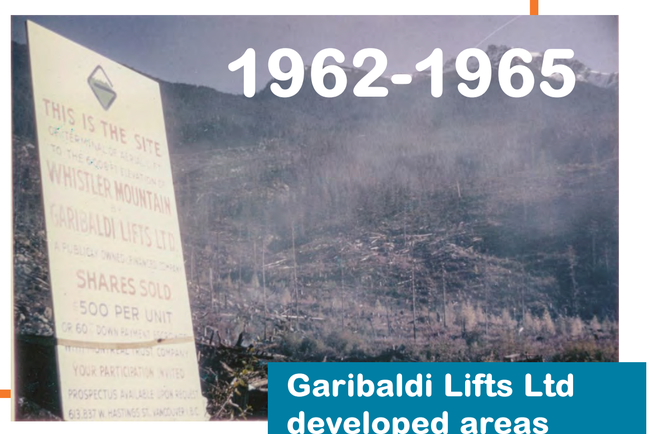
1936

Harry Horstman sells a quarter section of land on the south end of Nita Lake to Russ Jordan for $2,000



Jordan hires Bill Bailiff to construct the Jordan Lodge property included the main building, cabins, and a barn

1962-1965



Garibaldi Lifts Ltd developed areas of Whistler Creek, developing lift access for skiing on Whistler Mountain

1966

Highway 99 is paved from Squamish to Mons



Whistler officially opens for skiing with a four-person gondola (Gondola Barn), a two-person chairlift and two T-bars

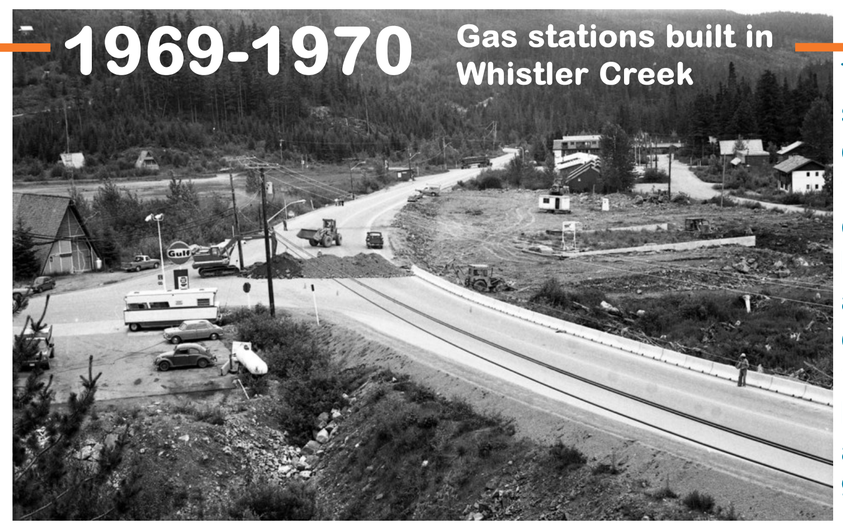


1965

Whistler Creek was established as a Village

1969-1970

Gas stations built in Whistler Creek



The first gas station, Gulf, opened in 1969 on the east side of Highway 99 and Husky opened in 1970 at Lake Placid Drive and Highway 99

1970



The iconic Southside Diner building completed

1975

The Resort Municipality of Whistler established

1978

Construction starts on Village Centre

1982

RMOW purchases land on Alpha Lake from John Taylor for $93,000 to develop Alpha Lake Park

1991

Whistler Creek Grown Study

1996

Creekside Gondola Installed

2002

High speed 4-seater Garbanzo Express chair installed



Franz's Trail and the Creekside parkade is completed

2004



2005

Nita Lake Lodge is completed on the old Jordan Lodge site - an addition is added in 2009



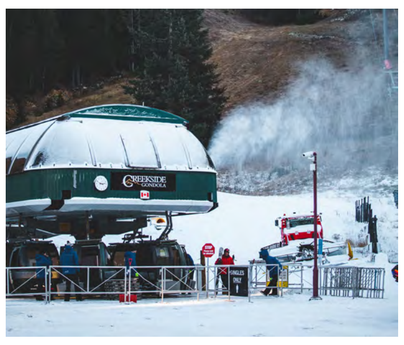
2010

Whistler hosts the Olympics with 10 competitions held at Creekside

A temporary chairlift was installed at Creekside to carry spectators, athletes and officials from the base area to the timing flats.

2016

Creekside is open for summer mountain biking



2022

The creekside lift is upgraded to a new 10-passenger gondola

Whistler Creek West Neighbourhood Plan

engage.whistler.ca/wcw

Resort Municipality of WHISTLER

Municipal Policy

Development in Whistler is guided by community plans and policies that promote a holistic and sustainable approach to development.

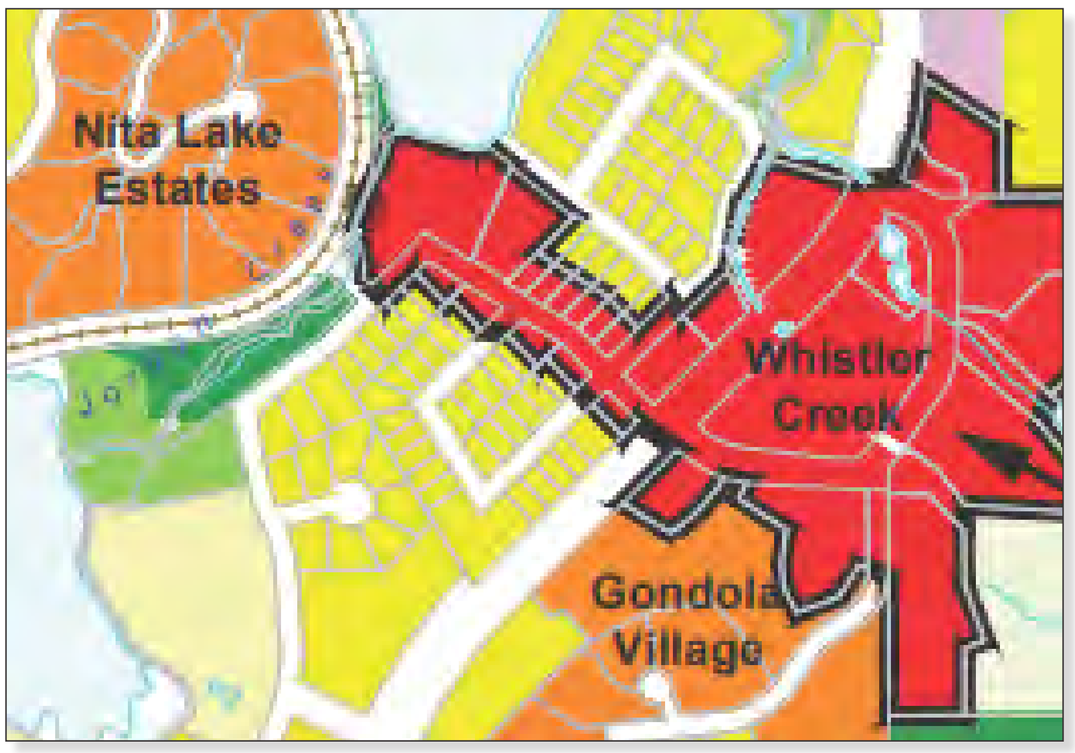
Official Community Plan (OCP)

The OCP establishes our highest-level policy goals, objectives and policies to address growth management and land use in Whistler.

The OCP supports developing a sub-area plan for Whistler Creek to address evolving resort and community needs:

- Encouraging renovation and redevelopment to enhance the attractiveness, character, and experience of this sub-area.
- Strengthening a sense of place and vibrancy of the core commercial sub-area as a mixed-use destination for visitors and residents anchored by the Creekside ski base and Whistler Creek neighbourhood area
- Integrating Creekside Base, Creekside Village commercial, highway gateway commercial and Lake Placid Road extension, to Nita Lake Lodge
- Investigating the potential for Lake Placid Road to evolve into a commercial and residential mixed-use street.

OCP Land Use Designation in the Plan Area



Core Commercial – Whistler Creek Centre which represents the resort community's multi-use commercial centres, which include visitor accommodation, restaurants, retail shops, entertainment, leisure and convenience goods and services, primarily serving adjacent visitor accommodation and residential neighbourhoods.

Residential Low to Medium (Detached Multiple) which represents lands for detached/duplex dwellings and also medium density multiple residential dwellings, particularly where served by nearby services and amenities.

Big Moves Climate Strategy

The Plan Area is centrally located to commercial, service, retail, healthcare and recreation service. It is well-connected to Whistler's trail network and public transit and offers a good opportunity to implement the goals of the Climate Action Big Moves.



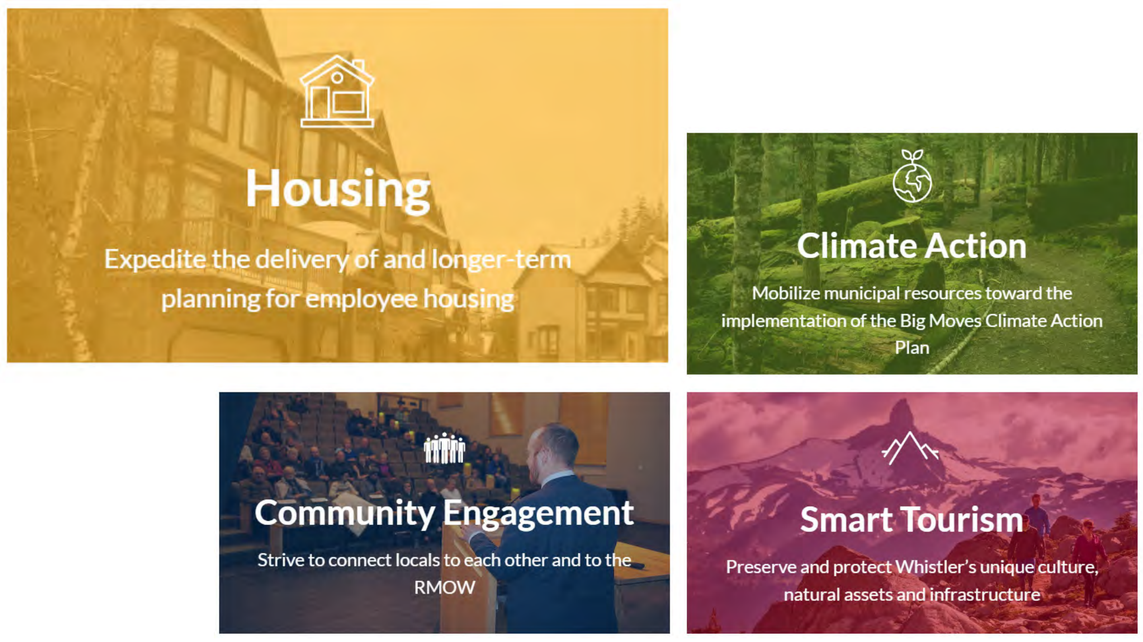
Whistler Creek West Neighbourhood Plan will support Climate Action Big Moves by:

- Moving beyond the car by enabling more active transportation, and developing compact and low carbon communities
- Incorporating sustainable site design elements to conserve potable water, manage stormwater, maximize green space, and enhance the natural environment and biodiversity
- Delivering low emission buildings by implementing sustainable building practices included with the BC Energy Step Code

Council Priorities

Council's four-year strategic plan identifies housing as one of the top priorities in Whistler.

Several initiatives are being worked on to expedite the delivery of long-term planning for employee housing, including a Housing Action Plan and multiple phases of Cheakamus Crossing. Council has identified innovative problem solving and approaches as a specific focus to addressing housing in Whistler, as well as working with community partners on long-term housing.



Housing Needs in Whistler

Local governments are required to complete a Housing Needs Report that describes current and anticipated housing needs.

The 2022 Housing Needs Report outlines housing needs in Whistler detailed through quantitative and qualitative data on population, dwellings, and households The summary of Housing Needs in Whistler highlighted by the report include:

Increased supply of purpose-built rentals

A significant demand exists for more affordable rental homes to provide secure and stable housing, allowing community members to continue living and working in the area.

Housing for low income and vulnerable persons

Purpose-built housing is essential to support vulnerable populations and reduce the number of households facing severe housing challenges.

Equitable housing opportunities for families

Lower-income families, including single-parent households, require affordable larger homes to meet their needs.

Accessible housing

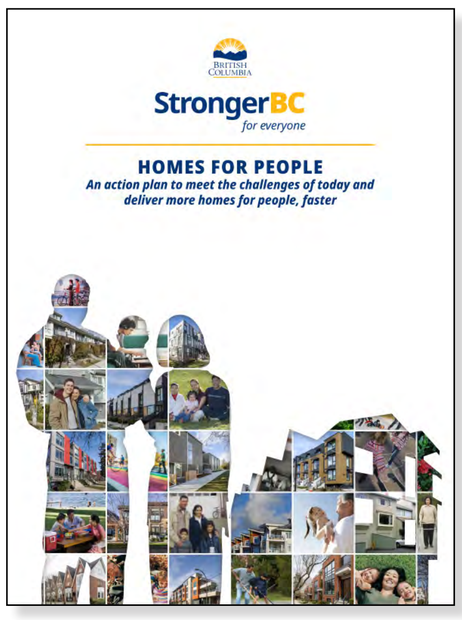
While data on the need for accessible units is limited, Whistler's population is aging, and it is likely that accessibility needs will increase with time and planning for these needs now will be important to meet future needs.

Smaller dwelling units for the young and seniors

Rising demand for smaller homes is expected from both young adults entering the housing market and seniors downsizing.

Provincial Policy

In 2023, the Province of B.C. released the Homes for People Plan and passed legislation to increase housing supply across the province.



Learn more about how the new provincial legislation may affect your home or homes in your neighbourhood:

Homes for People Action Plan

The new provincial rules and policy guidelines introduced **Small-Scale Multi-Unit Housing** (**SSMUH**) through Bill 44 change the land use planning framework for local governments, including Whistler. These changes support the RMOW's strategic priority of increasing housing in Whistler. We have updated our regulations to follow the provincial rules.

Key Changes

- SSMUH regulations increase density on single-family and duplex lots - this allows up to four small-scale units per single-family or duplex lot, depending on the lot size. In Whistler, some of these additional housing units are required to be designated for employee housing use.
- No more public hearings for residential projects that are consistent with our OCP.
- To support more proactive planning, the RMOW will update the housing needs report and OCP (including community engagement) every five years and to proactively zone for projected future housing needs.

Small-Scale Multi-Unit Housing

What is Small-Scale Multi-Unit Housing (SSMUH)?

SSMUH refers to a range of housing unit configurations that can provide more affordable and diverse options than single-family homes.

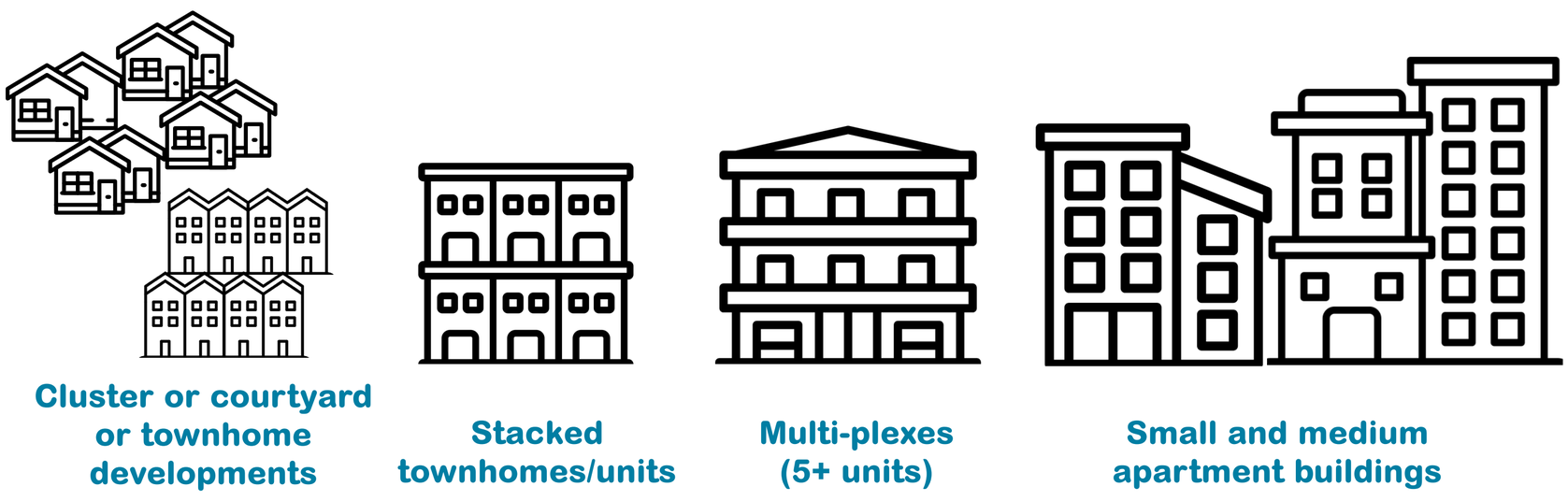
Examples: Secondary suites in single-family homes, detached suites (e.g., accessory residential dwelling units or ARDUs), duplexes, townhomes, and house-plexes.



Single-family with secondry suite(s) | Duplex side by side and stacked | Townhomes (3 and 4 units) | House-plexes (3 and 4 units)

Missing Middle Housing

In this context, missing middle housing refers to a density of housing in between small multi-plex and large apartment.



Cluster or courtyard or townhome developments | Stacked townhomes/units | Multi-plexes (5+ units) | Small and medium apartment buildings

Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

Resort Municipality of WHISTLER



Phase One: Visioning

You will help to refine the core values and the big ideas, and to confirm the Plan Area.

We are asking for your feedback on the proposed plan area, draft core values and big ideas to help develop a long-term vision for Whistler Creek West in 2050.

Why are we here?

- To learn about the neighbourhood planning process for Whistler Creek West and the various opportunities for input
- To review background and context information
- To provide input on the core values, big ideas and neigbhourhood assets

How will input be used?

Your input is important as it will be used to confirm the core values, big ideas and will help to shape the development of a concept that will be explored in Phase Two.

Visit our project page for more information

Questionnaire

Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

Resort Municipality of WHISTLER

Neighbourhood Planning

Whistler Creek West is one of the oldest and most eclectic parts of Whistler with significant development potential on the horizon.

What is a neighbourhood plan?

Neighbourhood plans guide future development for an area, including the development standards, locations of public spaces, and transportation solutions. Neighbourhood plans are linked to the higher-level planning of the Official Community Plan and the regulatory detail of a zoning bylaw.

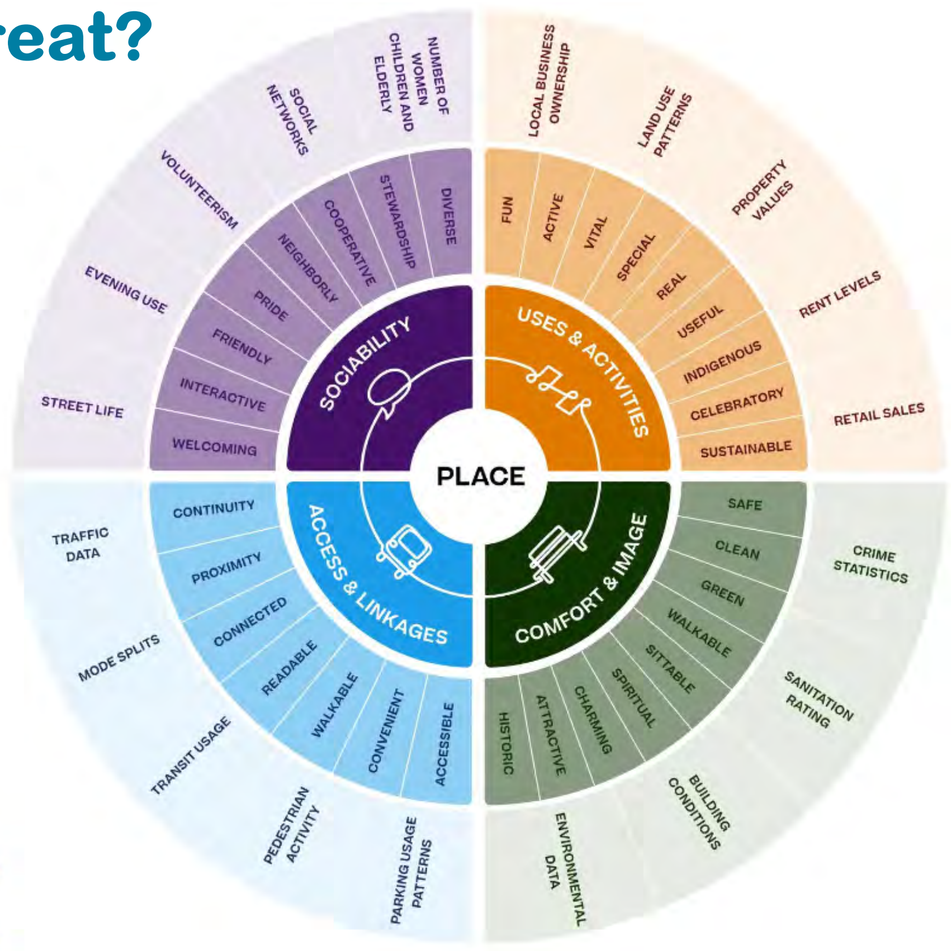
Embracing Our Past to Plan for Future

This area being the historical gateway to Whistler and its status as a walkable and bustling part of Whistler underscores the importance of carefully managing its growth and development to preserve its unique character while accommodating future needs.

Purpose

To provide a vision for 2050 and guidance to facilitate future rezoning and development applications in the neighbourhood.

What makes a place great?



Project for Public Spaces

What

The Plan will provide parameters for future development to address several interconnected topics that will shape the future look, feel, and function of the neighbourhood, including ways to integrate more housing and prefered modes of transportation like walking or rolling.

How

The Plan will outline priorities and establish guidelines that lay the roadmap to achieve the future vision and objectives, support a vibrant mixed-use neighbourhood with diverse housing and accommodation options, a variety of eclectic local businesses and community amenities that serve residents and visitors.

Process & Anticipated Timeline

Visioning (We are here)	Concept	Draft Plan	Adoption
Fall and Winter	Spring	Summer	Fall
» 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 Creek West Neighbourhood Plan
engage.whistler.ca/wcw

Resort Municipality of WHISTLER

Core Values

To create a vision for Whistler Creek West, we need to understand what our values are.

Core values are our beliefs and priorities. They define what we care about most and will guide the overall direction of the Plan for the future.

What do you think of the draft Core Values? Share your thoughts on the following boards!

Core Value	What a future with this value looks like in 2050
Livable, Inclusive and Diverse	A mix of housing types and tenures provide affordable and livable options that allow a diverse local population, including employees, the ability to live, work, shop and play in the community. A variety of commercial uses adds to the local vibrancy and livability.
Walkable and Well-Connected	Walking and rolling are the preferred methods of transportation. The streets, sidewalks and buildings are designed to support active transportation with strong linkages between the Whistler Mountain Creekside Base, Franz Trail, Nita Lake, Alpha Lake, and other areas of Whistler.
Quality Streetscape and Shared Spaces	A high standard of streetscape design provides human-scale harmony between the street and the buildings. Public and shared spaces are thoughtfully integrated into the fabric of the neighbourhood, considerate of solar access and mountain views.
Eclectic Community Character	Development respects the local character, context and history of the neighbourhood. A sense of place is defined through diverse buildings, public and shared spaces, thriving local businesses, and a strong local community networks.
Connection to Nature and Surrounding Environment	Residents embrace the mountains, parks and lakes, with views to Whistler Mountain prominently featured on Lake Placid Drive. Landscaping, snow management and local materials are thoughtfully integrated into neighborhood and building development.

Core Values

We want to hear from you!

What do you think of the draft core values?

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

Livable, Inclusive and Diverse

PLACE POST-IT HERE

Walkable and Well-Connected

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.

Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

WHISTLER

Core Values

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

Quality Streetscape and Shared Spaces

PLACE POST-IT HERE

Eclectic Community Character

PLACE POST-IT HERE

Connection to Nature and Surrounding Environment

PLACE POST-IT HERE

Big Ideas

When it comes to planning for the next 25 years, it's helpful to think about the objectives and big ideas that could guide the evolution of Whistler Creek West.

We identified some big ideas or project objectives that over time, could transform Whistler Creek West. The big ideas align with the core values to ensure the neighbourhood evolves in a way that aligns with the community's priorities.

These ideas are a starting point and will be explored futher through the planning process, and may change with feedback from the community.

1. **Promote diverse housing and increased density in Whistler Creek West**
2. **Enhance the streetscape and public realm along Lake Placid Road**
3. **Improve connectivity of the area**
4. **Embrace a distinct neighbourhood character**
5. **Repurpose and reimagine underused spaces**
6. **Honor heritage and historical roots**
7. **Create a welcoming gateway**

What is your big idea?

What do you think of the big ideas?
Share your thoughts on the following boards!

Big Ideas

Share your thoughts on the big ideas using the provided stickers (green for those you like and yellow for those you don't)

1. **Promote diverse housing and increased density in Whistler Creek West**

PLACE STICKERS HERE

2. **Enhance the streetscape and public realm along Lake Placid Road West**

PLACE STICKERS HERE

3. **Improve connectivity of the area**

PLACE STICKERS HERE

4. **Embrace a distinct neighbourhood character**

PLACE STICKERS HERE

5. **Repurpose and reimagine underused spaces**

PLACE STICKERS HERE

6. **Honor heritage and historical roots**

PLACE STICKERS HERE

7. **Create a welcoming gateway**

PLACE STICKERS HERE

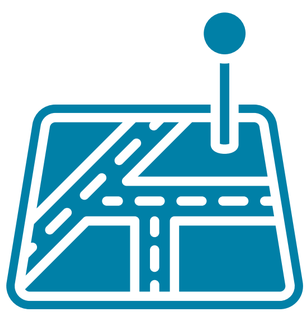
Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

WHISTLER

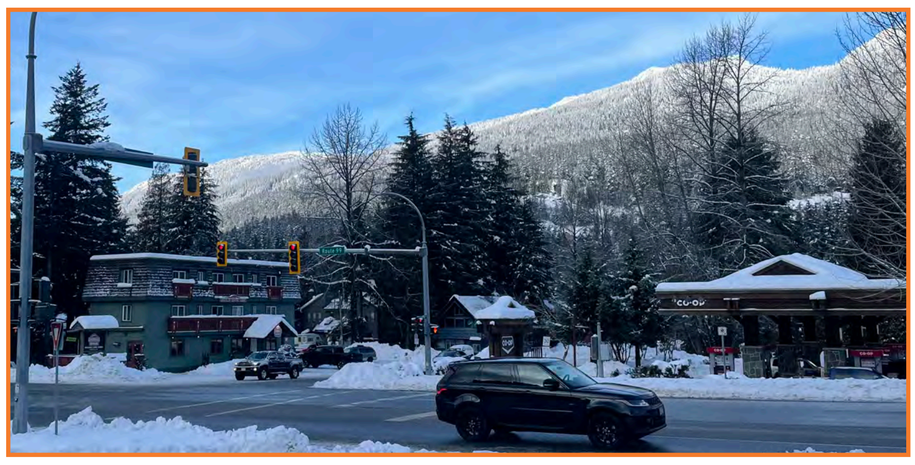
Asset Mapping

We want to hear what places you value or feel are important to Whistler Creek today, or what could be there in the future.

These could be anything - places you love, facilities you use, views you enjoy, or anything else that you think may have value to you or the community. You can also share specific things you think are missing in the neighbourhood or could be improved in the future.









Tell us what places and things you care about in Whistler Creek West

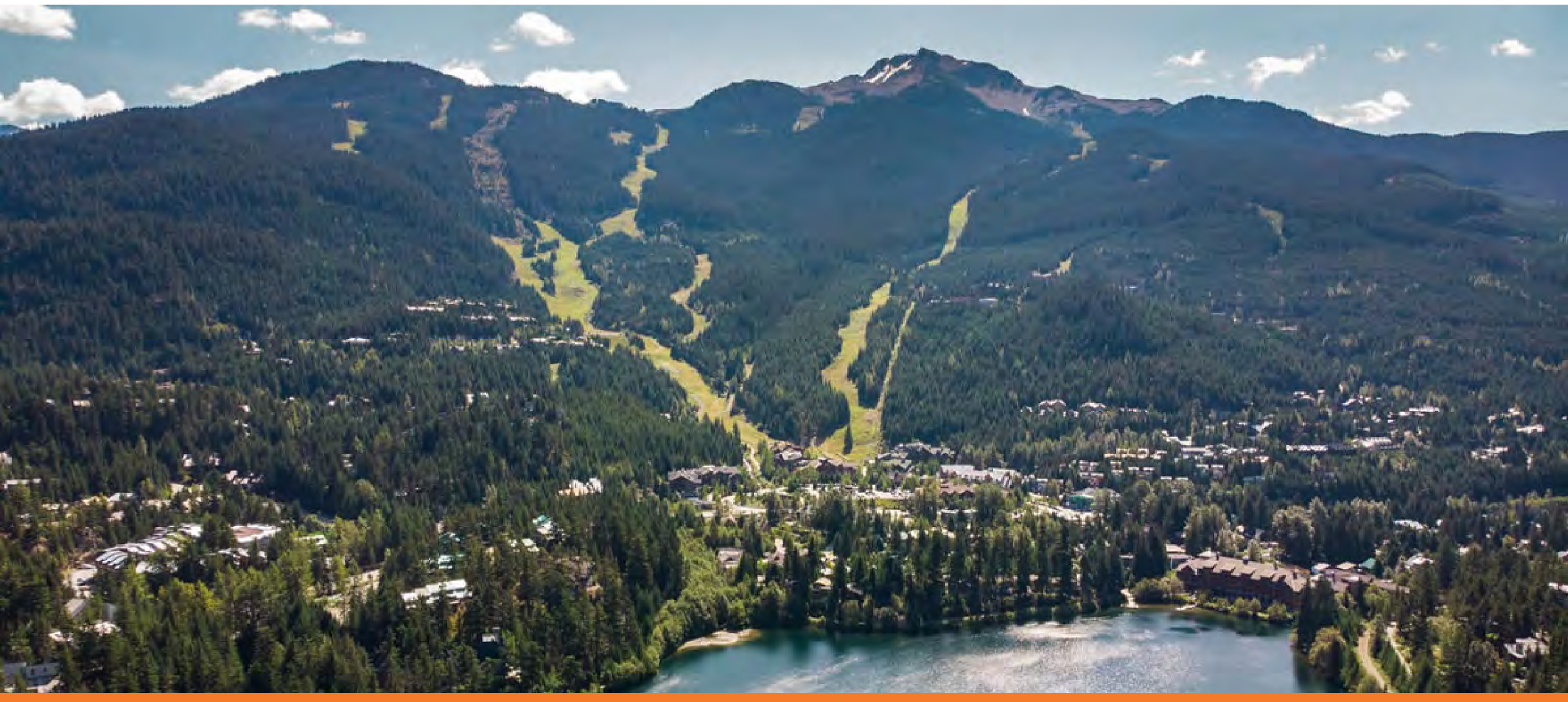
1. Think of what you like about or in Whistler Creek West.

Take a moment to identify some of the assets you think Whistler Creek West has today or could have in the future.

2. Place the post-it on the map.

Take a post-it note and place it on the map to identify the spot you are thinking of. Use a tac or push-pin to secure your post-in on the location to identify the specific spot you are thinking of.

The colours are colour-coded. Pink is for something you love. Blue is for something that could be better or something that you would like to see in the future.



Whistler Creek West Neighbourhood Plan
engage.whistler.ca/wcw

WHISTLER