

A skier wearing a blue jacket, green pants, and a white helmet with goggles is skiing down a snowy slope. The skier is holding ski poles and is in a dynamic pose, leaning forward. The background is a dense forest of snow-covered evergreen trees under a clear blue sky. The overall scene is bright and snowy, suggesting a winter sports setting.

Ski Resort Master Plan

4.0 SKI RESORT MASTER PLAN

4.1 INTRODUCTION

The BHA Master Plan for Big White Ski Resort describes the proposed transformation of this well-established, successful ski area into an iconic, world-class all-season resort.

The following section describes the various elements that make up the Master Plan. It is divided into two primary components: the four-season expansion of the mountain facilities, recreation attractions, and amenities, and the base area villages and residential areas designed to complement the mountain facilities. Each is detailed in its proposed “resort buildout” condition.

The mountain facilities, amenities, and attractions are broken into two primary seasons - winter and summer. The winter facilities are dominated by the long-standing attraction of skiing and snowboarding and complemented by other winter activities designed to round out the offering. Summer at Big White is planned and being developed with mountain biking (downhill and cross-country) as the primary attraction. Like the winter, complementary summer activities will be developed to offer a diverse and wide mix of attractions for the Resort’s guests and residents to enjoy.

A key piece of the Master Plan is a focus on the development of a well-balanced, high-quality mix of all-season mountain and recreation facilities and attractions. These have been designed to reflect the expectations of existing and future day-use and destination guests. The size and scale of the base area facilities reflect the Balanced Resort Capacity of the mountain recreation facilities and attractions, providing the appropriate combination of support facilities and services to meet the needs of the guests.

The Implementation Plan at the end of this Section is intended to list, prioritize, and guide Big White’s incremental development. It must be noted, however, that the expansion of Big White will only be initiated when market conditions, ongoing increases in resort utilization, and resort trends all indicate that there is a business case for doing so.

4.2 MOUNTAIN MASTER PLAN

Based on the detailed Inventory and Analysis of the mountain terrain (See Sections 2 and 3) and its physical capability to support additional development, it is clear that Big White has significant all-season potential. In the winter, skiing and snowboarding can be expanded to achieve a well-balanced world-class offering. In the summer, the Resort has the potential to gradually be developed to cater to the full spectrum of the growing mountain bike marketplace. Further, the surrounding “backcountry” lands offer noteworthy opportunity to support a wide range of all-season recreation activities, centred and staged from the Big White Village base area.

Utilizing the previously completed Master Plans and the preliminary analyses of this exercise as a foundation, more comprehensive and detailed technical analyses were completed. These resulted in the creation of a series of development concepts from which the Preferred Concept was derived. This Preferred Concept became the basis for the Mountain Master Plan. This Section details the extent of ski area development that is proposed for the on-mountain facilities at Big White, the configuration of all proposed lifts, ski runs, and gladed areas at buildout, and describes the associated skier capacities and market distribution of ski terrain. Likewise, the proposed mountain bike trail network and supporting lifts are described and illustrated, demonstrating how Big White will cater to the expectations and requirements of the mountain biker marketplace.



Big White's world-renowned ski terrain will be expanded, offering a greater diversity of ski experiences and catering to all skier skill classes.

4.2.1 Mountain Development Goals

Building on the identified Goals and Objectives of the Resort (see Section 1: Introduction), the following development goals were envisioned for the Mountain Master Plan by season and type of activity:

Winter Season – Skiing and Snowboarding

- Maximize the development of advanced and expert terrain to improve the balanced offering at Big White.
- Continue to offer terrain that reinforces the diverse needs of families and provides something for everyone, from traditional ski runs to gladed, adventure terrain suitable for all ability levels.
- Continue to offer cruising runs for family fun.
- To the greatest extent possible, provide beginner terrain near the primary staging areas at Big White.
- Continue to offer terrain that encourages skier skill progression.
- Provide intermediate/entry level glades that are ‘feathered’ into more advanced gladed terrain.
- Realize efficiencies within existing terrain through modifications.
- Continue to upgrade and modernize the lift system.
- Preserve, develop, and enhance the ski to/ski from access of the base area developments.
- Develop exciting new terrain that will inspire the market.
- Develop a comprehensive snowmaking system throughout the Resort, especially for south facing lower elevation slopes, utilizing state-of-the-art technologies to ensure a reliable snowpack.
- Continue to offer a terrain park to match market expectations and encourage a wide range of skill development.
- Stage a large portion of day-use skiers out of the Gem Lakes/Westridge/Sapphire area with improved connections to the rest of the mountain.
- Develop on-mountain facilities that cater to the diverse needs and expectations of skiers and snowboarders in each area of the mountain.

Winter Season – Other Activities

- Continue to develop alternative winter activities for guests, recognizing the diverse needs of families (e.g. ice skating, snowshoeing, Nordic skiing, tubing, backcountry ski touring, snowmobiling, health and wellness, zip lining, ice climbing, and alpine coaster).
- Preserve, enhance, and expand the Nordic trail network throughout Big White.
- Preserve, enhance, and expand the snowmobile access trails within Big White.

- Develop a primary staging location for the regional snowmobile market as well as accommodating snowmobile trail access from existing developments to the backcountry.

Summer Season – Mountain Biking

- Continue to plan for, design, and construct the Big White mountain bike park to cater to the full spectrum of riders in the mountain biker marketplace (i.e. beginner, intermediate, advanced, and expert).
- Enable Big White to host major mountain biking events;
- Develop mountain bike practice and teaching facilities (e.g. skills park, pump track) near the Village.
- Plan for, design, and construct cross-country mountain biking trails throughout the Resort.
- Preserve, develop, and enhance the bike to/bike from access to all base area developments.



Mountain biking, both downhill and cross-country, will continue to grow as the primary summer activity at Big White.

Summer Season – Other Activities

- Create an extensive network of adventure trails as a significant attraction at the Resort.
- Development of the Alpine Coaster as a prominent all-season attraction.
- Plan for and develop zip lines, an aerial adventure park, and a tree walk.
- Preserve opportunities to develop a Par 3 golf course and one or more 18-hole golf courses that stage from the existing and/or future base areas.
- Provide additional adventure tourism opportunities in and around Big White.
- Preserve, enhance, and expand on all trail types centred on Big White Village, linking all base area and resort residential developments.
- Explore the opportunities to develop additional summer attractions, facilities and celebrations.

It is the intent of the mountain development plans to provide the blueprint to define, describe, and develop an alpine environment that anticipates and capitalizes on evolving market trends, establishes a unique and distinctive character, and ultimately guides the design and development of Big White. Reflecting changes in expectations of the resort marketplace and further reinforcing Big White's intention to become a world-class all-season mountain resort destination, powder skiing skier densities and state-of-the-art mountain biking suitability criteria have been applied. The overarching objective is to continue to establish distinctive facilities, attractions, and amenities that are unique to Big White.



Complementary summer activities, such as hiking, will offer a range of recreational experiences and support Big White's evolution into a four-season, destination resort.

4.3 SKIING AND SNOWBOARDING: THE PRIMARY WINTER ATTRACTION

The expansion, infill, and improvements to the existing offering at Big White have been extensively explored. The following describes the details of these planning efforts.

4.3.1 Preliminary Terrain Capacity Analysis

After synthesizing the results of the various analyses, BHA explored several conceptual alternatives for ski run and lift development. Well-integrated skiing potential was identified within several “pods”, as illustrated on the Mountain Development Expansion Potential (Figure 4-1). Potential ski run centrelines were delineated within each of these pods, with each run radiating out from an upper elevation and returning naturally to a lower focal point, also indicating potential lift terminal locations. The gradients of the trails are generally consistent within a given pod, matching a basic skier skill class. This terrain analysis illustrates that Big White has considerable potential for expansion, continued growth, and success as a highly marketable ski resort development.

The total area of potential skiable terrain within the Big White study area is approximately 3,450 hectares (8,925 acres). To account for un-skiable areas, slopes over 80% and under 8%, were removed. Typically, the actual skiable terrain ranges between 25-50% of the total area of the ski pods. According to these preliminary analyses, the Big White study area, excluding the existing lift and trail facilities, has the potential to develop approximately 860 hectares (2,125 acres) of additional ski terrain (using 35% trail development per unit of potentially skiable terrain). Additional gladed terrain would also be developed on another 15% of the expansion area (390 hectares), which suggested that total skiable terrain at Big White could amount to approximately 1,600 ha.

The upper and lower points of a mountain development pod are used to determine the total vertical rise and average slope, which in turn is used to determine a basic skier skill class for each pod. Applying the selected low-density skier skill class values from ranges prescribed in the All Season Resort Guidelines to each pod, as proposed, Big White Ski Resort would be capable of supporting more than 26,000 skiers/day at buildout. Although the results were preliminary, they clearly indicate that there is substantial expansion potential on the mountain. This potential led to the recommendation to complete a more detailed analysis of the opportunities inherent within the study area.

It is important to note that with the addition of these new ski pods, the shape and capacity of existing pods, as serviced by existing ski lifts and trails, will change.



Big White Ski Resort Master Plan 2020

- Legend**
- Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Existing Big White CRA
 - Proposed CRA
 - Big White Ecological Reserve
 - Proposed Ski Pods
 - Proposed Golf Pods
 - Proposed Development Pods
 - Proposed On-Mountain Adventure Pod
 - Proposed Sidecountry Recreation Pod

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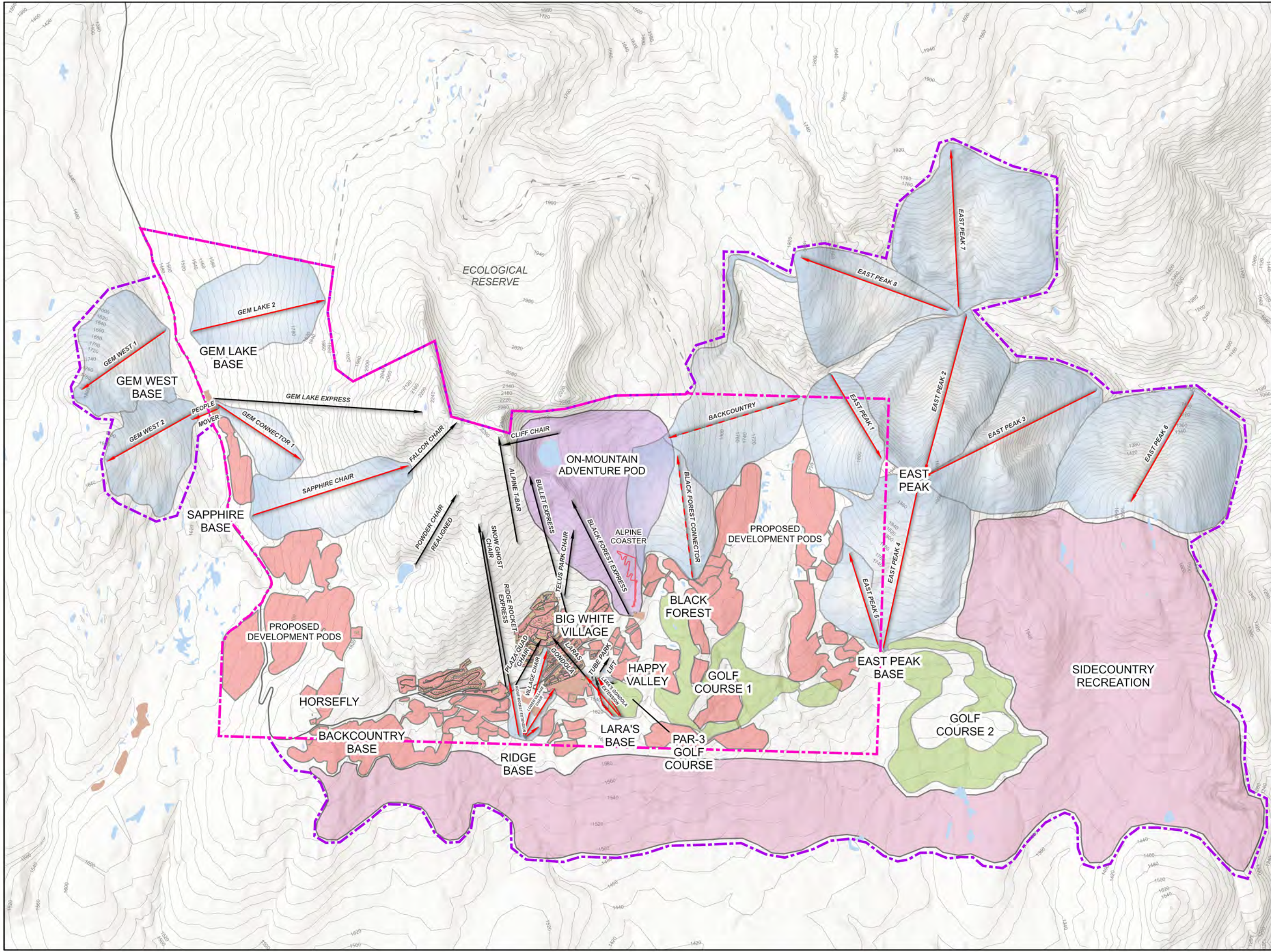
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Mountain Development Expansion Potential

Figure 4-1



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4.3.2 Proposed Expansion Areas

The proposed expansion areas are made up of seventeen pods, or partial pods, of additional ski terrain combined with proposed infill within existing ski pods.

Generally, the areas can be grouped into the East Peak, Gem Lake, Gem West and the Ridge/Happy Valley Extensions. These are described below and are illustrated on Figure 4-2.

Once established, the skiing experience offered would be very diverse, with guests being able to choose to focus on a single area of the mountain or spend the day 'travelling' on skis from one end of Big White to the other. Conceptually, this creates a resort opportunity that is often found in Europe, but rare in North America. If the potential is realized, it is not hard to imagine Big White becoming one of the iconic ski resorts in Canada.

East Peak

The East Peak is an exciting and significant expansion opportunity at Big White. This area has it all: the steep, advanced terrain currently lacking in the current offering at the Resort; the ego building, long cruising intermediate slopes enjoyed by much of the skier marketplace, and the beginner terrain necessary to introduce skiers to the sport. The East Peak is effectively a standalone ski area. This considerably broadens the range of opportunities at Big White, providing an entirely new and unique experience - a resort within a resort that features as destination to travel to and from over the course of the day.

As its name suggests, the East Peak is situated east of Big White, separated by the Trapping Creek Valley. The area is made up of the East Peak itself, two adjacent faces to the north, another adjacent face to the east, and two connector pods to the west.

The East Peak offers 360 degrees of skiing with slopes for every skier skill class. The south facing slopes are similar to the highly popular ski runs at Big White. These will cater to intermediate and beginner skiers while accessing very developable base area lands. The north facing slopes, along with the adjacent pod to the east, will offer advanced to expert skiing. Their orientation should ensure a high-quality snowpack. The adjacent pods to the north will further add variety to the skiing at Big White.

The East Peak connects to the existing lifts and trails at Big White via the recently approved and soon to be developed Backcountry Chair and the Black Forest Connector.

Gem Lake and Sapphire

The Gem Lake / Westridge area was originally developed due to the high-quality skiing on the associated slopes, the large flat base area lands that easily accommodate parking, and because it saves guests approximately twenty minutes of drive time from Kelowna, as compared to travelling to Big White Village. As such, the concept for Gem Lake was to cater to the day-use skier while the Village is more oriented to destination guests. The existing Gem Lake Express services some of the best skiing in British Columbia and acts as the link to the Falcon Chair, the new Powder Chair, and a return route to the Village. Ultimately the desire is to establish a unique to BC experience where skiers can travel to and enjoy different parts of the Resort throughout the day and throughout the season.

Unfortunately, high winds close the Gem Lake Express an average of ten days per season. Further, the base elevation and the southwest orientation of the ski runs delay opening in the fall and accelerate closure in the spring. To rectify these issues, Big White proposes to develop additional terrain that is less wind affected, install connector lifts and trails, and establish snowmaking to improve the snowpack reliability. Specifically, the proposed Gem Lake 2 Lift will be less wind affected and will service excellent intermediate terrain, realizing the full potential of the terrain pod. This will also ease the skier traffic between Gem Lake, Gem West and the Village.

Additionally, the proposed Gem Connector 1 and Sapphire Chair will improve the reliability of this terrain and make it much easier for intermediate and novice skiers who stage from these base areas to link to and from Big White Village and beyond. These lifts will also eliminate the access problems on days when the Gem Lake Express is closed due to wind conditions at the mountain's peak and create new ski to / ski from resort residential development opportunities. Finally, the proposed Sapphire Chair and complementary base area will offer additional day-use skier staging to the adjacent beginner and intermediate ski terrain.

A snowmaking system will be developed for the lower portion of the Gem Lake and Sapphire areas to ensure opening day aligns with the rest of the Resort, as well as to provide insurance in low snow years.

Gem West

The north facing Gem West area is proposed on the south side of Big White Road near the Gem Lake staging area. The two lifts proposed for this area will service a variety of intermediate and advanced terrain. The inclusion of this terrain would also provide an interesting valley resort feel with ski terrain on every aspect. One option being considered is to dedicate the Gem West area to a specific use such as ski or snowboard race training, a snowboard park, or ski school. The connection between Gem West to the Gem Base may be established via a people mover lift.



Big White Ski Resort
Master Plan
2020

Legend

- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Existing Big White CRA
- Proposed CRA
- Proposed Ski Pods
 - A - Village Chair
 - EP6 - East Peak 6
 - EP7 - East Peak 7
 - EP8 - East Peak 8
 - L - Gem Lake 2
 - M - Gem Connector
 - N - Backcountry
 - P - East Peak 1
 - Q - East Peak 5
 - R - East Peak 4
 - S - East Peak 2
 - T - East Peak 3
 - U - Gem West 1
 - V - Gem West 2
 - Y - Lara's Base - Lara's Gondola Ext.
 - C - Black Forest Connector
 - SP - Sapphire Chair
- Existing Ski Area Pod
- G1 - Golf 1 Pod
- G2 - Golf 2 Pod
- Proposed Development Pods
- Proposed Sidecountry Recreation Pod

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Proposed Expansion
Ski Pods

Figure 4-2

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Ridge/Happy Valley Extensions

As proposed, the Ridge Rocket would be extended down to the new Ridge Valley Base. This will facilitate day use and resort residential staging from a lower elevation. It will also reduce the current congestion that results from the Snow Ghost, Ridge Rocket, and Plaza Chair all queuing in the same area. In addition, the Village Chair will also stage from the Ridge Valley Base, providing beginner and novice skiers access to the Plaza terrain, Happy Valley and the Village. Of note, options for the Plaza Quad Chair include the possibility of replacing it with a gondola with the objective of enabling pedestrians to move easily from the Chateau Blanc to the Village and back again.

To ensure skier connectivity and easy circulation to and throughout this area, ski runs will be extended down to the Ridge Valley Base. This may be realized by a skier bridge/tunnel over Big White Road, or Big White Road may be cut and rerouted below the new Ridge Valley Base. Regardless of the chosen approach, Big White Road would continue to service the existing Ridge base area as well as providing access up to the Lower Village, Big White Village, the Black Forest Base and out to the East Peak Base. Grading will be required through the relocated sewage treatment ponds area to fully realize the potential of the ski terrain leading down to the new Ridge Valley Base.



Champagne powder and blue skies greet guests at Big White.

4.3.3 Proposed Ski Run Development

The proposed expansion of lifts and ski runs at Big White will see the realignment of some of the existing terrain plus the addition of new ski pods. The existing 607 hectares of developed ski terrain (i.e. ski runs, gladed areas, and open bowls) will be expanded to over 1,628 hectares by buildout. The Existing and Proposed Ski Lifts and Trails (Figure 4-3) illustrates the proposed mountain expansion as it relates to the existing lift and ski run development, while the Proposed Ski Runs by Skier Skill Class (Figure 4-4) distinguishes the trails in terms of their skier skill classification. Figures 4-5a and 4-5b provide greater detail for the run types and names.

Each ski run or segment has been identified by an alphanumeric code, which identifies the trail on all associated mapping as well as within the geospatial and statistical databases (Table 4-1).

The following sections detail the specific nature and technical characteristics of this Mountain Master Plan in its proposed buildout form.

4.3.4 Sensitive Ski Terrain Development

Big White will respect the current boundaries of the Ecological Reserve. All earlier concepts of skiing and recreational use within the Ecological Reserve lands have been removed. Further, with the goal of reducing its ecological footprint in sensitive areas Big White will:

- Use low impact construction methods including over snow transport of materials, helicopter installation of lift towers and terminals, and implementation of best management practices for ski run development and riparian protection.
- Conduct a vegetation survey and environmental review of the area if necessary, prior to development to minimize impacts.
- Reduce the width and number of ski runs to minimize vegetation removal.
- Promote a natural gladed skiing experience through naturally spaced forest.
- Develop a management plan that opens and makes accessible the terrain within their CRA while also maintaining the ecological values of the area.



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Existing Big White CRA
 - Proposed CRA
 - Proposed Ski Pods/ Development Areas
 - Proposed Sidecountry Recreation Pod
 - Proposed Development Areas
 - Existing Ski Runs
 - Committed Ski Runs
 - Proposed Ski Runs

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Existing and
Proposed Lifts
and Runs

Figure 4-3

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Big White Ski Resort
Master Plan
2020

Legend

- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Existing Ski Runs
- Existing Big White CRA
- Proposed CRA
- Proposed Ski Run Category
 - Beginner
 - Intermediate
 - Advanced
 - Extreme

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Proposed Ski Trails
by Skier Skill Class

Figure 4-4

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Big White Ski Resort Master Plan 2020

Legend

- Existing Ski Lifts
- - - Committed Lifts
- - - Proposed Lifts
- Existing Big White CRA
- Proposed CRA
- Proposed Vegetation at Buildout
- Existing Ski Runs
- Proposed Ski Runs
 - Beginner
 - Intermediate
 - Advanced
 - Extreme

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Proposed Ski Trails by Skill Class (West)

Figure 4-4a

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Big White Ski Resort
Master Plan
2020

Legend

- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Existing Big White CRA
- Proposed CRA
- Proposed Vegetation at Buildout
- Existing Ski Runs
- Proposed Ski Runs
 - Beginner
 - Intermediate
 - Advanced
 - Extreme

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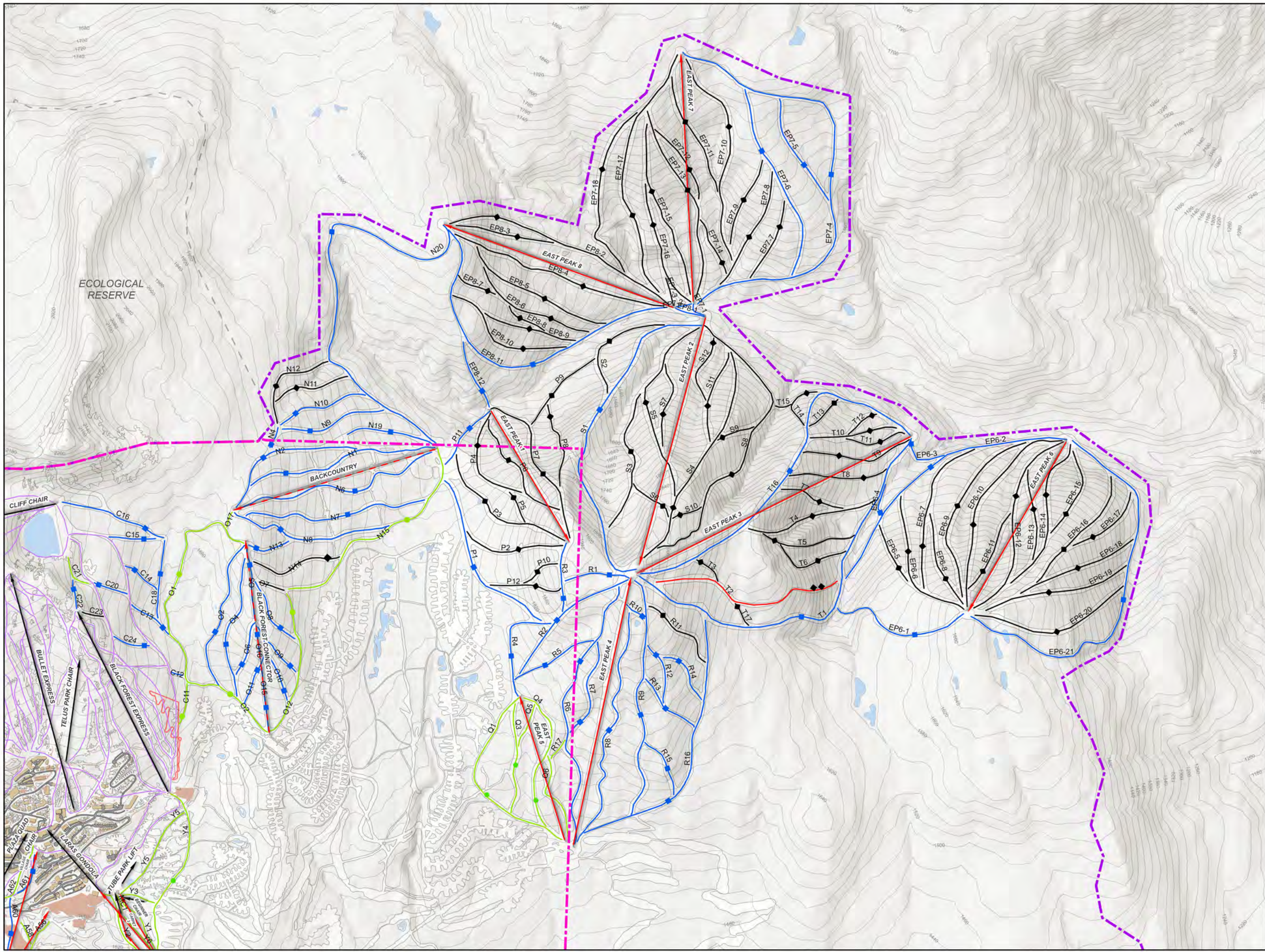
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Proposed Ski Trails
by Skill Class (East)

Figure 4-4b



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4.3.5 Proposed Gladed Terrain

By buildout, gladed skiing on the mountain will be expanded from the current 257 hectares to over 730 hectares (see Figure 4-5). Gladed terrain will be developed using a feathering technique from the ski run edges. As illustrated in Figures 4-5a and 4-5b, the typical layout would see gradually increasing tree density starting from the clear cut of the ski run. The tree spacing initially would be wide (5 to 7 metres) and progressively decrease down to a spacing of 2 metres. The lower branches of gladed trees should also be limbed to a height of 3 metres above the maximum snow depth, depending on tree species, to facilitate clear paths for skiers.

Feathering ski run edges is beneficial from both an environmental and a recreational point of view. From an environmental perspective, feathering forest edges by thinning encourages a brushy transition zone between the opening of the ski run and the denser stand, which promotes food growth and improved wildlife habitat. In addition, the feathered edge protects against wind blow down and provides better visual quality across the forest stand.

From a recreational perspective, feathering the edges of ski runs provides an excellent skills development opportunity by creating a semi-gladed transition zone between the fully cut ski run and the denser gladed areas in between runs. Overall, feathering the edges of runs and glading in between runs will provide great adventure terrain for all ability levels and encourage skier progression and new levels of enjoyment. The Proposed Glading Plan (Figure 4-6) outlines the glading potential over the existing and proposed mountain.



Figure 4-5a. Gladed Skiing Feathering Technique – Illustrative

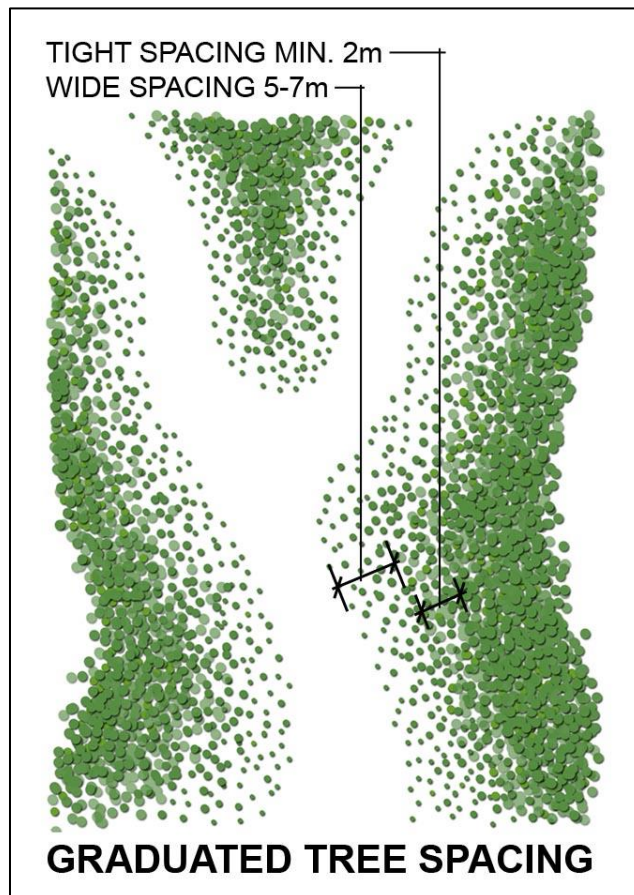


Figure 4-5b. Gladed Skiing Feathering Technique – Diagram



Big White Ski Resort
Master Plan
2020

Legend

- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Existing Big White CRA
- Proposed CRA
- Proposed Glading
 - Existing Glading
 - Glading Thin
 - Glading Dense

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Proposed Glading
Plan

Figure 4-5

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4.3.6 Proposed Ski Runs

The following table details the proposed alpine ski run development¹⁰, which are illustrated on Figures 4-3, 4-4, 4-4a, 4-4b, 4-5, 4-5a and 4-5b.

Table 4-1. Proposed Ski Runs

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod A - Ridge Rocket Extension							
A51	981	27	16	157	12	1	Novice
A52	1,301	15	9	129	15	2	Novice
A53	459	17	10	58	75	3	Novice
A54	173	9	9	33	40	1	Novice
A55	57	0	18	29	25	0	Novice
A56	324	13	10	49	15	0	Novice
Glades						0	
Total Skiable Area						8	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod C - Additional Black Forest							
C13	224	43	31	16	30	1	Intermediate
C14	294	31	28	23	25	1	Low Intermediate
C15	339	29	23	64	35	1	Low Intermediate
C16	782	33	18	78	30	2	Low Intermediate
C18	1,584	27	13	75	30	5	Low Intermediate
C19	486	38	20	134	40	2	Intermediate
C20	256	40	28	188	30	1	Intermediate
C21	265	23	12	89	20	1	Novice
C22	210	39	21	68	35	1	Intermediate
Glades						0	
Total Skiable Area						14	

¹⁰ Values have been rounded to the nearest whole number for presentation purposes which may in turn give the false impression of inaccuracies in the calculations.

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod L - Gem Lake 2							
L1	1,490	54	27	370	45	7	Advanced
L10	1,290	44	28	326	40	5	Intermediate
L11	464	41	27	114	40	2	Intermediate
L12	1,384	43	24	313	40	6	Intermediate
L2	1,268	61	28	314	50	6	Expert
L3	1,946	46	22	381	40	8	Intermediate
L4	2,152	49	20	377	40	9	Intermediate
L5	283	34	21	50	45	1	Low Intermediate
L6	601	38	19	111	30	2	Intermediate
L7	570	60	29	138	40	2	Expert
L8	259	45	35	61	30	1	Intermediate
L9	79	21	13	9	30	0	Novice
Glades						74	
Total Skiable Area						123	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod M - Gem Connector 1							
M1	664	34	22	141	35	2	Low Intermediate
M2	501	29	22	111	35	2	Low Intermediate
M3	153	17	17	27	35	1	Novice
M4	95	0	18	17	10	0	Intermediate
M5	232	22	15	34	30	1	Novice
M6	510	58	31	150	35	2	Advanced
Glades						0	
Total Skiable Area						7	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod SP - Sapphire Chair							
SP1	473	30	20		35	2	Intermediate
SP10	196	39	20		35	1	Intermediate
SP11	340	62	45		35	1	Advanced
SP2	352	32	23		35	1	Low Intermediate
SP3	247	32	26		35	1	Low Intermediate
SP4	454	28	12		35	2	Beginner
SP5	703	28	17		35	2	Low Intermediate
SP6	618	52	27		35	2	Intermediate
SP7	1528	65	25		35	5	Intermediate
SP8	352	47	22		35	1	Intermediate
SP9	1018	51	23		35	4	Intermediate
Glades						26	
Total Skiable Area						48	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod N - Additional Backcountry Chair							
N12	742	74	28	181	35	3	Expert
N11	593	53	33	164	35	2	Advanced
N10	694	41	29	188	35	2	Intermediate
N9	786	44	27	202	10	1	Intermediate
N19	649	41	21	114	30	2	Intermediate
N4	175	23	22	34	35	1	Novice
N20	3,078	39	13	204	35	11	Intermediate
Glades						0	
Total Skiable Area						21	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod P - East Peaks 1							
P1	1,330	23	13	169	35	5	Low Intermediate
P10	318	48	41	117	30	1	Advanced
P11	541	49	25	129	25	1	Low Intermediate
P12	540	53	31	161	25	1	Advanced
P2	773	51	31	225	30	2	Advanced
P3	1,125	58	29	320	30	3	Advanced
P4	819	48	32	260	30	2	Advanced
P5	249	33	31	73	25	1	Advanced
P6	968	52	43	389	25	2	Advanced
P7	1,278	67	38	449	35	4	Expert
P8	704	71	56	334	20	1	Expert
P9	665	36	15	75	15	1	Advanced
Glades						28	
Total Skiable Area						54	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod Q - East Peaks 5							
Q1	1,452	19	10	145	15	2	Novice
Q3	791	15	12	93	35	3	Novice
Q4	1,060	21	12	135	30	3	Novice
Q5	322	21	13	45	30	1	Novice
Q6	666	20	15	103	30	2	Novice
Glades						5	
Total Skiable Area						16	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod R - East Peaks 4							
R1	473	34	7	42	15	1	Low Intermediate
R10	166	20	16	29	35	1	Low Intermediate
R11	635	56	31	190	35	2	Advanced
R12	464	34	26	121	25	1	Intermediate
R13	522	41	29	140	30	2	Intermediate
R14	464	43	31	143	30	1	Intermediate
R15	462	40	24	103	30	1	Intermediate
R16	2,038	21	10	210	20	4	Low Intermediate
R17	165	17	14	20	10	0	Novice
R2	1,077	45	22	235	25	3	Intermediate
R3	497	28	13	65	30	1	Low Intermediate
R4	796	31	15	122	15	1	Low Intermediate
R5	646	30	22	142	15	1	Low Intermediate
R6	2,033	38	20	400	25	5	Intermediate
R7	739	38	22	167	30	2	Intermediate
R8	1,832	30	21	379	25	5	Low Intermediate
R9	1,789	31	22	379	25	4	Low Intermediate
Glades						15	
Total Skiable Area						51	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod S - East Peaks 2							
S1	2,505	44	26	636	35	9	Intermediate
S10	231	41	35	70	15	0	Expert
S11	730	54	47	304	30	2	Advanced
S12	523	54	36	183	35	2	Advanced
S2	862	52	23	195	25	2	Advanced
S3	1,097	64	32	318	30	3	Advanced
S4	1,771	61	36	594	30	5	Advanced
S5	1,500	59	38	529	25	4	Advanced
S6	385	64	39	129	30	1	Advanced
S7	665	53	43	253	30	2	Advanced
S8	2,287	65	27	607	20	5	Expert
S9	316	70	57	157	30	1	Expert
Glades						64	
Total Skiable Area						101	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod T - East Peaks 3							
T1	2,995	63	24	707	25	7	Advanced
T10	654	48	35	219	25	2	Advanced
T11	456	33	29	122	10	0	Advanced
T12	261	36	30	73	20	1	Advanced
T13	315	60	53	147	15	0	Advanced
T14	418	65	33	122	10	0	Advanced
T15	125	18	14	30	10	0	Advanced
T16	2,760	55	26	698	30	8	Advanced
T17	186	26	23	40	10	0	Advanced
T2	1,555	88	34	500	15	2	Expert
T3	236	47	37	82	15	0	Advanced
T4	1,044	71	44	426	30	3	Expert
T5	774	75	52	363	10	1	Expert
T6	641	77	45	275	20	1	Expert
T7	535	69	54	264	30	2	Expert
T8	773	58	44	312	15	1	Advanced
T9	849	51	35	285	15	1	Advanced
Glades						43	
Total Skiable Area						74	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod U - Gem West 1							
U1	2,428	33	16	341	15	4	Novice
U10	886	54	31	232	30	3	Intermediate
U11	211	52	33	299	30	1	Intermediate
U12	448	48	34	152	30	1	Intermediate
U13	786	49	30	196	30	2	Intermediate
U14	954	46	26	256	30	3	Intermediate
U15	328	40	27	200	30	1	Low Intermediate
U16	741	44	30	267	30	2	Low Intermediate
U2	1,814	37	18	268	30	5	Low Intermediate
U3	215	53	24	269	30	1	Intermediate
U4	816	17	11	270	30	2	Novice
U5	421	46	33	271	30	1	Intermediate
U6	994	48	31	272	30	3	Intermediate
U7	872	65	30	273	30	3	Advanced
U8	379	45	33	274	30	1	Low Intermediate
U9	1,068	45	28	275	30	3	Low Intermediate
Glades						34	
Total Skiable Area						71	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod V - Gem West 2							
V1	2,222	17	13	54	15	3	Novice
V10	834	36	23	124	30	3	Low Intermediate
V11	821	58	32	304	30	2	Intermediate
V12	543	16	15	24	30	2	Novice
V13	692	46	32	297	30	2	Intermediate
V2	293	46	32	190	30	1	Intermediate
V3	678	45	30	253	30	2	Intermediate
V4	291	45	30	248	30	1	Low Intermediate
V5	1,106	48	28	249	30	3	Intermediate
V6	363	61	37	250	30	1	Advanced
V7	518	53	25	251	30	2	Intermediate
V8	1,019	59	29	252	30	3	Intermediate
V9	146	34	31	253	30	0	Novice
Glades						28	
Total Skiable Area						53	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod Y – Beginner Chair							
Y1	387	14.5	10.3	41	25	1	Beginner
Y2	214	14.1	11.7	26	30	1	Beginner
Y3	211	11.7	9.7	22	40	1	Beginner
Y4	1,087	16.1	9.7	110	15	2	Novice
Y5	368	12.3	5.6	24	15	1	Novice
Y6	311	9.8	6.9	24	15	0	Novice
Glades						0	
Total Skiable Area						5	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod AA - East Peak 6							
EP6-1	1,186	41	23	244	30	4	Intermediate
EP6-6	1,096	47	34	340	30	3	Advanced
EP6-5	482	52	43	186	30	1	Advanced
EP6-7	1,207	50	32	356	30	4	Advanced
EP6-4	238	18	14	29	30	1	Novice
EP6-8	758	51	43	293	30	2	Advanced
EP6-9	1,459	67	38	495	30	4	Expert
EP6-10	1,638	56	38	553	30	5	Advanced
EP6-11	685	56	49	296	30	2	Advanced
EP6-12	1,561	68	41	556	30	5	Expert
EP6-14	1,248	64	44	487	30	4	Advanced
EP6-13	708	59	45	286	30	2	Advanced
EP6-15	738	75	51	325	30	2	Expert
EP6-21	2,834	45	24	567	30	9	Advanced
EP6-20	1,247	64	37	382	30	4	Advanced
EP6-19	1,149	63	42	394	30	3	Advanced
EP6-18	973	62	45	390	30	3	Advanced
EP6-16	1,033	57	41	376	30	3	Advanced
EP6-17	638	53	43	251	30	2	Advanced
EP6-2	2,083	37	20	315	30	6	Intermediate
EP6-3	348	27	18	37	30	1	Low Intermediate
Glades						61	
Total Skiable Area						131	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod BB - East Peak 7							
EP7-1	128	17	16	16	30	0	Beginner
EP7-10	1,632	49	29	423	30	5	Advanced
EP7-11	940	48	38	305	30	3	Advanced
EP7-12	644	46	39	225	30	2	Advanced
EP7-13	1,508	58	35	450	30	5	Advanced
EP7-14	442	33	30	97	30	1	Advanced
EP7-15	1,337	46	35	426	30	4	Advanced
EP7-16	968	55	33	286	30	3	Advanced
EP7-17	1,920	52	28	455	30	6	Advanced
EP7-18	1,369	46	32	354	30	4	Advanced
EP7-2	110	9	14	14	30	0	Beginner
EP7-3	203	22	20	36	30	1	Advanced
EP7-4	3,264	33	21	490	30	10	Low Intermediate
EP7-5	835	33	22	170	30	3	Low Intermediate
EP7-6	1,450	37	22	299	30	4	Intermediate
EP7-7	634	46	33	184	30	2	Advanced
EP7-8	939	48	36	266	30	3	Advanced
EP7-9	684	50	37	231	30	2	Advanced
Glades						20	
Total Skiable Area						77	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Vertical Drop (m)	Average Width (m)	Trail Area (ha)	Skill Class
Pod CC - East Peak 8							
EP8-1	213	20	18	16	30	1	Beginner
EP8-10	1,041	49	36	333	30	3	Advanced
EP8-11	2,485	46	23	493	30	7	Advanced
EP8-12	613	57	41	215	30	2	Advanced
EP8-2	1,789	59	31	488	30	5	Advanced
EP8-3	742	59	38	247	30	2	Advanced
EP8-4	1,645	53	33	483	30	5	Advanced
EP8-5	1,164	41	36	380	30	3	Advanced
EP8-6	978	50	36	319	30	3	Advanced
EP8-7	314	36	35	103	30	1	Advanced
EP8-8	333	45	37	112	30	1	Advanced
EP8-9	730	58	42	272	30	2	Advanced
Glades						19	
Total Skiable Area						55	

4.3.7 Downhill Capacity

By applying the appropriate densities to the ski runs and gladed areas as measured by skiers per hectare, BHA calculated the total downhill capacity of the existing and proposed development at Big White. Table 4-2 outlines the Downhill CCC of the ski runs by skier skill class within each pod for the entire ski area. In total, the buildout trail capacity is 26,046 skiers.

Table 4-2. Proposed Downhill Capacity

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
A (Ridge/Snowghost)	443	110	0	436	776	1,413	68	0	2,693
B (Bullet Express Quad)	396	45	0	391	679	344	0	0	1,414
C (Black Forest Express)	314	62	0	278	1,005	430	0	0	1,713
D (Cliff Chair)	225	29	54	0	0	0	120	185	360
E (Alpine T-Bar)	279	46	28	336	612	337	0	0	1,312
F (Falcon Chair)	263	39	0	353	96	292	175	0	916
G (Powder Chair)	298	52	0	105	161	314	408	0	987
H (Gem Lake Express)	705	229	0	436	468	2,189	845	41	3,978
I (Lara's Gondola)	592	5	0	224	0	0	0	0	224
J (Telus Park)	170	7	0	71	188	0	0	0	258
L (Gem Lake 2)	380	123	0	7	25	908	117	99	1,156
M (Gem Connector 1)	217	7	0	37	82	1	18	0	138
Sapphire Chair	408	48	56	0	91	322	75	5	549
N (Backcountry)	375	88	0	18	96	920	58	13	1,106
O (Black Forest Connector)	150	46	49	228	341	357	11	0	986
P (East Peaks 1)	441	54	0	0	120	0	314	29	463
Q (East Peaks 5)	144	16	0	499	0	46	0	0	545
R (East Peaks 4)	409	51	0	5	361	316	59	0	742
S (East Peaks 2)	649	101	0	0	0	236	450	72	758
R (East Peaks 3)	702	74	0	0	0	0	369	104	473
U (Gem West 1)	340	71	0	183	260	375	117	0	935
V (Gem West 2)	334	53	0	162	68	343	93	0	666
Y (Beginner Chair)	45	5	184	119	0	0	0	0	303
AA (East Peaks 6)	559	131	0	21	21	147	702	124	1,015
BB (East Peaks 7)	479	77	25	0	246	65	525	0	862
CC (East Peaks 8)	497	55	22	0	0	0	478	0	501
DD (Village Chair)	137	8	350	0	0	0	0	0	350
EE (Lower Village Chair)	58	8	350	0	0	0	0	0	350
Beginner (Carpets)	19	7	293	0	0	0	0	0	293
TOTAL		1,647	1,411	3,909	5,695	9,354	5,005	673	26,046

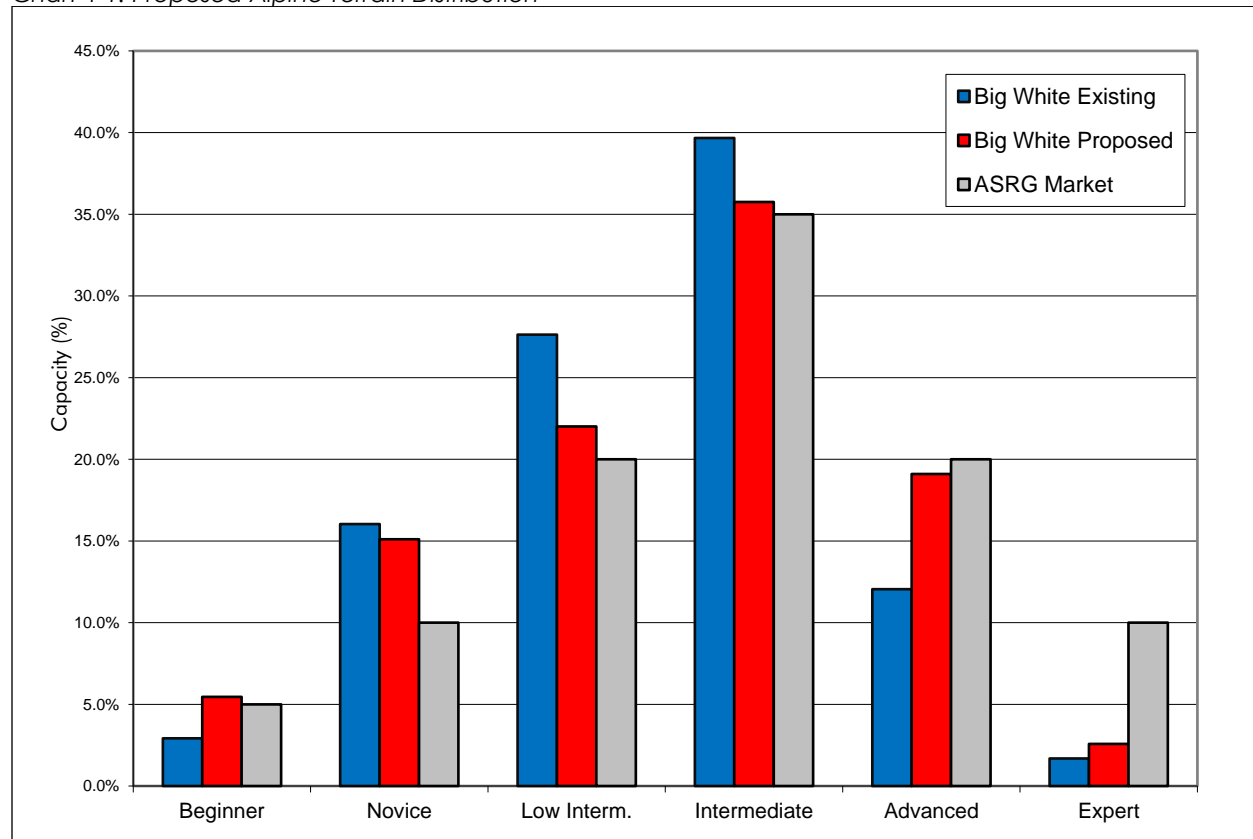
4.3.8 Alpine Terrain Distribution

The design of the ski runs was carefully planned to ensure that resulting mix of existing and proposed ski terrain closely approximates the distribution of the skier marketplace. Terrain distribution assessments are an important tool to ensure that the currently accepted market segmentation is represented in the ski run offerings. Table 4-3 and Chart 4-1 illustrate the terrain distribution assessment of the proposed buildout condition at Big White. They also compare the proposed distribution to the existing distribution and the market distribution. This demonstrates that the proposed ski run development at buildout provides a much more balanced product than what is currently offered. The East Peak is key to Big White being able to make these improvements as this area contains most of the advanced and expert terrain within the study area.

Table 4-3. Proposed Alpine Terrain Distribution

Market Distribution	Big White Existing	Big White Proposed	ASRG Market
Beginner	2.9%	5.4%	5%
Novice	16.0%	15.0%	10%
Low Intermediate	27.6%	21.9%	20%
Intermediate	39.7%	35.9%	35%
Advanced	12.0%	19.2%	20%
Expert	1.7%	2.6%	10%

Chart 4-1. Proposed Alpine Terrain Distribution



4.3.9 Proposed Ski Lift Inventory

Directly related to the goal of balancing the ski terrain distribution with the skier skill class distribution of the marketplace, the downhill capacity of the ski terrain needs to be in balance with the uphill capacity of the ski lifts, or Uphill CCC. To achieve this, the Mountain Master Plan must also anticipate skier movement and circulation patterns over the course of the ski day. This involves detailed disbursement modelling and staging analysis undertaken to ensure that skiers on the slopes, on the lifts, in the lift lines, and in support facilities are accounted for. From this, the appropriate capacity of uphill infrastructure is determined.

The proposed ski lift system has been planned to act as the uphill balance to the downhill capacity of the alpine ski run network. Table 4-4 illustrates the specific characteristics, capacities, and design parameters for each of the existing and proposed ski lifts and the resulting Uphill CCC. As proposed, at buildout Big White will have increased their ski lift inventory from 15 to 37 ski lifts leading to an Uphill CCC of 25,624. Figure 4-6 illustrates the existing and proposed ski lifts at buildout.



The uphill capacity of the lifts must be in balance with downhill capacity of the runs to meet guest expectations and deliver a positive recreation experience.

Table 4-4. Proposed Uphill Capacity

Lift Name	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Hours of Operation	Access Reduction	Uphill CCC
Snow Ghost Express	D6C	447	1,891	3,200	2,800	4,145	95%	7	11%	1,777
Bullet Express	D4C	396	1,752	2,800	2,300	3,450	95%	7	9%	1,595
Black Forest Express	D4C	314	1,440	2,400	2,400	3,633	95%	7	28%	996
Cliff Chair	2C	225	678	1,200	1,200	7,804	90%	6	0%	187
Falcon Double Chair	2C	263	820	1,200	1,200	4,167	85%	6	0%	387
Powder Chair	4C	298	886	2,400	2,400	5,470	90%	6	3%	687
Gem Lake Express	D4C	705	2,440	2,800	2,800	5,077	95%	7	8%	2,374
Alpine T-Bar	T-Bar	279	1,206	1,100	1,100	3,447	90%	7	3%	544
Telus Park Chair	2C	170	728	1,800	1,800	3,090	90%	7	0%	625
Kids Carpet	S	2	22	1,100	1,100	500	80%	7	0%	25
Magic Carpet	S	16	137	1,100	800	500	80%	7	0%	143
Magic Carpet 2	S	10	143	1,100	800	500	80%	7	0%	90
Total Existing¹			12,143	22,200	20,700					9,429
Lara's Gondola Extended	D8G	135	1,117	2,800	2,400	1,382	95%	7	62%	591
Beginner Chair	2C	37	322	1,200	1,200	1,393	85%	7	0%	969
Backcountry Chair ²	D4C	375	1,777	2,400	2,400	5,011	95%	7	19%	527
Black Forest Connector ²	D4C	151	777	2,400	2,400	3,619	80%	7	6%	192
Carpet 2	S	8	156	1,100	800	500	95%	7	0%	80
Carpet 3	S	23	190	1,100	800	500	95%	7	0%	245
East Peak 1	4C	440	1,159	2,400	1,600	6,622	90%	6	0%	574
East Peak 2	D4C	630	1,861	2,400	1,800	6,959	90%	7	0%	1,026
East Peak 3	D4C	690	2,270	2,400	1,800	8,050	95%	7	10%	928
East Peak 4	D4C	408	1,961	2,400	1,800	4,449	95%	7	42%	634
East Peak 5	4C	147	1,055	2,400	1,500	2,252	85%	7	0%	583
Ridge Rocket Extended	D4C	493	2,254	2,400	2,200	4,145	95%	7	15%	1,487
Plaza Pulse Gondola	PG	103	594	2,400	1,900	0	85%	7	0%	0
Village Chair	4C	137	960	2,400	1,800	1,284	85%	7	0%	1,142
Lower Village Chair	4C	58	593	2,400	1,800	1,393	85%	7	0%	446
Carpet 1	S	18	141	1,100	800	500	85%	7	0%	174
Gem Connector 1	4C	206	1,110	2,400	1,500	3,632	85%	7	0%	505
Sapphire Chair	D4C	408	1,856	2,400	2,200	4,733	85%	7	0%	1,128
Gem Lake 2	D4C	512	2,247	2,400	1,800	5,631	95%	7	0%	1,089
Gem People Mover	2C	16	287	1,200	1,200	0	95%	7	0%	0
Gem West 1	4C	320	1,164	2,400	2,400	4,310	85%	6	0%	909
Gem West 2	4C	334	1,166	2,400	1,800	4,469	85%	6	0%	685
East Peak 6	D4C	550	1,480	2,400	2,400	7,244	95%	6	0%	1,039
East Peak 7	4C	473	1,801	2,400	1,800	5,981	85%	6	0%	725
East Peak 8	4C	487	1,779	2,400	1,500	7,210	85%	6	0%	517
Total Committed and Proposed			30,077	54,100	43,600					16,195
Total (All)			42,220	76,300	64,300					25,624

1. Uphill Capacity of Existing Lifts has been modified to reflect the impact of Proposed Lifts and changes in Downhill CCC.

2. Approved but not yet constructed.



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Existing Big White CRA
 - Proposed CRA

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Existing and
Proposed Chairlifts

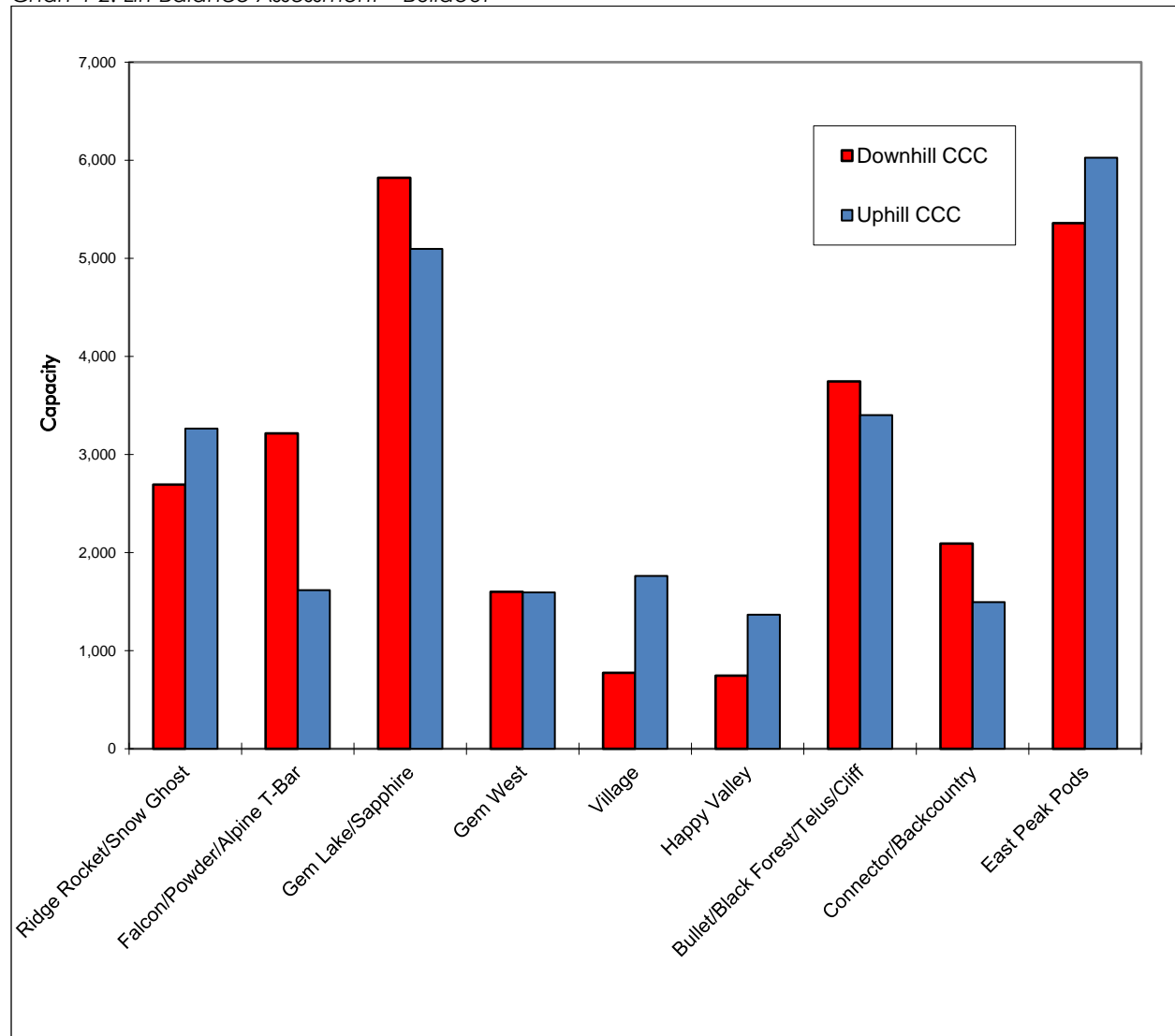
Figure 4-6

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4.3.10 Proposed Lift Balance Assessment

The following summary demonstrates the balance between the proposed capacity of the lift infrastructure and the downhill capacity of the associated ski runs depicted in Tables 4-2 and 4-4. As illustrated in Chart 4-2, the uphill capacity generally approximates the downhill capacity across the Resort. Notable exceptions are within the Village pod, the Ridge Rocket/Snow Ghost pod and the East Peak pod which play a significant role as a transport lifts, connecting skiers and pedestrians to other parts of the Resort. Conversely, the Falcon/Powder/T-Bar and Black Forest Connector/Backcountry pods offer greater downhill capacity than uphill capacity. This maintains a lower-density ski experience sought after by advanced and expert skiers. It should be noted that the uphill capacities detailed here will be adjusted during the phased implementation of the proposed ski terrain to respond to shifts in skier circulation patterns and resulting uphill demand.

Chart 4-2. Lift Balance Assessment – Buildout



4.3.11 Proposed Comfortable Carrying Capacity

The lower end of accepted ASRG skier densities was applied to calculate the CCC at Big White. These values are aligned to industry and market trends that aim to provide a lower density, powder-oriented product. They will also produce a skiing experience more consistent with the expectations of destination guests.

Using these design criteria, the proposed lift and trail capacities were calculated for buildout conditions. From this, Downhill CCC for the proposed buildout condition was calculated as 26,046 while Uphill CCC was calculated as 25,624. In determining overall CCC, the lower of these two values is used to ensure that neither capacity is exceeded. As such, the CCC for Big White Ski Resort as proposed is 25,624 skiers per day at buildout.



It is critical to respect a mountain's Comfortable Carrying Capacity and ensure guests do not feel crowded on the runs or in the lift lines.

4.3.12 Mountain Operations Facilities

There are a variety of facilities key to the successful operation of any mountain resort. The degree of impact and influence each has on the resort offering is tied directly to the envisioned type of product. Specific to Big White, the size, scale and scope of the area dictates primary operational considerations including day lodges, on-mountain lodges and huts, ski patrol/search and rescue, mountain access roads, snowmaking, night skiing, grooming, and maintenance.

Day Lodges/Base Lodges

The existing day lodges (i.e. the Village Centre Mall, the Happy Valley Day Lodge, the Westridge Warming Hut, the Ridge Day Lodge and the Black Forest Day Lodge) provide enough space to service the needs of day use skiers over the course of the day (see Table 2-16). Additional day lodge facilities will be developed in tandem with the expansion of ski terrain to ensure that on-mountain and base area capacities remain in balance. As envisioned, and based on the concepts described below, Big White will construct additional day lodges at the base of East Peak, Gem West, the Sapphire Base, and in the Ridge Valley.

On-Mountain Lodges and Huts

At present, there are no on-mountain lodges or huts at Big White. However, the Resort is currently investigating the potential for a mountain top restaurant near the upper terminal of the Ridge Rocket Express. Additionally, when the proposed ski pods in the East Peak are developed, there will be significant opportunity to develop on-mountain facilities on the backside of the East Peak (see Sec. 4.4 - Altitude Restaurants).

Ski Patrol

Well-positioned and accessible ski patrol facilities are a key component of an effectively managed mountain resort operation. Design considerations include the need for on-snow, toboggan access to medical facilities, and road access that connects the resort to comprehensive medical facilities located in the City of Kelowna. The existing ski patrol facilities at Big White will be maintained and expanded in coordination with the expansion of ski terrain.

Mountain Access Roads

Building on the existing resort layout, additional mountain access roads will be developed. These roads will, where possible, utilize existing logging roads to avoid impact to the environment. Mountain access roads are a critical component of a well-functioning ski area, providing service access, and connections to future development areas and trails. Mountain access roads will also be utilized for summer-season recreation activities, such as mountain biking and hiking.

Snowmaking

Snowmaking at Big White is currently limited to the Terrain Park as it requires specific snow densities to create the Park features, such as half pipes. In all other areas Big White relies on natural snowfall to meet their needs. However, Big White will continue to review the need for snowmaking on the lower elevations if natural snowpack is found to be unreliable. If pursued, the Resort's management plan would initially incorporate snowmaking on a limited scale. The intent will be to gradually build the infrastructure as needed to ensure snow coverage and skiing in years of low snow and to proactively address the potential impacts of climate change. At this point, a detailed snowmaking plan remains to be created. The objective will be to ensure that the Resort is open for early season skiing, ideally by the last week of November.

Conceptually, the snowmaking system will be considered for all the East Peak's south facing exposures, the lower elevations of the Gem Lake ski runs, and the ski runs returning to the Ridge Valley Base. This will ensure that the ski to/ski from qualities that Big White is famous for will be maximized and maintained. Other areas of consideration would be high use trails critical to circulation and those with primary south to southwest orientation. Water reservoirs will have to be sized and established to provide the requisite water resources. Likewise, the appropriate combination of snow-guns and infrastructure will need to be determined and incorporated into a mountain snowmaking development plan.

Initial assessment of water demand for the snowmaking system is estimated to be approximately 125 million gallons per year. In 2011, a preliminary study of the possible locations, and dam and reservoir capacity were completed with the government input. As planned, the reservoir would have a capacity of 150 million gallons and would cater to both snowmaking needs and domestic use as the Resort expands and potable water demand increases. The reservoir would be built on higher ground, isolated from the surrounding watershed. The dam, structure and pump station will collect the water from the freshets in the spring and store it in the reservoir for later use. The goal is to not interfere with natural waterways or disturb the natural flow of established creeks. The specific details for the proposed snowmaking will be confirmed at the time of development and will incorporate leading technologies.

Night Skiing

Currently, Big White offers night skiing on the Bullet Express, Plaza Chair, and the Telus Park Chair. Expansion of the night skiing area will be considered based on market demand.

Grooming

Ski run grooming is required to provide a balanced product capable of meeting the needs of multiple skill classes. Big White's well-established grooming operation will be expanded, aligned with the development of the expansion terrain.

Maintenance

The existing maintenance facility on Horsefly Road will be incrementally expanded to meet the needs created by the Resort's proposed expansion. Additionally, a second maintenance yard will be established near the East Peak to reduce travel distance for grooming and maintenance operations.

4.3.13 Multi-Purpose Trail Network

To link the existing and future Village amenities, staging areas, and residential developments, Big White will expand and enhance its current trail system, transforming it into an accessible, all-season, multi-purpose trail system that will enable guests to travel throughout the Resort without relying on their vehicles (Fig. 4-7). This shift in transportation modes from vehicle to a pedestrian-centric design will foster an intimate Village ambience and human-scaled built spaces.

The trail system is envisioned as a combination of gravel and paved trails that connect residential areas, the Village Core, parking areas, recreation hub, and trail zones. It will act as the primary access trail linking all areas of the Resort.

In addition to serving as a primary means of travel and circulation, the network will also serve as the foundation for a variety of all-season activities that are attractions in their own right and complement the primary attractions of skiing, snowboarding, and mountain biking. These include Nordic skiing, snowshoeing, and fat tire biking in the winter, and hiking, sightseeing, and trail running in the summer.

This important amenity will be developed in a phased manner, in response to the Resort's expansion and transport needs.

Multi-Purpose Trail System Development

Paved or Gravel Core Trails:

- Accessible and free of physical barriers (e.g. stairs);
- Gentle grades with maximum of 2%;
- Lit and safe at all times of day;
- Connects Village Core and all primary development areas of the Resort;
- Caters to biking, walking, running, skateboarding, and rollerblading in the summer, and cross-country skiing and snowshoeing in the winter;
- Comprehensive strategic wayfinding and mapping.

Gravel Secondary Trails:

- Average grades of 5% with short sections of approximately 10%;
- Connect to all areas of the Resort;
- Caters to hiking, walking, running, mountain biking in the summer, and cross-country skiing and snowshoeing in the winter;
- Comprehensive strategic wayfinding and mapping;
- Connects to single track trails used for cross-country mountain biking and the hiking trail network.

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Big White Ski Resort
Master Plan
2020

Legend

- Proposed CRA
- Existing Big White CRA
- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Winter Ski/Nordic/
Snowshoe/Snowmobile
Backcountry Access
- Secondary Nordic/
Snowshoe Trails
- Primary Snowmobile
Backcountry Access
- Secondary Snowmobile
Trails
- Primary Lighted Valley
Trail
- Secondary Valley Trail
- Focal Points
- Staging Points
- Ice Skating
- Tubing
- Nordic and
Snowshoeing Pods
- Snowmobile Pods
- Focal/Staging Points

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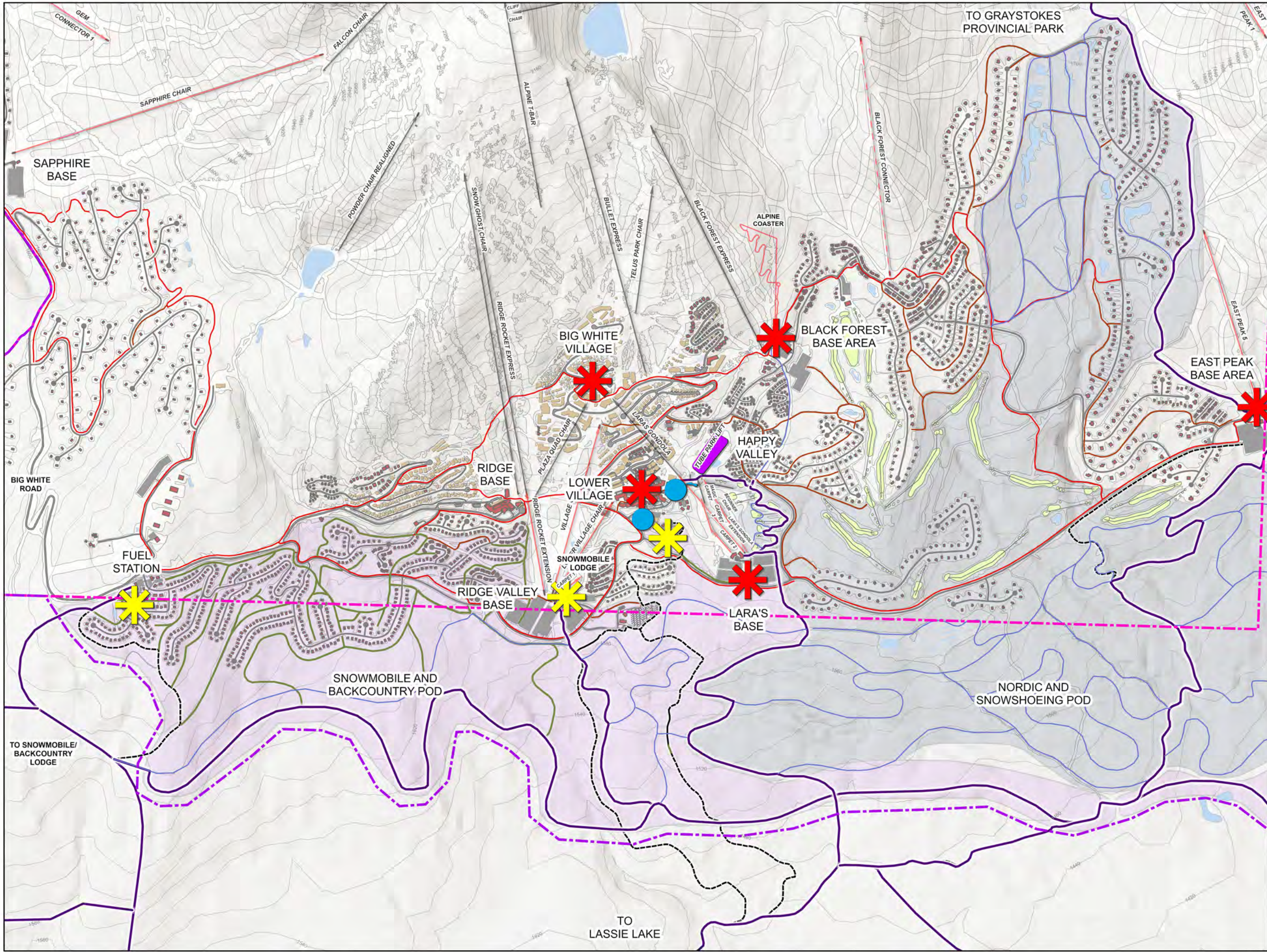
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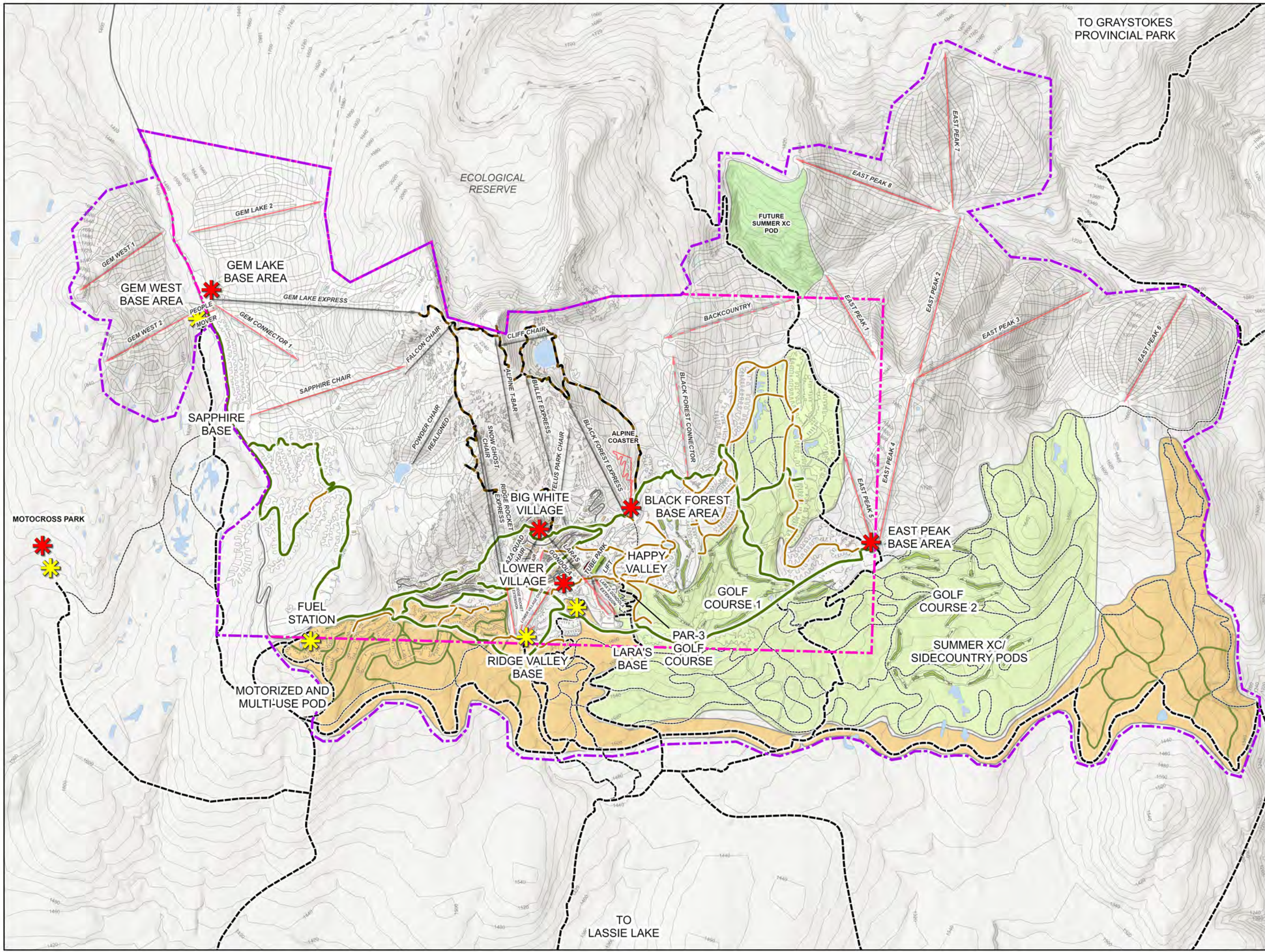
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Winter Trails
Detail

Figure 4-7B



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Big White Ski Resort Master Plan 2020

- Legend**
- Proposed CRA
 - Existing Big White CRA
 - Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Primary Lighted Valley Trail
 - Secondary Valley Trail
 - Secondary Summer/XC Trails
 - Summer Backcountry Access
 - Primary Motorized/Multi-Use Backcountry Access
 - Secondary Motorized/Multi-Use Trails
 - Proposed Summer Hiking Trails
 - Focal/Staging Points

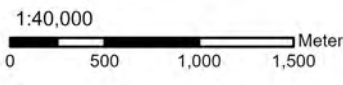
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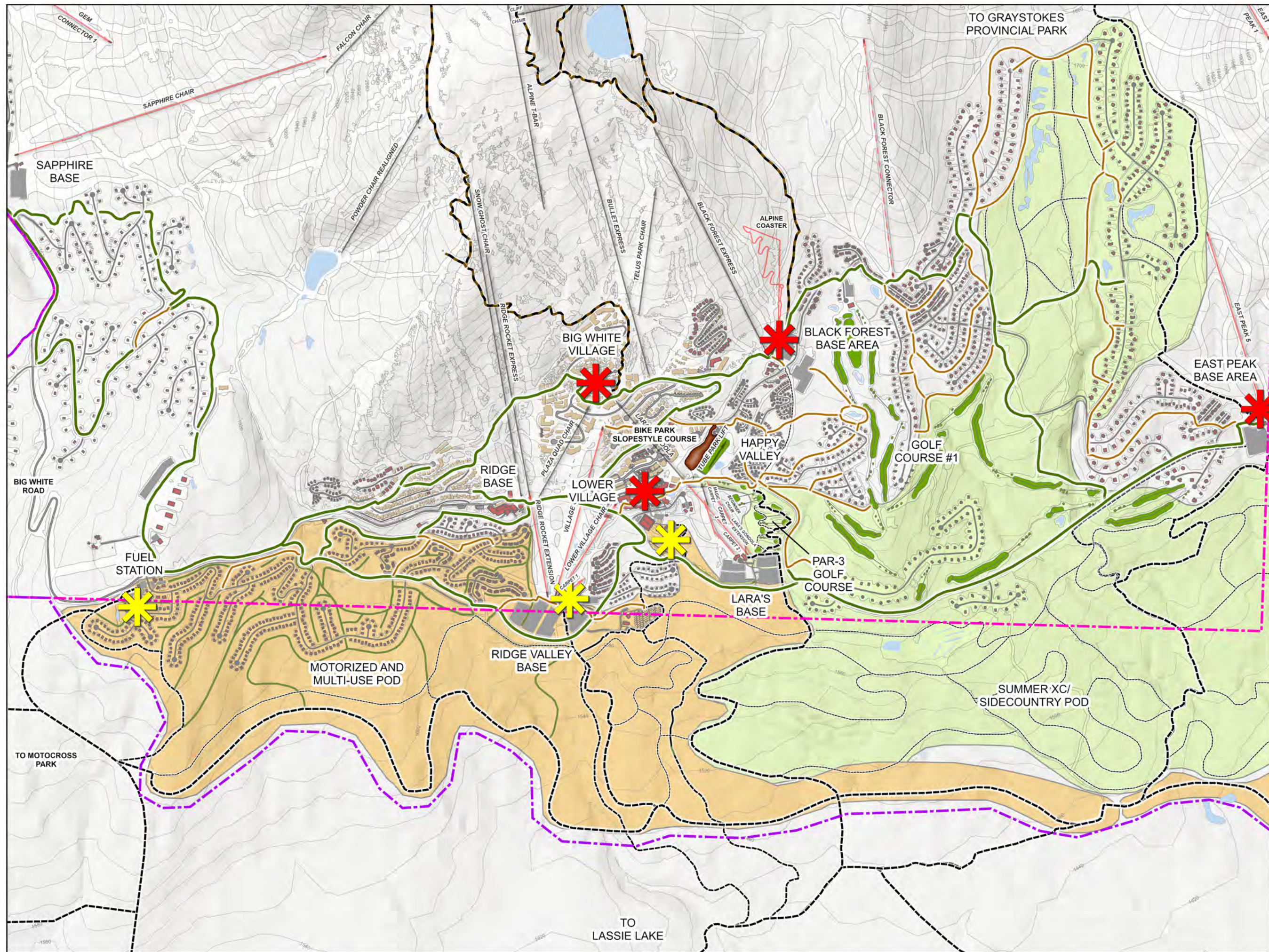
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Summer Trails Overview

Figure 4-7C

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Big White Ski Resort Master Plan 2020

Legend

- Proposed CRA
- Existing Big White CRA
- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Primary Lighted Valley Trail
- Secondary Valley Trail
- Proposed Summer Hiking Trails
- Primary Motorized/Multi-Use Backcountry Access
- Secondary Motorized/Multi-Use Trails
- Secondary Summer/XC Trails
- Summer Backcountry Access
- Focal/Staging Points

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Summer Trails Detail

Figure 4-7D

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4.4 OTHER WINTER ATTRACTIONS

In the winter, Big White is more than just alpine skiing and snowboarding, it is a winter mountain experience. Moving forward, increasing emphasis will be placed on providing and expanding additional winter attractions, such as Nordic skiing, ice skating, tubing, snowshoeing, ice climbing, and snowmobiling. In addition, other winter attractions will be developed, such as zip lines, fat tire biking, conference facilities, and spas. The proposed additional winter attractions are illustrated on Figure 4-8.

Nordic Skiing

It is anticipated that the market for Nordic skiing will continue to grow. To accommodate this increasing demand, the existing Nordic ski run network will be redesigned and expanded as part of the creation of the multi-purpose trail system. With the additional ski runs, the capacity of the Nordic skiing will increase from the current 100 skiers per day to 500 skiers per day at buildout.

Fat Tire Biking

With Big White's commitment to the development of downhill and cross-country mountain biking in the summer, there is a tremendous opportunity to capitalize on it's growing reputation as a mountain biking destination and integrate a comprehensive all-season fat tire biking trail network as part of the multi-purpose trail network. It is estimated that the development of fat tire biking at Big White will draw an additional 50 guests per day.

Snowshoeing

Big White currently maintains a network of trails dedicated to snowshoeing that extends throughout the Resort base area and the surrounding forests. With the goal of developing a comprehensive multi-purpose trail system, Big White will leverage these trails, integrating them into the multi-purpose trail system and developing new, dedicated snowshoe trails. It is anticipated that this will draw an additional 100 guests per day.

Ice Skating

The existing outdoor ice-skating rink at Big White continues to grow in popularity. As such, the Resort plans to expand the ice rink in the Happy Valley Base to accommodate 150 skaters per day. The option to build an indoor ice rink has been included in the Lower Village plan (See Section 4.10) with the goal of establishing ice skating and hockey as year-round attractions.

Tubing

The Tube Park will remain at its Happy Valley location, with refinements and lift upgrades being made over time to improve the guest experience. The capacity of the tube park will remain at 100 people per day.

Snowplay

The general category of snowplay includes activities such as horse drawn sleigh rides, ice climbing, and other ways of enjoying play in the snow. The 'playing in the snow' quality and characteristic is one that is free form and unstructured. Sleigh rides at Big White will continue to be contracted to an outside operator who will offer trips around the Resort during the day and into the night. In total, snowplay draws an additional 100 guests per day to Big White.

Zip Lines

Although the exact layout remains to be determined, Big White intends to incorporate a series of all-season zip lines into its base areas. The lines themselves are cables that enable harnessed guests to have high-speed rides from one platform to second, lower platform. Conceptually, the first line will be built in association with the Tube Park. As envisioned, a larger system will be established using the Black Forest Express as the primary access. Winter operation of the zip lines will be weather dependent, but the winter capacity is anticipated to be 100 guests per day.

Alpine Coaster

As part of their efforts to develop a comprehensive four season offering, Big White plans to develop an alpine coaster in the forested area adjacent to the Black Forest Express in advance of the Master Plan. The high-speed ride down the mountain will offer a low skill, family friendly attraction. In the winter, the capacity is anticipated to be 100 guests per day.



Big White Ski Resort
Master Plan
2020

Legend

- Proposed CRA
- Existing Big White CRA
- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Focal Points
- Staging Points
- Skating
- Tubing
- Nordic and Snowshoeing Pods
- Snowmobile Pods
- Focal/Staging Points

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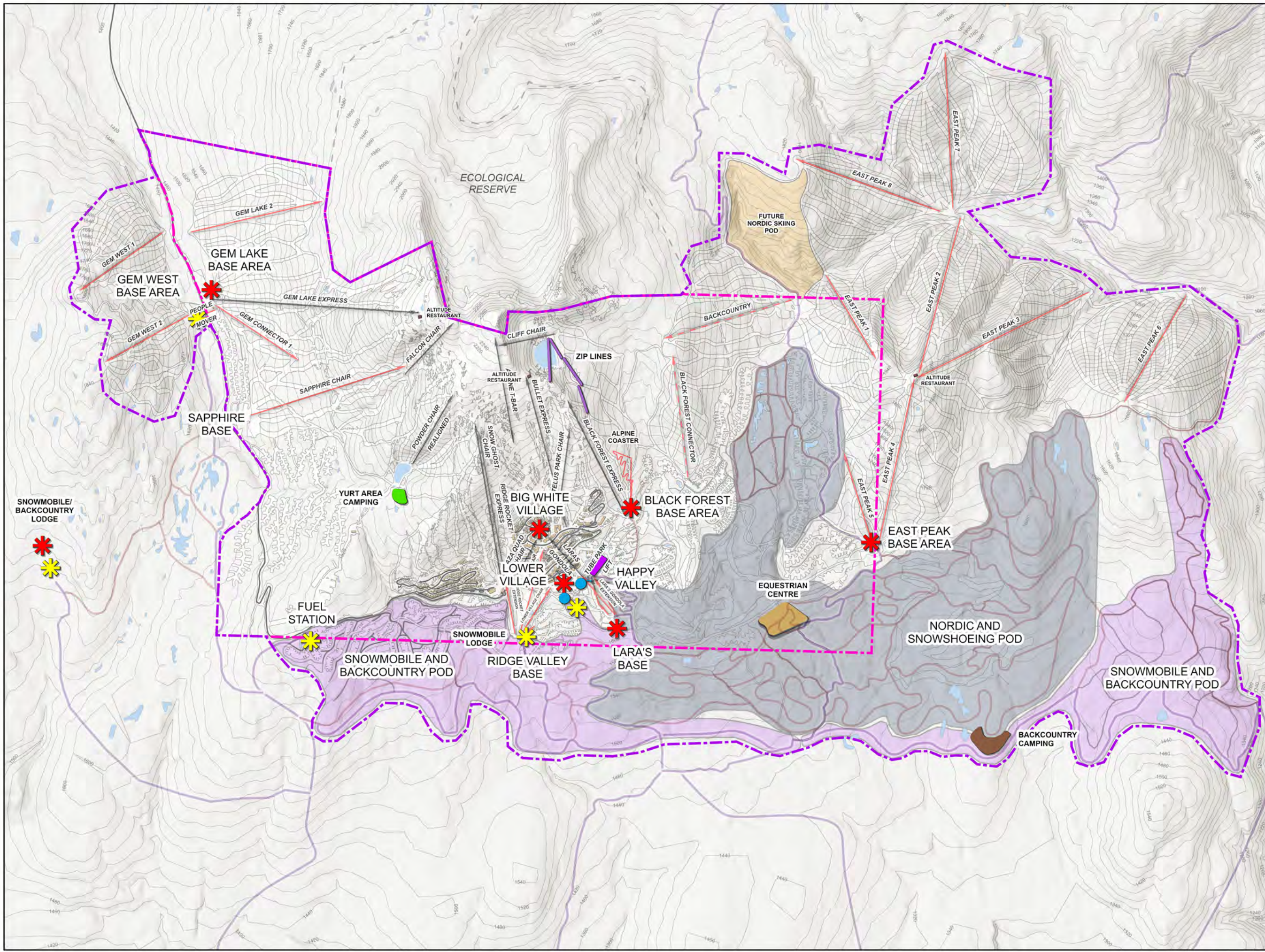
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Other
Winter Activities

Figure 4-8



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Spa

The existing spa at Big White will be relocated to the Stonebridge building and expanded. In the future, Big White will look to add a second spa at an appropriate location within the Village area. Both will offer a variety of treatments (e.g. massage, health, body treatments) with workout rooms, indoor/outdoor pools, saunas, and space dedicated to physical therapy. It is anticipated that the spas will attract 100 guests per day.

Conference Facilities

The Chateau Blanc will have state-of-the-art all-season conference and seminar facilities. This will act as an all-season attraction capable of drawing 500 guests per day. These facilities will be complemented by the variety of meeting facilities (existing and future) found throughout the Village.

Camping

All-season backcountry camping would be located to the south of the first 18-hole golf course. It will be accessible by the snowmobile, backcountry skiing, and the multi-purpose trail network. Another camping facility, offering yurts and a 'glamping' experience, will be staged just below the bottom terminal of the Powder Chairlift. In the winter, the capacity of these attractions is anticipated to be 25 guests per day.

Altitude Restaurants

At buildout, on-mountain 'Altitude' Restaurants will be considered at the summit of Gem Lake Express, Bullet Express and East Peak. The intent is to offer mountaintop food and beverage facilities for skiers and sightseers. These restaurants will be primarily accessible by chairlift. Conceptually, special snowmobiling evening tours will also bring guests to the Altitude Restaurants for special dinners, private functions, stargazing evenings or other events. The restaurants will offer outdoor patio areas with panoramic views.

Equestrian Centre

As planned, an Equestrian Centre will be home to the proposed Big White stables and horseback riding facilities. It will be located south of the second 18-hole golf course in the East Peak base area. In the winter, it will be a staging point for sleigh rides and will offer indoor riding lessons and horse boarding services. The Equestrian Centre will include an indoor arena, an outdoor ring, an area for associated amenities and a parking with a section for horse trailers. As planned, this facility will have a capacity of 25 guests per day in the winter.

Snowmobiling

Big White Ski Resort has traditionally enjoyed positive relationships with the snowmobile community. Many property owners at Big White own and use snowmobiles on a regular basis. In accordance with the historical snowmobile policy, Big White has enforced a complete ban on any recreational snowmobile use within the current CRA.

To support the snowmobiling community, Big White has drafted plans for a residential development that will provide backcountry snowmobile access while maintaining direct connections to Big White's lift and trail system (Fig. 4-9). The Backcountry Subdivision will have a snowmobile trail system accessible to all units and leading out to the backcountry trails outside of the CRA. The proposed staging area for snowmobiling and a Motocross Park will be located on a south facing bench approximately 2 kilometres east of Big White Road and south of the Gem West Lifts. An all-season lodge will service the snowmobilers' needs. This will act as the Resort's main hub for snowmobiling and primary access for motorized backcountry recreation. There will also be a trail leading to the Lower Village base with a dedicated snowmobile parking facility. The intent will be to enable snowmobilers to have direct access to Big White's dining, retail, and services. It will also allow them to drop off and pick up members of their group who are skiing. Big White anticipates this development and snowmobiling to and from the Resort to be very popular. The capacity is designed to be 100 snowmobilers per day at buildout.

As the proposed all-season snowmobile lodge will be outside the proposed CRA, Big White will pursue its development through the appropriate Provincial land use policy, guided by the desired mix of commercial and public use as informed by consultation with Big White residents, local snowmobile groups, and the broader public.



Big White Ski Resort
Master Plan
2020

- Legend
- Proposed CRA
 - Existing Big White CRA
 - Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Primary Snowmobile Backcountry Access Trails
 - Secondary Snowmobile Trails
 - Focal Points
 - Staging Points
 - Snowmobile Pods
 - Focal/Staging Points

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Snowmobile Context

Figure 4-9

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4.5 MOUNTAIN BIKING: THE PRIMARY SUMMER ATTRACTION

In keeping with the goal of evolving into a premier, all-season destination resort, Big White is committed to expanding and diversifying its summer recreation opportunities. Review of market trends, potential visitation, the physical characteristics of the study area, and potential of existing lift infrastructure (see Sec. 2.6.5 and Sec. 3.2.2), indicate that Big White has tremendous potential to develop mountain biking (in all its forms) as the Resort's primary summer attraction.

BHA designed the Mountain Bike Master Plan for Big White in 2015 to guide the development process and help realize this goal. The Preferred Mountain Bike Concept described in the Mountain Bike Master Plan serves as the foundation for the Big White Summer Use Plan and is the cornerstone of future summer season development at Big White.

The Big White Bike Park was successfully launched in 2016, expanding every year since in response to the needs and expectations of a growing mountain bike clientele, and hosting a series of regional and international mountain biking events/races. Development to date has followed the implementation plan detailed in the Mountain Bike Master Plan and is currently in the middle of Phase 1 of development, which is focused on the Bullet Express Chair.

The following sections describe and illustrate the Mountain Bike Master Plan illustrating infill and future expansion of the Big White bike park and cross-country trail network. They include the goals and objectives for the mountain bike park, and the configuration of the proposed mountain bike trails, related mountain bike amenities, and other bike related infrastructure.

4.5.1 Mountain Bike Park

Mountain Bike Park Goals and Objectives

Complementing the Vision of Big White as a premier, all-season resort, the following goals and objectives acted to guide the creation of the Big White Mountain Bike Park Master Plan:

- Develop a mountain bike park that will attract regional and international guests;
- Focus on the beginner/intermediate segment of the mountain bike market while catering to dedicated, core riders;
- Create signature trails that will inspire and excite the core mountain bike market;
- Integrate trails with expert and professional level difficulty, with event, races, and filming opportunities;
- Integrate industry best practices to limit environmental footprint and maximize soil and vegetation retention;
- Cater to families and 'never-ever' mountain bikers through world-class guiding, training, and education programs;
- Offer a diverse mountain bike rental fleet catering from run-bikes for small children to top-of-the-line downhill mountain bikes for experts to e-bikes for seniors and those getting back on a bike;
- Develop mountain bike trails utilizing terrain that is already established for skiing in the winter;
- Stage the Bike Park from the top of existing chairlifts;
- Create family-oriented biking facilities; day care, play areas, a kid's bike zone, etc.
- Preserve and take advantage of the unique character and environment of the area;
- Offer a dynamic mountain resort experience, that matches the market trends with the expectations and needs of the growing mountain biking community;
- Create a balanced mountain biking product at each phase of development;
- Ensure that the initial phases of development incorporate a family-oriented and beginner mountain biking experience;
- Offer a trail system that mirrors the mountain bike marketplace's full spectrum of skill sets;
- Actively encourage and utilize Big White Resort facilities for all-season use.



Riders of all ages and abilities testing their skills in the bike park.

Mountain Bike Park Master Plan

The Mountain Bike Park Master Plan is designed to guide the development of a well-integrated and balanced downhill mountain biking trail network. As detailed in Section 3.2.2, Big White has significant potential to capitalize on the area's physical potential and foster the development of a vibrant lift-accessed mountain bike community.

The detailed plan for Phase 1 of the bike park at buildout is subject to continued refinement (Fig. 4-10). However, as envisioned when completed Phase 1 of the bike park will offer a range of trail types for every skill level. As planned, 23% of the trails are designed for beginners (green trails), offering an enjoyable, less demanding freeride trail type. These trails ensure an easy way down for the novice bikers from the top of the chairlift back to the Village.

There are also 29 intermediate (blue) trails in the Bike Park Master Plan at buildout, accounting for 44% of the bike park offering. Internal to the intermediate classification, the individual trails will be rated on a progression scale, from easiest to most difficult. This internal trail progression rating ensures that a rider can build up their skills and access progressively more challenging features and trails.

Finally, 19% of the trails will cater to the expectations of advanced riders (black) and 14% for expert mountain bikers (double black). These trails will also include internal progression levels from easiest to more advanced difficulty ratings. The complete list of proposed trails for Phase 1 is detailed in Table 4-5.

The final designs for the first phase of trail development were completed in 2016, with construction of the first trails beginning in earnest in the of summer 2016. Presently, the Bike Park utilizes the Bullet Express chairlift, which when retrofitted with bike carriers, has an hourly capacity of 586 riders. At buildout, the downhill mountain biking trails accessed from the Bullet Express are planned to support 600 riders at one time. These trails will be developed within existing gladed ski runs to minimize disturbance to the environment and existing ski runs.

As the Bike Park Master Plan is refined and progresses from concepts to construction, trails will be added, altered, and possibly removed. This process will reflect feedback from guests, bike park utilization, shifting trends in mountain biking and summer recreation, and the priorities of Big White.



Big White Ski Resort
Master Plan
2020

Legend

- Existing Ski Lifts
- Existing Buildings
- Existing Vegetation

Existing Bike Park Trails

- Double Black
- Blue
- Black
- Green

Potential Bike Park Trails

- Potential Phase 1 Green
- Potential Phase 1 Blue
- Potential Phase 1 Black
- Potential Phase 1 Double Black

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Bike Park
Phase 1 at Buildout



Figure 4-10

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Table 4-5. Summary of Proposed Phase 1 Mountain Bike Trails

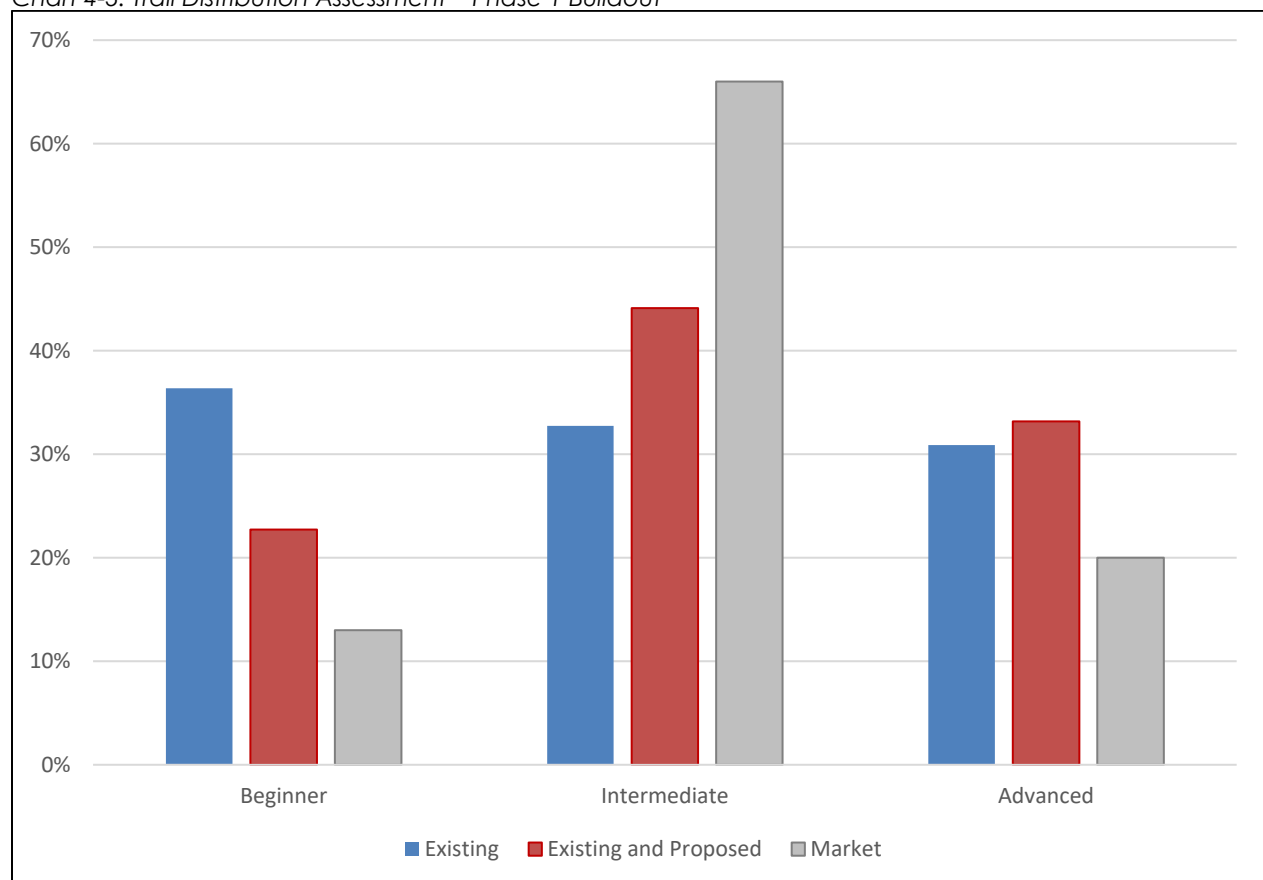
Name	Length (m)	Class	Type
EXISTING			
Nessy	1,924	Green	Flow
Lap One	217	Green	Flow
Its So Easy	316	Green	Flow
Home Run	466	Green	Flow
Easy Steezy	176	Green	Flow
Bumble Bee	6,031	Green	Flow
Pry Bar	1,162	Green	Flow
Hot Tub	444	Blue	Flow
Bermslang	1,675	Blue	Flow
Lightning Strike	2,894	Blue	Flow
Lightning Strike Alt Route	46	Blue	Flow
Stacked Deck Blue Flow	855	Blue	Flow
Hubba Bubba	1,449	Blue	Flow
Plaza Climb Trail	863	Blue	Tech
Mop Up	235	Blue	Tech
Gecko	803	Blue	Tech
Dark Roast	1,055	Black	Tech
Catapult Ranch	1,826	Black	Tech
Black Mamba	530	Black	Flow
Rock Hammer	670	Black	Tech
Stacked Deck	338	Black	Flow
Stacked Deck Jump Line	533	Black	Flow
Knockout	772	Double Black	Flow
Rocket Science	1,270	Double Black	Tech
Ace of Spades	713	Double Black	Tech
The Joker	1,030	Double Black	Tech
Existing Total	28,293		
PROPOSED			
41	269	Green	Flow
17	457	Blue	Flow
18	705	Blue	Flow
23	465	Blue	Flow
29	134	Blue	Flow
32	979	Blue	Flow
56	303	Blue	Flow
57	459	Blue	Flow
3	1,273	Blue	Tech
4	278	Blue	Tech
7	669	Blue	Tech
10	279	Blue	Tech
12	616	Blue	Tech
13	369	Blue	Tech
14	210	Blue	Tech
16	1,005	Blue	Tech
38	1,024	Blue	Tech
46	885	Blue	Tech
47	227	Blue	Tech
48	247	Blue	Tech
53	649	Blue	Tech
33	714	Black	Flow
43	23	Black	Flow
50	502	Black	Flow
58	724	Black	Flow
59	377	Black	Flow
60	461	Black	Flow
9	507	Black	Tech
11	350	Black	Tech
55	285	Black	Tech
51	529	Double Black	Flow
54	491	Double Black	Flow
61	740	Double Black	Flow
49	716	Double Black	Tech
52	253	Double Black	Tech
Proposed Total	18,174		
TOTAL	46,467		

Mountain Bike Trail Distribution Analysis – Phase 1 Buildout

Relative to the existing trail distribution, the trails planned for the remainder of Phase 1 in the Bullet Express pod will result in a trail network that is far better aligned with the established mountain biker marketplace. This in large part owing to the significant development of intermediate mountain bike trails at the Big White bike park, the largest segment of the mountain biker marketplace.

As Big White continues to develop and evolve as a mountain biking destination, the proposed trails will be revisited and revised as necessary in response to guest expectations, trail network utilization, and the priorities of the Resort. Regardless of what changes occur, the intent will be to create a lift-serviced mountain bike park that caters to all segments of the mountain bike marketplace. As Intermediate downhill mountain bikers account approximately 60% of the marketplace, an emphasis will be placed on increasingly establishing more Intermediate oriented flow and technical trails until the bike park reflects a well-balanced offering.

Chart 4-3. Trail Distribution Assessment – Phase 1 Buildout





Advanced tricks draw a crowd of onlookers in the Big White base area.

Future Bike Park Expansion

Future phases of Bike Park development will adhere to a similar development philosophy as Phase 1, catering to all segments of the mountain biker marketplace, offering a range of the guest services and amenities, and maintaining a close connection with base area facilities (Fig. 4-11).

In the second phase of development, the Black Forest Express Pod will be developed directly from Phase 1 – Bullet Express Pod, effectively integrating these two areas. The Black Forest base area, lodge and parking area will act as a satellite hub for mountain biking activities; staging facilities (e.g. rental and retail) and services (e.g. tickets, lessons). A paved connector trail will link this area to Big White Village and allow access for mountain bikers and passive guests alike.

In Phase 3, the Ridge Rocket Express/Snow Ghost Express pod will be developed as mountain biking terrain. One of these lifts will be retrofitted with bike carriers and will act as the Resort's primary bike park facility. The Ridge Rocket pod contains 438 ha of terrain with high potential for bike trail development and will capitalize on its direct access to the Village to create a high-quality bike park product. The planned trail network for the Ridge Rocket pod will be designed around the natural features of the site while also offering connections to and from the trails of the Bullet Express pod. Finally, the future Ridge Rocket lift extension and the planned retrofit of the Lara's Gondola with bike carriers will connect mountain bikers to the lower parking lots in Happy Valley.

Looking beyond these Phases, the other existing ski pods that demonstrate a high mountain biking potential could also be developed to complement the proposed expansion. These include the Gem Lake Express, Alpine T-Bar, Cliff Chair, and the Black Forest Connector.

It is important to note that while that phasing sequence for the Bike Park will follow the order described above, the pace of its implementation is independent of the implementation of the winter season facilities and infrastructure (e.g. skiing and snowboarding). The identified Bike Park terrain is serviced by existing lifts such that future development is not dependent on the proposed ski terrain expansions or infill. Further, as the winter will continue to be the dominant season for visitation, the addition of bike park features will not impact BRC or create a need for additional base area built space or guest services.



Big White Ski Resort Master Plan 2020

2020

Legend

-  Existing Big White CRA
-  Proposed CRA
-  Existing Ski Lifts
-  Committed Lifts
-  Proposed Lifts
-  Existing MTB Slopestyle Course

Big White Bike Park Phasing

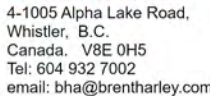
-  Bike Park Future Phase
-  Bike Park Phase 1
(Bullet Express, Black Forest)
-  Bike Park Phase 2
(Ridge Rocket, Snow Ghost)

Prepared for:



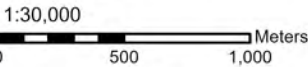
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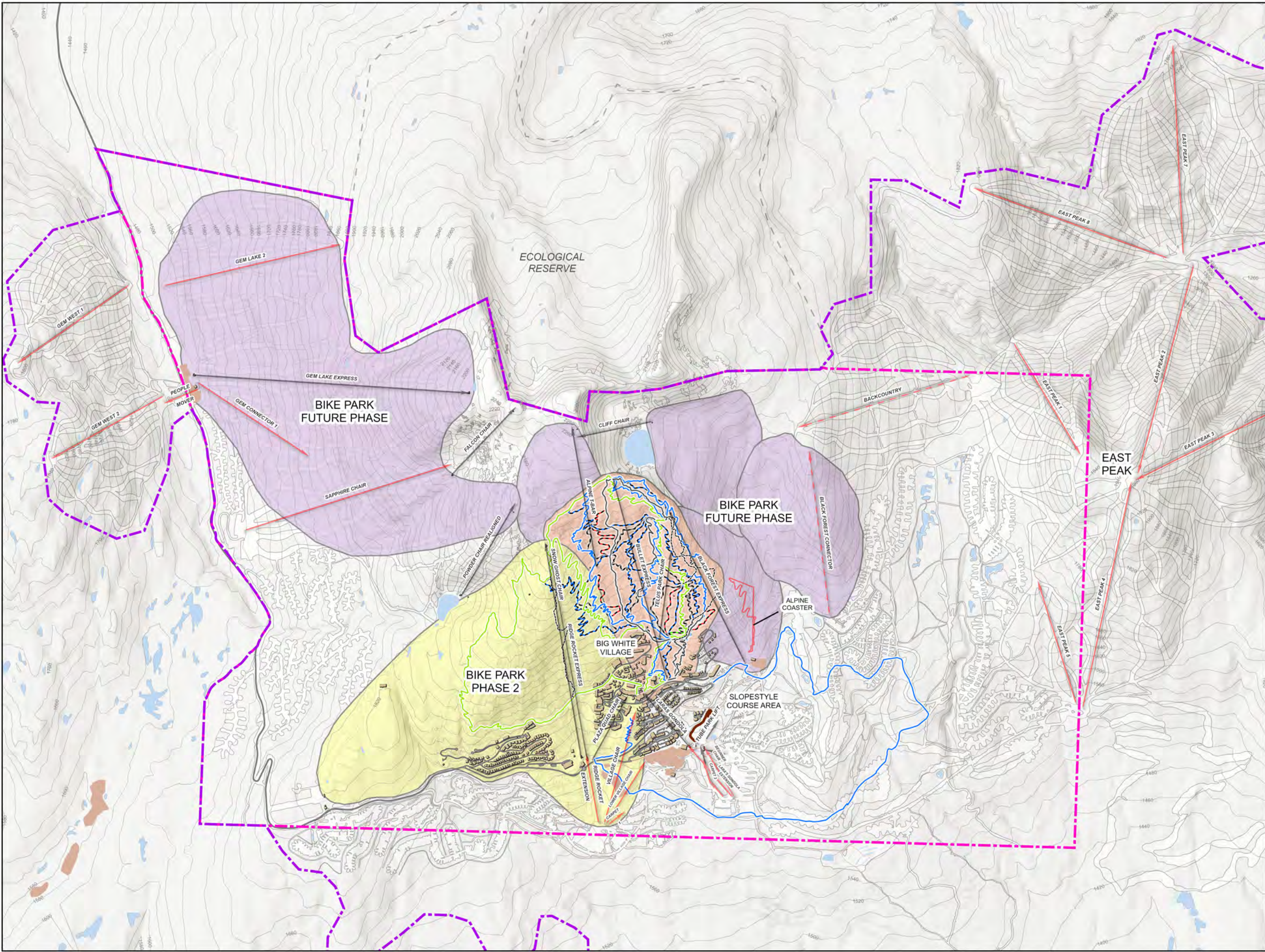
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Big White Bike Park Future Phases

Figure 4-11



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Bike Park Master Plan Implementation

Throughout the bike park construction process, BHA, Big White, and Loft Bike Parks (the builders) have maintained close communication. Plans developed by BHA have been amended based on the realities of the site encountered by Loft Bike Parks, while BHA offers continuous as-built trail assessments that allow Big White to guide development to achieve their summer recreation goals and objectives. By working closely, each helps to ensure that every stage of construction results in a complete, well-balanced mountain biking experience.

Bike Park Signage

Signage is a key component of the bike park operation. Strategic wayfinding and appropriate trail signage are fundamental to support a great mountain biking experience. Adequate map boards, trail difficulty classification signs, trailhead signage, trail progression boards, technical feature warning signs, and trail etiquette information boards, are all crucial elements of bike park signage. Signs will be strategically located at guest services, the bottom and top of chairlifts, at trail hubs, intersections, and before all major technical features.

Bike Patrol

The phased development of bike patrol facilities will respond to and be in balance with the development of mountain bike trails. Considerations include the need for trail access for injured biker extraction, reasonable proximity to all parts of the bike park, and connection to larger medical facilities in the City of Kelowna. The planned use of a Utility Vehicle (UTV) will allow the bike patrol to access all areas of the bike park. Big White's existing winter ski patrol facilities will be utilized for summer operations and expanded as the development of the bike park dictates.

Bike School

As a fundamental element of the Bike Park, a bike school with coaching services will offer Big White guests an effective way to progress and advance their bike park riding skills. Aimed at riders of all ages, the bike school will offer private and group lessons as well as specific training camps, single or multi-day clinics for specific groups or skills (e.g. women's clinics, jumping clinics). The operation, management, and overall approach of the bike school will follow the model of the existing Big White Ski School. The bike school will utilize the ski school building space during the summer months, reducing the need for additional built space.

Bike Park Maintenance and Trail Building

Along with the regular maintenance of the bike park, important trail building work will continue over the coming years. The bike park maintenance facility will be sized to match the needs of both activities. The maintenance facility will include fire boxes, room for tools and machinery, staff and operation management as well as storage area for material and off-season storage. The maintenance shop, fleet mechanic, carpentry shop and the other major mountain operation amenities will utilize the same facilities as the winter operation.

Fire Hazard Management

Fire boxes with primary fire fighting equipment will be located throughout the Bike Park and trail crew working areas. A detailed fire management plan specific to current bike park formation has been developed and is being adhered to by all bike park staff.



Beginner trails serve as a first step in a rider's progression and a good setting for bike school lessons.

4.5.2 Cross-Country Mountain Biking

As mountain biking grows at Big White and becomes the dominant summer recreation activity, the Resort will look to expand their mountain bike offering to include an expansive cross-country trail network that complements the bike park and appeals to a wide range of guests.

Recent analysis of mountain biking participation in BC found that cross-country trips were approximately equal to bike park trips at all-season resorts that offered both¹¹. Further, the economic impact of cross-country mountain biking is considerable and requires less capital expenditure compared to lift-assisted downhill mountain biking. Moving forward, Big White will look to develop a cross-country mountain biking trail network that effectively ties into the base areas and Village and acts as a complement to the Bike Park.

The terrain surrounding Big White, extending from the valley floor to the high alpine, has been identified as offering significant potential for cross-country mountain biking (Fig. 4-12). A range of mountain bike trail opportunities may be developed, including easy, accessible sightseeing loops, challenging single track for expert riders, and epic rides that would offer a full-day experience.

As envisioned, the cross-country trail network will include approximately 20% beginner trails, 60% intermediate trails, and 20% advanced trails, in line with the mountain bike marketplace. The rating of cross-country mountain biking trails is based on the length of the trail, the elevation gained and lost, and the challenge presented by man-made and natural features.

¹¹ Economic Impact of Mountain Biking in Whistler 2016 (2017). Canadian Sport Tourism Alliance. Retrieved from: <http://www.worca.com/wp-content/uploads/2017/07/2016WhistlerMTB-EIS-WEB.pdf>

Single Track Trails Objectives

- Align with Best Practices: Average grades with trails approximately 8%, with short uphill sections of up to 15% and downhill sections of approximately 30%.
- Dual Season: Trails should cater to cross-country mountain bikers in the summer and snowshoeing in the winter.
- Trail Diversity: Natural and man-made features, stunts, freeride and technical designations.
- Effective and informative trail signage with trail name and difficulty, wayfinding and mapping.



Accessible and exciting mountain bike singletrack



Big White Ski Resort
Master Plan
2020

Legend

- Proposed CRA
- Existing Big White CRA
- Existing Ski Lifts
- Committed Lifts
- Proposed Lifts
- Primary Lighted Valley Trail
- Secondary Valley Trail
- Secondary Summer/XC Trails
- Summer Backcountry Access
- Proposed Hiking Trails
- Cross Country Pod
- Motorized/Multi-Use Pod
- Focal/Staging Points

Prepared for:

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Summer
Activities Plan

Figure 4-12

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4.5.3 Mountain Biking Amenities

Mountain Bike Skills Park

The skills park is a coaching zone meant to familiarize the users with the various features found in the Bike Park. This zone allows mountain bikers to practice the techniques and skills required to progress through a variety of features of varying levels of difficulty.

A temporary location for the beginner skills park was established on the Hummingbird ski trail, below the skier bridge, close to the Village. The goal is to give first-time users the ability to test and practice their skills before heading up the chairlift. Another more advanced skills park is planned for an area higher on the mountain. This bike skills park would allow intermediate and advance riders to practice and progress through a range of more difficult and technical features. The skills parks will play a key role in the learning and progression of the riders of all ages at Big White Bike Park. The location and size of the skills parks will be adjusted as the needs of the bike park school expand as further bike park development takes place.

The Skills Parks will:

- Offer a variety of features that will require progressively more demanding skills that reflect the realities of the Bike Park;
- Be in open and treed areas;
- Be located on flat or sloped terrain;
- Use dirt, rock, and wood features;
- In some instances, have features that can be removed or integrated into winter area use (e.g. berms on the sides of the ski runs).

Mountain Biking Event Zones

The bike park presents new opportunities for Big White to host regional, provincial or even international mountain biking events (e.g. Big White Invitational Slopestyle). The Bike Park Master Plan includes professional and expert trails as well as a full spectrum of other trails that could feature in various Enduro or downhill races, other competitions, festivals and events. Big White plans to regularly host races and events for local riders as well as professional racing events. The Village core and pump track, the Black Forest and Happy Valley Parking lots, the base of the Bullet Express and the winter Telus Terrain Park area could act as venues for these events or festivals.

It is recognized that the base of the Bullet Express has limited space and will require careful planning to accommodate the required staging and guest circulation. In the long term, with anticipated expansion of the Bike Park, the Black Forest and Ridge Base areas will play increasingly important roles hosting events.

Village Base Area Facilities

In Big White's Village core, new facilities will be established and existing facilities re-purposed to accommodate mountain biking during the summer season (Fig. 4-13). Specifically, this will include the following:

- Parking and staging areas, with room for trucks and campers;
- Bike wash stations;
- Bike repair stations;
- Water fountains;
- Washroom facilities;
- Garbage receptacles; and
- Picnic tables in key locations.

Initially the focus will be on Big White Village and the Black Forest Base. Ultimately, more facilities will be established in the future Lower Village/Happy Valley and the new Ridge Valley Base.

Complementing the mountain bike specific facilities, the existing built space for restaurants, bars, and retail will act as an excellent foundation to cater to mountain bike guests. However, there is a clear lack of equipment rental and bike school space designated at this point. This will be addressed in an incremental fashion to ensure on-mountain and base area amenities are in balance as the mountain bike offering at Big White grows.

Parking

Parking for day-use mountain bikers will be initially provided for in the Happy Valley Base and the Black Forest Base. At buildout, the new Ridge Base parking lots will also come into play. These areas will provide parking capacity that will be more than enough for bike park use and other summer guests. Continuous monitoring of summer guest volume will ensure the appropriate parking expansion and incorporation of public transport systems are pursued as needed. Like parking in the winter, parking for destination mountain bike guests will be provided at their accommodation.

Recreational Vehicle Parking and Overnight Parking

To cater to mountain biker needs in the summer, the sections of the Black Forest Base and Happy Valley Base Parking lot will be designated for Recreational Vehicles (RVs), trailers, and overnight parking.



Big White Ski Resort
Master Plan
2020

- Legend
- Proposed CRA
 - Existing Big White CRA
 - Existing Ski Lifts
 - Committed Lifts
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 - Bike Park Phase 1 (Bullet Express, Black Forest)
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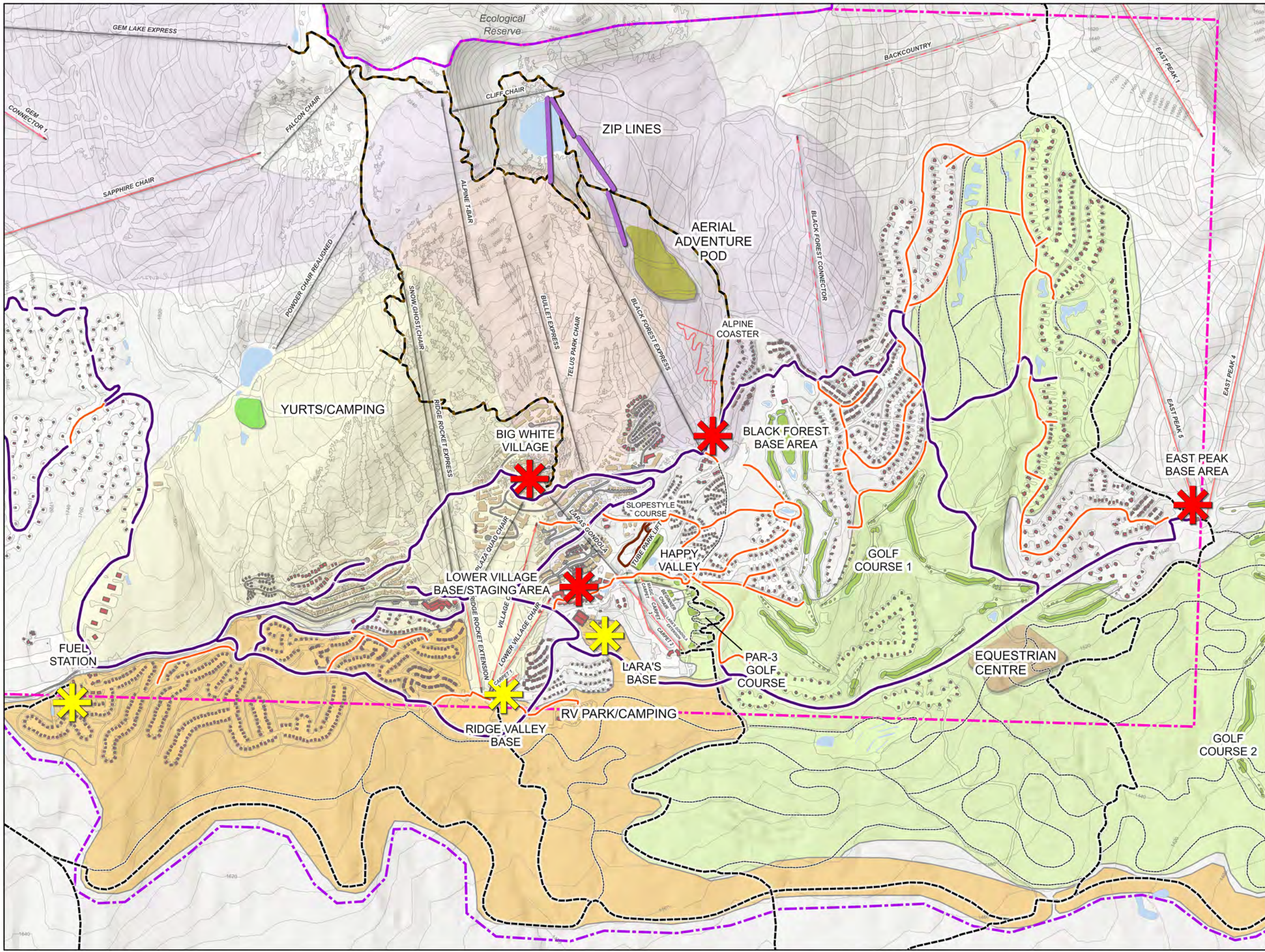

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Proposed Summer
Village Core Plan

Figure 4-13



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4.6 OTHER SUMMER ATTRACTIONS

As planned, the summer season at Big White will grow in prominence and importance at the Resort over time. While the primary focus will be on establishing Big White as a major mountain biking destination, a variety of other summer activities are also planned. In addition to the lift-serviced mountain biking and cross-country mountain biking, the Resort will look to include an aerial adventure park with zip lines, an alpine coaster, ATVing/motocross, and enhance its hiking and sightseeing opportunities. Detailed planning is under way for the development these facilities. The summer resort activities are illustrated on Figure 4-12 and 4-13.

Aerial Adventure Park

The Aerial Adventure Park is a family friendly activity offering a challenging and fun experience wherein participants make their way through a series of treetop features. The proposed Aerial Adventure Park will be a lift-accessed summer activity located to the east of the Black Forest Express, and accessible via a short hiking trail. The Aerial Adventure Park staging area will be integrated with that of the proposed zip lines. The use of the Aerial Adventure Park could be offered individually or packaged with a zip line tour. This facility will only operate in the summer with an anticipated 200 guests per day.

Alpine Coaster

As envisioned, the Alpine Coaster will be a low impact structure integrated with and winding its way through the treed area adjacent to the Black Forest Express. The high-speed ride down the mountain will offer an exciting, adrenaline packed experience to the user. It will contribute to the product offering of family friendly, accessible activities that do not require any specific skills to participate. The Alpine Coaster is intended to feature as a prominent attraction through all four seasons but will receive greater visitation in the summer. It is anticipated that the alpine coaster will attract an additional 250 guests per day during the summer season.

Zip Lines

All-season zip lines will allow guests to ‘fly’ through the air from treetop to treetop. The zip lines themselves will be aligned to accentuate Big White’s physical and ecological attractions, combining thrills and opportunities for interpretive programming. Conceptually, the first line will be built in association with the Tube Park. A larger system will be established using the Black Forest Express as the primary access. Though they will operate all year round, the zip lines are expected to be a bigger attraction in the summer than in the winter, with an anticipated 250 visits per day.

Golf

The physical characteristics of the base area lands create the opportunity to establish a Par 3 golf course and two eighteen-hole golf courses at Big White.

A nine-hole par three course, a driving range, a putting green, and a golf academy will be established based in Happy Valley. The par three course is conceptually planned to originate from the Happy Valley core area, progressing down to the lower terminal of the proposed extension of Lara's Gondola, in Lara's Base. There, golfers will be able to ride back up to Happy Valley and Lower Village, or up to Big White Village. The driving range is conceptually planned to utilize the tube park area.

The intent is to tie the first 18-hole golf course directly to the existing development at the Resort. The preliminary design of this first course, Golf Course #1, illustrated in Figure 4-12, was completed by Thomas McBroom Associates. While detailed golf course planning and design will be conducted at a later date, the general intent of the land use relationships will remain intact. Resort real estate will be imbedded within and accessed by a ring road and cul-de-sacs adjacent to the golf course. This area will also be used for the Nordic ski trails with the golf course club house doubling as Nordic skiing day lodge in the winter. It is anticipated that the first golf course will add an additional 250 visits per day during the summer months.

A second 18-hole golf course, Golf Course #2, staging from the East Peak Base Area and following the same design principles as the first course, will be developed following the expansion of East Peak ski terrain and associated base area facilities. Though the timing of this development is dependent on other projects, once complete this second course is expected to add an additional 250 visits per day to the Resort in the summer.

While the final planning of the golf courses will be completed by golf course architects, fundamentally, each will be designed to be resort oriented, confidence building, and enjoyable for golfers of all skill levels.

ATVing and Motocross

The proposed summer activities include a Motocross Park, complementary Lodge, with adjacent trails that will create an area dedicated to recreational motorized users. While the Motocross Park and Lodge are discussed in this Master Plan, they will not be pursued through the All Season Resort Policy. Instead, Big White will pursue them under the appropriate Provincial policy as guided by the ultimate mix of commercial and public use.

The Motocross Park will include motocross trails, a trials obstacles course, ATV/UTV trails, Junior motocross trails, and a training compound. The Motocross Park lodge will offer lessons, rentals, a full-service shop, a parking area with space for trailers,

an event zone, and guest service facilities. This pod is envisioned to act as the main motorized hub with access to the backcountry and regional trail networks. In the winter, the lodge and core area of the Motocross Park will be used as a snowmobiling and winter backcountry staging point.

Access to the Motocross Park will be via a dedicated road directly connected to Big White Road. To minimize impact of sound, the Motocross Park will be developed on the south side of a ridge surrounded by trees approximately 2 kilometres from the nearest facilities or accommodation. It is estimated that the Park and associated motorized trail network will have a capacity for 50 guests.

Hiking and Sightseeing

Staging from Big White's Village Core, sightseeing will continue to be offered on the Bullet Express and the Snow Ghost Express. With stunning views of the surrounding valley and mountain range, sightseeing at Big White will be developed as an accessible activity suitable for all age groups. With the opening of the bike park, the existing hiking trails in the Bullet Express area have been rerouted. The new alignment uses the existing Cliff Ski Out and will avoid the unloading zone at the top terminal of the Bullet Express. The goal is to create spatial separation between hikers and mountain bikers to mitigate any potential conflict and ensure the enjoyment of both groups.

Building on the existing hiking trail system, the planned expansion of the hiking network will offer a unique hiking experience through various ecosystems and over different mountain elevations. The hiking trail difficulty ratings are defined by trail length, steepness, and the trail's natural features. As planned, there will be a full spectrum of hiking trails from a short beginner loop at the top of the Bullet Express to longer intermediate trails, and more advanced and technically challenging trails. Specific attributes like geology, vegetation, landscape features, focal points, viewpoints, rest areas and opportunities for scenic photos will be emphasized via interpretative and wayfinding signage. The sightseeing and hiking are anticipated to attract 100 guests per day during the summer.

Festivals and Events

Adding to the bike park and bike related festivals and events, Big White plans to host a broad variety of festivals and events during the summer season. From cultural exhibits, concerts, art shows, farmer's markets, kids and family events, to music, and yoga festivals. Big White Village and the core base areas have the capacity to cater to various scales and types of events. With the existing and planned facilities, competitive events (e.g. biking, golf, running, hiking, motocross, triathlon) could also be held at Big White. The existing accommodation, food and beverage services, and the planned conference facilities will contribute to the success of the summer events. Summer events and festivals could attract up to 1,000 guests per day.

Conference Facilities

The Chateau Blanc will have state-of-the-art all-season conference and seminar facilities. Located in the existing Ridge Base, it will be linked to Big White Village via the proposed Plaza Pulse Gondola and on to the Lower Village via Lara's Gondola. This will act as an all-season attraction capable of drawing 500 guests per day. The Chateau Blanc facilities will be complemented by the variety of meeting facilities (existing and future) found throughout Big White Village and the Lower Village.

Camping

All-season backcountry camping is proposed to the south of the first proposed 18-hole golf course. It will be accessible by both the motorized and cross-country biking trail networks. Another camping facility, offering yurts and a 'glamping' experience will be staged just below the bottom terminal of the Powder Chairlift. In summer, RV and overnight parking will be authorized in the Black Forest parking lot to cater to mountain bikers. Summer camping is projected to attract up to 100 guests per day.

RV Park

An RV Park is proposed adjacent to the new Ridge Valley Base. It will have the capacity of to accommodate 54 full-service recreation vehicles for short term stays throughout the year. The site will be complemented with showers and change rooms, a small amenity facility and a dump station.

Altitude Restaurants

Altitude Restaurants will be considered for the top of Gem Lake Express and Bullet Express, offering mountain top food and beverage services with outdoor patio areas with panoramic views. The Altitude Restaurants will act as mountain top destination points for hikers, sightseers, and mountain bikers, each with a capacity for 100 guests. Further, each restaurant could host live music, stargazing evenings, special functions, and other social gatherings.

Equestrian Centre

As described in Section 4.4, Big White will look to develop an Equestrian Centre south of the first 18-hole golf course in the East Peak base area, that will be home to stables and horseback riding facilities. In the summer, it will be a staging point to access the backcountry trails and offer guided tours, riding lessons and horse boarding services. The Equestrian Centre will include an indoor arena, an outdoor ring, an area for associated amenities and a parking with a section for horse trailers. As planned, this facility will have a capacity of 50 guests per day in the summer.

Base Village Programming

Taking advantage of the significant and growing critical mass of facilities and expanding bed base in various base locations at Big White, more summer activities will be programmed to cater to the imagination and expectations of tourists and residents alike. These will include sporting events (e.g. mountain bike races, golf tournaments, adventure tourism competitions, and others); festivals (e.g. music, art, and spoken word); rallies (e.g. car, motorcycle, and others); and camps (e.g. kids camps, training camps, golf, and educational camps, among others). Further, the shopping, restaurants, cafes, bars, spas, convention centre and possibly a casino, will grow in importance as standalone attractions. Careful planning and design are underway to turn Big White into an all-season resort.

4.7 BALANCED RESORT CAPACITY AT BUILDOUT

As Big White matures, the capacity of the winter attractions will remain as the dominant season despite significant investments and improvements in expanded summer attractions. As such, the effective Balanced Resort Capacity (BRC) of Big White is the total capacity of the winter recreation attractions (i.e. alpine skiing and snowboarding, the Nordic skiing, skating, snowmobiling, snowplay, other winter attractions, plus additional passive guests). As illustrated in Table 4-6, this leads Big White's BRC at buildout to equal 31,825 guests per day. This number is used to determine the appropriate amount of base area development that should be in place at Big White at buildout.

Table 4-6. Balanced Resort Capacity at Buildout

Total Proposed CCC	25,624
Additional Activities (Winter)	
Nordic	500
Fat Tire Biking	50
Snowshoeing	100
Skating	150
Tube Park	200
Snowmobiling	100
Snowplay	100
Zip line	100
Spa	100
Alpine Coaster	100
Conference	500
Winter Camping	25
Equestrian	25
Total Additional	2,050
Total Facility Capacity	27,674
Additional Passive Guests	4,151
Total BRC	31,825

4.8 BASE AREA DEVELOPMENT

The proposed improvements and expansion of the base areas at Big White have been designed to complement the mountain's attributes and proposed expansion opportunities. These developments will be gradually taken on, in balance with the creation of additional skiing and associated mountain resort attractions. The following describes the details of the various base area developments, the rationale behind them, and the relationships with the skiing and the all-season attractions at Big White.

4.8.1 Base Area Development Goals

Specific to Big White's Base Areas, the following development goals were applied to guide the details of the development plan:

- Develop the base areas at Big White in a comprehensive and integrated fashion that cater to day-use and destination guests, second homeowners, and an increasing permanent population.
- Incorporate direct linkages to and from the base areas and resort residential development areas by ensuring the creation and maintenance of ski to/ski from trails and a highly integrated all-purpose trail network.
- Establish the base area facilities and residential development in balance with the capacities of the Resort's attractions, recognizing that there are absolute limits to growth.
- Ensure that all development is completed in a proactive, environmentally sensitive fashion.
- Balance base area facilities with the Balanced Resort Capacity.
- Encourage a more pedestrian friendly base area environment linked by an all-season trail system.
- Incorporate a variety of resort residential accommodation limited to the allowable bed unit cap.
- Incorporate affordable resident and employee housing.
- Provide enough parking to satisfy full requirements of all day-use and destination developments.
- Improve the quality of all base area elements at Big White in a year-round capacity.

4.8.2 Base Area Planning Criteria

The appropriate size and scale of development of the base area facilities are directly linked to the capacity, location, and scope of the resort attractions. The Balanced Resort Capacity (BRC) ultimately defines the size of Big White in terms of the number of guests and residents that can be expected at buildout. It is important to remember that this is a static picture of the finished resort in the future. There will be a series of phases of development leading from the existing conditions to this end point.

The BRC at buildout has been calculate as 31,825 guests per day. This defines the number of people that need to be catered to in terms of their expectations for a satisfying resort experience. By extension, this defines the total amount and type of built space that needs to be put in place within the resort. It also defines the infrastructure (e.g. sewer, water, and power) and parking requirements for the resort.

4.8.3 Built Space Requirements

Built space requirements are driven by the BRC of a resort's facilities. At buildout, Big White must have the ability to provide for the needs of approximately 31,825 guests and residents on any given day. The types of built space necessary to provide for the needs and expectations of the guests range from restaurants, lounges, commercial and retail outlets, rental and repair shops, guest services, ski school, patrol/first aid, day care and lockers to resort administration and employee facilities. The specific space use requirements are detailed by service/function for day-use and destination guests (Table 4-7). The total requirements at buildout are compared with the existing development to provide a sense of the scale of development necessary for Big White to be in balance in the future.

Table 4-7. Built Space Requirements

		Alpine CCC	25,624	
		BRC	31,825	
Service/Function	Existing Space (sq. ft)	Space Required (sq. ft)	Difference (sq. ft)	% of Required
DAY USE GUEST SPACE				
Restaurants and Related Facilities				
Restaurant	69,563	137,026	-67,463	51%
Kitchen/Scramble	27,188	54,811	-27,623	50%
Bar/Lounge	24,042	13,703	10,339	175%
Subtotal	120,793	205,539	-84,746	59%
Retail				
Equip Rental/Repair	6,105	24,824	-18,719	25%
Retail Sales	21,199	27,405	-6,206	77%
Subtotal	27,304	52,229	-24,925	52%
Skier Services				
Washrooms	10,257	43,855	-33,598	23%
Ski Patrol/First Aid	3,875	9,929	-6,054	39%
Ski School	463	13,791	-13,328	3%
Public Lockers	2,816	24,824	-22,008	11%
Day Care/Nursery	14,800	29,512	-14,712	50%
Ticket Sales	2,068	3,310	-1,242	62%
Subtotal	34,279	125,221	-90,942	27%
Operations / Storage				
Administration	6,764	20,686	-13,922	33%
Employee Lockers	5,470	8,275	-2,805	66%
Storage	1,150	10,277	-9,127	11%
Subtotal	13,384	39,238	-25,854	34%
Day Use Guest Space¹				
Day Use Guest Space Subtotal	195,760	422,227	-226,467	46%
Day Use - Back of House				
Mechanical / Furnace	9,585	27,316	-17,731	35%
Circulation, Walls and Waste	9,788	36,422	-26,634	27%
Subtotal	19,373	63,738	-44,365	30%
Total Day Use Space				
Total Day Use Space	215,133	485,965	-270,832	44%
DESTINATION SPACE				
Destination Guest Space¹				
Restaurant/Bar	0	48,596	-48,596	0%
Rec/Ent/Spa/Fitness	10,750	19,439	-8,689	55%
Destination Retail	0	58,316	-58,316	0%
Destination Services	0	33,046	-33,046	0%
Convention/Seminar	6,750	15,551	-8,801	43%
Subtotal	17,500	174,947	-157,447	10%
Destination - Back of House				
Mechanical/Furnace	901	8,331	-7,430	11%
Circulation, Walls and Waste	875	11,108	-10,233	8%
Subtotal	1,776	19,439	-17,662	9%
Total Destination Space				
Total Destination Space	19,276	194,386	-175,110	10%
TOTAL BUILT SPACE				
Total Built Space	234,409	680,351	-445,942	34%

1. Guest Space is operational space (Restaurants, Retail, Skier Services, Operations/Storage) critical to the guest experience or staff activities. It excludes structural (Back of House) space.

As illustrated, approximately 486,000 square feet of skier-related built space should be in place at buildout (Programmed Space plus Back of House Space). This is an increase of about 270,000 square feet of skier-related space to be added to Big White as the Resort expands in an incremental and phased fashion.

In addition, specialized, destination-oriented space for restaurants, retail outlets, convention/seminars, retreat facilities, spas and recreation facilities must be considered. With the development of the proposed mix of private and public accommodation, approximately 194,000 square feet of destination-oriented built space should be established. This is an increase of approximately 175,000 square feet of destination-oriented built space.

In total, as Big White develops to buildout, approximately 445,000 square feet will need to be added for the Resort to be in balance with and complement the BRC of 31,825 guests per day. This will bring the total amount of built space for facilities to approximately 680,000 square feet.

These numbers are intended to guide the content, type, size and scale of facilities to be established at Big White. In the final analysis the specifics of the base area facilities will be designed and located to meet the needs of Big White guests. The pace of the development will be market driven and tied to improvements and expansion of the skiing and resort attractions.

4.8.4 Overnight Accommodation

The appropriate amount of accommodation, in terms of bed units, is typically defined by the Bed Unit Model found within the All Season Resort Policy Guidelines. Table 4-8 illustrates the generation of the bed unit ratio for Big White at buildout. Using this tool, BHA determined that the proportion of BRC to bed units should be 1:1.4. That is, for every unit of BRC, there should be 1.4 bed units. As such, with a BRC of 31,825 and utilizing the buildout ratio of 1.4, the bed unit model establishes that Big White has earned 44,555 bed units.

However, in response to current demand for overnight accommodation and consistent with the recent changes to the Environmental Assessment Office Reviewable Project Regulations, Big White is only applying for a total of 20,600 bed units, comprised of the 13,800 bed units approved in the 1999 Master Plan, plus an additional 6,800 bed units. The difference between this and the existing 10,533 bed units, leaves 10,067 bed units to be developed. This decision is informed by local, regional, and global economic, demographic, tourism trends which have not created a climate where further accommodation development was advisable. As the Resort evolves from a regional ski resort to an international ski destination, it is anticipated that demand for overnight accommodation will increase.

As such, to adequately respond to these demands as needed to maintain a world-class ski experience for all guests, should the opportunity arise with increased market demand for overnight accommodation, Big White reserves the right to apply for more bed units. Big White wishes the Crown to acknowledge that, with the approval of this Master Plan, it will have earned 44,555 bed units under the bed unit model, and that it may apply for some or all the remaining earned bed units to meet demand for overnight accommodation as the resort evolves. Big White acknowledges that such an application would be subject to the approval process requirements at that time.

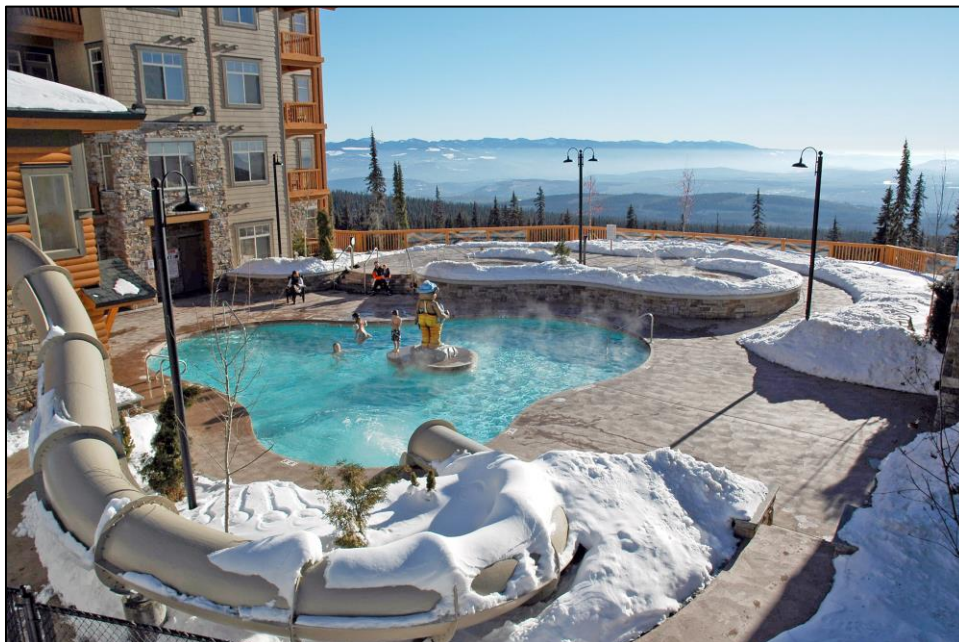
Table 4-8. Bed Unit Model Points Total at Buildout

Factor	Points
Ski Terrain	3
Skier Density per Hectare	4
Accessibility	4
Ski Area Access	1
Population within 250 km	5
Unique Qualities	2
All Season Facilities	4
Potential Length of Season	3
Type of Snow	4
Weather Conditions	4
Express Lifts	2
Need for Employee Housing	3
First Nations Economic Participation	3
Total Points	42
Associated ASRG Ratio	
Points	Total % of BRC
42	140%

The potential allocation of proposed bed units by residential area is detailed in Table 4-9. It should be noted that these values are estimates based on the Master Plan concept and analysis of base area construction suitability. While the total number of bed units will not change the number allocated to each area will likely be revised as more detailed planning and construction documents are completed.

Table 4-9. Proposed Residential Units and Bed Units by Residential Area

Residential Area	Proposed Units	Proposed Bed Units
East Peak	432	2,440
Black Forest	650	3,188
Ridge Valley	110	385
Backcountry	525	2,975
Westridge	180	1,080
TOTAL PROPOSED	1,897	10,067
	TOTAL PROPOSED	10,067
	Approved†	3,267
	Requested	6,800
	TOTAL EXISTING‡	10,533
	TOTAL BED UNITS	20,600
† Bed Units remaining under the existing Master Plan.		
‡ Includes all built and committed Bed Units.		



An appropriate amount and variety of accommodation types will be available to suit all types of guests

4.8.5 Parking

With the envisioned changes to the base area lands, Big White will also undergo a shift from a regional, day-use guest dominated resort towards destination-oriented clientele. As the ratio of destination guests to day-use guests increases, the proportion of required day-use parking will decline as all Big White's accommodation is ski to/ski from. Thus, once at the Resort destination guests will have little need a car. Further, destination guests are more likely to travel to and from the Resort by shuttle, remaining at Big White for the duration of their stay. Again, this will result in a large percentage of the guests not requiring the use of a car. At buildout, it is estimated that the number of day-use guests will account for about 50% of the total Balanced Resort Capacity.

Based on Big White's buildout BRC of 31,825, it is assumed that 40% of this number (12,730 guests) will be occupying overnight accommodation facilities at the resort. Parking for these guests will be directly attached to their units.

The remaining 60% (19,095 guests) will be day-use oriented and require parking. Typically, 85% of this capacity, or approximately 16,231 guests, will arrive by car and with three people per car on average. As such, a total of at least 5,410 parking stalls will have to be provided and appropriately located throughout the Resort. Further, 15% of the day-use capacity (approximately 2,864 day-use guests) can be expected to arrive by bus. Assuming an average of forty-five people per bus, parking will need to be provided for 64 buses, again in a variety of locations throughout the Resort. The following table (Table 4-10) delineates where this parking is planned for at buildout at Big White. This planned day use capacity exceeds the calculated requirements, enabling flexibility moving forward.

Table 4-10. Proposed Day Use Parking at Buildout

Location	Car Capacity	Bus Capacity	Guest Capacity
Day Skier Parking			
Gem Base	1,000	20	3,900
Sapphire Base	550	14	2,280
Lower Village	650		1,950
Black Forest	600	15	2,475
Ridge Valley Base	1,300	10	4,350
Lara's Base	800	5	2,625
East Peaks	650		1,950
Total	5,550	64	19,530

4.8.6 Sustainability Characteristics

The ongoing development at Big White will adopt and implement sustainability best practices. The intent is to ensure that development of all elements of the Resort are environmentally sensitive, designed to maintain the ecological integrity of the setting, mitigate all impacted areas, and be socially sound while still being economically viable. Aside from being the right thing to do, Big White recognizes that any guest visiting the Resort is escaping from their day-to-day realities. They are invariably most interested in visiting a place that has a respect for the special qualities of its natural setting. To that end, Big White will:

- Incorporate design guidelines that include green building objectives, criteria, and minimum standards;
- Incorporate resort-wide sustainable procurement strategies;
- Incorporate a comprehensive recycling and reuse-it centre in the Horsefly Road Industrial Park area;
- Plan and design to minimize requisite grading;
- Employ low-emission, fuel efficient vehicle technologies throughout the Resort;
- Utilize renewable energy systems (solar, geothermal) when possible;
- Encourage car-free travel within the resort community;
- Support a convenient shuttle system from both Kelowna and Vernon to reduce air pollution and greenhouse gas emissions;
- Utilize and purchase local and regional goods and services wherever possible to support a regional economy;
- Develop employee housing and attainable housing;
- Incorporate a bear aware management strategy;
- Use riparian habitat protection best practices on all watercourses;
- Restore damaged riparian habitat from previous development;
- Incorporate a trail development plan to avoid the removal of large and old growth trees, and enabling appropriate on-the-ground trail alignment adjustments;
- Incorporate soil erosion best practices to minimize the loss of valuable topsoil and associated vegetation;
- Include social sustainability considerations in the operation and development of the resort (recreation, health, cultural and community space, etc.) in the Lower Village;
- Acknowledge that there are limits to growth (especially in a mountain setting such as Big White) and embrace the concept of establishing a 'steady state resort economy' designed to level off at the buildout point with balanced sustained prosperity, based on incremental improvements and upgrades as compared to an unsustainable growth dependant model;
- Continue to operate as a sustainable corporate citizen and act as a leader in resort sustainability;

- Aim to create a highly livable place for employees, residents, and guests;
- Provide facilities for youth and children (e.g. childcare, playgrounds);
- Include accessible trails and paths staging from the Village core;
- Plan for potential future development of senior/retired employee housing;
- Develop a “valley trail” system that supports active, self propelled transportation and healthy living;
- Support a year-round economy by planning for an all-season use of the Resort, develop the summer operations, infrastructure and programming;
- Support environmental awareness and outdoor recreation by developing the Resort's all-season network of hiking trails, nature paths, single tracks and interpretative trails;
- Plan the development of the Resort around walking distances and ski to/ski from access: pedestrian village and base areas, biking/walking trail network as well as gondola and lift connections, all aiming to minimize the use of cars;

Careful planning of the development of parking lot while supporting alternative transportation to and from the resort (e.g. shuttles, public transportation, buses, carpooling, and ride share, among others).

4.9 DEVELOPMENT AREAS

At buildout, the Big White base area will be made up of a series of defined development areas. These are illustrated on the Base Area Development Plan (Figure 4-14) and described below. The Resort Residential Types Plan (Figure 4-15) delineates the existing and proposed development areas by types of residential units.



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Big White CRA
 - Proposed CRA
 - Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
- Proposed Development Areas
- Backcountry
 - Black Forest
 - Chateau Blanc
 - East Peaks
 - Horsefly Road
 - Ridge Valley
 - Snowpines
 - Village
 - Westridge

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Base Area
Development Plan

Figure 4-14

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Big White Ski Resort
Master Plan
2020

Legend

- Existing Big White CRA
- Proposed CRA
- Committed Lifts
- Existing Ski Lifts
- Proposed Lifts

Residential Accommodation Types

- RV Park/Campground
- Industrial
- High Density
- Medium Density
- Low Density
- Areas Included in Base Area Development Calculations - 416.2 ha

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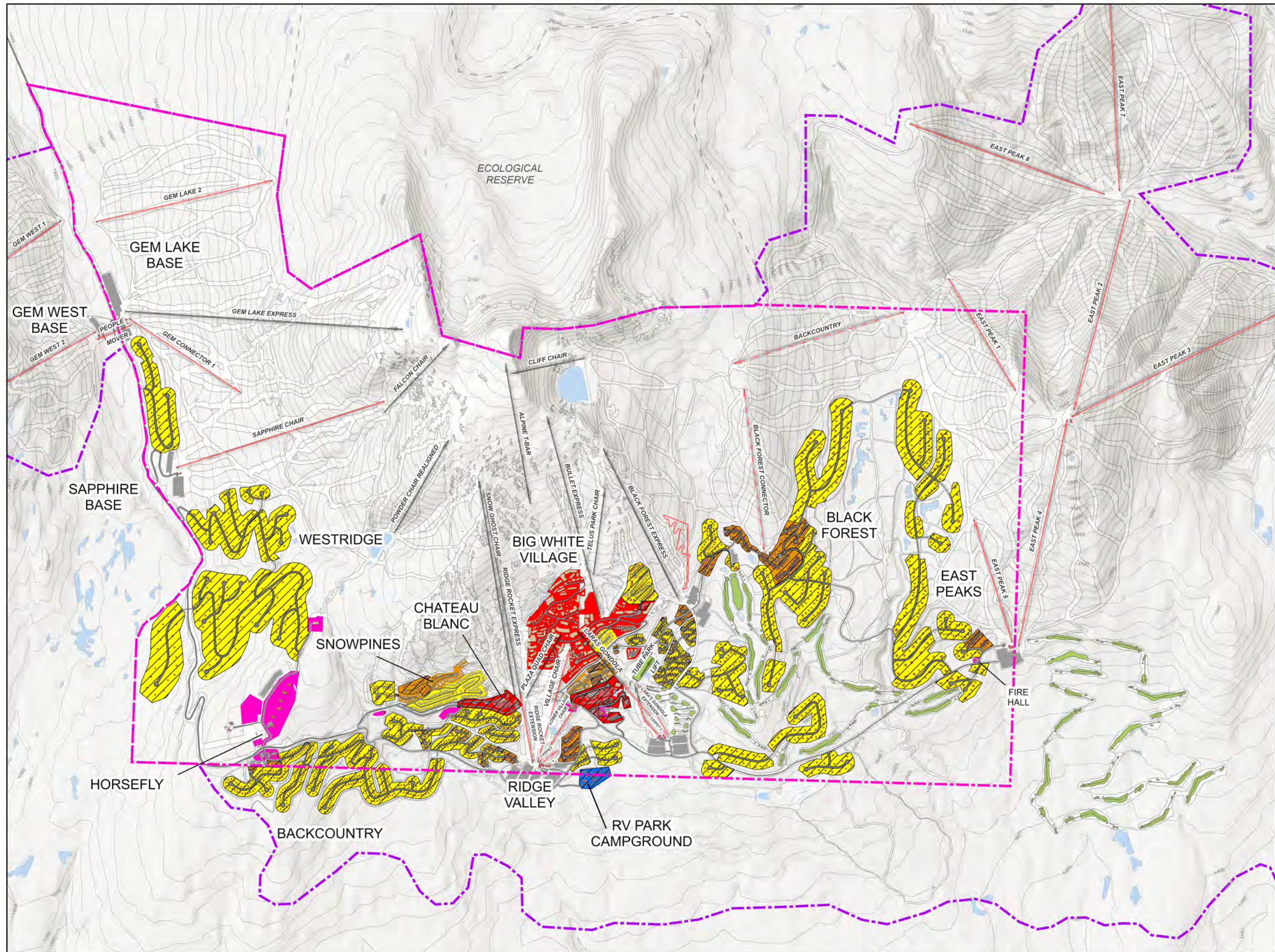
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Resort
Residential
Accommodation Type

Figure 4-15



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4.9.1 Big White Village

Big White Village will continue to be the primary focal and staging point of the skiing and on mountain activities at the Resort (Fig. 4-16a). The existing core area will be progressively infilled and densified as a pedestrian-oriented development. During the winter, the main pedestrian corridor through the Village will remain snow covered as an important and unique feature and attraction. As such, skiers will be able to ski from the mountain, through the Village, down to the Bullet Express lift and/or the Chateau Blanc, the Ridge Valley Base, the Lower Village and Lara's Base. The new structural improvements will be designed to add more animation to the edges of the ski corridor with additional restaurants, bars and retail options.

As Big White takes on a greater summer presence, an increased effort will be made to improve the landscaped character and ambience in the Village core. The intent will be for Big White Village to continue as the primary focal point in all seasons.

The residential and commercial accommodation around the core area will continue to act as important character elements to the Village. It is anticipated that these developments will see continued improvements over time as they are the hub of pedestrian and skier movement, and likely to be the most valuable real estate at Big White.

Consideration will be given to upgrading the Plaza Chair to the Plaza Pulse Gondola to facilitate pedestrian traffic between Big White Village and the Chateau Blanc. This will establish a direct link between these two focal points of the Resort.

Lara's Gondola will continue to connect the Village with Happy Valley. With the proposed extension of this lift down to Lara's Base, the gondola will link this new day use and snow school-oriented area directly to Big White Village, as well as the attractions and facilities in Happy Valley and the proposed Lower Village.



View of Big White Village – Existing and Proposed (3D)



Big White Ski Resort Master Plan 2020

- Legend
- Existing Big White Village Core Buildings
 - Existing Buildings
 - Proposed Buildings
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover

Prepared for:

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Resort Master Plan Big White Village

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4.9.2 Ridge Valley Base

The Ridge Valley Base will become a primary day-use area at Big White (Fig. 4-16b). It will have three chair lifts: the Ridge Rocket Express (extended down to the valley bottom) which will provide access to the top of Big White; the Village Chair, which will provide access to Big White Village, and; the Lower Village Chair, accessing the Lower Village and Happy Valley. In addition, a new carpet lift will enable the operation of small snow school teaching pod staged out of the Ridge Valley Base.

Parking lots will be developed within easy walking distance to the new Ridge Valley Day Lodge. This facility will house ski rentals and repairs, lift tickets, snow school, restaurant, washrooms, ski patrol, and lockers.

To facilitate the development of the Ridge Valley Base, skier access and dedicated road access will have to be established. Skier access may be created by either realigning Big White Road and extending ski runs down to the base or, maintaining Big White Road in its current alignment and developing a skier bridge/tunnel over the road to connect skiers to the base.

In the first option, Big White Road will be realigned to lead directly to the Ridge Valley Base and beyond, connecting to the Lower Village and ultimately back up to Big White Village. Access to the Chateau Blanc and the existing Ridge Base will be via a dedicated decision point intersection, with the access road branching off Big White Road and terminating at the Chateau Blanc. The trails will be regraded to enable a smooth skiing experience down to the Ridge Valley Base.

In the second option, Big White Road would maintain its current alignment, and skier bridges or tunnel would be constructed to enable skiers to ski down to the Ridge Valley Base. A new decision point intersection would be created with an access road leading from Big White Road down to the new Ridge Valley Base. Access to the Lower Village and East Peak would be the same as the first option.

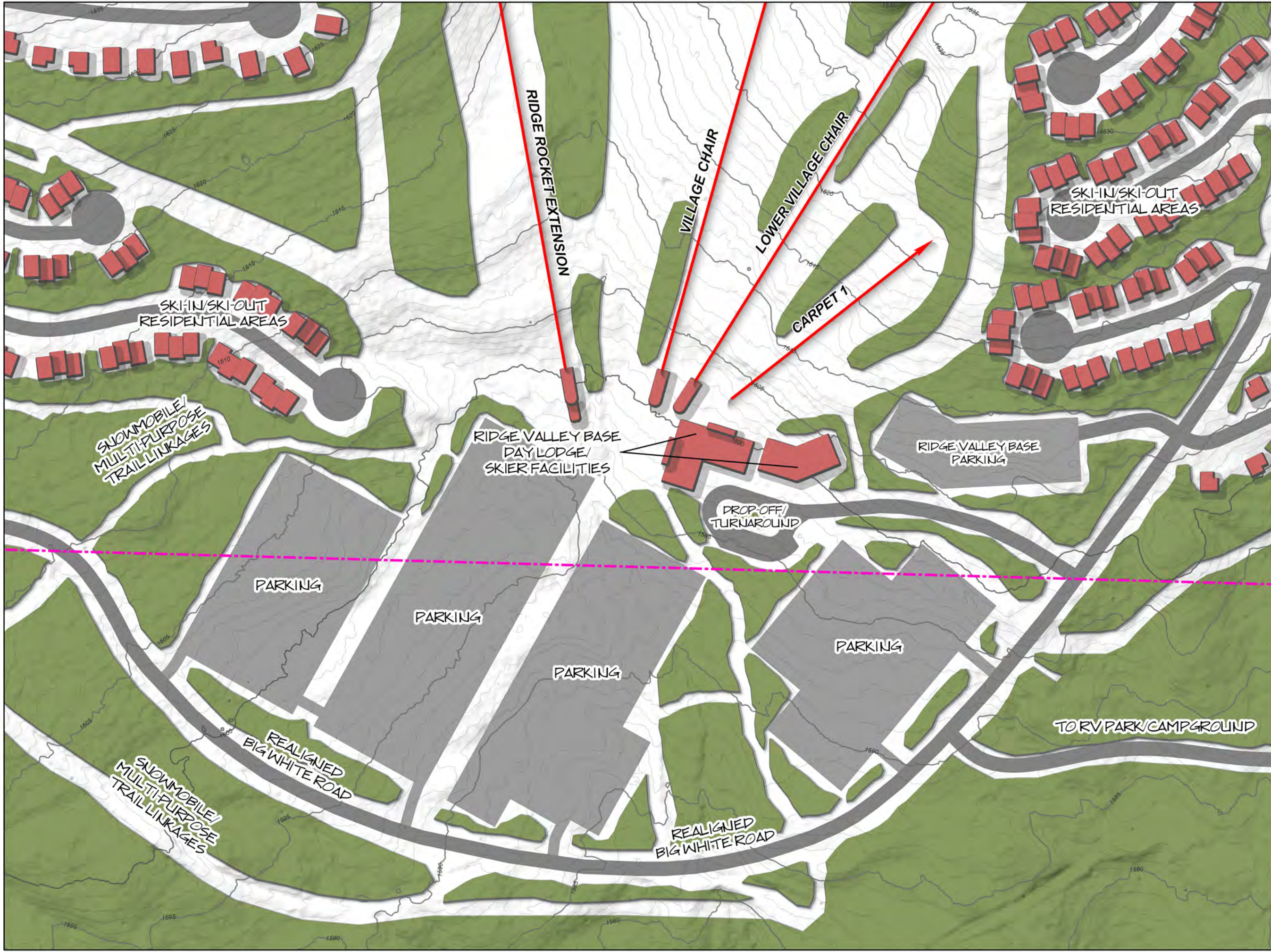
The selection of a preferred option will be made when Big White decides to pursue more detailed planning and construction of the Ridge Valley Base. This will be informed by a comprehensive traffic study of the Big White base area, considering historic and future development, parking, and vehicle, pedestrian, and skier circulation.

Resort residential development parcels are planned for lands adjacent to the Ridge Valley Base. Medium density townhouse units will line the edge of the ski runs. Further away, but still within acceptable walking distance to the lifts, a lower density single-family cabin development will be established with the ski to/ski from backcountry trails at their back door.

Adjacent to and associated with the Ridge Valley Base is an RV Park.



View of the Proposed Ridge Valley Base (3D)



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings at Buildout
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover

Prepared for:

Big White
SKI RESORT
IT'S THE SNOW

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Resort Master Plan
Ridge Valley Base

Figure 4-16B

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4.9.3 Chateau Blanc Base

Once developed, the Chateau Blanc Hotel will replace the old Ridge Base (Fig. 4-16c). This major hotel and conference centre will include 396 hotel rooms, restaurants, bars, retail, convention facilities and possibly a casino. The guests will have direct access to the skiing via the Snow Ghost Express. With the potential relocation of Big White Road, guests will also be able to ski down to the Ridge Valley Base to access the day-use facilities there and connect to the extended Ridge Rocket Express Chair, the new Village Chair (leading up to Big White Village) and the new Lower Village Chair. Guests staying at the Chateau Blanc that wish to get to Big White Village will be able to easily walk to the Plaza Pulse Gondola.



Ski to/ski from access in all corners of the Resort is one of Big White's distinguishing characteristics and is central to the planned Chateau Blanc Base

4.9.4 Lower Village/Happy Valley

Over time, Happy Valley will be transformed to include the Lower Village (Fig. 4-16d). A complete description of the Lower Village Concept is found in Section 4.10.

Located on top of a stacked parking structure, the Lower Village will gradually become the centre of the Big White community and resident activity. On a year-round basis, it may house such fundamental resident needs and requirements as a grocery store, liquor store, post office, medical centre, school, chapel, bank, community services centre, library, theatre, hardware and retail stores. This will be augmented with tourist-oriented facilities such as restaurants, cafes, bars, accommodation, souvenir shops, and specialized sporting good outlets. The Lower Village will have a direct link with the Ridge Valley Base and Lara's Base.

Happy Valley will continue to act as a focal point for all-season recreation area resort activities. In the winter it will act as the centre for snow play with tubing, ice climbing, and skating, as well as staging for ski and snowboard instruction, Nordic skiing, fat tire biking and snowmobiling.

In the summer, the area will be dominated by services catering to mountain biking and golf. The mountain biking facilities will include lift serviced trails down to Lara's Base, slope style facilities and events, terrain park facilities and areas for a mountain biking school. Adjacent to the mountain biking, the opportunity to establish a golf school, driving range and a par three golf course planned to progress from Happy Valley down to Lara's Base will be realized.

There, golfers and mountain bikers will be able to ride Lara's Gondola (or the Beginner Chair depending on operational efficiencies) back up to Happy Valley, the Lower Village, or continue up to Big White Village. Between Big White Village and the Lower Village, the existing ski to/ski from and bike to/bike from resort residential areas will continue to be infilled and developed as currently planned.



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Ski Lifts
 - Existing Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover

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Resort Master Plan
Chateau Blanc Base

Figure 4-16C

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Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover

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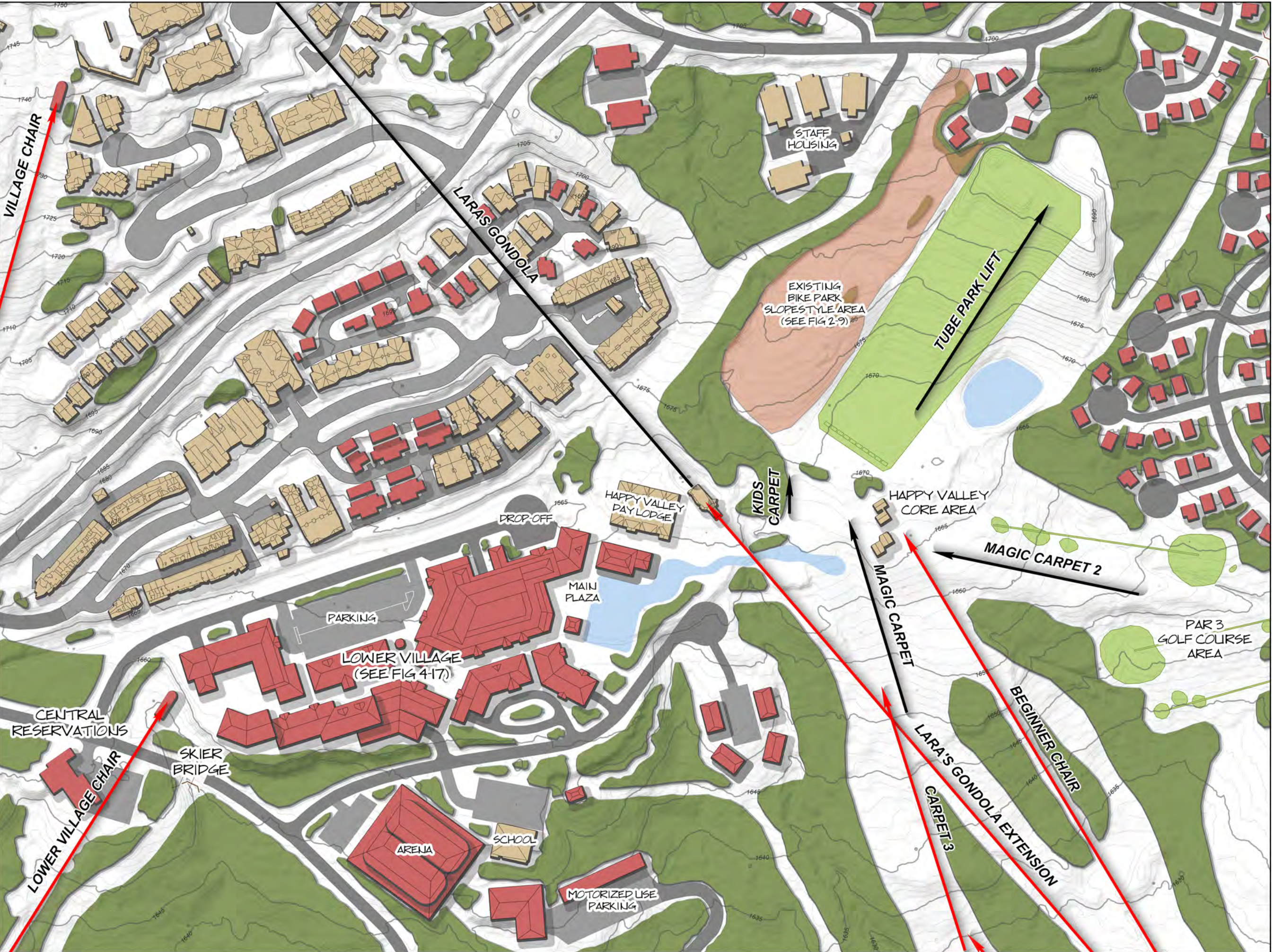

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Happy Valley/
Lower Village Base

Figure 4-16D



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4.9.5 Lara's Base

Lara's Base will be developed to act as a new multi purposed staging area at the Resort (Fig. 4-16e). In addition to day-use parking and a day lodge, patrons will be able to ride the proposed extension of Lara's Gondola up to the Happy Valley / Lower Village base, on to Big White Village, and further to the ski runs higher on the mountain.

During the winter Lara's Base will act as the focal point for an expanded snow school. In addition to the Gondola, the snow school will be serviced with a progression of carpet lifts and the fixed grip quad Beginner Chair. The day lodge will be snow school oriented, housing tickets, snow school administration, washrooms, day care, snow school restaurant, and instructor lockers and change rooms.

During the summer, Lara's Base will act an events parking lot, with a direct link to the Happy Valley/the Lower Village and Big White Village, and the end point of the 9-hole par three golf course which originates in the Happy Valley.

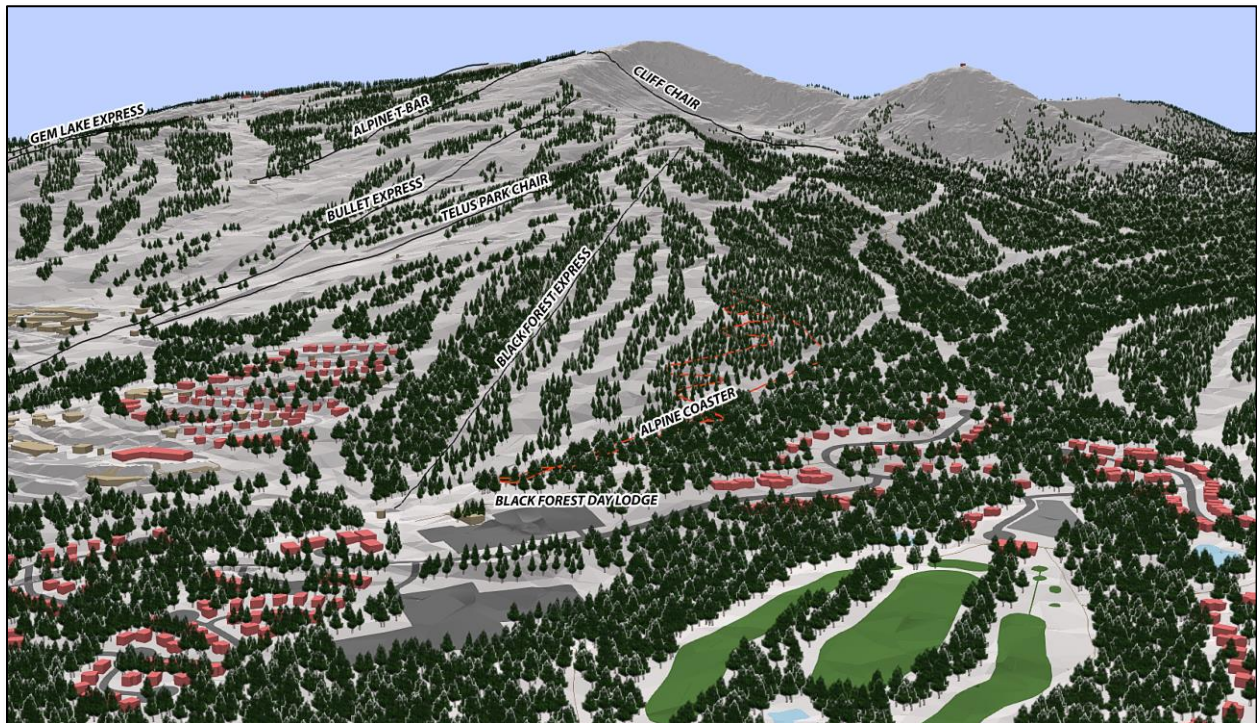


View of the Proposed Lara's Base (3D)

4.9.6 The Black Forest

The Black Forest lands lie within the western portion of the Trapping Creek drainage (Fig. 4-16f). Much of the medium- to low-density resort real estate proposed for this area has been carefully planned to be ski to/ski from. Ski runs throughout the Black Forest base area lead down to Lara's Gondola, the Lower Village/Happy Valley, and Lara's Base. Moving further east, the edges of these development areas begin to have direct views of the first proposed 18-hole golf course. The all-season trail system is laced throughout the Black Forest, providing track set Nordic skiing and singletrack snowshoeing in the winter and a paved walking, hiking, and biking 'Valley Trail', and singletrack mountain biking and running trails in the summer.

At the base of the Black Forest Express, the skier-oriented Black Forest Day Lodge will double for summer use as the base facility catering to lift-serviced downhill mountain biking, cross-country mountain biking, an alpine coaster and 'zip-lining'. The Black Forest Day Lodge will also continue to be used to for events, gatherings, and weddings.



View of the Black Forest Base Area – Existing & Proposed (3D)



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover

Prepared for:


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Planning by:

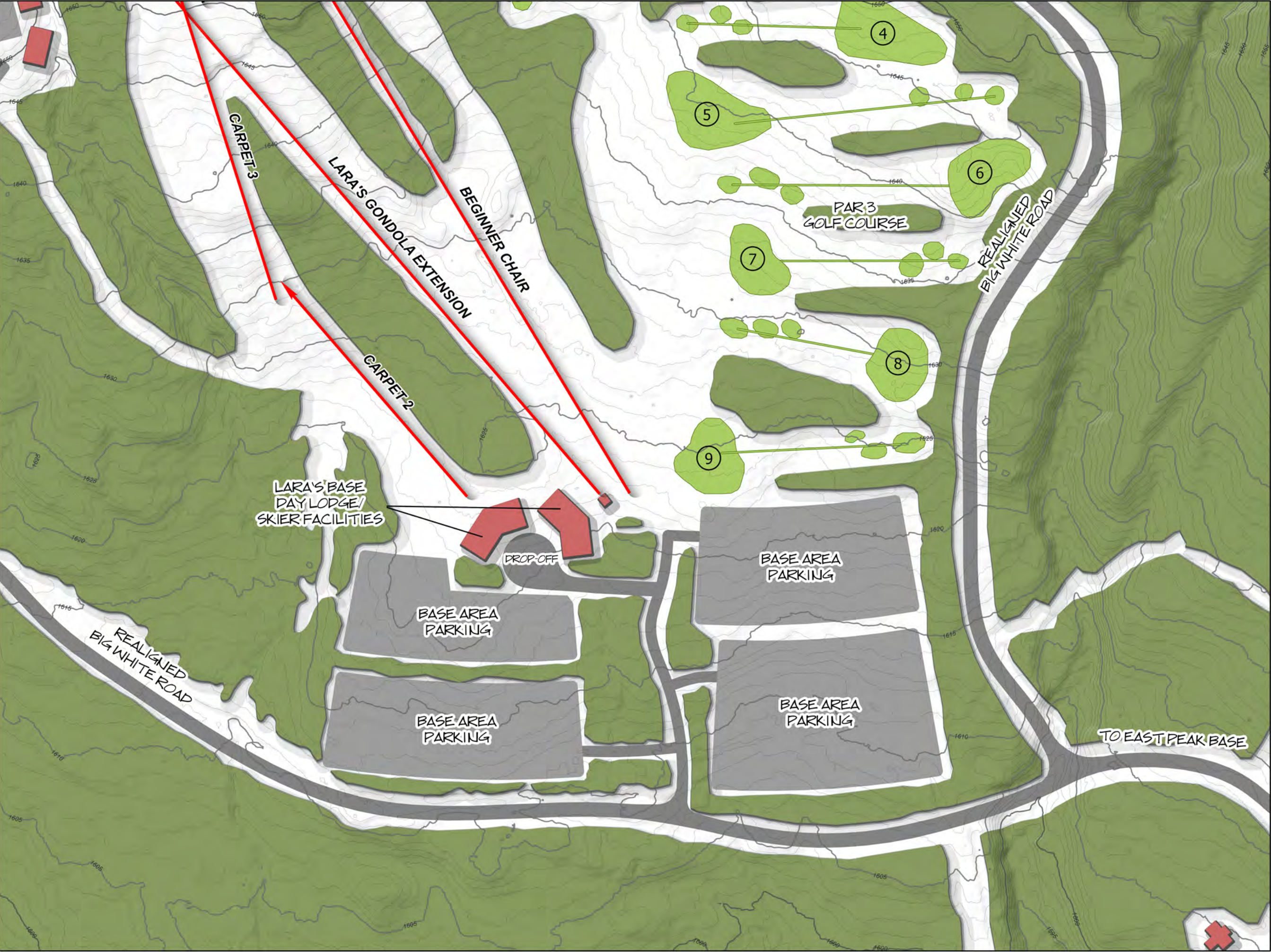

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Resort Master Plan
Lara's Base

Figure 4-16E



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Big White Ski Resort
Master Plan
2020

Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads
- Proposed Parking Lots
- Existing Ski Lifts
- Proposed Ski Lifts
- Full Tree Cover
- Glading Thin
- Glading Dense

Prepared for:

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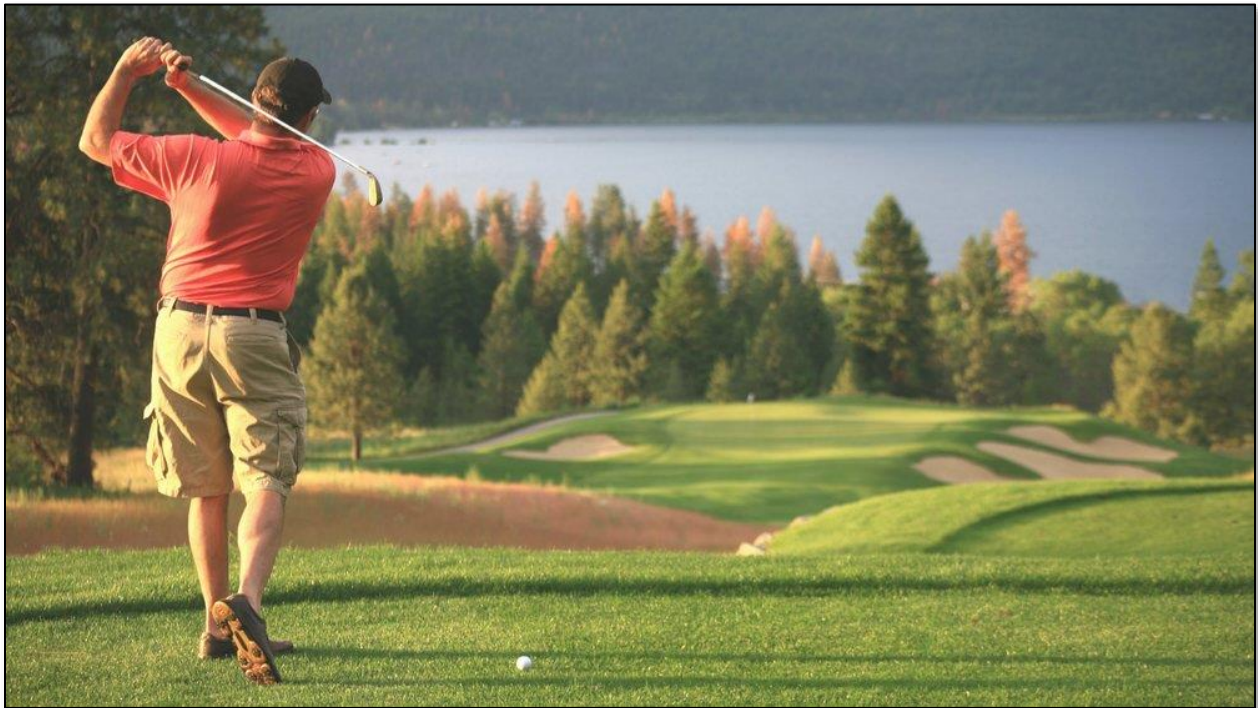
Resort Master Plan
Black Forest Base

Figure 4-16F

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4.9.7 Golf Course #1

As proposed, the first eighteen-hole golf course to be developed at Big White is located within the Trapping Creek drainage, with the clubhouse positioned between the Black Forest Express and the Black Forest Connector Ski Pods, up valley from the Black Forest Base (Fig. 4-16g). The clubhouse has been sized to meet the space use and staging requirements for the golf course. It has been positioned to enable the eighteen holes to begin and end an enjoyable round of resort-oriented golf through the woods, associated with multi-purpose trails and low-density housing.¹² In the winter the clubhouse will double as a staging point for the Nordic trails system.



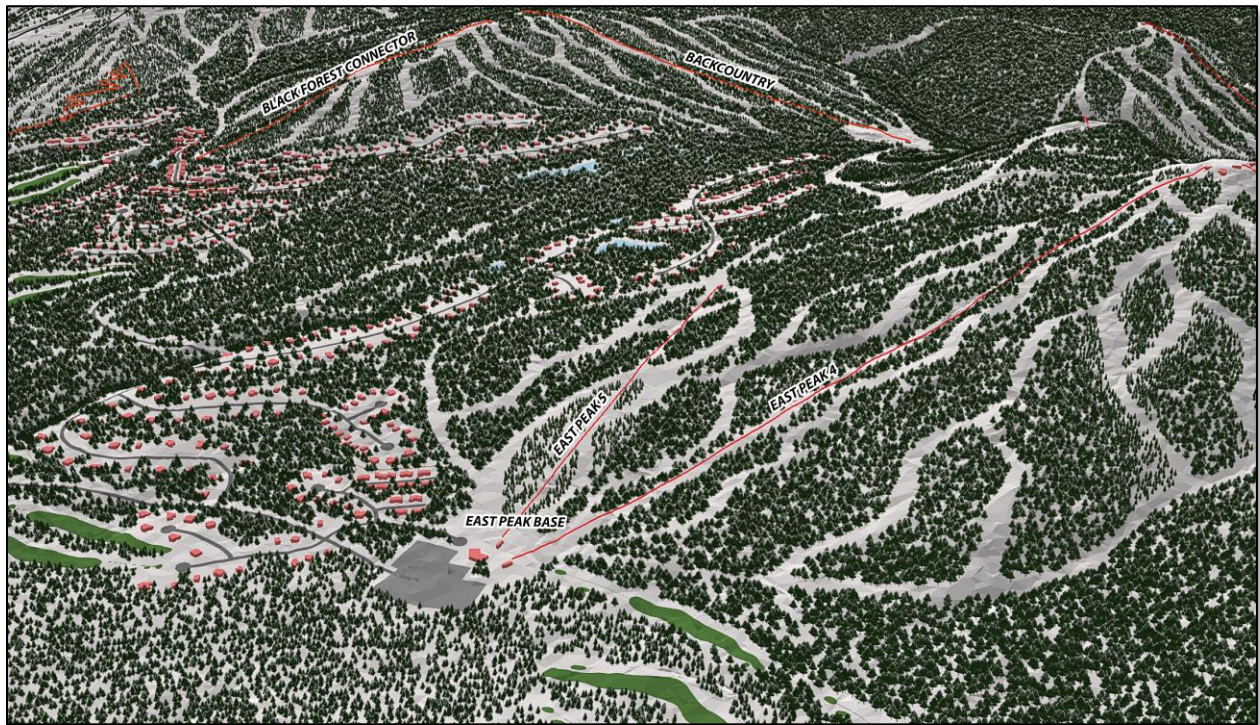
The proposed golf courses at Big White will add to the Okanagan's reputation as a premiere golf destination.

¹² Preliminary Golf Course Design completed by Thomas McBroom of Thomas McBroom Associates.

4.9.8 East Peak

The focal point of the East Peak development will be the East Peak Base (Fig. 4-16h). It is envisioned that this will be a secondary day-use base area of Big White designed to cater to day-use skiers interested in more demanding terrain. To that end, the core area will contain the East Peak Day Lodge and associated parking.

Medium-density resort residential accommodation located within walking distance of the East Peak Base area will play an important role in activating an invigorating the new East Peak hub. Further, low-density residential development with ski to/ski from capabilities is proposed along the western edge of the East Peak, extended up the mountain from the East Peak Base. Finally, the East Peak area will encompass a second eighteen-hole golf course. As planned the East Base Day Lodge will also act as the golf course clubhouse for Golf Course #2.



View of the Proposed East Peak Base Area (3D)



Big White Ski Resort Master Plan 2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Full Tree Cover
 - Glading Thin
 - Glading Dense

Prepared for:



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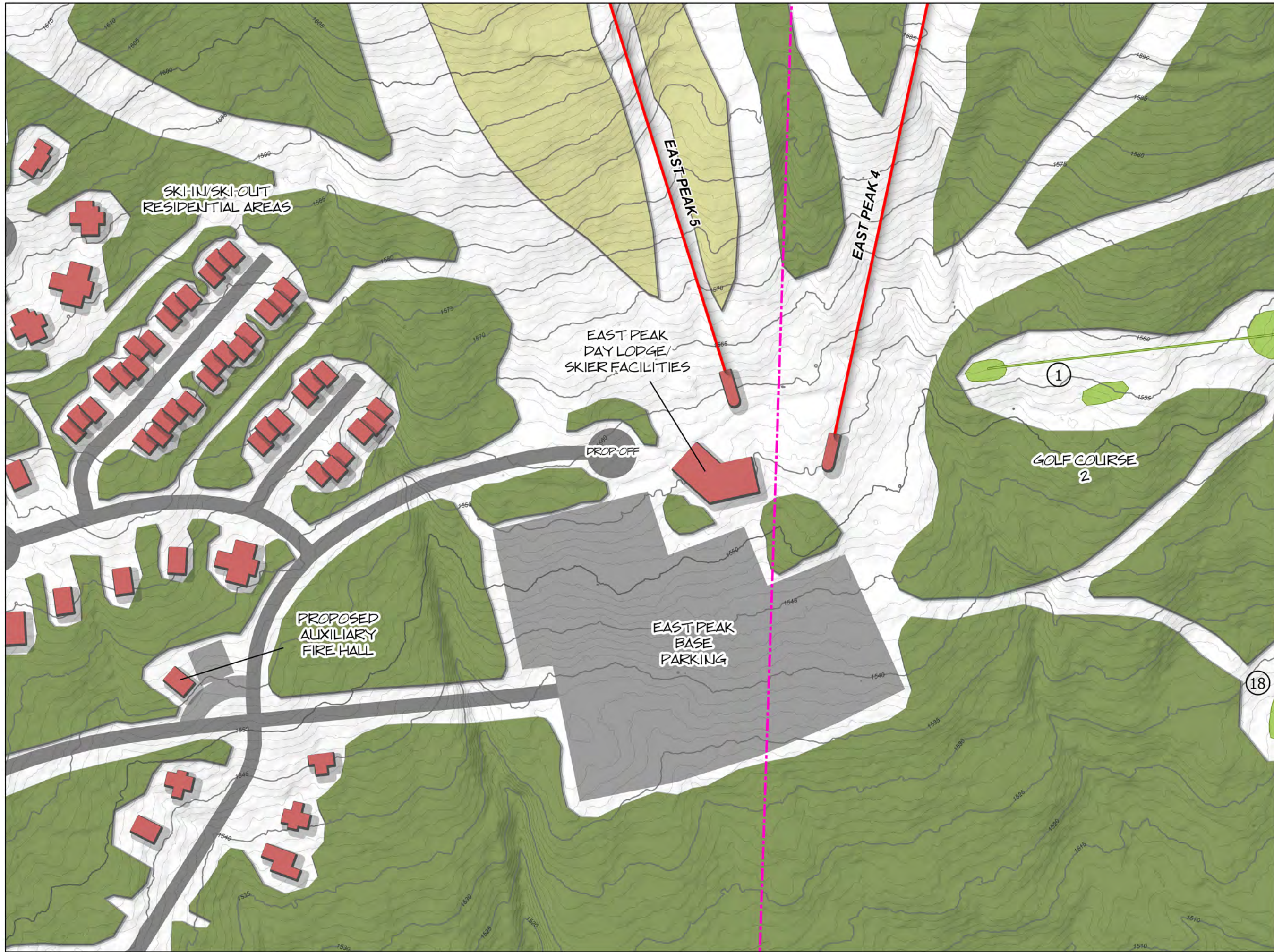
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Golf Course #1

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Big White Ski Resort Master Plan 2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Full Tree Cover
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 - Glading Dense

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Resort Master Plan East Peak Base

Figure 4-16H

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4.9.9 Backcountry

The Backcountry subdivision will add a unique dimension to Big White (Fig. 4-16i). Most of this development will be low-density, single family resort residential with direct connections to snowmobile/ATV trails. As planned, the development will enable the snowmobile-oriented community to leave the comfort of their private homes and multi-family units on their own snowmobiles/ATVs and access the surrounding trails leading to Lassie Lake and Graystokes Provincial Park. The local trail system will provide snowmobile/ATV access to the Lower Village, enabling the snowmobiler/ATVer to park their machine and make use of the Lower Village amenities, shopping, and community facilities based there, or access the rest of Big White.

At the west entrance of the Backcountry development area, a staging centre for day use snowmobiling will be established. This area may include a day lodge, gas station, snowmobile/ATV parts and repair shop, parking, storage facility, and corner store all geared to cater to the local community's needs. While close to the core of Big White, this maintains the necessary separation of the snowmobiling/ATVing from the rest of Big White.

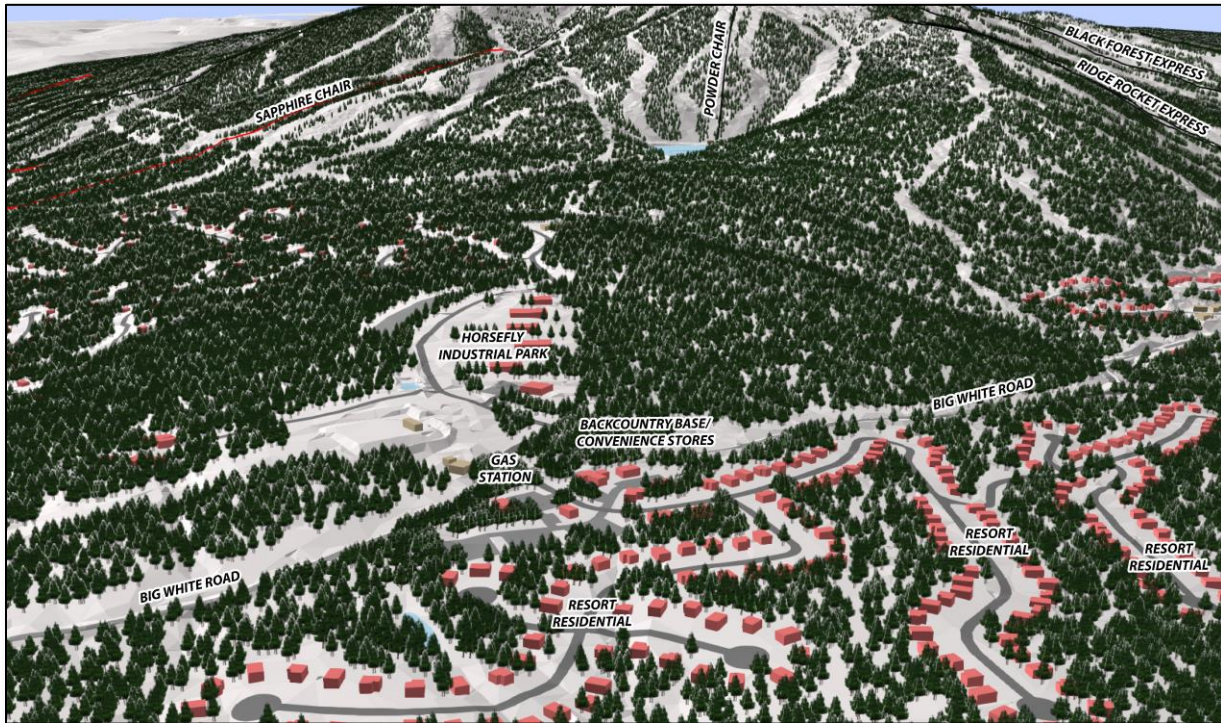
Finally, the northeast corner of the Backcountry resort residential development will have direct ski to/ski from access the Ridge Valley Base, allowing residents to ski from their doorstep.

4.9.10 Snowpines

As one of Big White's oldest and most enduring resort residential developments, the Snowpines area is made up of a series of developments that have been established over the years. All the accommodation has direct ski to/ski from capability and easy access to the mountain and the amenities of the Village core. Other than infill, no further development is proposed for this area.

4.9.11 Horsefly

The Horsefly area serves as Big White's industrial park (Fig. 4-16i). As planned, it will contain the recycling and re-use-it centre, concrete plant, and storage facilities, among others. Horsefly Road also provides access to Big White's primary maintenance area. As Big White grows, it may pursue the option to convert its lease of the Horsefly area to fee simple title.



View of the Proposed Backcountry Base and Horsefly Area (3D)



Big White Ski Resort
Master Plan
2020

Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads
- Proposed Parking Lots
- Existing Big White CRA
- Full Tree Cover

Prepared for:

Big White Ski Resort
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Resort Master Plan
Backcountry/Horsefly
Base Area
Figure 4-16I

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4.9.12 Westridge

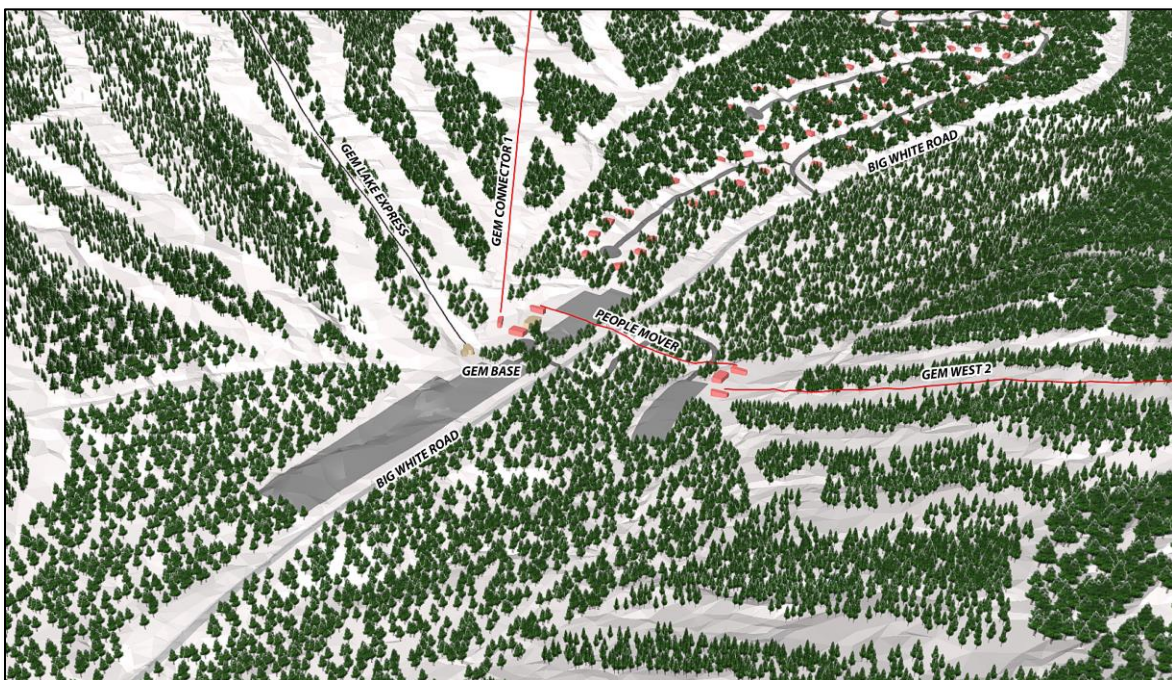
The Westridge resort residential development is planned as low-density, single family estate lots. A portion will have ski to/ski from access with the Ogoslow Trail connecting to the Sapphire Base and Gem Lake Base areas.

4.9.13 Gem Lake Base

The Gem Lake Base will remain as a day-use oriented facility (Fig. 4-16j). The existing Day Lodge will be augmented with additional day-use skiing facilities including day-use parking, ski rental and repair, retail, restaurant, washrooms, day care, ski patrol, tickets and administration. With the planned snowmaking for the Gem Lake ski runs, combined with the access improvements to reduce 'down days', the reliability of this area as a day-use focal point throughout the winter will increase. It will effectively become a day-use ski area, from which guests can connect to the rest of Big White. In addition, tied to the development of the Gem West skiing across Big White Road, the two areas may be connected via a people mover.

4.9.14 Gem West Base

Across Big White Road from the Gem Lake Base, the Gem West ski pods will be staged from a small day lodge/warming facility (Fig. 4-16j). Vehicular access will come from Big White Road and lead to a dedicated parking lot adjacent to the Day Lodge. The Gem West Base will be directly connected to the Gem Base via a people mover.



View of the Proposed Gem Lakes and Gem West Base Areas (3D)

4.9.15 Sapphire Base

South of the Gem Lake Base, accessed from Big White Road, the Sapphire Base will serve as a second day-use oriented staging area, and provide access to new intermediate and beginner terrain serviced by the Sapphire Lift, as well as to the Gem Lake area, Falcon Chair, Powder Chair, and the resort beyond (Fig. 4-16k). The base is 100m higher than the Gem Lake Base and more sheltered from the wind than the Gem Lake Express, providing greater reliability both in terms of snowpack and weather. The complementary Sapphire Lodge will be similar in size and services offered to the Black Forest Lodge. The Sapphire pod will enhance the connectivity with the surrounding resort residential development, ensuring that all accommodation is ski to/ski from.



View of the Proposed Sapphire Base (3D)



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Proposed Big White CRA
 - Full Tree Cover
 - Proposed Light Glading
 - Proposed Dense Glading

Prepared for:


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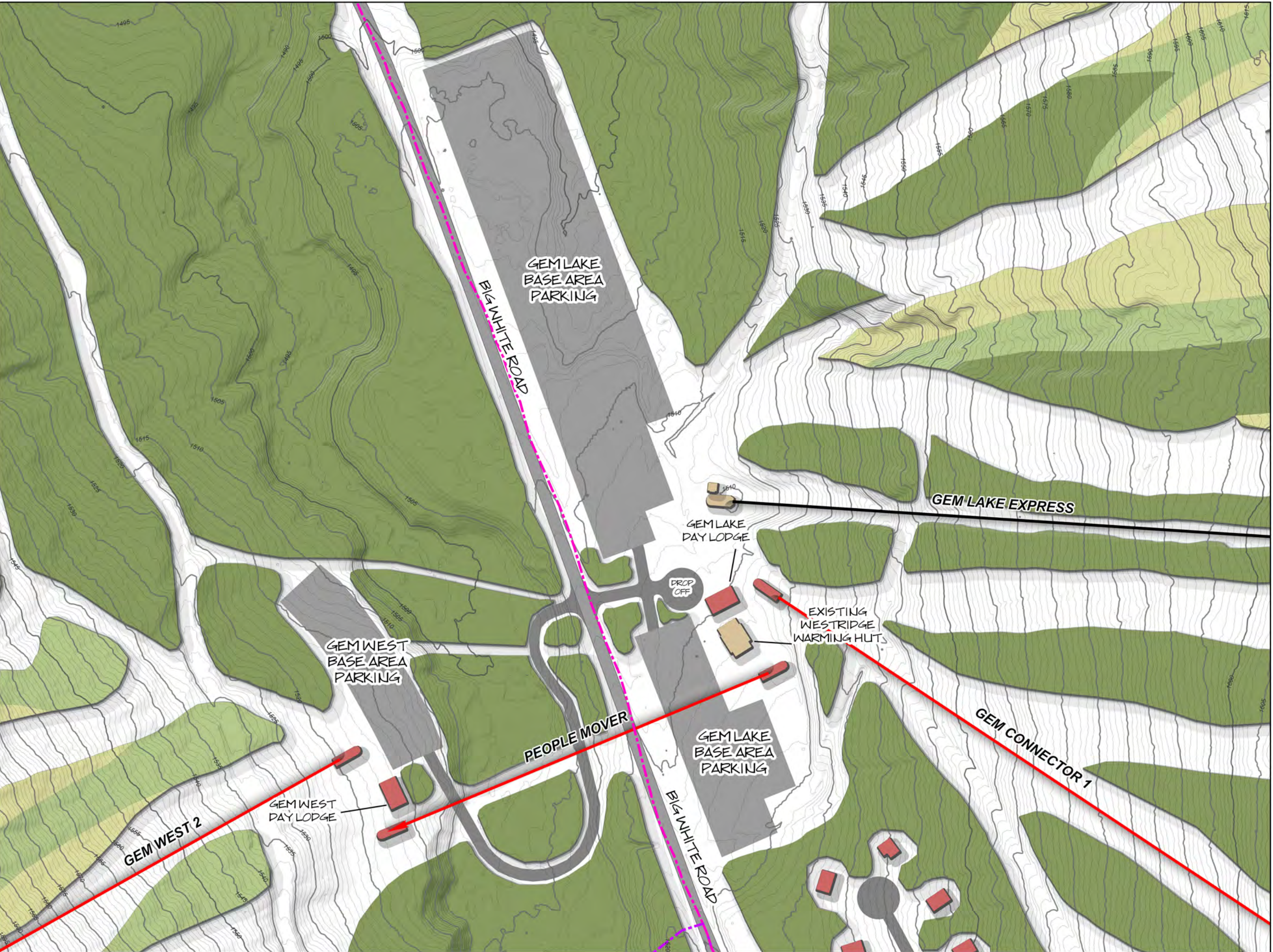

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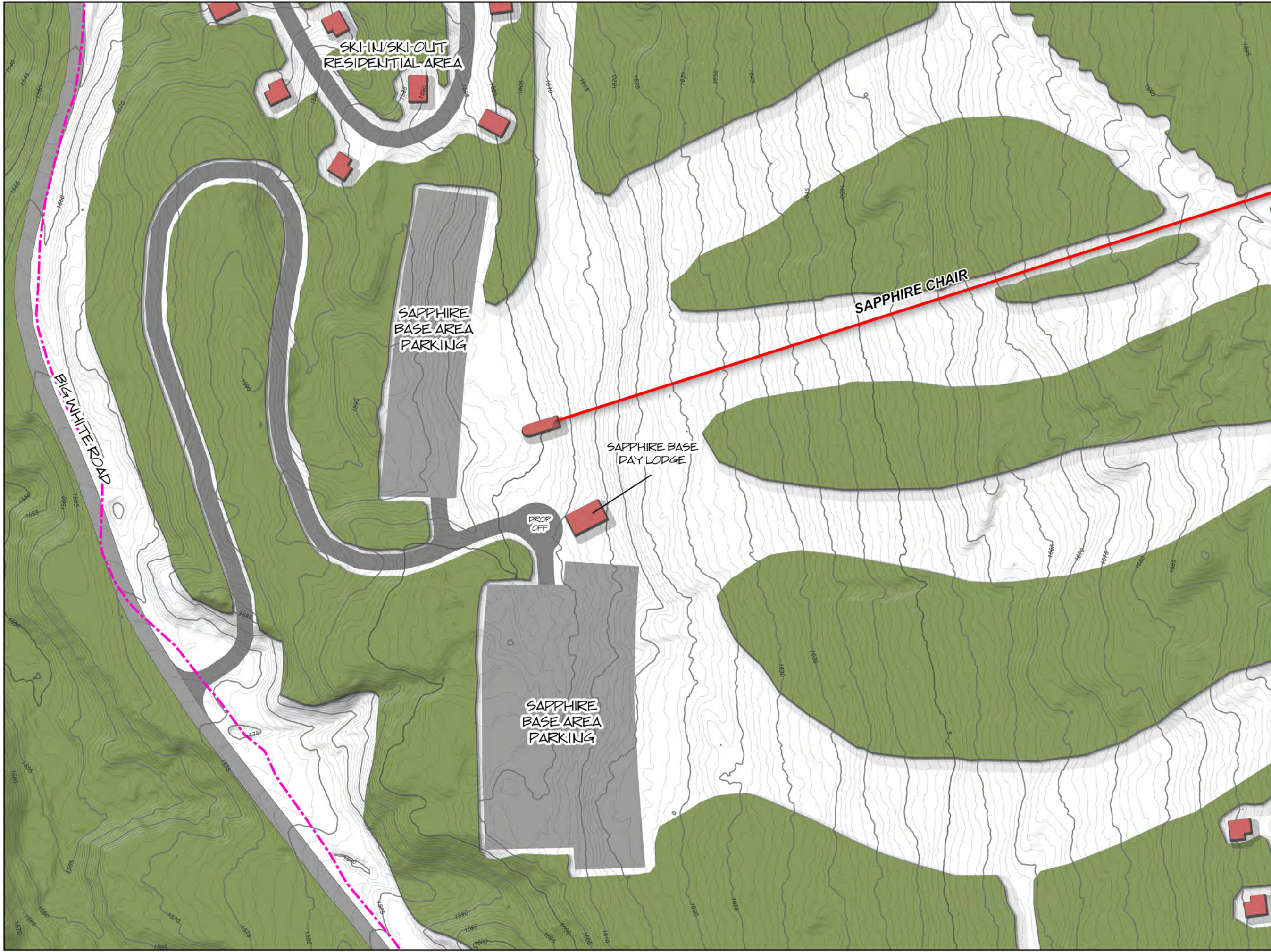
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Resort Master Plan
Gem Lake/Gem West

Figure 4-16J



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Big White Ski Resort
Master Plan
2020

- Legend
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Ski Lifts
 - Existing Big White CRA
 - Full Tree Cover

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Resort Master Plan
Sapphire Base

Figure 4-16K

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4.10 LOWER VILLAGE MASTER PLAN CONCEPT

4.10.1 Introduction

The Lower Village will gradually become a critical, iconic focal point for the Resort, acting as the heart of community and resident activity at Big White. On a year-round basis, it may house such fundamental resident needs and requirements as a grocery store, liquor store, post office, medical centre, school, chapel, arena, bank, community services centre, library, theatre, and hardware and retail stores. This will be augmented with tourist-oriented facilities such as central reservations, restaurants, bars, accommodation, galleries, shops, specialized retail, and sporting goods outlets.

Its central location, with direct links to the skiing, the Happy Valley, Lara's Gondola, the Ridge Valley Base make the Lower Village an incredibly important community anchor at Big White. The complexity of the site and the need to satisfy sometimes conflicting land use requirements led to the following architectural programming and grading plan concepts. As the Lower Village is developed in a phased and incremental fashion, the buildout condition of the key components, design elements, and rationale must be remembered and respected to ensure that early phases of development do not preclude the full opportunity of the future.

4.10.2 Components

The various elements of the Lower Village are illustrated on Figure 4-17. The Lower Village is accessible from two main roads: The Happy Valley Road and School House Road. Both roads provide access to drop-off areas, delivery access areas for 'back-of-house' services, temporary parking, and access to underground parking levels. Happy Valley Road provides a direct connection to Happy Valley. School House Road provides direct access to the existing Big White Community School, the proposed arena, chapel and accommodation.

The Lower Village is pedestrian oriented, made up of a series of plazas connected by a Village Stroll built on top of two levels of stacked parking. The underground parking facilities are designed to accommodate both day-use and destination guests. The surface parking offers short-term use with direct association to resident and second home-oriented retail and community services in the Village core.

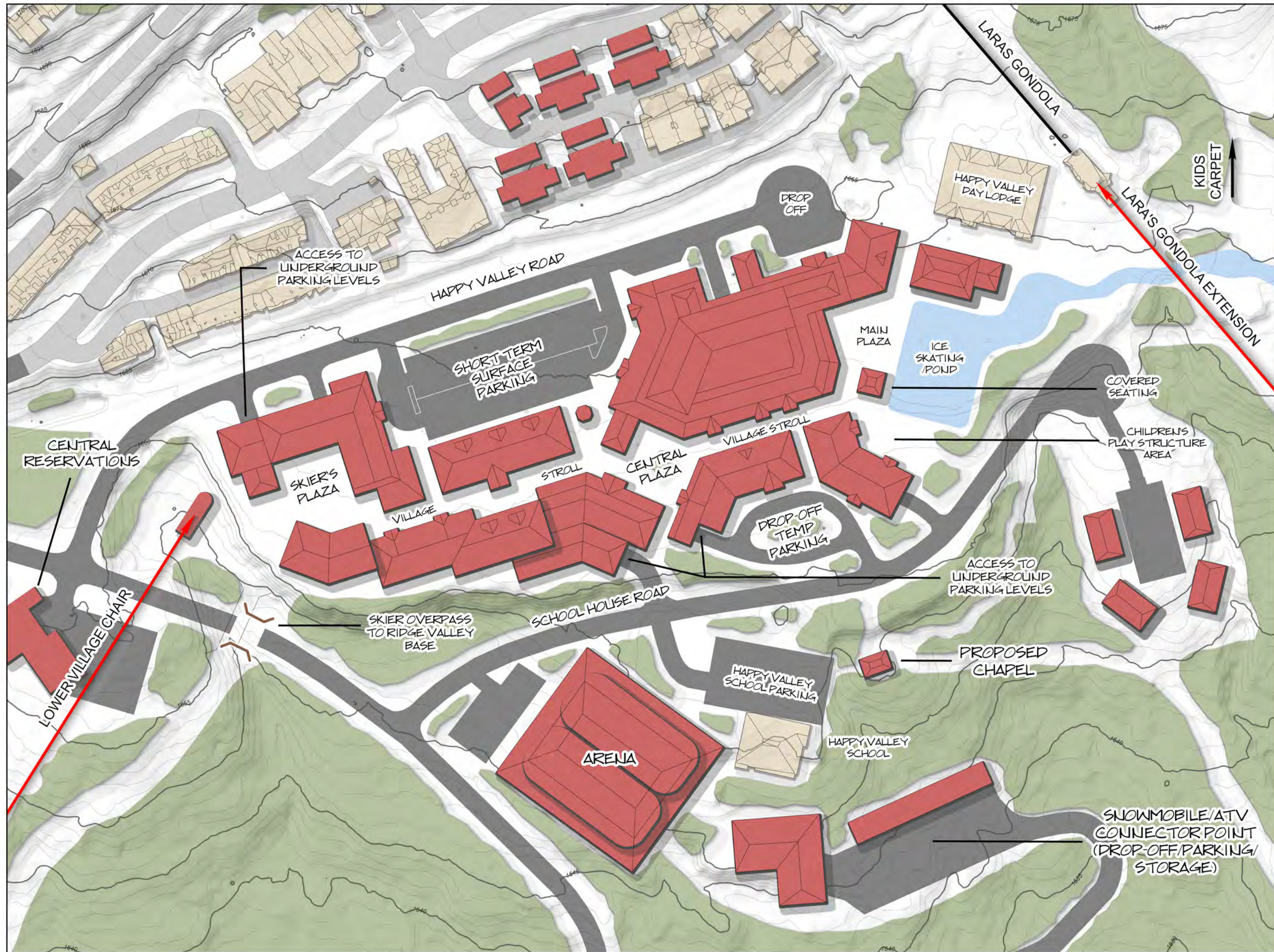
With the intent of catering to both day-use and destination guests, the objective is to provide for easy access to the Lower Village by car. Then, once parked, these guests leave their vehicles and the traffic behind, now able to fully access all Big White's skiing facilities and amenities as a pedestrian.

From the resident and second homeowner's perspective, the Lower Village offers easy access to facilities, supplies, and services. The short-term parking lot is designed to be surrounded by facilities catering to resident needs (e.g. grocery, liquor, hardware, bank, post office, chapel, etc.).

The Village Stroll effectively connects the skiing and activities found in Happy Valley to the skiing that leads down to the Ridge Valley Base. It is envisioned to be lined with attractive, snowcountry-oriented buildings that average three stories in height. The pedestrian street averages about 10 metres in width from building edge to building edge. The combination of the building heights and street width is designed to give the Lower Village an intimate human scale.

The alignment of the Stroll combined with building placement is designed to limit views down the street, encouraging the pedestrian to continue to explore from plaza to plaza. Each of the three plazas provide space for gathering and sitting. Skier egress is provided from the Lower Village to the Ridge Valley Base via a proposed ski run and skier overpass at the west end of the Village Stroll.

The distance from Lara's Gondola to the west end of the Lower Village is approximately 400 metres, a comfortable walking distance for pedestrians moving in ski boots



Big White Ski Resort Master Plan 2020

Legend

- Existing Lifts
- Proposed Lifts
- Proposed Roads
- Proposed Parking Lots
- Existing Buildings
- Proposed Buildings

Prepared for:



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Proposed Lower Village

Figure 4-17

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4.10.3 Elements and Architectural Programming

Figure 4-18 illustrates the three floors of architectural programming for the Lower Village. The primary focal point of the Lower Village incorporates the proposed Main Plaza with the existing base area facilities, including the Happy Valley Day Lodge, the new mid terminal (formerly the bottom terminal) of Lara's Gondola, and the open air ice-skating rink in the winter (pond in the summer). The Main Plaza is a key gathering and staging area for guests, capitalizing on its proximity to the primary drop-off and the morning and day-time solar exposure.

Within the Main Plaza, a children's play structure adjacent to a covered seating area is envisioned for the south side of the rink/pond. The covered seating provides parents and guests the opportunity to passively interact with the surrounding outdoor activities and the structure also assists in anchoring the plaza area.

A day care facility is proposed in the building south of the rink/pond surface and will have direct association with the play structure and common outdoor space. The day care is also close to parking, drop-off areas, the Happy Valley Day Lodge, the gondola base, equipment rentals, and staging areas for lessons and group activities. The location for the day care provides direct access and association to the Village amenities while maintaining a degree of separation from the general public.

The buildings proposed for the Main Plaza and the rink/pond area incorporate community and destination retail, which complement the services offered in the existing Day Lodge.

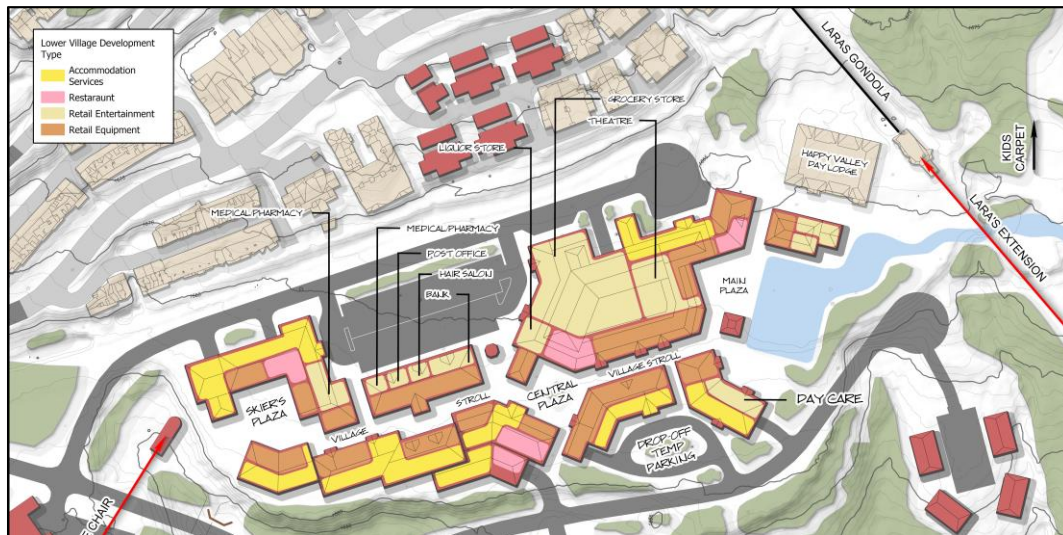
The existing Happy Valley Day Lodge and adjacent building include cafeteria/restaurant space, equipment rental and repair services (e.g. ski, snowboard, ice-skating, snowshoeing, Nordic skiing), public washrooms, administration offices, group lesson and tour group front desk, ticket outlets, and retail services.

Moving west along the Village Stroll from the Main Plaza to Central Plaza and finally to Skiers Plaza, the guests will have the opportunity to explore with destination retail and amenities such as galleries, specialized products from the region, specialized high-end recreation equipment retail and rental, souvenir shops, unique outlets, and book store, among others. Restaurants, pubs, bars, and cafés are strategically placed within each area of the Plaza to take provide ample patio space and people watching opportunities.

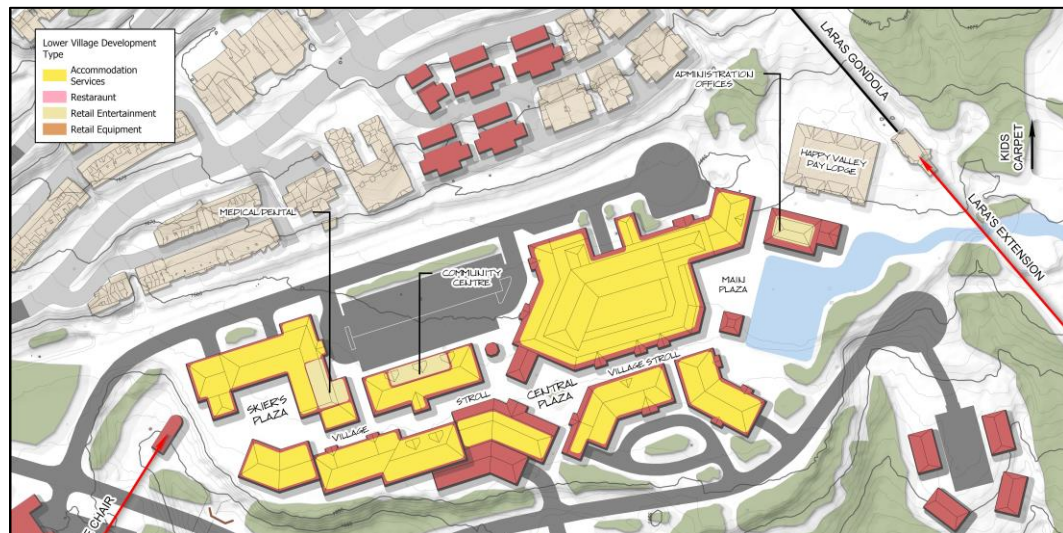
Surrounding the short-term surface parking area are more community and resident-oriented facilities and services such as a grocery store, liquor store, post office, hair salon, bank, medical and dental clinics, pharmacy, community centre space, real estate office, lockers and storage, concierge services, and a hardware store.

Figure 4-18. Lower Village - Proposed Space Use

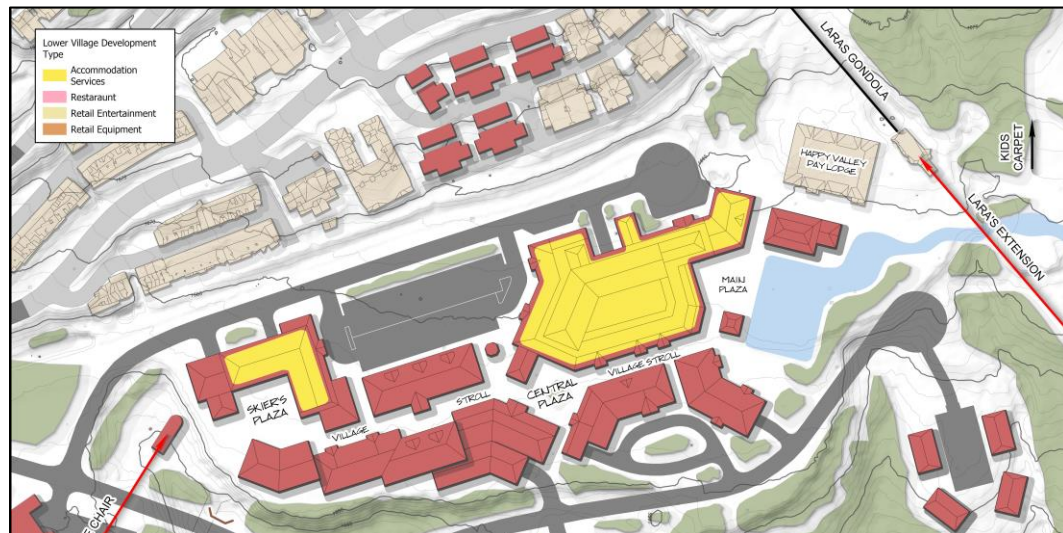
Ground Floor

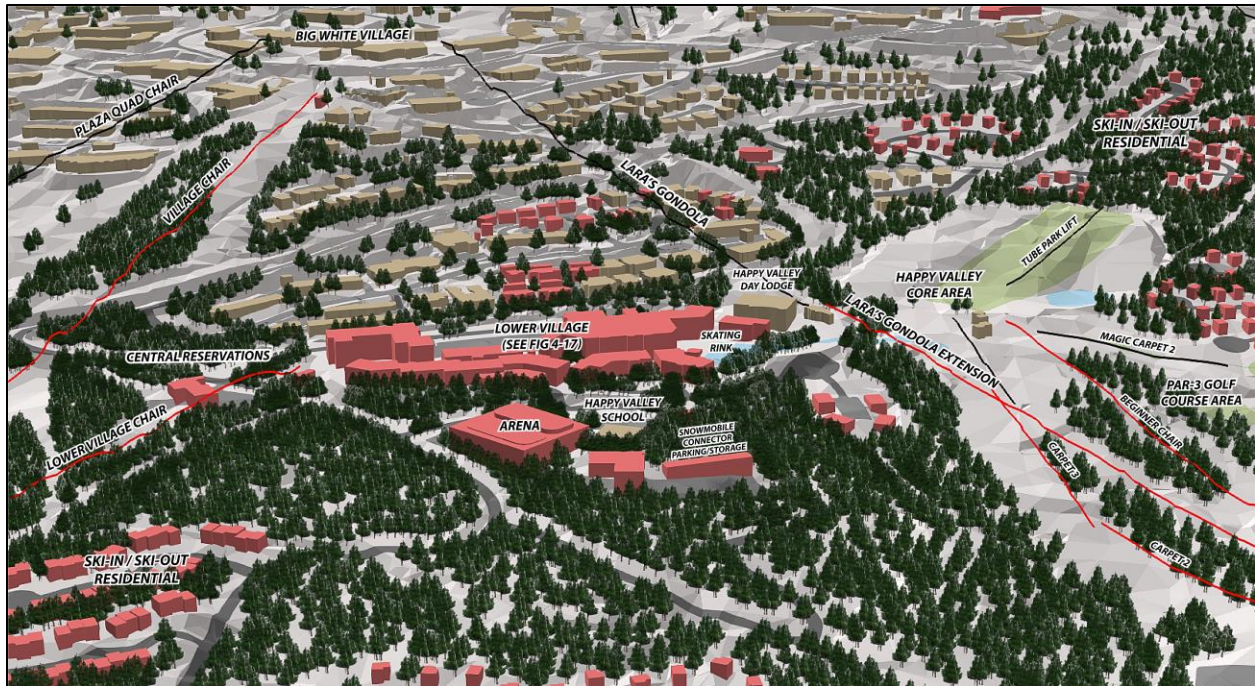


Second Floor



Third Floor





View of the Lower Village (3D)

In addition to resident facilities and destination retail, the Lower Village also provides recreation and entertainment services. These include a theatre, a variety of space for spas, fitness, training and yoga studios, and convention and seminar space.

A wide range of accommodation types are proposed to complement the ground level skier services planned for the Main Plaza. These will be located above the pedestrian-oriented shops and services and will be accessible by car or bus with convenient drop-off locations and underground parking facilities within a comfortable walking distance. At buildout, a total of 350 units of accommodation will be incorporated into the Lower Village.

4.10.4 Adjacent Facilities

Adjacent to the planned Lower Village are the existing Big White Community School and the proposed Snowmobile/ATV Connector, the Big White Central Reservations and Welcome Centre, an all-season ice hockey arena, and chapel.

The Big White Community School is a public school that offers classes from kindergarten to grade 9 for the children of full-time residents at Big White. As the Resort grows, it is anticipated that enrolment will increase.

The Snowmobile/ATV Connector is a trail designed enable residents and guests to Big White to access the Lower Village as well as the rest of the Resort by snowmobile in the winter and ATV in the summer. The intent is to enable snowmobiles/ATVs to access to the Lower Village, allow guests to park their

snowmobiles and go skiing or enjoy the Resort's amenities. This design is motivated by Big White's new backcountry-oriented residential developments.

The Big White Welcome Centre (Central Reservations) will function as a check-in facility and information centre. It is centrally located so to be easily found by those unfamiliar with the Resort.

The arena, located next to the Big White Community School, will be sized to house two hockey rinks. In addition to public skating, this will provide ice year-round, creating opportunities for hockey and skating camps.

4.10.5 Grade Changes

One of the challenges facing the planned developments in the Lower Village is integrating the final grading into the natural terrain while preserving the necessary functional elements (Figure 4-19). Specifically, integrating the desire lines of residents, day-use guests, and destination guests with the interface of ski runs, ski lifts, the functional realities of vehicles arriving and departing, the elevation relationships of underground parking, and the need for back-of-house services.

By developing the Lower Village with unobtrusive underground parking, vehicular accessibility, the flow of pedestrians, and the optimum form and function of each building can be guaranteed.

Key grading objectives include:

- The east end of the Lower Village must have elevation levels set to that of the existing Happy Valley Day Lodge (1667.0 metres), Lara's Gondola base (1667.0 m) and the surface ice rink/pond surface (1664.5 m);
- The proposed west end must tie into the elevations of the skier overpass (1160.0 m), designed to enable skiers to ski down to the Ridge Valley Base below;
- The top terminal of the Lower Village Chair, rising from the Ridge Base, must be positioned high enough to cross over the Central Reservations parking lots and access the road;
- The Village Stroll is on average set at 1664.5 m elevation, moving from the height of the Main Plaza (1664.5 m), through Central Plaza (1665.0 m) and down to the Skier's Plaza (1664.0 m);
- The two parking levels below the Village Stroll are set at 1661.0 m for P1 and 1658.0 m for P2;
- Happy Valley Road gradually climbs from 1658.5 m to the skier drop-off at 1666.5 m, providing access to the upper level of underground parking (P1) at 1661.0 m and the short-term surface parking at an elevation of 1664.0 m;
- The elevation of the short-term surface parking is the same as the Village Stroll (1664.0 m);



Big White Ski Resort
Master Plan
2020



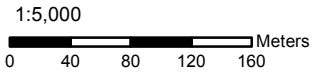
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Lower Village
Grading Plan

Figure 4-19

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- School House Road rises from the intersection with East Peak Road (1650.0 m) to a high point of 1660.0 m, providing access to the lower level of underground parking (P2) at an elevation of 1658.0 m, the upper level of underground parking (P1) and the hotel entrance/drop-off at 1661.0 m;
- The north side of the Village ties in naturally to the existing grades and provides the foundation for proposed development levels;
- The south side of the Village requires additional attention to detail in terms of the building façade and landscaping as the south/southwest side of the proposed Village structure will have more exposure as it ties back into natural slope.

4.10.6 Parking

As planned, there will be two levels of underground parking beneath the Lower Village which together will provide approximately 1,030 parking stalls. Assigning one parking stall to each unit of accommodation in the Lower Village, 350 stalls will be dedicated to overnight guests and the remaining 650 to day-use guests. In addition, proposed surface parking will provide 110 parking stalls dedicated to short-term use with direct access to the adjacent grocery store and resident-oriented retail outlets.

4.10.7 Design Guidelines

Design Guidelines specific to the Lower Village will be established to ensure that development will represent the desired high-quality, snowcountry character and ambience desired for Big White. These will include such elements as permitted building materials and colour palette, the desired overall aesthetics, the allowed plant materials, the treatment of surrounding vegetative buffers, and focal accents. The size and scale of building features will be designed to complement the existing development at Big White and its mountainous surroundings. These will be established as standards that all developers will have to adhere to as the phased construction of the Lower Village unfolds.

4.10.8 Lower Village Development

With the detailed planning and design, the Lower Village can be developed in phases. Key to this will be the need to maintain day use parking as development is completed. Once the Ridge Valley Base and the associated lifts and trails have been established, the Lower Village can be completed as an integral part of the resident and visitor experience and circulation patterns of Big White.

4.11 CONTROLLED RECREATION AREA BOUNDARY

To accommodate the envisioned growth of Big White, the Controlled Recreation Area (CRA) Boundary will require adjustment. The proposed revision will be negotiated as part of the new Master Development Agreement with the Province.

As illustrated in Figure 4-20, the existing CRA is 3,140 hectares (7,760 acres). As proposed, this will grow to 6,900 hectares (17,050 acres), an increase of 3,760 hectares (9,290 acres). It is important to note that the proposed expansion of the CRA respects the boundaries of the Big White Mountain Ecological Reserve. Internal to the new CRA, the total base area development (existing and proposed) that would be privatized through Crown land grants would be 516 hectares (1,275 acres).



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Existing Big White CRA
 - Proposed CRA
 - Existing Ski Runs
 - Committed Ski Runs
 - Proposed Ski Runs
 - Proposed Multi-Use Trails

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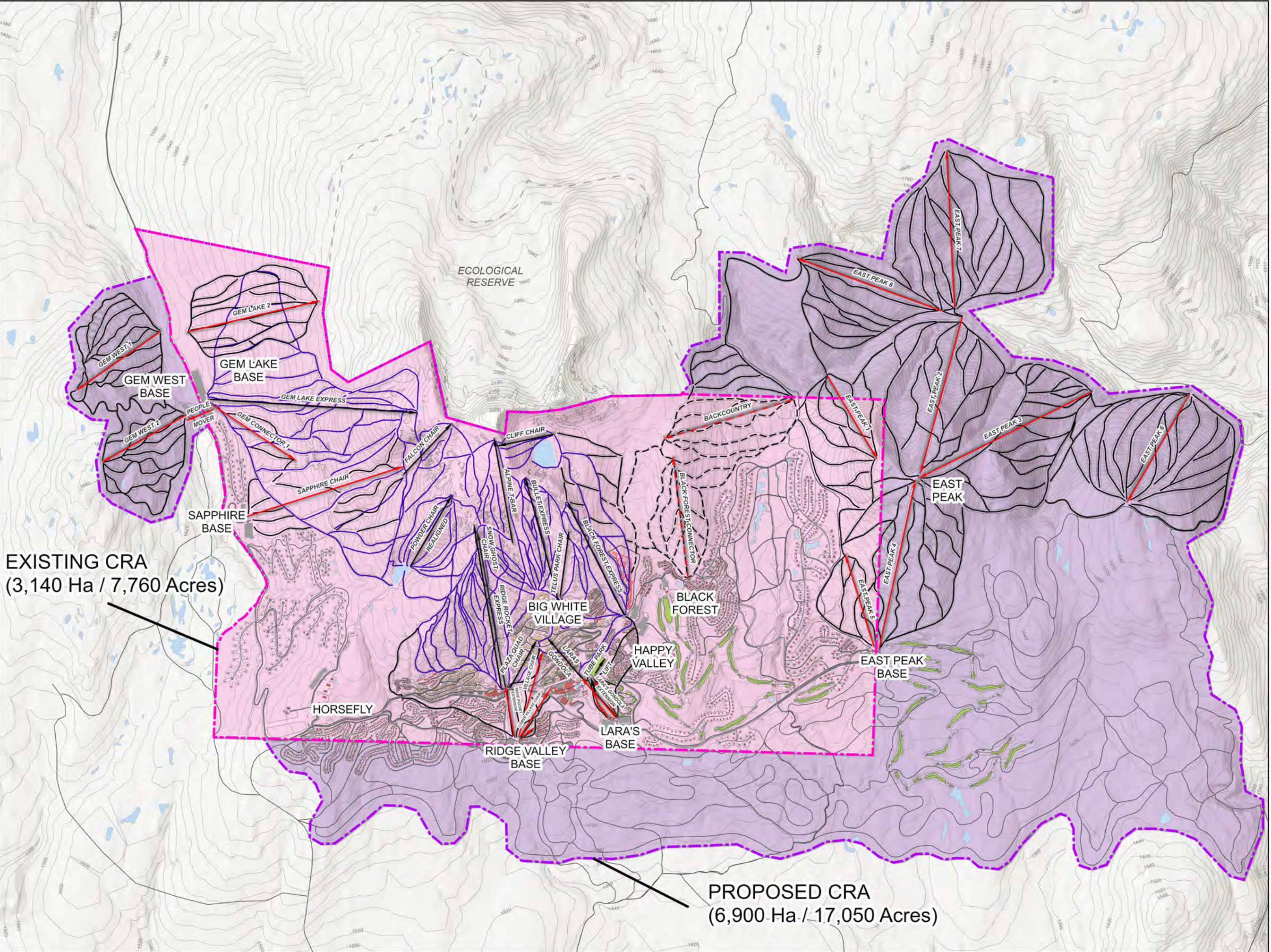

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Proposed CRA
Boundary

Figure 4-20



EXISTING CRA
(3,140 Ha / 7,760 Acres)

PROPOSED CRA
(6,900 Ha / 17,050 Acres)

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4.12 SERVICING AND INFRASTRUCTURE

4.12.1 Introduction

At buildout of this Master Plan, Big White should have 20,600 bed units in place to meet the needs of overnight guests (see Table 4-8). This is a significant increase over the existing 10,533 bed units already in place or committed. It is important to note that this development will be gradual, responding to market demand, over the course of many years.

As development of the Resort continues, water, sewer and power utilities will be improved and upgraded as necessary (Figure 4-21). In all cases, state-of-the-art technologies and industry best management practices will be applied to keep environmental impacts to a minimum.

4.12.2 Water

To realize its full potential, Big White will continue to invest in water infrastructure as needs arise. It anticipated that these needs will be driven by:

- Climate change has added increased uncertainty to the ski industry with regards to reliable snowline, snow quantity, and snow quality, which in turn places importance on water used in snowmaking.
- Water required to irrigate the proposed Par 3 golf course and 18-hole golf courses (built and operated using environmental best practices).
- Domestic water demand will increase with commercial and residential development at the resort.
- Domestic water demand will increase with the growth of day-use skiers, golfers, and staff.
- Summer use of the Resort will require a year-round sustainable water supply for domestic and commercial use, irrigation, and landscaping.

Overall, it is estimated that Big White will need approximately 550 to 600 million imperial gallons of water annually to meet their needs at buildout. Of this, it is estimated that approximately 375 million gallons will be required for domestic consumption and 125 million gallons will be needed for snowmaking. Irrigation requirements for the golf courses will add to this total.

To accommodate needs of the committed and planned development of Big White's facilities and bed base, the water utility capacity will need ongoing expansion. To that end, the Powder Basin Reservoir was expanded to a capacity of 217,000 m³ at a cost of \$3.9 million in 2006. Further, Big White received a conditional water license (#118739) on May 20, 2008. With this, the water utility has been designed to service approximately 18,500 bed units. Big White has also received approval for two new reservoirs, one at Hallam Creek and the other at Whitefoot Creek each with a capacity of 909,000 m³, should the need arise.

In 2018 Big White completed a U.V. treatment and chlorine injection water treatment plant for the Powder Basin reservoir. The plant subsidizes the Big White Village lower water pressure zone, with the plant capable of treating up to 160 litres per second to meet fire demand for the High Forest Subdivision.



Rhonda Lake near the Cliff Chair and a popular summer hiking destination.



Big White Ski Resort
Master Plan
2020

Legend

- Existing Big White CRA
- Proposed CRA
- Existing Buildings at Buildout
- Proposed Buildings
- Existing Crown Lands
- Tenures/Infrastructure ROWs

Proposed Industrial Development Types

- Black Forest Staff Accommodation
- Commercial Industry
- Fire Hall
- Horsefly Road Industry
- Hydro Substation
- Maintenance
- Proposed Water Lines/Reservoir

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Infrastructure Plan

Figure 4-21

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4.12.3 Sewage Treatment

The sewage treatment plant at Big White is currently operating under a permit which allows a daily discharge of 2,000 cubic metres per day with peaks to 4,000 cubic meters per day. This equates to about 18,370 beds (as compared to the existing and committed bed base of 10,533).

In 2018, Big White added a fine screen head works building to its sewage ponds to remove garbage, fats and oils, and grit, and a filtration system rated to 4,000 cubic meters per day to remove 40% of suspended solids and 30% Biochemical Oxygen Demand. These upgrades will keep Big White well within their permitted discharge rates even with increased flows from the proposed developments. Currently, the average discharge at Big White is 1,350 cubic metres per day midweek 1,500 cubic metres per day on weekends, well below permitted levels.

In the spring of 2018, Big White received approval to develop a design for a Membrane Bioreactor (MBR) wastewater treatment plant with a capacity of 2,400 cubic metres per day. Big White plans to secure permits for the construction and installation of the plant by 2024, ensuring they have capacity to meet all the proposed developments while ensuring that all effluent is treated to the highest standards.

To service and connect the upgraded and expanded wastewater treatment facility, Big White secured a statutory right-of-way for upgraded power and sewer lines in May 2019. Big White is currently developing the subsequent required planning documents to initiate construction, but timing of construction is conditional on demand.

Looking to the future, Big White plans to relocate its sewage treatment plant and infrastructure from its current location south of Big White Village to a yet to be finalized site within the Horsefly Road area. The existing treatment ponds and associated infrastructure will be remediated, reclaimed, and restored in adherence with Provincial contaminated sites regulations.

4.12.4 Solid Waste Disposal

The Regional District of Kootenay Boundary is responsible for the cost of collecting the garbage from Big White. Garbage is collected from each of the large buildings as well as from a special solid waste depot set up for chalet owners. The garbage is then transported to Kelowna by BFI Waste Systems.

4.12.5 Recycling

Recycling services are also provided by the Regional District of the Kootenay Boundary. They accept all materials commonly taken by Recycle BC facilities, but

banned substances (e.g. paint, tires) must be delivered to Recycle BC locations in Kelowna for proper disposal.

4.12.6 Waste Reduction Initiatives

Big White has undertaken a series of waste reduction initiatives as part of their larger effort to reduce the environmental impact of their operations. These are taking place across their food and beverage operations, accommodation, and events.

In the restaurants, cafes, and bars, Big White is transitioning away from single use plastics and has recently adopted compostable or metal straws. Within the Village, the Globe Café and Tapas bar have also implemented the MugShare program which will help eliminate the use of disposable cups. Globe Café also sources as much of its protein, fruits, and vegetables from local farms and support the local community garden. Finally, guests can refill their reusable bottles at water refill stations located throughout the resort.

Waste reduction is also being pursued within the hotels throughout Big White. Working in partnership with accommodation providers, Big White has implemented the Throw in the Towel program to reduce water consumption resulting from laundry and has switched to environmentally sensitive cleaning and sanitation products that are EcoLogo™ certified.

Finally, at world class events, such as the Big White Invitational Slopestyle, Big White works with the Community Association and volunteers to ensure all recyclable material is diverted from the landfill.

Big White will continue to work to reduce its waste through these initiatives and is search for new effective methods or programs to help reduce its environmental impact.

4.12.7 Propane

As part of its continued efforts to realize operational and service efficiencies, Big White will look to relocate its current propane tank farm to a parcel along Horsefly Road. While the location has not been finalized, the preferred site would be north of the existing Fortis Sub Station. Big White will secure for the appropriate land licenses and associated permissions before embarking on final design and engineering.

4.12.8 Power

Until 1976, Big White Resort met its electrical needs with diesel generators and the lifts were all operated with diesel engines. Through 1976-77, West Kootenay Power (now FortisBC Inc.) constructed power lines from Highway 33, connecting Big White to BC's electrical grid, and removing the need for the diesel generators.

In 2009, FortisBC completed construction of the 138 kV Joe Rich transmission line which connects the substation at Big White Village to the Joe Rich Substation. With the completion of the transmission line, and upgrades and improvements in Big White, long-term power supply is not a concern. Big White continues to liaise with FortisBC Inc. to review current demand and future developments. Big White will monitor development, guest usage patterns, and the feasibility of new technologies (such as photovoltaic roofing, and electric car charging stations) to refine and adjust the development of its power infrastructure.

4.12.9 Security

The Kelowna detachment of the RCMP provide policing service to Big White, with two officers and a cruiser within the Village on weekends and holidays and, on a on-call basis at other times. During busier periods, such as New Year's Eve, additional officers are provided as needed.

Additional security services are provided by Mountain Security Corporation through electronic monitoring and supplemented by foot patrols to properties that have purchased the additional service.

As part of the proposed expansion and shift to all-season operation, planning for expanded security services and infrastructure is currently underway. It will be expanded in balance with the realized development of the proposed base area amenities and residential facilities.

4.12.10 Ambulance/Health Services

The BC Ambulance Service provides 24-hour service at Big White through all four seasons. The ambulance and emergency medical technicians are dispatched from the City of Kelowna when required and persons requiring emergency medical care are transported to Kelowna General Hospital.

Other non-emergency medical treatment is provided to the Village by the Whitefoot Medical Clinic located in the Whitefoot Lodge. The practicing physician is available by pager for emergency response when needed.

All injuries experienced on the ski and bike trails are attended to by the ski/bike patrol, which assess the nature and seriousness of the injury, and arrange the transfer of the patient to the appropriated medical facility.

4.12.11 Fire Protection

In 1986, a two bay, three story Fire Hall and a year-round volunteer fire department were established in coordination with the Regional District of the Kootenay Boundary. This Fire Hall contains living quarters for the fire chief and volunteer staff, enabling the Hall to be manned on a full-time basis.

Fire fighting equipment currently consists of a 2007 1,250 GPM Pumper Fire Truck, a 1995 1,050 GPM Pumper Fire Truck, a 2002 Ford 210 GPM Mini Pumper, and a three four-wheel drive response trucks. A new ladder truck is on order and delivery is expected within two years.

A new, five bay Fire Hall with living quarters is proposed for an area immediately south of the Snowpines development. This site is centrally located within the existing and proposed development areas at Big White and will ensure expedient response times to all parts of Big White. As development occurs at the base of the East Peak, a satellite Fire Hall will be developed to better serve that neighbourhood.

A fire management plan covering the lands within Big White's CRA was developed with the Regional District to address the growing concern around forest fires. In fall 2019, two fire barriers were created at the south west end of the Resort with funds from the Forest Enhancement Society. The fire management plan will be revisited and revised where necessary in collaboration with the Regional District and the Province as summer resort activities are developed.

4.13 MOUNTAIN AVALANCHE HAZARD AND CONTROL

Big White reviews and refines its avalanche control program annually to keep up with industry standards and address any issues that may arise during the winter season. As part of this effort, Big White has developed a terrain atlas for all avalanche areas within the Big White Study Area. Currently, the focus of the avalanche control program within the existing Controlled Recreation Area is Parachute Bowl in the Cliff Chair ski pod due to the nature of its terrain, its popularity with guests, and the potential consequences of avalanche activity. However, many of the smaller terrain features that may pose intermittent avalanche hazard to skiers are also analysed. These include (but are not limited to):

- Parachute Bowl;
- Mini-Cliff;
- Falcon Bowl;
- Slopes above Village Way from top of Gem (adjacent to Falcon Bowl e.g. Playground and adjacent ridges);
- Rainbow Roll (west facing convex roll above Kalina's Rainbow traverse);
- Black Bear Tree;
- East Corkscrew Glades; and
- Easter Chutes.

The terrain attributes in the identified paths describe:

- Starting zone aspect, incline, terrain features and vegetation (e.g. open slope, tree glades, gully, cliff, convex roll), ground surface roughness (e.g. 50 cm talus, rock slabs, rock outcrops, heather);
- Effect of prevailing wind;
- Top of start zone and bottom of runout zone elevation;
- Runout zone characteristics (terrain features such as ponds, transitions, creeks, trees, rocks, ski runs); and
- History (past avalanches and conditions when observed).

Further, out of bounds areas (i.e. Back of Gem, Moonlight Bowl, East Peak, Gem West, etc.) are studied for purposes of night search and rescue. These areas are distinct from inbounds terrain, differentiating between the controlled areas within the CRA and the uncontrolled areas in the backcountry. Ultimately, as the CRA is expanded, many of these out of bounds areas will be included in the control program.

4.14 BIG WHITE SKI RESORT AT BUILDOUT

As illustrated, the proposed concept for Big White Ski Resort will see this well-established, successful ski area transformed into an iconic, world-class all-season resort (Fig. 4-22 and Fig. 4-23).

The winter season offering will expand to include the high-quality ski terrain of the East Peak and Gem West areas, the addition of connector lifts will improve skier circulation, and with new gladed terrain, together create an unparalleled skiing experience. Complementing this will be a range of recreational activities that will appeal to every member of the family, a vibrant base area, and resort-wide ski in/ski out accommodation – a quintessential Big White experience.

In the Summer, downhill and cross-country mountain biking will feature as the primary attraction and the Resort will grow to be one of the top mountain biking destinations in North America. A network of hiking trails, a multi-purpose trail network, world-class golf courses, and an array of family-friendly activities will round out the offering and result in a summer resort experience that rivals that of the winter.

The base areas will see a similar transformation, aligned and in balance with the development of the on-mountain attractions and facilities. The new Ridge Valley, Lara's, and East Peak base areas, complemented by the expansion of the Black Forest and Gem Lakes base areas, will cater to the diverse needs of day-use guests. The Lower Village/Happy Valley and Chateau Blanc (Ridge Base) will increasingly come to serve the needs of destination guests through an intimate, pedestrian-oriented design and amenities.



Big White Ski Resort
Master Plan
2020

- Legend
- Existing Big White CRA
 - Proposed CRA
 - Proposed Golf Courses
 - Proposed Roads
 - Proposed Parking Lots
 - Existing Ski Lifts
 - Proposed Lifts
 - Proposed Trails
- Proposed Glading
- Existing Glading
 - Glading Thin
 - Glading Dense
 - Proposed Vegetation at Buildout
- Proposed Buildings
- Existing Buildings
 - Proposed Buildings

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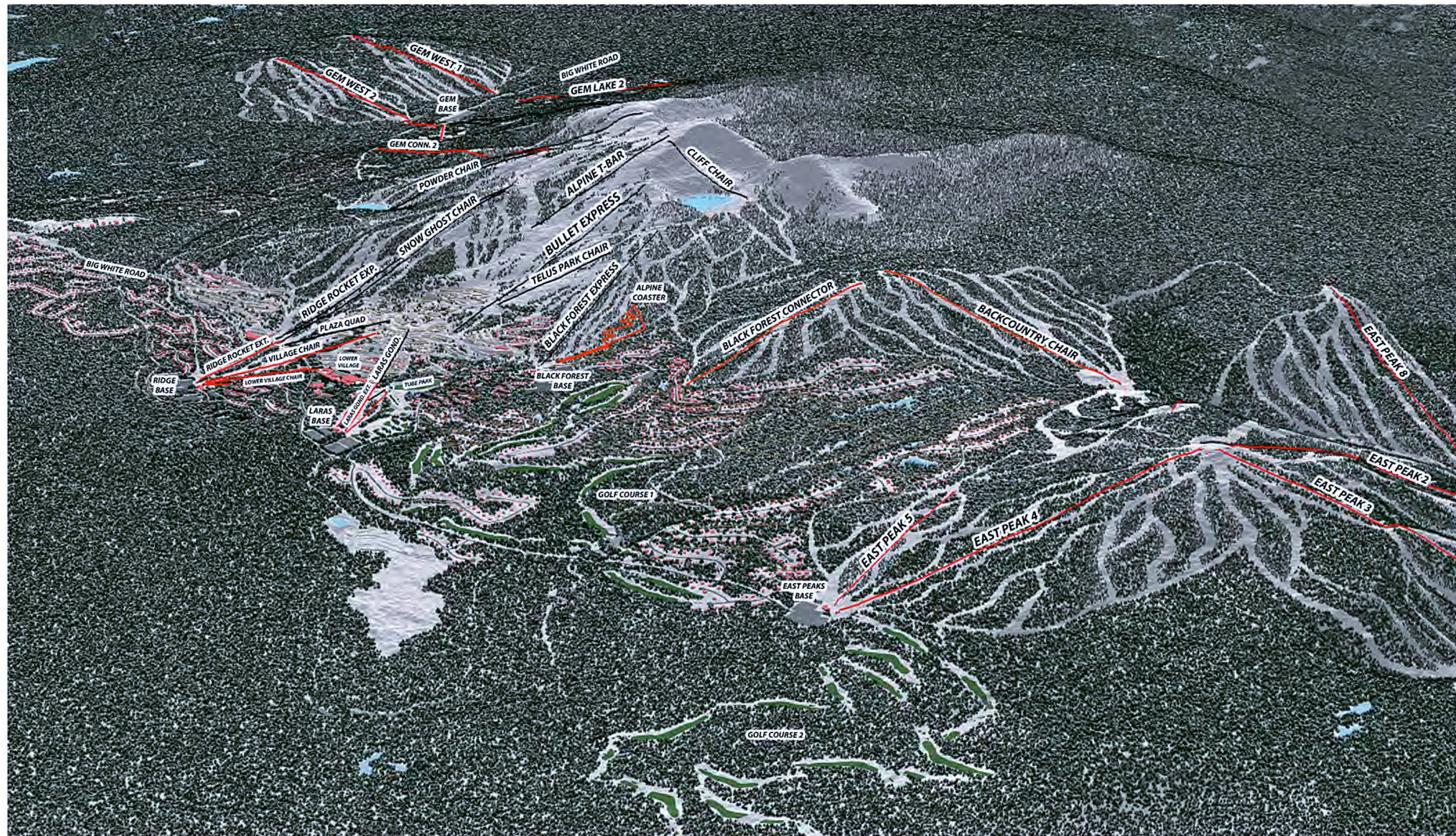
Resort Master Plan
at Buildout

Figure 4-22

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Big White Ski Resort Master Plan 2020



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Resort Master Plan At Buildout - 3D

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4.15 IMPLEMENTATION STRATEGY

The pace at which the Big White Master Plan is implemented will be driven by the resort marketplace, economic conditions, and Big White's priorities. However, if the Master Plan remains largely as proposed through the approval process, a series of short-term implementation strategies and action steps will be activated to set the Plan in motion. These are as follows:

4.15.1 Obtain Development Approvals and Agreements

1. Refine the Master Plan based on required changes as directed by the Ministry of Forests, Lands, Natural Resource Operations, and Rural Development;
2. Negotiate the Master Development Agreement with the Ministry of Forests, Lands, Natural Resource Operations, and Rural Development;
3. Evaluate and potentially facilitate the establishment of Big White as a Resort Municipality;
4. Facilitate the amendment of the Official Community Plan and necessary Zoning applications with the Regional District of Kootenay Boundary; and
5. Work to support and complement the WFN's vision, goals, and objectives for their community, focused on their stated goal of realizing the development of tourism opportunities within their lands and traditional territories.

4.15.1 Phase One Winter: Improve and Upgrade the Existing Facilities

1. Continue to make improvements to Big White including;
 - a. Summer grooming of the existing ski trails;
 - b. Add gladed ski trails;
2. Install:
 - a. The approved¹³ Black Forest Connector chair and associated ski trails;
 - b. The approved¹³ Backcountry Chair and associated ski trails within the initially within the existing CRA and, with a new MDA in place, expanding into the new CRA;
 - c. The Sapphire Chair and associated ski trails;
 - d. The Gem Connector 1 and associated ski trails.
3. Initiate the development of the Ridge Valley Base (RVB) with the:
 - a. Completion of a detailed RVB Master Plan;

¹³ The Black Forest Connector, Backcountry Chair, and associated ski trails were approved under the 1999 Master Plan but have yet to be constructed. Their development serves as an important first step to realize the Resort Concept presented in the 2020 Master Plan.

- b. Realignment of Big White Road down to the RVB and on to the Lower Village (or establish a skier underpass under Big White Road);
 - c. Decommissioning of the sewage treatment ponds;
- 4. Develop plans for the East Peak as a Cat Skiing Operation;
- 5. Create a Management and Operations Plan for the establishment of a Cat Skiing operation on the East Peak to initiate as the first phase of recreation development of the East Peak;
- 6. Continue with infill of the existing resort residential development throughout the resort.

4.15.2 Phase One Summer: Expand the Summer Use Development Program

1. Continue with the construction and operation of the lift-serviced Downhill Mountain Bike Park through the Bullet Express terrain pod;
2. Complete the detailed planning, gain approvals, and begin construction of the Cross-country Mountain Bike Trails;
3. Complete the detailed planning, gain approvals, and begin construction of the Alpine Coaster staged from the Black Forest base;
4. Complete the detailed planning and gain approvals for the Happy Valley Par 3 golf course, driving range, putting green, and golf academy;
5. Complete the detailed planning and gain approvals for the first 18-hole golf course;
6. Complete the detailed planning, gain approvals, and begin construction of the zip lines;
7. Complete the detailed planning, gain approvals, and begin construction of the RV Park and campground;
8. Apply for Crown land leases in association with specific summer facilities;
9. Initiate detailed real estate development plans associated with further expansion of the Black Forest;
10. Continue with infill of the existing resort residential development throughout the resort.

4.15.3 Phase Two Winter: Expansion and Infill

1. Install:
 - a. The Ridge Rocket Chair extension and associated ski trails;
 - b. The Lower Village Chair and associated ski trails;
 - c. Carpet 1 and associated ski trails;
2. Replace the Village Chair with the Plaza Pulse Gondola;
3. Construct:
 - a. The parking, infrastructure, and base lodge associated with the RVB.
4. Initiate the development of the Backcountry subdivision with the:
 - a. Completion of detailed planning and civil engineering;
 - b. Planning and development of a snowmobile trail system that complements the Resort;
 - c. Development of the snowmobile staging centre adjacent to the intersection of Horsefly Road;
 - d. Development of the snowmobile connector facility adjacent to the future site of the Lower Village;
5. Apply for a guided snowmobile operation staged from Big White as per the Adventure Tourism Policy;
6. Complete a detailed snowmaking plan with a focus on the:
 - a. Ridge Pod down to the Ridge Valley Base;
 - b. Gem Lake Pod;
7. Initiate development of the snowmaking system;
8. Continue to make improvements to Big White including:
 - a. Summer grooming of the existing ski trails;
 - b. Add gladed ski trails
9. Implement the ski run and glading development of the East Peak;
10. Initiate the operation of the Cat Skiing on the East Peak as a high-end, exclusive offering within Big White;
11. Initiate the development of the Lower Village (LV) and Lara's Base (LB) with the:
 - a. Completion of a detailed LV and LB Master Plans;
 - b. Realignment of Big White Road to the Lower Village and on to Lara's Base;
 - c. Continue with infill of the existing resort residential development throughout the resort.

4.15.4 Phase Three Winter: Expansion and Infill

1. Install:
 - a. Lara's Gondola extension and associated ski trails;
 - b. The Lara's Base Beginner Chair, Carpet 2, Carpet 3 and associated ski trails;
 - c. Gem West 1, Gem West 2, the Gem People Mover and associated ski trails;
2. Construct:
 - a. The Lower Village parking, infrastructure and initial buildings;
 - b. Lara's Base parking, infrastructure and for the base lodge;

4.15.5 Future Phases of Development

On a longer timeframe than the actions steps described above, the objectives would be expanded to:

1. Initiate ski lift development associated with the established ski runs and glades on the East Peak. This would be divided into sequential development that supports a balanced ski product and a complete resort experience. The development will occur as follows:
 - a. East Peak 1 and East Peak 2 Pods (access terrain to the south);
 - b. East Peak 4 and East Peak 5 Pods development;
 - c. East Peak Base Area, supportive infrastructures, services and residential;
 - d. East Peak 3 and East Peak 6 Pods (infill);
 - e. East Peak 7 and East Peak 8 Pods (buildout).
2. Establish the day-use base area at the East Peak;
3. Refine and implement the Master Plan for the Lower Village;
4. Expand the Gem Lake lift and trail system to include the Gem Lake 2 lift and trails.

The implementation strategy described above is illustrated in Figure 4-24.



Big White Ski Resort
Master Plan
2020

- Legend**
- Existing Ski Lifts
 - Committed Lifts
 - Proposed Lifts
 - Existing Big White CRA
 - Proposed CRA
 - Existing Ski Runs
 - Committed Ski Runs
 - Proposed Ski Runs
- Proposed Phasing**
- Ski Area Phasing Plan**
- Phase One
 - Phase Two
 - Phase Three
 - Future Phase
 - Approved
 - Existing

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Mountain
Phasing Plan

Figure 4-24

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4.15.6 Phased Capacity

Ski Area Expansion

The Comfortable Carrying Capacity of the alpine skiing will grow incrementally with the installation of new lifts and trails. Table 4-11 describes the potential growth of CCC by phase, subject to Big White's priorities and the requisite business case to proceed.

Table 4-11. Proposed Additional CCC by Phase

Phase	CCC
Phase 1	3,129
Phase 2	3,249
Phase 3	2,703
Future	7,114
Total Additional	16,195
TOTAL CCC	25,624

Resort Residential Development

Resort residential accommodation would be gradually developed aligned with the expansion and infill of Big White. The potential allocation of the proposed bed units by phase is detailed below in Table 4-12 and is limited to the total number of bed units applied for in this Master Plan. While this total will not be exceeded, the location and actual number of bed units developed by phase may vary depending on the sequence of on-mountain developments to ensure the balance with base area facilities is maintained.

It is important to note that as per Section 4.8.4, Big White reserves the right to apply for additional bed units up to the totals determined by the Bed Unit Model.

Table 4-12. Proposed Additional Bed Units by Phase

Phase	Bed Units
Phase 1	2,661
Phase 2	3,378
Phase 3	4,028
Future	TBD
TOTAL	10,067

